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Organisation for Economic Co-operation and Development
Conférence Européenne des Ministres des Transports
European Conference of Ministers of Transport

CEMT/OCDE/JTRC/ET3/WD(2007)1/REV1

English - Or. English

EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT

Cancels & replaces the same document of 11 May 2007

**Joint OECD/ECMT Transport Research Committee
Working Group on Greenhouse Gas Reduction Strategy in the Transport Sector**

TERMS OF REFERENCE

For further information, please contact the Joint Transport Research Centre:
Mr. Philippe CRIST, Tel: +33 1 45 24 94 47; Email: philippe.crist@oecd.org

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TERMS OF REFERENCE:

WORKING GROUP ON GREENHOUSE GAS REDUCTION STRATEGIES IN THE TRANSPORT SECTOR

Global warming is a growing problem and the transport sector is one where emissions are increasing fastest in many countries. In order to forecast the effects of global warming, various scenarios have been drawn up by the International Panel on Climate Change (IPCC) or other organizations. In order to stabilise GHG concentrations in the atmosphere and reduce the potential for severe or catastrophic climate change, significant reductions in the emission of radiative forcing compounds will be necessary in the first half of this century. These reductions have been determined to be several orders of magnitude greater than those already outlined in the Kyoto protocol. Countries that are signatories to the Kyoto Protocol are already working to meet the short-term targets outlined within that treaty and many are setting more ambitious medium-term targets. Countries that are not signatories are also exploring means of reducing their CO₂ emissions.

The research study is intended to assist member countries in prioritising their greenhouse gas reduction programs and measures for the transport sector. It will address the potential for the transport sector to cost-effectively contribute to GHG reductions *vis-à-vis* other sectors. The study will then review and analyse transport-sector greenhouse gas reduction programs and measures in member countries and other significant GHG emitters and seek to identify those lessons that are internationally transferable. It will build on recent work by the JTRC, ECMT and International Energy Agency (IEA)¹. The research will also be coordinated with ongoing work by the International Transport Forum (ITF - which replaces the ECMT in 2008) in preparation for the 2008 ITF Ministerial meeting and the International Energy Agency work² in preparation for the 2008 G8 meeting.

The report will aim to evaluate the extent of the cost-effective greenhouse gas emissions reductions available in the transport sector based on the best available *ex-post* assessment of specific measures and provide research-based advice on the best strategies for durably reducing the contribution of the transport sector to climate change.

WG Objectives:

1. Provide research that will assist Member countries in formulating their greenhouse gas reduction programs and measures for the transport sector.
2. Describe current features of transport GHG emission within JTRC and other main GHG emitters and discuss likely trends
3. Explore the cost-effectiveness and efficiency of various measures to reduce GHG emissions from the transport sector.

4. Outline possible future pathways for cost-effective and significant GHG emissions reductions from the transport sector

Tasks:

1. Review national findings of *ex-post* assessments of GHG mitigation for a range of transport-sector measures.
2. Review national data on transport sector GHG-reduction potential.
3. Review national estimates of *marginal abatement costs* for transport-sector GHG.
4. Draw conclusions on the effectiveness and efficiency of different transport-sector GHG reduction *strategies* based on steps 1-3.

Notes regarding tasks:

- The framework of analysis will cover a short-term time scale (2015) and a mid-term time-scale (2025-2030).
- The WG will investigate the timing of measures and the spacing of their impacts over the period studied (to 2030)
- It will include incremental targets (e.g. Kyoto-like targets) in the short-term and an analysis of much more ambitious targets for further time horizons (e.g. 20-30% reduction in the mid-term and the implications of a 60-80% reduction pathway for the longer-term).
- In keeping with the above, the geographic coverage will focus on OECD/ECMT countries but will include other countries as well according to their potential contribution overall GHG abatement from transport activities.
- The analysis will cover measures impacting activity, modal mix, fuel mix and energy intensity.
- The basis for the evaluation of technical measures will be the full well-to-wheel impacts, where possible.
- Although the WG will focus on road transport, aviation and maritime transport will also be discussed in comparison to road transport.
- The group will seek to differentiate, where possible, policy impacts on passenger versus freight transportation.
- One area of analysis that could be explicitly evaluated is the scope for low cost emissions abatement through migration of fleet standards to match the best performing fleets, given the differences in national fleet average emissions for new vehicles..

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1. “*Cutting Transport CO2 Emissions*”, ECMT, 2006
 “*Making Cars More Fuel Efficient*”, ECMT and IEA, 2005
 “*Can Cars Come Clean?: Strategies for Low-emission Vehicles*”, OECD, 2004

“Energy Technology Perspectives to 2050”, IEA, 2006

“Cooling Cars with Less Fuel”, Workshop findings and presentations, IEA, 2006

“Energy Efficient Tyres: Improving the On-Road Performance of Motor Vehicles”, Workshop findings and presentations, IEA, 2005

2. The IEA is preparing a body of related work for the 2008 G-8 summit and has a number of activities planned for 2007 that relate to the WG topic. These include:
 - o workshops on the energy efficiency of vehicle components,
 - o a workshop on the Energy Efficiency Standards for Heavy vehicles,
 - o a workshop on 2nd-Generation Bio-fuels,
 - o as-of-yet undefined work on the Hydrogen Fuel Cycle,
 - o vehicle fleet penetration modelling undertaken in conjunction with the World Business Council on Sustainable Development,
 - o a report on the end-use efficiency of vehicles and vehicle efficiency standards.