

Session: Decarbonising Transport

24 May 2023, 09:00-10:30 | [Session outline](#)

Since 2016, the ITF's [Decarbonising Transport \(DT\) initiative](#) has helped countries deliver on their transport decarbonisation ambitions. This session highlighted the ITF's projects with emerging markets and developing economies.

In recent years, Latin America has taken electric mobility increasingly seriously. For example, Santiago has the world's largest electric bus fleet outside of China. By 2025, all new buses in Chile will be electric. Vehicle costs have diminished, terminals have been designed to meet the needs of e-buses, and various tax and other regulatory measures support the uptake of electric vehicles (EVs). In addition, businesses have started to transform diesel vehicles to EVs and Chile is working on developing synthetic fuels. It expects to see the full benefits of its initiatives within a 10-year timeframe. This includes initiatives that focus on alleviating traffic and health issues.

Similar efforts have been undertaken in South Africa via the country's green transport strategy. Increasing the mode shift of rail transport for freight has proven to be one of the biggest challenges; the upscale of electric charging infrastructure has also become a matter of attention. The country's topography makes active mobility challenging in many places. It needs to look increasingly into alternative energy sources and should aim to develop its own e-bus industry, as it is currently reliant on imports.

For the World Bank, decarbonisation is becoming the main driver of its transport projects. Today, 60% of the bank's transport budget is used for adaptation and mitigation activities. However, to meet finance needs of the clean transport transition, additional private sector support is urgently required to develop local markets and support innovations in the EV sector. Collaboration between the Bank's transport and energy sectors is increasing, and the energy transition has become a key aspect of all major transport events in recent years.

The Inter-American Development Bank is aware of significant differences and resulting differing needs of Latin American countries. While some, such as Chile, have well developed transport systems and are on track to deliver the transition to low-carbon transport systems, others have not even declared any official climate goals via a Nationally Determined Contribution (NDC). The increasing number of privately owned vehicles across the continent is alarming. Multi-institutional collaboration and co-operation with the private sector is required more than ever.

Uber is committed to ambitious green transport and carbon-neutral initiatives and wants to ensure that its shared vehicle services are delivered with zero-carbon vehicles. To do so, it needs support from financial institutions and is aiming to partner with organisations that can ensure the supply of EVs. The supply of sufficient EV charging infrastructure is also an issue for Uber. Charging infrastructure requires more public funding; exact solutions will vary by country. Uber works with governments to unlock more opportunities for new forms of mobility.

Overall, the need for collaboration with the energy sector and the private sector was highlighted throughout the session, especially for the build up of EV charging infrastructure.