Transport Task Group

2021 Annual Meeting
September 30, 2021
TTG Goals and Group

- Launched in 2014
- First Annual Meeting held in 2018. And continued ever since!

**Goals of group:**

<table>
<thead>
<tr>
<th>Build</th>
<th>Build domestic support and enhance capability for action to reduce the energy and environmental impacts of transportation.</th>
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<tbody>
<tr>
<td>Identify and exchange</td>
<td>Identify and exchange best practices among G20 countries on the implementation of cost-effective energy efficiency and emission control measures in the sector.</td>
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<tr>
<td>Analysis and outreach</td>
<td>Assess the opportunities, barriers, costs and benefits of policy options, and recommend a course of action for participating G20 countries.</td>
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A year in review

• 2020 Annual Meeting: Virtual
  • G20 President Kingdom of Saudi Arabia
A year in review

• 2020-2021 Webinars:
  • Webinar 1: Briefing: Air quality and health impacts of heavy-duty vehicles in G20 economies
  • Webinar 2: Using real-world emissions data to inform low-emission transportation policies and actions
  • Webinar 3: New Opportunities for Zero Emission Non-Road Vehicles
  • 2021 Semi-annual Meeting of the G20 Transport Task Group
  • Webinar 4: The European HDV CO2 standards: from launch to first trials experiences
  • Webinar 5: Evaluating sustainable mobility projects: an example from Italy
  • Webinar 6: First look: Introduction to the European Commission's proposed revision to the EU CO2 emission standards for cars and vans
ICCT study: Air quality and health impacts of heavy-duty vehicles in G20 economies

• Recommendations

1. Implement world-class emissions standards in all G20 economies no later than 2023–2025. These could avoid $580 billion in health damages from 2020 to 2050.

2. Develop stringent next-generation standards and introduce these in all G20 economies. These could avoid $5.3 trillion in health damages.

3. Complement next-generation standards with ZEV policies and accelerated fleet renewal to further increase health benefits. Fleet renewal is not a substitute for tightening new vehicle standards.

4. For countries that allow import of used vehicles, tighten new vehicle standards and require used imports to meet equivalent standards.