



EU Transport GHG: Routes to 2050 II

Final Stakeholder Conference

Diamant Center, Brussels, 23rd February 2012

Outline

The adoption by the Commission of the Roadmap for moving to a competitive low carbon economy in 2050 and the 2011 Transport White Paper provide a high level outline for the intended future direction of EU policy on long-term GHG emission reductions and transport policy. The "EU Transport GHG: Routes to 2050 II" project aims to build on the analysis carried out in the previous project and thus help to deepen understanding of the overall challenges of different transport GHG reduction options and policy packages. It is intended that this should provide data that can assist the Commission in its future policy development.

At this final stakeholder conference a broad range of GHG reduction scenarios for transport until 2050 will be presented, as developed in the project. The scenarios show how the long term targets can be met but also reveal potential impacts tied to the main uncertainties and the impact of choices/actions on the shorter term (2020).

The illustrative scenario tool SULTAN which was developed in the previous project (EU Transport GHG: Routes to 2050) has been further developed. It will be demonstrated how this tool works and how you could use it for analysing policy scenarios.

A key issue for the climate policy of transport is the link with the wider economic development. One session on the conference will focus on this topic. This includes a panel discussion with representatives from among others the EEA, Business Europe and Transport & Environment. The panel will discuss the challenge of combining economic development and climate objectives, including the impacts of the economic crisis.

Agenda

9:00 **Registration**

Session 1

9.30 **Welcome by Chairman** (Huib van Essen, CE Delft)

9:35 **Setting the Scene**

Climate policy for transport and brief project overview (Nikolas Hill, AEA)

9:50 **SULTAN and Scenario Development: Sensitivities for 2050 GHG Reduction**

Presentation of the new baseline scenario and various revised and new GHG reduction scenarios to meet 2050 targets, followed by discussion. (Nikolas Hill, AEA)

11:00 **Coffee Break**

Partners



Session 2

- 11:20 **Energy Security Co-Benefits of Transport Sector GHG Reduction Policies**
Presentation of further development of the energy security methodology outlined in the previous project and the results for project scenarios followed by discussion. (Nikolas Hill, AEA)
- 11:50 **Options for the Short Term: Scenarios on the Impacts of Policy to 2020**
Presentation of analysis of various policy scenarios until 2020 and their impacts until 2050 followed by discussion. (Nikolas Hill, AEA)
- 12:30 **Demonstration of the New SULTAN Tool for Developing GHG Reduction Scenarios**
Background, scope and assumptions of the tool and how does it work: demonstration of the tool. The session will make clear how policy makers and stakeholders can use SULTAN to analyse GHG reduction options/policies and assess new scenarios. (Matthew Morris, AEA)
- 13:00 **Lunch**

Session 3

- 14:15 **Transport in a Resource Efficient, Low Carbon and Climate Resilient Economy**
Presentation of the project results on the analysis of the relation between economic growth and GHG reduction in transport (decoupling of GDP growth and transport growth and alternative routes to societal goals).
Followed by a panel discussion on the role of transport in the resource efficient, low carbon and climate resilient type of economy foreseen by Europe 2020. The panel will include August Mesker (Business Europe), Jos Dings (Transport and Environment), Alfredo Sánchez Vicente (EEA) and a few others (to be confirmed).
- 15:45 **Coffee**

Session 4

- 16:15 **Highlights of Project Results and their Consequences for GHG Policy for Transport**
Presentation on what the project results tell us about GHG policy:
- Do the emissions from vehicle production and infrastructure development change our view on climate policy for transport?
 - Does taking account of the co-benefits lead to different policy conclusions?
 - What do cost effectiveness considerations tell us about prioritisation of policy options?
 - How can undesired knock-on consequences, risks and uncertainties of climate policy for transport be tackled?
- Followed by discussion.
- 17:15 **Closing Remarks**
- 17:30 **End of the Conference**