

Decarbonising transport

The road ahead on the fuels side

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The future of oil...

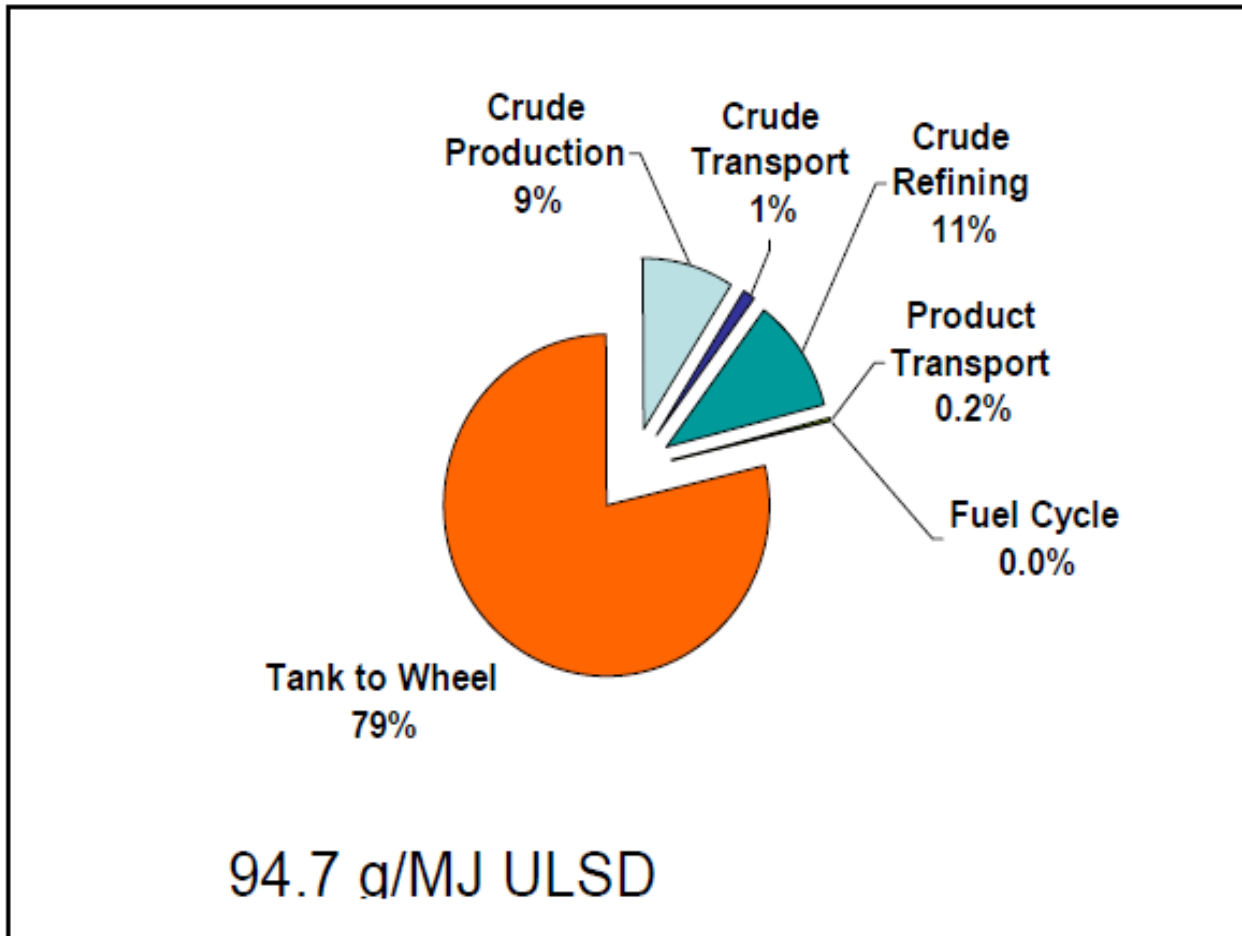
- Looks dirty!
- “Significant risk” oil supplies will peak before 2020 (UK ERC)
- Climate change
- Efficient policy response



GHG emissions of fuels

Figure E-2.

CARB Estimate of GHG Emissions from ULSD Production



Decarbonisation of transport

- 10% volume target should be scrapped
- Replaced by GHG-based approach
- Focus on outcomes, not inputs:
 - Cleaning up the chain of fossil fuels or
 - Promote alternatives based on their GHG savings
- Picking winners? Biofuels ...
- Energy-based approach for cars

Science based?

- *“Indirect land use change could potentially release enough greenhouse gas to negate the savings from conventional EU biofuels.” (JRC)*
- *“The balance of evidence shows a significant risk that current [biofuel] policies will lead to net greenhouse gas emissions.” (The Gallagher review)*

Electric cars

- 2-3 times less energy
- Lower carbon footprint, except when electricity comes from coal
- Penetration of EVs likely to stay limited on the short-term + lower mileage

Incentives should reduce, not increase, CO₂

Close loopholes



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EVs: *on-board* smart metering required

- Demand management
- Freedom of choice & competition
- Business models
- Regulation & Taxation
- Transparency for the consumer

Opportunity: Standardisation & Type approval

Conclusion

- GHG - instead of name-based policy
- Evidence-driven policy instead of policy-driven evidence
- Incentives should reduce, not increase, CO₂ – supercredits should be scrapped
- Smart meters on board electric cars