Evaluation and Monitoring for the EU Directive on Energy End-Use Efficiency and Energy Services

Parallel Session 2:

Evaluation methods and examples for application: Transport

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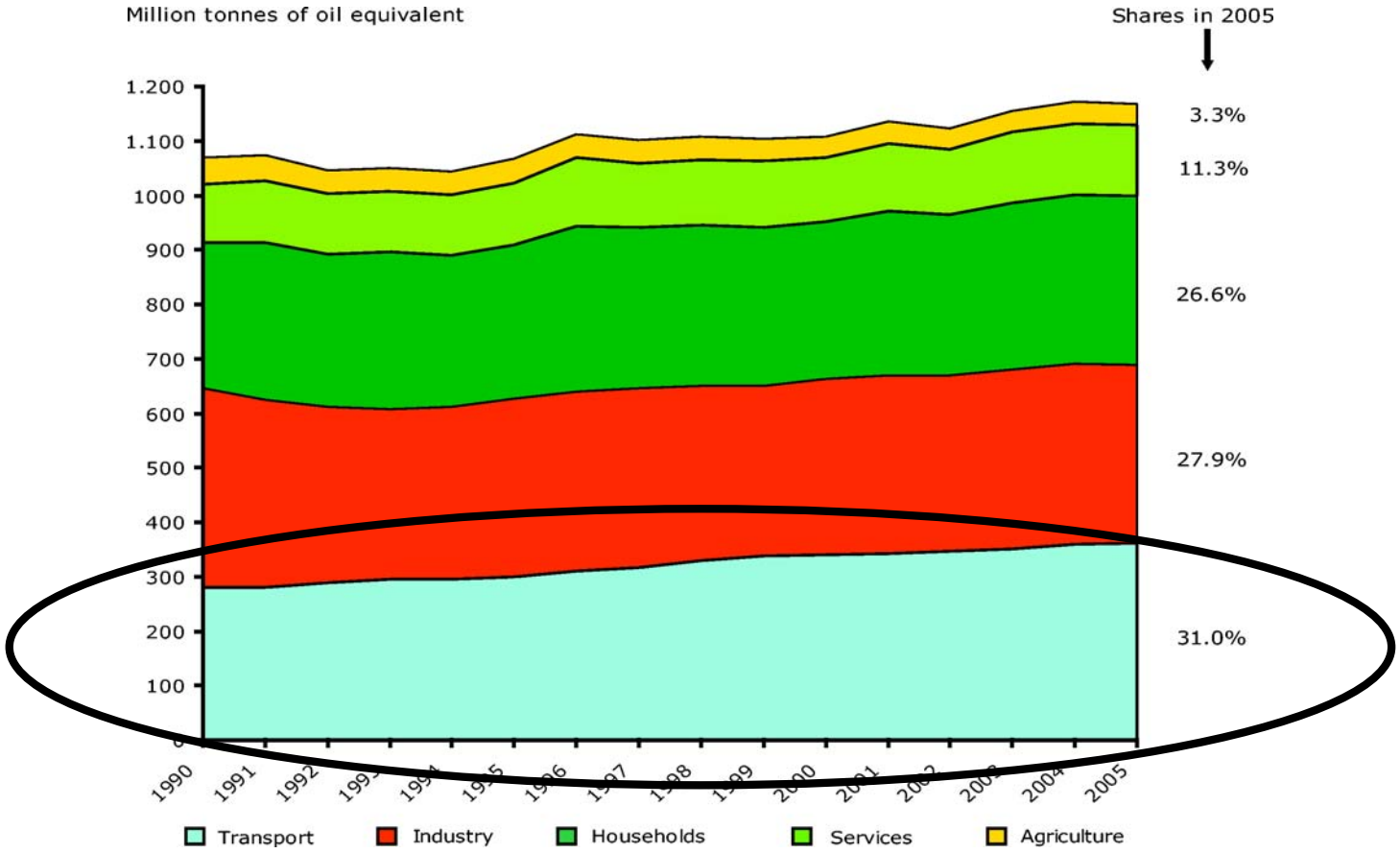
Final energy consumption by sector in EU-27, 1990-2005



Source: EEA 2008, data source: EEA and Eurostat

Key Challenging Trends in Mobility

Increasing freight transport (I)

Economic globalisation drives more goods being produced and imported from abroad. Global freight transport is estimated to triple by 2050 (WBCSD, 2004).

Increasing long-distance leisure and air travel (III)

More than 20% growth in passenger kilometres by 2010 are expected with a 70% growth in travel between European countries. Long-distance trips increase at twice the rate of "short" trips (of less than 40 km) (EC, 2001).

Increasing personal mobility (V)

Over the past 50 years the number of vehicles worldwide increased from 50 million cars to about 700 million (EU-UNEP, 2005). Every year 4.3 million extra cars are added to Europe's roads (EurActiv, 2007).

Increasing fuel price and application of alternative fuels (II)

The energy transport uses accounts for more than a quarter of the world's demand for oil (UNEP). After a century of fossil fuel dominance in the transport sector, biofuels are beginning to be more common on the market (EEA, 2007b).

Low efficiency of public transport system (IV)

Trend in EU is not only caused through high maintenance costs due to under-investment but also organisational issues: decentralisation of responsibilities without financial resources; transport operators are often not responsible for investments; no depreciation of assets (EBRD, 2004).

Quelle: European Environmental Agency et al. 2008, S. 70

Strategies to Reduce Energy End-Use in the Transport Sector

Urban planning ← **Transport avoidance**

Public Transport and Non-Motorised Modes ← **Modal Shifts**

Technology ← **Vehicle efficiency**

Transport policies and measures

Examples of eligible energy efficiency measures in the transport sector in the ESD

- Mode of travel used (e.g. promotion of energy-efficient vehicles)
- Mode shifts of travel (e.g. modal shifts from more energy-consuming modes of transport to less consuming ones)

- Standards and norms
- Energy labelling schemes
- Training and education
- Regulations, taxes
- Focused information campaigns

Source: Directive 2006/32/EC, Annex III

Transportation Sector: Facilitating measures in the EU-27: Overview

	Taxes on car acquisition/ ownership	Fleet emission limits	Infrastructure improvements (rail, bicycle)	Price incentives for modal switch	EcoDriving
Austria	1		1		1
Belgium	1		1	1	1
Bulgaria			1		
Cyprus			1		
Czech R			1		
Denmark					
Estonia		1	1		
Finland		1	1		1
France	1		1		
Germany	1		1	1	1
Greece	1		1	1	1
Hungary			1	1	
Ireland	1	1	1	1	1
Italy		1			
Latvia	1	1	1	1	1
Lithuania					
Luxembourg	1				
Malta				1	1
Netherlands	1		1		1
Poland			1		1
Portugal					
Romania			1		
Slovakia	1		1	1	1
Slovenia	1	1	1	1	1
Spain	1		1		1
Sweden	1		1	1	1
UK	1	1	1	1	1
	14	7	21	11	15

Source: Analyses of 25 NEEAPs, 2007

Presentation of Case Applications: Top-Down and Bottom-Up

- Didier Bosseboeuf, ADEME: **Vehicle Efficiency** (Top-Down)
- Frederic Rudolph, Wuppertal Institute: **Modal Shift** (Bottom-Up)
- Harry Vreuls, SenterNovem: **EcoDriving** (Bottom-Up)

Questions for Discussion

- What are **crucial aspects or problems** especially of the Bottom-Up-case application (e.g. availability of data, existence of solid benchmarks)?
- How are the **experiences with the applicability** of the case application (e.g. in pilot projects)?
- Are **overlaps** with other measures relevant?

Thank You for Attention!

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