



fleat

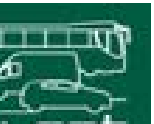
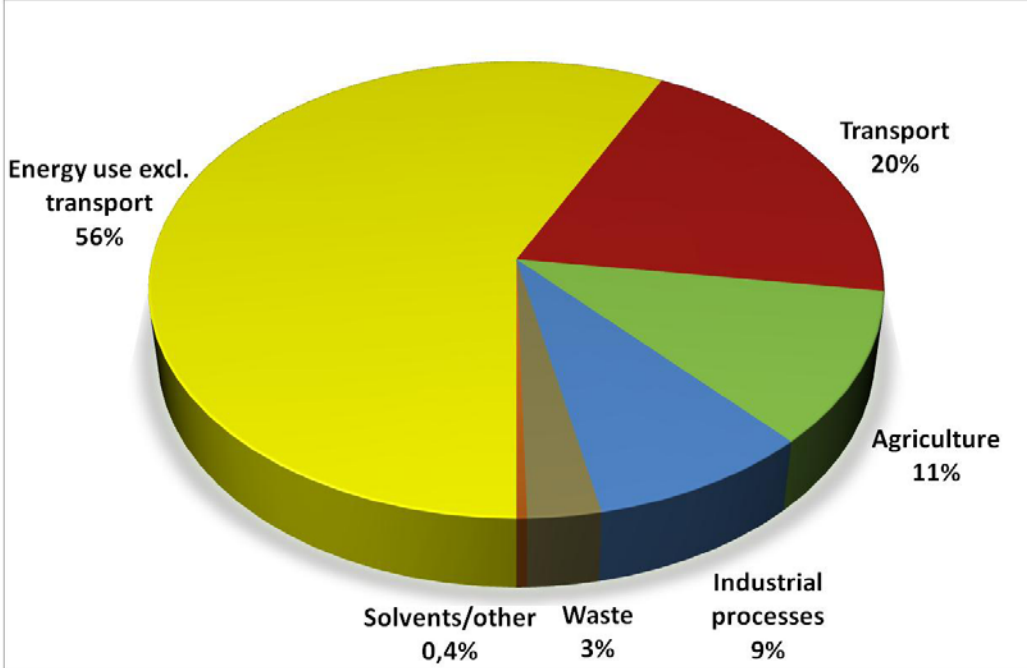
Fleet Environmental Action and Assessment
Final conference, Orebrö 9-10 March 2010

Leen Govaerts - VITO



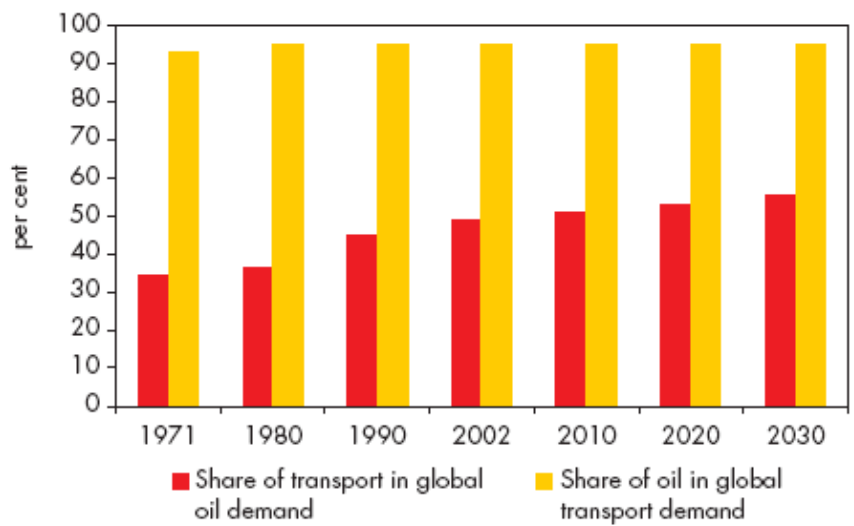
CONTEXT

Greenhouse gas emissions EU27 (2007)

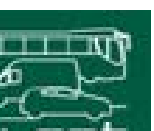
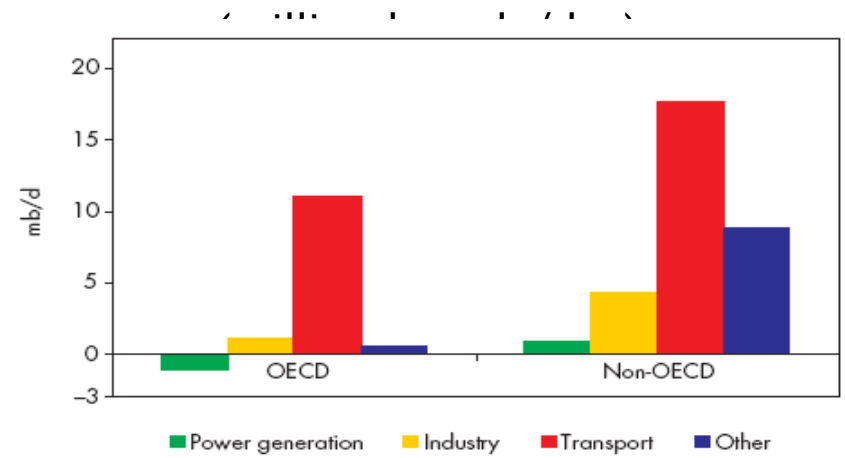


CONTEXT

Oil dependency of transport



Growth in oil demand 2002 – 2030

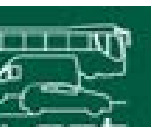


FLEAT

Fleet Environmental Action and Assessment

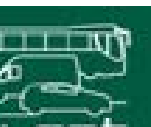
“There are many untapped opportunities to save energy and encourage the use of renewable energy sources in Europe, but market conditions do not always help.

The IEE-programme is the EU's tool for funding action to improve these conditions and move us towards a more energy intelligent Europe”



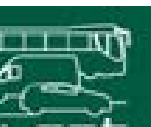
ENERGY EFFICIENT FLEETS

- Share of 'fleet transport' increases
 - Belgium: 14% of total vehicle stock is company owned – 38% of new registrations – company cars' mileage double that of private cars
- Specific decision process create opportunities
- Key question: what can different actions bring for CO₂-reduction ?
 - Clean vehicles, Ecodriving, Mobility management
 - In different fleet types: utility vehicles, company cars, public fleets, private fleets



FLEAT KEY OBJECTIVES

- Key performance indicators
 - Reach target audience
 - Set up 31 pilot actions with 8500 vehicles involved
 - Achieve minimum 5% long term CO₂ reduction
- 2 target audiences
 - Connect to fleet managers: provide ready to use knowledge
 - Translate to policy makers: learning by doing, monitor results, support best practices

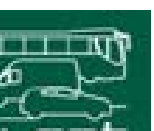


11 PARTNERS, 9 COUNTRIES

- VITO (BE) – Flemish Institute Technological Research
- AEA (AT) – Austrian Energy Agency
- TRT (IT) – Trasporti e Territorio
- IPA (RO)
- Geonardo (HU)
- BAUM (D)
- SenterNovem (NL)
- CRES (GR) – Centre of RES Hellas
- Mobiel21 (BE)
- BEMAG (AT)
- RFOL (SWE)



Agentschap NL
Ministerie van Economische Zaken



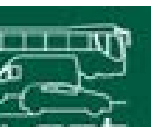
LEARNINGS

- Theory well known ; need for practical insights: how to implement in my fleet ?
- Economic crisis does not help to invest in new technology, training, campaigns, ...
- Target audience reached
 - Support of management essential
 - Convince ‘from scratch’ unrealistic
 - Large fleets are already doing well, small fleets lack interest



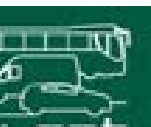
LEARNINGS

- Time allocated for ‘networking in the field’ was essential
- Positive results in terms of fleets & vehicles involved and CO₂ reduced
- Monitor actions & re-act if needed
- Share results with fleet operators is difficult
- Policy makers need proof on cost-effectiveness to support (voluntary) actions



LEARNINGS

- Policy instruments can have huge impact
 - Sweden: mix of instruments promoting E85 and biogas
 - Belgium: company car taxation
 - Netherlands: fuel guzzler tax
 - EU legislation on CO₂ regulation for passenger cars, clean vehicle directive for public fleets, training obligations for professional drivers, ...



Concrete results will be
presented by
colleagues of AEA
and VITO

www.fleat-eu.org

