

Policy scenario Transport

PROLIBIC workshop

18/09/2012



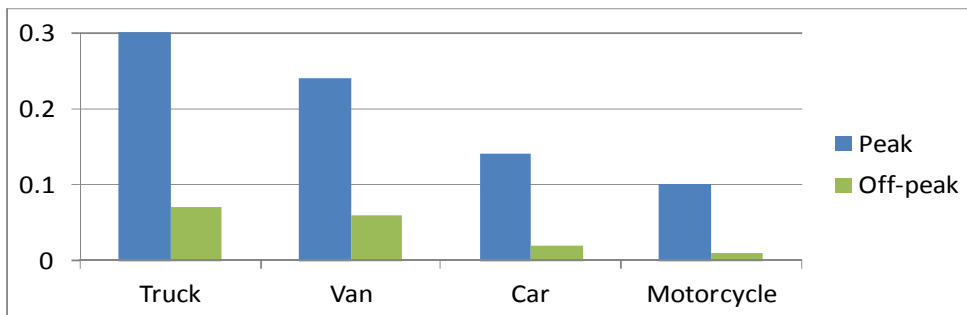
Structure

- Main assumptions of Policy Scenario
- Impact of Policy Scenario on
 - Passenger transport
 - Freight transport
 - Environment
 - Congestion
 - Welfare



Description of Policy Scenario (POL)

- Harmonisation of excise duty in gasoline and diesel (0.6 €'08/litre)
- Road pricing (€'08/km)



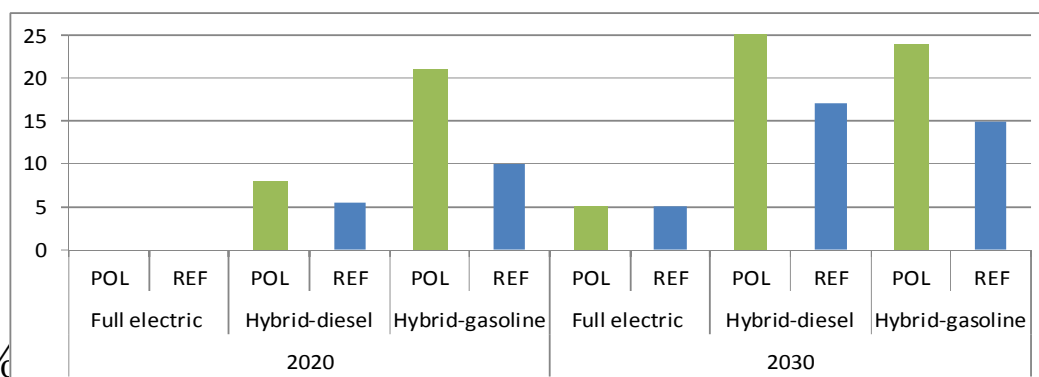
- Environmental tax for rail and inland navigation

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Description of Policy Scenario (POL)

- Share of alternative motor fuel technologies in new car sales (%)



- Biofuels (vol%)

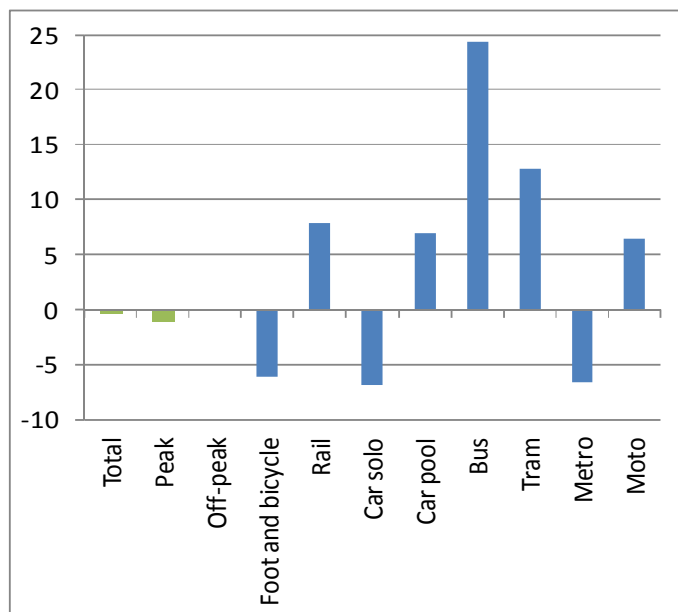
	Generation	2020		2030	
		REF	POL	REF	POL
Biodiesel	First	5.8	9.4	5.8	11
	Second	0	0.9	0	5.3
Bio-ethanol		6.5	14.7	6.5	14.7

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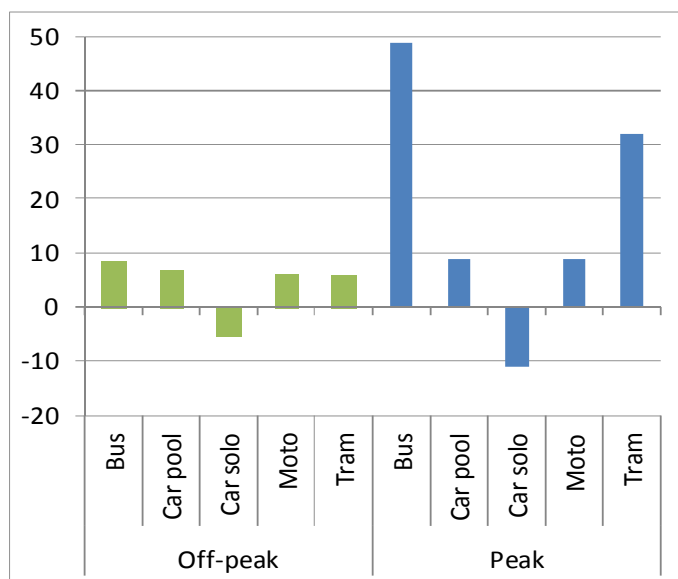
Impact of POL scenario on passenger transport

(2030 - difference in % compared to REF)

Passenger km



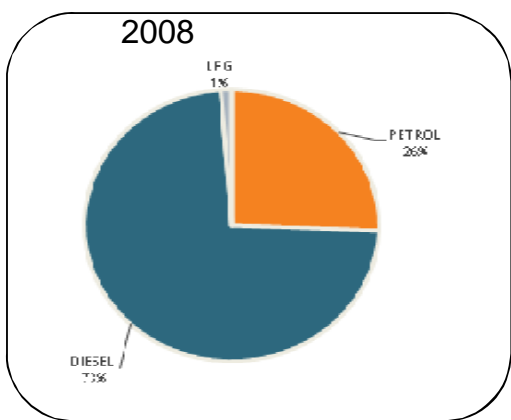
Vehicle km



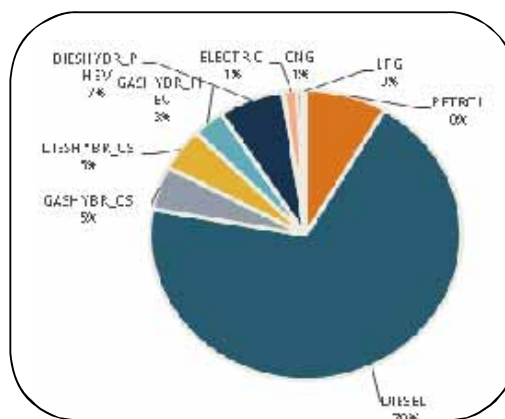
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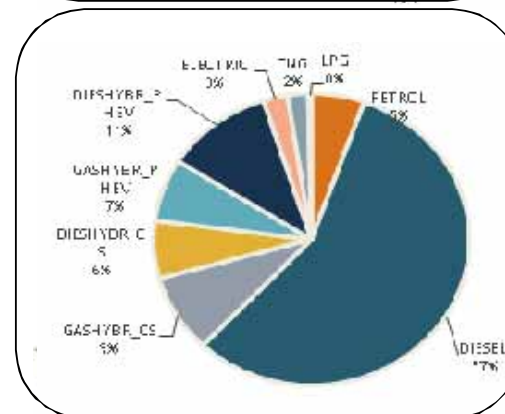
Share of car types in car vehicle km



2030 – REF



2030 – POL

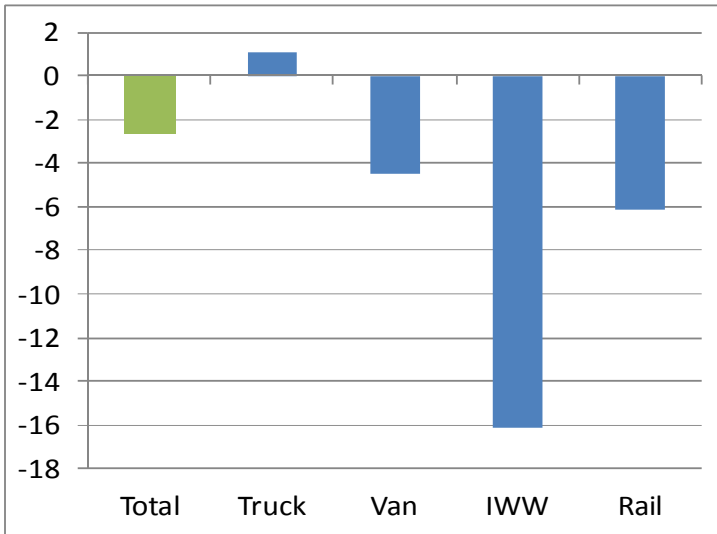


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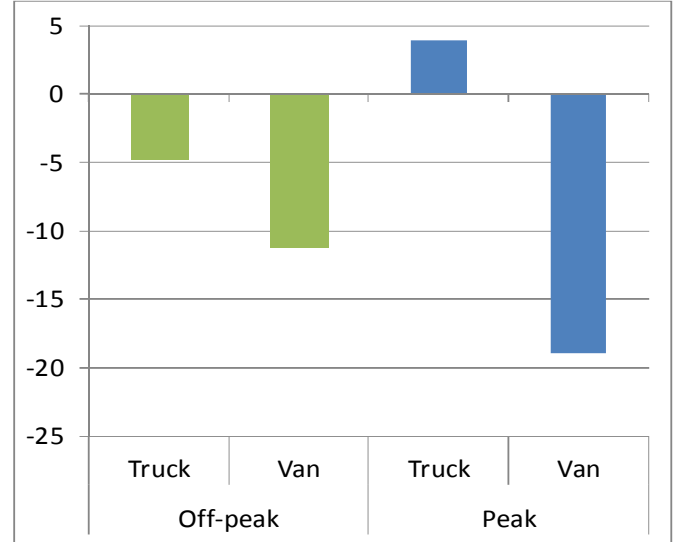
Impact of POL scenario on freight transport

(2030 - difference in % compared to REF)

Tonne km



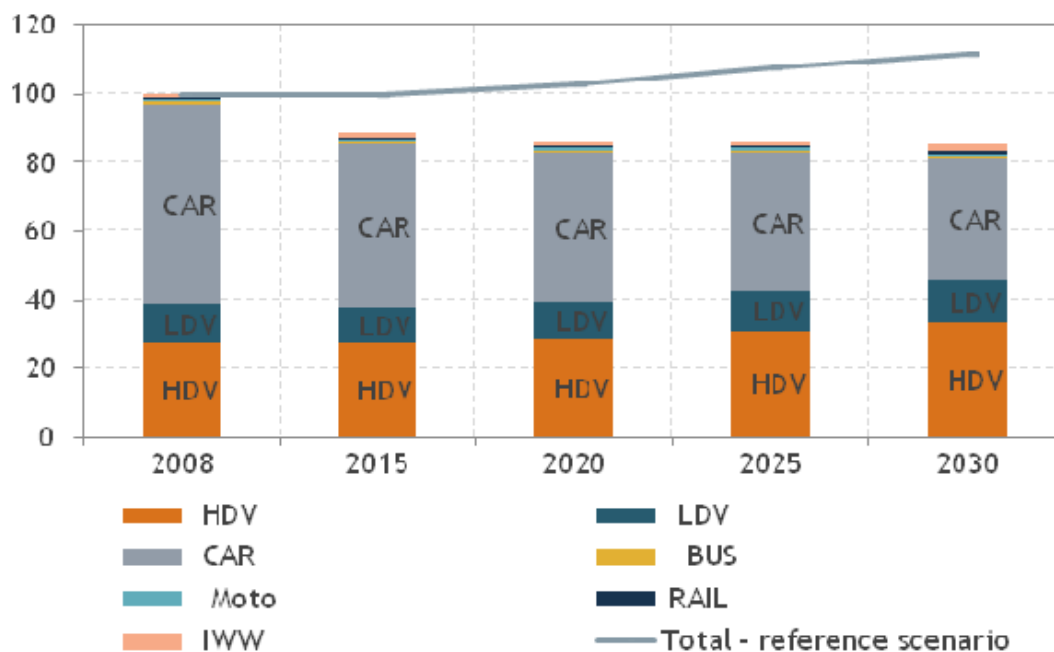
Vehicle km



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Impact of POL scenario on direct GHG emissions



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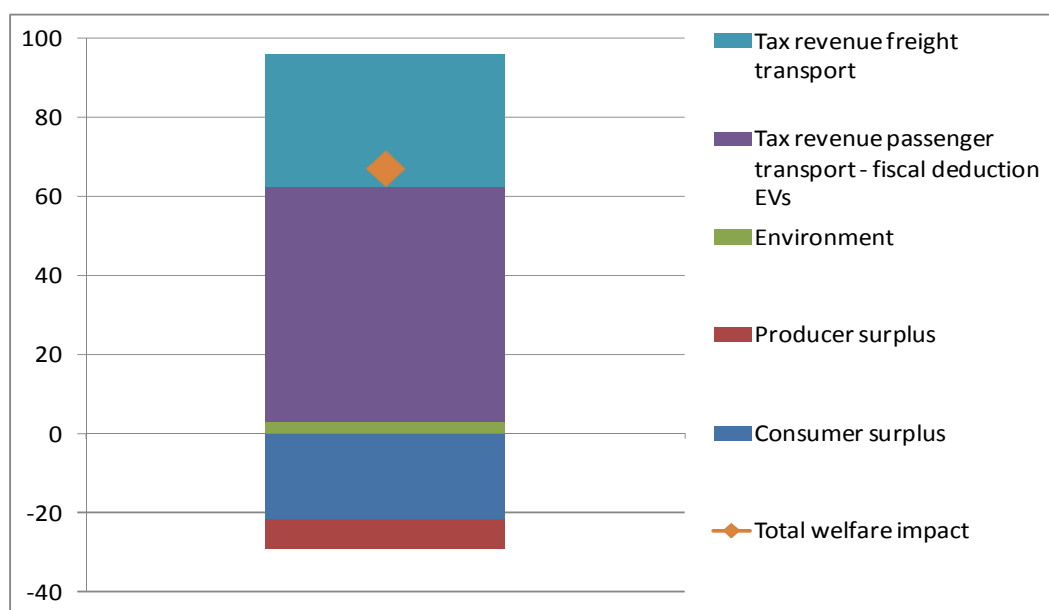
Other impacts of POL scenario

- **Pollution:**
 - Emissions of most air pollutants fall
 - Real-life Ecoscore: slightly higher, but modest impact
- **Positive impact on congestion:**
 - Average road speed in peak period: +23%;
 - in off-peak period: +3%

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Impact of POL scenario on welfare (2010-2030)

Difference w.r.t. REF scenario; billion euro



Note: before taking into account impacts of revenue recycling

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Conclusions & remarks

- Positive impact of scenario on congestion, air pollution, climate change and welfare
- Further analysis:
 - Different assumptions on road charge and environmental taxes
 - Capacity of public transport and inland navigation
 - Tax recycling
 - How to realise ambitious objectives for biofuels?