

TREMOVE Contact Group

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Brussels

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General overview

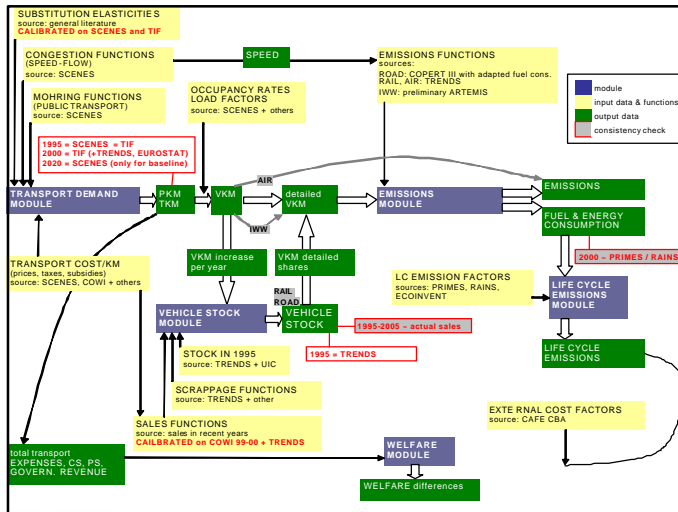
1. Past performance
2. Planning 2006

TREMOVE history

- 1998: TREMOVE 1 (Auto-Oil)
- 2002-2004 modelling TREMOVE 2

TREMOVE in 2005

- Baseline improvements
 - ASSESS
 - NEC
- Model improvements
 - CNG, biofuels, aviation distance, airco, ozone, cold start
- Software
 - Input database, output database, user interface, software documentation, training session



TREMOVE in 2005

- Model runs
 - Maritime
 - Euro 5
 - Other (taxation, retrofit)
 - ASSESS

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Current actions

Spring (TREMOVE 2)

- NEC baseline update
- CO2/CAR runs preparation
- Artemis / Copert ?
- Alternative baseline forecast ???

Spring-Summer (TREMOVE 3)

- Addition of 10 countries
- Truck types improvement

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Further actions in 2006 (1/2)

- Addition of 10 countries
- More detailed vehicle types
 - Truck types improvement
 - Improvements in tram/metro, moped, passenger air
 - Split maritime in short sea shipping and deep sea
 - Add air freight
- Add emission factors for these new types
- Improve stock data
 - 1995 -> 2000
 - Better mileage, detailed types, ...
- Update non-road emission models

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Further actions in 2006 (2/2)

- Extension of model to 2030
- Software: improve input procedures
- Endogenous occupancy rates and load factors
- Congestion for non-road modes
- Explicit modelling of air and iww fleet
- Modelling of fuel choice (bio – conventional)
- Add mcpf sets to welfare model

Future options (not scheduled)

- Model improvement
 - Modelling of second hand market
 - Improved road congestion functions
 - National / international transport
 - Refinement / extension of life cycle emission module
 - Company cars
 - Endogenous mileage
- See: TREMOVE review

Future options (not scheduled)

- Baseline improvement
 - Improving road vehicle stock data (as for BE) -> EU database project?
 - 1995-2004 detailed fleet statistics
 - Early introduction of EURO standards
 - Mileages for detailed vehicle types
 - In-depth analysis of differences between national methodologies
 - Analysis EU statistics vs national statistics for non-road modes