



# Policy Recommendations to Enable the Implementation of Goal 1a of the Aichi 2030 Declaration

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# The Need to Act



Asia has the highest level and fastest growth CO<sub>2</sub> emissions from transport in the world

- 39% in 2021 (excluding international and aviation shipping)
- 36% increase between 2010 and 2021



Rising freight demand is expected to further drive emissions

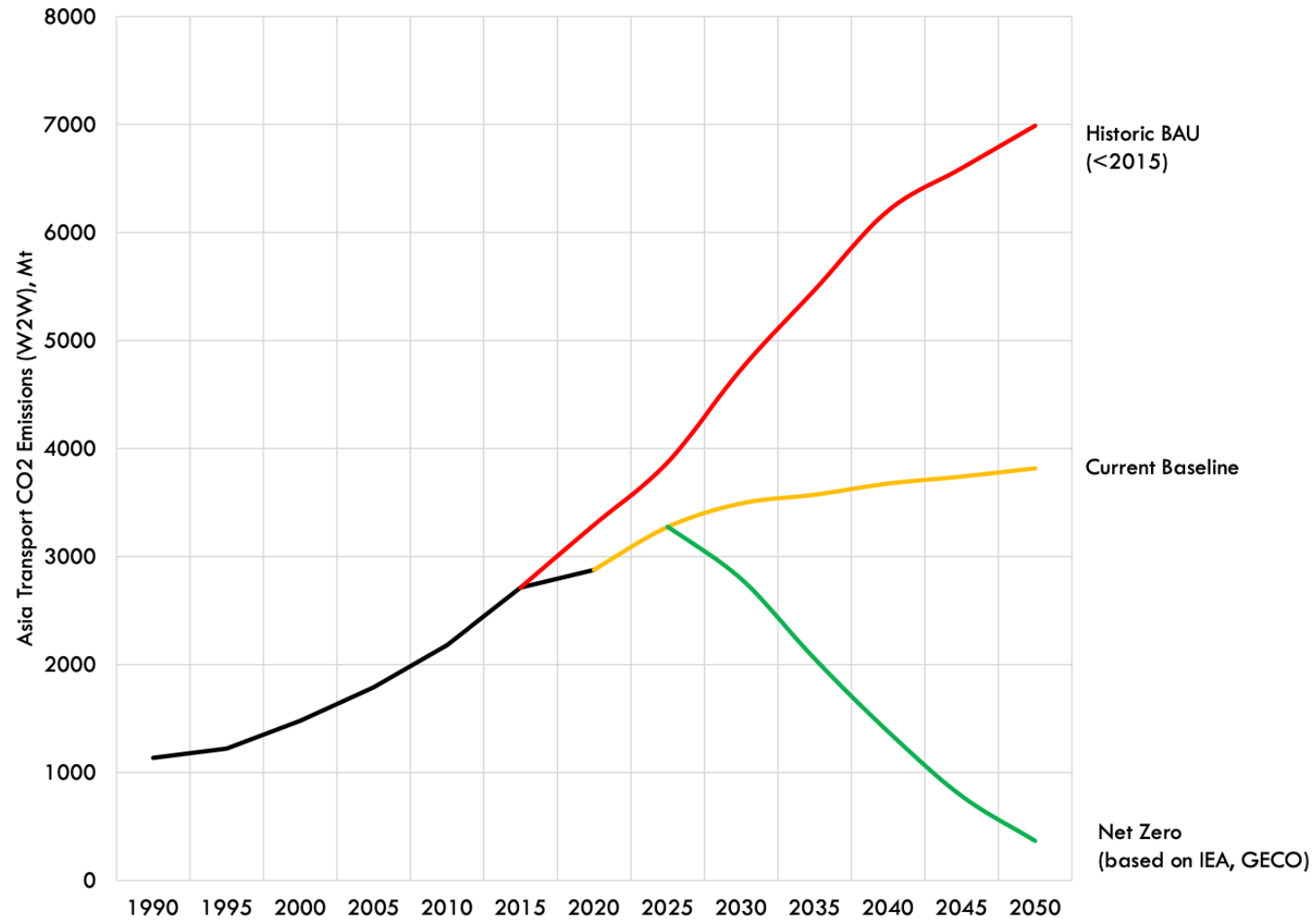
- Emissions from freight transport are slightly larger (~55%) than passenger transport
- Freight transport activities is expected to increase from 39% in 2015 to 46% in 2050



Increasing motorization will cause emissions to rise

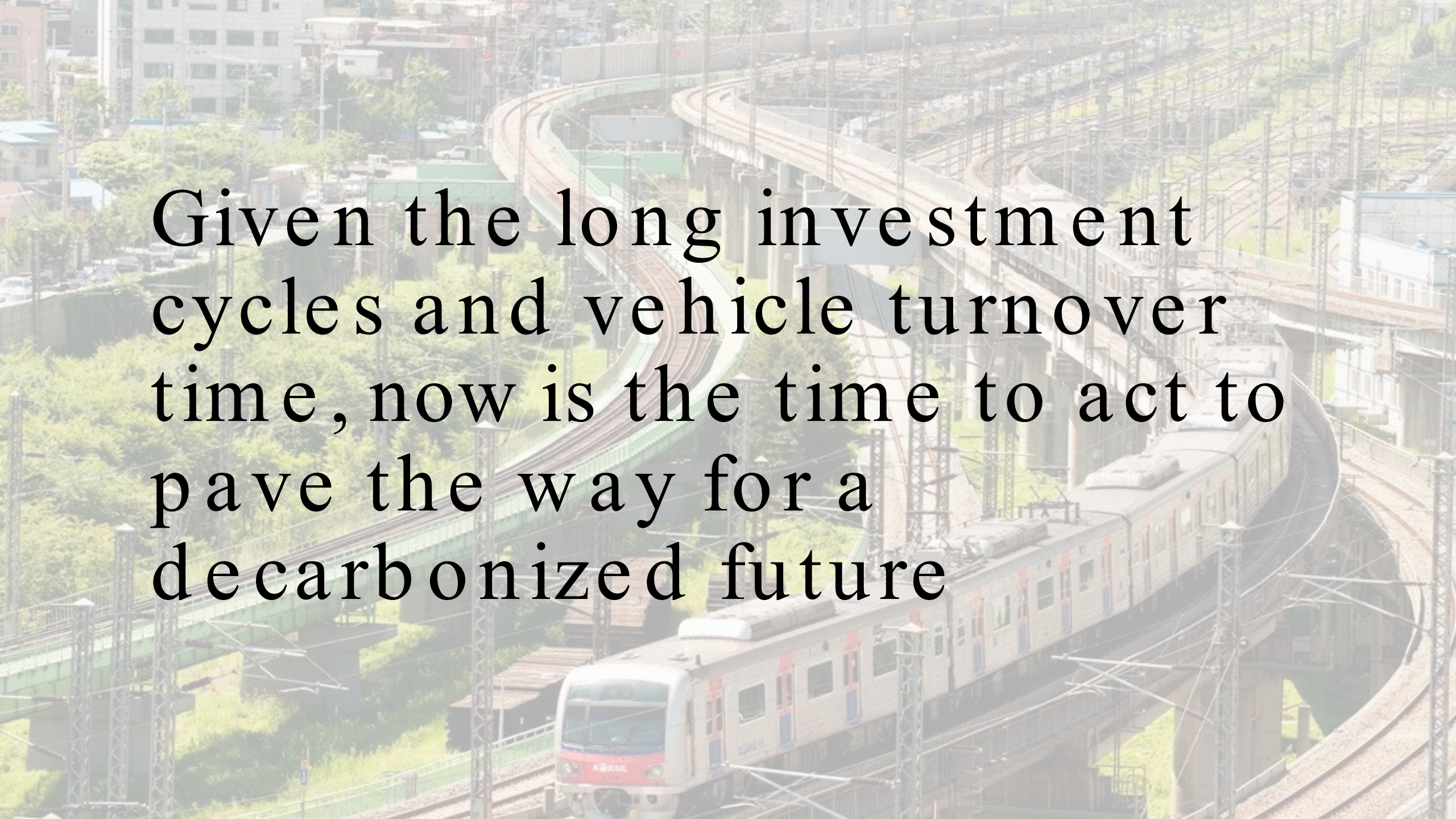
- Private vehicle ownership in Asia grew by ~1 billion vehicles between 2000 and 2020
- Two- and three- wheelers represent over 75% of privately owned vehicles in low- and lower middle-income countries in Asia

# The Need to Act



(Gota and Huizenga, 2023)





Given the long investment cycles and vehicle turnover time, now is the time to act to pave the way for a decarbonized future



# Policy Action Recommendations

- 1 | Develop a vision, strategy and policies for a zero-GHG mobility system supported by an enabling governance and financing framework
- 2 | Transforming the financing of transport will enable sustainable systems
- 3 | Fostering integrating planning
- 4 | Improving and expanding public transport systems, walking and cycling
- 5 | Promote electric vehicles and charging infrastructure as well as ICE vehicle efficiency
- 6 | Promote freight systems that efficiently combine different low-carbon modes, share capacities and rely on sustainable first and last mile delivery
- 7 | Taking people along is a prerequisite to transforming transport



# 1

## Develop a vision, strategy and policies for a zero-GHG mobility system supported by an enabling governance and financing framework



National commitments from the region for the transport sector to leave room for enhance ambitions



National commitment to climate action in the transport sector will be most effective with clear targets

- Clarifying the contribution of sub-sectors (e.g., hard-to-abate freight sector), will further strengthen implementation, but strategies need to be clear on the planned policy instruments to deliver the targets



Enhanced capacity at all levels, improved information, active participation of stakeholders, a consistent policy framework and the funding to underpin all activities are vital to the transformation

## 2

### Transforming the financing of transport will enable sustainable systems



Can only be successful if public budgets and fiscal policy are aligned with a zero-carbon and sustainable transport vision



Transport sector financing by multilateral and bilateral development organizations, as well as by financial institutions in the private sector needs to be fully aligned with decarbonization of the sector



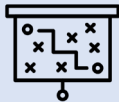
Removing of fossil fuel subsidies will make all low-carbon solutions more competitive; but it will also affect people and businesses and needs to be carefully supported by just-transition measures to mitigate negative effects

## 3

### Fostering integrated planning



Integrating planning of mobility with land-use and economic development provides multiple benefits in avoided congestion, improved access, and reduced air pollution



A strong vision for a balanced, multimodal and sustainable transport system can provide the needed guidance for the revision of existing and design of new policies and measures



A vision and balance between AVOID, SHIFT and IMPROVE strategies will be critical



Transforming transport will not be possible without tackling freight



# 4

## Improving and expanding public transport systems, walking and cycling



Walking, cycling and public transport are the most efficient modes in terms of use of space, energy consumption and emissions; and have the biggest social value per dollar spent



Public transport will form the backbone of any zero-carbon mobility system; its rapid expansion and improvement of services is key to success

# 5

## Promote electric vehicles and charging infrastructure as well as ICE vehicle efficiency



Electrifying transport with renewable sources is essential to decarbonise transport



Electrification varies in complexity and costs for society; segments with the highest CO<sub>2</sub> reduction potential at the lowest cost should be put first.

- These include electric bikes, 2- and 3-wheelers, commercial, corporate and public fleets of high-mileage vehicles, urban delivery fleets, buses for public transport, as well as rail.



The continuation of emission regulations and efficiency standards for ICE vehicles is vital

- With the incremental electrification of vehicles, new and used ICE vehicles will still form most of the vehicle fleet for years to come and bear significant potential to achieve reductions in GHG emissions and in local air pollutants.

## 6 | Promote freight systems that combine different low-carbon modes, share capacities and rely on sustainable first and last mile delivery



For long-distance freight, modes of high and shared capacity (rail and waterways) can be prioritized to bring down energy consumption per unit



First and last mile delivery has the biggest potential to reduce energy consumption quickly, particularly in urban environments as it does not require major infrastructure investments

## 7 | Taking people along is a prerequisite to transforming transport



It is crucial to understand the motivation behind opposition to develop strategies to turn opponents into advocates for change



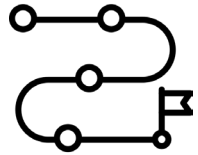
Communication and engagement supported by evidence is key



Accelerated action and enhanced participation can go hand in hand

# Suggestions for Support from the International Community

International organizations can facilitate a successful decarbonization of the sector in the Asia Pacific region through support to:



Long-term national visions

With a clear policy and framework supported by budget allocation, technical expertise and institutional coordination



Open accessible transport and energy data

Asian Transport Outlook; SLOCAT Global Status Report; Transport Data Commons Initiative



Tools and models

To inform national decision-makers as well as MDBs on national carbon pathways (CCG Data-to-Deal)



Active exchange formats

To enable learning from peers with similar challenges; to maximize synergies from joint actions



Access to climate finance

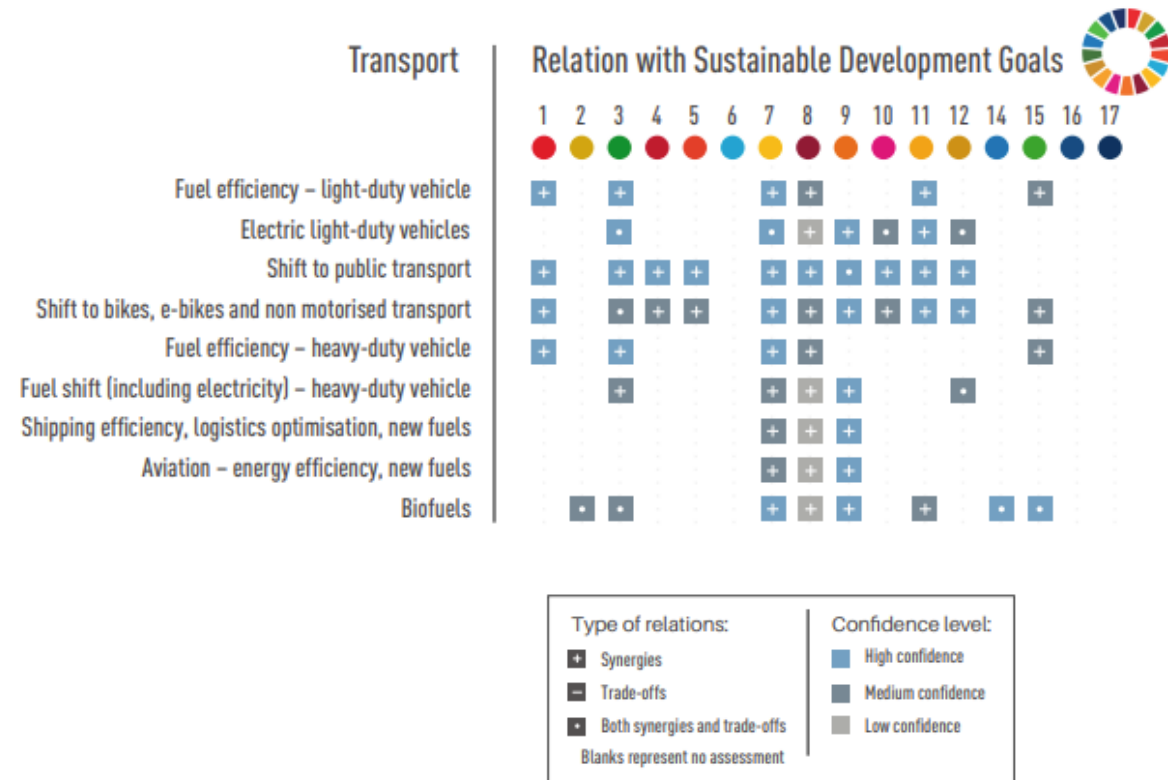
A substantial increase for transport is needed to enable a just transition



# Wider Benefits and Linkages of the Climate Change Mitigation

With other Aichi Goals, the SDGs, and the Paris Agreement

- In a world of interconnected challenges, the opportunity lies in finding solutions for systemic transformation that cut across transport, sustainability, and climate action
- Overall, synergies exceed trade-offs



# Access the Report



Interactive website:

<https://councilreport.ndctransportinitiativeforasia.org/>

Launch video:

<https://www.youtube.com/watch?v=E93jKwK8dIM>



SCAN TO WATCH VIDEO

