

EVALUATING CURRENT TRANSPORT POLICIES

Current policies make a notable contribution, but they are insufficient to achieve Ulaanbaatar's climate goals.

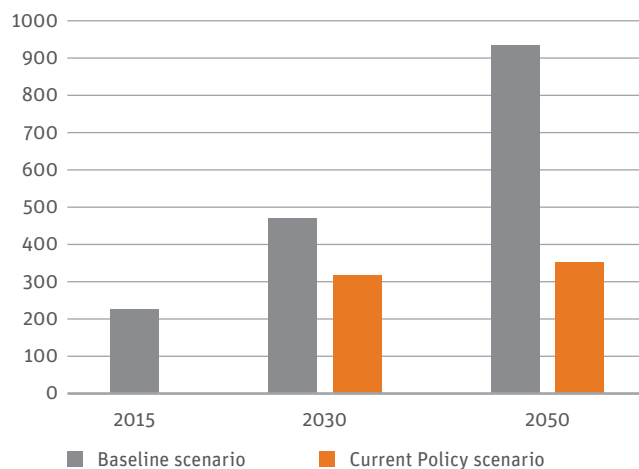
CURRENT POLICY DIRECTIONS:

- Development of passenger rail, light rail and cable car services
- Expansion of cycling and pedestrian networks
- Promotion of low-emission vehicles
- Prioritisation of public transport
- Reduction of public transport fares
- Implementation of private vehicle pricing policies
- Transit-Oriented Development planning

The ITF projects transport-related CO2 emissions in Ulaanbaatar from 2020 to 2050 under two scenarios:

- **Baseline scenario:** no policy action, no technology improvement
- **Current Policy scenario:** implementation of planned policies

Annual passenger transport CO2 emissions by scenario (thousand tonnes)



Current Policy scenario in numbers

-60% **70%** **x2**

Reduction of CO2 emissions by 2050 compared to Baseline

Share of electric bus fleet in 2050

Increase in modal share of public transport in 2050 compared to Baseline

Current Policy changes the baseline emission trajectory, stopping emission growth in 2050. The measures accommodate the rise of transport demand in a more sustainable way, mainly through developing mass public transport services. A remaining high motorisation level and a lack of multimodality constrain the positive outcomes.

POLICY RECOMMENDATIONS FOR ULAANBAATAR



PLANNING MOBILITY

- **Establish a Metropolitan Transport Authority (MTA)** responsible for all modes
- **Develop and implement a Sustainable Urban Mobility Plan (SUMP)**
- **Integrate land-use and transport development**



DEVELOPPING THE PUBLIC TRANSPORT SERVICE

- **Create a mass public transport network** with a high level of service as a backbone of the mobility system
- **Reallocate road space and give the right of way** to public transport
- **Provide and promote services compatible with the climate conditions in Ulaanbaatar**



BUILDING ON NEW TECHNOLOGIES & ACTIVE MOBILITY

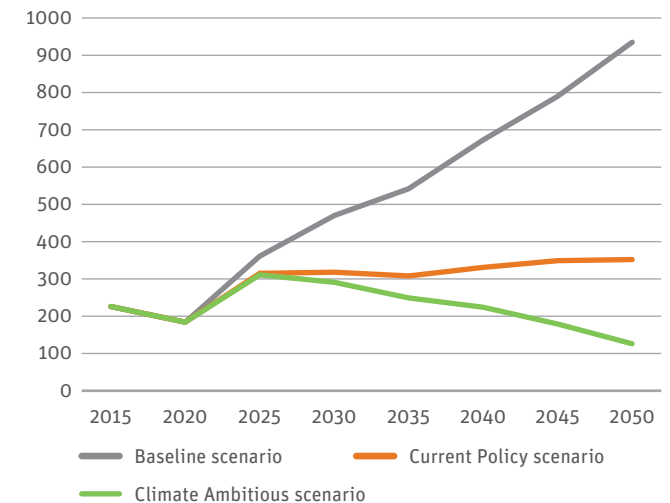
- **Leverage micromobility, shared mobility and digitalisation** for convenient multimodal integration
- **Promote cleaner vehicles & regulate private vehicle use** to reduce the carbon intensity and improve traffic safety
- **Incentivise pedestrian and bicycle use** via efficient infrastructure planning

ROAD TO DECARBONISATION

The successful implementation of ambitious policy measures allows to significantly cut CO2 emissions.

Climate Ambition scenario builds on the enhanced planned policies and new measures from international best practice.

Annual passenger transport CO2 emissions by scenario (thousand tonnes)



The policy measures of the **Climate Ambition** scenario can achieve a **44% reduction in CO2 emissions** in 2050 compared to 2015.

Climate Ambition scenario in numbers

-64%	49%	50%
Reduction of CO2 emissions by 2050 compared to Current Policy	Share of zero tailpipe emission vehicles in 2050	Modal share of public transport in 2050

Main insights of the scenario:

- Developing an efficient **mass public transport system** is key for diversifying sustainable transport options
- **Cleaner vehicles** are essential for significant emission cuts
- **Land use planning** can temperate transport demand growth and contribute to decarbonisation

Additional benefits of the ambitious decarbonisation pathways include: **reduced congestion**, **traffic safety** improvement, positive **health impacts**, enhanced **social activity** and **economic growth**.

ABOUT ITF

The International Transport Forum (ITF) at the OECD is an intergovernmental organisation with 64 member countries. It acts as a think tank for transport policy that covers all modes of transport.

The ITF's mission is to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion and to raise the public profile of transport policy. The ITF acts as a platform for discussion of transport policy issues. It analyses trends, shares knowledge and promotes exchange among transport decision-makers and civil society.

ABOUT SIPA

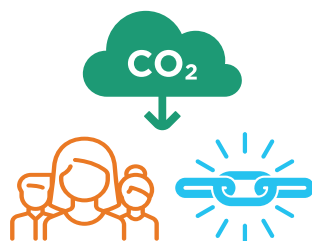
The ITF carries out the transport-related work of the "Sustainable Infrastructure Program in Asia" (SIPA), a four-year program (2021-25) led by the OECD to encourage transition towards cleaner energy, transport and industrial systems in Central Asia and Southeast Asia.

The ITF contribution to the SIPA study focuses on sustainable transport infrastructure development in the region, with studies covering regional and national levels.

NATIONAL ROADMAP STUDY FOR MONGOLIA

The national roadmap study for Mongolia develops decarbonisation pathways for urban passenger transport in Ulaanbaatar, Mongolia. It focuses on the role of public transport and its development. The study comprises three parts:

- Overview of the existing urban transport context in Ulaanbaatar
- Quantitative assessment of decarbonising pathways for Ulaanbaatar using a case-specific transport model
- Summary of best practices and policy recommendations for low-carbon transport in Ulaanbaatar



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Learn more about the study

ITF SIPA-T Website



Decarbonising pathways for Ulaanbaatar's urban mobility

Project summary



ЗАМ, ТЭЭВРИЙН
ХӨГЖЛИЙН ЯАМ



Federal Ministry for the
Environment, Nature Conservation,
Building and Nuclear Safety



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