

# Expert Group Meeting on Harnessing Innovative Technologies to Advance Green Transformation for Sustainable Development in North and Central Asia

26-27 March 2024 Almaty, Kazakhstan and online

## Overview of ESCAP's initiatives and activities on greening the transport sector

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# ESCAP's regional action programme on transport 2022-26

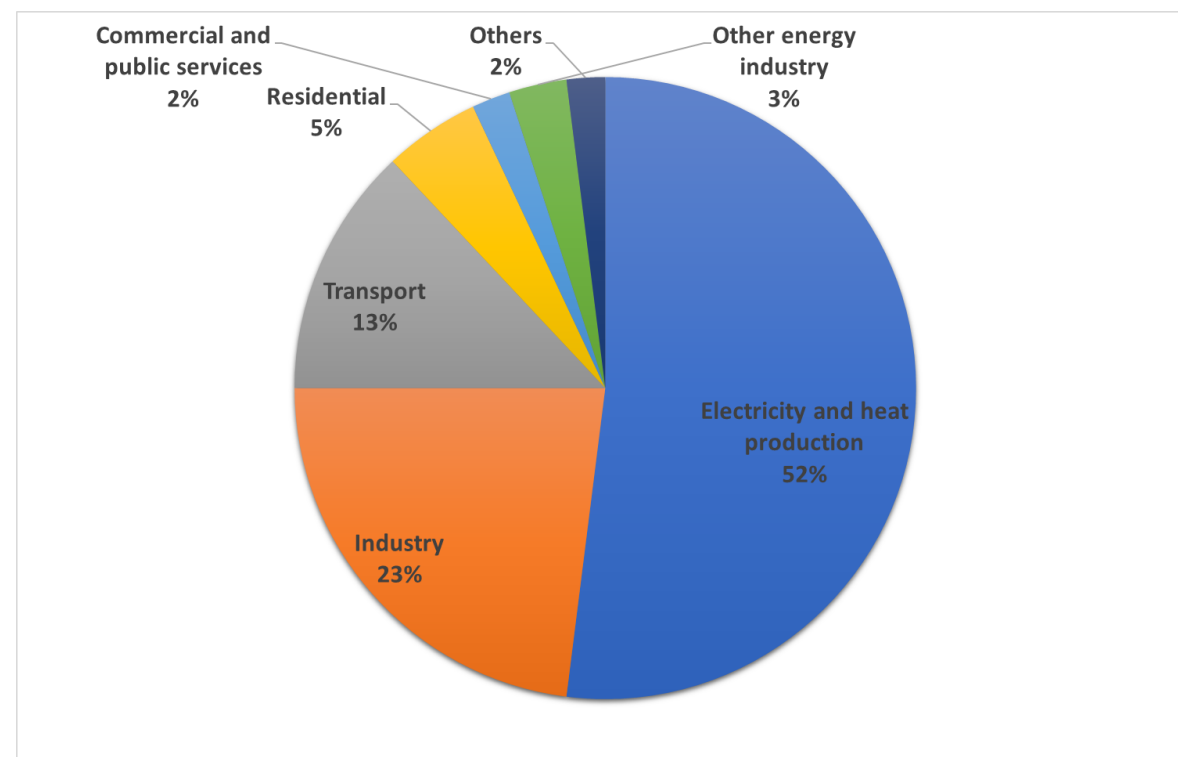
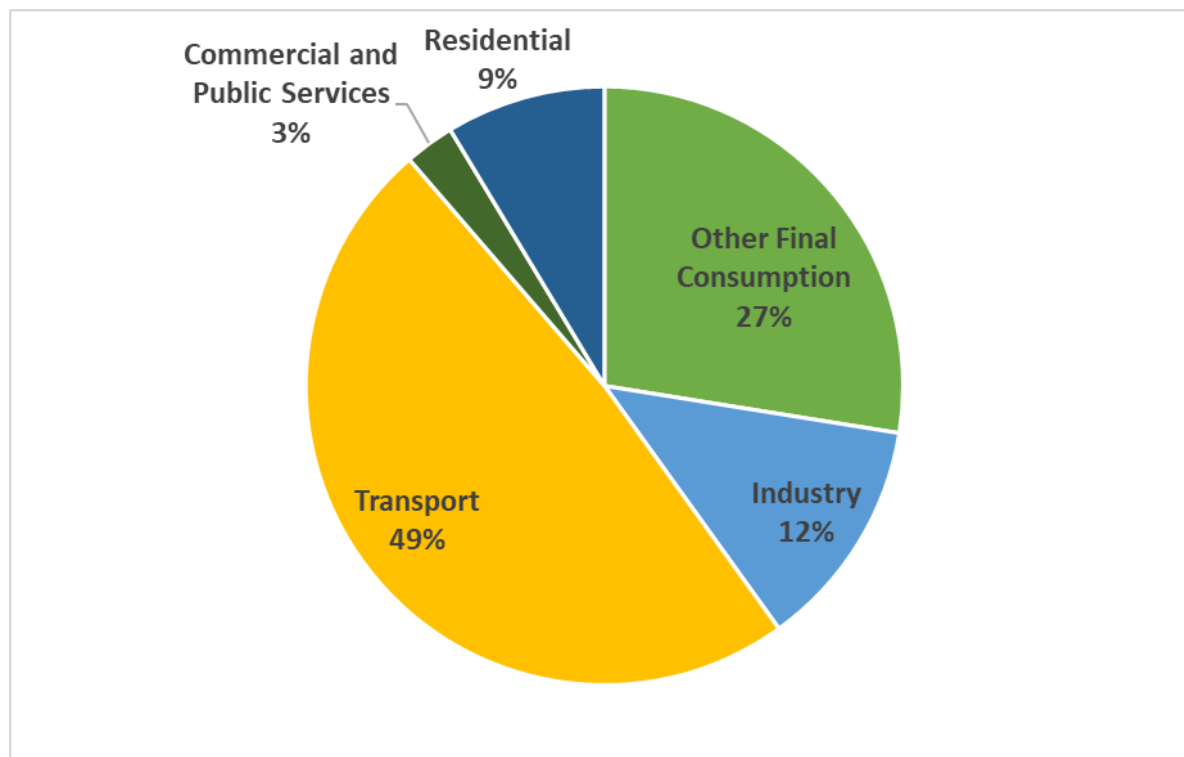
	Overarching objectives		
	Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
Thematic areas	Classification of contribution		
Regional land transport connectivity and logistics	Direct impact	Direct impact	Direct impact
Maritime and interregional transport connectivity	Direct impact	Direct impact	Direct impact
Digitalization of transport	Direct impact	Direct impact	Direct impact
Low carbon mobility and logistics	Direct impact	Direct impact	Indirect impact
Urban transport	Direct impact	Direct impact	Direct impact
Road safety	Indirect impact	Indirect impact	Direct impact
Inclusive transport and mobility	Indirect impact	Direct impact	Direct impact

# 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 CO<sub>2</sub> emissions from fuel combustion globally.
- As one of the fastest growing CO<sub>2</sub> 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.

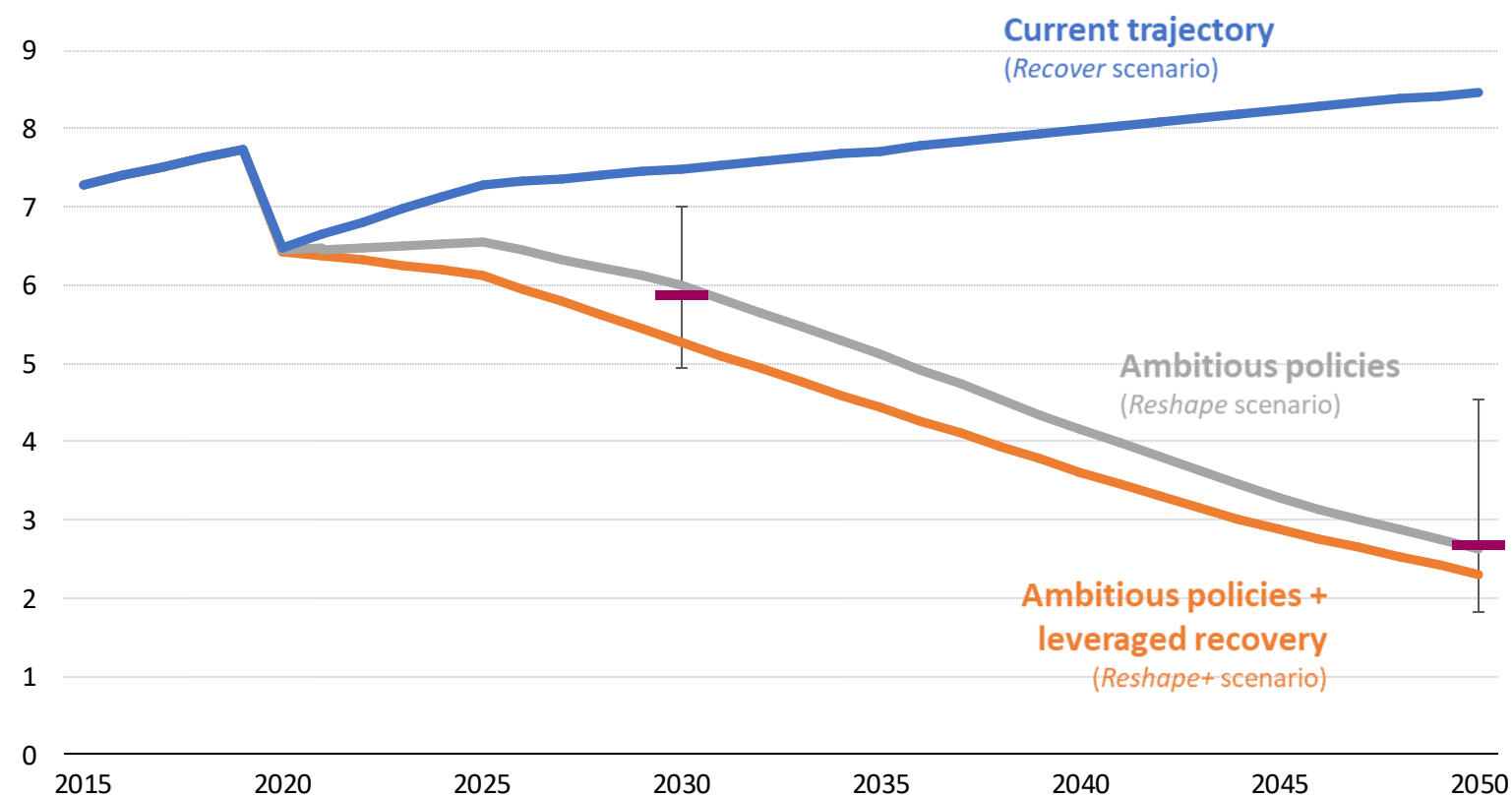
# Transport, Energy and CO<sub>2</sub> in Asia and the Pacific

## Final Consumption of Oil Products and CO<sub>2</sub> Emissions in Asia and the Pacific (IEA, 2021)



Transport accounts for almost 50% of oil consumption and 13% of CO<sub>2</sub> emission in Asia and the Pacific in 2021

# Transport CO<sub>2</sub> Emissions Trajectory



Transport CO<sub>2</sub> emissions are set to **rise**, not fall

CO<sub>2</sub> emissions could be **nearly 70% less** in 2050 compared to 2015

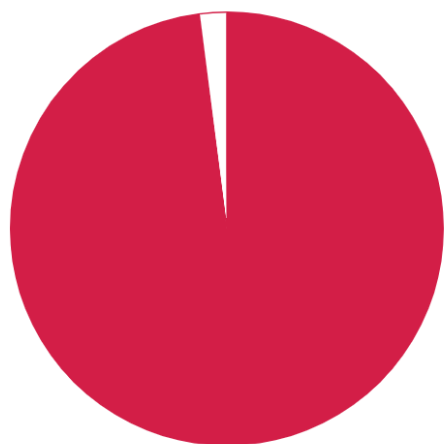
Transport's carbon budget to limit global warming to 1.5°C

Total transport CO<sub>2</sub> emissions by scenario  
(Gigatonnes CO<sub>2</sub>)

Source: ITF Transport Outlook 2021

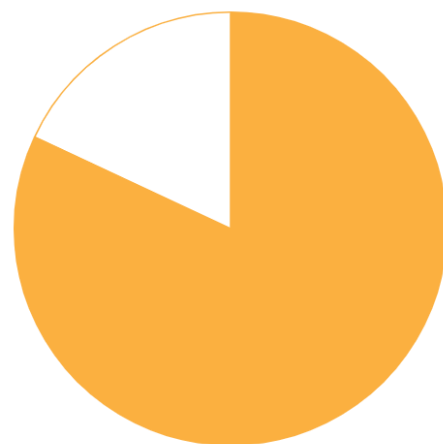
Note: ITF models used in this Outlook are typically run by five-year increments, therefore the 2020 to 2025 recovery trend may not necessarily be linear despite being shown as such in the figure. The shape of this "recovery curve" will depend on policy implementation and economic trajectories. Estimates of the emissions levels needed to meet 1.5C 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 a scenario. Emissions of black carbon are excluded as these are not estimated in the ITF or IEA MoMo models.

## Transport Targets in Nationally Determined Contributions (NDCs)



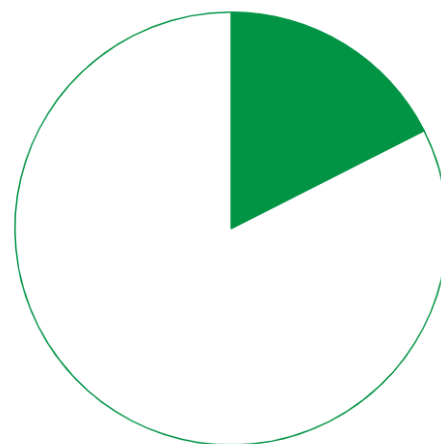
**98%**

of NDCs mention  
transport



**82%**

of NDCs include  
transport measures



**18%**

of NDCs set CO2  
reduction targets

Out of the 51 ESCAP member States that have submitted their Nationally Determined Contributions, 38 of them have specified transport measures, including transport emission reduction targets from a few countries.

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

## Regional Collaboration, Global Progress and National Priorities

Stronger collaboration in the Asia and Pacific region can:

- Accelerate climate action at 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.

# ESCAP Initiatives (1)

1. Regional Cooperation Mechanism on Low Carbon Transport
2. Asia-Pacific Initiative on Electric Mobility

## Objectives:

- Promote low carbon transport, including a shift to electric mobility and clean energy technologies to contribute to transport emissions reductions
- Help ESCAP member States identify, develop and implement priority policies for low carbon mobility, clean energy technologies and logistics
- Create a regional multi-stakeholder platform to exchange and share best practice knowledge and lessons learned



Source: thanhnieu.vn



# 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 – One in 2023 prior to COP28
- 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
- Identification of focus areas for 2024-2026

## NCA: Subregional consultation and capacity building workshop: North and Central Asia; East and Northeast Asia (June 2023)

Key discussion outputs included:

- Common priorities in the subregions include access to funding (e.g. on the transition to zero emission vehicles)
- Development of clean and energy efficient public transport remains a priority
- Coordination and cooperation between ministries and among other stakeholders would be required
- Identification of renewable energy sources to decouple energy use and transport



More information can be found here,  
<https://www.unescap.org/events/2023/regional-cooperation-mechanism-low-carbon-transport-east-and-north-east-asia-north-and>

# ESCAP Initiatives (2)

## 3. Promotion of Smart Transport Systems

### ESCAP's role:

**Developing a Strategic Road Map:** a policy tool for regional cooperation to improve the efficiency, resilience as well as social and environmental sustainability of transport

**Policy Emphasis:** the road map focuses on optimizing the use of digital technologies, harmonizing policies, promoting regional cooperation

**Operational Support:** actively supporting sustainable smart transport systems through enhancing technical expertise and capacity to fully utilize smart transport systems



Source: thanhkien.vn

# ESCAP Initiatives (3)

## 4. Exploration of new technologies contributing to reduced carbon emission

**Autonomous road vehicles, maritime and inland waterway vessels:** reduction of empty runs, potential downsizing (especially for ships) and therefore reduction of fuel consumption

**Comprehensive approach to digital transformation of land transport:** promotion of complex digital solutions which can optimize transport routes and logistics supply chains, reduce idle times at border crossings resulting in saving fuel and other resources



Source: thanhnien.vn

# THANK YOU

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