

Webinar: Towards Decarbonizing Transport 2018- A Stocktake on Sectoral Ambition in the G20

Q&A Follow-up

Q: From my (limited) knowledge and experience, there seems to be very little collaboration between the different parts of the transport sector to move towards more sustainable models in an integrated way, i.e. it seems everyone is 'doing their own thing'. Is there truth to this or are you aware of there actually being an integrated approach between all the different organisations and aspects of transport. Can you give examples?

A: Indeed, your observation is unfortunately correct. There is, however, a growing understanding that an integrated approach is needed. Germany is the first country that initiated a 'platform for the future of mobility' (www.plattform-zukunft-mobilitaet.de website only in German), which works across ministries and with a broad range of stakeholders and experts to propose ways forward for a more sustainable transport system.

Q: How does your analysis complement those from OECD/IEA/ITF, IRENA, RMI and others?

A: Our analysis looks at the country level for the G20 members and aims to provide a relatively comprehensive picture of what the situation is in each country and the G20 as a whole. Most other analysis either looks at global developments (e.g. the ITF Transport Outlook or the SloCaT Global Status Report) or at specific elements of the transport sector (e.g. IRENA related to renewable energy in the sector).

Q: Do you have any figures on how much we would need to reduce transport demand - for freight and passenger transport?

A: No, we don't have numbers for individual countries. The ITF Transport Outlook (<https://www.itf-oecd.org/transport-outlook-2017>) and the SloCaT Global Status Report (<http://www.slocat.net/news/2011>) do provide some numbers at the global level.

Q: Have you looked at emission from short sea shipping and in harbours?

A: Domestic shipping is included in the data and we have included national measures that support a shift to shipping from road freight, where we could find them. However, most activity in this area is not at the national level, but more regional or local. But there are a few countries that have national programmes to support logistics hubs, aiming to promote domestic shipping, including China, France and Germany.

Q: Given the need to reduce travel demand, how do we break the assumption that more mobility is a good thing that leads to necessary growth? Many plans in developed countries are about building infrastructure to enable more mobility, not less!

A: Unfortunately, we don't yet have the answer to this important question. There is certainly a

lot that improved communication technology will be able to contribute in that area. Much improved video conferencing technology and enhancing options for remote work can help reduce demand for passenger transport. In freight, IT solutions that help optimize routes and load factors can help. But at the same time, a lot of the additional road infrastructure that is currently built or planned is only needed because of the large inefficiencies in the system. With more shared mobility (private or public) this wouldn't be needed, even without reducing overall mobility demand.

Q: This report focuses on the G20, but what about the developing world? In the near future, many more people living in those countries will seek transportation solutions, which likely will be polluting and inefficient, we need not only to think about the present (g20), but also the future (rest of the world)

A: That we focus on the G20 countries does not mean we think the rest of the world is not important or no action is required. But with limited resources, we had to focus our analysis. The G20 is still responsible for the bulk of emissions from the sector and even though growth rates are lower than the rest of the world, this will continue to be the case for some time. Also, other countries are closely monitoring what happens in G20 countries and this impacts what is happening there. So the report can also be seen as a tool to see what G20 countries are already doing and that other countries could think about (if they are not already).

Q: Hi, Thank you for your presentations. My questions is about data availability and data management. We all know that the lack of data is a big issue in the context of national GHG inventories in all the sectors. What has to be done or how can we enforce the collection, generation and compilation of good qualitative data to improve the international reporting on various sectors including transportation.

A: There is no way to force data collection, let alone enforce high quality. Over the last years quite a few developments have started to improve data availability, including the requirement for regular reporting also for developing countries under the UNFCCC. Building up the systems takes time and a lot of support is provided, also in the context of the NDCs, to countries for setting up the systems. This will be even further expanded under the extended transparency framework under the Paris Agreement. GIZ is also working in a number of countries to support improved data collection in the sector. The mix of enhanced technical and capacity-building support and growing pressure to regularly report internationally (also for the SDGs) will hopefully improve the data situation in many countries over time.

Q: Why do some initiatives like bus rapid transport systems fail in some countries or cities but succeed in others?

A: There are many possible reasons why individual measures, such as BRT systems, are successful in some places but not in others. While the general concept of a BRT is the same wherever you go, the specific implementation needs to be tailored to the local circumstances. This includes questions of where to put the lines, how to design the physical infrastructure (e.g. bus stops), how well it is integrated in the other public transport infrastructure (pricing, ticketing, connections) and many, many more. Failure can also come from mistakes in the process, if for example important stakeholder groups are not taken on board. So when designing measures it is always good to look not only at examples that work well, but also at the 'failures' to learn from their mistakes.

Q: Can the panelists share their insight on how renewable energies and biofuels can play a role in the marine shipping industry, in light of the IMO 2020 Marine fuel sulphur requirement which calls for the sulphur content of marine fuel be no more than 0.5% sulphur vs. the current limit of 3.5% sulphur.

Multiple entry points for renewable energy are possible in this sector: the use of biofuels in existing engines (the most immediate option), the use of synthetic fuels or hydrogen produced with renewable electricity in modified engines, direct incorporation of wind power (sails) or solar energy, and electrification to the extent that the electricity is renewable.

In 2017, China launched the world's first all-electric cargo ship, and two large ferries in Sweden were converted from diesel to electricity. In September 2017, the Maritime and Port Authority of Singapore, BHP and GoodFuels Marine signed a letter of intent to collaborate on a biofuels pilot project in Singapore, which is expected to be carried out in 2018.

Q: Would be interesting to know about the contribution to the Paris agreement from e electrification and hybridization of vessels and shore supply

We are not aware of such analysis. You might want to check ITF or IEA.

Q: Thank you to the speakers today. If you can share the speakers' contact information, that would be very helpful. Thank you.

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<http://www.ren21.net/>

<https://www.agora-verkehrswende.de/>

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