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8th TREMOVE Contact Group Meeting

Brussels, 30/3/2006

Objectives of the meeting
On-going & forthcoming support contracts

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Objectives of the meeting



- Present the new organisation scheme for the model development and use
 - 6 contracts currently in place + projects
 - TREMOVE : an IPR free model, various users.
- Present the state of play of the current version of the model
 - Improvements since the last version
 - Calibration base-year 2000 and forecasts up to 2020
- Discuss the further improvements to the model
 - Until March 2007
 - Longer term

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TREMOVE Contact Group



- Purpose
 - Stakeholder consultation at technical level
 - Modelling and data
 - Baseline forecasts
 - Policy options
 - Policy simulation results
- Composition
 - TREMOVE co-ordinators
 - EC (DG ENV, ECFIN, TREN, TAXUD, ENTR, RTD, JRC, ESTAT), EEA
 - TREMOVE contractors
 - Experts (Stakeholders, related projects)
- 13 meetings 2003 – 2007

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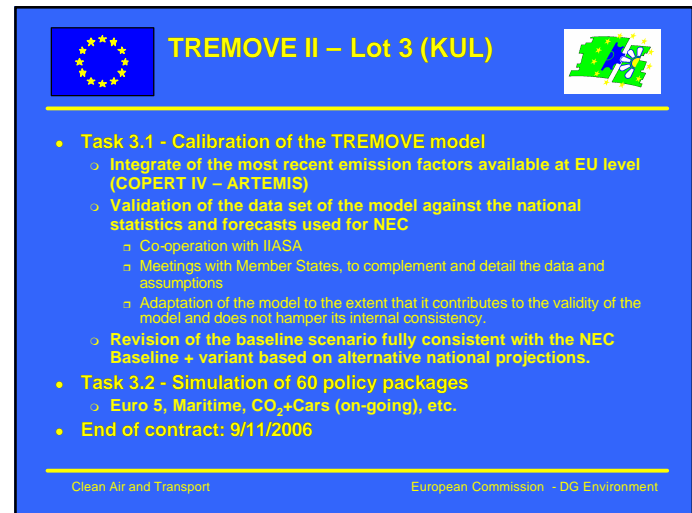
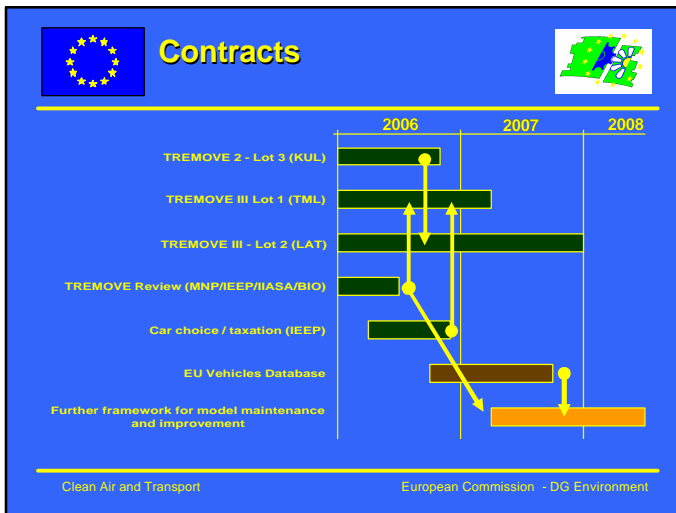
Agenda



- 9:30 – 10:00 Welcomes, Coffee
- 10:00 – 10:30 Introduction (DG ENV)
 - Objectives of the meeting
 - Status of the current and future contracts and projects
 - Link with NEC, ECPC2, other EU policies
- 10:30 – 12:30 State of play in the calibration of Tremove 2.4 (TML)
 - Work undertaken since last CG meeting (10/10/2005)
 - Status on base-year 2000 (transport demand, vehicle stock, fuel consumption, emissions)
 - Discussion (quality vehicle stock databases, difference fuel sold/consumed)
 - Forecasts 2000-2000, comparison with PRIMES and member states forecasts
 - The way to adapt TREMOVE baseline to NEC baseline.
- 12:30 – 13:30 Lunch
- 13:30 – 14:30 Update of the emissions factors in TREMOVE (GOPERT IV) (LAT)
- 14:30 – 15:30 Interim findings of the Scientific Review of TREMOVE (MNP)
- 15:30 – 16:00 Coffee break
- 16:30 – 17:00 Workplan for the current improvement of the model (Tremove 3) (TML)
 - Enlargement of the scope of the model
 - Improvement user interface and model flexibility
 - Discussion (inflexion task description wrt findings review and users needs)
- 17:30 – 17:30 Conclusions (DG ENV)
 - Next steps


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TREMOVE III – Review (MNP)



- **Independent and scientific review of TREMOVE**
 - MNP, IEEP, IIASA, BIO
 - **Assessment**
 - Check to what extent the structure of each module of TREMOVE provides a scientifically credible representation of the reality.
 - Define the limitations and the implied system boundaries and explain to what extent may these restrict the validity of the conclusions and policy advice
 - **Recommendations for improvements:**
 - Short term: to be implemented by TML before March 2007
 - Medium/long term: prepare further framework for model maintenance and improvement, after March 2007

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Car choice model and company car taxation (IEEP)



- **Objective:** improve the quality of the impact assessment of related policy measures, through:
 - **Better understanding of some aspects of the car market**
 - **Evaluation environmental impacts of company cars taxation (e.g. bias towards fuel consuming cars)**
- **Description of the tasks**
 - **Background paper**
 - preliminary assessment car purchase behaviour
 - Degree of myopic behaviour of the consumer
 - impact of environmental performance of the vehicle in the purchase decision.
 - overview of company cars market in each EU-25 Member State) and taxation structure.
 - preliminary assessment of the environmental impacts of company cars taxation
 - **Two-days workshop (20-21 June 2006, Brussels)**
 - **Final report**
 - Proceedings workshop, additional research
 - concrete proposal for improvements in the model TREMOVE
- **Starts March 2006, 6 months**

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EU Vehicle Database



- **Low quality current data on vehicle stock**
 - Information about general aggregate categories only
 - little consistent information on age and technology distribution
 - very little information is available as regards disaggregated activity data.
- **Objectives:**
 - Build a consistent and accurate database providing detailed information on the stock of vehicles at country or regional level, minimum each year 2000-2005
 - Cover the requirements of TREMOVE, TERM and COPERT.
 - Define a methodology for the further regular update of the database.
- **Scope:**
 - At least TREMOVE 3 countries
 - All modes, as well as non-road mobile machinery
 - Focus on road transport vehicle
- **Consistency checks** (Transport volumes, traffic counts, fuel consumption)
- **Co-ordination** (Eurostat, EEA, EMEP/CORINAIR, UNECE WP 6)
- **Open call for tender – to be launched in May-June**

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NEC Review – Integration of TREMOVE



- **IIASA currently building NEC baseline(s)**
 - Member States information on transport activity and emission – Inventories 2000 – forecasts 2020
 - Transport & Energy projections: PRIMES
 - Decision on which scenario to use (National or PRIMES) still to be discussed (NECPI). National projections might be based on inconsistent assumptions: May be used as sensitivity analysis
- **Objective: Same assumptions TREMOVE & PRIMES Baselines**
 - RAINS analysis for stationary sources could be combined with TREMOVE assessment for transport.
- **Next steps**
 - NTUA to provide detailed PRIMES assumptions
 - IIASA to provide national (raw) data from the countries
 - Additional information on cost assumptions needed from national experts
 - Consistency 2000 baseyear (transport activity, vehicle stock, fuel consumption, emissions)
 - Production TREMOVE baseline (NEC/PRIMES) and variant (National)

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Link with other EC policies



- **ECCP**
 - Use of **TREMOVE** for the review of **CO2+Cars strategy**
 - Simulations begin in April 2006: **Baseline 2.42**
 - **Other CC policies in transport.**
 - To be defined
 - Need to combine with Energy models (PRIMES/POLES)
- **Internalisation external costs**
 - Following request EP revised Eurovignette Directive
 - Use of **TREMOVE**, combined with **TRANS-TOOL** and **ASTRA**
 - Scenario analysis to be performed in 2007