

Decarbonizing Europe's transport sector: on the road to low emission mobility

January 25, 2017, Brussels

The EU took a strong position in the global fight against climate change at the 2015 Paris COP21 summit by setting an ambitious target of reducing emissions by 40 percent by 2030. **Now it must turn this commitment into action. Ensuring transport contributes its fair share to these emissions cuts appears to be a near-insurmountable challenge.**

In Europe, transport's oil dependency makes cars, trucks, airplanes and ships the single biggest source of greenhouse gas emissions. Road transport is a particular problem and responsible for 73% of total transport emissions, because Europe's 290 million road vehicles are over 90% reliant on oil.

There is a wide range of low-emission transport alternatives that can alleviate oil dependence and slash emissions in road transport: everything from batteries and ethanol to more efficient engines and smarter transport systems. But how soon can these solutions be scaled up to achieve significant emissions reductions?

The transition to low-emission transport can only be achieved through cooperation among carmakers, consumers, energy companies and technology providers, as well as national and EU regulators. Binding targets to reduce the carbon intensity of road transport fuels and promote the use of renewable energy by 2030 have been set. However, the recent European Commission's "Clean Energy Package for All" proposes a phase out of conventional biofuels — the biggest source of renewable energy currently in transport. Is the 2030 objective now unrealistic? What solutions will national governments devise to meet emission cuts?

This event will gather high-level EU and national policymakers, industry representatives, energy experts and environment groups for a frank conversation on **how to rev up transport emissions reductions efforts, without wrecking European mobility and competitiveness.**

Questions to be addressed at the event include:

- What transport technologies will help Europe speed up emissions reductions?
- What are the benefits and drawbacks of these technologies?
- Should national governments or the private sector take the lead in the transition to low emission transport solutions?
- Can policy makers assure the contributions of low emission transport energy such as electricity and ethanol are maximized?

AGENDA

2:30 PM Registration

3:00 PM Moderator's introduction

- **Jan Cienski**, Energy and Security Editor, POLITICO

3:05 PM Introductory remarks by our partner

- **Jan Koninckx**, Business Director Advanced Biofuels, DuPont

3:10 PM Joint opening interview: The Path to Decarbonizing Transport – Do National Governments and the European Commission See Eye-to-Eye?

Confirmed speaker:

- **Maroš Šefčovič**, European Commission Vice-President for Energy Union
- **Karolina Skog**, Minister for the Environment, Sweden

3:45 PM Panel Debate: The Fast Lane to Decarbonization

Which technologies offer the fastest and most cost-effective way to decarbonize road transport?

Confirmed speakers:

- **John Cooper**, Director General, FuelsEurope
- **Eric Sievers**, Director - Investments, Ethanol Europe
- **Jelena Simjanovic**, Energy Director, Transport & Environment
- **Jacques Pieraerts**, Vice-President Communication, External and Environmental Affairs, Toyota Motor Europe

4:30 PM Panel Debate: Decarbonizing Road Transport: Dream or Reality?

Can the EU Reduce its Transport Emissions and is this Commission on the Right Policy Trajectory to Make it a Reality?

Confirmed speakers:

- **Adam Brown**, Senior Energy Analyst, International Energy Agency
- **Bas Eickhout** MEP, Member on the Environment, Public Health and Food Safety Committee
- **Thomas Schröder**, Vice-President Biorefining Commercial, Novozymes

Speaker to be confirmed:

- National government representative

5:15 PM Concluding remarks followed by networking cocktail

Presented by the European renewable ethanol association (ePURE).