



Transport measures reported to the EED energy savings obligation and additionality of savings

Webinar: Tuesday 19 November 2024

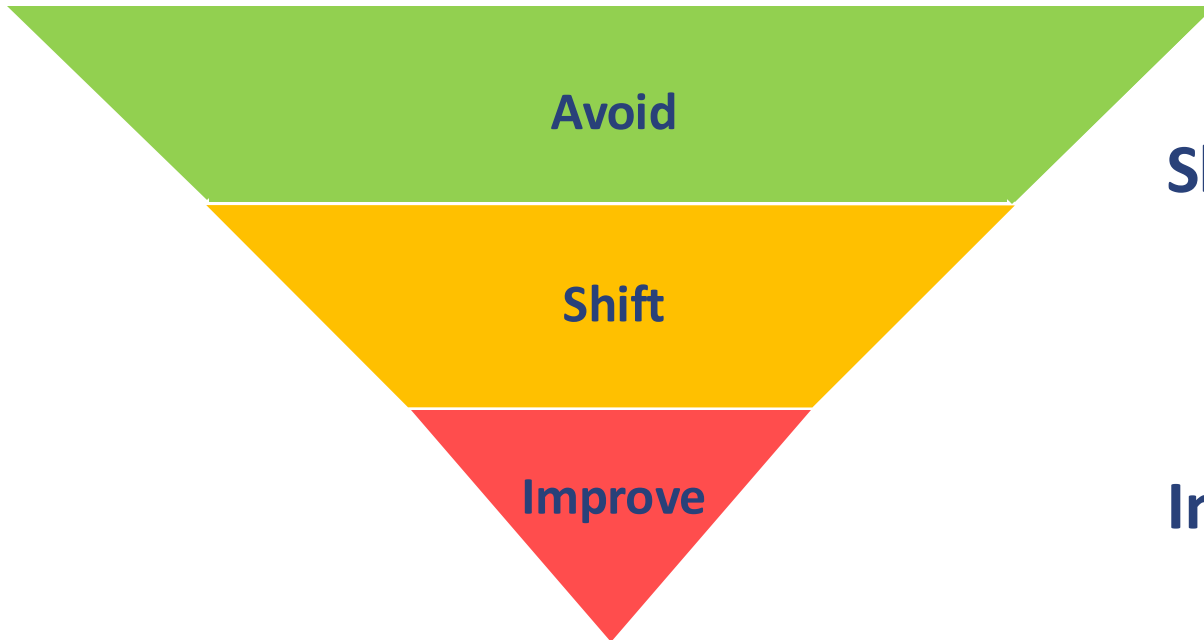


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Contents

- Types of transport policy measures
- Overview of reported measures and savings (NECPR 2023)
- Additionality of transport measures – approaches to the calculation of energy savings

Examples of transport measures



Avoid

- Taxation (also some Shift and Improve)
- Integrated land-use planning
- Lifestyle change (work from home, leisure travel)

Shift

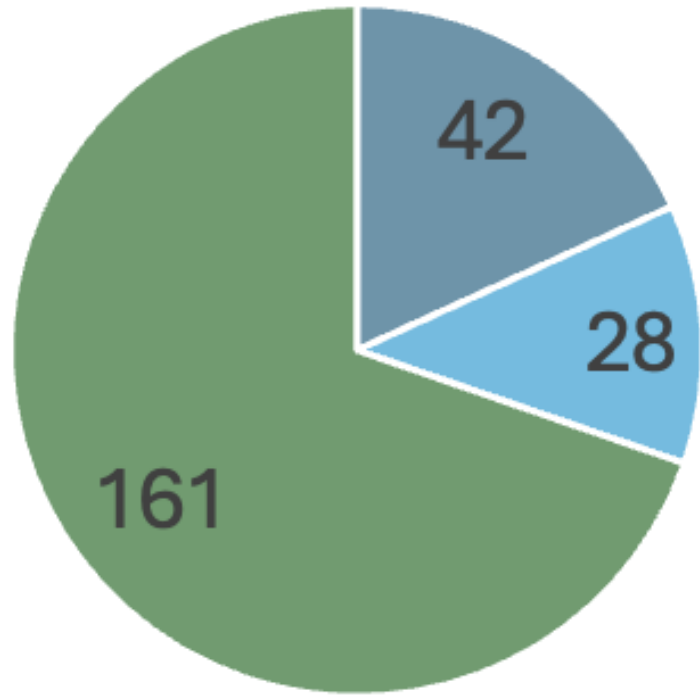
- Make public transport cheaper (DE, IT, PT)
- Cycle to work (SK)
- Densification of public transport (PT)
- Investment in new railways (EE)

Improve

- Vehicle replacement incentives (BG, DE, HR, LT, SI)
- Regulations on freight transport (FI)
- Electric bus programmes (CZ, DE)
- Behaviour change - Ecodriving (BE, EE)
- Behaviour change - Tire pressure (various EEOS)

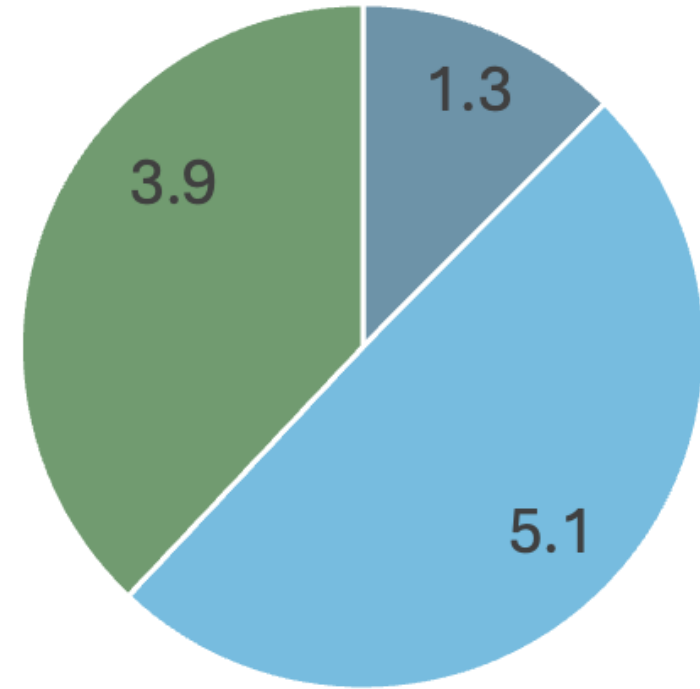
Policy measures in NECPR (2023)

Policy measures with savings in 2021



■ Transport

New annual savings from measures reported in 2021 (mtoe)

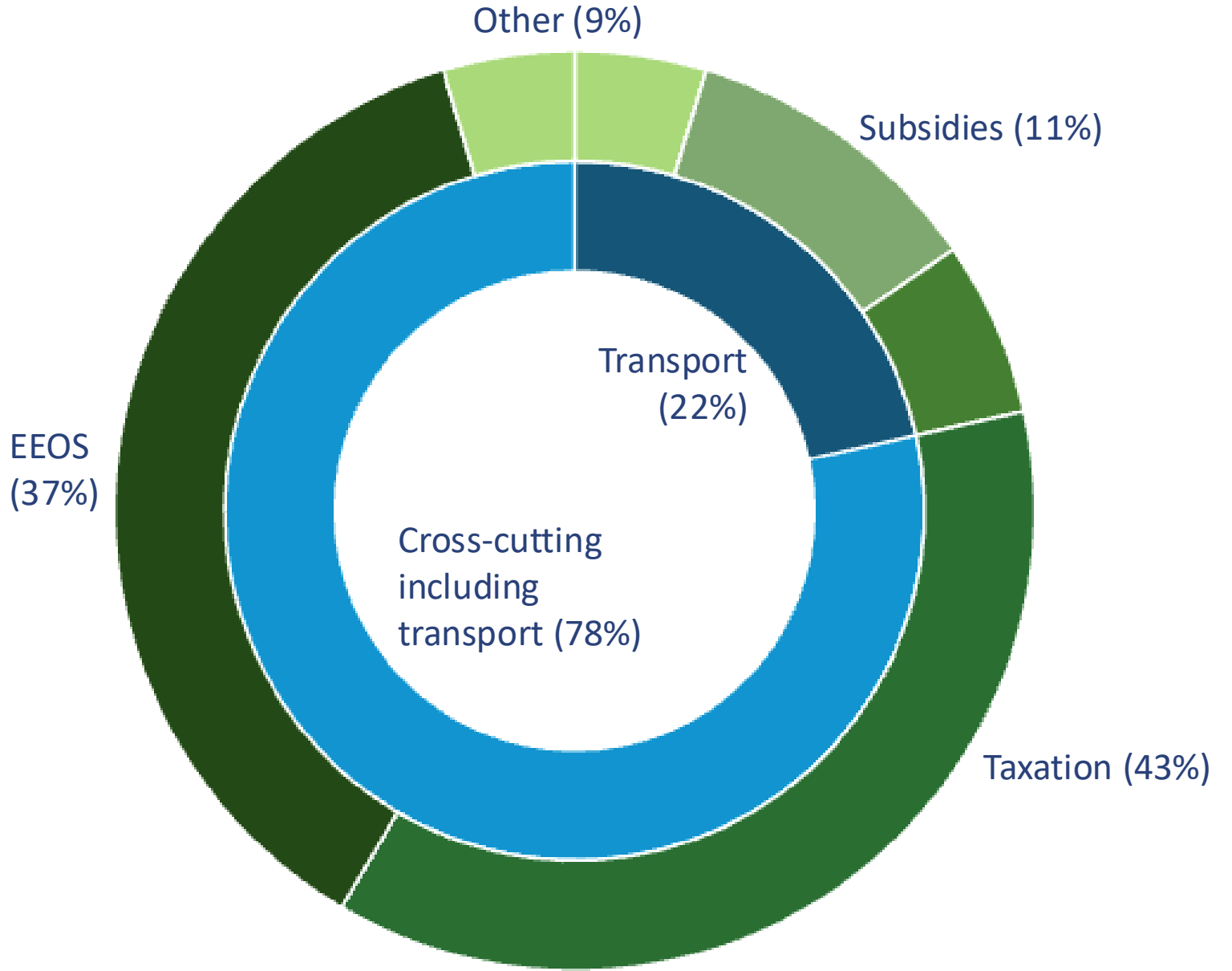


■ X-cutting incl. transport

■ Other

Source: NECPRs (2023)

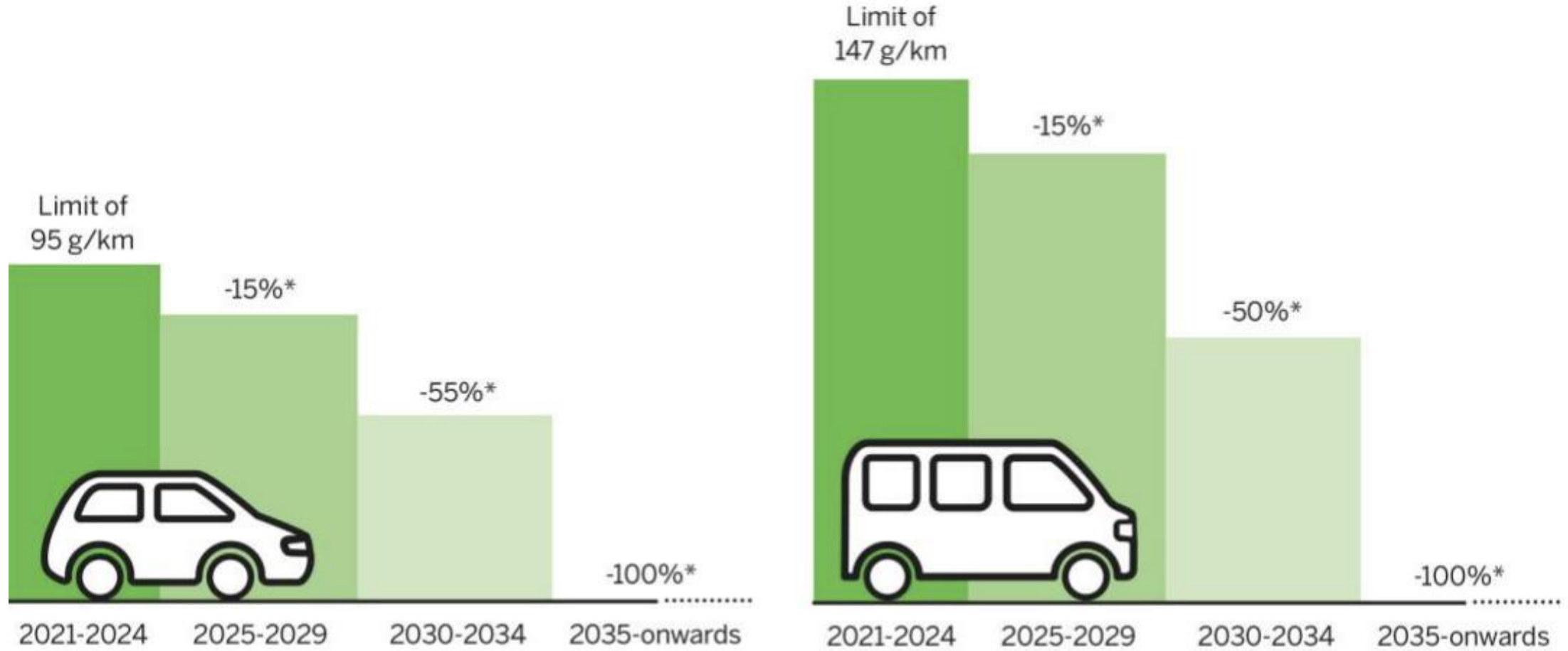
New annual savings by measure (2021)



Source: NECPRs (2023)

Additionality – EV purchase support

EU new vehicle CO₂ standards



*compared to 2021 targets

Source: Council of the European Union. (n.d.) *Fit for 55*
 Why the EU is toughening CO₂ emission standards for cars and vans

Crucial assumptions are the energy consumption of the **reference** and **efficient** vehicles

$$TFES = (sFEC_{ref} - sFEC_{eff}) \cdot \frac{DT}{100} \cdot n \cdot f_{BEH}$$

TFES	Total final energy savings [kWh/a]
sFEC _{ref}	Specific final energy consumption of the reference vehicle [kWh/100 km]
sFEC _{ref}	Specific final energy consumption of the efficient vehicle [kWh/100 km]
DT	Average yearly distance travelled with the vehicle [km/a]
n	Number of efficient vehicles purchased [dmnl]
f _{BEH}	Factor for correction of behavioural effects [dmnl]

Source: streamSAVE (2023)

www.streamsave.eu



EU new vehicle CO₂ standards

Approach	Reference vehicle (early replacement)	Reference vehicle (end of life)	Efficient vehicle	Impact	Rationale
National	Vehicle replaced	Market average for fuel type in class	Vehicle purchased	Difference between purchased and average technology available on the market	Art 8 about MS FEC. Plus, without national policy support, manufacturers would not meet their targets
EU-wide	Vehicle replaced	Market average for all vehicles in class	Market average for all vehicles in class	Savings fully offset, as “waterbed effect” sees more polluting vehicles sold	Manufacturers must meet their targets; national policy measures make it easier for them

Other important considerations – national approach

What is the number of efficient vehicles purchased as a result of the policy measure?

$$TFES = (sFEC_{ref} - sFEC_{eff}) \cdot \frac{DT}{100} \cdot n \cdot f_{BEH}$$

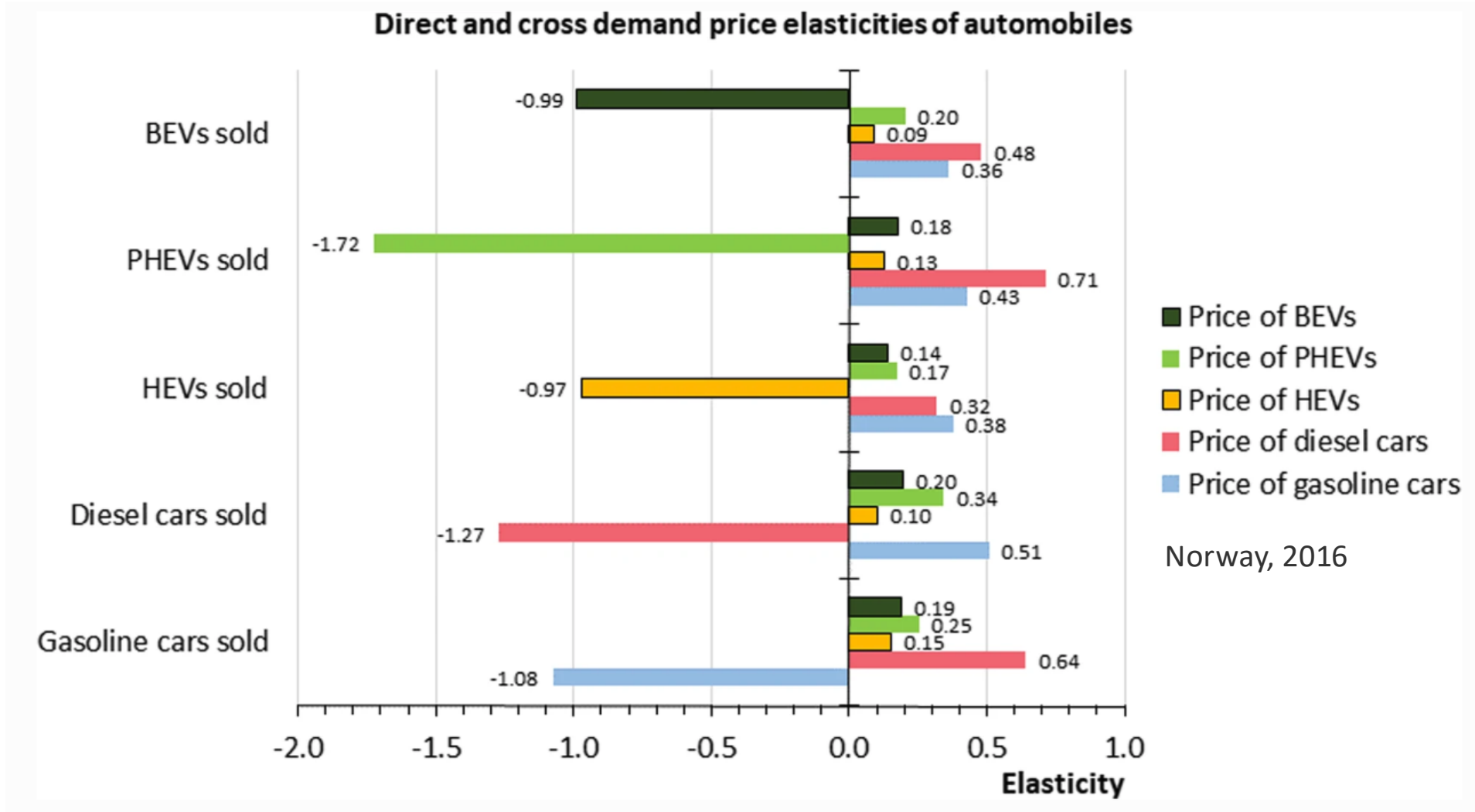
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Source: streamSAVE (2023)

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Evaluate to understand impact



Potential for savings beyond EU new vehicle CO₂ standards

Other ways that energy efficiency policy measures can make an impact?

$$TFES = (sFEC_{ref} - sFEC_{eff}) \cdot \frac{DT}{100} \cdot n \cdot f_{BEH}$$

TFES	Total final energy savings [kWh/a]
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Source: streamSAVE (2023)

Thank you!

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