



TRANSPORT AND CLIMATE CHANGE IN ASIA & the PACIFIC

#WeAreTransport
#TransportClimateStatus

1. BENEFITS OF SUSTAINABLE, LOW CARBON TRANSPORT

ENVIRONMENT

Reduces climate impacts; improves urban air quality and public health

Asian cities have high pollution levels, zero-emission transport could reduce up to 80% of pollution

ECONOMY

Reduces congestion, dependence on fossil fuel imports, infrastructure costs

Congestion in Asia costs 2-5% of national GDP every year

SOCIETY

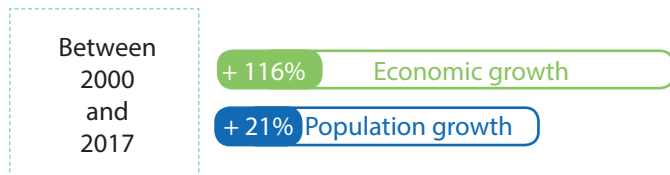
Increases equitable job access; creates more jobs than other sectors

The transport sector created 2.3 million jobs in the Philippines in 2011

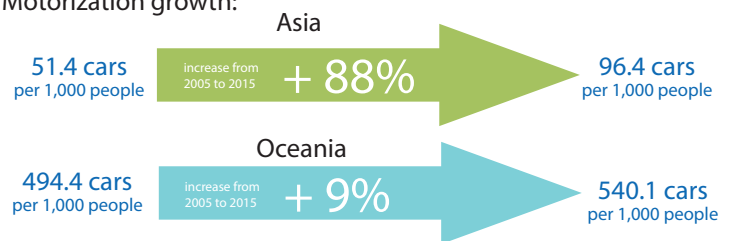
(Source: ADB and IGES)

2. DRIVERS OF TRANSPORT DEMAND

Demand for transport is driven by growth in Asia:

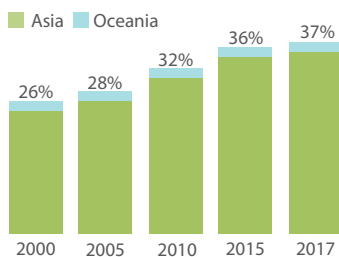


Motorization growth:



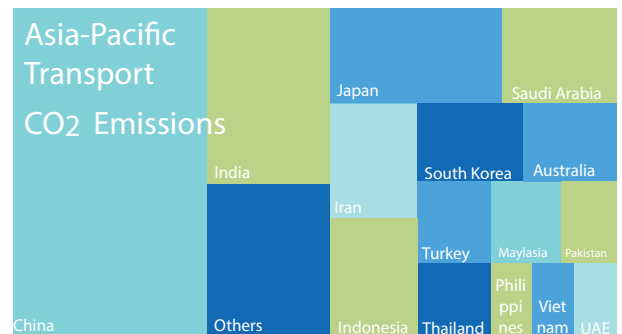
3. TRANSPORT EMISSIONS

Transport Emissions Growth in Asia-Oceania



Total transport CO₂ emissions from in Asia and Oceania (excluding international aviation and shipping):

2.5 GIGATONNES



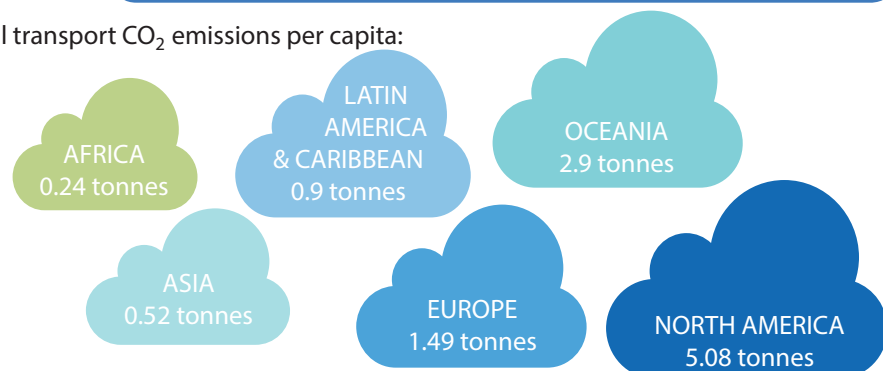
4. TRANSPORT MITIGATION POTENTIAL

To reach Paris Agreement targets, global transport CO₂ emissions must

2 GIGATONNES
by 2050

More than 75% below current levels

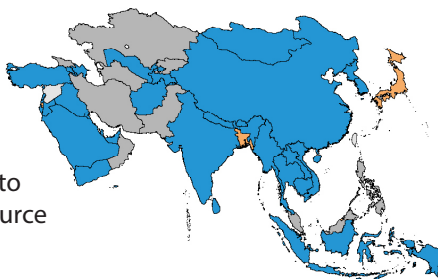
Regional transport CO₂ emissions per capita:



5. NATIONALLY DETERMINED CONTRIBUTIONS (NDCs)

80% of NDCs

in Asia and the Pacific refer to transport as a mitigation source



5 NDCs

have transport emission mitigation targets, including Bangladesh, Brunei Darussalam, Japan, Marshall Islands and Palestine

6. IMPLEMENTATION OF LOW CARBON TRANSPORT POLICIES

The Avoid-Shift-Improve framework is a comprehensive approach to implementing sustainable, low carbon transport.

AVOID

Avoid and reduce the need for motorised travel

SHIFT

Shift to more environmentally friendly modes

IMPROVE

Improve energy efficiency of transport modes

#WeAreTransport

#TransportClimateStatus

Urban Public Transport



New Delhi, Qatar, Shanghai, Seoul among others expanded metro rail

Electric Mobility



Uzbekistan and Kyrgyzstan introduced zero import duties on electric vehicles

Railways



China's HSR network recorded over 464 billion passenger-km on 25,000 km of HSR railway.

South Korea opened a 61-km HSR service at the end of 2016

Fuel Economy



India introduced heavy-duty vehicle fuel economy standards

Electric Mobility



Sri Lanka aims at complete ban of fossil fuel cars by 2040

Electric Mobility



Shenzhen, China replaced all of its buses (nearly 17,000) with EVs by the end of 2017

Urban Public Transport



Hanoi opened its first BRT corridor in 2017

Transport Demand Management

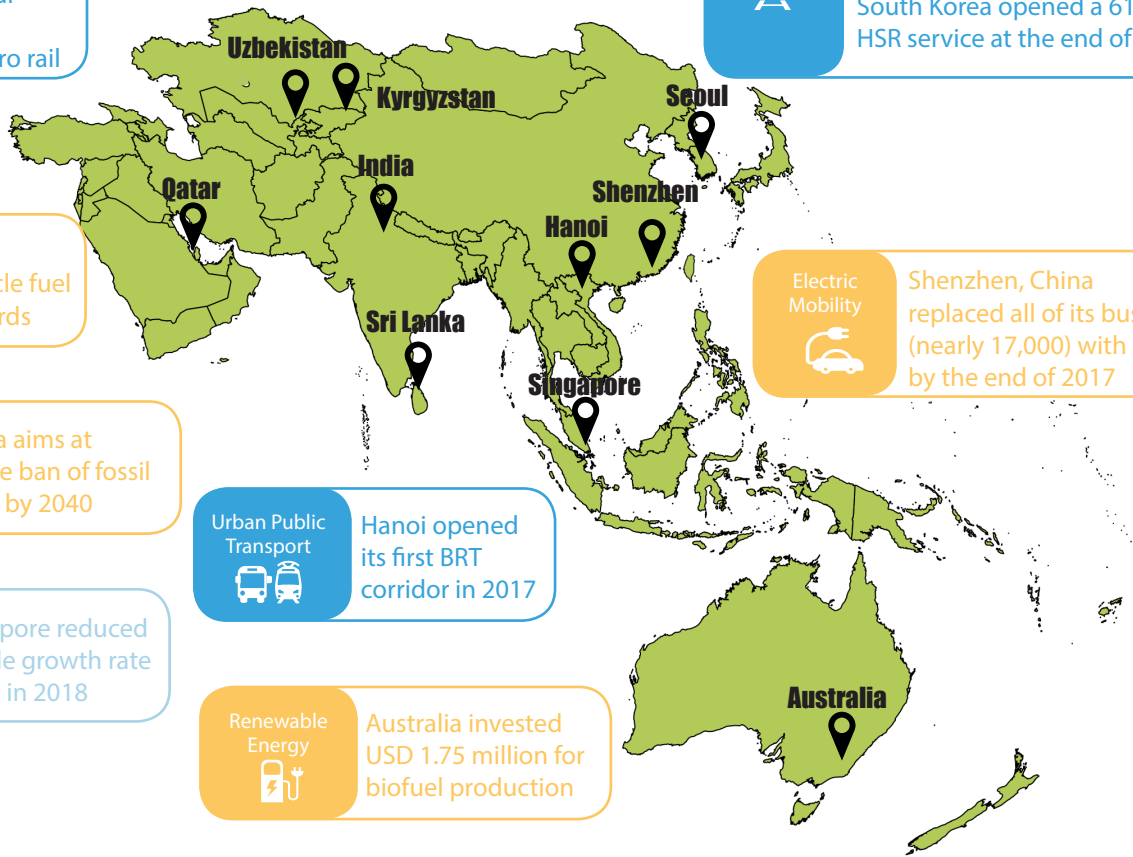


Singapore reduced vehicle growth rate to 0% in 2018

Renewable Energy



Australia invested USD 1.75 million for biofuel production



7. PRIORITIES FOR LOW CARBON TRANSPORT IN ASIA

EMISSION REDUCTION TARGETS

Countries have opportunity to set emission targets in NDCs and create long-term visions for transport decarbonisation by 2050

PUBLIC TRANSPORT

A broad shift to public transport can help to reduce congestion, air pollution and GHG emissions

ELECTRIC MOBILITY

Increasing adoption of electric buses and cars must be couple with increased electric freight vehicles and clean power sources

WALKING AND CYCLING

A better balance among Avoid-Shift-Improve measures can be achieved through more walking and cycling measures

FUEL ECONOMY

More ambitious fuel economy standards can support a more rapid transition to low-emission fleets

NEW MOBILITY SERVICES

Shared mobility has potential to reduce emissions if closely aligned with public transport and walking and cycling



The Transport and Climate Change 2018 Global Status Report (TCC-GSR) is a data-driven report illustrating global trends in transport demand and emissions and showcasing policy targets and measures.

Read the report at slocat.net/tcc-gsr

[@SLoCaTOfficial](https://twitter.com/SLoCaTOfficial)

fb.me/SLoCaTOfficial



The TCC-GSR is primarily supported by:

