

AGENDA

International best practices to promote eco-friendly cars

EXPERT WORKSHOP

25-26 January 2021

Virtual meeting

■ INTERNATIONAL TRANSPORT FORUM

The [International Transport Forum \(ITF\)](#) at the Organisation for Economic Co-Operation and Development (OECD) is an intergovernmental organisation with 62 member countries. It acts as a think tank for transport policy that covers all modes of transport. The ITF's mission is to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion and to raise the public profile of transport policy. The ITF acts as a platform for discussion of transport policy issues. It analyses trends, shares knowledge and promotes exchange among transport decision-makers and civil society.

■ DECARBONISING TRANSPORT INITIATIVE

The [ITF Decarbonising Transport Initiative \(DTI\)](#) is a key instrument developed to help governments and industry to translate climate ambitions into actions. The initiative brings together a partnership that extends far beyond the ITF's member countries. It includes work streams aiming to:

- track progress on how current mitigation measures contribute to reduce CO₂ emissions in transport;
- develop in-depth sectoral and focus studies to identify effective policies in specific modes (e.g. road transport) and thematic areas (e.g. cities);
- bring policies together in a catalogue of effective measures, to support countries to develop their GHG emission mitigation strategy in transport;
- support the policy dialogue, leveraging on extensive engagement with the United Nations Framework Convention on Climate Change (UNFCCC), including the ITF's designation as focal point for transport of the Marrakech Partnership for Global Climate Action (MP-GCA).

The programme of work of the DTI also includes targeted activities that help declining available policy levers for decarbonising transport from the perspective of a specific country or global region. The next stage of the DTI will build on the activities and outputs of these work streams to establish common interest groups on low- and zero-emission enabling solutions, aiming to:

- bring together government officials interested in experiences developed by their peers and share their own;
- facilitate the dialogue between governments, the private sector and other stakeholders; and
- ease access to the knowledge available from the ITF and its partners.

The groups will also inform analyses on the status and prospects of policy developments and market responses, strengthening the collective understanding of the effectiveness of different measures and allowing a continuous update of the ITF [Transport Climate Action Directory](#).

■ WORKSHOP BACKGROUND

Passenger cars are responsible for about half of energy use and CO₂ emissions from road transport. They are the most numerous road vehicles and are a key contributor to air pollution and traffic congestion in cities. They are also one of the vehicle segments that automakers prioritise for the deployment of new technologies.

National and supra-national governments deployed a number of policies, including in particular public procurement, regulations and economic incentives, requiring and/or encouraging the production of cleaner vehicles. These vehicles are not only more energy efficient, but also capable to operate with lower emissions of local air pollutants and, especially if they integrate electrification, enabling a shift towards a more diverse and less CO₂ intensive energy mix. Due to differences in market size, these policies are often adopted earlier for passenger cars than for other road vehicles. The most important policy instruments aiming to reduce greenhouse gas (GHG) emissions from passenger cars include fuel economy standards, incentives or mandatory requirements for vehicle that have zero tailpipe emissions (ZEV) and economic incentive programs such as vehicle registration taxes that are differentiated based on the CO₂ emissions of vehicles. In recent years, these are being increasingly accompanied by complementary measures addressing the "well-to-wheel" carbon intensity of fuels and the GHG emissions imputable to vehicle manufacturing.

A number of cities have been supporting or complementing actions taken by national or supra-national governments to foster the transition to cleaner vehicles. In particular, many local administrations have announced or already enforce low- and/or zero-emission zones (ZEV) or road pricing schemes that apply charges for the access to portions

of the urban area/roads that are differentiated based on vehicle emission performance (and also aiming to manage traffic congestion).

Expanding the use of these tools can accelerate the uptake of the relevant technologies and increase the benefits from reduced energy use, emissions and air pollution. However, a large-scale technological transition for the transport sector entails important challenges. A shift towards electrification and clean hydrogen, for example, requires structural changes in the asset base needed to manufacture and use vehicles and the devices needed to produce and convert low-carbon energy sources. This will lead to greater reliance on materials that require mining and processing (e.g. lithium, nickel, and platinum group metals, and rare earths, amongst others) while reducing reliance on fossil oil. The shift towards more energy efficient and energy diverse cars will also progressively reduce the size of government revenues currently raised from fuel taxes, raising the need for consideration of alternative revenue sources.

Technology can play a key role in reducing vehicle emissions and in managing the challenges that accompany the transition to a lower-carbon fleet. Intelligent Transport System (ITS) technologies can have a central role in this respect and are amongst the best suited for the enforcement of local access rules and the support of a technology shift towards electric vehicles – including battery electric (BEVs), plug-in hybrids (PHEVs) and fuel cell electric vehicles (FCEVs). In the case of PHEVs, ITS technologies can help with the enforcement all-electric driving, ensuring the maximisation of the benefits available from a technology that can help limiting material requirements while also delivering vast improvements in terms of energy efficiency, energy diversification, climate change mitigation and better air quality. ITS can also play a central role in the implementation of road pricing. This offers important opportunities to ensure that, as revenues from fossil fuel taxes erode due to electrification and energy efficiency gains, governments can still raise adequate and appropriate amounts of revenue from road users.

■ WORKSHOP OBJECTIVES

The workshop aims to gather inputs from key stakeholders on policy strategies to promote cleaner technologies for road transport vehicles, with a particular focus on passenger cars. Given the impact of Covid-19 on the automotive market, in particular in substantially reducing both production and sales in the short term, the post-crisis recovery period may offer a singular opportunity to make major steps toward this goal. Thus, the workshop will ask how “build back better” policies could be shaped for the automotive sector.

Taking into account the significant advantages that ITS technologies offer in addressing the key challenges of the technology transition expected in the automotive sector and, more broadly, in transport, the workshop will include sessions on experiences to date in this regard. These will look in particular at the use of ITS to enforce zero-emission zones (ZEZ) in cities and to support road-pricing schemes.

The event will gather key players from national and local administrations, vehicle manufactures, developers of ITS technologies, regulatory bodies, the energy sector and other relevant stakeholders.

Insights from this workshop will be included in a dedicated report on best practices to promote the transition to a cleaner passenger vehicle fleet, characterised by reduced energy use and lower emissions. This analysis will take into account different stages of technology deployment, from early adoption to broad-scale dissemination and emerging priorities. A special focus will be the role of ITS in this context. Both workshop and publication aim at providing valuable inputs to stakeholders that are actively involved in decarbonisation efforts for road vehicles. Outcomes will also serve to inform the ITF modelling work on the transition of passenger and freight transport towards clean mobility.

■ WORKSHOP FORMAT

- Due to the circumstances induced by the Covid-19 pandemic, will take place as a virtual event.
- Participation is by invitation only.
- Participant numbers will be capped at 30-40 per session.
- The workshop discussions will be conducted under Chatham house rules, but presentations will be uploaded to a workshop page, if speakers agree.

■ AGENDA

PART 1: Mon. 25 January 2020 at 9:00-13:00 CET/ 17:00-21:00 KST

10 minutes **Welcome and overview of workshop objectives and structure**

Introduction to ITF and its Decarbonising Transport Initiative, on the workshop background, objectives and structure.

Speakers: Jari Kauppila and Pierpaolo Cazzola, International Transport Forum

15 minutes **Keynote presentation - Taking stock of clean car policies and technologies**

This keynote will present what is the status of clean car deployment in different regions and what policies were most effective for getting there.

It will also discuss key issues that may emerge with increasing market shares of zero-emission vehicles and as a response to Covid-19 impacts on the sector.

Speaker: Jacob Teter, International Energy Agency

1 hour 30 minutes **Session 1 – Policy strategies for cleaner cars**

This session will host presentations from governments outlining their strategies for the promotion of the transition to cleaner road vehicles, with a focus on passenger cars, also taking into account the response to the Covid-19 impacts. The session will mention briefly if there is a specific role for ITS in this context, and for what purpose.

Chair: Nils Axel Braathen, Organisation for Economic Co-Operation and Development, Environment Directorate

Speakers:

Korea – Goongsung Jin, The Korea Transport Institute

China – Yidan Chu, International Council for Clean Transportation

European Union - Panagiota Dilara, European Commission (DG GROW)

Japan - Hiroshi Morimoto, Ministry of Land, Infrastructure, Transport and Tourism

United States – Dan Sperling and Lew Fulton, University of California Davis (recorded, TBC)

10 minutes **Break**

1 hour 45 minutes **Session 2 – Priorities to promote and manage the transition to cleaner cars**

This session will host brief presentations, from key stakeholders, such as an industry association and the research community, to kick-off a discussion on policies to promote and manage the transition to cleaner cars.

Chair: Pierpaolo Cazzola, International Transport Forum

Speakers:

Tom De Vleeschauwer, IHS Markit

Minoh Park, Hyundai Motor Group

Øystein Bieltvedt Skeie, Norwegian Ministry of Finance

Julia Poliscanova, Transport & Environment

10 minutes **Conclusion of Session 1 and link to Session 2**

PART 2: Tue. 26 January 2020 at 9:00-13:10 CET/ 17:00-21:10 KST

10 minutes

Welcome and overview of Part 2

Recap on ITF and its Decarbonising Transport Initiative, the workshop background, objectives and structure, and short self-introduction by participants to Part 2.

1 hour 45 minutes

Session 3 – Use of ITS technologies for clean car policy

This session will host presentations from subject matter experts affiliated or working with public authorities on the use of ITS technologies as a way to support and/or manage the challenges of a transition towards cleaner cars, paying a specific attention to the cases of road user charges and the enforcement of zero/low-emission zones.

Chair: Elisabeth Windisch, International Transport Forum

Speakers:

Alberto Fernandez-Wytenbach, European Global Navigation Satellite System Agency

Fons Verhelst, European Commission (DG MOVE)

Jang Yoo-Jin , Ministry of Land, Infrastructure and Transport of Korea

Jang Kitae, Korea Advanced Institute of Science and Technology

Barbara Hollinger, Kapsch

François Guichard, World Forum for the harmonisation of vehicle regulations, United Nations

10 minutes

Break

1 hour 45 minutes

Session 4 – Experiences from the application of ITS in the case of road user charges

This session will host brief presentations, from speakers that have analysed or contributed to the development of experiences that involved the use of ITS for the application of road user charges.

Chair: Pierpaolo Cazzola, International Transport Forum

Speakers:

Malika Seddi, European Association of Operators of Toll Road Infrastructures

Walter Theseira, Singapore University of Social Science

Dirk van Amelsfort, Goudappel Coffeng, the Netherlands

Matthew Dorfman, Milestone Solutions

10 minutes

Next steps and closing remarks
