

THE END OF THE ROAD

MAPPING THE END OF THE
INTERNAL COMBUSTION ENGINE IN CARS
IN THE FACE OF THE CLIMATE CRISIS



GREENPEACE

#cleanairnow

CAR EXHAUST AT MULTI LANE
STREET IN BERLIN

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OVERVIEW

We are observing an unfolding climate emergency. In 2018 the UN released a report that showed that we need to halve greenhouse gas emissions in the next decade¹. Failure to do so would mean breaching the 1.5 degree target of the Paris Agreement and set us on a path towards climate catastrophe. The science is clear. To avoid a nightmare scenario of floods, fires and food shortage, we need to transform every industry in every sector around the world. That transformation needs to be radical and rapid. And it needs to start now. In truth, we're approaching the point of no return.

Progress has been too slow. But in some areas, we're actually stagnating or going backwards. One of those areas is transport. Around 24.35%² of global carbon emissions come from transport (In the EU, the figure is 27%³). Globally, transport emissions have grown by 71% since 1990, and nearly three quarters of transport emissions come from road transport⁴. We are, simply, on a road to hell.

In 2018, Greenpeace commissioned research which detailed a key step governments have to take towards creating a sustainable transport system — to ban the sale of new petrol and diesel cars by 2028 in Europe. A ban would ensure that petrol and diesel cars disappear from our roads over time, reducing our cars' 'at the pipe' emissions, down to zero. Progress on this is now being tracked in one place - the Phase Out Date Map, from Greenpeace.

[CLICK HERE TO SEE THE MAP.](#)

WHAT IS THIS MAP

This map is a visualisation of data collected from around the world. It highlights where action is being taken by national governments and cities to get fossil fuelled cars off our roads. It is not exhaustive, and is a living website. As more and more governments and cities take action, this map will be updated to reflect the new realities. It also recognises that action takes many forms. Some cities have already banned certain polluting engines, for example, Paris. While others have banned cars from certain areas, like Reading, UK. As we go forward, more bans will emerge and the map will become more populated.

¹ <https://www.ipcc.ch/sr15/chapter/summary-for-policy-makers/>

² <https://www.ipcc.ch/site/assets/uploads/2018/12/UNEP-1.pdf>

³ <https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases/transport-emissions-of-greenhouse-gases-11>

⁴ <https://www.iea.org/statistics/co2emissions/>



HOW THIS MAPS WORKS

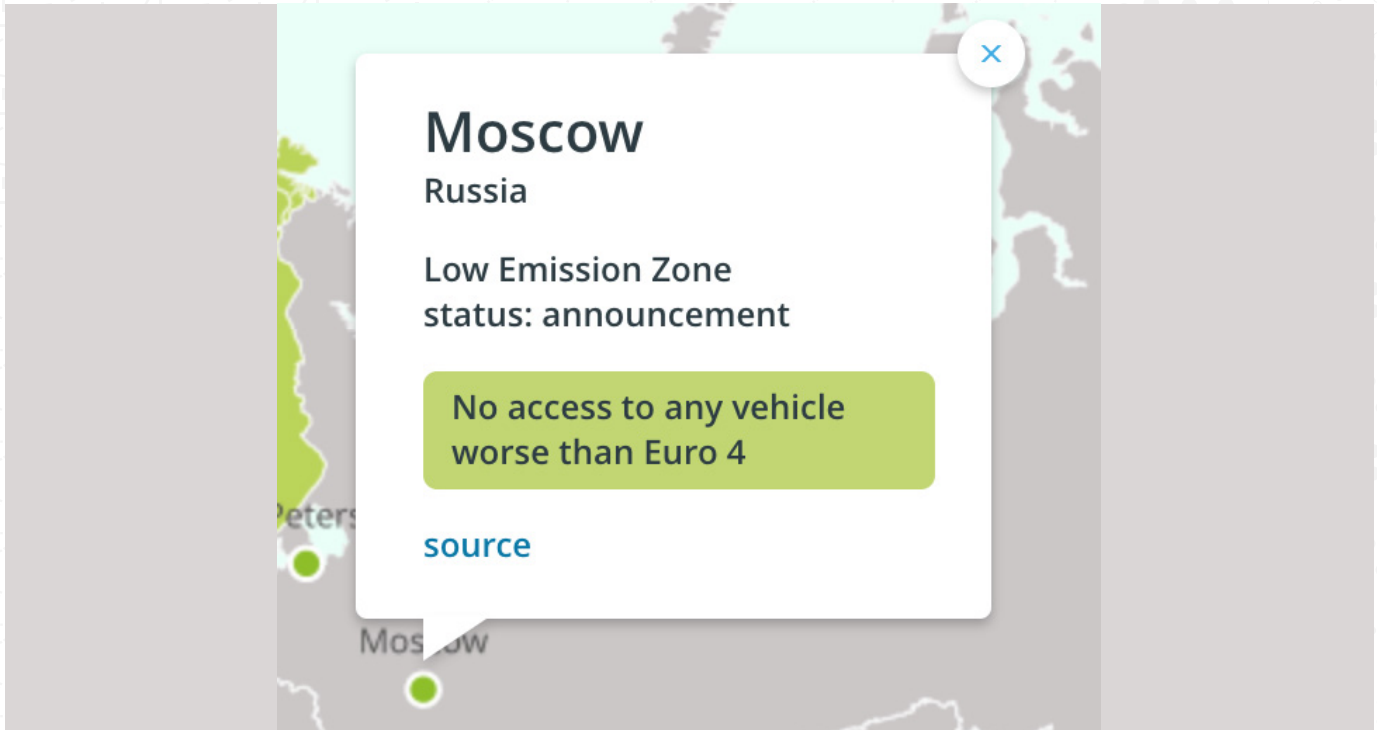
The map has three colours. Countries which are grey have no phase out date announced. Countries which are light green have announced plans to set a phase out date before and including 2030. Countries which are yellow have announced a phase out date after 2030.

Any city which has taken action to restrict or phase out fossil fuelled cars, not including action taken by the national government, is shown with a dot. Depending on its color, it may be a Low Emission Zone, a Congestion Charge or even a Car Free Zone. If a city has no plans, it won't be featured on this map.

So to take the example of the UK, they have announced a phase out date of 2040, so the whole country is yellow. But cities within the UK are only featured if they've taken local steps against petrol and diesel cars, which is why say, Manchester, doesn't appear.

To view the details of any given country or city, simply hover over it and a pop up box will show you the details of the ban or restriction on petrol and diesel cars.

[CLICK HERE TO SEE THE MAP.](#)



WHY DID WE CREATE THIS MAP

Petrol and diesel cars are not just a problem for the climate. They're a local public health emergency.

Exhaust fumes from petrol and diesel cars emit a range of pollutants, including nitrogen dioxide and microparticles. These pollutants dramatically increase the chances of developing asthma, lung disease and other respiratory diseases, especially in children and the elderly. And repeated exposure can be fatal. A recent report from the University Medical Centre in Mainz, showed that air pollution now kills 8.8 million people a year, more than tobacco⁵.

There is no 'safe' level of exposure to pollutants from petrol and diesel cars, and every increase in exposure correlates to an increased risk of a serious health condition⁶. This is a public health crisis. It's vital that everyone - in cities around the world - take action to get cars off our streets. These campaigns are now springing up all over the place. Cities are responding, and increasingly national governments are too.

Mapping the results of these campaigns serves two functions. It highlights the pace of progress being made to get polluting cars off our roads. But it also serves as an ambition-raising exercise. Other mayors and civic leaders can be emboldened to go further knowing what's happening around the world.

⁵ <https://www.escardio.org/The-ESC/Press-Office/Press-releases/Air-pollution-causes-800-000-extra-deaths-a-year-in-Europe-and-8-8-million-worldwide>

⁶ <https://www.greenpeace.org.uk/wp-content/uploads/2017/09/Every-Breath-Health-Report-FINAL.pdf>

THE NEXT STEPS

The environmental and public health imperative is to get rid of petrol and diesel cars. But replacing them one-to-one with electric cars is not a solution. The UK Government predicts that if we were to do this, traffic congestion would become up to 51% worse, as the lower cost of running electric cars would encourage people to drive more⁷. Instead, we need to build cities so that people rely on cars less. We need to re-allocate urban space so that it suits more people — not just car users. That means pedestrianised areas where people can socialise and shop, away from the car traffic; segregated cycle lanes so people feel safe cycling to and from where they need to be. And it means affordable, comprehensive public transport so people can leave their cars at home, and more and more of us can do without one. And for those journeys that need a car, it means sharing an EV, not owning one.

Most of this is not new. It's something [some] cities have been making progress on over the decades. But in the face of the public health and climate emergency posed by diesel and petrol cars, we need to act much faster.

Planning cities in this way would not only radically cut air pollution and greenhouse gas emissions, it would also make cities more socially equitable and livable. It would free many of us from the cost and hassle of owning a car as well as the daily reality of traffic jams. It's about creating cities that are built for people, not cars.

[CLICK HERE TO SEE THE MAP.](#)

⁷ <https://www.driving.co.uk/news/electric-cars-will-clog-roads-next-three-decades-says-study/>



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CONTACT: Barbara Stoll
BStoll@greenpeace.org

Greenpeace is politically and financially independent.
Greenpeace exists because this fragile Earth deserves a voice.
It needs solutions. It needs change. It needs action!