AOB

Transport Decarbonisation Alliance

Speeding up the transition to a fair and zero carbon transport system via TDA and by ensuring the quality of exported used vehicles

The Netherlands, 10-06-2021

Information from the Dutch delegation

Transport is a key sector for climate change solutions and is therefore crucial to realize the ambitions in the Paris Agreement. We have the technology, tools, and opportunities to accelerate new markets, unlock investments and scale up action. At the same time, transport is the only major sector in the EU where greenhouse gas emissions are still on the rise. With 24% of GHG emissions stemming from transport fuel combustion worldwide, transport is a vital part of the solution to solve the puzzle of a net zero emission economy.

In order to align the transport sector with the Paris goals, setting ambitions is not enough: we have to join efforts to scale up implementation. Collaboration between the public and private sector, between national and local governments is key. The Netherlands currently chairs the Transport Decarbonisation Alliance (TDA) which has been launched in 2018 to form a 'coalition of the willing' of countries, cities/regions and companies to accelerate this worldwide transformation of the transport sector. Frontrunners are working together in Communities of Interest to share experiences, work on a joint agenda and scale up good practices. Topics are urban freight, active mobility, charging infrastructure and hydrogen. France, Luxembourg, The Netherlands and Portugal.[1] Ambitious countries, cities/regions and companies in the EU are invited to join this alliance to bring zero emission transport ambitions into practice.

Zero emission freight

Road freight emissions represent over 60% of freight transport CO2 emissions and they could double by 2050 due to continued growth in freight demand. Therefore urgent action is needed to realize a zero emission freight transport system. This requires an integrated approach, reducing the transport movements (avoid), engaging cleaner and healthier transport modes

[1] www.tda-mobility.org

where possible (shift) and where motorized vehicles are still needed, make sure to use zero emission vehicles (improve).

When it comes to the use of zero emission vehicles, the market for cars is already moving but the light duty segment is lagging behind, even though the technology is already available. Therefore governments should work with the private sector to ensure that uptake of zero emission vehicles is in line with the 2050 target. By setting intermediate targets governments can create enabling market conditions and support implementation by industry.. It is important that CO2 reduction targets and 100% new zero emission sales targets (aka phasing out the internal combustion engine) for vans are aligned with those for cars.

For the medium and heavy duty segment, The Netherlands is working with other countries on a global Memorandum of Understanding for zero emission freight vehicles, building on the TDA work on vehicle availably for freight. This global MoU will align leading nations around ambitious targets for zero emission medium- and heavy-duty freight vehicles (ZE-MHDVs), with a floor target of 30% new MHDVs to be zero emission by 2030, and 100% by 2040-2050.

Export of used vehicles

As vehicles in many countries like in the EU become cleaner, safer, and more efficient, the quality of exported used vehicles should also gradually improve to follow this trend. A study conducted by The Netherlands however showed that the majority of used vehicles currently exported to African countries are of poor quality.[2] Many vehicles are old, below EURO 4 emission standards, have high mileage and often do not have a valid periodic roadworthiness certificate. Some also fail tests for emission requirements. This contributes disproportionately to transport-related local air pollution, GHG emissions, road injuries and fatalities

It is important to address this issue since the numbers are rising. The fleet of light-duty vehicles and heavy-duty vehicles in the developing world is expected to double in the next 15-20 years. Much of that growth may come from used vehicles imported from the developed world.

Importing countries are already taking action. For example UNEP is working with ECOWAS countries to developing import restrictions on old and low-emission class used vehicles.

[2] Dutch Inspectorate https://english.ilent.nl/latest/news/2020/10/26/ilt-older-vehicles-no-longer-welcome-in-west-africa

The EU should take responsibility to ensure better quality and environmental performance of used vehicles that are exported. An EU approach is necessary to monitor and improve the quality of used vehicle export. The revision of the EVOA directive (planned this year) and of the ELV directive (consultation to be started this year) provide a concrete opportunity to address this issue. For example by using a valid road worthiness certificate as a prerequisite for export as well as to consider means to discourage or prevent export of used vehicles with a low emission standard.