

TREMOVE Contact Group Meeting 10 Oct 2005 Minutes

Hotel Plaza, Brussels

Editors: Griet De Ceuster, Steven Logghe and Bart Van Herbruggen,

Agenda & presentations

10.00 – 13.00 : Welcome and introduction (Jacques Desalle)

Transport demand

10.30 – 11.00 : SCENES – TREMOVE transport baseline (Griet De Ceuster)

Coffee Break

11.30 – 12.15 : Consistency with EU statistics and national data (Steven Logghe)

12.15 – 13.00 : Discussion

Lunch

Vehicle fleets

14.00 – 15.00 : TREMOVE vehicle fleet baseline and comparison with national estimates (Bart Van Herbruggen)

15.00 – 15.30 : Discussion

Coffee Break

Further development of TREMOVE

16.00 – 16.45 : Plans for the extension of the scope of TREMOVE to EU-25 and beyond (Jacques Delsalle)

16.45 – 17.00 : Conclusions (Jacques Delsalle)

Participants

AT	Stefan	HAUSBERGER	Technical University Graz
AT	Barbara	Schodl	UBA
BE	Greet	Van Laer	Vlaamse Overheid, Aminor
BE	Pascal	Théate	Administration Walloon Region
BE	Georges	Liebecq	Econotec
CZ	Jan	Kasík	DHV CR
DK	Morten	WINTHER	National Environmental Research Institute
EE	Margus	Nigol	Stratum
FI	Kari	Mäkelä	VTT (Technical Research Centre of Finland)
FR	Olivier	PAIRAULT	Ministry of Environment
FR	Olivier	Rolin	Ministère de l'équipement
GR	Michael	PETRAKIS	Institute for Environmental Research
IE	Andrew J.	KELLY	University College Dublin
IT	Antonio	Mattucci	ENEA - CR Casaccia
NL	Jan-Anne	Annema	RIVM
PT	Bernardo	ALVES	E-value
PT	Pedro	TORRES	
SE	Håkan	Johansson	Swedish National Road Administration
SI	Alenka	FRITZEL	Environmental Agency of Slovenia
UK	Ana	Grossinho	Defra, Department for Environment, Food and Rural Affairs
UK	Nick	Barter	Dft, Department for transport
	Jacques	Delsalle	European Commission
	Panayotis	Christidis	Joint Research Centre
	Griet	De Ceuster	Transport and Mobility Leuven
	Steven	Logghe	Transport and Mobility Leuven
	Bart	Van Herbruggen	Transport and Mobility Leuven

10.00 – 13.00 : Welcome and introduction (Jacques Desalle)

Jacques Delsalle welcomed the participants and explained the objective of the meeting. The TREMOVE contact groups should be seen as a process that runs in parallel and complements the bilateral country consultations on the revision of the NEC Directive at IIASA (RAINS model). For transport, IIASA has restructured the RAINS input interface, so that the model is able to read in more data from TREMOVE or other transport emission models.

For the NEC analysis, all simulations will be performed by RAINS in principle. RAINS could use abatement cost curves for the transport sector that are developed using TREMOVE simulations providing the baseline 2000-2020 is consistent in both models. TREMOVE will also be used to give a more detailed view on effects of possible policy measures in the transport sector.

SCENES – TREMOVE transport baseline (Griet De Ceuster)

Griet De Ceuster presented the SCENES transport forecast, on which the current TREMOVE baseline is constructed, and its underlying assumptions.

Discussion (main issues):

- A. Matucci (IT) : Questioned the strong increase in predicted passenger-kilometres, given the expected increase in congestion problems (and related decrease in average speeds). Griet De Ceuster and Steven Logghe indicated that this mobility growth in SCENES is, apart from population and GDP growth, a result of a shift towards faster transport modes (especially air) and infrastructure investment (TEN's). Italian national forecasts, and their underlying assumptions, are welcome. They can only add to a better understanding of the trends in mobility.
- P. Christidis (JRC) noted that SCENES can be used for long distance inter-regional transport, though the model does not provide enough detail to model e.g. city transport. Griet De Ceuster and Steven Logghe explained that WSP and TRT¹ have setup procedures to disaggregate SCENES outcomes to NUTS 2 and NUTS 3 levels.
- B. Alves (PT) noted that Portugal will provide its national transport forecast (and underlying assumptions) to the TREMOVE modelers.
- Jacques Delsalle (ENV) commented that national forecasts are welcome. Though the main focus should be on validating SCENES-TREMOVE outcomes against historic statistics/timeseries. The overall objective is to use a transport forecast that is consistent for the whole of Europe. For that reason the Commission has preferences to use EU-wide models like SCENES. When a country provide an alternative forecast, the possibility of implementing a baseline in parallel to the SCENES forecast will be assessed..

Consistency with EU statistics and national data (Steven Logghe)

Steven Logghe discussed the calibration of the TREMOVE (demand) module using EU data sources. Comparisons with other data sources (as national statistics, UN-ECE, ...) were presented. Essential input parameters are, amongst others, occupancy rates, load factors and speeds.

Discussion (main issues):

- P. Christidis (JRC) :

¹ The main developers of the SCENES model, and both member of the TREMOVE 2 project consortium

- The TREMOVE assumption that occupancy rates for light duty trucks are equal to those for big cars seems not realistic. He would expect a lower rate for light duty trucks. Steven Logghe indicated that no statistics/measurements w.r.t. specific LDV occupancy rates are available to the TREMOVE modelers. Inputs from the participants on this issue are very welcome.
- Assuming a constant vehicle mileage in the future might not be realistic. Though also other models/dB's use this assumptions (e.g. International Road Federation dB). Bart Van Herbruggen indicated that no sufficient mileage timeseries are available to enable deriving a long-term forecast. A number of countries has started recently with the collection of detailed mileage statistics (based on odometer readings). For Belgium this data is available to the TREMOVE team. Similar datasets from other countries might add to the analysis of this issue.
- Speed estimates (especially on non-urban roads) used in TREMOVE were considered to be rather low. A number of country representatives offered to deliver their national estimates (a.o. DK, SE, FR) in order to improve the SCENES-TREMOVE estimates.
- J. Delsalle (ENV) expected truck load factors & car occupancy rates on motorways to be higher than on urban/other roads, while current SCENES-TREMOVE outputs are the other way around. The issue will be assessed by the TREMOVE & SCENES modelers
- New country TREMOVE overview sheets will be distributed by TML, as well as a separate overview of some model definitions, including:
 - Information on the definition of the model regions (metropolitan, other urban, non-urban)
 - Light duty vehicle definition
 - UN-ECE veh.km figures (for comparisons)
 - Speeds for cars as well as trucks
 - ...
- Jacques Delsalle will provide some more info on data availability at from EUROSTAT, DG TREN and other EU sources.
- It was noted that there is room for improvement of the metro and tram transport volumes in TREMOVE. National statistics are welcome.
- It should be checked to whether or not Portuguese islands are included in the statistics used for the model calibration (idem for other countries where this might be of relevance). Portugal will check to what extent transport on islands is accounted for in the Transport in Figures (DG TREN) statistics.

TREMOVE vehicle fleet baseline and comparison with national estimates (Bart Van Herbruggen)

Bart Van Herbruggen presented the TREMOVE input data and model results w.r.t. vehicle fleet modeling. Also comparisons with national models/data were discussed. Issues as mileage estimates (by detailed vehicle type), early penetration of emission technologies and future rail fleet policies (diesel train share, HST forecast) were indicated.

Discussion (main issues) :

- Pairault O. (FR) : Why are EURO V standards not included in the TREMOVE baseline ?. Jacques Delsalle answered that this can not be done before a final decision on the EURO V standards has been taken. Note that the current version of the TREMOVE model is being used for the impact assessment of the EURO V proposal.
- Finnish and Swedish representatives mentioned the importance of >60 ton trucks in their countries.

- It was noted that the forecasts w.r.t. penetration of hybrid cars in the fleet will be adjusted downwards in further baseline versions.
- Petrakis M. (GR) noted that the ban on diesel cars in Greece might be abolished in the near future, though no formal decision has been taken yet.

Plans for the extension of the scope of TREMOVE to EU-25 and beyond (Jacques Delsalle)

Jacques Delsalle presented an overview of the future developments of the TREMOVE model. The development of a TREMOVE 3 version will start in 2006 and take 15 months. Some changes in the overall model structure are planned, focusing on the demand model for non-road modes and on the vehicle stock module. The focus is on implementing a better dataset and extension to 31 countries. Also the ability of the model to make use of alternative transport baselines will be extended.

- P. Christidis (JRC) noted that from scientific point of view, it would be more important to verify the correctness of TREMOVE policy simulations (by verifying elasticities, etc.) than to focus on a perfect baseline calibration. Jacques Delsalle (ENV) noted that both a good baseline (consistent with historic statistics) and a good simulation performance is needed. An independent review of the model will be undertaken over the coming months, which will provide insight on this issue.
- Contributions of the country representatives and other contact group members should be provided to the TREMOVE team by end-November.

Next Steps

There is still no date for the availability of ARTEMIS data for its implementation in TREMOVE. As soon as plans are clearer, a date for the next meeting will be set, where the fuel consumption and emissions baseline will be discussed.