



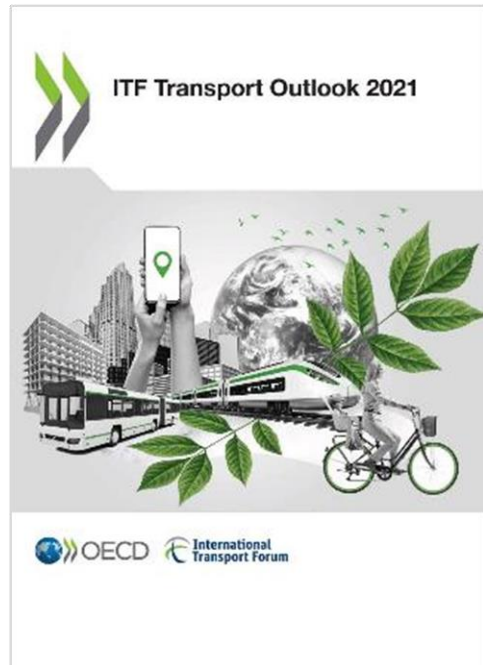
Transport & NDCs

Elisabeth Windisch

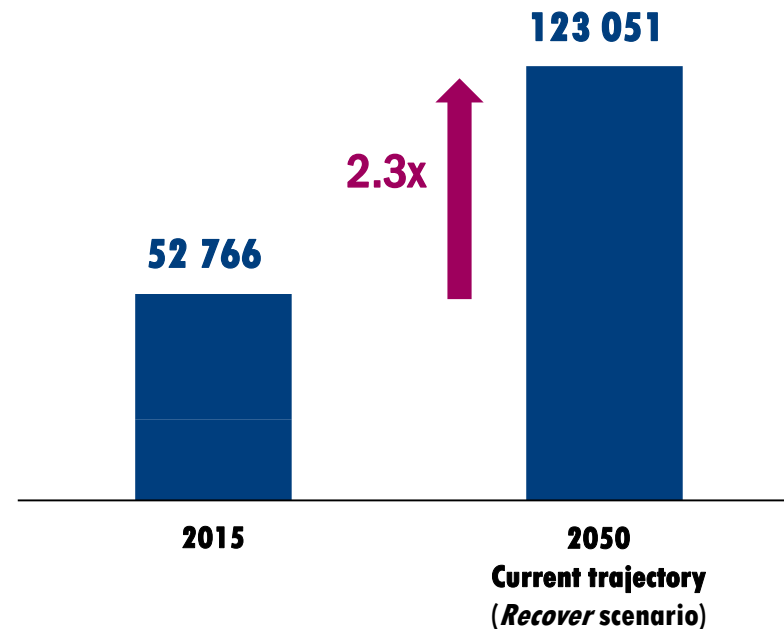
The Global Transport Decarbonisation Challenge



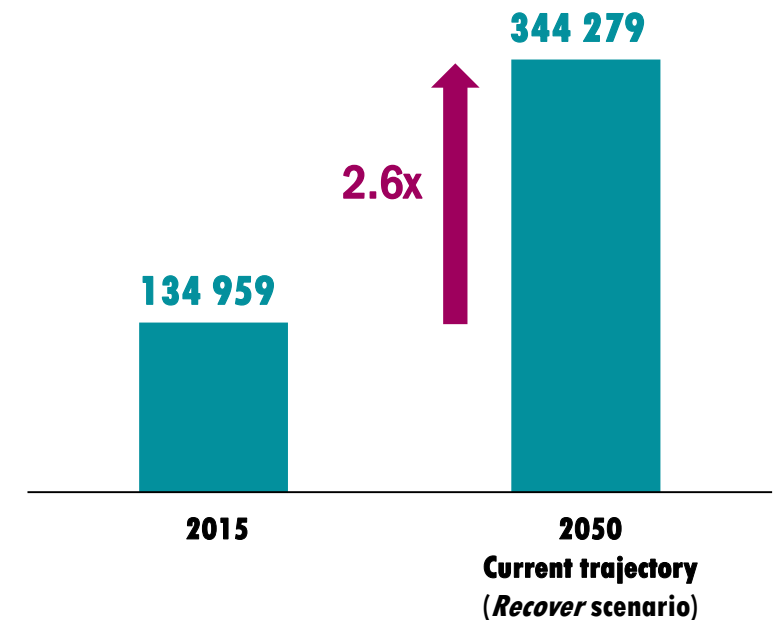
Global demand for transport will more than double



Passenger transport demand
(billion passenger-kilometres)

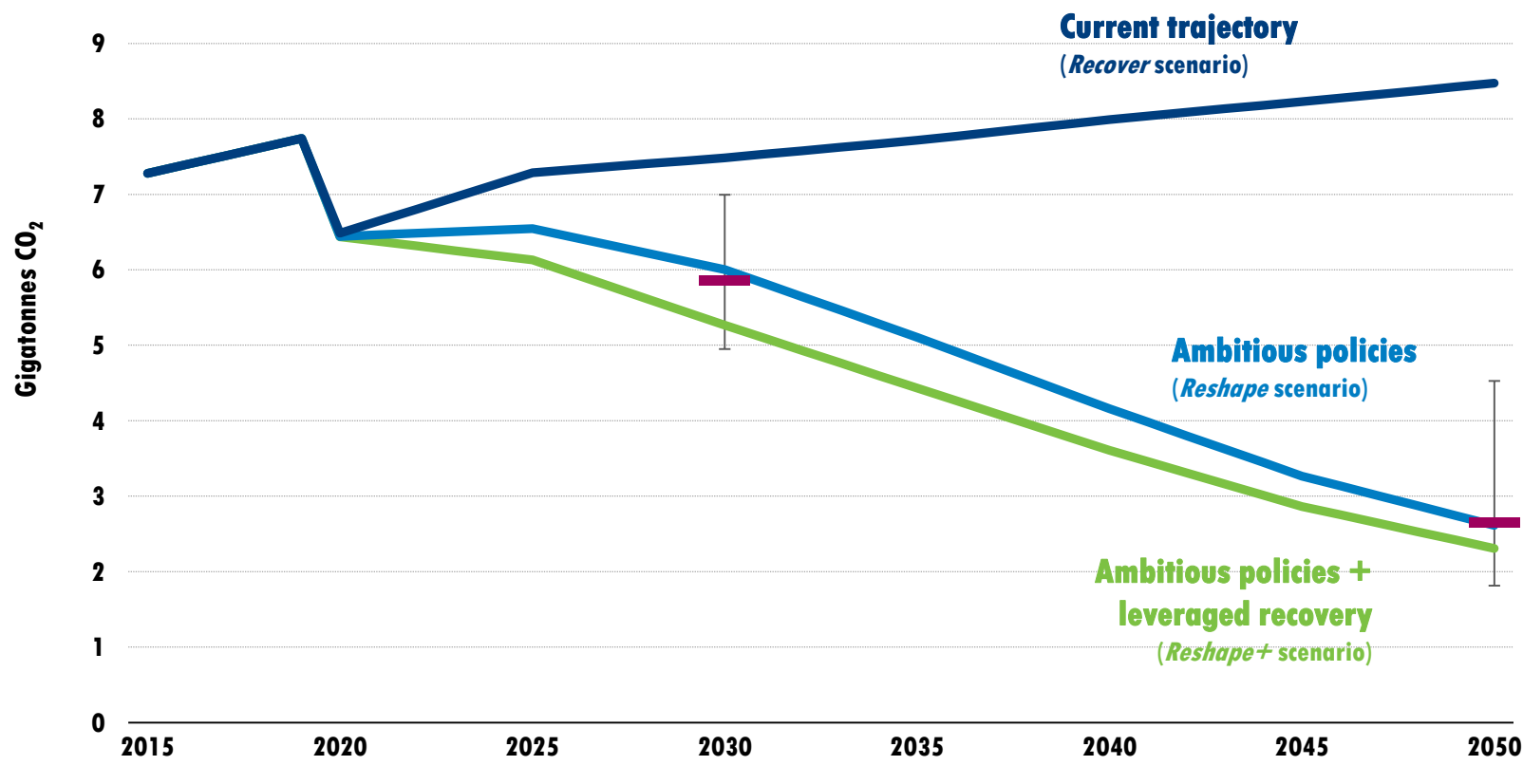


Freight transport demand
(billion tonne-kilometres)



Under the current policy trajectory, **passenger activity will increase 2.3-fold** to 2050. **Freight transport will grow by a factor of 2.6.** Population growth and increasing prosperity drive increased demand in all scenarios.

More ambitious policies can reverse the growth of transport CO₂ emissions



Transport CO₂ emissions are set to rise, not fall

CO₂ emissions could be nearly 70% less in 2050 compared to 2015

Transport's carbon budget to limit global warming to 1.5°C

Total transport CO₂ emissions by scenario
(Gigatonnes CO₂)

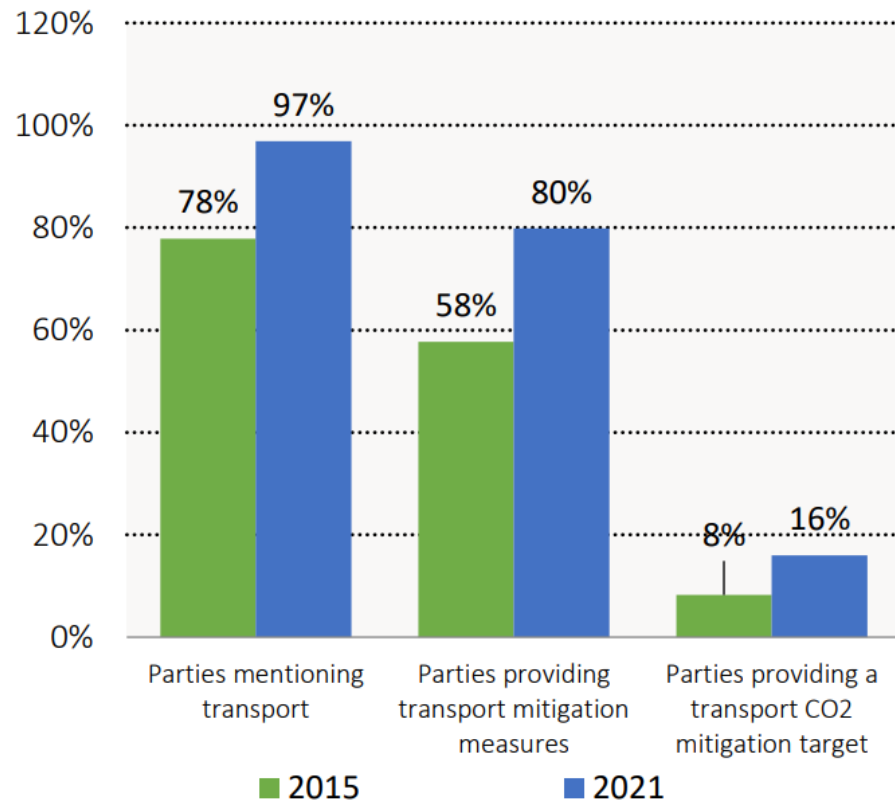
Note: ITF models used in this Outlook are typically run by five-year increments, therefore the 2020 to 2025 recovery trend may not necessarily be linear despite being shown as such in the figure. The shape of this “recovery curve” will depend on policy implementation and economic trajectories. Estimates of the emissions levels needed to meet 1.5C warming levels were sourced from <https://data.ene.iiasa.ac.at/iamc-1.5c-explorer> similarly to ICCT (2020). Transport sector emissions pathways with low or no overshoot were selected before estimating the median emissions in each year, error bars represent the 25th and 75th percentiles of scenarios. Emissions of black carbon are excluded as these are not estimated in the ITF or IEA MoMo models.

The countries' responses (when looking at their NDCs)



Countries are getting more serious about decarbonising transport according to COP26 and COP27 commitments*

Figure 1. Share of NDCs with transport mentions, measures and targets, 2015 and 2021 (100%=194)



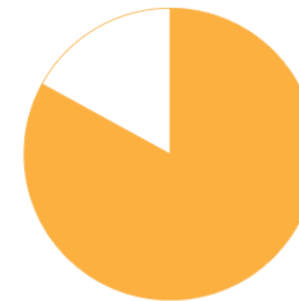
* Source: <https://www.itf-oecd.org/sites/default/files/docs/transport-co2-paris-agreement-six-years-later.pdf> (2021)

*as stated in their Nationally Determined Contributions (NDCs)



98%

of NDCs mention transport



83%

of NDCs include transport measures



18%

of NDCs set CO2 reduction targets

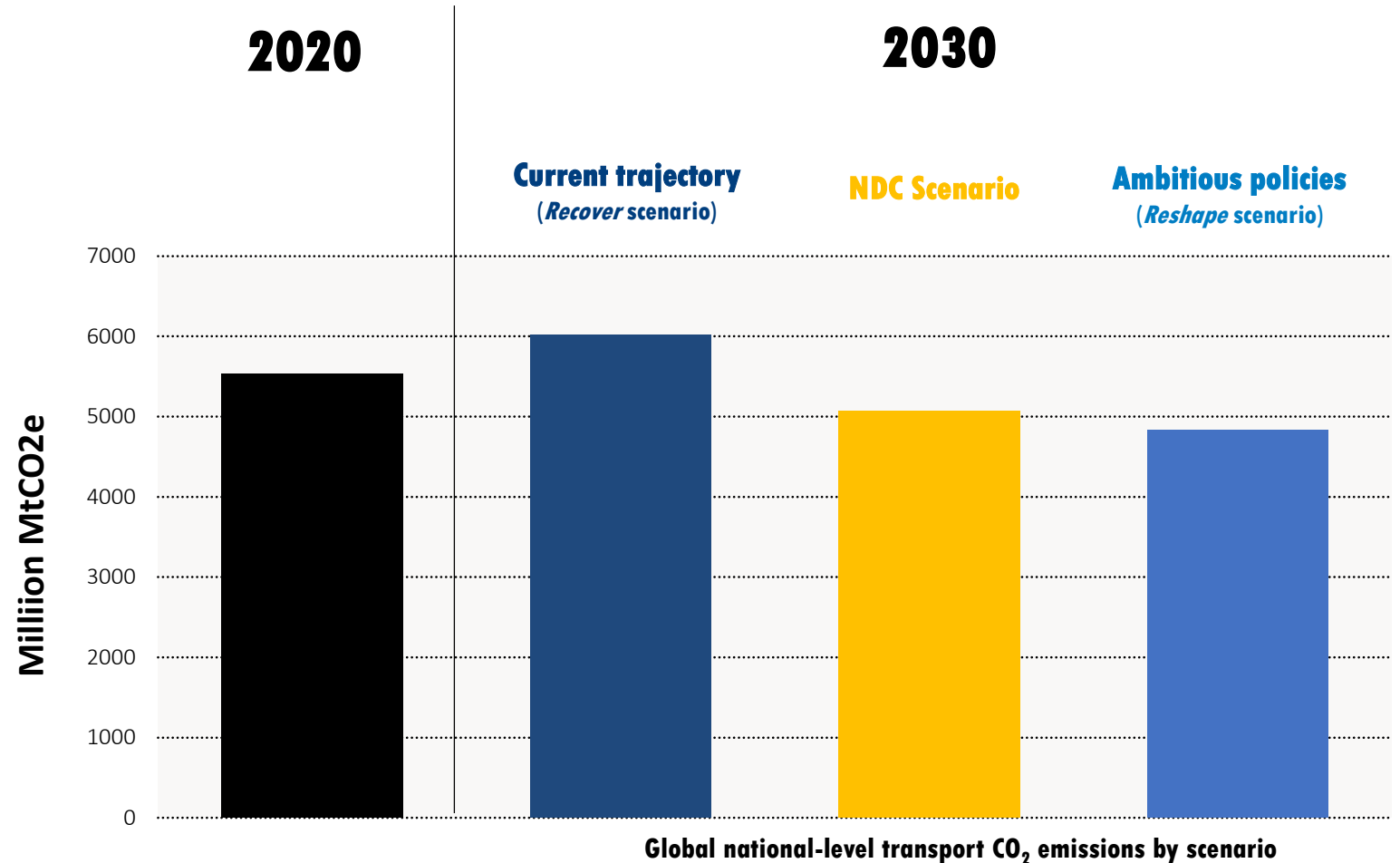
As of 02 January 2022

* Source: <https://www.itf-oecd.org/ndc-tracker/en>

These updated commitments are still not enough to meet the objectives of the Paris Agreement

...but they would bring into reach a pathway to containing global warming.

[if assuming that all 2030 NDC targets are fully implemented making optimistic assumptions about the impact of CO₂ reduction measures]



* Source: <https://www.itf-oecd.org/transport-co2-paris-climate-agreement> (2021)

More frequent updates to NDCs to raise ambition don't seem to work

- **At COP26 NDC 5-year revision cycle:**

NDC ambitions still deemed to be insufficient → countries were asked to revise on more regular basis (i.e. annual)

- **Between COP26 and COP27:**

32 parties had submitted new NDCs (most of these hadn't been updated in time for COP26 → not many actual new submissions between COP26 and COP27)

ITF's work can help!



The ITF provides a database of measures that can work!

The ITF's Transport Climate Action Directory

The Directory provides over **80 mitigation measures** with the evidence to assess their effectiveness.

Each measure contains **information on CO₂ emissions impacts, costs, co-benefits and other considerations.**

<https://www.itf-oecd.org/tcad>

"The International Transport Forum's TRANSPORT CLIMATE ACTION DIRECTORY is a key tool for moving from ambition to climate action - our most urgent challenge in climate policy today.

Governments now have a new resource to help them choose mitigation and adaptation measures that work in their specific context and that support their objectives."



Patricia Espinosa

Executive Secretary
UNFCCC

ITF Transport Outlook 2023

Stay tuned for updates – the ITF Transport Outlook 2023 will be launched at the ITF Summit in May.

<https://www.itf-oecd.org/itf-transport-outlook-2023>

It will include insights into the impacts of the energy crisis, the war in Ukraine and more...

Thank you for your attention!

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