PROLIBIC

CL08

Cluster of the transport related projects Promoco, Limobel, Bioses And Clever

DURATION OF THE PROJECT
15/12/2009 – 31/01/2012

BUDGET
88.035€

CONTEXT

Within the research programme 'Science for a sustainable Development' (SSD) cluster projects are defined. These clusters aim at gathering knowledge from different individual projects as well as giving support to policy makers. Energy is one of the core research fields.

The transport sector is an important energy-guzzler in the EU27. It accounted for 31% of the total final energy consumption in 2005 and its share is projected to continue growing under a baseline scenario (European Energy and Transport, Trends to 2030- update 2007, EC 2008). Furthermore, the transport sector is nearly completely dependent on oil products (98%). So, the increasing transport demand gives rise to concerns regarding the security and affordability of oil supply.

Therefore, the cluster project PROLIBIC focuses on transport.

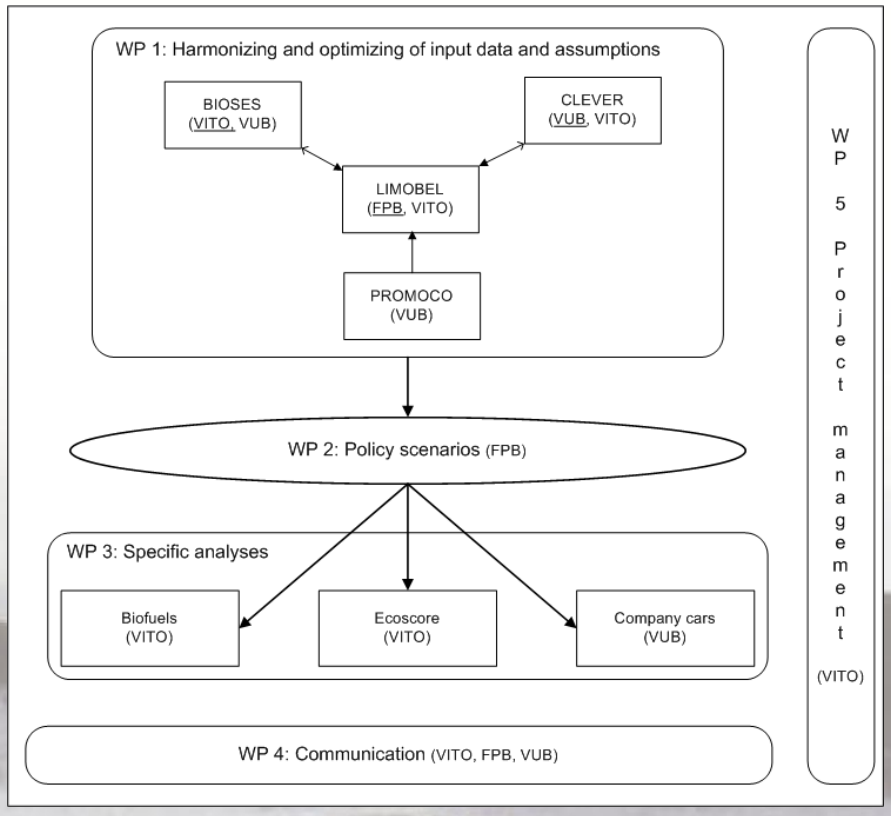
PROJECT DESCRIPTION

Objectives

The first objective of PROLIBIC is to bring together acquired knowledge from 4 projects carried out within the research programme SSD 2: PROMOCO (Professional mobility and company car ownership), LIMOBEL (Long-run impacts of policy packages on mobility in Belgium), BIOSES (Biofuels Sustainable End uSe) and CLEVER (Clean Vehicle Research: Life Cycle Analysis and Policy Measures). It concerns results on both transport activities and environmental impact.
The second objective consists of defining two new policy scenarios, for which model runs are also performed.
A third important objective is to communicate the results acquired within PROLIBIC and the 4 underlying projects with policymakers at both the national and regional level.

Methodology

Scheme 1 presents the flowchart with the structure of the cluster project PROLIBIC and the interaction between the different work packages and partners.



SSD SCIENCE FOR A SUSTAINABLE DEVELOPMENT

TRANSPORT & MOBILITY

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Work package 1 aims at converting the results of the different underlying projects into a workable input for PROLIBIC. Optimal integration of findings from BIOSES in LIMOBEL is aimed at. As a result the baseline scenario in PROLIBIC is comparable with that in LIMOBEL.
In work package 2 policy scenarios are defined. Decisions are made in consultation with the follow-up committee of the project and stakeholders. The time horizon for the projections is 2030. In contrast to LIMOBEL, the effects of baskets of measures are quantified instead of those of individual measures.
Next, in work package 3 specific analyses are performed about biofuels and the environmental performance of the passenger car fleet in Belgium. For company cars a more isolated study is carried out. For this purpose, the results of the recent national transport survey (NTS, 2010) are studied if available. Also, the impact of recent fiscal measures on the energy consumption and on the environmental friendliness of the company cars is analysed.
Communication toward policy makers and a broader group of stakeholders (work package 4) is effected by consultation of the follow-up committee and organisation of an interactive workshop with stakeholders.
Project management (work package 5) includes the organisation of internal & external meetings, reporting and co-ordination of the activities. The project duration is 2 years and the final date is 31/01/2012.

INTERACTION BETWEEN THE DIFFERENT PARTNERS

Scheme 1 presents the interaction between the different partners.

EXPECTED RESULTS AND/OR PRODUCTS

- Updated LIMOBEL framework (calculation box).
- Quantification of the impact of two transport policy scenarios in Belgium on transport activities, energy consumption, share of renewable energy, emissions to the air and welfare.
- Valorisation towards policy makers.
- Publication in a renowned international journal.

PARTNERS

Activities

VITO
For PROLIBIC VITO puts forward its expertise on vehicle and vessel technology, motor fuel technology, energy consumption & emission factors of different transport modes and the environmental rating of vehicles (Ecoscore). Furthermore, VITO has many years' of experience related to scenario building and cost/benefit analysis for transport policy.
FPB
The FPB uses and develops the long term transport model 'PLANET' (long-run prospects of transport activities, environmental impact and welfare) and a general equilibrium model (interaction between economy and transport). These models have been applied within the LIMOBEL project. Also, the FPB has many years' of experience related to energy projections, transport indicators and scenario simulation.
VUB
The Department MOSI-T (VUB) has expertise in the field of sustainable logistics, environmentally friendly vehicles and travel behaviour with a specific focus on purchase behaviour related to environmentally friendly vehicles, price elasticities and the use of company cars.

CONTACT INFORMATION

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Follow-up Committee
For the complete and most up-to-date composition of the Follow-up Committee, please consult our Federal Research Actions Database (FEDRA) by visiting http://www.belspo.be/fedra or http://www.belspo.be/ssd

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