Vision for Decarbonising Transport in Asia

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The problem

- **Total CO2 emissions** from fossil fuels in transport in Asia **have increased by 243%** between 1990 and 2018

- **The share of emissions from Asia** in global emissions **increased from 14% to 27%** over the same period

- Around **half of transport GHG emissions** are caused by **freight**

- The **highest growth trend in non-urban passenger** transport (including aviation)

Source: ADB. 2020. Asia Transport Outlook. Data for review, World Development Indicators

Source: ITF Transport Outlook 2021
Our vision: Effective, efficient and socially just zero carbon transport in 2050

An integrated vision provides guidance for all decision-makers

### Urban
- **Passenger**
  - Clean Air
  - Lots of green space to most, play, relax
  - All essentials are close to home
  - One app, one ticket, all modes
- **Freight**
  - 100% electric 2/3-wheelers
  - Seamless transport hubs

### Non-urban
- **Passenger**
  - Domestic
  - Local renewable energy powering shared mobility services
  - Rail is the backbone of domestic non-urban passenger transport
- **Freight**
  - Fully electric cargo ships for sea and river
  - Zero emission long-haul trucks
  - Rail is 100% electrified
  - Some city connections by air are replaced by high-speed rail
  - Fully electric airplanes are available for medium distances
  - 100% Synthetic fuels and biofuel are used for long-distance flights

### Integrated Planning
- Integrated urban planning takes all needs into account
- Powered by 100% renewable electricity
Overarching principles to decarbonise transport in Asia

- Translate national climate strategies into sector strategies and make sectors (ministries) accountable by setting sector-specific GHG targets
- Climate goals cannot be separated from development goals
- No one size fits all, differentiation between countries/regions is required
- Involve all stakeholders in strategy development and implementation (public and private)
- Taking people along (social justice, multi-stakeholder approach, etc.) and
- Use opportunity for economic growth in infrastructure and technology sector
There is no time to lose

Decisive action is required to minimise risk of climate impacts and stranded assets!
Thank you!

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https://www.ndctransportinitiativeforasia.org/council-for-decarbonizing-transport

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