Enhancing energy efficiency of the freight transport sector in LLDCs

Dulguun Damdin-Od
Executive Director
International Think Tank for LLDCs

09 to 10 Aug 2023
Kathmandu, Nepal
There are 32 Landlocked Developing Countries
10 LANDLOCKED DEVELOPING COUNTRIES LOCATED IN ASIA
TRANSITION OF FREIGHT TRANSPORT
What does this mean for emissions?

- Compared to 2005, transport emissions are set to more than double with current policies.
- To reach the 90% decarbonization targets transport policy and investment is needed across the whole – **avoid, shift, improve system** – and all countries need to be included.
THE ASIA-PACIFIC ELECTRIC VEHICLE MARKET WAS WORTH US$ 105.81 BILLION IN 2022 AND IS ANTICIPATED TO REACH A VALUATION OF US$ 571.45 BILLION BY 2028.

The increase in income levels and the increase in urbanization in the emerging countries of Asia Pacific are reliable engines of growth for the EV market.

Central Asian countries have increased their imports of lithium-ion batteries and electric vehicle components from China in recent years.
ENERGY EFFICIENCY OF TRANSPORTATION

The 50 by 50 Global Fuel Economy Initiative (GFEI): This initiative proposes making vehicles 50% more efficient by 2050. Though aggressive, GFEI maintains that this goal can be achieved with existing technologies, and in the short term will have a high impact on reducing fuel consumption and carbon emissions.

- Energy-efficient freight transport will play an important role in global warming.
- Especially in Landlocked Developing Countries, the implementation of energy-efficient transport policies has an impact on economic growth and emission reduction.
- Regularly updating and making available the best practices and lessons learned on transportation policy planning and implementation.
- Currently transport is responsible for nearly one-quarter of global energy-related CO2 emissions. [https://www.globalfueleconomy.org/toolkit](https://www.globalfueleconomy.org/toolkit)
Passenger light-duty vehicle targets
Double global fuel economy of new vehicles by 2030, reduce CO₂ emissions 90% by 2050

Heavy-duty vehicle targets
Improve new vehicle fuel consumption 35% by 2035 - CO₂ reduction target of 70% by 2050

Transit bus targets
Improve fuel economy to reduce CO₂ emissions by 65% by 2035 and 95% by 2050

Two & three wheel vehicle targets
Improve fuel economy to reduce CO₂ emissions by 80% by 2035 and 95% by 2050

https://www.globalfueleconomy.org/toolkit