Decarbonising Transport in Asia

Intergovernmental 13th Regional Environmentally Sustainable Transport Forum in Asia

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Intergovernmental Organisation

- 62 member countries on five continents, **8 in Asia** (25 non-OECD)
- Administratively integrated with OECD yet politically independent
- Only global transport body with a mandate for all modes
- Platform for discussion and development of global dialogue for better transport
- Priority focus areas include **accessibility**, **connectivity**, **decarbonisation**, **digitalisation**, and **safety and security**
Introduction

- Differences between Asian transport trends and the rest of the world
- The world is growing differently, even within Asia
- The importance of evaluating the impact of different policies and measures on travel behaviour, transport patterns, energy use and CO$_2$ emissions
- Quantitative analysis and impact assessment tools will help countries identify priority policies that can effectively reduce transport carbon emissions
The per capita CO$_2$ emissions gap between OECD and non-OECD economies will narrow over time.
Passenger transport demand to triple by 2050

China and India to generate 1/3 of global pkm

OECD share of pkm falls from 43% to 24%

Non-urban road has the largest mode share by 2050
International freight flows and CO₂ emissions

Freight flows to Asia, from Asia, and within Asia are expected to grow most.

Decarbonising Transport in Asia

Current Projects:

- ITF-ASEAN Transport Research Proposal
- Decarbonising Transport in Emerging Economies (Azerbaijan, India, Argentina and Morocco)
- NDC Transport Initiative for Asia (China, India and Vietnam)

Project is aligned with the Sustainable Transport Goal 1.3 of the "Kuala Lumpur Transport Strategic Plan 2016 – 2025"

- Improvement of fuel economy standards is a direct way of reducing CO₂ emissions as they reduce carbon intensity and increase vehicle efficiency

Project Objectives

- Assist ASEAN to improve the fuel efficiency of its vehicle market to facilitate the achievement of global, regional and national goals for sustainable transport, energy efficiency and climate change mitigation,

- To foster industrial development and to support the recommended actions identified in the “ASEAN Fuel Economy Roadmap for the Transport Sector 2018-2025: with Focus on Light-Duty Vehicles”
Shared mobility accelerates clean tech penetration

- Intense use
- Shorter life cycle
- Rapid fleet renewal
- New technologies
- Less CO₂ emissions
This initiative will build upon previous projects conducted by the ITF on how new app-based mobility services can be effectively regulated but with a focus on ASEAN.

It will address risks, the regulatory treatment of other competing mobility services, the alignment of regulation with other urban transport policies, as well as safety concerns for app-based mobility services.

It will also address the impact of Covid-19 and recovery measures where appropriate.
The project scope includes the design of a common assessment framework for transport emissions that will cover several transport sub-sectors and transport modes.

Country-specific modelling tools and policy scenarios will help governments implement ambitious CO₂ reduction initiatives for their transport sectors.

Stakeholder workshops, training sessions, briefings for policy makers and mitigation action plans will stimulate further research and the development of policies beyond the duration of the project.

Transport CO₂ emissions per capita in emerging economies are still well below the OECD average but will grow significantly faster.
NDC Transport Initiative for Asia (Oct 2020-Sep 2021)

- This initiative aims at promoting a **coherent strategy** of effective policies for decarbonising transport that are co-ordinated among various sector ministries, civil society and the private sector.

- The goal is to enable the countries’ transport sectors to make a contribution towards achieving their Nationally Determined Contributions (NDCs) and **increase ambition** in transport sections of long-term strategies and 2025 NDCs.

- As a regional initiative, the project will disseminate knowledge in Asia.

- The ITF contributes to the India component of the project and focuses on **capacity building in modelling and in developing mitigation scenarios** in India.

- This is a joint project of seven organisations (GIZ, ITF, WRI, AGORA, SLOCAT, ICCT and REN21) funded by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU).
A Catalogue of Measures: Transport Climate Action Directory

Transport CO₂ emissions, million tonnes

- Non-urban passenger
- Urban passenger
- Domestic surface freight
- International freight

Where we are heading*

Where we need to get to**

What can we do to achieve this?

*ITF (2019) ITF Transport Outlook 2019

Multiple objectives must be achieved, across different sectors, to decarbonise transport

- Mode shift
- Improved design, operations and efficiency
- Low / Zero emission vehicles and fuels
- Integration
- Up-scaling and innovation
Catalogue of measures online tool ([https://www.itf-oecd.org/tcad](https://www.itf-oecd.org/tcad))

- Based on literature
- For inclusion in future ITF models and case specific studies
- Intended to facilitate dialogue on decarbonising transport
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<thead>
<tr>
<th>Mode</th>
<th>Scope</th>
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<td>Operational / management</td>
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*As per objectives on slide 3
UNFCCC Climate Action Pathway 2020: Transport Structure

Impact Areas

Impact Areas

Impact 1: Reduce Transport Distance Travelled and Vehicle Use
Impact 2: Shift to Low Carbon Passenger and Freight Transport
Impact 3: Resilient Transport Systems, Infrastructure and Modes
Impact 4: Improve Vehicle, Fuel and Operational Efficiency of Land Transport
Impact 5: Improve Shipping Technology, Operation and Fuel Efficiency
Impact 6: Improve Aviation Efficiency and Reduce the Carbon Intensity of Aviation Fuels

Impact Areas

Avoid, M

Improve Land Transport, M

Improve Shipping, M

Resilient Transport, A

Shift, M

Improve Aviation, M
Thank you

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