

# Proposal for the Establishment of a Road Transport Sector Task Force

By Akira Matsunaga  
Automobile Division  
Manufacturing Industries Bureau  
Ministry of Economy,  
Trade and Industry

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# 1. Need for a Road Transport Sector Task Force

## Three Necessary Actions for solving Environmental/Energy Constraints in a Road Transport Sector

### (1) Action for solving air pollution problem

- ❑ Quick and Sharp reduction of toxic substances in exhaust gas

### (2) Action for solving global warming problem

- ❑ Quick and Sharp reduction of CO<sub>2</sub> emission volume

### (3) Action for solving energy constraint

- ❑ Developing and Introducing Energy countermeasures in the transportation sector, which is heavily dependent on oil (use of oil-alternative fuels, etc.)

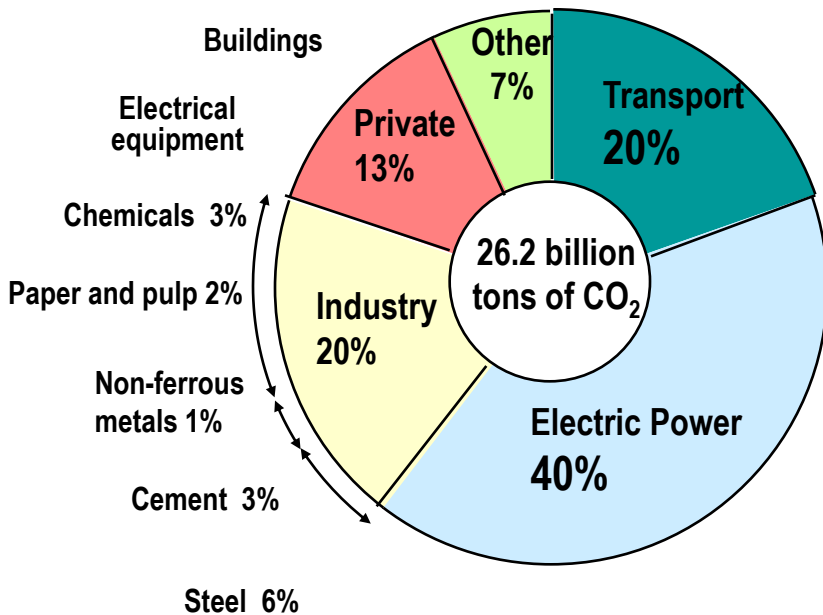


Solving these three problems **in a balanced manner** is required.

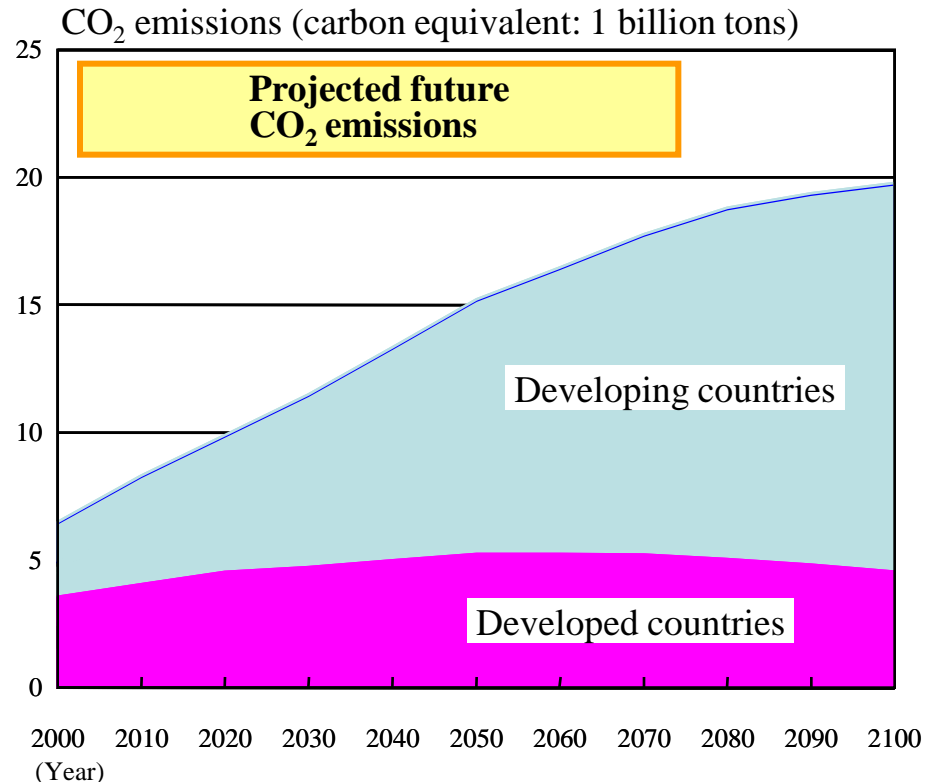
# Worldwide CO<sub>2</sub> Emissions and Projected Future Levels

The Bali Roadmap (COP13 in Bali, Dec.2007) stipulates that both developed and developing countries should take actions for GHG emissions reduction. As a Road Transport Sector is the major CO<sub>2</sub> emission sector, there is a growing international opinion that not only developed countries, which need to take the initiative in reducing emissions, but also major developing countries should take measures to reduce CO<sub>2</sub> emissions in this sector, under “common but differentiated responsibility” principle.

## Percentage of Global CO<sub>2</sub> Emissions by sector (2004)



Source : International Energy Agency

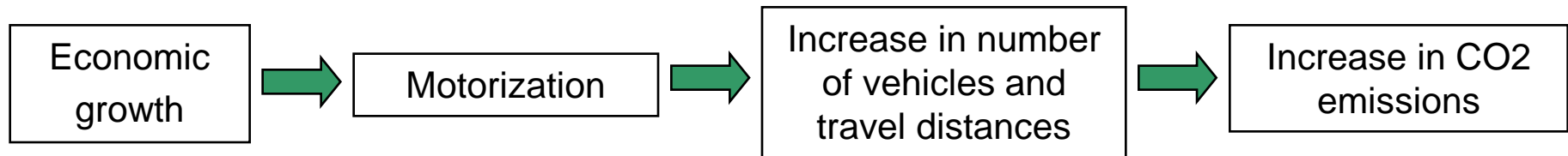


Source : Kainuma, et al., 2002: *Climate Policy Assessment*,

Springer, p. 64

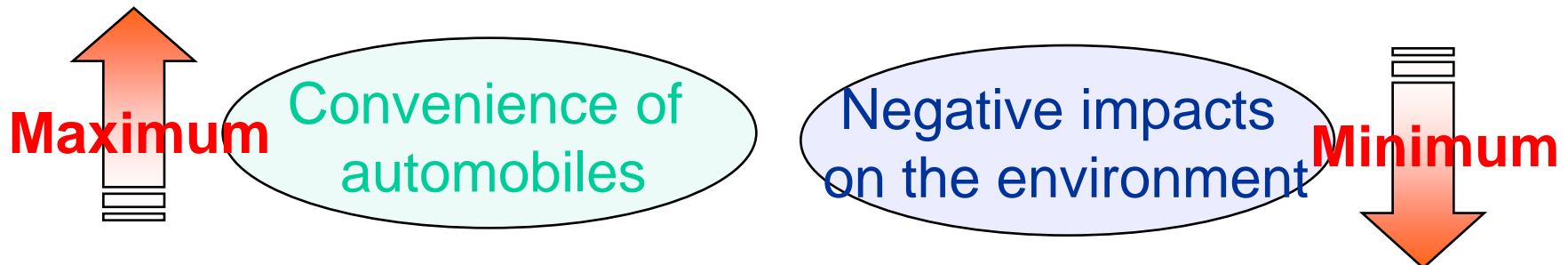
# The Principle of Japan's Proposal

Economic growth in a developing country is always accompanied by motorization (increase in number of vehicles and travel distances), which causes increase in CO<sub>2</sub> emissions. World economy is confronting rapid rise of oil price. Therefore, energy conservation is indispensable for achieving sustainable economic growth. An effort to reduce CO<sub>2</sub> emissions in a Road Transport Sector is the key to managing not only climate change but also economic development in developing countries.



The Basic Principle of Japan's proposal is "Achieving Compatibility between Environmental Protection and Economic Growth".

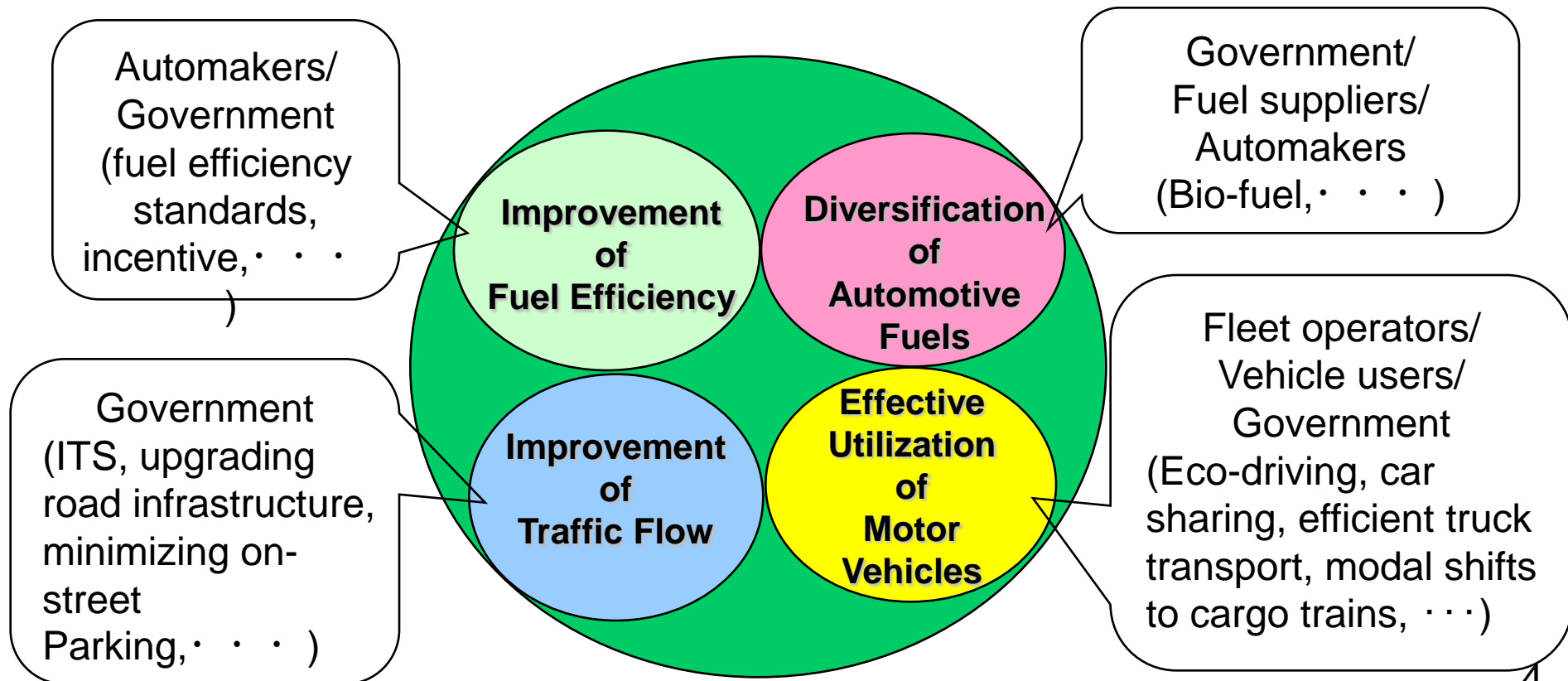
In a Road Transport Sector, the proposal of Japan is to enhance sustainable mobility by minimizing automobiles' negative impact on environment, such as energy consumption and CO<sub>2</sub> emissions, and simultaneously increasing the convenience of automobiles. Such efforts to conserve energy and reduce CO<sub>2</sub> emissions are "two sides of the same coin".



## 2. Purpose of the Proposed Task Force

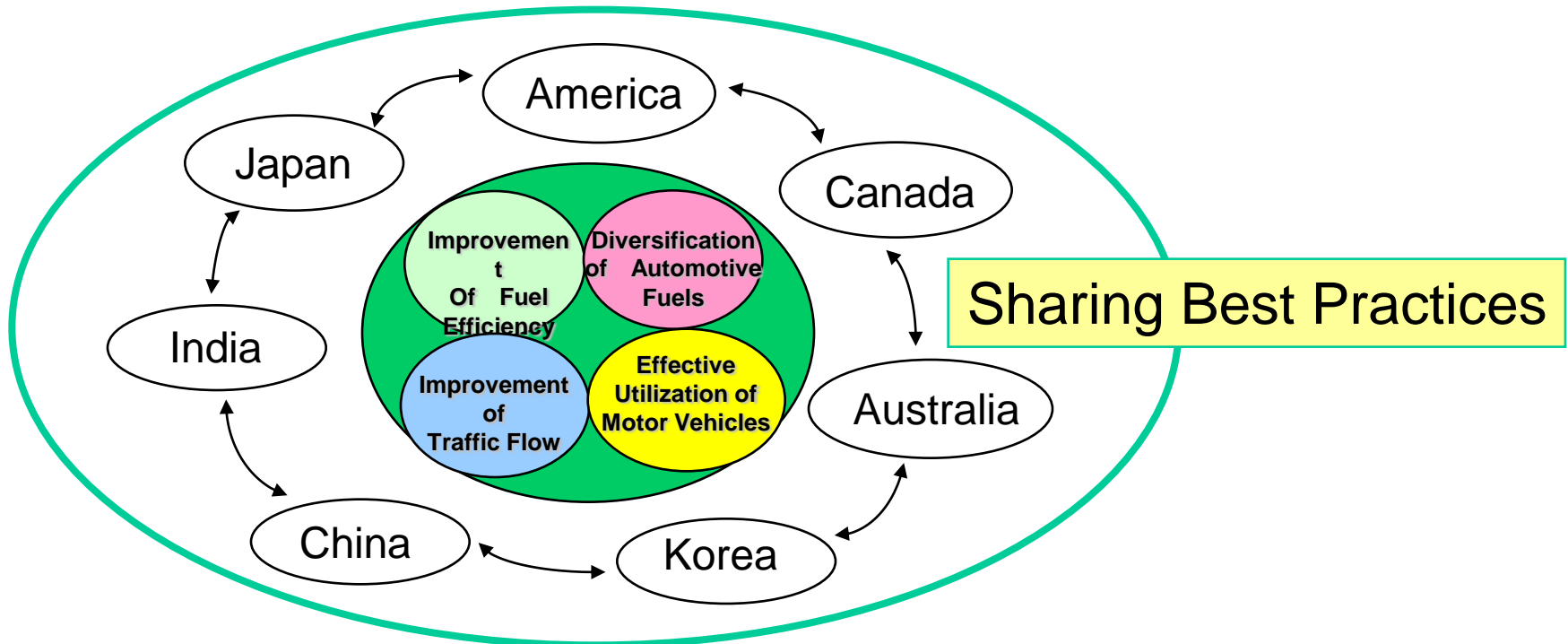
### Energy Conservation and CO2 Reduction of a Road Transport Sector Requires an Integrated Approach

Improving fuel efficiency of vehicles alone is not enough to conserve energy and to reduce CO<sub>2</sub> emissions in a Road Transport Sector. An integrated approach, including development of alternative fuels, improvement of transportation infrastructure and effective utilization of vehicles, are indispensable. All stakeholders concerned should identify their individual responsibilities and make their best efforts to carry them out in mutual cooperation.



# The Way to Share Best Practices at the Road Transport Task Force

- 1) Based on the “best practices” in a road transport sector of each country, realistic and scientific reduction measures should be identified.
- 2) The status-quo of each country, including the implementation status of reduction measures, should be identified.
- 3) The potential CO<sub>2</sub> reduction levels of each country should be estimated.
- 4) Through their utmost efforts, each country should implement effective measures suitable for its respective circumstances and capability.



### 3. Action Plan

#### Proposal of immediate projects

- ◆ Project to collect basic data related to automobiles and fuels
- ◆ Project to develop a best practices handbook
- ◆ Project to improve traffic flow including by means of ITS technologies

#### Examples of other specific projects

- ◆ Trial introduction of measures to increase fuel efficiency in countries that do not as yet have fuel efficiency standards
- ◆ Development of a biofuel supply infrastructure; Introduction of a test method (The cross-cutting issues can be addressed by the joint effort)

Projects execution

Technologies transfer

Emission intensity improvement

## Path forward

In order to realize Sustainable Mobility in a Road Transport Sector, the Government of Japan is willing to host the 1st meeting of the Task Force in this summer.

**May 20: Proposed to start the Road Transport Sector Task Force to APP/PIC**



**Summer: The first Task Force meeting**



**Autumn: Reporting the progress of the Action Plan to the next APP/PIC**