

Outline

1. Scope of the current TREMOVE model
2. Baseline for the Netherlands (PM and CO₂)
3. Simulation : increased purchase taxes on diesel cars
4. Other policies

Scope of the current model

- ◆ Finland Helsinki
- ◆ France Lyon
- ◆ Germany Berlin Cologne
- ◆ Greece Athens
- ◆ Ireland Dublin
- ◆ Italy Milan
- ◆ The Netherlands Utrecht
- ◆ Spain Madrid
- ◆ United Kingdom London

Scope of the current model

Road

- ◆ Motorcycles
- ◆ Passenger cars
- ◆ Light duty vehicles
- ◆ Heavy duty vehicles
- ◆ Buses & Coaches

Rail

- Metro
- Passenger trains
- Freight trains

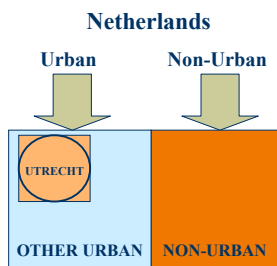
Inland waterways (freight only)

Rail and waterways : only data on traffic and costs; not vehicle stock and emissions

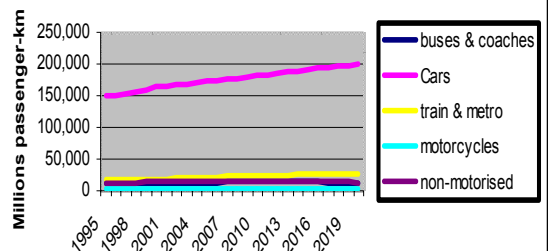
Scope of the current model

- ◆ No trip purposes
- ◆ No freight categories

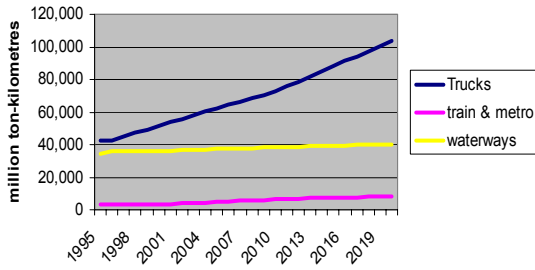
Baseline for the Netherlands



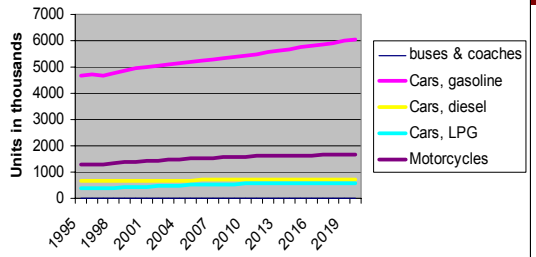
Passenger-kilometres by mode



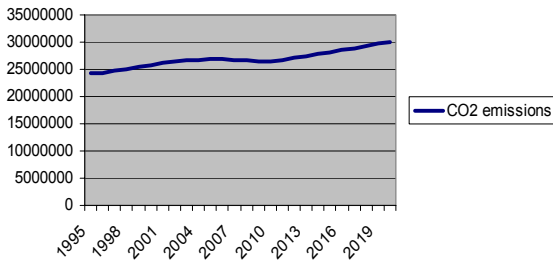
Ton-kilometres by mode



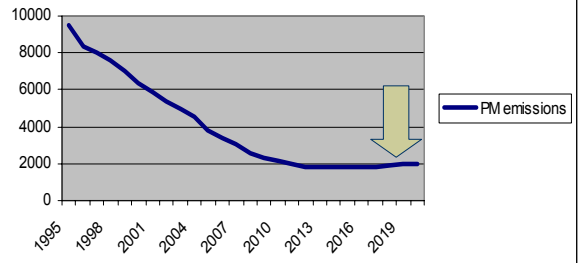
Vehicle stocks (passenger transport)



CO2 emissions (tonnes)



PM emissions (tonnes)



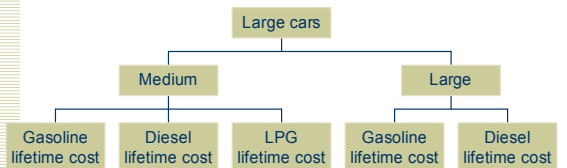
Increase of diesel car purchase tax

15% increase of the purchase tax on diesel passenger cars from 2005 onwards

Is this a cost-effective policy to abate PM ?

Increase of diesel car purchase tax

Modelling of car sales :



Other policies

- ◆ Other fiscal measures
- ◆ New technologies (PREMTECH network)
- ◆ Changes in fuel specifications
- ◆ ...