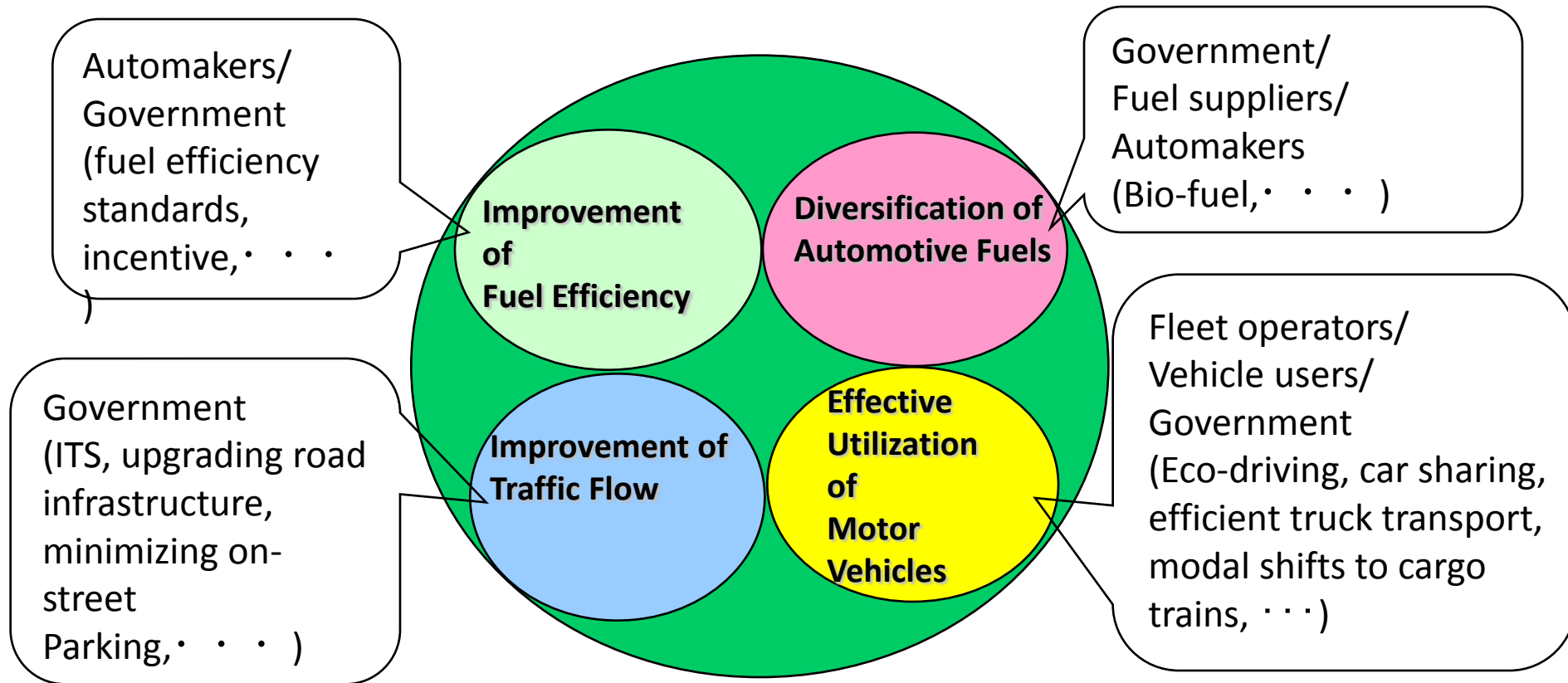


# The importance of CO2 Reduction of the Road Transport Sector

- The actions to be taken in the road transport sector is important.
  - 16% of CO2 emission in all of APP-participating countries is originated with this sector.
  - Economic growth and the motorization will increase energy consumption and CO2.
- To reduce CO2 emissions in this sector, “Integrated Approach” is required.
  - Improvement of vehicle fuel efficiency.
  - Diversification of automotive fuels (e.g. promotion of clean energy, namely low-carbon fuels)
  - Improvement of traffic flow
  - Effective utilization of motor vehicles
- All of partners can advance the cooperation, to take actions such as...
  - Compiling of statistical data to develop performance indicator
  - Sharing of best practices and performance indicator
  - Survey of penetration of best practices, where applicable

# Concept of “Integrated Approach” in the Road Transport Sector



# < APP Road Transport Sector Workshop<sup>(\*)</sup> Summary >

\* september, 2008 in Tokyo

- Survey of penetration of statistical data/best practices, where applicable
- Sharing of best practices and picking up some items in which participants are interested.

## A. Mode Efficiencies

- Fuel efficiency improvement
- Diversification of fuels
- Efficient use of vehicles

## B. System Efficiencies

- Public transportation
- Logistics
- Traffic flow improvement



- Collecting of best practices
- Sharing of best practices
- Survey of penetration of best practices, where applicable



### (Example of Measures)

- Fuel efficiency standards setting method
- Fuel efficiency improvement technologies
- Fuel-thrifty vehicles promotion(incentives)



- Cell development
- Development of bus operating scheme
- Developing system/sustainable program to reduce CO2 from supply chains
- System efficiency /development including ITS

Analyze the applicability of policy options



- Introduction of indicators for energy saving/CO2 reduction effect
- Survey of penetration of statistical data and sharing data taking and calculation methods



- Introduction of unit requirement indicators
- Survey of penetration of statistical data and sharing data taking and calculation methods
- Evaluation of potentialities for energy saving/CO2 reduction through best practices promotion

Enhance these basic work

### (Examples of Unit Requirement)

- \* g/km, km/L (fuel efficiency)
- \* g/ton km, g/person km (payload vs. fuel efficiency)
- \* km/h (average speed)
- \* g-CO2/MJ (fuel carbon content)

### (Examples of Statistical Data )

- All data divided between cars and commercial vehicles
- \* Number of vehicles (new/in-use by fuel type)
  - \* Number of in-use vehicles by vehicle age (service ratio)
  - \* Fuel efficiency (new vehicles, performance on road)
  - \* Payload (person km, ton km)
  - \* Running distance (no. of vehicles, km)
  - \* Average running speed (km/h)
  - \* Fuel consumption (gasoline/diesel/others)

## C. Statistical Data Collection