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COOPERATION ON REDUCING EMISSIONS FROM THE TRANSPORTATION SECTOR: The Role of the CEC

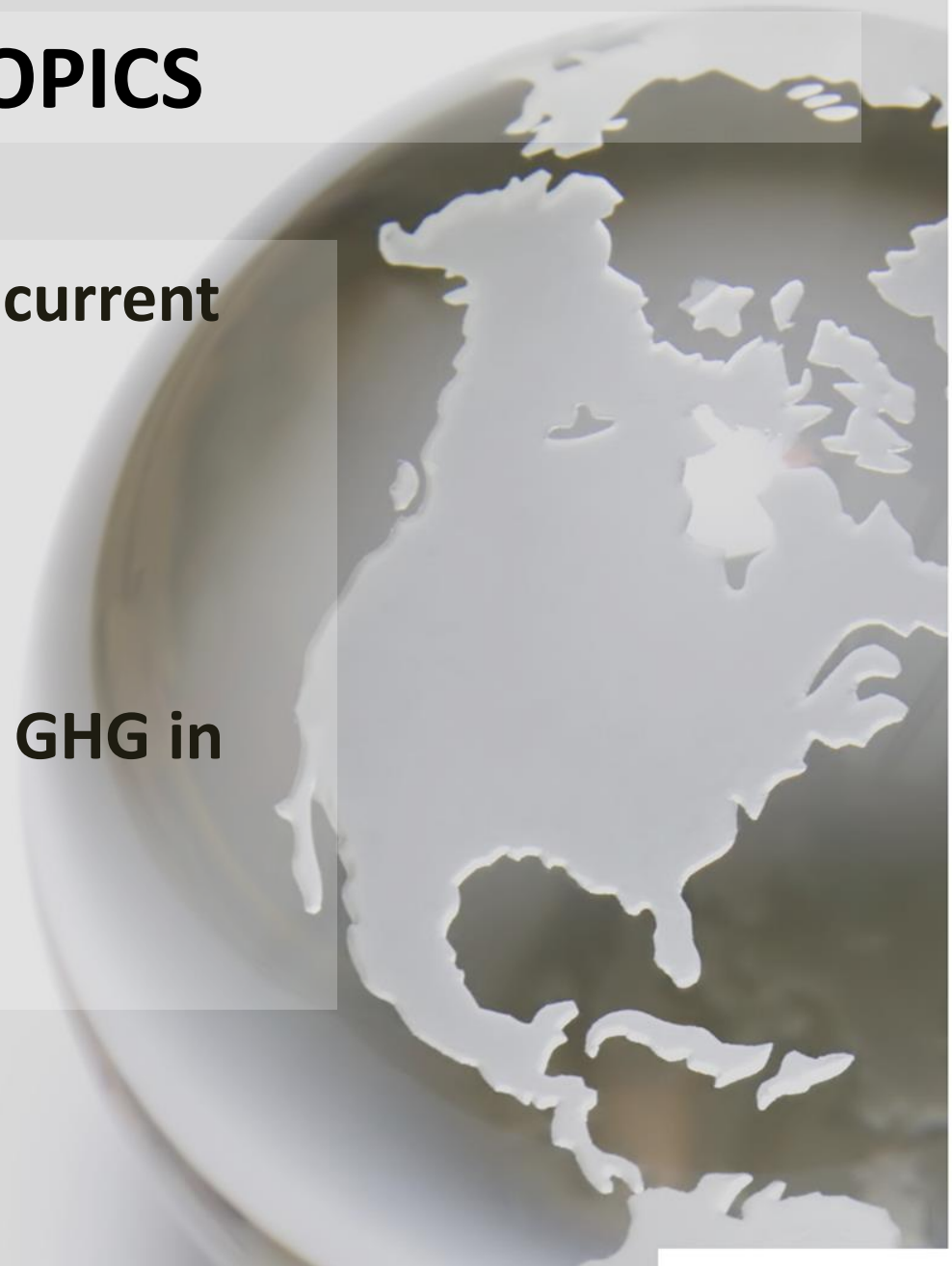
Commission for Environmental Cooperation

Cesar Rafael CHAVEZ
Long Beach, CA, December, 2016




TOPICS

- **The CEC's role in the current conditions**
- **The CEC's work in transportation**
- **From air pollution to GHG in transportation**
- **Next steps**





COOPERATION NOWADAYS

- **22 years:** The CEC's from NAAEC to the present:
 - **Evolving:** Trade and environment, law enforcement, biodiversity and environmental protection, to current priorities
 - **SP 15 – 20:** Ecosystems and sustainable communities, green growth, pollutants and climate change
 - **Emerging carbon topics:** black carbon, blue carbon, forest carbon
 - **NALS, MS:** Clean energy, food waste, methane, short lived climate forcers, SDGs
- 



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Update of Mexico's National Emissions inventory for Mobile Sources (2010)

- Methodologies to ensure comparability with the US and Canada.
- Collection campaign of vehicle activity data (avg. speed, miles/km travelled) in six cities
- Comparison of North American model-based emission factors and recommendations for improving emissions estimates in Mexico



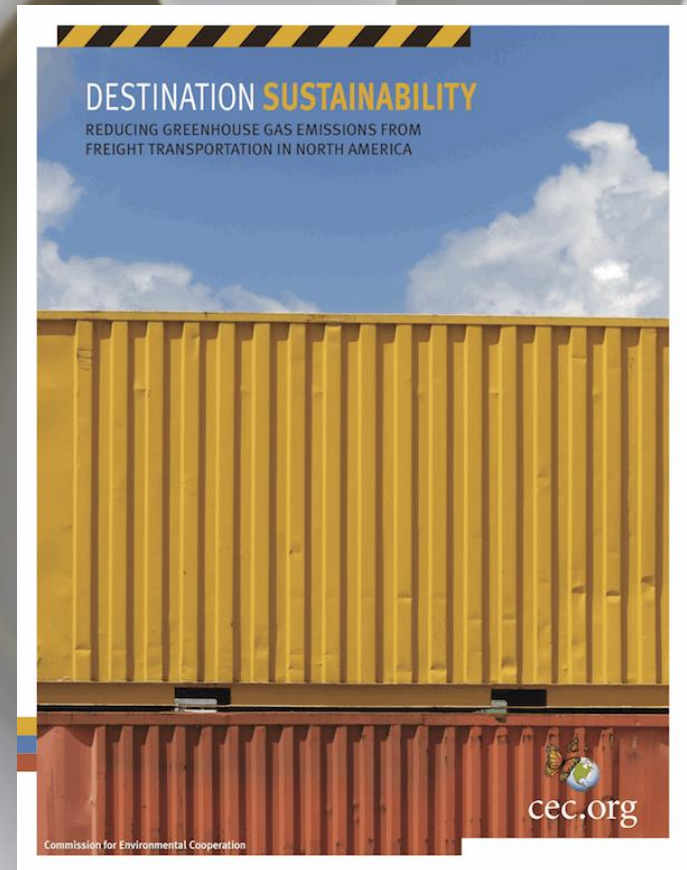


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Destination Sustainability Report (2011)

Proposing solutions to reduce Greenhouse Gas Emissions from Freight Transportation in North America; examined the environmental impact of freight transportation, specifically from road and rail modes

- ✓ **The transportation sector in North America** is second only to electricity generation in terms of CO₂ emissions produced.
- ✓ **CO₂ emissions** account for **95%** or more of all freight-related GHG emissions.
- ✓ Freight is the fastest growing source of emissions in the transport sector.
- ✓ US freight-related emissions increased by **74%** from 1990 to 2008

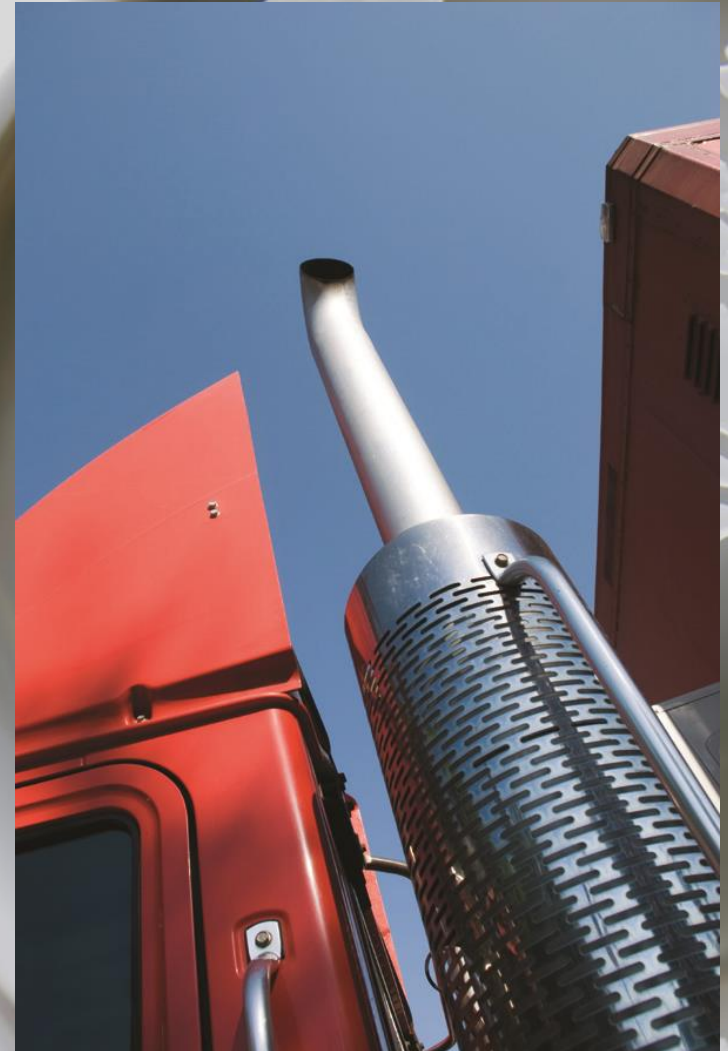




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Findings, then and now

- ✓ Fuel standards alone cannot solve the problem of growing freight emissions
- ✓ Projections for the US show little growth for transportation sector emissions: 0.7% to 2030
- ✓ Modes show *very different rates of growth*
- ✓ Despite a 42% increase in VMT 2007–2030, light-duty vehicle GHG emissions are projected to *decline* nearly 12% over the period
- ✓ **Freight truck emissions** are projected to *increase 20%* over same period





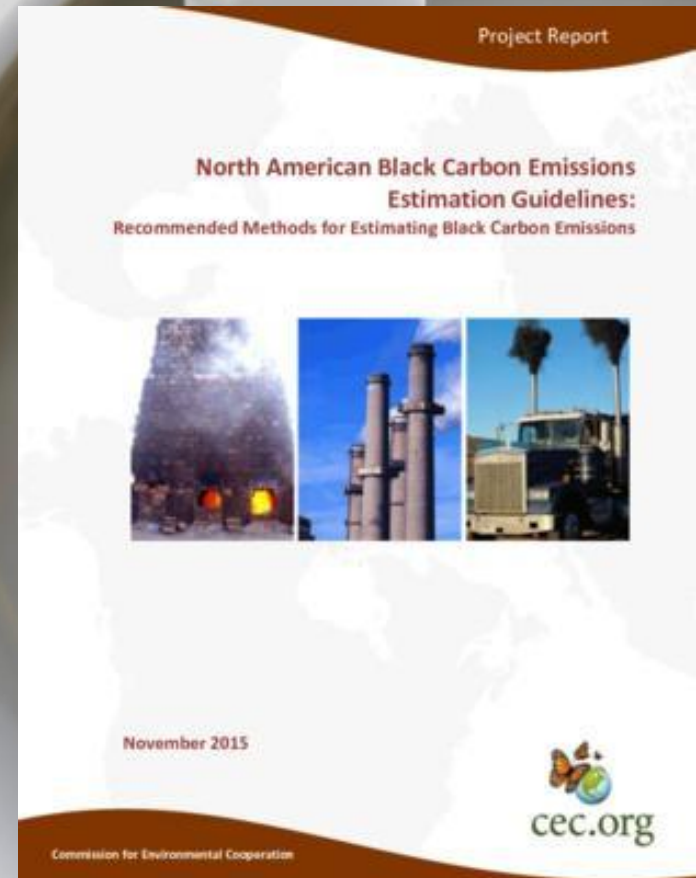
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North American black carbon emissions estimation guidelines

Trilaterally coordinated identification/development of methodologies to improve the accuracy of North American black carbon and co-pollutants emissions estimates from key sectors

Mobile Sources

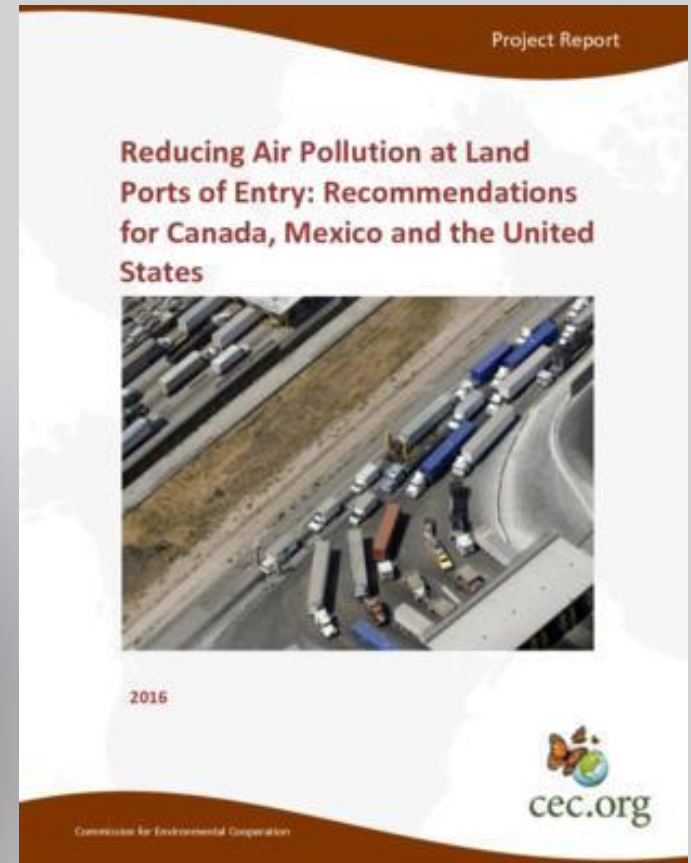
- On-road
- Non-road
- Locomotives
- Marine
- Aviation



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Air pollution at land ports of entry

- Measure and monitor wait-times and associated vehicle emissions at selected Ports of Entry.
- Outcomes: (1) Data and knowledge of wait-times and emissions (2) Identification of most effective and viable emissions reductions solutions
- Published in January 2016





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Promoting clean maritime transportation to reduce emissions of climate and priority pollutants in North America, 2015-2017

- Common approach to controlling emissions from ships
- Support Mexico's effort to create an Emission Control Area (ECA) for ships
 - Updated Mexican Port Emission Inventory (INEB)
 - Air Quality & Health Benefits Analyses
 - Fuel Impact/Cost Analysis
 - Strategy for Implementing an Emissions Control Area (ECA) for ships in Mexico
- Exchanging best practices to assess and ensure compliance with the applicable IMO's fuel sulfur standards





NEXT STEPS

- 1. Where are we now?** Strengthening cooperation in environmental pollution (health & climate change associated topics); reinforcing contribution on other transportation modes, expanding the mandate to support regional compliance
- 2. Importance of cooperation in this matter;** environmental performance of seaports and ECA, development of green ports portfolio; measurement of environmental impact; external costs related to other modes used for incoming and outgoing port traffic; potential benefits of shifting cargo to more environmentally-friendly modes
- 3. Why Green Ports?** balancing environmental challenges with economic demands; trade and environment, what a major example than a port!



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Three countries. One environment.

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