Transportsektorn ur ett klimatperspektiv

Lindholmen
Transporteffektivitetsdagen 2016
Thomas Sterner
Atmospheric temperature (NASA 2015) and CO2 concentrations (NOAA 2015)
The graph illustrates different policy trajectories and emission levels. The shaded area represents the 2°C range, with a median estimate of level consistent with 2°C: 42 GtCO₂e (range 31-44). The blue area shows pathways limiting global temperature increase to below 2°C by 2100 with >66% chance. The graph highlights the current policy trajectory, the unconditional INDC case, and the conditional INDC case, with a remaining gap to stay within 2°C limit.
Succé:

Nations Unies
Conférence sur les Changements Climatiques 2015
COP21/CMP11
Paris, France
Succès: <2°C
Renewables and efficiency halt emissions rise

Energy-related CO₂ emissions, billion tonnes

Global economic downturn

Source: IEA
INDC

• Intended
• Nationally Determined
• Contributions
• Good starting point but so much left to do....
Gäller detta transportsektorn också?

• Gäller det Sverige?
Marginella kontra Transformativa styrmedel
Gasoline Price and emissions

Price (USD/l)

Consumption (kg/cap)
Global fleet should be improving fuel efficiency 20% a decade says coalition of 15 companies, urging UN regulator to set targets

International shipping has a carbon footprint equivalent to Germany (Flickr/Derell Licht)

By Megan Darby

The global shipping fleet should be cutting its fuel use 20% a decade, according to a coalition of 15 business leaders.

At present, the rate of improvement for new ships is less than 10% and there is no regulatory incentive to upgrade existing carriers.

Maersk Line, China Navigation Company and commodities giant Cargill are among the members of the Sustainable Shipping Initiative.
Tesla, fast charging, up to 600 km

Electric cars ‘cheaper’ than petrol, diesel rivals in 6 years

Improved technology and falling costs are moving electric car sales into the fast lane as manufacturers are now able to achieve significant economies of scale.
3 extra solar cells. Pay back 3½ years 12-19 KWh/10 mil. 2 MWh = 1500 mil 5 kW ger 4,5 MWh och tar 35 KvMeter
A flying fairy tale: Why aviation carbon cuts won’t take off

COMMENT: New airline emission standards are ‘riddled with flaws’ and are so unambitious companies will not have to exert themselves to comply
Behövs inte bensinskatter då?

1. Billigare och effektivare att kombinera
2. Styrmedlена stödjer varandra
3. Transformativa lösningar blir mer lönsamma om det finns bensinskatter