



## **Climate Change and Air Pollution in the Transport Sector: Measures and Messages of Japan**

**Presented by Tokio Kanou**

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Thank you, Chair.

My name is Tokio Kanou, I am Senior Vice Minister of Land, Infrastructure, Transport and Tourism of Japan. My presentation consists of three parts: (1) an approach to addressing climate change in the transport sector; (2) CO<sub>2</sub> emissions, measures and best practices in Japan; and (3) Japan's proposal for supporting efforts of developing countries.

### **1. An approach to addressing climate change in the transport sector**

Transport is an important foundation of economic development, and at the same time, a major source of CO<sub>2</sub> emissions, accounting for 23% of the world's emissions. To address climate change and air pollution from the transport sector, we would like to share at this conference a long-term global vision of realizing low-carbon and low-pollution transport systems. We would also like to affirm our future collaboration for this important sector, with international organizations and individual countries.

Many of the transport measures to address climate change could also achieve other objectives, such as air pollution mitigation, congestion reduction and energy savings. This "co-benefit approach" makes climate change mitigation measures more attractive, encouraging us to internationally cooperate in a wide range of areas.

We believe that all countries should pursue a new development path toward low-carbon and low-pollution transport, beginning with leading efforts by developed countries, accompanied by efforts of developing countries and assistance to them.

### **2. CO<sub>2</sub> emissions, measures and best practices in Japan**

Japan's transport sector emits about one-fifth of the national CO<sub>2</sub> emissions. You may notice that Japan has successfully reversed an upward trend in transport emissions, which have been declining after peaking in 2001.

This is, we believe, the result of Japan's systematic and well-organized climate change policies. Our Ministry promotes a variety of measures to address climate change, including

(a) measures for automobiles, (b) traffic flow management, (c) measures for more efficient logistics, and (d) measures to promote public transport.

Among these measures, we will look over three best practices in Japan, which would be effective and applicable to other countries as well.

**(1) The top-runner approach for fuel efficiency regulations and promotion of low-pollution and energy-efficient vehicles**

In 1999, Japan introduced a “top-runner approach” into motor vehicle regulations to further encourage the improvement of fuel efficiency. The top-runner approach requires setting fuel efficiency standards at an ambitious level higher than the performance of the best vehicles currently available in the market, taking future technological improvements into account.

Thanks to the top-runner standards, the average fuel efficiency of new gasoline vehicles in Japan improved by 26% from 1995 through 2006, and the 2007 new standards are expected to bring about a 50% improvement in fuel efficiency by 2015, compared with that in 1995. In addition, in 2006, Japan introduced the world’s first standards for heavy-duty vehicles, and would like to encourage other countries to introduce similar standards.

Furthermore, our ministry promotes the introduction of low-pollution and energy-efficient vehicles through subsidies for commercial vehicles and through the “automobile green tax scheme,” i.e., tax breaks for the introduction of low-pollution and energy-efficient vehicles.

**(2) Promotion of Intelligent Transport Systems (ITS)**

Second, I would like to introduce the effects of cutting-edge Intelligent Transport Systems (ITS), particularly VICS (Vehicle Information and Communication System) and ETC (Electronic Toll Collection system).

VICS provides road traffic information in real time, realizing smoother traffic and higher travel speed, resulting in the improvement of actual fuel efficiency. The dissemination of VICS is expected to reduce CO<sub>2</sub> emissions by 2.4 million tons in 2010.

Capacity shortage at tollbooths causes about a third of traffic jams on expressways. The dissemination of ETC, which enables non-stop, cashless toll collection at tollbooths, is expected to reduce CO<sub>2</sub> emissions by 200 thousand tons in 2010.

**(3) Development of railway networks**

Third, I would like to introduce the development of railway networks in Japan. Railways are an environmentally friendly mode of transport. As you might have noticed, railways in Japan are characterized as punctual, densely networked and reliable. In 2005, the share of passengers who traveled by rail accounted for about 30%, a much higher share than in other countries.

In particular, the Tokyo Metropolitan district enjoys a remarkably high share of railway passenger transport, due to its well-developed railway and subway networks: the share of passengers transported by rail in 2005 was 76% in Tokyo's 23 wards.

In addition to urban railway networks, Japan has been developing Shinkansen (bullet train) networks, outstandingly reliable high-speed inter-urban railways. In this way, Japan promotes the development of environmentally friendly railway networks.

#### **4. Japan's proposal for supporting efforts of developing countries**

Systematic and well-organized efforts are important to steadily address climate change and air pollution issues in the transport sector. Japan would like to assist such efforts of developing countries in a proactive and multifaceted manner, while developed countries should take leading efforts.

Utilizing our experiences, in particular, Japan will enhance its assistance to the establishment of action plans, to the formulation and implementation of measures for automobiles, low-carbon logistics systems and public transport, as well as the development of transport statistics for policymaking. We would like other developed countries and international organizations to participate in pursuing providing such assistance to developing countries.

#### **5. Conclusion**

I would like to close this speech by wishing to share, through this Conference, the importance of continuing and strengthening cooperation among countries and organizations to open the way for enhancing global efforts in the transport sector.

In this regard, Japan is preparing to host a follow-up meeting to this conference for the senior officials in the middle of this year, and we would appreciate the understanding and participation of your country or organization.

Thank you.