International Transport Forum

Global dialogue for better transport

Decarbonising Transport Initiative

Greening transport

Jari Kauppila

Head of Quantitative Policy Analysis and Foresight

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OECD

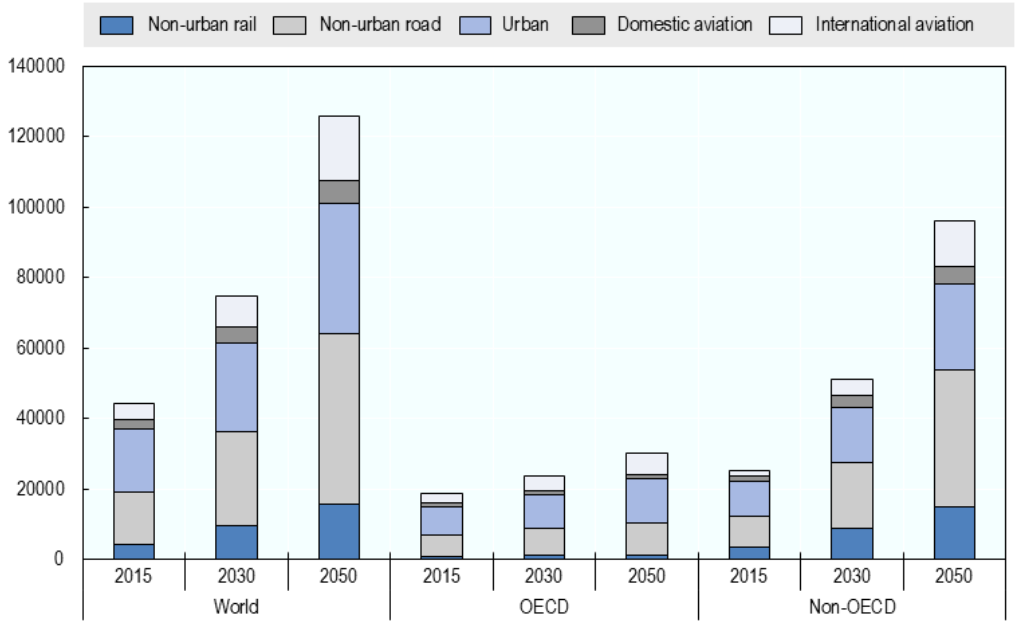
Transport demand to triple by 2050

China and India to generate 1/3 of global pkm

OECD share of pkm falls from 43% to 24%

Non-urban road is the largest mode by 2050

Current demand pathway, billion passenger-kilometres



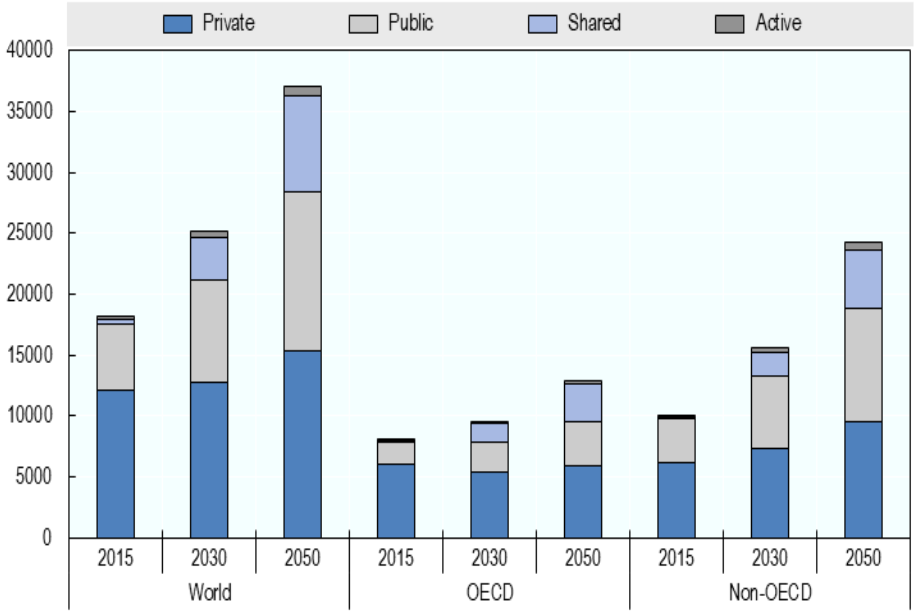
Urban passenger transport to double by 2050

Shared mobility* is the fastest growing mode

Public transport ridership growth strong in non-OECD rail and metro

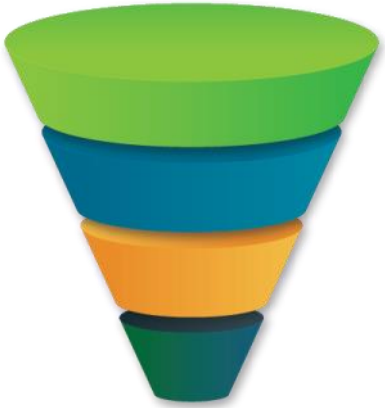
Car use still dominant but declining

Current demand pathway, billion passenger-kilometres



*Free-floating shared vehicle systems (cars, bikes, scooter, motorbikes) and shared taxis and minibuses

COP21: National commitments (NDCs)



Out of the 194 parties which have submitted either INDCs or NDCs

- **81% mention the transport sector**
- **60% provide transport mitigation "measures"**
- **Only 10% provide a quantified CO_2 reduction target *for transport***

Difference between NDCs and national plans

Policy scenarios: current and high ambition

- Car access restrictions
- Pricing
- Mass transit
- Transport integration
- Urban density
- Carbon pricing
- Trade of coal and oil
- Logistics efficiency
- Efficiency and EVs

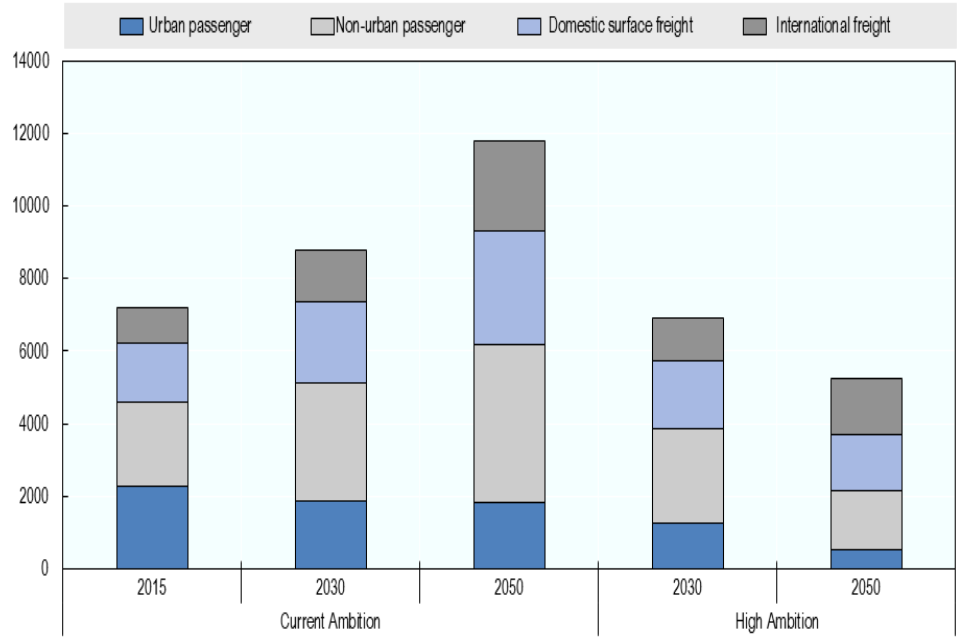
Current ambitions not enough to achieve climate goals

Transport-related CO_2 emissions to grow over 60% by 2050

More ambitious policies could reduce emissions by 30%

Importance of disruptive innovations

Transport CO_2 emissions, million tonnes



2019 edition: Focus on disruptions

- Teleworking
- Shared mobility
- Autonomous driving
- Long-haul LCC
- Energy innovation
- Ultra-HSR
- E-commerce
- 3D printing
- New trade routes
- Energy innovation
- High-capacity vehicles

Disruptions for passenger transport

- Teleworking
- Shared mobility
- Autonomous driving
- Zero emission vehicles

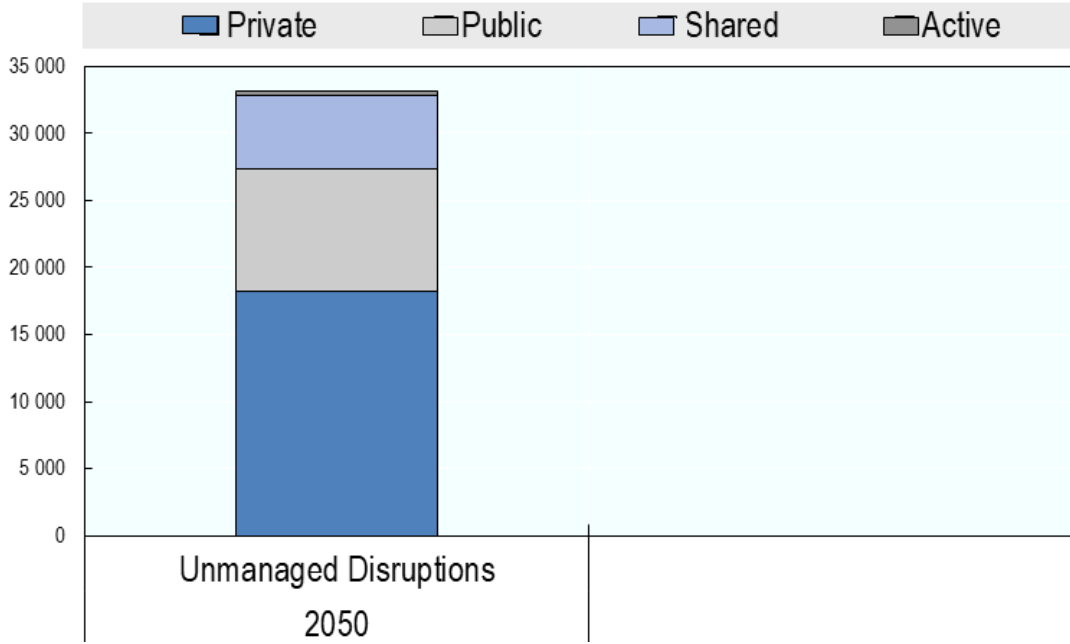
Unmanaged disruption

Leads to modal shift towards private car use in urban areas

- Electric congestion still congestion

- Average vehicle occupancy could go below one

Urban mobility, million passenger-kilometres



Policy action and regulation needed to support transition

- Teleworking
- Shared mobility
- Autonomous driving
- Zero emission vehicles
- Mobility as a Service
- Public transport integration
- Land use policies
- Access restrictions
- Parking pricing

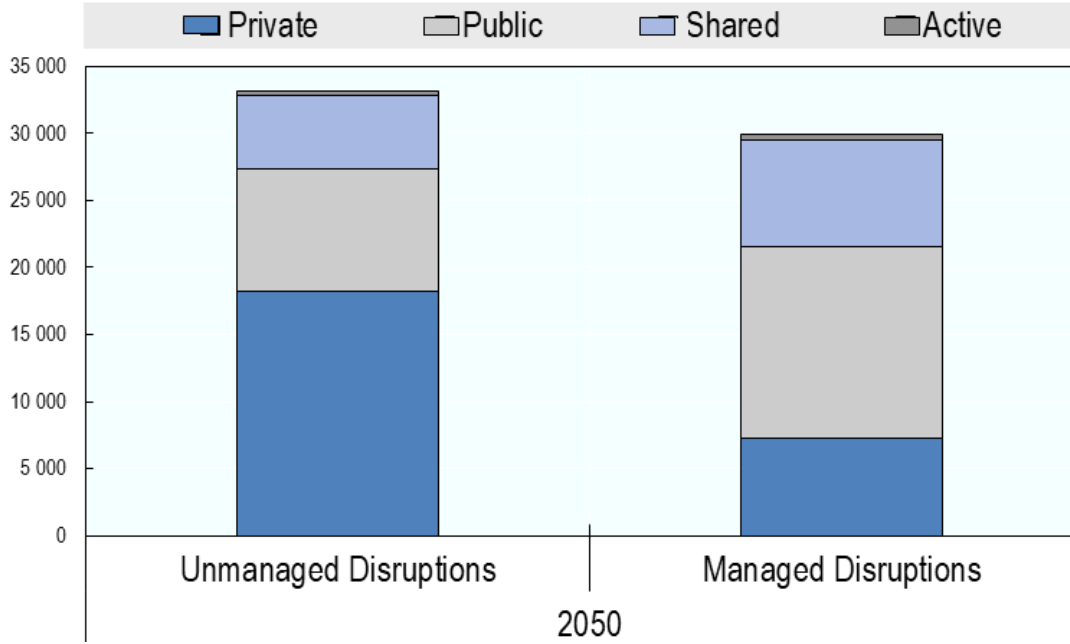
Managed disruption

Can result in significantly more sustainable urban mobility

- Full MaaS integration

- Public transport and shared mobility plays important role

Urban mobility, million passenger-kilometres



MaaS crucial for greening transport

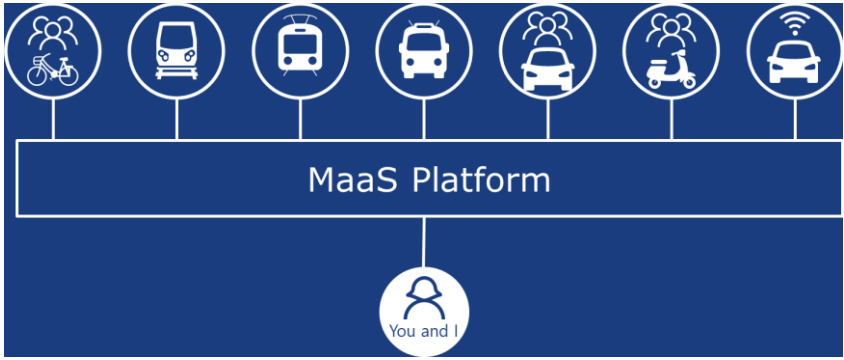
- Seamless, multi-modal trips for travelers
- More efficient use of exiting capacity

Challenge: everyone wants to be a platform

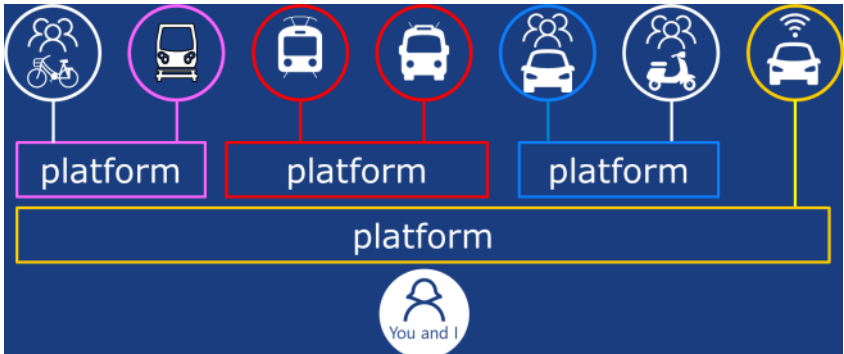
Need all players to work together:

- robust digital IDs for all
- open and mandatory API data
- common data syntax

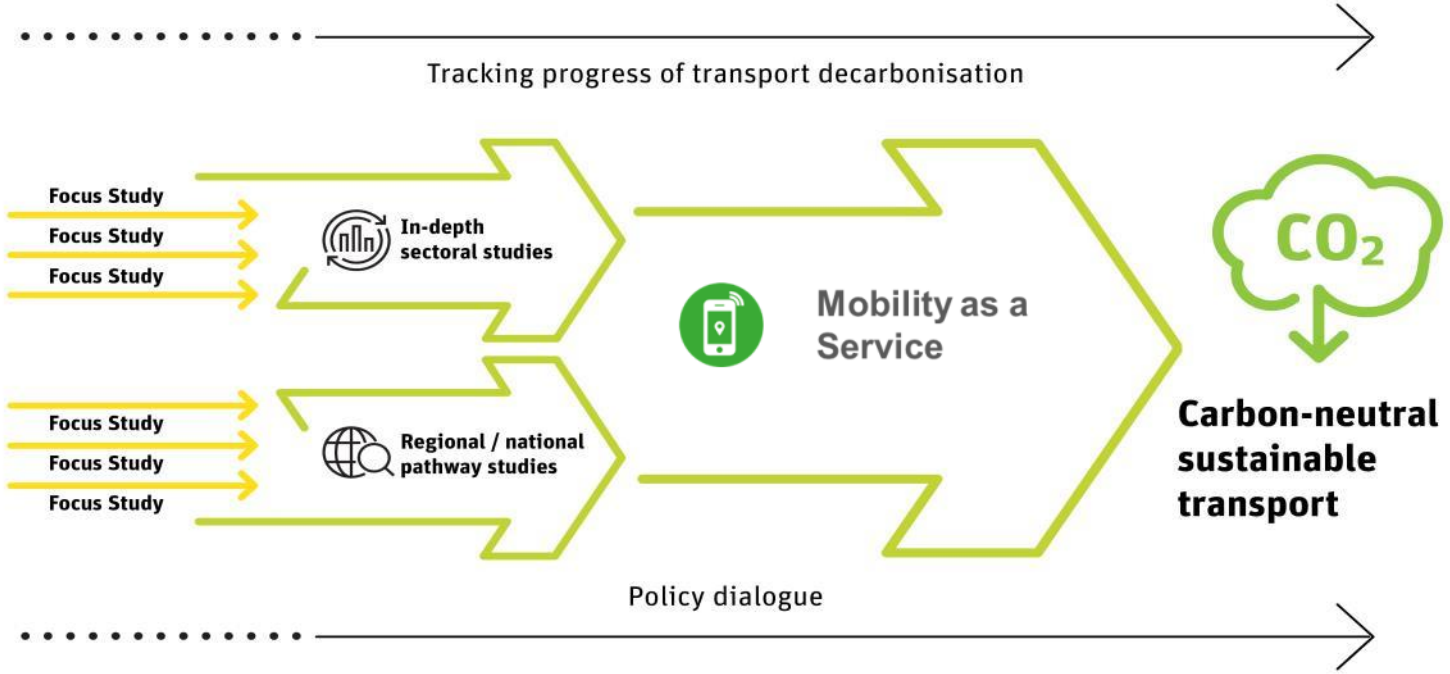
The Promise:
Optimised MaaS platform



The Reality:
Platform wars



ITF Decarbonising Transport initiative



Policy dialogue towards greening transport

- **UNFCCC COP 25 (Santiago, Chile) 2 – 13 December**
  - UNFCCC MP-GCA Transport Action Event (4 December)
  - ITF Side event on urban transport (4 December)
  - Transport Day (5 December)
  - High Level Day for Transport Ministers (6 December)

- **ITF Annual Summit (Leipzig) 26 – 29 May 2020**
  - ITF Ministers Roundtable on *Transport and Climate Change*
  - ITF session *Decarbonising Transport:* Catalogue of effective measures

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Thank you

https://www.itf-oecd.org/decarbonising-transport

Jari.kauppila@itf-oecd.org

OECD