

ITF Transport Outlook – Special Issues for Asia: Policy Analysis and Implementation

23 June 2022

ITF Transport Outlook – Special Issues for Asia



Capacity building

ITF modelling tools and policy scenarios were presented to ESCAP and ITF member countries and each sub region's unique challenges and needs identified.



Three sub-regional publications

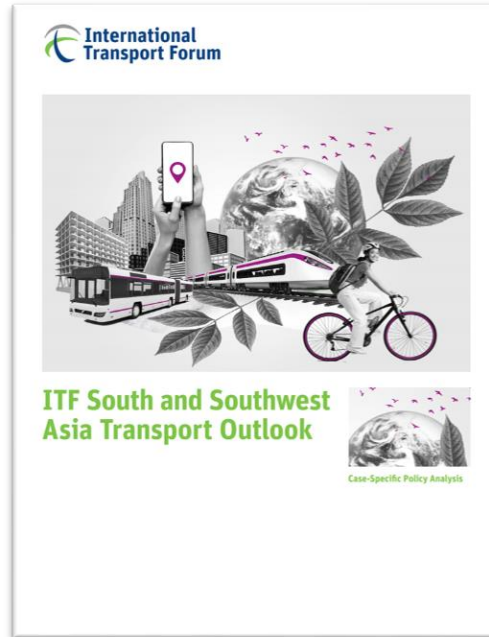
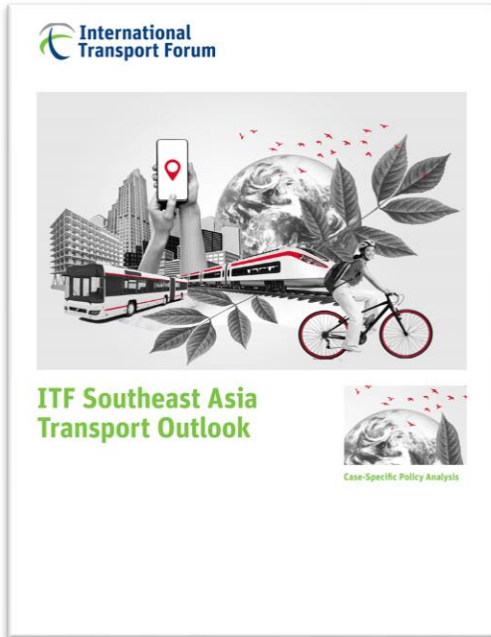
The three editions provide projections on transport demand, emissions, and impacts of the pandemic for three sub-regions of Asia.



A conversation starter

Sparks collaboration with governments, industry, and other stakeholders looking to prepare for the future of transport.

ITF Transport Outlook – Special Issues for Asia



ITF North and
Central Asia
Transport Outlook

Forthcoming:
June 28, 2022



The three policy scenarios

Recover

Current trajectory.
Implemented and announced commitments.
Established economic practices.

Reshape

A paradigm shift.
Transformational commitments.
Green recovery.

Reshape+

Reinforce Reshape.
Leverage Covid-19 recovery.
Achieve decarbonisation faster and with more certainty.

Short-term Covid-19 effects for freight transport

Potential opportunities for decarbonisation



Overall decrease in demand and transport activity

Reduction in consumption and transport of fossil fuels



Greater resilience of less carbon intensive modes (rail and inland waterways)

Faster deployment of automation and digital solutions



Potential challenges for decarbonisation



Companies delaying vehicle fleet renewals and other investments, including cleaner technologies

Increase in e-commerce and home deliveries



Long-term Covid-19 effects for freight transport

Potential opportunities for decarbonisation



Faster deployment of digital technology and automation that increase efficiency

More suitable environment for logistical collaboration and share assets

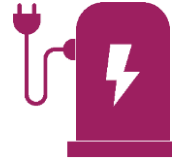


Trade regionalisation and shorter supply chains

Greater political will and opportunity to foster greener technologies and operations



Potential challenges for decarbonisation



Lower costs of fossil fuels reducing the commercial attractiveness of cleaner technologies

Accelerated growth in e-commerce and home deliveries, increasing congestion, emissions and decreasing consolidation and average loads



Short-term Covid-19 effects for passenger transport

Potential opportunities for decarbonisation



High levels of teleworking, reducing commute/business trips

Rapid implementation of active mobility lanes



Early retirement of older and less fuel-efficient aircrafts

Faster deployment of automation and digital solutions



Potential challenges for decarbonisation



Reduction of cleaner 'shared' modes and shift to private car use

Increase in e-commerce and home deliveries



Delayed vehicle fleet renewals and other investments, including cleaner technologies



Long-term Covid-19 effects for passenger transport

Potential opportunities for decarbonisation



Focus on local trips and densification of neighbourhood centres

Businesses shifting permanently to less business travel



Change in public transport funding systems to a more sustainable model

Greater political will and opportunity to foster greener technologies and operations

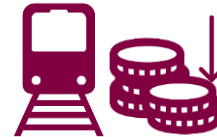


Potential challenges for decarbonisation



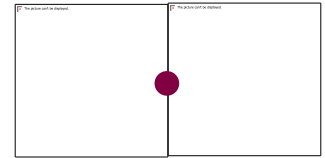
Unmanaged urban sprawl as people move out of cities

Greater reliance on private vehicles



Reduced funding and service cuts for public transport

Delays in the adoption of cleaner technologies due to lack of investment by private and public sector

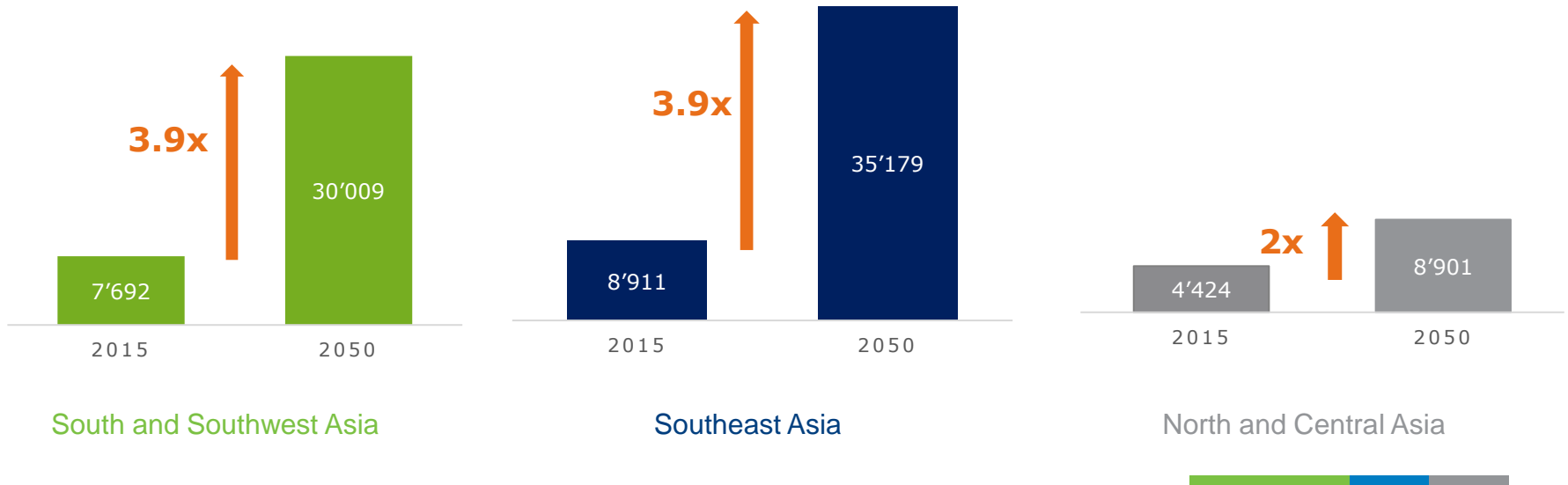


The current trajectory



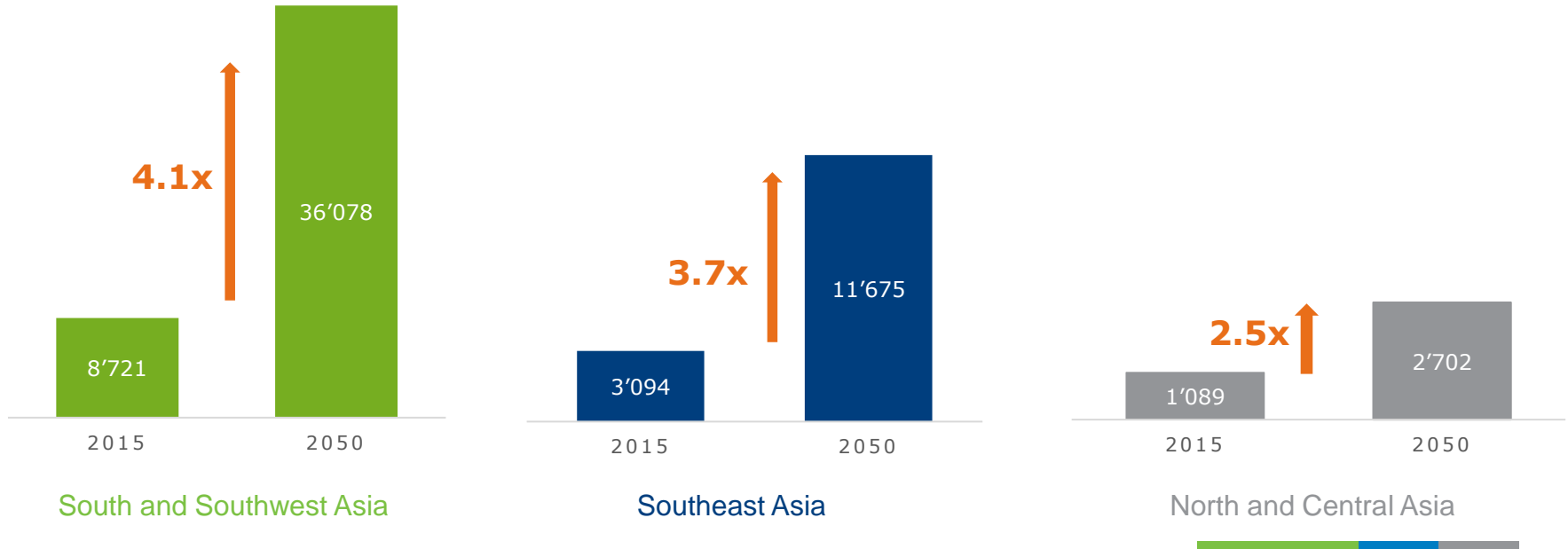
Demand for freight transport set to increase

Freight transport demand (billion tonne-kilometres) between 2015 and 2050 under the **current trajectory**



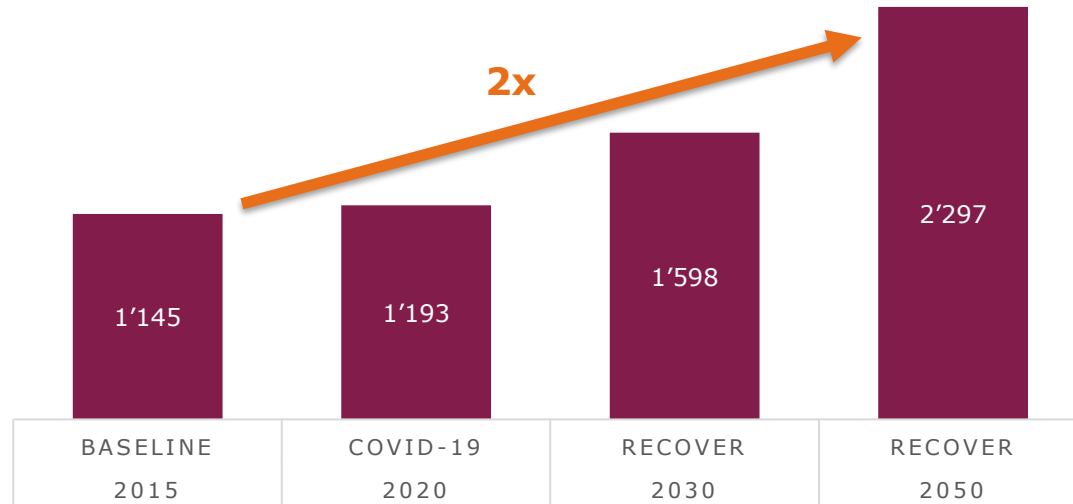
Demand for passenger transport set to increase

Passenger transport demand (billion passenger-kilometres) between 2015 and 2050 under the **current trajectory**



Emissions from the transport sector set to grow

Total transport CO₂ emissions (Million tonnes CO₂) between 2015 and 2050 under the **current trajectory**



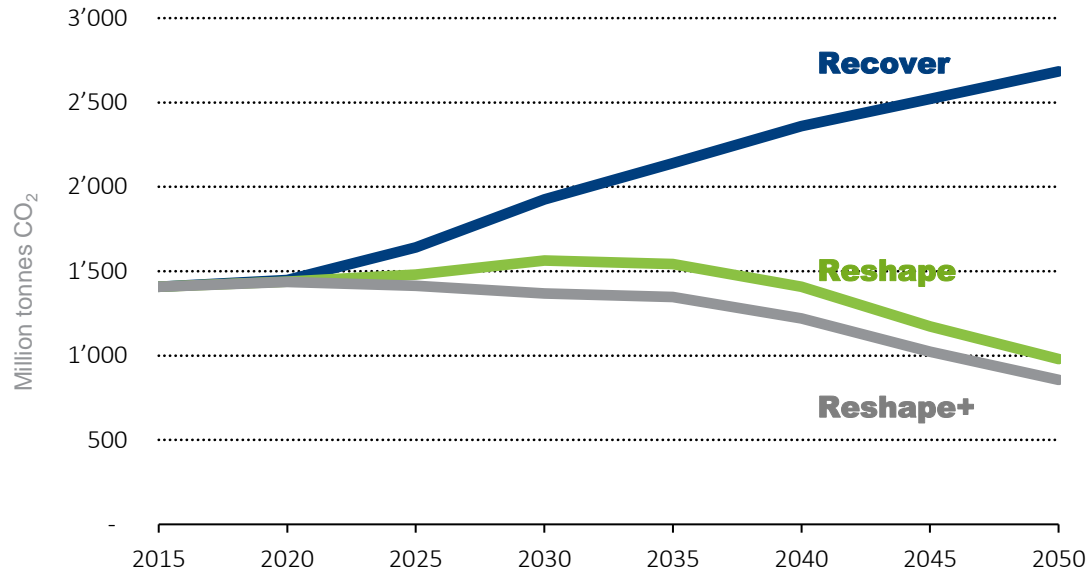
Doubling up of the combined transport emissions for South and Southwest Asia, Southeast Asia and North and central Asia



**This trajectory can be changed..
But how?**



Ambitious policies can reverse the growth of transport CO₂ emissions



- Transport CO₂ **emissions are set to rise**, not fall, as seen in Recover
- Total transport CO₂ emissions could be **nearly 40% less** in 2050 compared to 2015 in the three sub-regions of Asia



Top tasks for policy makers

1 Prioritise hard-to-abate sectors

... to increase action in order to reduce transport emission from sectors like aviation, maritime and heavy duty road freight.

2 Sustainably improve connectivity

...to meet decarbonisation targets and enhance connectivity in a resilient manner.

3 Focus on accessibility


...to make trips easier and increase opportunities, in the face of rapid urbanisation. More mobility is not better well-being.

4 Align sectoral policies

...in order to make sure emissions are mitigated and not simply shifted between sectors.

5 Improve regional trade facilitation

...through harmonisation of cross-border processes and digitalization. This can also aid in slowing down growth in freight activity.



Thank you

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