Regional Cooperation Mechanism on Low Carbon Transport

Regional Meeting on Just Transition to Low Carbon Transport
10-11 August 2022

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Background

• The implementation of the Paris Agreement requires economic and social transformation in all sectors, including the transport sector, which contributes to 24 per cent of direct CO₂ emissions from fuel combustion globally.

• As one of the fastest growing CO₂ emitting sectors, it is currently not on track to meet its decarbonization target by 2050.

• Further collaboration and cooperation between sectors and across regions will be essential to advance decarbonizing transport goals but institutional mechanisms are still lacking.
Transport CO₂ Emissions Trajectory

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)

Source: ITF Transport Outlook 2021
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 1.5°C 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.
Transport demand is expected to grow across all regions, at different rates.

- Asia is expected to see significant demand growth, alongside regions of Middle East and North Africa (MENA), Sub-Saharan Africa (SSA) and Latin America and the Caribbean (LAC).

Source: ITF Transport Outlook 2021
Emissions could decrease by 56% under very ambitious policies in Asia

- However under the current trajectory, CO₂ emissions could increase by 47% in Asia by 2050. The region is expected to become the highest emitter.

Source: ITF Transport Outlook 2021
Transport Targets in Nationally Determined Contributions (NDCs)

ESCAP member States’ NDCs are primarily focused on the promotion of public bus transport, alternative energy sources and electric mobility.

- 98% of NDCs mention transport
- 82% of NDCs include transport measures
- 18% of NDCs set CO2 reduction targets

Source: https://www.itf-oecd.org/ndc-tracker/en
Despite the significant role the transport sector plays in mitigating the impact of climate change, transport ministries are usually not directly involved in the climate change policy processes, including the development of the NDCs.
Regional Collaboration, Global Progress and National Priorities

Stronger collaboration in the Asia and Pacific region can:

- Accelerate climate action on a national level

- Contribute to the identification of regional and national priorities, while aligning with global decarbonizing transport efforts

- Serve as a key catalyst for global progress and will play an increasingly critical role to advance the goals of the Paris Agreement

A **sectoral and regional collaboration approach** can harmonize national climate and transport goals, while enhancing the influential role countries in the Asia and the Pacific play in global climate change and transport policy processes.
The Development of a Regional Cooperation Mechanism on Low Carbon Transport

• The Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) includes a specific activity to “establish a regional cooperation mechanism to promote low carbon transport, including a shift to electric mobility and clean energy technologies to contribute to transport emissions reductions”

• To help ESCAP member States identity and develop policies for low carbon mobility, clean energy technologies and logistics.

• Dependent upon regional and multi-stakeholder collaboration and supported by relevant data and policy analysis.

• Complement ESCAP’s existing intergovernmental processes for transport and strengthen and accelerate collaborative efforts on low carbon transport action in between Committee on Transport sessions.
Objectives

• **Deepen regional collaboration** through the sharing of experiences, information and best practice knowledge, and identifying common interests and policy priorities

• Provide a platform for **multi-stakeholder engagement**, discussion and beyond

• **Enhance regional dialogue** on transport and climate change

• Outputs of this mechanism will contribute to the:
  1. Development of transport specific targets in NDCs,
  2. Identification of national and regional low and zero carbon transport goals and implementation action, and
  3. Strengthening of linkages between high-level regional and global dialogues on decarbonizing transport policies
Outputs and Timeline (2022 – 2026)

**Phase 1** - Identification of subregional and regional priorities and the development of a cooperation framework (2022 – 2023)

**Phase 2** – Implementation of the cooperation framework (2023 – 2026)

Key activities and outputs include:

- Subregional consultations
- Regional meetings
- Summary reports on priority transport and climate change action in Asia and the Pacific
- Policy papers according to the priority topics identified by member States
- Cooperation framework that will enable joint work, knowledge transfer and data sharing on low and zero carbon transport for ESCAP member States
- Contribute to regional and global high-level dialogues and initiatives on transport and climate change
Draft Timeline (2022)

- Presentation of Regional Cooperation Mechanism's concept to member States (Aug 2022)
- Subregional consultations (Sept - Nov 2022)
- High level regional meeting at COP27 (Nov 2022)
- ESCAP Committee on Transport Session (Nov 2022)
Questions and Comments?