

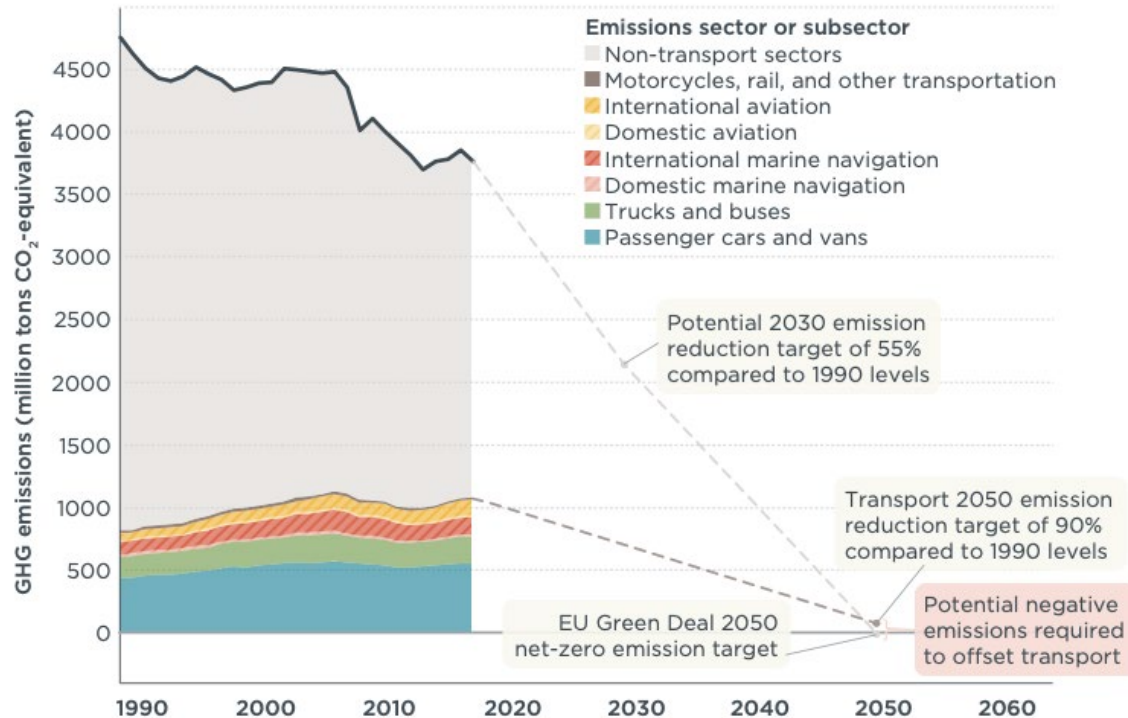
Transport and climate change: What sectoral objectives for transport to achieve climate neutrality in the 2nd half of the century

Peter Mock

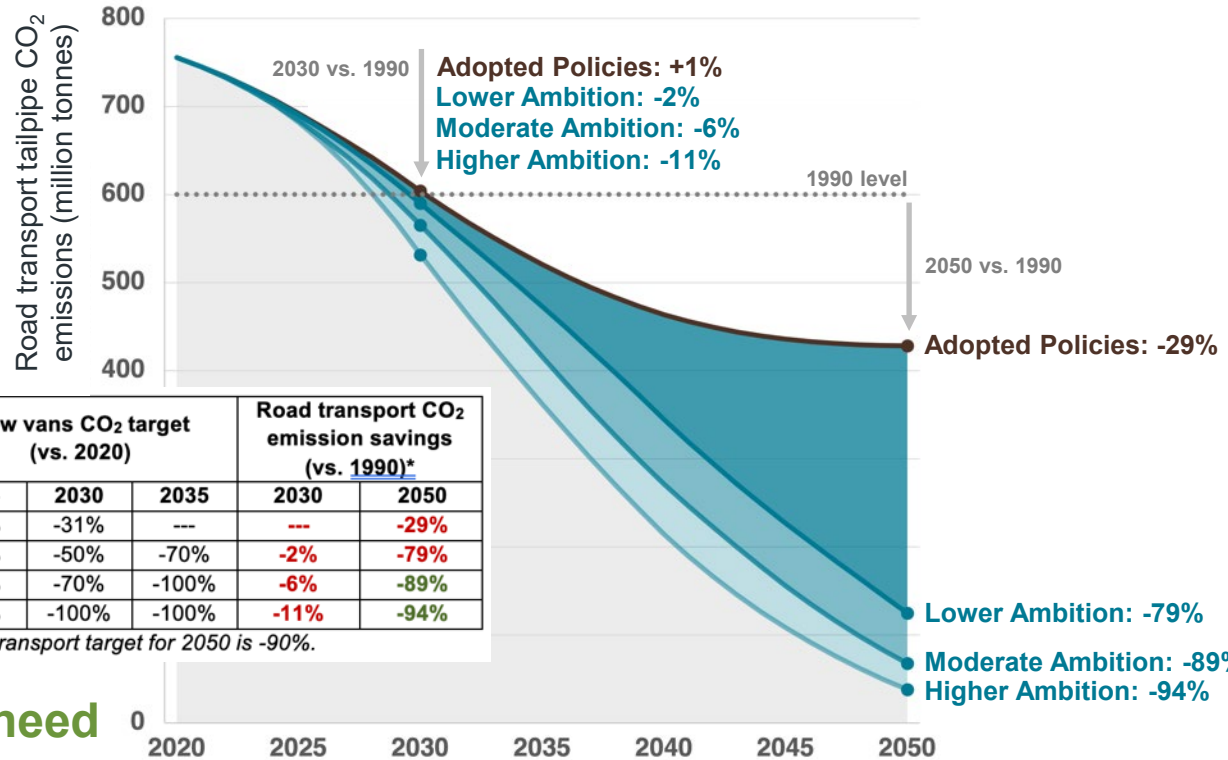
Pan-European Program on Transport, Health and Environment

January 13, 2022

For 2050, transport CO₂ emissions will need to decrease by at least 90% compared to 1990 levels



Only a min. 70% reduction of new vehicle CO₂ by 2030 and -100% by 2035 complies with Green Deal targets for 2050



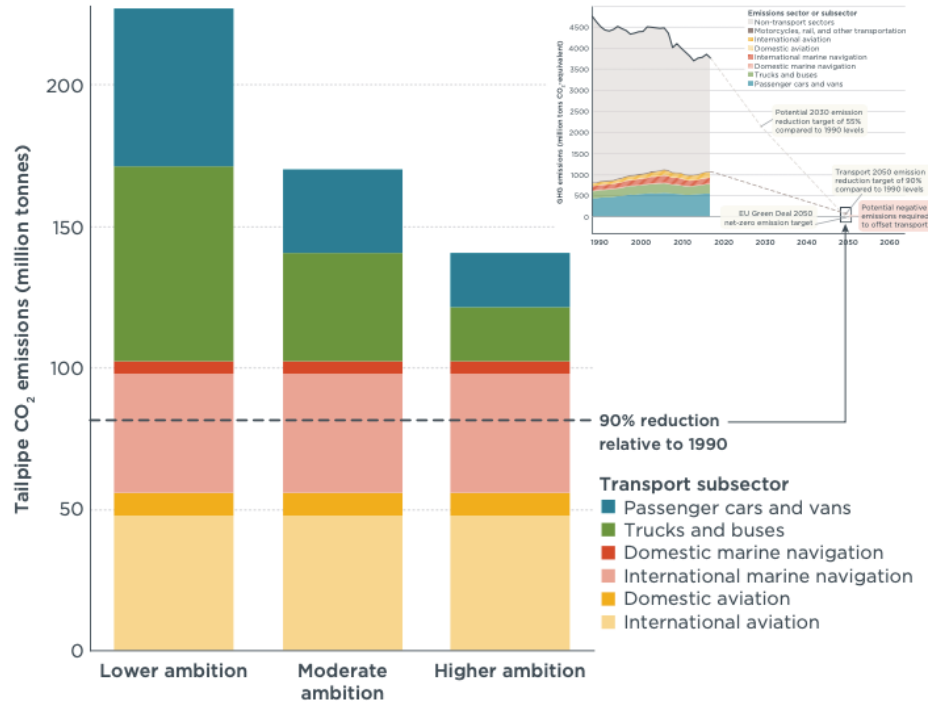
What we got

| Scenario | New cars CO ₂ target (vs. 2021) | | | New vans CO ₂ target (vs. 2020) | | | Road transport CO ₂ emission savings (vs. 1990)* | |
|-------------------|--|--------|-------|--|-------|-------|---|------|
| | 2025 | 2030 | 2035 | 2025 | 2030 | 2035 | 2030 | 2050 |
| Adopted policies | -15% | -37.5% | --- | -15% | -31% | --- | --- | -29% |
| Lower ambition | -20% | -50% | -70% | -15% | -50% | -70% | -2% | -79% |
| Moderate ambition | -30% | -70% | -100% | -25% | -70% | -100% | -6% | -89% |
| Higher ambition | -40% | -100% | -100% | -35% | -100% | -100% | -11% | -94% |

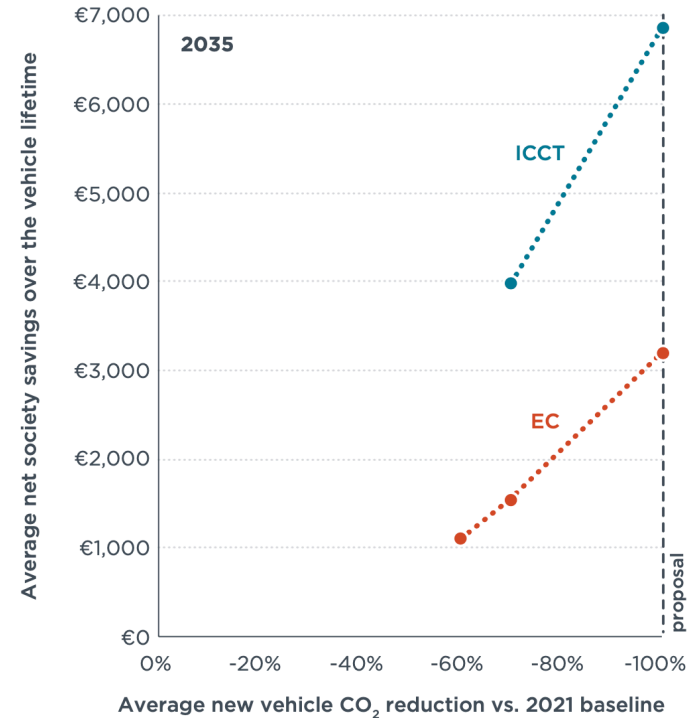
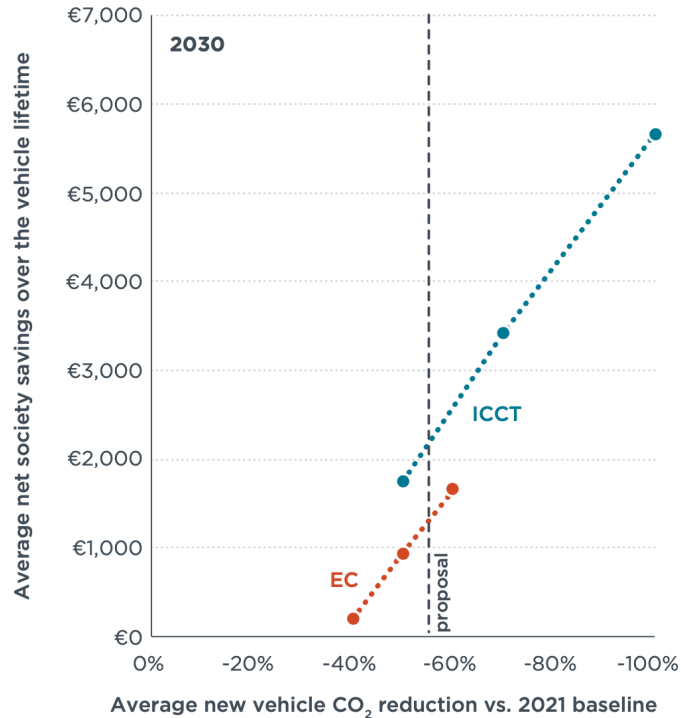
* The economy-wide target for 2030 is at least -5%, the road transport target for 2050 is -90%.

What we need

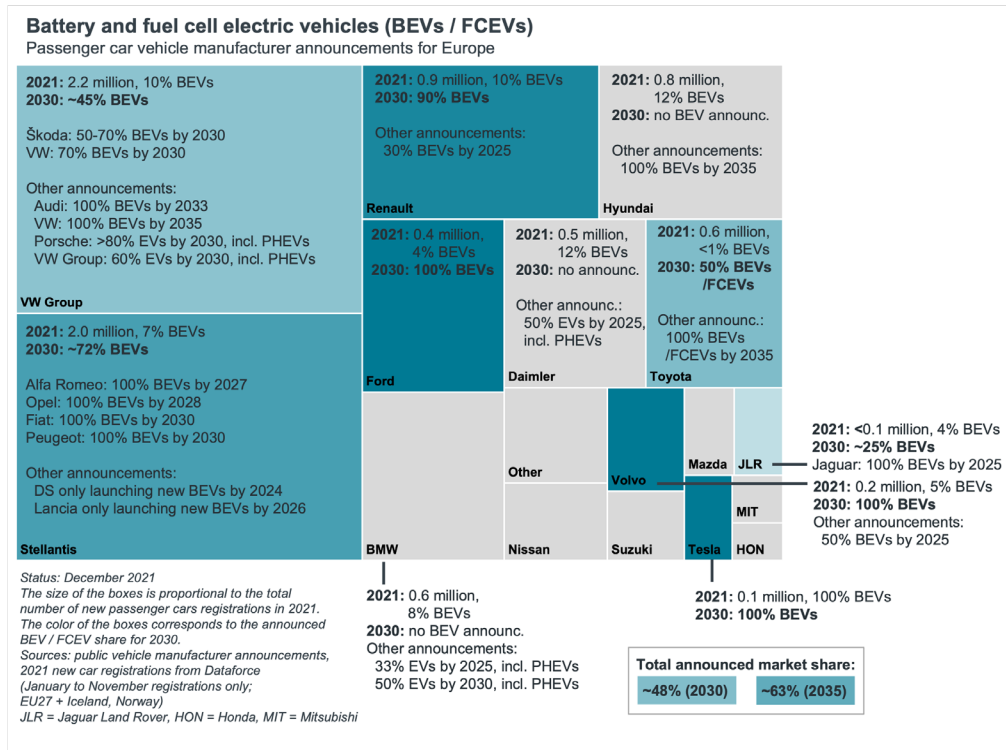
Even in a 'higher ambition' scenario, CO₂ levels from aviation and shipping will likely exceed the -90% target



Societal savings of lower CO₂ vehicles will be high in any case but are underestimated by the European Commission

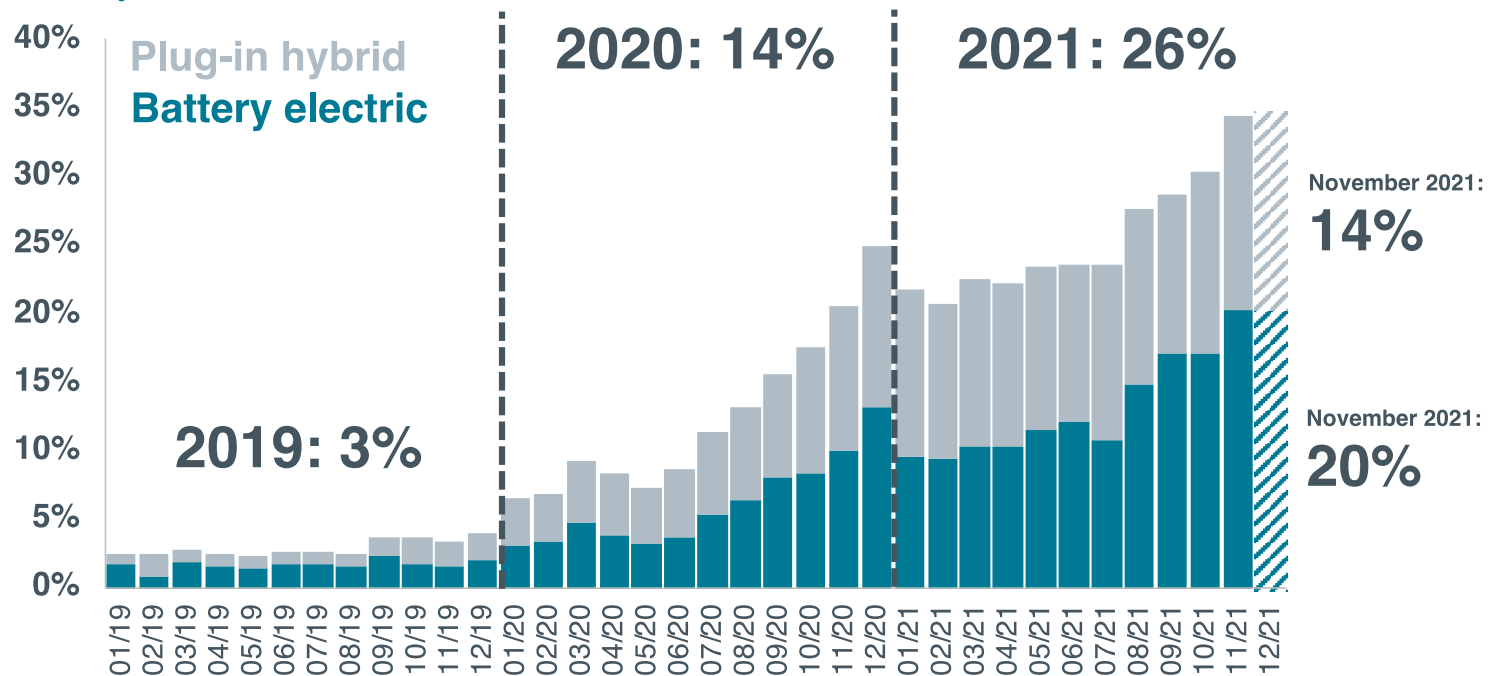


Manufacturers are ready for the transition, with French and Italian companies currently leading on announcements



Consumers throughout Europe show strong interest in electric vehicles, with ~18% BEVs and PHEVs in 2021

case study Germany:



Data source: KBA

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THE INTERNATIONAL COUNCIL
ON CLEAN TRANSPORTATION