

EDITORIAL

Our new mandate calls for the Forum to be relevant at global level and across all transport modes, a task which lies at the heart of our development strategy in 2008.

Already, the former group of ECMT consultative bodies has been widened to include representative organizations from aviation and maritime modes, and discussions are now underway to establish mutual liaison agreements with IMO and ICAO. Strengthened ties with globally representative actors, as illustrated by the success of our recent hearing, form part of our efforts to associate stakeholders with the Forum's work.

Invitations have now been extended to the Transport Ministers of Brazil, India and China to work with the Forum's membership base of 51 countries. Driven by the globalisation of trade, mobility patterns in all three countries are putting new demands on the transport system and are a tangible illustration that national policies increasingly need to factor regional as well as international considerations.

Jack Short
Secretary General



TAKING THE MEASURE OF CLIMATE CHANGE

Forum takes stock of key messages

At the invitation of the International Transport Forum, over fifty governmental and non-governmental organisations covering all transport modes and the entire supply chain attended a one-day hearing on energy and greenhouse gas emission strategies in the transport sector on 24 January 2008.

Held at a key moment in the wake of the agreement reached in Bali, the hearing enabled representative organisations to express their positions in such areas as the potential of low-carbon energies, the role of government and the public acceptability of policy measures in the run up to the Forum's annual meeting "Energy & Transport: the Challenge of Climate Change".

The exchanges confirmed that the transport sector will increasingly need to work together to promote sustainable energy strategies that are commensurate with the challenge of global warming and supported by a better understanding of the drivers and impacts of oil demand. There was also widespread consensus that successful climate change policies in transport need to be guided by economic evaluation mechanisms of the carbon abatement options available from transport and other economic activities.

The majority of growth in transport volumes and emissions will originate from developing countries over the next twenty years.

Building on international input

The hearing organised with international stakeholder organisations forms part of a sustained and comprehensive effort to take the measure of options available to policy-makers in the transport sphere.

Preparatory activities carried out with the Joint Transport Research Committee and supported by robust data collection work have succeeded in building a vast body of up to date knowledge on the climate change impact of transport greenhouse gas emissions and the economic efficiency of measures in such areas as energy supply, alternative fuels, vehicle emission standards and measures that target the end user.

These research findings as well as policy statements prepared by the stakeholder organisations who attended the hearing are already available from the Forum web site and will form a crucial part of the baseline input available to delegates in Leipzig.

The resulting Forum output is expected to lay emphasis on the role and responsibility of the transport sector, the appropriate balance of different policy instruments and scale of implementation and the nature of indicators and targets that are appropriate for the transport sector.



SPEAKER LIST LENGTHENS Merkel and Pachauri to address Forum



The Federal Chancellor of Germany Angela Merkel will deliver the main keynote address at the 2008 meeting of the International Transport Forum.

Her participation underlines both the role foreseen for the International Transport Forum as a high level strategic platform and also the enormous challenge posed by global warming for transport.



One of the leading thinkers on the science of global warming, Dr. Rajendra Kumar Pachauri, received the Nobel Prize for the work of the Inter-governmental Panel on Climate Change. IPCC recently estimated that a “business-as-usual” scenario would see energy use and carbon emissions from the transport sector grow by about 80% over 2002 levels by 2030.

▶ **The full list of confirmed Forum 2008 speakers is regularly updated on the web site of the International Transport Forum.**

▶ A balanced programme

The Forum has been designed to cover a broad range of technologies and policy instruments to reduce the carbon intensity of transport and is expected to send clear policy messages that are commensurate with the challenge of global warming.

The meeting will be structured around a series of **workshops** (Day 1) and **high level panel discussions** (Day 2 & 3) providing numerous opportunities for research, industry & civil society leaders to meet and interact with Ministers responsible for shaping the international transport policy agenda.

Delegates will be able to enjoy the Forum’s many **parallel activities**, including ecodriving demonstrations, technical visits and a display of innovative concepts in passenger and freight transport taking place simultaneously in the exhibition hall and at the main train station.

Join us in Leipzig

The annual meeting and exhibition of the International Transport Forum will be held on 28-30 May 2008 in Leipzig, Germany, a vibrant city that has stood at the crossroads of European trade routes for centuries.

Registrations for invited delegates are now open (**special rates apply until 15 April**). For additional information, please contact emmanuelle.tiger@oecd.org.

The Forum also provides excellent exhibition facilities for organisations wishing to showcase ongoing research and best practices. For additional information, please contact martine-sophie.fouvez@oecd.org.

What our speakers are saying ...

“Putting the world onto a pathway to stabilise greenhouse gases in the atmosphere at about 450 ppm CO₂-equivalent would reduce GDP growth rates globally by an average of less than 0.1% per year from now to 2050. This seems affordable given expected growth in living standards and the various calculations of the cost of inaction”.

Angel Gurriá, OECD

“The emergence of new major players in the global energy markets means that all countries must take vigorous, immediate and collective action to curb runaway energy demand [...] we need to act now to bring about a radical shift in investment in favour of cleaner, more efficient and more secure energy technologies”.

Nobuo Tanaka, IEA

“In the long-term, possibly by 2050 in the developed world, almost complete decarbonisation of road transport is a possibility [...] In the nearer term, considerable CO₂ savings can be achieved through enhancements to conventional vehicle systems”.

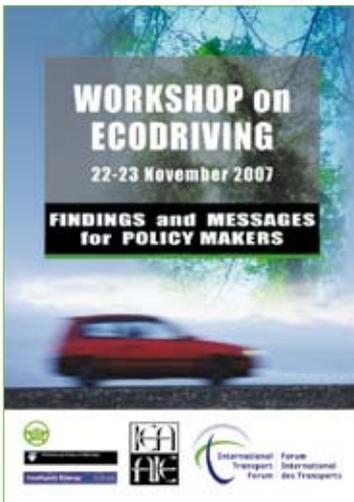
Prof. Julia King, Aston University

“Why isn’t there a law stating that the target of 120 grammes of CO₂ emissions per kilometer applies today, rather than in five years? [...] we have developed systems capable of reducing current car emissions by 30-40%”.

Thierry Morin, Valeo

“The environmental challenges facing aviation today are global and will require multinational and collaboration for the best solutions. Innovation, alternative fuels, research and technology are some key enablers”.

Thomas Enders, Airbus



Workshop on Ecodriving

A workshop jointly organised with the International Energy Agency (IEA), the Dutch Ministry of Transport and the Ecodriven platform on 22-23 November 2007 and attended by over 100 international experts provided a valuable opportunity to review current experience in implementing and promoting ecodriving.

The workshop showed that ecodriving has become a key element of national strategies to reduce CO₂ emissions in a number of countries. In some of these, ecodriving is also linked with other targets in such policy areas as oil security, sustainable resource use and clean air strategies. The workshop also confirmed that ecodriving has significant potential to deliver CO₂ reductions quickly and cost-effectively in the order of 10% of surface transport emissions. Data for inland waterways suggests the potential may be even higher.

Many ecodriving initiatives however are undertaken without the help of government measures. As a case in point, fleet operators often take actions themselves because of cost-saving potential. Workshop participants identified a number of areas for government intervention including communication campaigns, fiscal incentives, partnerships with civil society and initial driver training. It is important to devise ecodriving programmes, they stressed, as part of a long-term agenda rather than as isolated initiatives.

A summary of the workshop conclusions supported by national case studies is now available from the ITF web site.

ENERGY INDICATORS

Constructing appropriate indicators to support energy efficiency policy development and evaluation was the theme of a joint IEA-ITF workshop on 28-29 January 2008.

The purpose of the workshop was to share information about best practices relating to transport indicators as a starting point for analysing trends and the impact of policies. Current aggregate indicators of energy consumption can mask very different trends in different modes on account of the large number of factors impacting transport energy use, ranging from modal composition to geography.

The International Transport Forum already carries out significant statistical compilation and harmonisation work, most notably on vehicle use, investment in transport infrastructure and CO₂ emissions, but new data needs are emerging with respect to energy intensity for passenger and freight travel. The workshop provided a much-needed opportunity to confront statisticians and policy makers with scenarios in support of energy efficiency policy measurement.



@ Available online

ITF's extensive online data repository contains key indicators and information on CO₂ abatement policies and measures as well as quarterly statistics covering traffic growth and deliveries of hydrocarbon available for each member country.

Log on to the Forum web site to find out more.

Vehicle emissions: Choosing the right policy mix

Increasing concern over greenhouse gas emissions is driving the introduction of new fuel efficiency regulations and a tightening of existing ones. In December 2007, the European Commission launched a proposal to introduce a weight-based fuel economy standard aiming to attain an average fuel economy corresponding to 130g CO₂/km as of 2012.

Despite this trend, fuel efficiency standards remain a subject of extensive debate among economists when compared with other policy instruments. To evaluate the cost effectiveness and overall benefits of emission control policies, the Joint Transport Research Committee conveyed forty specialists to a Round Table held on 31 Jan-1 Feb 2008.

The specialists found strong arguments to combine fiscal incentives with other instruments, such as emissions standards but also noted that current standards for the EU, US, China and Japan differ in a number of respects and require further evaluation of benefits and implementation costs.

“From our Inbox” is a selection of transport developments related to the annual Forum theme reported in the media. Although great care has been taken to ensure the integrity of the information presented, the International Transport Forum makes no claim as to its accuracy.

Shipping to lower NOx emissions

The International Maritime Organisation’s sub-committee on Bulk Liquids and Gases has ratified tougher air pollution rules which could come into effect from March 2010. Particular attention was drawn by the subcommittee to the need to maintain the production link between marine and land-based fuel with respect to specifications around the world and to adopt a phased approach such that refinery and supply configurations could be adapted.

OECD’s outlook on environment

The recently published Environmental Outlook to 2030 takes stock of the growth in transportation activities throughout OECD countries and recommends prioritising policy action to reduce the energy-intensity of transport through a combination of carbon taxes and regulatory and fiscal reform. On Biofuels, the report recommends ensuring that public incentives reflect a full life-cycle of their effects on both greenhouse gas emissions and the economy.

IEA calls for higher stocks

High oil prices are sending a strong signal that the market thinks OPEC’s decision to leave output unchanged will not be sufficient to allow crude stocks to rebuild, according to the International Energy Agency. With geopolitical issues in Nigeria, South America and the Middle East combining with an uncertain environment for new projects, end-user stock building is needed, says the Agency.

Energy saving profitable

A study released by McKinsey suggests that half the cuts needed to stabilise greenhouse gas emissions at 550 ppm can be achieved at a net profit to the global economy. According to the consultancy, energy-saving investments in the order of USD 170 bn a year would cut global energy demand growth by at least half, while yielding an annual return of 17%.

Clean Sky Research launched

Against a backdrop of new passenger traffic growth predictions, Clean Sky represents a joint commitment from the European Union and aeronautics industry to make air travel more sustainable, by encouraging the aeronautics manufacturers to develop and produce greener products for the next generation of aircraft.

JUST OUT

Available from OECD Bookshop
www.oecd.org/bookshop
sales@oecd.org

- **Transport Infrastructure Investment - Options for Efficiency** (Feb. 2008)



- **Round Table 138: Biofuels - Linking Support to Performance** (March 2008)

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FORTHCOMING ITF/JTRC EVENTS

- ▶ **10-11 April 2008, Paris**
Round Table on Port Competition and Hinterland Connections
- ▶ **28-30 May 2008, Leipzig**
International Transport Forum
Transport & Energy: The Challenge of Climate Change
- ▶ **10-11 June 2008, Lillehammer**
Workshop on Motorcycle Safety
- ▶ **25-26 September 2008, Paris**
High Level Road Safety Seminar