



## OUR FOCUS

**Conventional pollutants and low-sulfur fuels.** Air pollution levels exceed health-based standards in major cities around the world, especially in developing nations. Unavailability of the low-sulfur fuels required for advanced emission controls hinders adoption of effective standards in many areas.

**Greenhouse gases and fuel economy.** Three-quarters of the world's passenger vehicle fleet is now regulated by some type of greenhouse gas or fuel economy standards—but we must increase that percentage and seek even more stringent standards to meet the challenge of mitigating climate change. Several countries are moving to adopt similar standards. In the international shipping and aviation sectors, we work with ICAO and the IMO to promote a range of energy efficiency measures.

**Low-carbon fuels.** Transportation efficiency improvements must be coupled with reductions in the carbon content of fuels. We are engaged especially in Europe and the Americas in support of policies to promote genuinely sustainable, low-carbon biofuels and reduce upstream carbon emissions from fossil fuels.

**Electric-drive vehicles.** While stricter pollution standards and efficiency improvements will lift the environmental performance of the internal combustion engine, battery electrics and hydrogen fuel cell vehicles hold out even greater promise if combined with green power sources. We are working to promote policies needed to complement the technical research underway, and to encourage the development of markets for these essential technologies.

## OUR MISSION

The International Council on Clean Transportation is an independent nonprofit organization founded to provide first-rate, unbiased research and technical and scientific analysis to environmental regulators. Our mission is to improve the environmental performance and energy efficiency of road, marine, and air transportation sectors and fuels, in order to benefit public health and mitigate climate change.

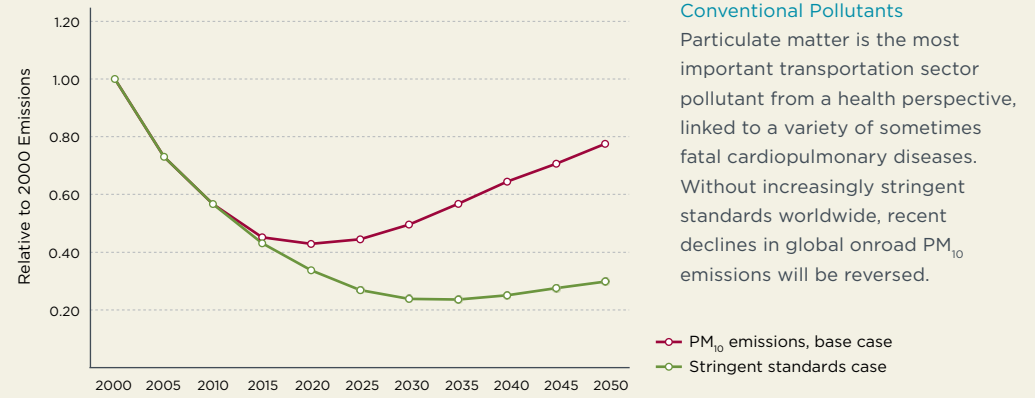
## OUR PARTNERS

Principal funding for the ICCT comes from the ClimateWorks Foundation, with additional generous support from the William and Flora Hewlett Foundation, the Energy Foundation, and the David and Lucile Packard Foundation.

## WHO WE ARE

The ICCT participants' council comprises two dozen high-level civil servants, academic researchers, and independent transportation and environmental policy experts, who come together at regular intervals to collaborate as individuals on setting a global agenda for clean transportation.

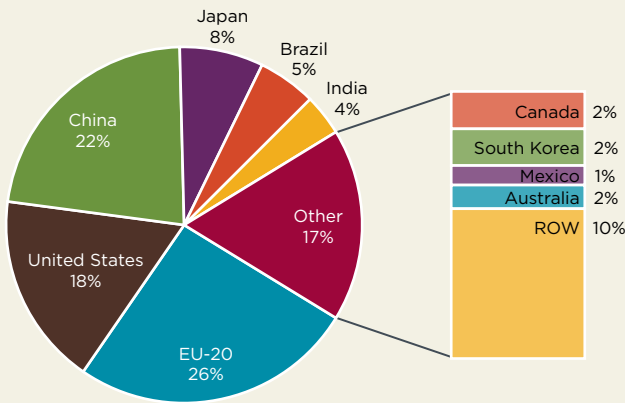
The members of the council are primarily drawn from the environmental and energy regulatory agencies in the major global vehicle markets. In 2009, over 60 million passenger vehicles and heavy-duty commercial trucks were sold throughout the world, nearly 90% of them in the European Union, China, the U.S., Japan, Mexico, India, Brazil, South Korea, and Canada.



**Conventional Pollutants**  
Particulate matter is the most important transportation sector pollutant from a health perspective, linked to a variety of sometimes fatal cardiopulmonary diseases. Without increasingly stringent standards worldwide, recent declines in global onroad PM<sub>10</sub> emissions will be reversed.

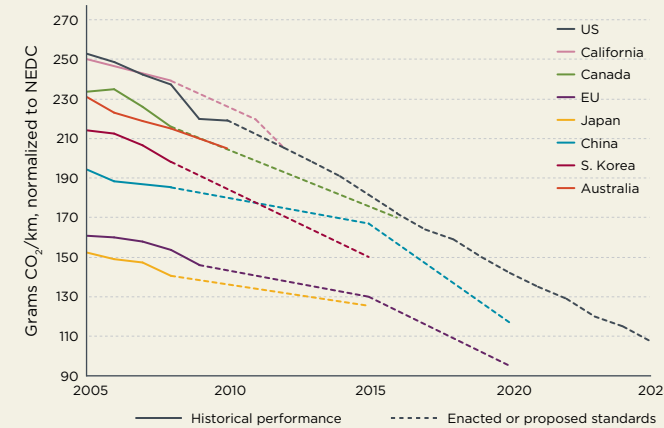
The organization's technical staff, about thirty researchers and program personnel, works with national and regional governments as well as multilateral bodies such as the International Maritime Organization and the International Civil Aviation Organization. Through

published research, sponsored workshops and other meetings, and engagement with public sector agencies, the ICCT leverages the collective expertise of a global network of specialists to promote national policies for clean, efficient transportation.



### Vehicle sales, 2009

Since 1950 the total number of motorized road vehicles worldwide has risen from roughly 50 million to about 1.3 billion. It continues to grow rapidly, especially in countries with booming economies such as China, Brazil, and India.



### Vehicle CO<sub>2</sub> Emissions and Targets

Greenhouse gas and fuel economy standards for new vehicles are critical to reducing the climate impact from the transportation sector. These have trended downward worldwide, but much remains to be done to ensure that proposed standards are enacted, to extend the most stringent standards into all markets, and to complement these types of regulation with controls over in-use vehicles, clean-fuels policies, fiscal incentives and other measures.

## THE COUNCIL

Yasuhiro Daisho, Waseda University, Japan

Adrian Fernandez-Bremauntz, Instituto Nacional de Ecología, Mexico (retired)

Andre Ferreira, Executive Director, Instituto de Energia e Meio Ambiente, Brazil

Axel Friedrich, Umweltbundesamt, Germany (retired)

Dan Greenbaum, Health Effects Institute, U.S.

Kebin He, Tsinghua University, China

Sandra Herrera, Secretaría de Medio Ambiente y Recursos Naturales, Mexico

Youngil Jeong, Center for Environmentally Friendly Vehicles, Korea

Yuefu Jin, China Automotive Technology and Research Center

Sandeep Garg, Ministry of Power, India

Steve McCauley, Environment Canada

Mario Molina, Centro Mario Molina, Mexico

Mary Nichols, California Air Resources Board

Margo Oge, U.S. Environmental Protection Agency

Teruyuki Ohno, Tokyo Metropolitan Government

Philip Owen, European Commission

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Emiliano Pedraza, Comisión Nacional para el Uso Eficiente de la Energía, Mexico

Leonora Rojas Bracho, Instituto Nacional de Ecología, Mexico

Anumita Roychowdhury, Center for Science and Environment, India

Dagang Tang, Ministry of Environmental Protection, China

Michael P. Walsh, Chair of the ICCT Board

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