CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE

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CCNR Workshop *"How can CO_2 emissions be measured and how can they be reduced?"* 12 April 2011

Clarification of the emission reduction targets by the European Commission

Strasbourg, 12 May 2011. With reference to the Commission White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system", representatives of the European Commission had during the workshop explained that the transport sector needs to cut greenhouse gas emissions by 60%, in comparison to 1990, by 2050, in order to play its part in meeting the overall climate protection goals. It remained unclear, whether each transport sector, including inland navigation, must achieve this goal and whether this relates to the specific emissions, in other words in terms of the total traffic and transport volume and expressed in g of CO_2 per ton km, or to the absolute amount of emissions. This is a matter of critical importance given the significant increase in total traffic and transport volume accounted for by inland navigation assumed in the White Paper.

On the request of the CCNR Secretariat, the European Commission has now clarified this issue. The responsible staff member of the Directorate-General for Mobility and Transport informs the following: "Commission analysis (see Commission Communication "A Roadmap for moving to a competitive low carbon economy in 2050", COM (2011)112) shows that while deeper cuts can be achieved in other sectors of the economy, a reduction of at least 60% of GHGs by 2050 with respect to 1990 (70% below 2008 levels) is required from the transport sector in absolute terms. The 60% emission reduction objective does not cover the maritime sector. Therefore the objective for maritime transport is presented separately. Namely, by 2050 EU CO_2 emissions from maritime bunker fuels should be reduced by 40% (if feasible 50%) compared to 2005 levels. Please also note that the 60% emission reduction objective does not mean that each mode of transport needs to reduce its emissions by 60%. Partly for [the aforementioned] reasons, … and partly in order to take into account the specificities of each mode, some transport modes will reduce their emissions more than others. Nevertheless, a significant contribution is required from all modes of transport."

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