
iTREN-2030: Integrated transport and energy baseline until 2030

Project overview

Presented at the TREMOVE Final Contact Group Meeting
at the Faculty Club, Leuven, March 5th 2007

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Formal structure of iTREN-2030

Funding:

- European Commission – DG TREN, 6th RTD Framework Programme
- 1 Mio € EC contribution

Duration: 24 months, planned for 04/2007 – 03/2009

Partnership:

- ISI - Fraunhofer Institute for Systems and Innovation Research, Karlsruhe, Germany (coordinator)
 - NEA - Transport Research and Training, Rijswijk, Netherlands
 - TRT - Trasporti e Territorio SRL, Milan, Italy
 - TML - Transport & Mobility, Leuven, Belgium
 - IWW - Institute for Economic Policy Research at the University of Karlsruhe, Germany
 - IPTS - Institute for Prospective Technological Studies, (EC DG-JRC), Seville, Spain
 - TNO - Netherlands Organisation for Applied and Scientific Research, TNO Inro, Delft, Netherlands
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Project objectives

Basic objective:

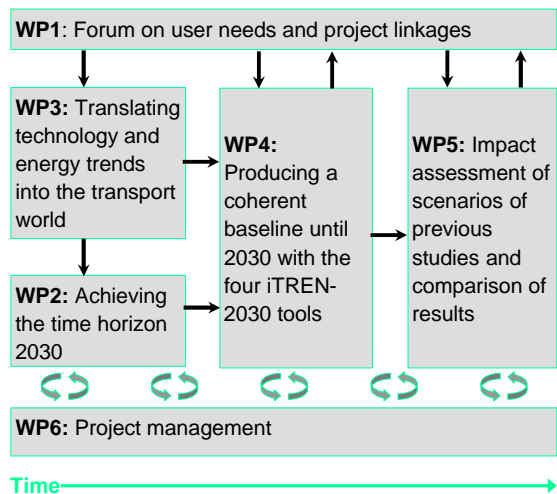
- To extend the forecasting and assessment capabilities of TRANS-TOOLS to new policy issues, in particular those arising from the technology, environment and energy fields.

Specific objectives:

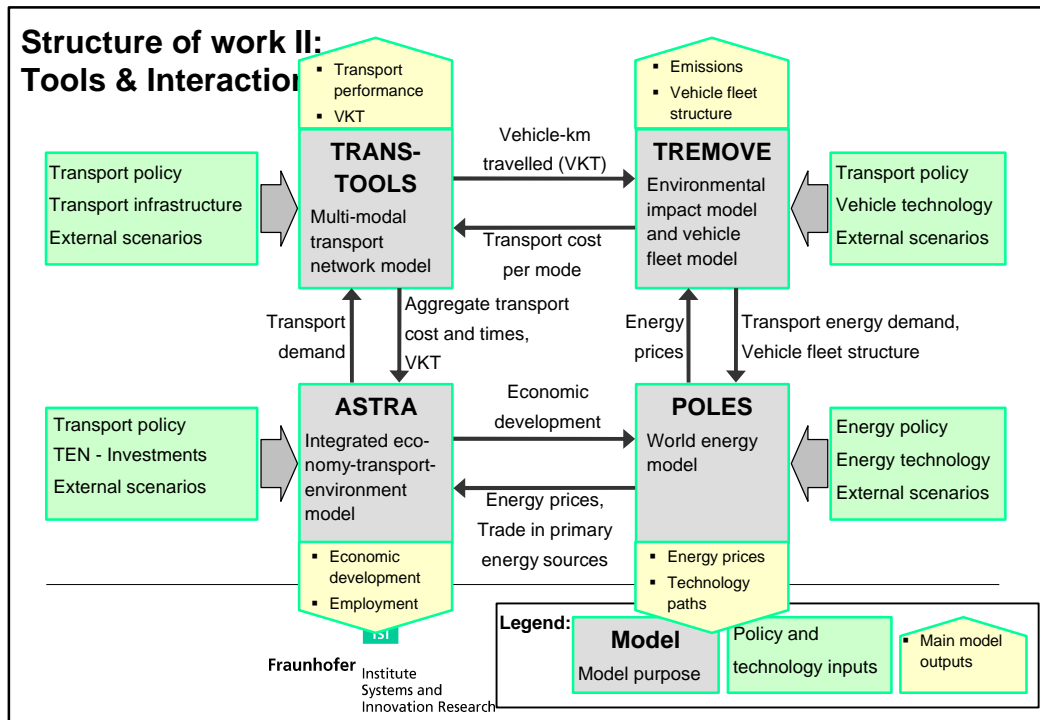
- To link environmental assessment capabilities to TRANS-TOOLS by connecting to TREMOVE.
- To link detailed energy price and technology driven cost changes to TRANS-TOOLS.
- To measure indirect economic impacts of transport policies (welfare, GDP, employment).
- To extend forecasting horizon of TRANS-TOOLS and TREMOVE until 2030.
- To generate a coherent baseline for: TRANS-TOOLS, TREMOVE, POLES, ASTRA.
- To consider user needs and compare with forecasts of previous studies.

Structure of work I: WPs

- 6 workpackages
- 6 public deliverables
- 2 public workshops
- 1 final conference



Structure of work II: Tools & Interaction



Outputs of iTREN-2030

Scientific and policy-relevant outputs:

- Improved quality and reliability of tools
- Enhanced scope of tools for impact assessment
- Integrated **and** detailed analysis of policies
- Interaction between members of scientific community and policy-makers

Potential policies to be tested:

- "Conventional" transport policies e.g. pricing, (fuel) taxation, infrastructure
- Transport technology policies e.g. emission standards, fuel efficiency standards, alternative engine technologies (e.g. CNG, hydrogen, bioethanol)
- Energy policy e.g. introduction of alternative fuels like biofuels or hydrogen, emission certificates

Indicators (absolute and change to baseline):

- Transport performance, vehicle-kilometres, modal-split, fuel consumption by fuels, emissions, fleet composition, technology paths, energy prices, economic impacts, employment etc.

