

Renewable Energy for Transport vs. Sustainable Transport in the EU

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http://www.inforse.org/europe/seminar08_BXL.htm

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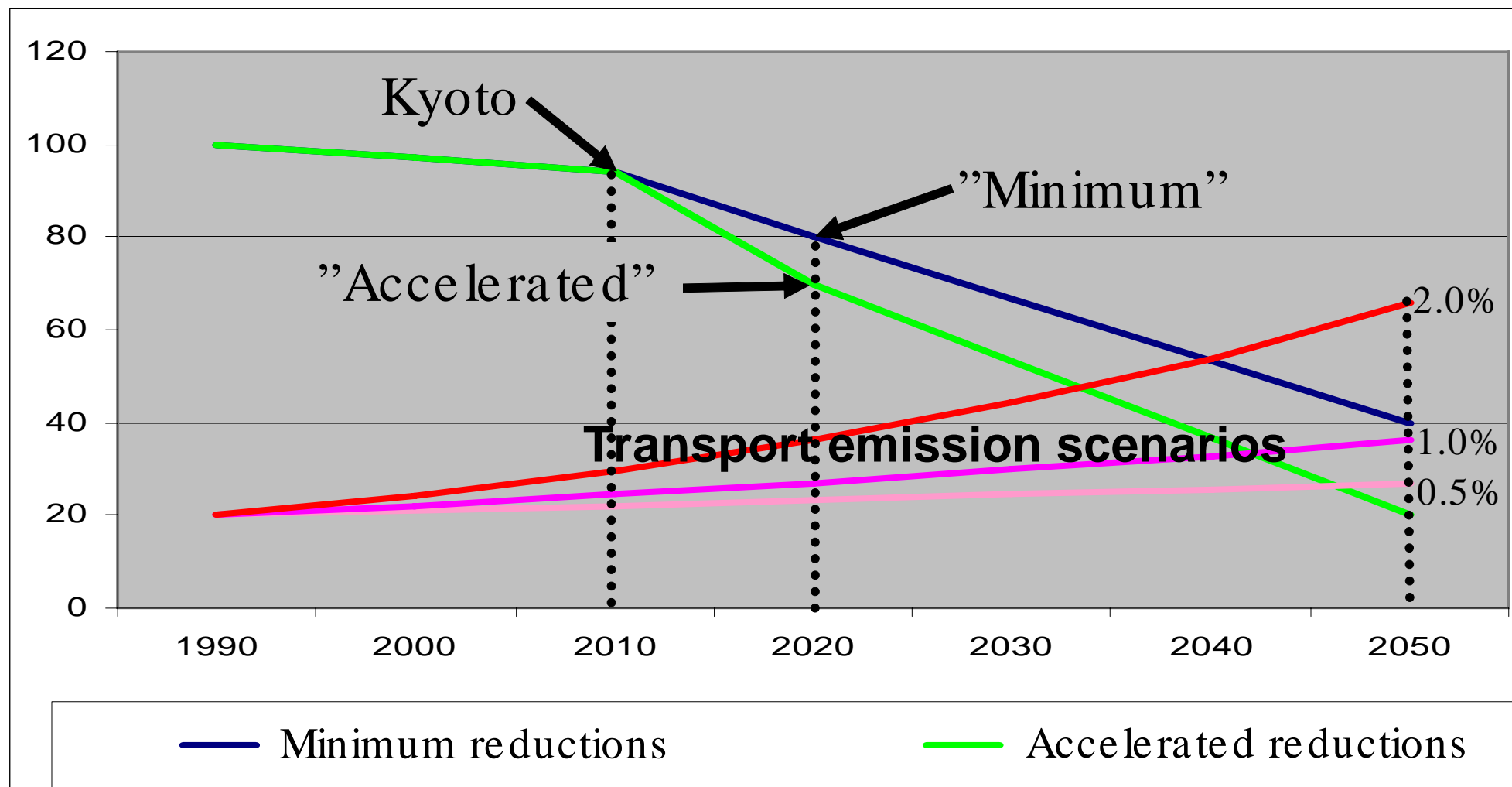


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www.transportenvironment.org

Transport and the -20% target



Energy efficiency = key

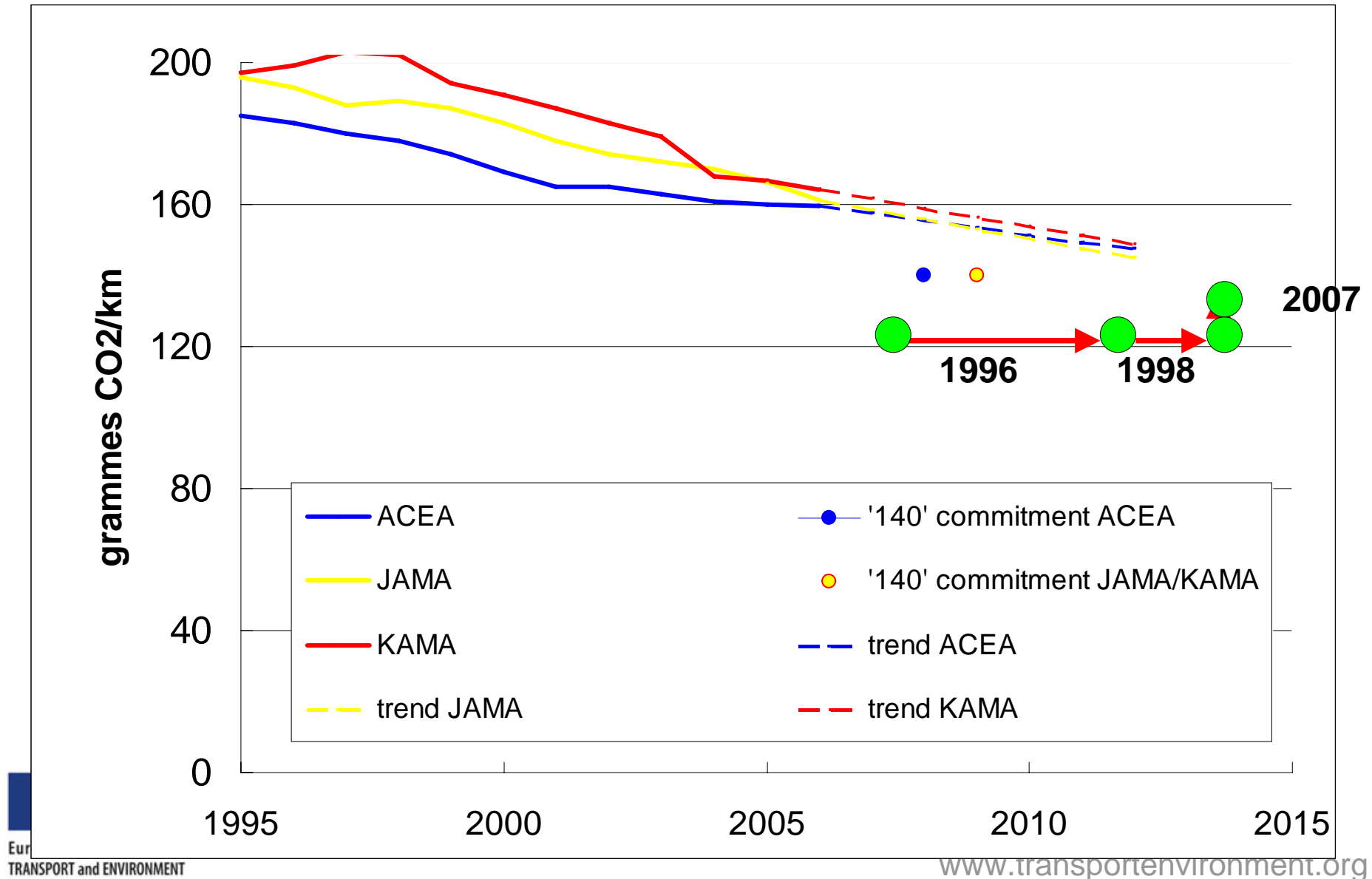
There is no substitute for energy efficiency in vehicles and transport systems



Best investment for climate, energy security and technological innovation

Get serious with cars

EC proposal = 17 years leadtime to hit 10 g/km weaker target





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Environmental warning on biofuels

The drive to switch over to biofuels could lead to rising food prices and deforestation, a report has warned.

The government and EU have said by the year 2020 they want 10% of all fuel in cars to come from biofuels.

But a study by the Co-op Insurance Society suggests achieving this could have a severe environmental impact.

It comes days after a UN report with similar warnings said that biofuels are more effective when used for heat and power, rather than in transport.

Biofuels can be anything made with vegetable matter that burns.

They are seen as a potential solution to climate change because they can reduce emissions of greenhouse gases.

'Radical effects'

The Co-op report claims there is a future for biofuels, but current targets for growing so much fuel could have



Rapeseed oil can be used to produce bio-diesel



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Climate performance targets, not biofuel volume targets !

9 January: Schwarzenegger proposes
'Low Carbon Fuel Standard' (LCFS)
'Well to Wheel' greenhouse gas
emissions per litre of petrol and diesel -
10% in 2020



31 January: Commission proposes
reviewed fuel quality directive, including
lifecycle greenhouse gas target for
petrol and diesel
Similar targets



The way out - summing up

First priority is LESS ENERGY to save emissions and take pressure of oil markets

Fuel efficient cars are the single most effective measure to curb oil use and emissions – please **STRENGTHEN**

Target needed for fuel decarbonisation – **SCRAP** biofuel target please !!

Thank you!

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Upcoming directive on smart charging

An opportunity to – finally - allow member states internalisation of external costs in road tolls ('Eurovignette')

Both theory and practice shows convincing positive impacts