

## AGENDA

# Reforming the Public Transport Sector to Provide Sustainable Urban Mobility in Tashkent

## SCENARIO BUILDING WORKSHOP

27 October 2022  
Virtual, Zoom



## BACKGROUND

The International Transport Forum (ITF) at the OECD is an intergovernmental organisation with 63 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.

The ITF is leading the transport-related work of the “Sustainable Infrastructure Programme in Asia” (SIPA), a four-year programme (2021-25) led by the OECD to encourage the transition towards cleaner energy, transport and industrial systems in Central Asia and Southeast Asia. The SIPA programme aims to better align the region's infrastructure investment during the economic recovery from the Covid-19 pandemic with the objectives of the Paris Agreement and the U.N. Sustainable Development Goals.

The ITF contribution to SIPA focuses on sustainable transport infrastructure development in Central Asia and Southeast Asia, with studies covering regional and national levels.

- On the **regional level**, the ITF will assess the capacity of large-scale transport infrastructure programmes in both regions to improve connectivity and reduce their environmental costs. The project will take stock of current and planned transport infrastructure projects in the region and assess their impacts through scenario analysis. It will also suggest strategies to finance investments to close any identified infrastructure gaps. Finally, the regional studies will benchmark national freight transport policies against OECD best practices, focusing on opportunities to reduce CO<sub>2</sub> emissions from the construction and use of infrastructure (life-cycle assessment).
- On the **national level**, the ITF will develop sustainable transport roadmaps tailored to the participating countries' needs. The focus of the roadmap will be developed in consultation with national stakeholders to identify relevant transport sub-sectors, transport modes, the geographic scope, and suitable technologies and policies for implementation.

## THE NATIONAL ROADMAP STUDY

The national roadmap study for Uzbekistan will develop decarbonisation pathways for urban passenger transport in Tashkent, Uzbekistan. It will focus on the role of public transport and its development in particular. The study comprises four parts:

- **Understanding the urban transport context in Tashkent**, including policy priorities and ongoing initiatives. The activity also comprises data collection.
- **Developing an urban mobility improvement plan for Tashkent**. Part 2 of the project will set out strategies to develop urban mobility solutions that deliver on Uzbekistan's objective to increase the mode share of public transport, reduce congestion, create socio-environmental benefits and build a sustainable, integrated urban transport system.
- **Quantitative assessment of decarbonising pathways for Tashkent**. Part 3 of the project will produce a quantitative assessment of how decarbonisation pathways based on improved public transport will reduce carbon emissions. For this, the ITF will create a tailor-made modelling tool for Tashkent based on the ITF urban transport model.
- **Dissemination of best practices about low-carbon transport systems**. Part 4 of the project involves disseminating the modelling tool, the policy findings and best practices identified among stakeholders in Uzbekistan and the Central Asia region.

# SCENARIO BUILDING WORKSHOP FOR URBAN PASSENGER TRANSPORT

The ITF project team will conduct a **virtual scenario-building workshop for urban passenger transport** on **27 October 2022**. This workshop aims to establish future development scenarios to analyse their contribution to achieving sustainable mobility and decarbonisation goals. It will gather technical experts from the main stakeholders in Tashkent to discuss the content of the scenarios and quantify the level of implementation of each measure.

A scenario is defined by a set of policy and technology measures (e.g. pricing measures, policies to support low-emission vehicles) and their level of implementation (e.g. level of expected pricing, objectives in terms of low-emission vehicles in the vehicle stock), up to 2030 and 2050. Three scenarios are considered for this study:

- **Baseline scenario** considers that the current policies remain and no additional transport policies or developments are implemented.
- **Current Policies scenario** assumes the committed and expected policies that are about to be implemented.
- **Climate Ambition scenario** proposes a pathway for reaching the climate objective of the Paris Agreement.

Prior to the workshop, participants are invited to think about potential measures and their level of implementation in order to have a dynamic and unbiased discussion on a broader range of possible developments. The ITF will distribute supporting materials for this workshop preparation along with this agenda.

Simultaneous interpretation between Uzbek, Russian and English will be provided. Live participation and comments are encouraged, as well as any form of written contribution. The final output of the workshop will be communicated to all the participants in the two weeks following the workshop.

## PROGRAMME

27 October 2022

15:30-17:30 Tashkent time (UTC+5)

Virtual, Zoom

**Moderator:** Yaroslav Kholodov, ITF

<b>15:00-15:30</b>	<b>Zoom session opened &amp; instructions</b>
<b>15:30-16:00</b>	<b>Introducing the Scenario Analysis Approach</b> <ul style="list-style-type: none"><li>▪ <b>Introduction and Tour de table</b> (10 minutes)</li><li>▪ <b>Scenario definition and analysis</b> (20 minutes)<ul style="list-style-type: none"><li>○ Concept of the three scenarios (Baseline, Current Policies, and Climate Ambition)</li><li>○ ITF scenario analysis approach with an example</li></ul></li></ul>
<b>16:00-17:20</b>	<b>Brainstorming on Effective Policy Measures</b> <ul style="list-style-type: none"><li>▪ <b>Identification of relevant policy measures</b> (40 minutes)<ul style="list-style-type: none"><li>○ Discuss the list of potential policy measures based on the ITF research and stakeholder responses</li></ul></li><li>▪ <b>Discussion on the potential for each policy measure</b> (40 minutes)<ul style="list-style-type: none"><li>○ Discuss the scales of implementation (e.g. geographical coverage, expected impacts, etc.) by 2030 and 2050</li></ul></li></ul>
<b>17:20-17:30</b>	<b>Conclusion &amp; Next steps</b>

## ■ ZOOM LINK FOR THE WORKSHOP

Registration is required for the workshop. Once registered, you will shortly receive an email with access to the Zoom session.

### Registration link:

<https://meetoecd1.zoom.us/meeting/register/tJYpc-qhpiMoGNGmVcE8RfsCrHtjtUbXB3e9>

### Some useful information:

- A headset with a microphone is recommended, or an audio system with echo canceler
- A wired internet connection is recommended
- Please mute your microphone throughout the meeting, except when you wish to take the floor and speak

### Personal Data protection

The OECD processes personal data under its Personal Data Protection Rules:

<https://www.oecd.org/general/data-protection.htm>

### Security and Privacy

The OECD's configuration of the Zoom service reflects the following measures:

- Pre-registration, passwords, and the "waiting room" functions are enabled to prevent unauthorised access to the conference.
- Specific identity format (organisation, name) for remote participants for easy control of each attendee in the Waiting Room before admitting them into the meeting.
- Only the host (OECD) or co-hosts can enable a recording on their local computers.
- If the conference is recorded, a notice will show on the screen.
- No chats can be saved, and no private chats are permitted except with the host or co-hosts.
- Participants enter the conference call muted and without video showing unless and until they enable these features themselves.
- Avoid discussing any highly-sensitive matters