ENERGY EFFICIENCY IN TRANSPORT

G20 Transport Task Group
28-31 October 2019, Tokyo, Japan
NATIONAL CONTRIBUTION NDC & TRANSPORT MITIGATION MEASURES

ACTION PLAN

Urban Mobility
- URBAN RAILWAY PRIORITIZATION
- LOW EMISSION URBAN MOBILITY PROMOTION
- NON-MOTORIZED MOBILITY PROMOTION
- PUBLIC TRANSPORT PROMOTION

REDUCTIONS 39.6%

Intercity Mobility
- INTERCITY RAILROAD RESTORATION
- COMMERCIAL AVIATION MODERNIZATION

REDUCTIONS 0.8%

Freight Transport
- EFFICIENCY IMPROVEMENTS FOR FREIGHT TRANSPORTATION
- FREIGHT RAILWAY PRIORITIZATION

REDUCTIONS 59.6%

MOSTLY ROAD TRANSPORT 95%

54.2 MtCO₂eq

368 MtCO₂eq

14.7%

85.3%

2030 TRANSPORT

EMISSIONS REDUCTIONS 5.9 MtCO₂eq
TRANSPORTATION CO₂ EMISSIONS

- Energy Efficiency Labels
- Intelligent Transport Program
- Efficient Fleet Management Training
- Eco-Driving
- Technologies Verification

ENERGY EFFICIENCY IN TRANSPORT
OBJECTIVES

• Create a community of best practices and technologies in transport energy efficiency in order to decrease fuel consumption and improve competitiveness

• Involves freight carriers, logistics companies, technology companies, passenger carriers, shippers, academia and the public sector.

Phase 1

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<tr>
<th>Phase 1</th>
<th>Diesel Liters</th>
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<tr>
<td>BASE LINE (80 TRUCKS)</td>
<td>1,246,228</td>
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<tr>
<td>1st STAGE (80 TRUCKS)</td>
<td>1,066,579</td>
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**Saving 14%**

**(3 NEW TRACTORS OR 380 TIRES)**

Tires properly inflated according to the manufacturer’s specifications (2% savings)

Eco driving (15% savings)

Aerodynamics improvements (15% savings)

Idle reduction (8% savings)
Assuming that 24% of the interjurisdictional heavy vehicle fleets join Intelligent Transport Program

Accumulated savings by 2030
3,600 ktoe

Savings 6%
Thank you!
Emission Reduction and Efficiency Improvement In Heavy Vehicles:

• Freight Transport

• Passengers Transport

3. GHG MITIGATION (CLIMATE CHANGE)

2. FUEL SAVINGS (ENERGY EFFICIENCY)

1. AIR QUALITY (HEALTH IMPACT)
Argentina: Advances in Regulatory/Policy Framework for HDVs

Standards for HDV pollutant emissions

- In **2018**, the **EURO V** standard is required in Argentina for all new HDVs (Resol. SAyDS 1464/2014) with low sulfur (S <10 ppm) diesel fuel.

- Currently (2019) 30% of the volume of diesel fuel sold in Argentina is type **low sulfur diesel (S <10 ppm)** (Ministry of Energy, Resol. SRH 5/2016).

- In Brazil, the entry of **Euro VI (NBR P8)** standards for HDV is planned for **2023**, what allows its incorporation to Argentina in a context of normative harmonization in the region.

- Programs of alternative fuels for HDV in developing: **B100** (Dec. SSTyTRA GCABA 156/2018) and **LNG** (Resol. ENERGAS 42/2019) and new technologies in **BRT** passenger transport (**Electric Buses**, Dec. 51/2018).

- For the first time in Argentina, air quality standards for **PM2.5** were incorporated in 2018 to the Buenos Aires Province (Dec. PBA 1078/2018)
Argentina: Advances in Regulatory/Policy Framework for HDVs

Measures on energy efficiency and greenhouse gas emissions of the HDV fleet

• In 2016 the Ministry of Transportation incorporates the **Smart Transport Regulation** (Voluntary program for HDV in use, Resol. CNRT 1075/2016), implemented from 2018 between the Argentina Government (Transport, Energy and Environment) and interested transport companies.

• In 2016, the on road vehicle efficiency group (**VE Arg. group**) was formed in the ISO Argentina chapter (IRAM) between Government Ministries (Energy, Environment, Transport and Industry) and the private sector (companies and associations of automotive and services of transport) to development of technical standards.

• In 2017, **HDV-E Arg.** is organized from the previous group, incorporating **freight truck test on the highway** to support the implementation of the Argentina Smart Transport Program (**1st Step**): Relative Consumption Tests according to SAE 1321 were carried out to evaluate improvement of HDV energy efficiency.

• In 2019, **HDV-E Arg.** group carried out two highway truck test campaigns planned together with ICCT and US EPA (**2nd Step**) to support the future implementation of a **VECTO-type certification** and monitoring program: 1) Coast down tests of trucks on the highway for measurement of aerodynamic drag coefficient (SAE 2263) 2) Determination of fuel consumption fuel by VECTO with verification by measurement with telemetry and flowmeter.
Work objectives of Technical Group HDV-E Arg.

• The development of the Argentine regulatory framework on energy efficiency of heavy freight transport on road vehicles.

• Understand through the tests developed, the international standards of application, finding mechanisms for local implementation.

• Agree on the technical standards to be applied and communicate them to the sectors involved in their implementation, as well as disseminate them to other related actors and society in general.

• Promote the fulfillment of national goals for fuel savings and mitigation of CO2 emissions.

• Promote regional regulatory harmonization through the Pan American Technical Standards Commission (COPANT) that integrates all the ISO chapters of América.

• Enable the incorporation and exchange of knowledge with TTG G20, and developing of alternatives to the international cooperation.
Program proposed for the development of the Regulatory Framework of HDVs Efficiency in Argentina (HDV-E Arg.)

✓ 1ˢᵗ STEP (Started in 2016): Development of standards to support the implementation of Smart Transportation Program.

✓ 2ⁿᵈ STEP (Started in 2019): Development of Technical Regulatory Framework (truck coast down, tire rolling resistance etc.) and definition of the component testing (representative driving cycles and trucks categories) and vehicle simulation methodology to support the implementation of the certification and monitoring program.

✓ 3ʳᵈ STEP (to be defined): Promote the development of CO₂ emission and fuel consumption standards according to CO₂eq mitigation and fuel savings goals of the National Transport and Climate Change Action Plan.
Thank you!