



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:

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

A year in review



- 2020 Annual Meeting: Virtual
 - G20 President Kingdom of Saudi Arabia



SUMMARY REPORT

2020 ANNUAL MEETING

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.