

ITF Transport Outlook 2023

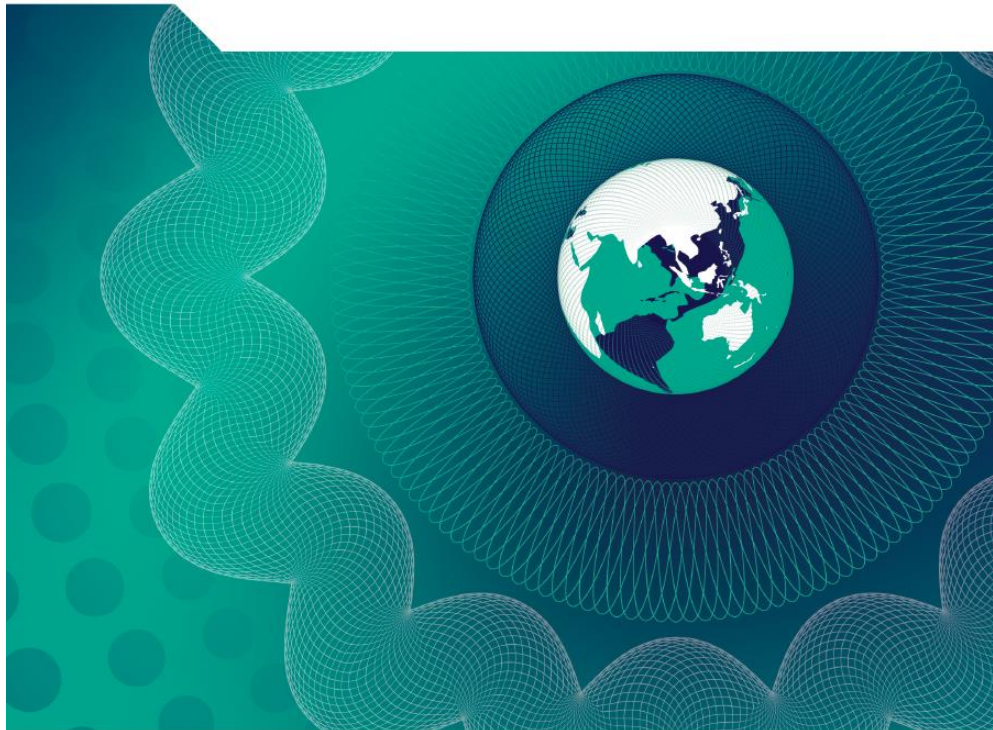
Paving the Path: Decarbonising
Transport in India and the Region

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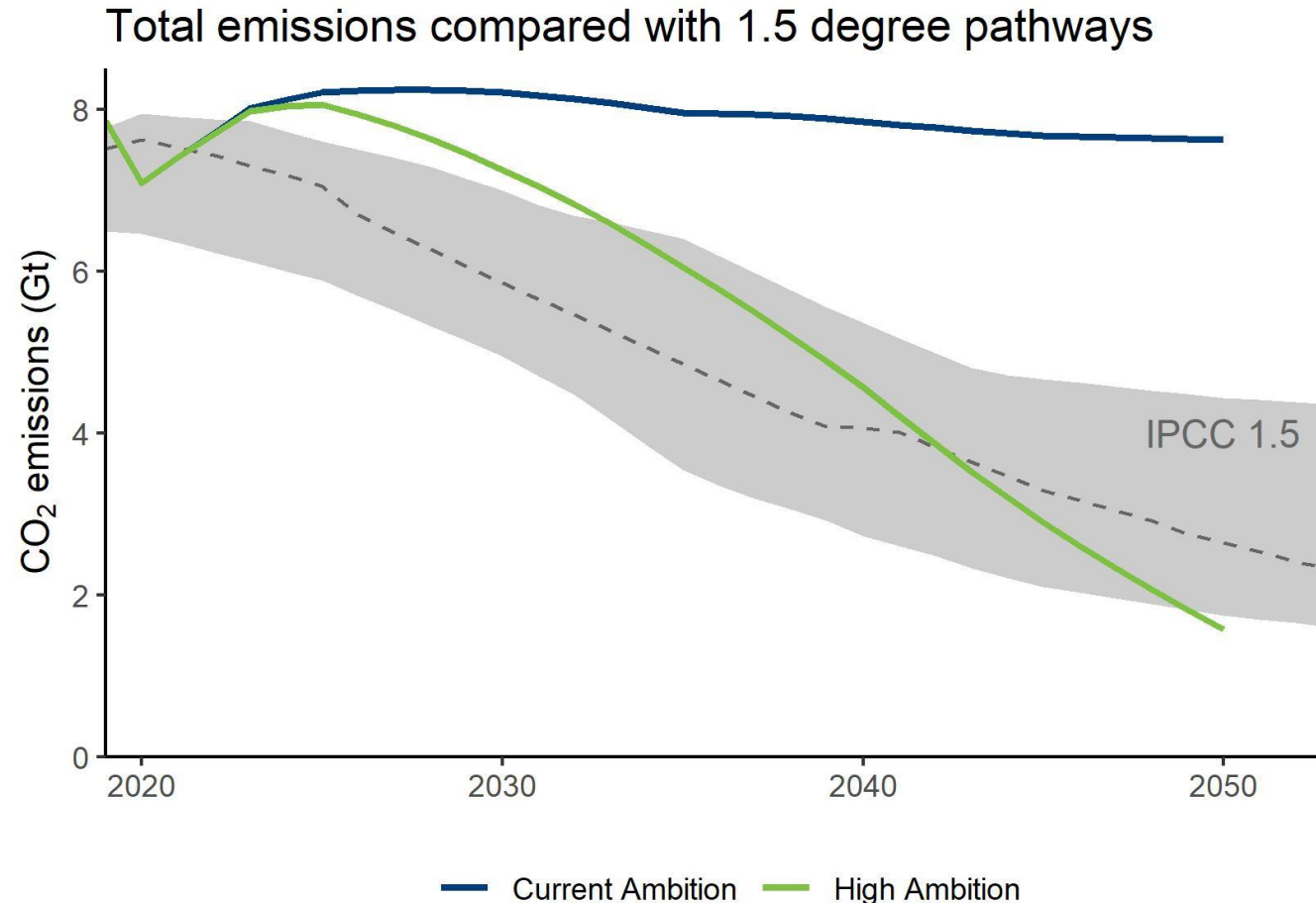
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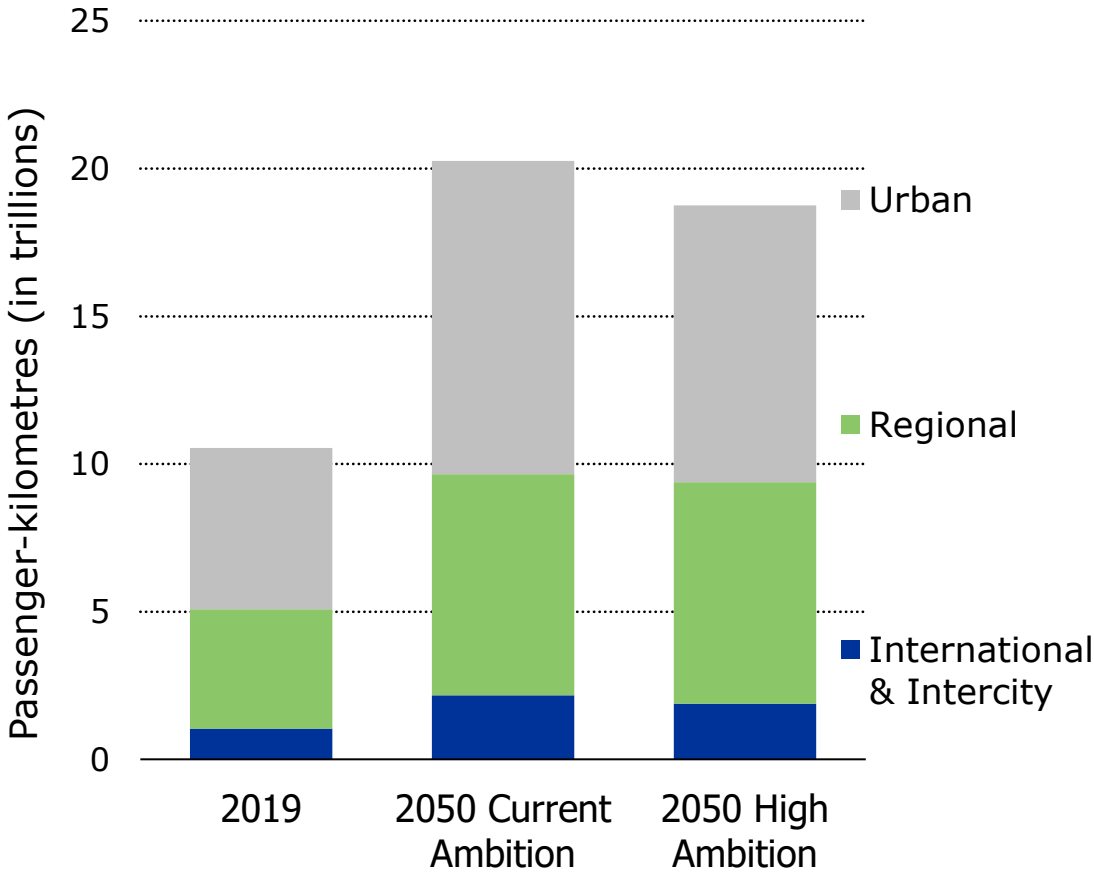
- Published every two years
- Reflects current world events and prospects for transport
- Reflects projections for population, economy and trade
- Models potential outcomes for two policy scenarios: *Current Ambition* and *High Ambition*
- Estimates demand and CO₂ emissions projections

As time runs out, accelerated action is needed

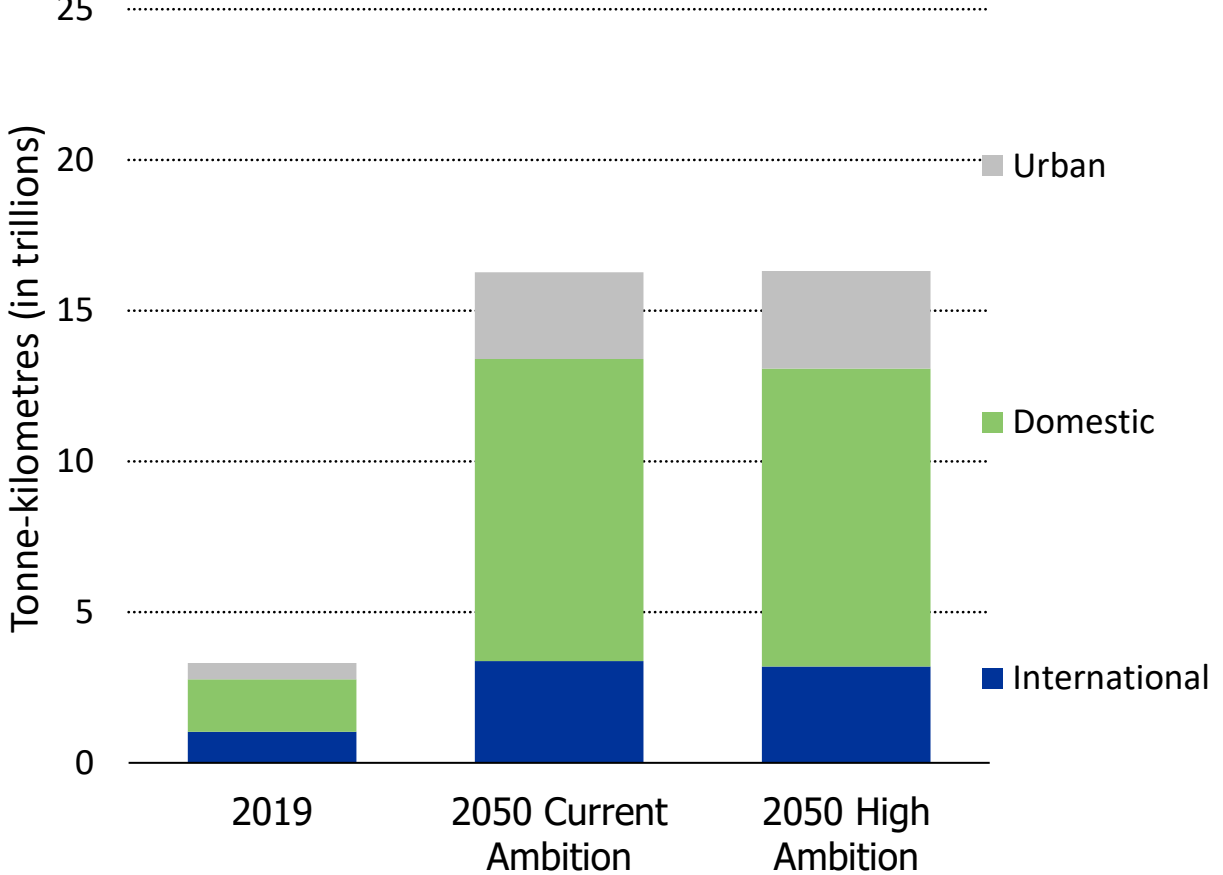


Key point: We are not on track to meet Paris climate targets of well below 2 degrees and aiming for 1.5

Demand in SSWA will grow under both scenarios



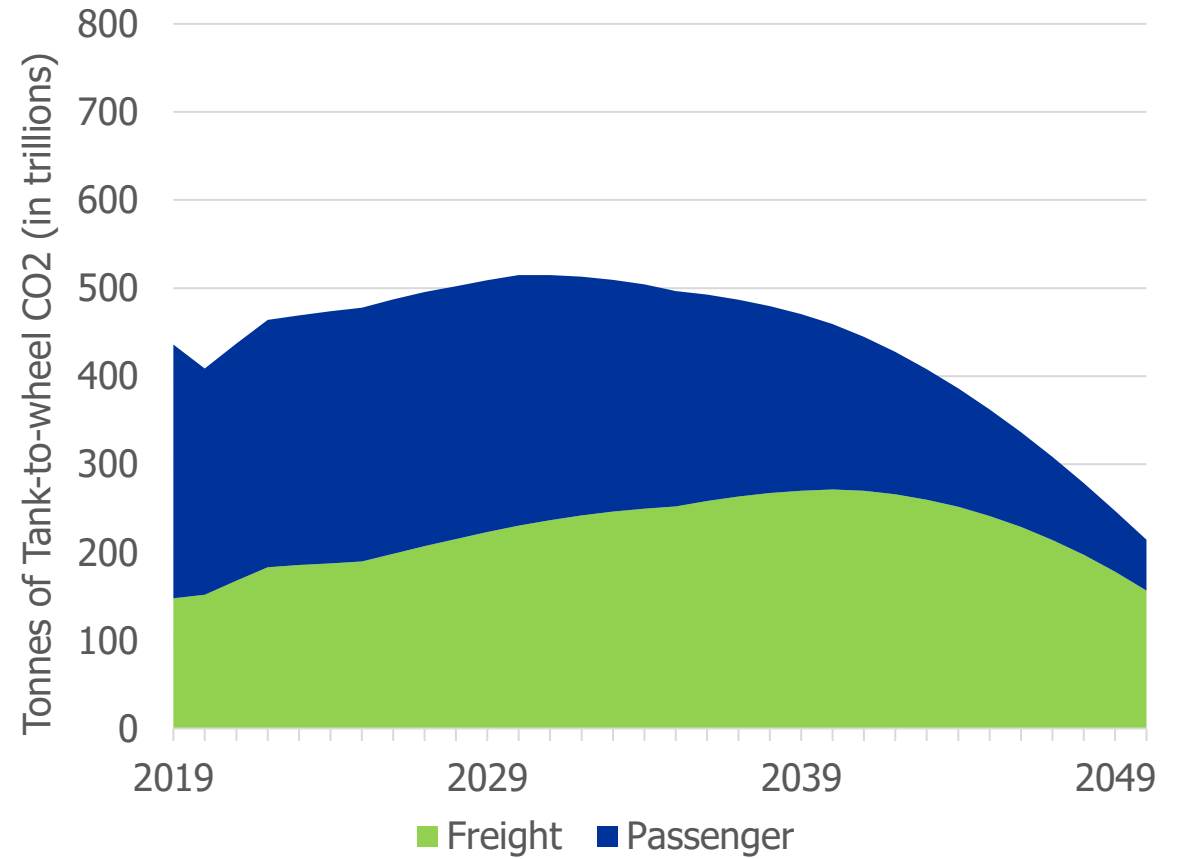
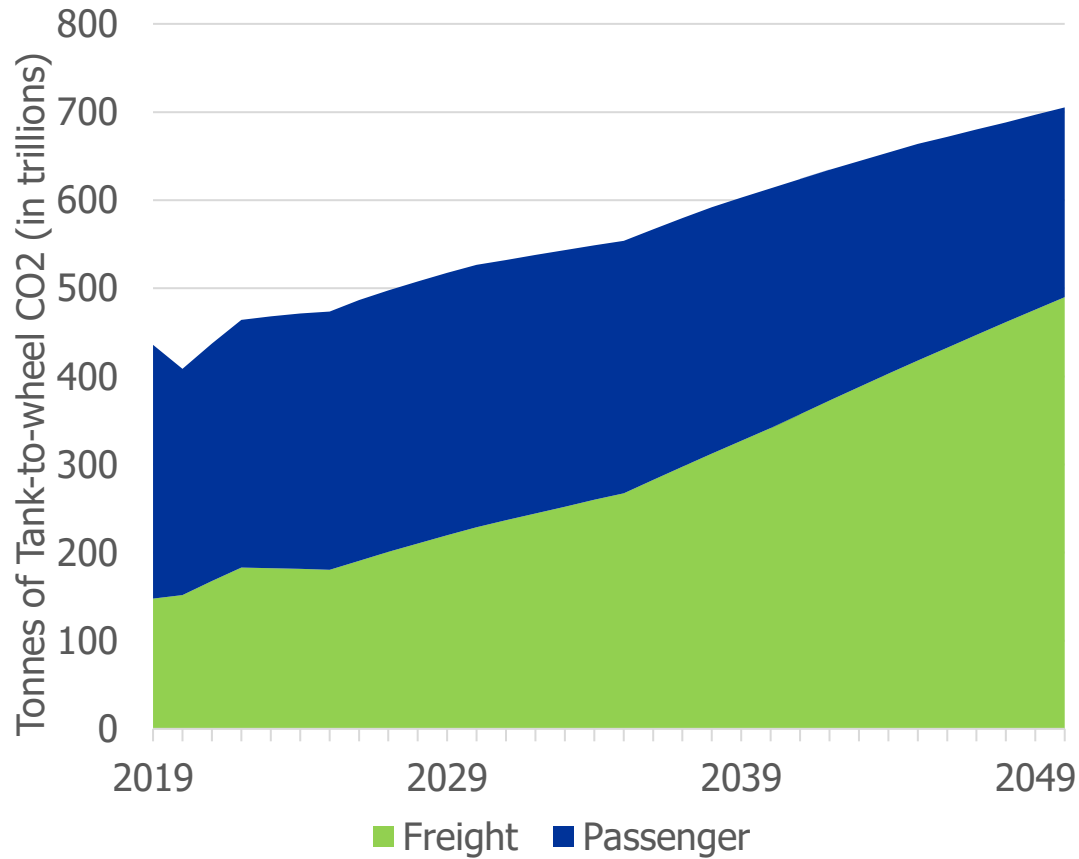
Passenger



Freight

Note: Figure depicts ITF modelled estimates for SSWA. Current Ambition (CA) and High Ambition (HA) refer to the two main policy scenarios modelled, which represent two levels of ambition for decarbonising transport. Figure shows international freight (not domestic freight)

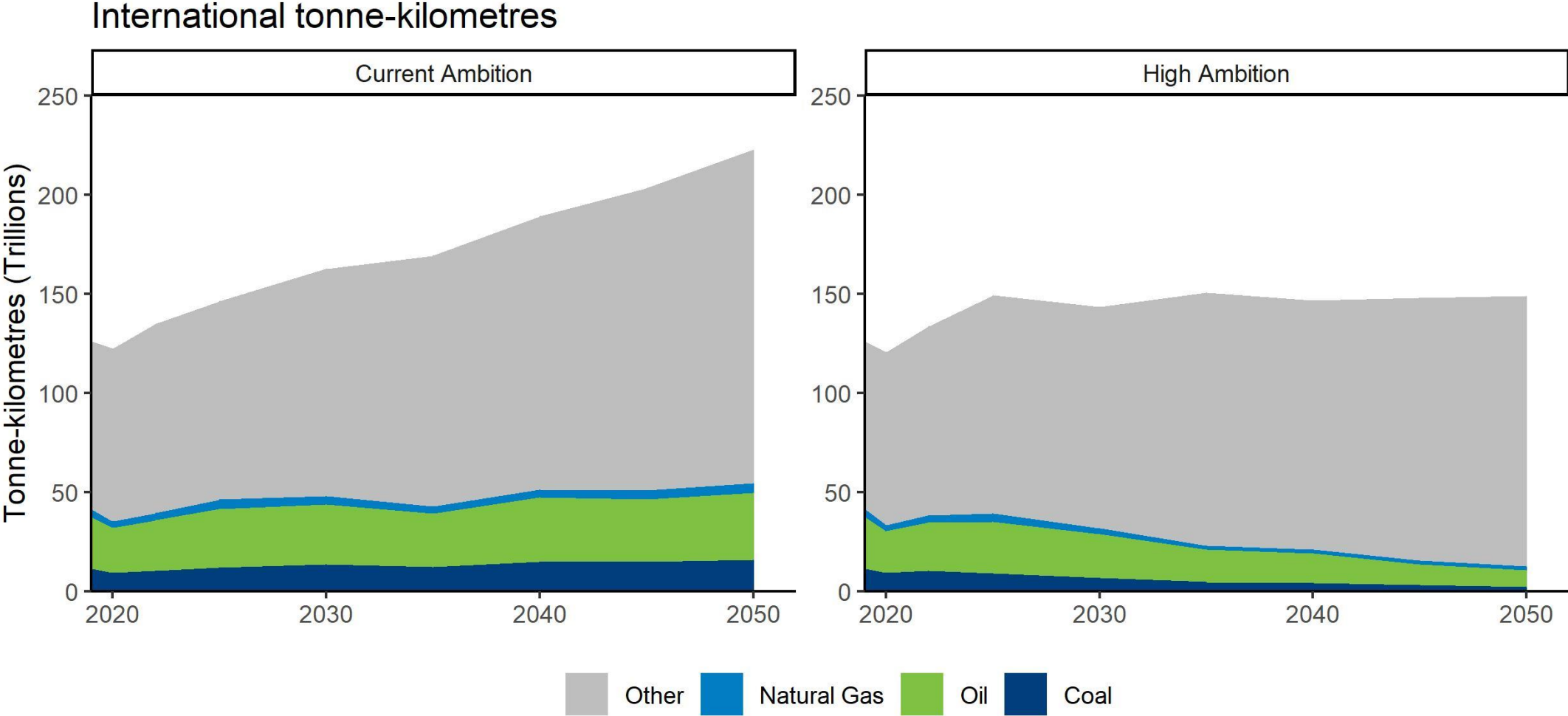
Freight decarbonisation has fallen behind passenger



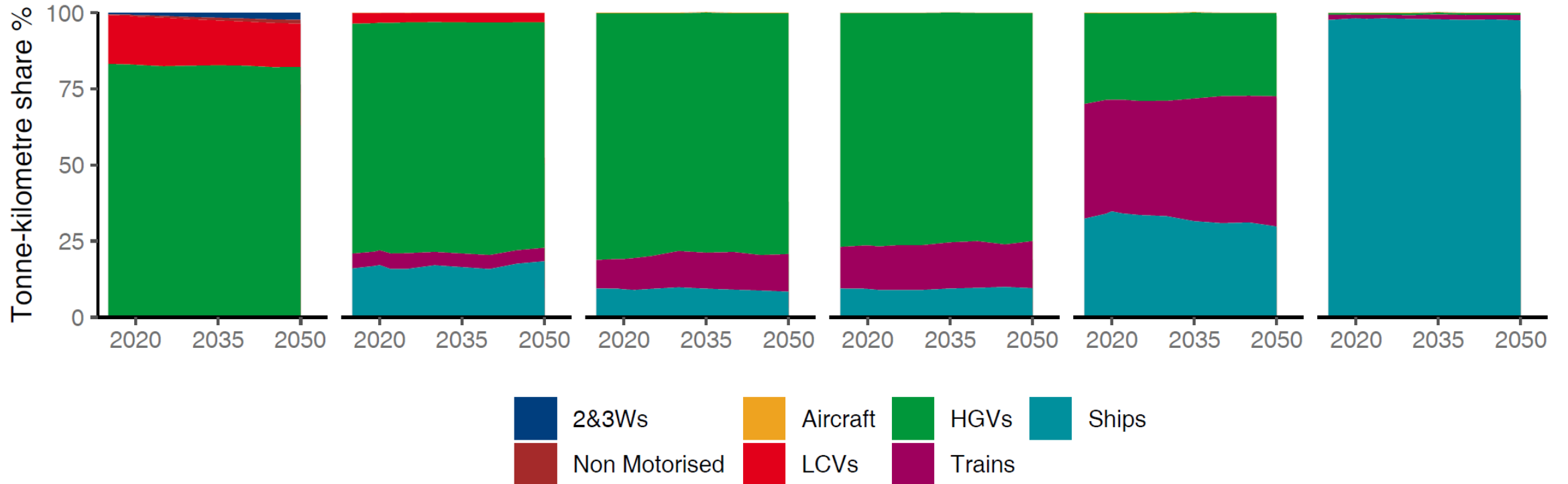
Assumptions

- **Economic instruments** – including carbon pricing, distance based charging, parking charges
- **Infrastructure improvements**
- **Service & efficiency improvements** – for public transport and improvements in the efficiency of freight operations, including at multimodal interfaces through digital transformation strategies
- **Regulatory measures** – including access restrictions, reductions in available parking
- **Integrated planning** – especially in the case of strategies for the sustainable development of urban areas
- **Accelerated availability of cleaner fleets and fuels** (mostly aligned to Breakthrough 2030 goals)
- **Reducing reliance on fossil fuels**

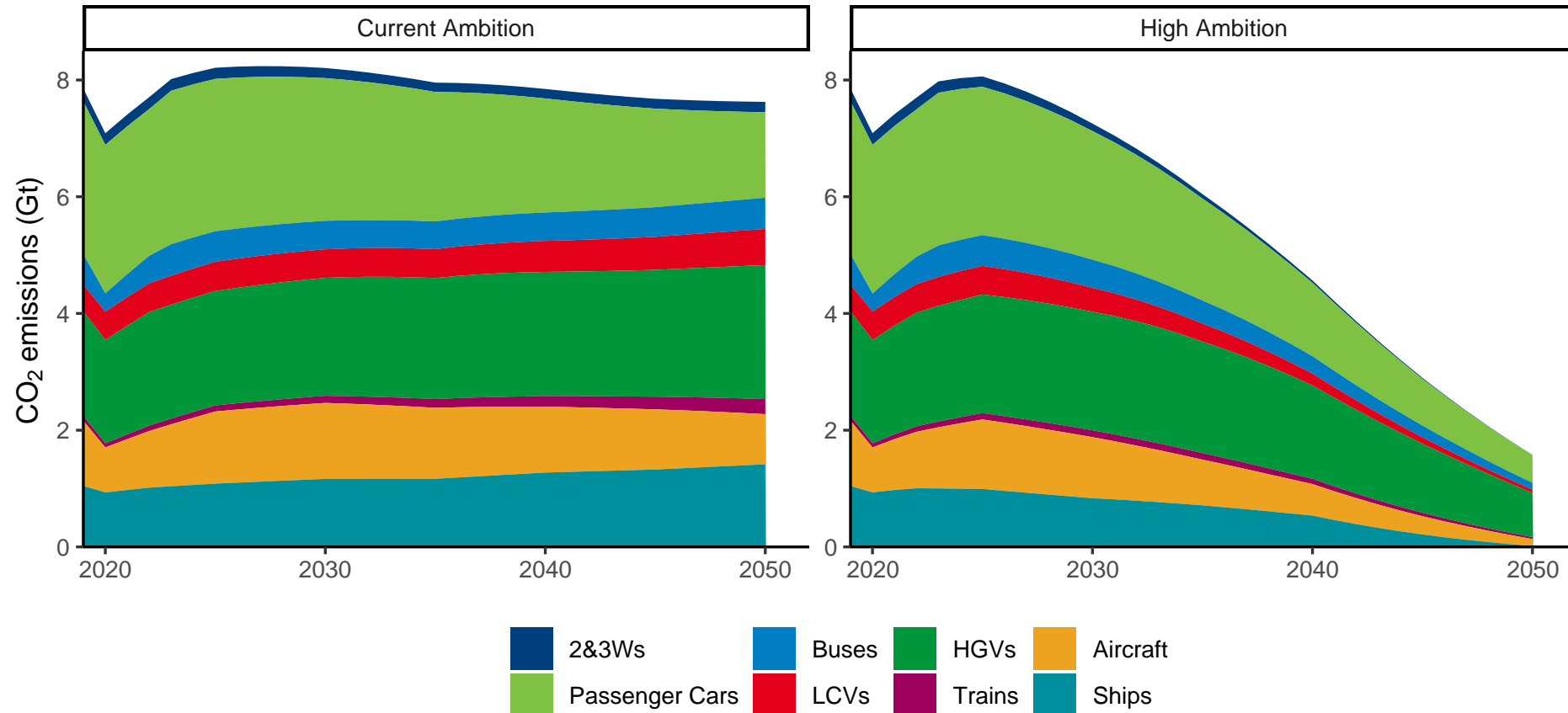
Energy demand impacts global transport demand



Road freight remains dominant over most distances



Cleaner fleets and fuels are essential



Key point: With current ambitions we have already reach peak ICE car fleet, but even more is needed.

Avoid & Shift have critical roles to play in cities



**Tackle congestion
and harmful
emissions**



**Free up space for
people centred
design**

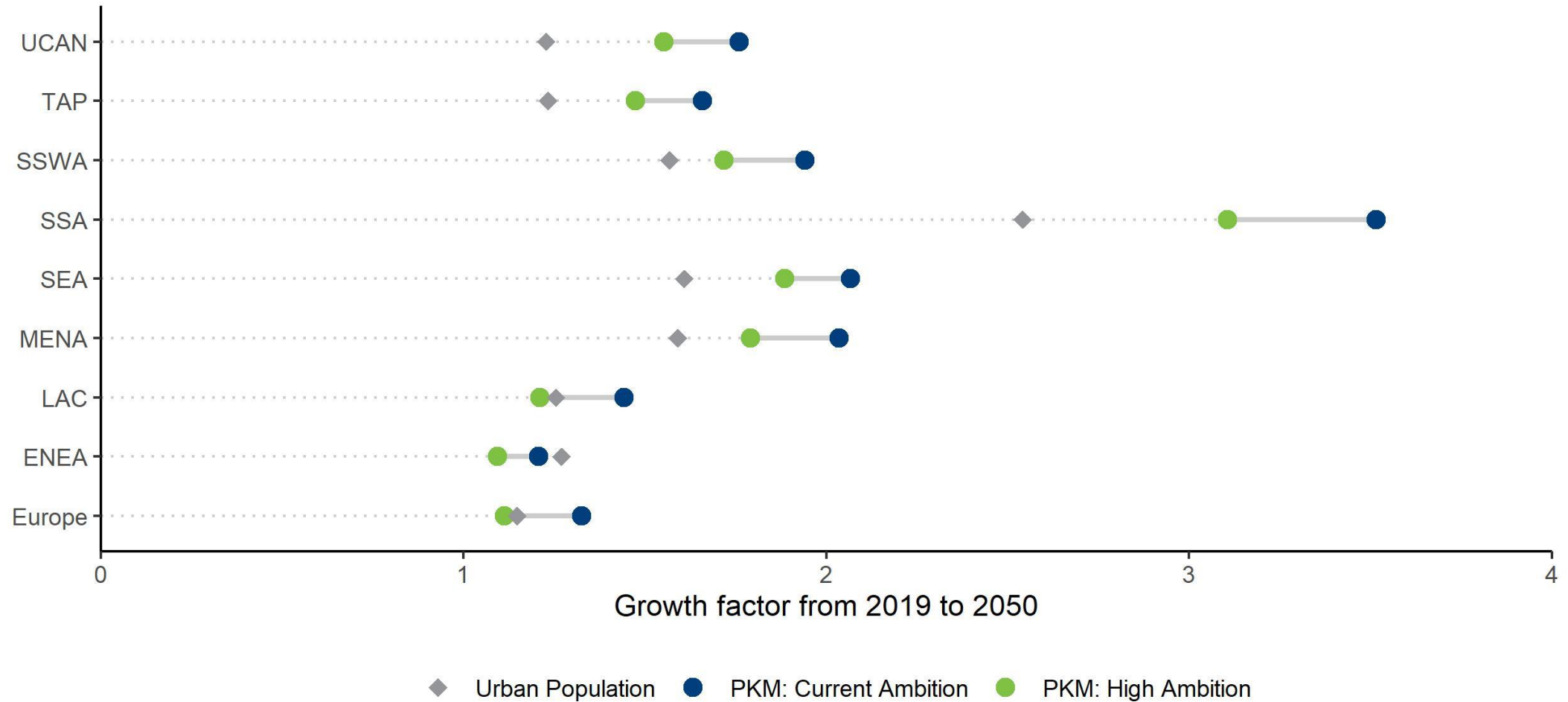


**Reduce Crash Risks
for cyclists and
pedestrians**



**Improve sustainable
access to
opportunities**

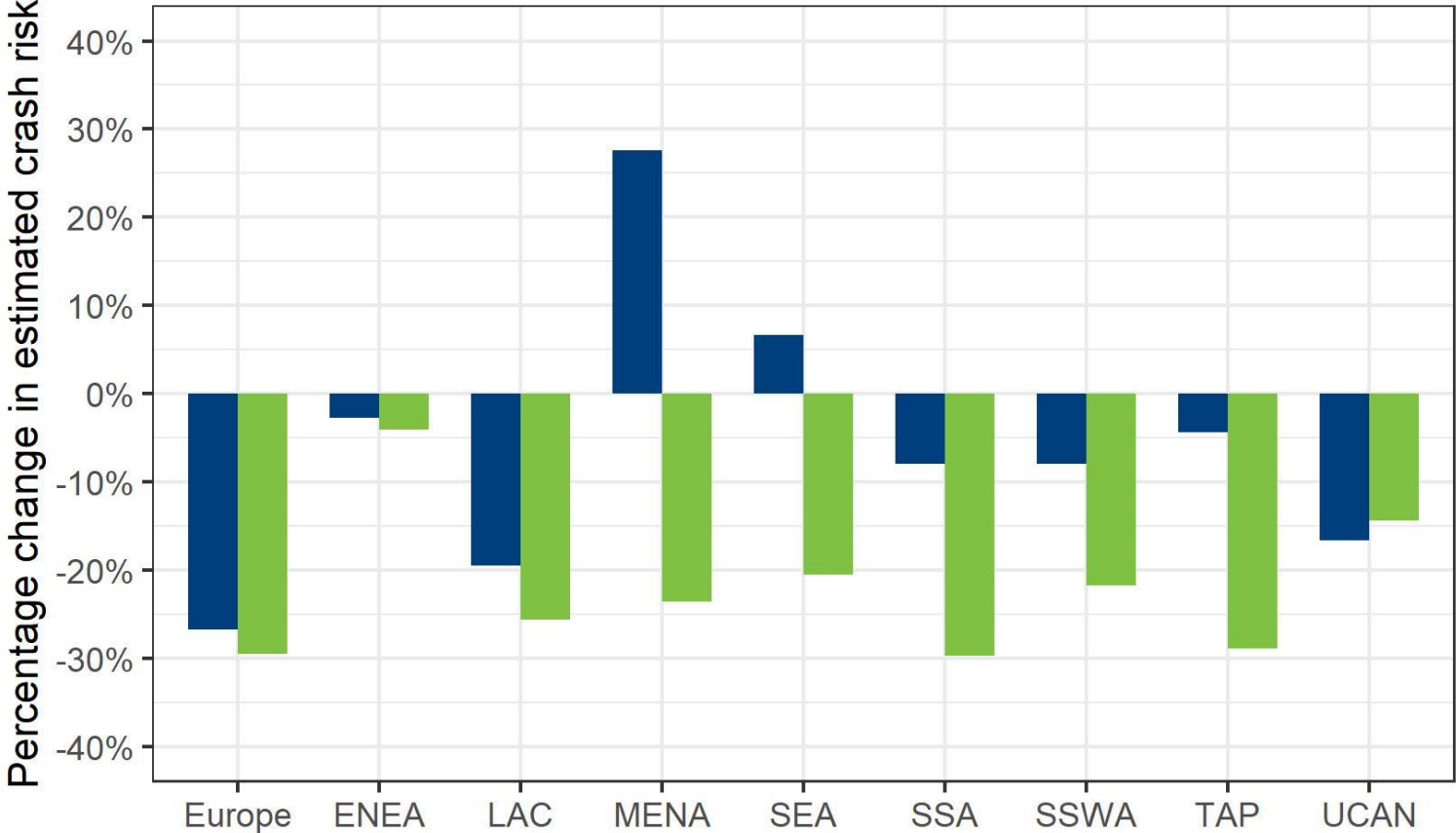
Urban populations will grow, demand grows faster



Urban settlements

Region	Difference in PKM per trip under High Ambition scenario in 2050 compared to Current Ambition scenario (%)	Difference in trips per-capita under High Ambition scenario in 2050 compared to Current Ambition scenario (%)
East and Northeast Asia	-8	-1
Europe	-14	-3
Latin America and the Caribbean	-15	-1
Middle East and North Africa	-11	-1
South and Southwest Asia	-8	-1
Southeast Asia	-11	-1
Sub-Saharan Africa	-10	-1
Transition and other Asia-Pacific	-11	-1
UCAN	-8	-4

Crash risk* for pedestrians and cyclists reduces in SSWA

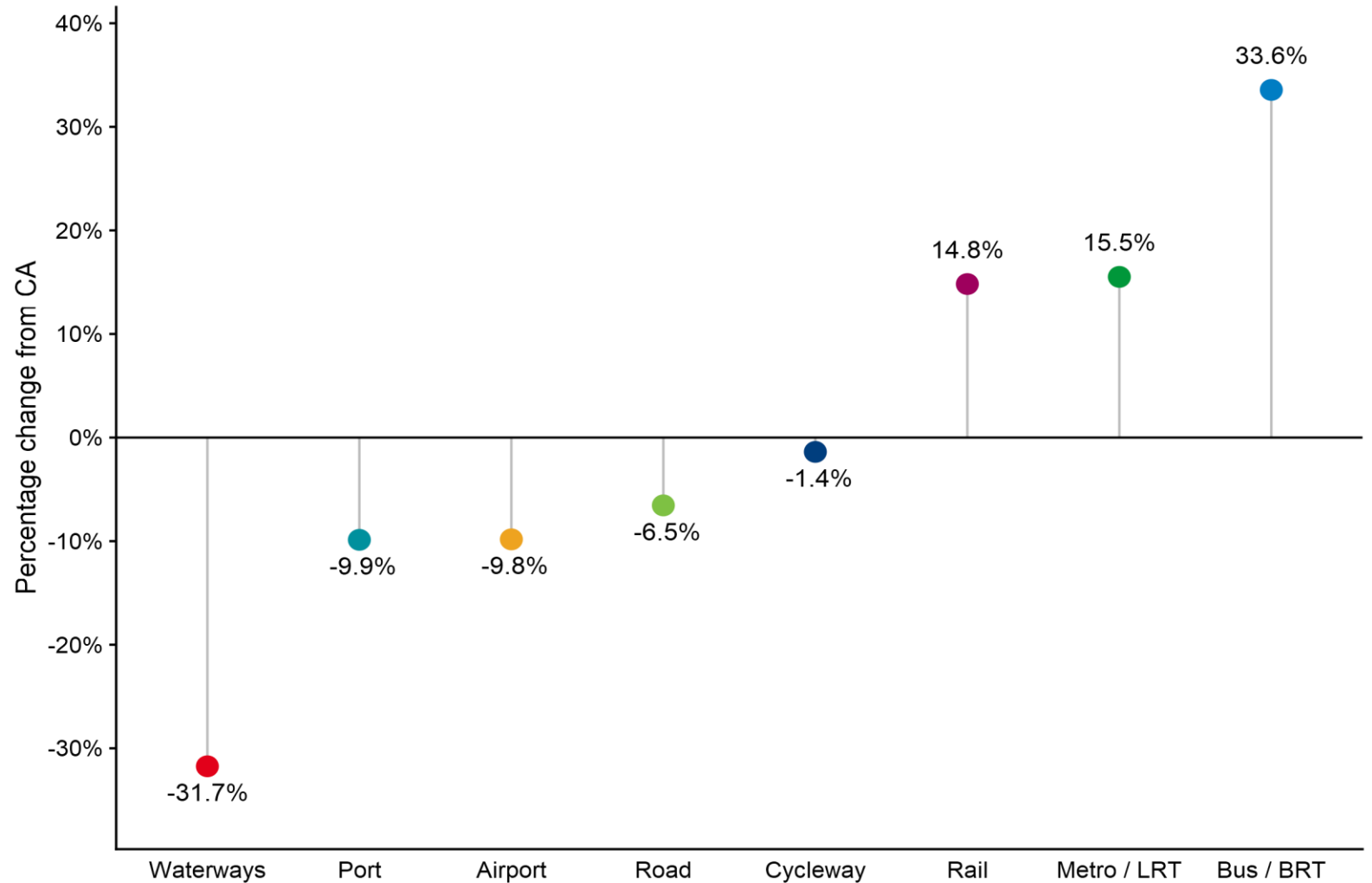
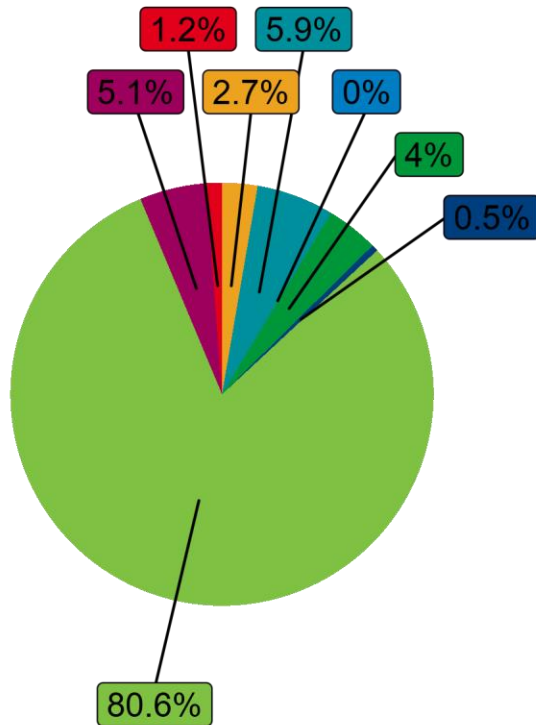


* Passenger vehicle only so far

■ Cyclist-Car Indicator
 ■ Pedestrian-Car Indicator

Align investment towards a low carbon future

2050: Current Ambition



Global Policy Recommendations

- Develop comprehensive transport and land-use strategies to reduce private vehicle use, manage urban sprawl, and allow for strategically aligned investment.
- Accelerate the transition to cleaner fleets and fuels and make necessary reforms to vehicle taxation. Set targets and collaborate across sectors.
- Support multimodal and sustainable networks. Encourage efficiency improvements in freight.
- Evaluate the wider benefits for urban areas.

Regional Policy Recommendations

- Target road freight to achieve significant reductions in transport CO2 emissions
- Link decarbonisation and regional connectivity to develop resilient transport sectors
- Establish coherent freight reforms for sustainable outcomes
 - Ensure policies on incentives and penalties are coherent and align economic objectives with sustainability goals
 - Collecting, aggregating and analysing transport data is crucial to understanding, planning and monitoring

Discussion

- Financing decarbonisation in the region
- Transport infrastructure burden for countries in the region
- Data gaps for modelling and planning work in the region

Thank you

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