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Economic Cooperation**

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**The Successful Method of Environmental Policies  
Maximizing Reduction Potential; “Integrated  
Approach”**

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# The Successful Method of Environmental Policies Maximizing Reduction Potential; “Integrated Approach”

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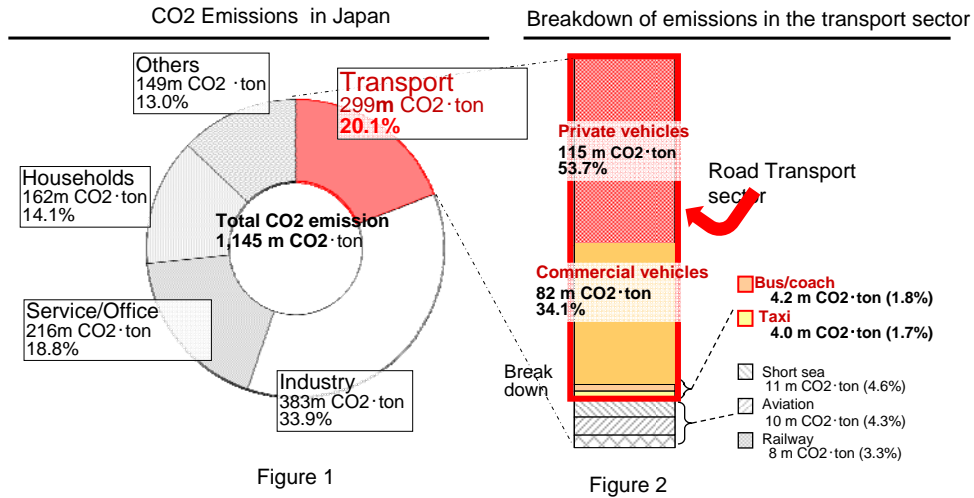


1. Characteristics of CO<sub>2</sub> Emissions from Transport Sector in Japan
2. Introduction to “Integrated Approach” in Japan

## CO2 Emissions from Transport Sector in Japan



CO2 emissions from transport sector are as much as 20% of the total emissions in Japan.  
Road transport emits 88% of the transport CO2 emissions.



( 2009 fiscal year)

3

## CO2 Emissions in Transport Sector



After peaking in 2001, CO<sub>2</sub> emissions from the transport sector have been on a downward trend. Japan is one of the few countries that have experienced the success in the CO<sub>2</sub> reduction from transport sector.

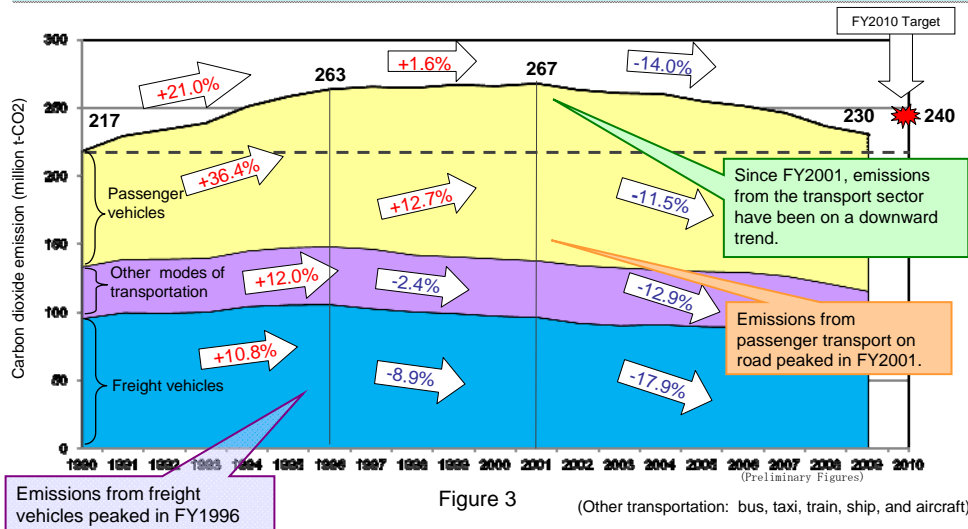


Figure 3

(Other transportation: bus, taxi, train, ship, and aircraft)

4

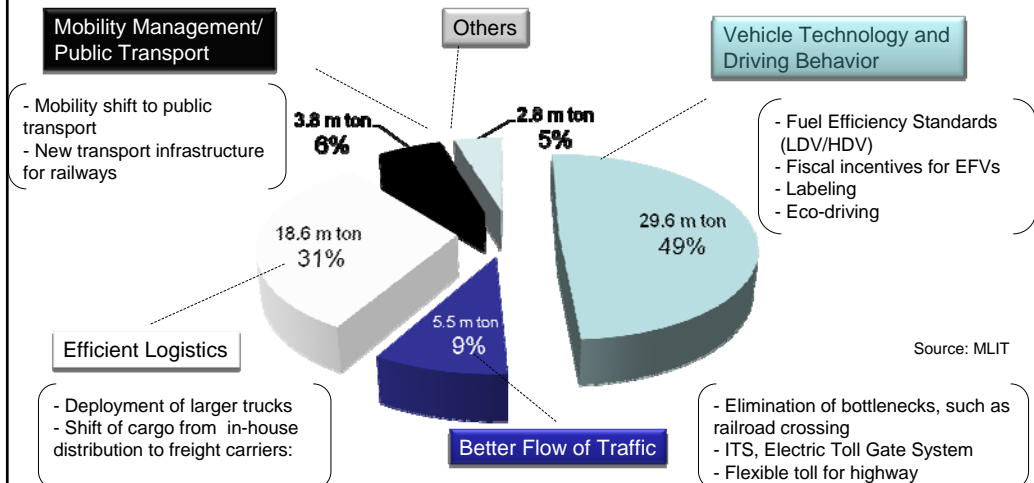
# 1. Characteristics of CO<sub>2</sub> Emissions from Transport Sector in Japan

## 2. Introduction to “Integrated Approach” in Japan

### Key for success; Integrated Approach

- The key for success is the policy approach that integrates all the relevant measures.
- This approach designed and coordinated all the measures so that both maximized CO<sub>2</sub> reduction and minimized social and economic cost can be achieved.

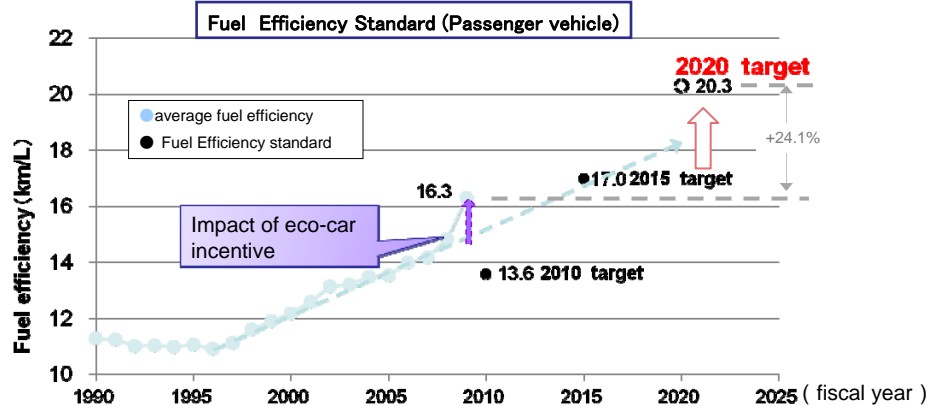
Breakdown of reduction potential In transport sector



## New Fuel Efficiency Standards



- The most contributing measure is the improvement of fuel efficiency.
- The existing standards are targeted for 2015.
- MLIT and METI are currently developing new passenger vehicle standards for 2020 (expected to be as much as 20.3 km/L; improved by 24.1% from FY2009). CAFE (Corporate Average Fuel Efficiency) approach is going to be introduced in the new fuel efficiency standards aimed at 2020, where standards for EV will also be introduced. The draft standard was published in August, 2011.



## Labeling and Fiscal Incentives



Labeling and fiscal incentives are significantly effective to accelerate the familiarization of Environmentally Friendly Vehicles.

Fuel Economy Level	Labeling	Tax incentive FY2008 - FY2011	Initial tax (Acquisition tax)	Annual tax (Engine capacity based tax/ Weight based tax)
2015	燃費基準達成車	EV, PHEV, HV, CNG, Clean Diesels	Exempted	Exempted (weight based)/ -50% (capacity based)
+25%	燃費基準+25%達成車	Normal ICEs (Gasoline)	-75%	-75% (weight based)/ -50% (Capacity based)
+20%	燃費基準+20%達成車	+25% 2010 FE reg and +75% JP05	-50%	-50% (weight based)/ -25% (capacity based)
+15%	燃費基準+15%達成車	+15% 2010 FE reg and +75% JP05	-75%	-75% (weight based)
+10%	燃費基準+10%達成車	2015 FE reg and JP09 level	-50%	-50% (weight based)
+5%	燃費基準+5%達成車	2015 FE reg and +10% JP05	-50%	-50% (weight based)
2010	燃費基準達成車			

\* In addition to Tax incentive, we have subsidy scheme for EFV<sub>g</sub>

## Eco-driving



Eco-driving contributes to better fuel efficiency and CO2 reduction by 10% on average.

Eco-driving assist system/ Fuel consumption meter



National campaign reaflet "10 tips for Eco-Driving"

① Moderate acceleration	⑥ Stop idler for warming up
② Stable Driving	⑦ Check out traffic info
③ Early pedal off	⑧ Check air pressure of tires
④ Moderate operation of Air conditioning	⑨ Avoid parking to cause jams
⑤ Stop engines	⑩ Avoid unnecessary loading

Education and monitoring program



## ICT Technology for Transportation

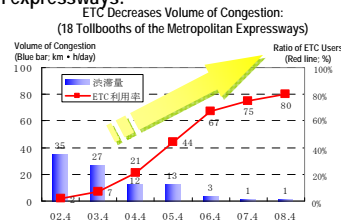


Better flow of traffic by intelligent infrastructure also contributes to CO2 reduction.

### ETC Electronic Toll Collection System



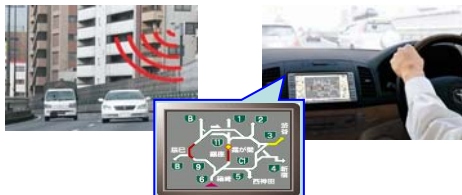
ETC: Enables non-stop, cashless toll collection at expressway tollbooths, whose capacity shortage causes about a third of traffic jams on expressways:



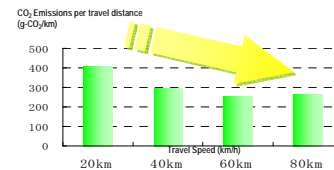
In 2010

Reducing 0.2Mt-CO<sub>2</sub>

### VICS Vehicle Information and Communication System

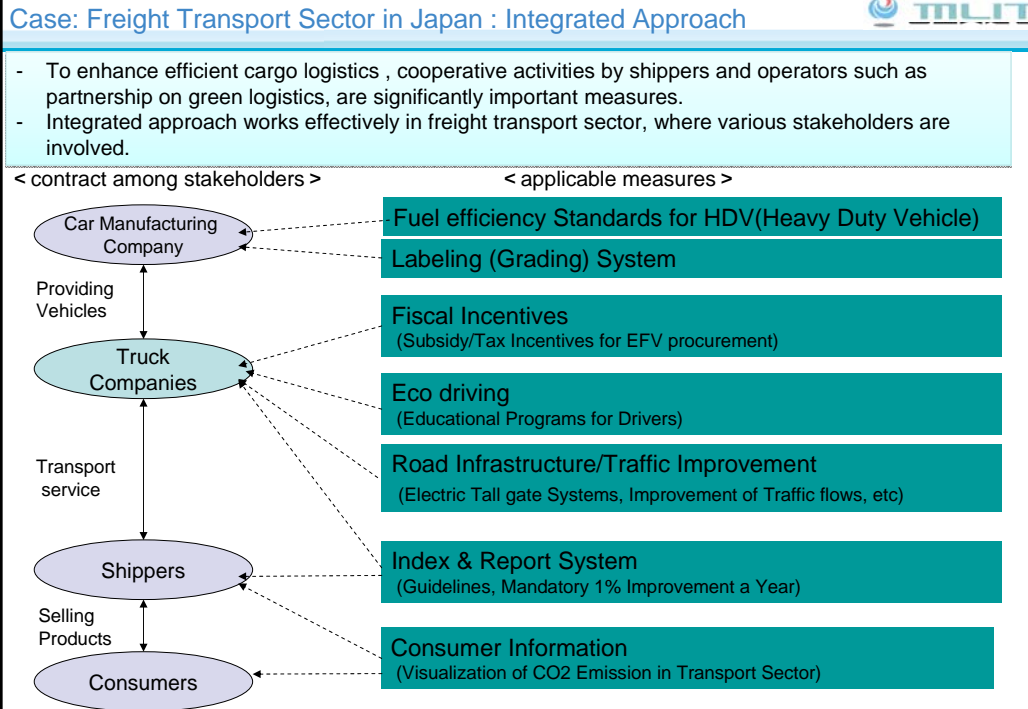


VICS: Provides road traffic information in real time, realizing smooth traffic & higher travel speed, resulting in the improvement of actual fuel efficiency:



In 2010

Reducing 2.4Mt-CO<sub>2</sub>



- Summary**
1. Japan succeeded in decoupling growth of transport demand and reduction of CO2 emissions by effective integration of all the relevant measures.
  2. This approach can be a common way for many APEC economies to maximize reduction potential and to improve cost effectiveness of their policies.
  3. Japan is willing to help developing economies to organize their NAMA (Nationally Appropriate Mitigation Action) through international fora such as Japan-ASEAN.



Thank you for your attention!

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