



**Terms of Reference**

**High level Working Group on India specific Road Transport Emission Factors**



**Working Group Members\*\*;**

* ACC Ltd.
* Indian Oil Corporation Limited (IOCL)
* Ford India
* EMBARQ
* National Highway Authority of India
* GAIL (India) Ltd.

**Observers\*\*;**

* GATI / Blue Dart
* Bajaj Auto / Hero Motorcycles
* TVS Motors
* ARAI / Western India Automobile Association
* TATA Motors
* Mahindra Logistics

**Objective of the India GHG Program;**

* To promote profitable, sustainable and competitive businesses by mainstreaming, measurement and management of greenhouse gas emissions.

**Objective of the High Level Working Group on Road Transport Emission Factors;**

* To provide all Indian Companies with India specific Road transport emission factors to be used while GHG reporting under scope 3.
* To derive Road transport emission factors for passenger travel for
	+ Two wheeler (ton CO2 eq. Emissions/passenger km)
	+ Three wheeler (ton CO2 eq. Emissions/passenger km)
	+ Car (diesel/petrol/CNG/LPG) (ton CO2 eq. Emissions/passenger km)
		- Small
		- Medium (Sedan)
		- Large (UV)
	+ Bus (ton CO2 eq. Emissions/passenger km)
* To derive Road transport emission factors for material transport for
	+ Medium truck (intra city/local transport) (ton CO2 eq. Emissions/ton km)
	+ Heavy Truck (inter city/long distance transport) (ton CO2 eq. Emissions/ton km)
* Establish a methodology to sustain determining these factors in the years ahead.

**Background;**

WRI India, TERI and CII have set-up the India GHG Program – that aims to build institutional capabilities towards measurement and management of GHG emissions. The program builds upon the objective towards mainstreaming GHG emissions management in India, to eventually promote profitable and competitive businesses.

Member organizations subscribing to the program would have access to;

* Internationally standard and locally relevant GHG measurement and accounting tools
* Specific Training and Capacity Building
* Relevant Industry specific best practices, benchmarking data and analytics
* Expertise on appropriate goal setting and voluntary targets
* Business solutions to facilitate GHG emission reductions

The Program Secretariat managed by WRI India, TERI and CII is extensively guided in its objectives and strategic direction by an Advisory Board which comprises of senior business representatives and program partners. The High Level Working Group on India specific Road Transport Emission Factors would work closely with the Program Secretariat.

**Roles & Responsibilities;**

* Review of the existing international and national methodologies and emission factors
	+ Provide a top-level overview of the existing basis and guidelines followed to derive emission factors
	+ Provide an overview of the underlying process/concerns/challenges and successes behind stakeholder consultations carried out for revision in the existing emission factors
* Identify the methodology to arrive at country specific emission factors
	+ It has been broadly observed that India specific emission factor data sets are either unavailable or outdated. Thus most companies are using international data sets or making assumptions for calculating their emissions, which is not consistent and not relevant to Indian conditions in many cases
	+ The working group therefore will identify a methodology to arrive at country specific emission factors
* Identify stakeholder & level of involvement stakeholders
	+ Considering the complexity of arriving at emission factors and requirement of large amount to data for analysis. There exists a large potential to evaluate and come up with recommendations on the involvement of stakeholders where there exists potential overlaps and synergies.

**Commitments;**

* Members of the High Level Working Group on India specific road transport emission factors are requested to make a 6 month commitment (**i.e. April’14 to September’14**) to participate in various activities outlined above**.** This is expected to include;
	+ Three Conference Calls[[1]](#footnote-1) in the first six months (**between April’14 and June’14**), and need-based calls (max two) thereafter
	+ Two in-person meetings during the 6 months,
	+ Sharing of data required to arrive at road transport emission factors specific to India

**Expected Outcomes / Timelines;**

* Working paper on existing road emission factors and need for country specific factors– **May ’14**
* Recommendations and methodology document on potential options to arrive at India specific road emission factors – **June ’14**
* After stakeholder consideration – **July ’14**
	+ Finalizing the methodology to arrive at emission factors after stakeholder consultation
	+ Finalizing the size considerations to classify different modes of transport (small, medium & large cars under passenger travel and medium and heavy trucks under material transport); based on existing international standards/stakeholder consultation/working group’s prior experience.
* Calculation of emission factors based final methodology and data input from the working group for the following – **September’14**
	+ passenger travel (ton CO2 eq. Emissions/passenger km) – two wheeler
	+ passenger travel (ton CO2 eq. Emissions/passenger km) – three wheeler
	+ passenger travel (ton CO2 eq. Emissions/passenger km) – car (small)
	+ passenger travel (ton CO2 eq. Emissions/passenger km) – car (medium)
	+ passenger travel (ton CO2 eq. Emissions/passenger km) – car (large)
	+ passenger travel (ton CO2 eq. Emissions/passenger km) – Bus
	+ material transport (ton CO2 eq. Emissions/ton km) – Medium truck
	+ material transport (ton CO2 eq. Emissions/ton km) – Heavy Truck

**Acknowledgements;**

* Members of the High Level Working Group would be duly acknowledged and recognized at various program outreach and for a including;
	+ The Program Website
	+ Annual Events
	+ Advisory Board Meetings
	+ Founding Member Round Tables
	+ Publications & Blogs
1. Conference Calls would be between 1-2 hour duration [↑](#footnote-ref-1)