Decarbonising Transport

An ITF project to help achieve carbon-neutral mobility

March 2016
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
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
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 CO₂ 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
Seamless Transport: Making Connections

- International freight model
- Air passenger model
- Urban mobility simulator
- Urban passenger and access models
**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
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
Decarbonising Transport: Schematic dynamic modelling framework

- **Exogenous factors**
  - Digital connectivity, other

- **Transport demand**
  - Business models (Supply attributes, prices)
  - Soft regulations (Market access, taxes/subsidies, land-use)

- **Tech innovation and regulations**

- **Supply Technologies**

- **Outcomes** (Emissions, accessibility, health/safety)

- **Infrastructure Investment**
  - Funding solutions
PROJECT ANCHOR: CORPORATE PARTNERSHIP BOARD

- Companies are close to technologies, markets, implementation
- Current CPB Members:
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
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.
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)
Thank you

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