



## **Statement**

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**On the occasion of**

**CSD-18**

**Round Table 3:**

**“Meeting the challenge of transportation needs in 21st century”**

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**-- Check against delivery --**

Excellencies, Ladies and Gentlemen,

In addition to what was said by my EU colleague I would like to add a few points. I believe that sustainable mobility is a very important and pressing issue, particularly against the background of the demands on the United Nations resulting from climate change.

The experience in the environmental technology sector in Germany in recent years shows that we need an **ecological modernization of our economies**. The transport sector must become part of the **Green Economy**.

What does this mean for example for the automobile industry? As you know Germany is one of the world's largest manufacturers of automobiles. We are an **exporting country, but also a transit country**. Because of our population density and the large volumes of traffic in Germany we are interested in both a successful automobile industry and in environmentally sound transport.

What are we doing to achieve more climate-friendly transport? In the short and medium term we are cutting CO<sub>2</sub> emissions in the transport sector by optimizing combustion engines and through biofuels.

The EU regulation on limiting CO<sub>2</sub> emissions from passenger cars aims for an emission performance standard of 130 grams CO<sub>2</sub> per kilometre for the entire passenger car fleet of a manufacturer by 2015. In 2020 it must be reduced to 95 grams CO<sub>2</sub> per kilometre. These provisions are geared to facilitating existing technical potential and its efficient use. And we are already succeeding – with more efficient diesel engines and improved injection technologies, but also with technologies for the entire vehicle such as better aerodynamics and optimized rolling resistance.

Biofuels, produced in a sustainable way, also contribute to reducing CO<sub>2</sub> emissions.

**However, this will not be enough in the long term.** In Copenhagen the industrialized countries agreed to reduce their greenhouse gas emissions in order to limit global warming to 2°C.

According to IPCC calculations, global greenhouse gas emissions must be reduced by 50 to 85% by 2050 compared with 2000 if we want to achieve this goal. What does this mean for Germany and its transport sector, for example? We have done some calculations:

Imagine the **world 40 years from now**. The population has grown from 6.8 billion to around 9 billion. Political consensus has been reached that every person in the world has the right to the same amount of greenhouse gas emissions per year. If we take the 2°C target as a basis it

means that in 2050 each individual is only allowed to cause between **0.7 and 2.4 tonnes of carbon dioxide and other greenhouse gas emissions** per year.

For Germany, let us assume the following:

- Passenger cars account for around 12% of total greenhouse gas emissions by 2050;
- the average vehicle kilometres travelled per car remains constant at around 13,000 km per year and
- the number of cars per inhabitant decreases slightly due to demographic development.

In that case, passenger cars on Germany's roads in 2050 would only be allowed to emit between **13 and 43g CO<sub>2</sub> per kilometre** on average.

With dimensions like these one thing is already clear: **Optimizing combustion engines alone will not be enough**. In fact, the latest studies indicate that even with further optimization of combustion engines, over 70% **“zero emission driving”** will be necessary by 2050. In other words, **over 70% of the entire car fleet in Germany** will have to be electric-powered in order to achieve the climate goals referred to.

The most important thing is that the electricity for these vehicles must come from **additional renewable energies**. Otherwise we are simply shifting emissions to the energy sector, and that does not benefit the climate in any way.

It is also crucial that we integrate the use of electric vehicles **into sustainable transport concepts**. In Germany, with its rather comprehensive rail network, long-distance journeys can easily be taken by train. We have to create the right incentives for this. Electric vehicles could then be used for short trips and as city cars. Even though this does not seem very realistic at this moment: **Therefore, let us redefine our understanding of mobility**.

As well as considering technical developments we should also think about improved **mobility services**, especially by public and private collective transport systems. Discussion on this has only just begun.

I am delighted that the UN Commission on Sustainable Development is giving this important issue an international platform with this two-year cycle.

At the end please allow me a reference to the International Transport Forum 2010 end of May in Germany. It will focus on the linkage between transport and innovation.

Thank you for your attention.