

Transport: unsustainable trends chug on

- More than a quarter of Europe's overall greenhouse gas emissions come from cars, lorries, planes and ships.
- Rising transport-related emissions have outpaced reduction achievements in all other sectors.
- More than 70% of oil imports from outside the EU are used in the transport sector
- The transport sector accounts for more than 30 percent of the EU's final energy demand.
- The EU is set to miss opportunities to reduce energy consumption in the transport sector: Transport is under-emphasised in the Energy Efficiency Action Plan of 2006 and is neglected in the Energy Package of 2007.
- EU-wide measures to counter unsustainable trends in the transport sector are almost completely lacking.
- There are still no binding targets for car efficiency, years after the European Commission first suggested introducing binding efficiency standards of 120 g/km by 2010. Since 1998, the industry has a voluntary-only target, which is not only weaker (140g CO₂ per km by 2008), but which carmakers are not even on course to meet.
- A screaming example of car inefficiency is Volkswagen's Passat Variant 1.9 TDI. The Passat was voted German car of the year for 2005. Its emissions are 159g CO₂ per km, **greater** than its predecessor model's at 154g.
- The EU is considering counting the use of biofuels towards achieving the car efficiency target. This represents a lowering of the bar, since a 120g/km target would be perfectly feasible without biofuels
- BIOFUELS: Producing, processing and transporting biofuels can produce more emissions than saved by not burning fossil fuels in cars. In other words, over the entire lifecycle, biofuels do not always have net emissions savings.²⁷
- BIOFUELS: The production of biofuels often leads to negative environmental and social impacts in producer countries, destroying rainforests, damaging biodiversity and undermining livelihoods of people or increasing food prices.

²⁷ <http://dematerialism.net/Pimentel.pdf>