International Transport Forum

Global dialogue for better transport

Decarbonising Transport

An ITF project to help achieve carbon-neutral mobility

March 2016

2015 NEW ZEALAND PRESIDENCY

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DECARBONISING TRANSPORT

Objective: A commonly acceptable roadmap to bring transport to carbon neutrality by circa 2050

- Transport represents 23% of all energy-related emissions and is growing globally
- COP21 created political pathway with 5-year reviews of national decarbonisation commitments starting in 2020
- Paris Agreement does not include any specific component dedicated to Transport
- Transport now has an opportunity to play the important role that it holds in mitigating climate change
- Different paths and schedules per mode and per region, but a common target
  - And a common assessment methodology

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A QUANTITATIVE AND INCLUSIVE PROJECT

- **Quantitative: A comprehensive model framework covering all modes of transport**
  - Allows rigorous, coherent analysis of policies and outcomes across the world
  - Considers global exogenous factors (demographics/urbanisation, economic development, digital connectivity, etc.) and impact on transport emissions
  - Simulation of technological evolution, alternative policy paths, and their expected outcomes. Adjustments to evolving results
- **Inclusive: Dialogue and engagement with all partners**
  - Countries, multilateral organisations, technology providers, operators and other service providers, regulatory agencies, NGOs, etc.
  - The model supports the dialogue process
  - The main intended outcomes are collective learning and commitments

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WHY ITF

- **Best-in-class modelling tools**
  - From global to regional and to urban scale
- **Best platform for dialogue**
  - Only intergovernmental organisation dealing with all modes of transport
  - Wide geographic diversity and CO_2 emissions profile amongst membership
  - Established Corporate Partnership Board with (currently) 19 leading companies from around the world, developing projects since 2014
  - Strong relations with multilateral institutions and other key stakeholders

International freight model

Air passenger model

Urban mobility simulator

Urban passenger and access models

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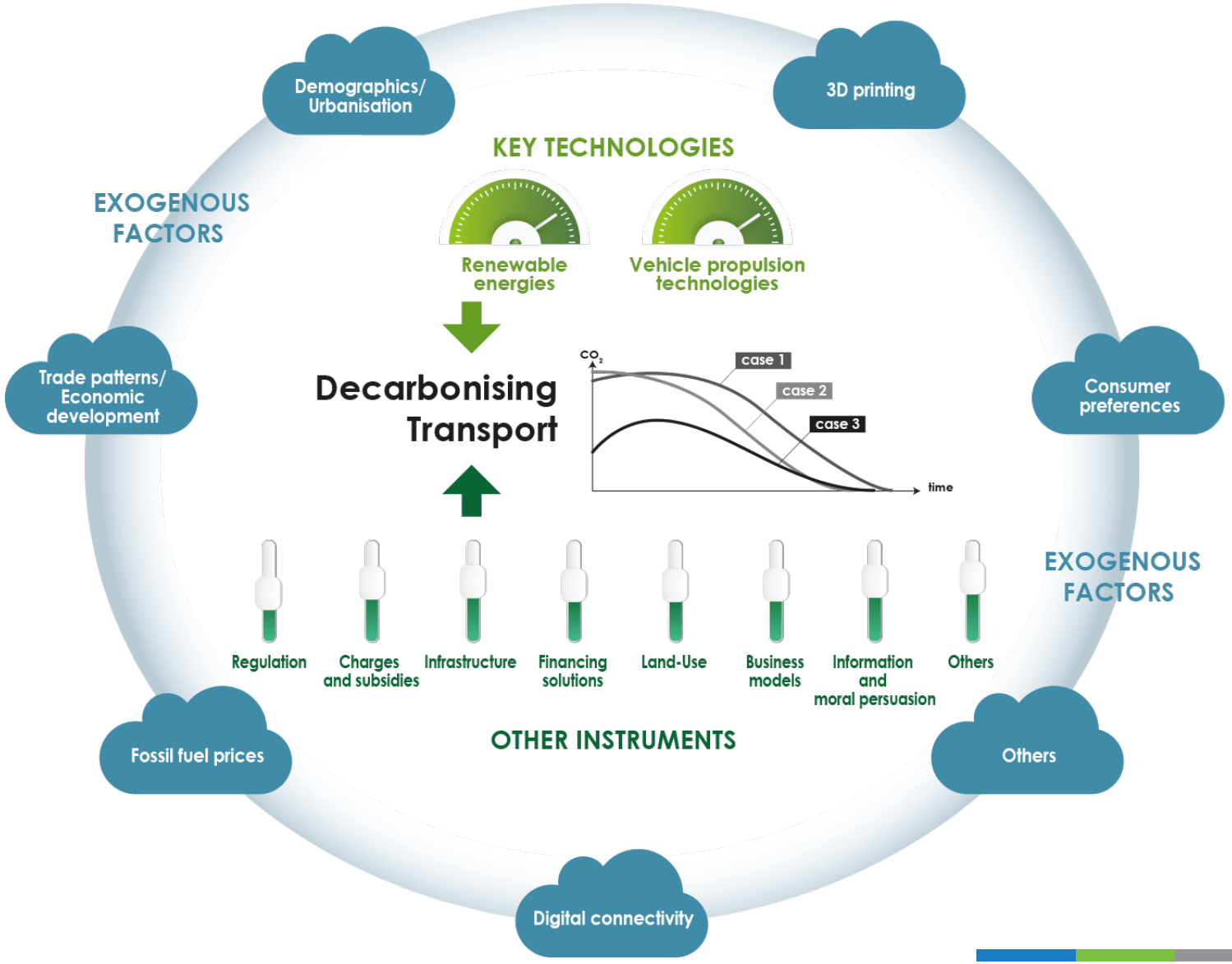

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DECARBONISING TRANSPORT MODELLING PROCESS

- **Baseline trajectories**

  1. Business-As-Usual
  2. BAU + national decarbonisation commitments
  3. BAU + national decarbonisation commitments + other decarbonisation commitments (UN modal agencies)
     - Taking into account exogenous factors
     - Selected modelling approach enables transparent assessment of impacts

- **Model outcomes: Emissions and other SDG-related indicators**
  - Accessibility, safety, connectivity …
  - Also CAPEX, OPEX, economic efficiency, interdependencies and trade-offs

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DECARBONISING TRANSPORT MODELLING PROCESS

- **Progressive model development**
  - Building up from existing basis in collaboration with knowledge partners
  - Successive phases' outputs useful to expand coalition of partners, funding
- **Review, explore, assess other assumptions and policy actions**
  - Non-prescriptive model
  - Dialogue with partners for knowledge and action adjustments
- **Results produced at global, regional, national and city level**
  - 310 regions, all countries, 1600 cities (as used in existing partial ITF models)
- **Periodic communication of intermediate results with partners**

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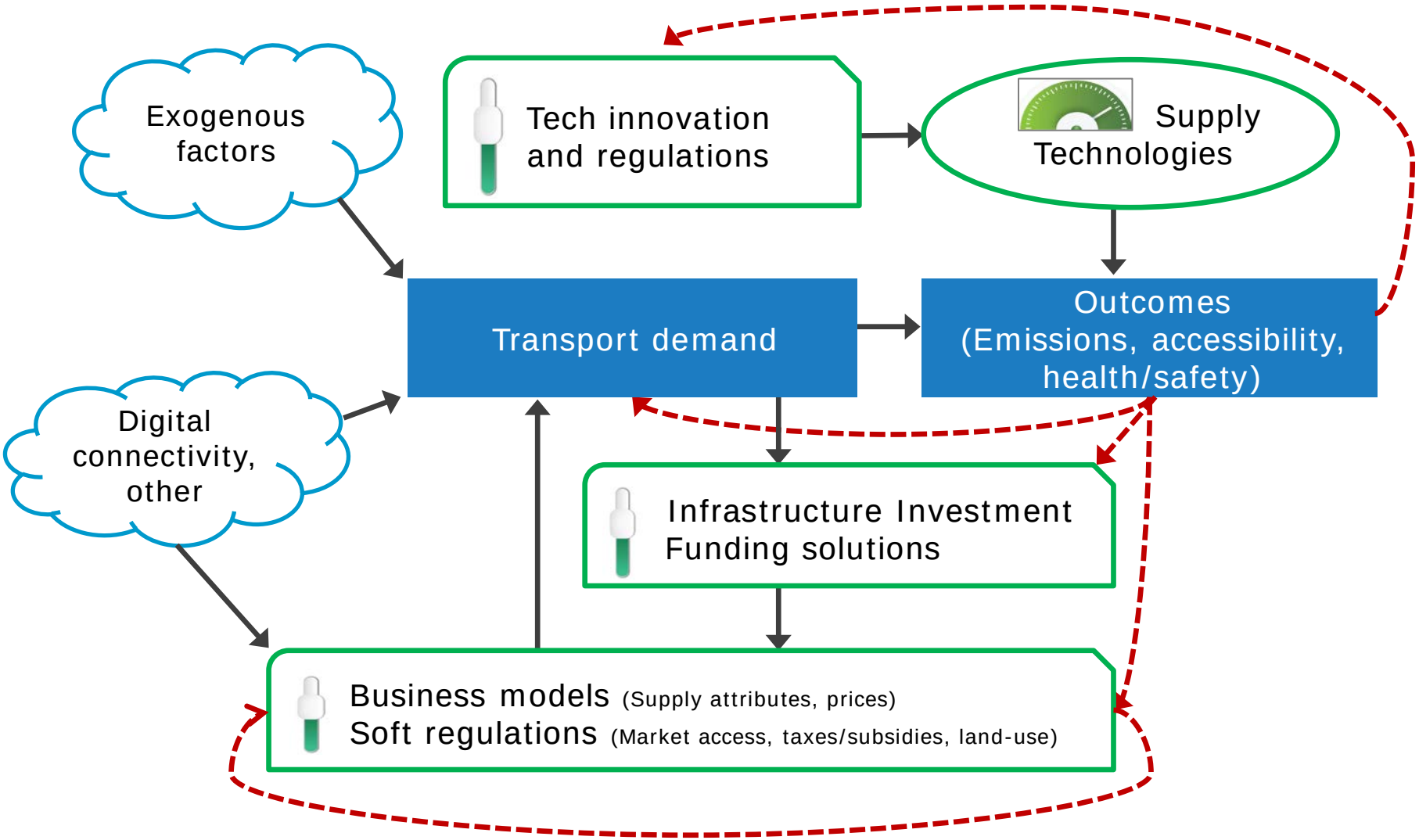
Decarbonising Transport: Schematic dynamic modelling framework



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PROJECT ANCHOR: CORPORATE PARTNERSHIP BOARD

- Companies are close to technologies, markets, implementation
- Current CPB Members:

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MULTI-LEVEL STAKEHOLDERS

- **Governments**
- **Industry** (via Corporate Partnership Board, via sectoral organisations)
- **Knowledge partners** (universities, research centres, public agencies)
- **Multilateral organisations and development banks**
- **Green Finance sector**
- **Foundations**
- **NGOs**
- **Others**

Across stakeholders: Different roles, styles of interaction

Co-Funding as a basic principle

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MULTILATERAL DEVELOPMENT BANKS

- Outcomes include improved capacity to test out impact of sustainable transport policies and climate change mitigation initiatives, assess risks, calibrate strategies
  - ***Common assessment methodology*** is essential to enable « clarity, transparency and understanding » of INDCs as required in Paris Agreement (trust building)
- Project will take into account common but differentiated responsibilities and respective capabilities
- MDBs are key stakeholders necessary for sharing data and technical knowledge, ongoing dialogue, particularly with countries beyond the ITF membership, and co-funding

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NEXT STEPS, MILESTONES

- **Formal commitments to join project by the end of April**
- **Kick-off at ITF Annual Summit in May**
  - Partners to be publicly recognised at project kick-off on 19 May 2016 (stage presentation, partners' group photo, press release, online visibility etc.)
- **Other Milestones**
  - First public presentation of results at ITF Summit 2017
  - Results effective for 2020 COP negotiations, available in 2019 (presented at ITF Summit)

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Thank you

José Viegas
+33(0) 1 45 24 97 10
jose.viegas@itf-oecd.org

2 rue André Pascal
75775 Paris Cedex 16

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