
Abbreviations and acronyms

ASIF	activity (A), structure (S), intensity (I), fuel (F)	MJ	megajoule
CH₄	methane	MRV	monitoring, reporting and verification
CNG	compressed natural gas	Mt	megatonne
CO₂	carbon dioxide	MWh	megawatt-hour
CO₂e	carbon dioxide equivalent	NCV	net calorific value
CPI	consumer price index	NDC	nationally determined contribution
EU	European Union	N₂O	nitrous oxide
GDP	gross domestic product	OECD	Organisation for Economic Co-operation and Development
Gg	gigagram	PKM	passenger kilometres
GHG	greenhouse gas	PPP	purchasing power parity
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH	TJ	terajoule
GJ	gigajoule	TKM	tonne kilometres
Gt	gigatonne	TWG	Technical Working Group
HDV	heavy-duty vehicle	UNFCCC	United Nations Framework Convention on Climate Change
ICAT	Initiative for Climate Action Transparency	VKT	vehicle kilometres travelled
IEA	International Energy Agency		
IPCC	Intergovernmental Panel on Climate Change		
IRENA	International Renewable Energy Agency		
kt	kilotonne		
LCU	local currency unit		
LDV	light-duty vehicle		
LPG	liquefied petroleum gas		

Glossary

Assessment period	The time period over which GHG impacts resulting from a policy are assessed
Assessment report	A report, completed by the user, that documents the assessment process, and the GHG, sustainable development and transformational impacts of a policy
Baseline scenario	A reference case that represents the events or conditions most likely to occur in the absence of a policy (or package of policies) being assessed
Causal chain	A conceptual diagram tracing the process by which a policy leads to impacts through a series of interlinked logical and sequential stages of cause-and-effect relationships
Cross-elasticity of demand	The responsiveness of the quantity demanded for a good to a change in the price of another good, all other things being equal. The cross-price elasticity is used to estimate the indirect impact, or the gross effect, of a fuel price increase on transport demand in alternative modes. It is the percentage change in a good's demand divided by the percentage change in a substitute good's price.
Emission factor	A factor that converts activity data into GHG emissions data
Ex-ante assessment	The process of estimating expected future GHG impacts of a policy (i.e. a forward-looking assessment)
Ex-post assessment	The process of assessing historical GHG impacts of a policy (i.e. a backward-looking assessment)
Expert judgment	A carefully considered, well-documented qualitative or quantitative judgment made in the absence of unequivocal observational evidence by a person or persons who have a demonstrable expertise in the given field ¹¹³
GHG assessment boundary	The scope of the assessment in terms of the range of GHG impacts that is included in the assessment
GHG impacts	Changes in GHG emissions by sources that result from a policy
Heavy-duty vehicle (HDV)	A vehicle designed for heavy work (bus or truck), which is generally powered by a diesel engine
Impact assessment	Estimation of changes in GHG emissions or removals resulting from a policy, either ex-ante or ex-post
Independent policies	Policies that do not interact with each other, such that the combined effect of implementing the policies together is equal to the sum of the individual effects of implementing them separately

¹¹³ IPCC (2006).

Inputs	Resources that go into implementing a policy, such as financing
Interacting policies	Policies that produce total effects, when implemented together, that differ from the sum of the individual effects had they been implemented separately
Intermediate effects	Changes in behaviour, technology, processes or practices that result from a policy, which lead to GHG impacts
Jurisdiction	The geographic area within which an entity's (such as a government's) authority is exercised
Key performance indicator (indicator)	A metric that indicates the performance of a policy
Light-duty vehicle (LDV)	Any motor vehicle with a gross vehicle weight rating of 10,000 pounds or 4,500 kg or less, which generally use gasoline fuel
Monitoring period	The time over which a policy is monitored, which may include pre-policy monitoring and post-policy monitoring in addition to the policy implementation period
Negative impacts	Impacts that are perceived as unfavourable from the perspective of decision makers and stakeholders
Overlapping policies	Policies that interact with each other and that, when implemented together, have a combined effect less than the sum of their individual effects when implemented separately. This includes both policies that have the same or complementary goals (e.g. national and subnational energy efficiency standards for appliances) and counteracting or countervailing policies that have different or opposing goals (e.g. a fuel tax and a fuel subsidy).
Own-price elasticity	The own-price elasticity is used to estimate the direct impact, or the net effect, of a fuel price increase on fuel demand. It is the percentage change in a good's demand divided by the percentage change in that good's price.
Parameter	A variable such as activity data or emission factors that are needed to estimate GHG impacts
Policy implementation period	The time period during which a policy is in effect
Policy or action	An intervention taken or mandated by a government, institution or other entity, which may include laws, regulations and standards; taxes, charges, subsidies and incentives; information instruments; voluntary agreements; implementation of technologies, processes or practices; and public or private sector financing and investment
Policy scenario	A scenario that represents the events or conditions most likely to occur in the presence of a policy (or package of policies) being assessed. The policy scenario is the same as the baseline scenario except that it includes the policy (or package of policies) being assessed.
Positive impacts	Impacts that are perceived as favourable from the perspectives of decision makers and stakeholders

Price elasticity of demand	A measure of the responsiveness of demand or supply of a good or service to changes in price. The price elasticity of demand measures the ratio of the proportionate change in quantity demanded to the proportionate change in the price.
Pricing policy	Pricing policies in the transport sector incorporate external costs of transport into price signals that are intended to influence demand and reduce GHG emissions. They include increased fuel taxes and levies, fuel subsidy reductions, road pricing, vehicle purchase incentives, carbon taxes, vehicle taxes, parking pricing, distance-based pricing, public transit fare reforms, company car policy reforms and Smart Growth reforms.
Rebound effect	Increased consumption that results from actions that increase efficiency and reduce consumer costs
Stakeholders	People, organizations, communities or individuals who are affected by, and/or who have influence or power over, a policy
Sustainable development impacts	Changes in environmental, social or economic conditions that result from a policy, such as changes in economic activity, employment, public health, air quality and energy security
Uncertainty	(1) Quantitative definition: Measurement that characterizes the dispersion of values that could reasonably be attributed to a parameter. (2) Qualitative definition: A general term that refers to the lack of certainty in data and methodological choices, such as the application of non-representative factors or methods, incomplete data or lack of transparency.

References

- ADB (Asian Development Bank) (2014). *Assessment and Implications of Rationalizing and Phasing Out Fossil Fuel Subsidies: Finalization Conference Report*. Mandaluyong City, Philippines. Available at www.adb.org/publications/reta-7834-finalization-conference-report.
- APTA (American Public Transportation Association) (2011). *Potential Impact of Gasoline Price Increases on U.S. Public Transportation Ridership, 2011–2012*. Washington, D.C. Available at www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA_Effect_of_Gas_Price_Increase_2011.pdf.
- Barter, Paul (2010). *Parking Policy in Asian Cities*. Mandaluyong City, Philippines: Asian Development Bank. Available at www.slideshare.net/PaulBarter/barter-for-adb-transport-forum-2010.
- BITRE (Bureau of Infrastructure, Transport and Regional Economics) (2017). *Transport Elasticities Database*. Canberra: Australian Government Department of Infrastructure, Transport, Cities and Regional Development. Available at www.bitre.gov.au/databases/tedb.
- Blais, Pamela (2010). *Perverse Cities: Hidden Subsidies, Wonky Policy, and Urban Sprawl*. Vancouver: UBC Press. Available at <http://metropoleconsultants.com/perverse-cities>.
- Boarnet, Marlon G., and Susan Handy (2014). *Impacts of Residential Density on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief*. Sacramento: California Environmental Protection Agency, Air Resources Board. Available at www.arb.ca.gov/cc/sb375/policies/density/residential_density_brief.pdf.
- City of Calgary (2016). *Off-Site Levy Calculation*. Calgary. Available at www.calgary.ca/PDA/pdf/Documents/fees/off-site-levy-calculation.pdf.
- Clarke, Harry, and David Prentice (2009). *A Conceptual Framework for the Reform of Taxes Related to Roads and Transport*. Melbourne: La Trobe University.
- Coady, David, and others (2010). *Petroleum Product Subsidies: Costly, Inequitable, and Rising*. Washington, D.C.: International Monetary Fund. Available at www.imf.org/external/pubs/ft/spn/2010/spn1005.pdf.
- Dahl, Carol A. (2012). Measuring global gasoline and diesel price and income elasticities. *Energy Policy*, vol. 41, pp. 2–13.
- Davis, Lucas W., and Lutz Kilian (2010). Estimating the effect of a gasoline tax on carbon emissions. *Journal of Applied Econometrics*, vol. 26, No. 7, pp. 1187–1214.
- DeShazo, J.R., Tamara L. Sheldon and Richard T. Carson (2016). Designing policy incentives for cleaner technologies: lessons from California's plug-in electric vehicle rebate program. *Journal of Environmental Economics and Management*, vol. 84, pp. 18–43.
- Eliasson, Jonas (2014). *The Stockholm Congestion Charges: an Overview*. CTS Working Paper 2014:7. Stockholm: Centre for Transport Studies. Available at www.transportportal.se/swopec/CTS2014-7.pdf.
- European Commission (2009). *Renewable energy directive*. Available at <https://ec.europa.eu/energy/en/topics/renewable-energy/renewable-energy-directive>.
- Ewing, Reid, and Robert Cervero (2010). Travel and the built environment: a meta-analysis. *Journal of the American Planning Association*, vol. 76, No. 3, pp. 265–294.
- Ewing, Reid, and Shima Hamidi (2014). *Measuring Urban Sprawl and Validating Sprawl Measures*. Salt Lake City: Metropolitan Research Center. Available at <https://gis.cancer.gov/tools/urban-sprawl>.
- Executive Body for the Convention on Long-range Transboundary Air Pollution (2015). *Guidelines for Reporting Emissions and Projections Data under the Convention on Long-Range Transboundary Air Pollution*. Geneva: United Nations Economic

- Commission for Europe. Available at www.unece.org/fileadmin/DAM/env/documents/2015/AIR/EB/English.pdf.
- Feng, Suwei, and Qiang Li (2013). Car ownership control in Chinese mega cities: Shanghai, Beijing and Guangzhou. *Journeys (LTA Academy Singapore)*. Available at <https://ssrn.com/abstract=3106623>.
- Ferreira, Joseph Jr., and Eric Minikel (2010). *Pay-As-You-Drive Auto Insurance in Massachusetts: a Risk Assessment and Report on Consumer, Industry and Environmental Benefits*. Department of Urban Studies and Planning, Massachusetts Institute of Technology. Available at www.clf.org/wp-content/uploads/2010/12/CLF-PAYD-Study-November-2010.pdf.
- FHWA (U.S. Department of Transportation, Federal Highway Administration) (2012). *Contemporary Approaches to Parking Pricing: a Primer*. Washington, D.C. Available at <https://ops.fhwa.dot.gov/publications/fhwahop12026>.
- German, John, and Dan Meszler (2010). *Best Practices for Feebate Program Design and Implementation*. Washington, D.C.: International Council on Clean Transportation. Available at www.theicct.org/best-practices-feebate-program-design-and-implementation.
- GIZ (Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH) (2013). *Transport Elasticities: Impacts on Travel Behaviour*. Bonn. Available at www.sutp.org/publications/transport-elasticities-impacts-on-travel-behaviour/.
- _____ (2015a). *Introduction to Congestion Charging: a Guide for Practitioners in Developing Cities*. Bonn. Available at www.adb.org/publications/introduction-congestion-charging-guide-practitioners-developing-cities.
- _____ (2015b). *International Fuel Prices 2014*. Bonn. Available at <https://www.sutp.org/publications/international-fuel-prices-2014-data-preview/>.
- _____ (2016). *Reference Document on Measurement, Reporting and Verification in the Transport Sector*. TRANSfer Project. Bonn. Available at http://transferproject.org/wp-content/uploads/2014/10/Reference-Dokument_Transport-MRV_final.pdf.
- Goodwin, Phil, Joyce Dargay and Mark Hanly (2004). Elasticities of road traffic and fuel consumption with respect to price and income: a review. *Transport Reviews*, vol. 24, No. 3, pp. 275–292.
- Greenberg, Allen (2000). *Mileage-Based Automotive Leasing and Vehicle Taxation*. Washington, D.C.: Office of Transportation Policy Studies, United States Federal Highway Administration.
- _____ (2013). Pay-as-you-drive-and-you-save insurance: potential benefits and issues. *CIPR Newsletter*, October 2013, pp. 18–22. Washington, D.C.: Center for Insurance Policy and Research. Available at www.naic.org/cipr_newsletter_archive/vol9_pay_as_you_drive.pdf.
- GSI (Global Subsidies Initiative) (2010). *Gaining Traction: the Importance of Transparency in Accelerating the Reform of Fossil-Fuel Subsidies*. Winnipeg: International Institute for Sustainable Development. Available at www.iisd.org/library/gaining-traction-importance-transparency-accelerating-reform-fossil-fuel-subsidies.
- Haldenbilen, Soner, and Halim Ceylan (2005). The development of a policy for road tax in Turkey, using a genetic algorithm approach for demand estimation. *Transportation Research A*, vol. 39, No. 10, pp. 861–877.
- HBefa (2014). *Handbook Emission Factors for Road Transport*. Version 3.2. Available at www.hbefa.net/e/index.html.
- Hess, Daniel B. (2001). Effects of free parking on commuter mode choice: evidence from travel diary data. *Transportation Research Record: Journal of the Transportation Research Board*, vol. 1753, No. 1, pp. 35–42.
- HMRC (Her Majesty's Revenue & Customs) (2004). *Report on the Evaluation of the Company Car Tax Reform: Stage 2*, Her Majesty's Revenue & Customs. London. Available at <http://webarchive.nationalarchives.gov.uk/20091222074811/http://www.hmrc.gov.uk/cars/stage-2-evaluation.pdf>.
- Hoessinger, Richard, and others (2014). Estimating the price elasticity of fuel demand with stated preferences derived from a situational approach. *Transport Research Part A: Policy and Practice*, vol. 103, pp. 154–171.
- Hong Kong Environmental Protection Department (2019). Promotion of electric vehicles in Hong Kong. Available at www.epd.gov.hk/epd/english/

environmentinhk/air/prob_solutions/promotion_ev.html.

- Huizenga, Cornie, and Karl Peet (2017). *Transport and Climate Change: How Nationally Determined Contributions can Accelerate Transport Decarbonization*. Washington, D.C.: NDC Partnership. Available at http://ndcpartnership.org/sites/default/files/NDCP_Expert_Perspectives_SLoCaT_Transport_v4.pdf.
- Huse, Cristian, and Claudio Lucinda (2014). The market impact and the cost of environmental policy: evidence from the Swedish green car rebate. *Economic Journal*, vol. 124, pp. F393–F419. Available at: https://web.stanford.edu/group/SITE/SITE_2013/2013_segment_6/2013-segment_6_papers/huse.pdf.
- IEA (International Energy Agency) (2013). *Developing Countries Subsidise Fossil Fuel Use*. Paris.
- IPCC (Intergovernmental Panel on Climate Change) (2000). *Good Practice Guidance and Uncertainty Management in National Greenhouse Gas Inventories*. Geneva. Available at www.ipcc-nggip.iges.or.jp/public/gp/english.
- _____ (2006). *2006 IPCC Guidelines for National Greenhouse Gas Inventories*. Geneva. Available at www.ipcc-nggip.iges.or.jp/public/2006gl/index.html.
- Li, Shanjun, Joshua Linn and Elisheba Spiller (2013). Evaluating “Cash-for-Clunkers”: program effects on auto sales and the environment. *Journal of Environmental Economics and Management*, vol. 65, pp. 175–193. Available at http://li.dyson.cornell.edu/pdf/JEEM_2012.pdf.
- Libertun de Duren, Nora, and Roberto Guerrero Compeán (2015). *Growing Resources for Growing Cities: Density and the Cost of Municipal Public Services in Brazil, Chile, Ecuador, and Mexico*. Washington, D.C.: Inter-American Development Bank. Available at https://publications.iadb.org/bitstream/handle/11319/7332/FMM_WP_Growing_Resources_for_Growing_Cities.pdf.
- Litman, Todd (1997). Distance-based vehicle insurance as a TDM strategy. *Transportation Quarterly*, vol. 51, No. 3, pp. 119–138.
- _____ (2010). *Parking Pricing Implementation Guidelines: How More Efficient Pricing Can Help Solve Parking Problems, Increase Revenue, and Achieve Other Planning Objectives*. Victoria, Canada:

Victoria Transport Policy Institute. Available at www.vtppi.org/parkpricing.pdf.

- _____ (2013). *Understanding Price Elasticities and Cross-Elasticities*. Victoria, Canada: Victoria Transport Policy Institute.
- _____ (2014). *Analysis of Public Policies that Unintentionally Encourage and Subsidize Urban Sprawl*. Victoria, Canada: Victoria Transport Policy Institute. Available at <https://newclimateeconomy.report/workingpapers/workingpaper/analysis-of-public-policies-that-unintentionally-encourage-and-subsidize-urban-sprawl-2/>.
- _____ (2016). *Understanding Transport Demands and Elasticities: How Prices and Other Factors Affect Travel Behavior*. Victoria, Canada: Victoria Transport Policy Institute.
- _____ (2017). *Win-Win Transportation Emission Reduction Strategies: Smart Transportation Strategies Can Reduce Pollution Emissions and Provide Other Important Economic, Social and Environmental Benefits*. Victoria, Canada: Victoria Transport Policy Institute. Available at www.vtppi.org/wwclimate.pdf.
- McCullom, Brian E., and Richard H. Pratt (2004). Transit pricing and fares. In *Traveler Response to Transportation System Changes Handbook*, Chapter 12, Transit Cooperative Research Program Report 95. Washington, D.C.: Transportation Research Board, Federal Transit Administration. Available at www.trb.org/publications/tcrp/tcrp_rpt_95c12.pdf.
- Mehaffy, Michael W. (2015). *Urban Form and Greenhouse Gas Emissions: Findings, Strategies, and Design Decision Support Technologies*. Delft: Delft University of Technology. Available at <https://repository.tudelft.nl/islandora/object/uuid%3A08008807-2699-411b-9e21-d5e733a68ba4>.
- Næss-Schmidt, Sigurd, and Marcin Winiarczyk (2009). *Company Car Taxation*. Copenhagen: Copenhagen Economics. Available at https://ec.europa.eu/taxation_customs/sites/taxation/files/docs/body/taxation_paper_22_en.pdf.
- NOAA (National Oceanic and Atmospheric Administration) (no date). *Cameo Chemicals, Gasoline chemical datasheet*. Washington, D.C. Available at <https://cameochemicals.noaa.gov/chemical/11498>.

- Oum, Tae Hoon, W.G. Waters and Jong-Say Yong (1992). Concepts of price elasticities of transport demand and recent empirical estimates. *Journal of Transport Economics and Policy*, vol. 26, No. 2, pp. 139–154.
- Parry, Ian W.H., and Kenneth A. Small (2004). *Does Britain or the United States Have the Right Gasoline Tax?* Discussion Paper 02-12. Washington, D.C.: Resources for the Future. Available at https://www.ssc.wisc.edu/~scholz/Teaching_742/Parry-Small.pdf.
- Potter, Stephen, and Abukari Atchulo (2012). The role of company car taxation to promote low carbon vehicle technologies. In *Universities' Transport Studies Group Annual Conference, 4-6 January 2012, Aberdeen*. Available at http://oro.open.ac.uk/31501/1/Potter_and_Atchulo.pdf.
- Rivers, Nick, and others (2005). *Analysis of Proposed Changes in Tax Treatment for Company Cars in Canada (Company Car Tax Shift)*. Vancouver: David Suzuki Foundation. Available at <https://davidsuzuki.org/science-learning-centre/article/drive-green-company-car-tax-shift>.
- Rye, Tom, and Stephen Ison (2005). Overcoming barriers to the implementation of car parking charges at UK workplaces. *Transport Policy*, vol. 12, No. 1, pp. 57–64.
- Schlömer, S., and others (2014). Annex III: Technology-specific cost and performance parameters. In *Climate Change 2014: Mitigation of Climate Change. Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, Ottmar Edenhofer and others, eds. Cambridge and New York: Cambridge University Press. Available at www.ipcc.ch/site/assets/uploads/2018/02/ipcc_wg3_ar5_annex-iii.pdf.
- Schweitzer, Lisa, and Brian Taylor (2008). Just pricing: the distributional effects of congestion pricing and sales taxes. *Transportation*, vol. 35, No. 6, pp. 797–812. Summarized in *Just Road Pricing*, Spring, pp. 2–7.
- Sevigny, Maureen (1998). *Taxing Automobile Emissions for Pollution Control*. New Horizons in Environmental Economics. Cheltenham, United Kingdom: Edward Elgar Publishing.
- SFPark (2012). *Parking Rates & Policies Survey*. City of San Francisco. Available at <http://sfpark.org/wp-content/uploads/2013/02/Peer-City-Meter-Rate-and-Policy-Review-2012.pdf>.
- SGA (Smart Growth America) (2015). *The Fiscal Implications of Development Patterns: Madison, Wisconsin*. Washington, D.C. Available at <http://bit.ly/1PSiARH>.
- Shoup, Donald (2005). *The High Cost of Free Parking*. Chicago: Planners Press.
- Sinaga, E., and others (forthcoming). *Assessing the Impact of Transport Sector Policies on Reducing Greenhouse Gas Emissions in Indonesia*. Jakarta: Institute of Transport and Logistics.
- Spears, Steven, Marlon G. Boarnet and Susan Handy (2010). *Draft Policy Brief on the Impacts of Road Pricing Based on a Review of the Empirical Literature*. California Air Resources Board.
- Stantec Consulting (2013). *Quantifying the Costs and Benefits of Alternative Growth Scenarios*. Halifax: Halifax Regional Municipality. Available at www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/HRMGrowthScenariosFinalReportJuly82013.pdf.
- Sternier, Thomas (2006). Fuel taxes: an important instrument for climate policy. *Energy Policy*, vol. 35, pp. 3194–3202. Available at www.efdnitiative.org/sites/default/files/fuel20taxes20an20important20instrument20for20climate20policy20-20sterner.pdf.
- Swiss ARE (2005). *External Cost of Transport in Switzerland*. Swiss Federal Office of Spatial Development.
- TRACE (1999). *Elasticity Handbook*. European Commission.
- Transport Styrelsen (no date). Frågor och svar om supermiljöbilspremie. Available at www.transportstyrelsen.se/sv/vagtrafik/Fordon/Supermiljobilspremie/.
- UNFCCC (United Nations Framework Convention on Climate Change) (2014). *Methodological Tool: Baseline Emission for Modal Shift Measures in Urban Passenger Transport*. Tool 18, Version 1.0. Bonn. Available at <https://cdm.unfccc.int/methodologies/PAmethodologies/tools/am-tool-18-v1.pdf>.

- U.S. EPA (United States Environmental Protection Agency) (2017). Vehicle weight classifications for the emission standards reference guide. Washington, D.C. Available at www.epa.gov/emission-standards-reference-guide/vehicle-weight-classifications-emission-standards-reference-guide.
- Vaca, Erin, and J. Richard Kuzmyak (2005). Parking pricing and fees. In *Traveler Response to Transportation System Changes Handbook*, Chapter 13, Transit Cooperative Research Program Report 95. Washington, D.C.: Transportation Research Board, Federal Transit Administration. Available at www.trb.org/publications/tcrp/tcrp_rpt_95c13.pdf.
- Van Amelsfort, Dirk, and Viktoria Swedish (2015). *Introduction to Congestion Charging: a Guide for Practitioners in Developing Cities*. Mandaluyong City, Philippines: Asian Development Bank; Bonn: Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ). Available at www.adb.org/publications/introduction-congestion-charging-guide-practitioners-developing-cities.
- van Essen, H.P., and others (2007). *Methodologies for External Cost Estimates and Internalization Scenarios: Discussion Paper for the Workshop on Internalisation on March 15, 2007*. Delft: CE Delft. Available at <https://nanopdf.com/download/methodologies-for-external-cost-estimates-and-pdf>.
- Weinberger, Rachel, John Kaehny and Matthew Rufo (2009). *U.S. Parking Policies: an Overview of Management Strategies*. New York: Institute for Transportation and Development Policy. Available at www.itdp.org/wp-content/uploads/2014/07/ITDP_US_Parking_Report.pdf.
- World Bank (2019a). PPP conversion factor, GDP (LCU per international \$). Available at <http://data.worldbank.org/indicator/PA.NUS.PPP>.
- _____ (2019b). Consumer price index (2010 = 100) – United States. Available at <http://data.worldbank.org/indicator/FP.CPI.TOTL?locations=US>.
- WRI (World Resources Institute) (2014). *Policy and Action Standard: an Accounting and Reporting Standard for Estimating the Greenhouse Gas Effects of Policies and Actions*. Washington, D.C. Available at <https://ghgprotocol.org/policy-and-action-standard>.
- _____ (2015). *Policy and Action Standard: Road Transport Sector Guidance*. Washington, D.C. Available at https://ghgprotocol.org/sites/default/files/standards_supporting/Transport%20-%20Additional%20Guidance.pdf.
- Yang, Zifei, and others (2016). *Principles for Effective Electric Vehicle Incentive Design*. Washington, D.C.: International Council on Clean Transportation. Available at www.theicct.org/sites/default/files/publications/ICCT_IZEV-incentives-comp_201606.pdf.

Contributors

Methodology development leads

Jürg Füssler, INFRAS (technical lead)

Felix Weber, INFRAS (co-lead)

Heather Jacobs, Verra (co-lead)

Drafting team

Adam Millard-Ball, University of California, Santa Cruz (TWG member)

Bettina Schächli, INFRAS

Hilda Martinez, independent consultant (TWG member)

Jerry Seager, Verra

Jessica Wade-Murphy, Development Bank of Latin America (TWG member)

Marion Vieweg, Current Future (TWG member)

Martin Peter, INFRAS

Philipp Wüthrich, INFRAS

Sinclair Vincent, Verra

Todd Litman, Victoria Transport Policy Institute (TWG member)

Victoria Novikova, Verra

Technical Working Group

Alvin Mejia, Clean Air Asia

Carlos Felipe Pardo, Despacio

Danang Parikesit, Universitas Gadjah Mada

Elisabeth Windisch, International Transport Forum

Karl Peet, Partnership on Sustainable Low Carbon Transport (SLoCaT)

Pierpaolo Cazzola, International Energy Agency

Rohit Sharma, Curtin Institute of Sustainability Policy

Sudhir Sharma, United Nations Environment Programme

SUN Shengyang, GIZ – China

Urda Eichhorst, GIZ

Reviewers

Emma Maxwell, independent consultant

Felipe de León, independent consultant

Jane Ellis, OECD

Jean-Jacques Becker, CDM Methodologies Panel

Raihan Uddin Ahmed, Infrastructure Development Company Limited

ICAT country applications and pilot organizations

Carbonium, Morocco and France

Ministry of Mahaweli Development and Environment, and Ministry of Transport and Civil Aviation, Sri Lanka

TERI Energy and Resources Institute, India

Pilot organizations

Institut Transportasi and Logistik (ITL) Trisakti