

TREMOVE Contact Group Meeting 30 March 2006 Minutes

Hotel Plaza, Brussels

Editors: Bart Van Herbruggen and Griet De Ceuster

Agenda & presentations

10:00 – 10:30 Introduction (Jacques Delsalle)

- Objectives of the meeting
- Status of the current and future contracts and projects
- Link with NEC, ECCP2, other EU policies

10:30 – 12:30 State of play in the calibration of Tremove 2.4 (Griet De Ceuster / Bart Van Herbruggen)

- 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 (COPERT IV) (Zissis Samaras)

14:30 – 15:30 Interim findings of the Scientific Review of TREMOVE (Jan-Anne Annema)

15:30 – 16:00 Coffee break

16:30 – 17:00 Workplan for the current improvement of the model (Tremove 3) (Griet De Ceuster / Bart Van Herbruggen)

- 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 (Jacques Delsalle)

- Next steps

Participants

SI	Alenka	Fritzel	Environmental Agency of Slovenia
ES	Alvaro	Gomez	Tech. University of Madrid
SE	Håkan	Johansson	Swedish National Road Administration
IE	Andrew J.	Kelly	University College Dublin
FI	Kari	Mäkelä	VTT (Technical Research Centre of Finland)
IT	Antonio	Mattucci	ENEA - CR Casaccia
UK	Ian	McCrae	TRL
FR	Olivier	Rolin	Ministère de l'équipement
PT	Pedro	Torres	
BE	Tanja	Van Mierlo	Vlaamse Overheid, Aminor
DE	Karl_Heinz	Zierock	UBA
ACEA	Alain	Petit	ACEA
ACEA	Stefan	Larsson	ACEA
Scient. Review	Jan-Anne	Annema	MNP
Scient. Review	Shailendra	Mudgal	BIO France
TREMOVE 3 Lot 2	Charis	Kouridis	LAT
TREMOVE 3 Lot 2	Zissis	Samaras	LAT
EC	Jacques	Delsalle	DG ENV
EC	Aude	Neuville	DG ECFIN
EC	Ferenc	Pekar	DG ENTR
JRC	Apollonia	Miola	JRC/ISPRA
JRC	Agne	Dobranskyte	JRC/ISPRA
JRC	Yoko	Purwarto	JRC/Sevilla
Project team	Griet	De Ceuster	Transport and Mobility Leuven
Project team	Olga	Ivanova	Transport and Mobility Leuven
Project team	Bart	Van Herbruggen	Transport and Mobility Leuven

10.00 – 10.30 : Welcome and introduction (Jacques Desalle)

Jacques Delsalle welcomed the participants and explained the objective of the meeting.

He presented (see slides) the new organisation scheme for the model development and use of TREMOVE, including the following projects :

- TREMOVE 2 Lot 3 (KUL/TML)
- TREMOVE 3 Lot 1 (TML)
- TREMOVE 3 Lot 2 (LAT)
- TREMOVE scientific review (MNP/IEEP/IIASA/BIO France)
- Car choice/taxation project (IEEP)
- EU Vehicle database : Project scheduled to start by end of 2006

10.30 – 12.30 : State of play in the calibration of TREMOVE 2.4 (Griet De Ceuster / Bart Van Herbruggen)

Griet De Ceuster (see slides) summarised the model development and simulation work performed in 2005. Also the currently ongoing tasks and the work scheduled for 2006 were presented shortly.

Bart Van Herbruggen presented (see slides) in more detail the work performed since the last Contact Group meeting: model developments, dissemination, simulations and preparations of simulations to come. The calibration for the year 2000 was handled as a specific topic. The calibration of 2000 transport demands (pkm, tkm, vkm) by mode and road transport fuel consumption was discussed, with comparisons between the national figures and the figures available at EU level. Conclusions (lessons learnt) were drawn and further planning was presented.

Discussion - Q&A

- The potential impacts of tank tourism were discussed.
- K-H. Zierock asked whether TREMOVE can work with a vehicle fleet datayear different from 1995. Griet De Ceuster and Bart Van Herbruggen answered that the model is capable of using another datayear or using multiple datayears. For Belgium for example, the model reproduces exactly all road fleet statistics for 1995 up to 2004. The difficulty to do this in other countries lies not in the model, it is rather the data collection that requires much work. TREMOVE requires detailed fleet data (by vehicle age/technology, by size class, by fuel type), with good estimates for mileages. This data certainly is available already in number of (larger) countries, but has to be collected country by country. The planned development of an EU Vehicle database by DG ENV will certainly contribute to this objective.
- S. Larsson noted that EURO5 simulation results have not been made public by the Commission.
- S. Larsson stressed the importance of a desaggregation of trucks > 32 tonnes (articulated trucks, combined trucks). The TREMOVE team recognises that this is an important issue, though difficulties lie a.o. in the fact that the categorisation of truck fleet statistics are not always appropriate, and that COPERT 3 nor COPERT 4 deliver desaggregated emission factors for >32 ton trucks. TREMOVE cannot deviate from the categories for which emission factors are available.
- K-H Zierock noted that a desaggregation of <12 ton and >12 ton trucks would be needed for a correct modeling of the EUROVIGNET. Bart Van Herbruggen admits this, but as for >32 ton trucks the difficulties lie in the categorisation of truck fleet statistics, and COPERT 3 nor COPERT 4 account for a < > 12 ton split. TREMOVE cannot deviate from the categories for which emission factors are available.

- Hakan Johansson noted that in Sweden one is currently implementing emission calculations using the ARTEMIS emission factors. This means that a lot of national transport data is being collected/integrated which could be of use for TREMOVE.
- Andrew J. Kelly noted that the submission of data to IIASA (RAINS-GAINS) has been closed. So, is an update for data for TREMOVE useful? Jacques Delsalle noted that IIASA will deliver all information they received from countries to the TREMOVE team. Though TREMOVE needs more detailed info than RAINS, thus further contacts with countries will be useful.
- K-H Zierock noted that for countries that not yet have a transport-emission model, it would be useful to do an exercise as which was done for Belgium by TML. I.e. collection of data on fleets, mileages, tkm, vkm, pkm and consistency checks (with fuel sales, ...) . Then TREMOVE could be fully make use of this data. For Germany (and a number of other countries) such an exercise is not needed, as they already have a TREMOD (or similar) model, which covers all this data. Jacques Delsalle supports this point. The Commission provided the tool (TREMOVE) and countries then can work on the necessary data collection to improve the model dataset/baseline.

13.30 – 14.30 : Update of the emission factors in TREMOVE (COPERT IV) (Zissis Samaras)

Zissis Samaras presented (see slides) on the current status of COPERT 4, with focus on the background and applications of the model; and on the new methodological elements. It is expected that LAT will have a running version of the model in June 2006. The model will be delivered to EEA in September 2006.

Discussion - Q&A

- Bart Van Herbruggen asked whether COPERT 4 gives more insight in the decrease in fuel consumption/CO₂ (path to 140g) for cars than COPERT 3. Zissis Samaras explained that from the measurements no significant decline in fuel consumption factors between EURO 1 and EURO 4 cars can be observed for any of the car classes covered. However the market share of the car classes has changed. There is a shift between the engine size classes [Nowadays EURO 3 vehicles with small engines, eg <1400cc, are heavier than the old EURO 1<1400cc cars.] And the share of diesel cars has grown. In TREMOVE it is important to cover these shifts in the car market well, so that the overall decrease in fuel consumption is covered.
- On this latter issue Bart Van Herbruggen added that COPERT 3 had only one fuel consumption factor for diesel cars (no segmentation in cc-classes). For TREMOVE this diesel fuel consumption factor had to be desaggregated by TML to the three cc-classes by making use of the EU CO₂ monitoring dB. Zissis Samaras assured that COPERT 4 will provide fuel consumption factors for the different diesel car sizes.
- Karl-Heinz Zierock noted that many of the test-cycle fuel consumption measurements are done with the best possible tyres and lubricants; which might biase the measurements.
- COPERT 4 does not cover extra fuel consumption nor coolant leakage of airconditioning equipment.
- Jacques Delsalle proposed that bilateral meetings with TML and LAT should be organised to discuss the implementation of COPERT 4 in TREMOVE.

14.30 – 15.30 : Interim findings of the Scientific Review of TREMOVE (Jan-Anne Annema)

Jan-Anne Annema presented (see slides) the interim findings of the Scientific Review, with a focus on strengths vs. limitations and opportunities vs. threats for TREMOVE.

Discussion - Q&A

- W.r.t. the uncertainties of TREMOVE's welfare outcomes, Jacques Delsalle added that the large uncertainty w.r.t. external costs of pollution is important (the range of external cost estimates is wide).
- Karl-Heinz Zierock noted that recently an ECMT/OECD research project looked into elasticities. Aude Neuville added that elasticities ~fuel prices in TREMOVE are lower than those she derived from other projects.
- Stefan Larsson noted that a lot of effort is done for TREMOVE, though it was not really used in AutoOil and also in CAFE mainly RAINS was used. He added that an important advantage of TREMOVE is that it models countries vehicle fleets on a quite disaggregate level, while this is not done in PRIMES or RAINS/GAINS.
- Ideas to 'downsize' TREMOVE were discussed. J-A. Annema suggested that one option would be to limit the model to road transport only. Karl-Heinz Zierock noted that the model might be split into separate 'transport demand' and 'vehicle fleet – emissions' models. Or that the model could represent EU25 as a whole (averaged) instead of modelling individual countries
- The importance of a good baseline was discussed. Jacques Delsalle noted that ideally the model should reproduce the historic national emission inventories for the years available, and only start forecasting after the last year for which inventories exist.
- Jacques Delsalle noted that :
 - It is important that TREMOVE covers all transport modes (modal shift modelling), though maybe it is possible to do some (easier) simulations with the road transport part only?
 - Cooperation of modellers working on TREMOVE, RAINS, PRIMES/POLES, TRANSTOOLS is important.
 - A more stable 'model management' is needed

16:30 – 17:00 Workplan for the current improvement of the model (Tremove 3) (Griet De Ceuster / Bart Van Herbruggen)

The further planned work on TREMOVE was presented (see slides).

17:30 – 17:30 Conclusions (Jacques Delsalle)

Jacques Delsalle summarised the day by concluding that :

- The next Contact Group meeting will be a (second) TREMOVE training session – and further documentation of the model will be made available
- A specific extra training session will be foreseen for LAT (TREMOVE 3 Lot 2 contractor)
- Member States are encouraged to check the data they have and deliver this to the TREMOVE team
- Copert 4 will be included in the TREMOVE during September / October
- TREMOVE 3 Lot 1 work has already started. The task description for this project will be modified based on the outcomes of the Scientific Review.
- As TREMOVE 3 will include ten extra countries, Jacques Delsalle will take up contact with the CORINAIR coordinators of these countries. The aim is to get consistency between TREMOVE of with the reported emissions, as far as this does not hamper the internal consistency of TREMOVE.

Discussion - Q&A

- Z. Samaras noted that UN-ECE is organising a 5 days workshop on emission inventories (including transport) in Thessaloniki in October/November
- Z. Samaras suggested to invest in a more user friendly model interface
- K-H Zierock suggested that bilateral meetings with countries might be useful. J. Delsalle replied that this would be useful indeed for the 4 to 5 largest EU countries.