

Further Development and Application of the TREMOVE Transport Model

Friday, January 17, Leuven
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Outline

- Agenda
- Background
- Objectives
- Highlights
- Links to European policy research
- Three phases
- Contact group meetings
- Project co-ordination

Agenda

- Welcome and introduction
- Presentation of the project
- Transport forecasts and transport costs data
- Vehicle stock and emissions data
- Demonstration of the current TREMOVE model
- Conclusions
- Closure (17.00)

Background

- TREMOVE model was developed for 2nd Auto-Oil Programme
 - <http://europa.eu.int/comm/environment/enveco/auto-oil/index.htm>
- It was assessed in 2001: recommended further development
 - inclusion of all transport modes
 - inclusion of EU all EU 15, EEA, and those accession candidate countries that have data
 - <http://europa.eu.int/comm/environment/air/tremoveassessment.htm>

Objective of further development

- Make available to the European Commission services a transport model
- that is applied for the environmental and economic analysis
- of different policies and measures to reduce the atmospheric emissions
- from all modes of transport (road, rail, aviation, maritime and inland waterways)
- in the enlarged European Union.

Highlights

- Both air pollution and greenhouse gases included
- Goes up to 2020
- Soft link with SCENES transport forecast model
- Link with RAINS/EMEP as well as energy models to be established
- Will establish a TREMOVE web-site
- Will establish a TREMOVE Contact Group
- TERM (Transport and Environment Reporting Mechanism) indicators to be produced
- Budget €1 million

Links to European policy research

- Baseline results will be included to CAFE/IAM baseline
- Simulation of policy packages in the context of CAFE, ECCP and for other purposes

Three phases

- Model design, programming and baseline development (Nov 02 – Feb 04)
- Stakeholder consultation on the baseline, completion of the model including the development of policy scenarios (Mar 04 – Oct 04)
- Simulation of the policy packages (Nov 04 – Oct 06)

Contact group meetings

- Purpose : stakeholder consultation at technical level
 - Modelling and data
 - Baseline forecasts
 - Policy options
 - Policy simulation results
- 8 meetings in period 2003 - 2006

Project co-ordination

- University of Leuven
 - Scientific co-ordination
 - Prof. Stef Proost
- Transport & Mobility Leuven
 - Day to day management
 - Griet De Ceuster & Bart Van Herbruggen

Initial thoughts on priorities

- Health: PM 2,5 seems to become very important, PM 0,1 as well
- Black smoke could be an indicator
- Ozone important, too
- Emissions of old cars -- worst polluters!
- Test cycles vs. real conditions
- Pay importance to model validation