

TREMOVE Contact Group Meeting 21 June 04 Minutes

Editors: Bart Van Herbruggen, Griet De Ceuster

Agenda & presentations

1. TREMOVE development and DG ENV policies

Jacques Delsalle, DG ENV

TREMOVE 21 June 04 Jacques Delsalle.pdf

2. TREMOVE project overview and the emissions module

Stef Proost, K.U.Leuven

TREMOVE 21 June 04 Overview.pdf

3. Rail Transport

Bart Van Herbruggen, TML

TREMOVE 21 June 04 Rail emission factors.pdf

4. Maritime Transport

Griet De Ceuster, TML

TREMOVE 21 June 04 Maritime emissions.pdf

5. Inland waterway transport

Bart Van Herbruggen, TML

TREMOVE 21 June 04 Inland Waterway emission factors.pdf

6. Air transport

Bart Van Herbruggen, TML

7. Road transport

Bart Van Herbruggen, TML & Jasper Knockaert, K.U.Leuven

14.00 – 15.30

TREMOVE 21 June 04 Road emission factors Bart VH.pdf

TREMOVE 21 June 04 Jasper Knockaert.pdf

TREMOVE 21 June 04 Feedback meeting ACEA-DG ENV.pdf

Presentation on Austrian emissions by Gunther Lichtblau, UBA Austria

8. Conclusions and closure of the meeting

Jacques Delsalle, Matti Vainio, DG ENV

Presentation by Jacques Delsalle

COMMENTS

Rail transport

- Stefan Larsson: Non-exhaust PM from metros might be important. Is this included?
Answer: no, though it is an issue, we do not have enough data to estimate a value.
- Stef Proost: statistical data on energy consumption of rail might not be very trustable: in some cases the heating of the buildings (stations etc.) is included.
- Stef Proost: The emissions during peak and off-peak are in reality different, because of different energy mixed during the day. During off-peak, there is a larger share of nuclear energy than during peak. This could not be included in the model, because we use PRIMES results which do not have this disaggregation.
- Neville Thompson noted a difference in apparent emission factors between passenger and freight diesel and electric trains. Answer: this will be checked. It has probably to do with differences in load factors and age distribution.
- Robert van den Brink and Neville Thompson noted that it would be interesting to have also apparent emission factors per pkm and tkm (and not only vkm). Answer: will be added.

Maritime transport

- RIVM (Netherlands) remark that from 2010 onwards there will be a standard on sulphur fuel + there are MARPOL standards.
Matti Vainio: sulphur standard not yet decided upon by EU parliament, thus not to be included in baseline. Bart Van Herbruggen: MARPOL standards will be checked for baseline.
- Janusz Cofala : Reporting maritime emissions by fuel type useful (consistency with other emission on and fuel consumption reporting exercises).
Answer: we will display these figures by fuel type.

Inland waterways transport

- Remark NL : It would be useful to check the friction factors for each of the 4 “situations” for which emission factors have been calculated. These should be similar as shippers restrict their speed to the economic speed limit.
Answer: interesting remark, will be checked.
- Remark NL : CCR-I
 - reduction factor CCR-I NOx seems to high
 - 2.5 penetration is low, should be higher
 - CCR-I is only relevant for ships going through Rhine (NL, BE, DE,...)
 - EU standards are not yet included (ie same standards on emi per kWh as for rail – ie non-road mobile sources legislation)
 Answer: Assumptions on inland waterway modelling we be reconsidered.

Air transport

- Hélène Antoine from SNECMA has some data on air transport. Bart van Herbruggen will contact her.
- Bart Van Herbruggen notes that the emissions from planes will be split into LTO and cruise emissions in the next TREMOVE version.

- Janusz Cofala notes that the NEC scenario in RAINS only has LTO emissions. The EMAP has separate LTO, domestic cruising and international cruising.
- Bart Van Herbruggen notes that TREMOVE misses the through traffic (air traffic from and to a non-EU country).
- Alain Henry wonders whether ground operations are included. In Charles de Gaulle, Paris, ground traffic seems to contribute significantly to ozone. Answer: Is not included in TREMOVE.
- Freight air transport is not included. A substantial part of the freight air transport is done with passenger flights.

Road transport

- Question audience : why not also PM 10 for HDV to bring in line with Artemis (ie now we plan only NOx) . There might be large difference with Copert for PL 10 also ? Answer: this will be followed up when further notes from Samaras come.
- Non-exhaust PM LDV emissions are strange in v2.1. Answer: will be checked.
- Biofuels is important issue to deal with in lifecycle module (Jacques Delsalle and Karl-Heinz Zierock)
- According to ACEA and the audience, EPEFE cannot be improved within scope of TREMOVE, maybe a sensitivity analysis can be done though
- It is pointed out that the Artemis could not be incorporated in TREMOVE due to lateness of the Artemis project. TREMOVE now uses temporarily the Copert II methodology and will upgrade to Copert III during summer. However, TREMOVE will use some Artemis results, as far as they are available from e.g. interim reports.
- Remark from Gunther Lichtblau: tank tourism is important in Austria (ie 20% of stat fuel sold is used for non-Austria transport).
- Alain Petit: EURO I NOx emission factor diesel car in DE-AT-CH handbook is too low (idem in Artemis) – EURO II (higher than EURO I in Artemis) is OK.