

# Planning for sustainable transport policies – assessing CO<sub>2</sub> emissions

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**TRANSPORT**



# The 2030 Agenda and the Sustainable Development Goals

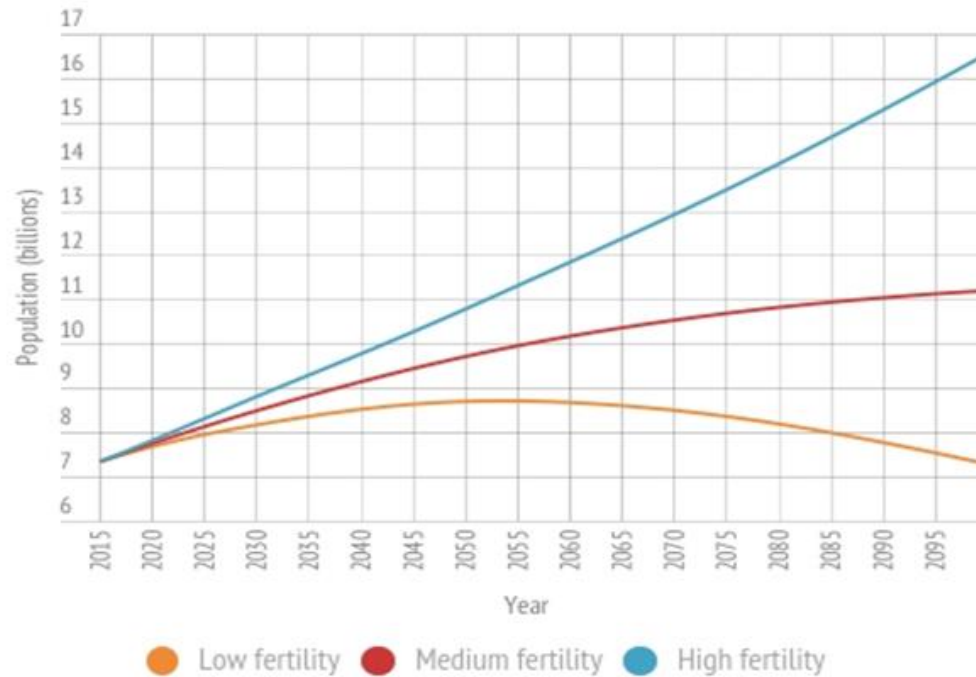


4 SDGs out of 17 are of particular importance for decarbonisation of transport

SDG	Target	Analytical work	Capacity Building	Regulatory Work	WPs
13	13.1: Strengthen resilience and adaptive capacity to climate-related hazards, extreme events and disasters, including gradual-onset and extreme-weather-related events, and climate change	1	Transport for Sustainable Development: The case of inland transport		WP 5
9	9.4: Upgrade infrastructure and expand高质量 services and resilient infrastructure throughout the world, including roads, railways and other transport infrastructure, and information and communication technologies	2	Beneficial Transport Infrastructure Investments		WP 5, WP 11
11	11.2: Provide access to safe, affordable, accessible and sustainable transport services for all, including for the vulnerable	3	Green Engine Enhance a. Transport System Strategy b. TSP c. TSP 2025		WP 5, WP 10, WP 11, WP 14, WP 15, WP 16, WP 17, WP 18, WP 19
13	13.2: Integrate climate change measures into urban planning and management and new urban and infrastructure development in all countries and cities	4	Report for Sustainable Development a. Sustainable Urban Mobility and Public Transport		WP 5
13	13.3: Enhance urban and resilient access to safe and affordable transport services for all	6	Green Engine Enhance		WP 5, WP 6, WP 14
13	13.4: Promote sustainable and equitable access to safe and affordable transport services for all	7	Green Engine Enhance		WP 5, WP 6, WP 14
13	13.5: Promote labour rights and promote safe and secure working conditions for all workers	8	a. Mutual Recognition of Qualifications b. "Work of Cities of Inland Europe" c. TSP 2025		WP 5, WP 6, WP 14, WP 15, WP 16, WP 17, WP 18, WP 19
13	13.6: Enhance safety, resilience, sustainable and secured infrastructure, including regional and trans-continental infrastructure	9	a. TSP Strategy b. TSP 2025 c. TSP 2025		WP 5, WP 11, WP 12, WP 13, WP 14, WP 15, WP 16, WP 17, WP 18, WP 19
13	13.7: Enhance land-based transport services and sustainable transport systems for all, affordable, accessible and sustainable	11	a. Sustainable Urban Mobility and Public Transport b. TSP 2025 c. TSP 2025		WP 5, WP 11, WP 12, WP 13, WP 14, WP 15, WP 16, WP 17, WP 18, WP 19
13	13.8: Enhance land-based transport services and sustainable transport systems for all, affordable, accessible and sustainable	12	a. TSP 2025, TSP 2025 b. TSP 2025, TSP 2025 c. TSP 2025, TSP 2025		WP 5, WP 6, WP 11, WP 12, WP 13, WP 14, WP 15, WP 16, WP 17, WP 18, WP 19
13	13.9: Strengthen resilience and adaptive capacity to climate-related hazards, extreme events and disasters, including gradual-onset and extreme-weather-related events, and climate change	13	a. TSP 2025 b. TSP 2025		WP 5, WP 6, WP 14
13	13.10: Promote and significantly reduce marine pollution of all kinds, in particular from land-based activities	14	a. TSP 2025 b. TSP 2025		WP 5, WP 10, WP 14, WP 15, WP 16, WP 17, WP 18, WP 19
17	17.1: Promote and significantly reduce marine pollution of all kinds, in particular from land-based activities	17	a. TSP 2025 b. TSP 2025		WP 5, WP 6, WP 14, WP 15, WP 16, WP 17, WP 18, WP 19



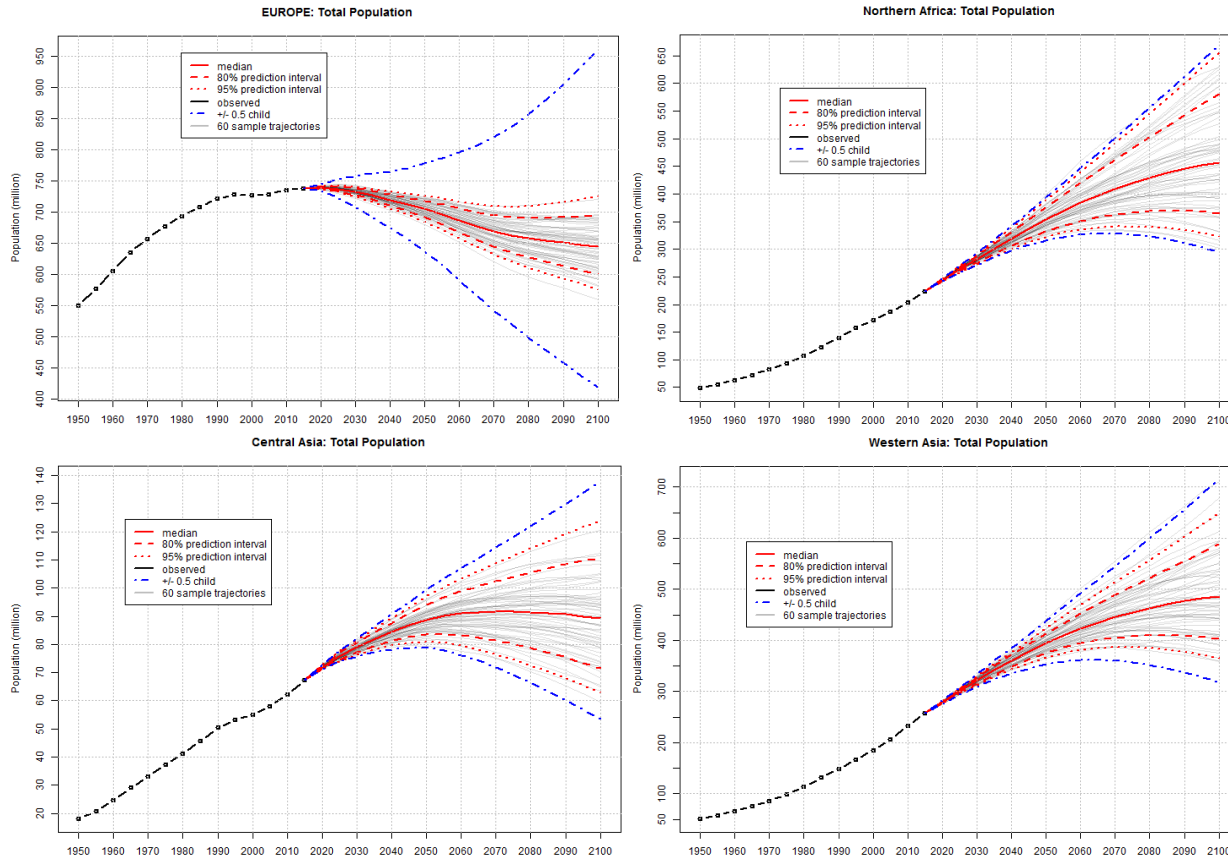
# Megatrends: World population projections 2015-2100



Source: UN Population Division, World Population Prospects: The 2015 Revision.  
Underlying data available at: <https://esa.un.org/unpd/wpp/>



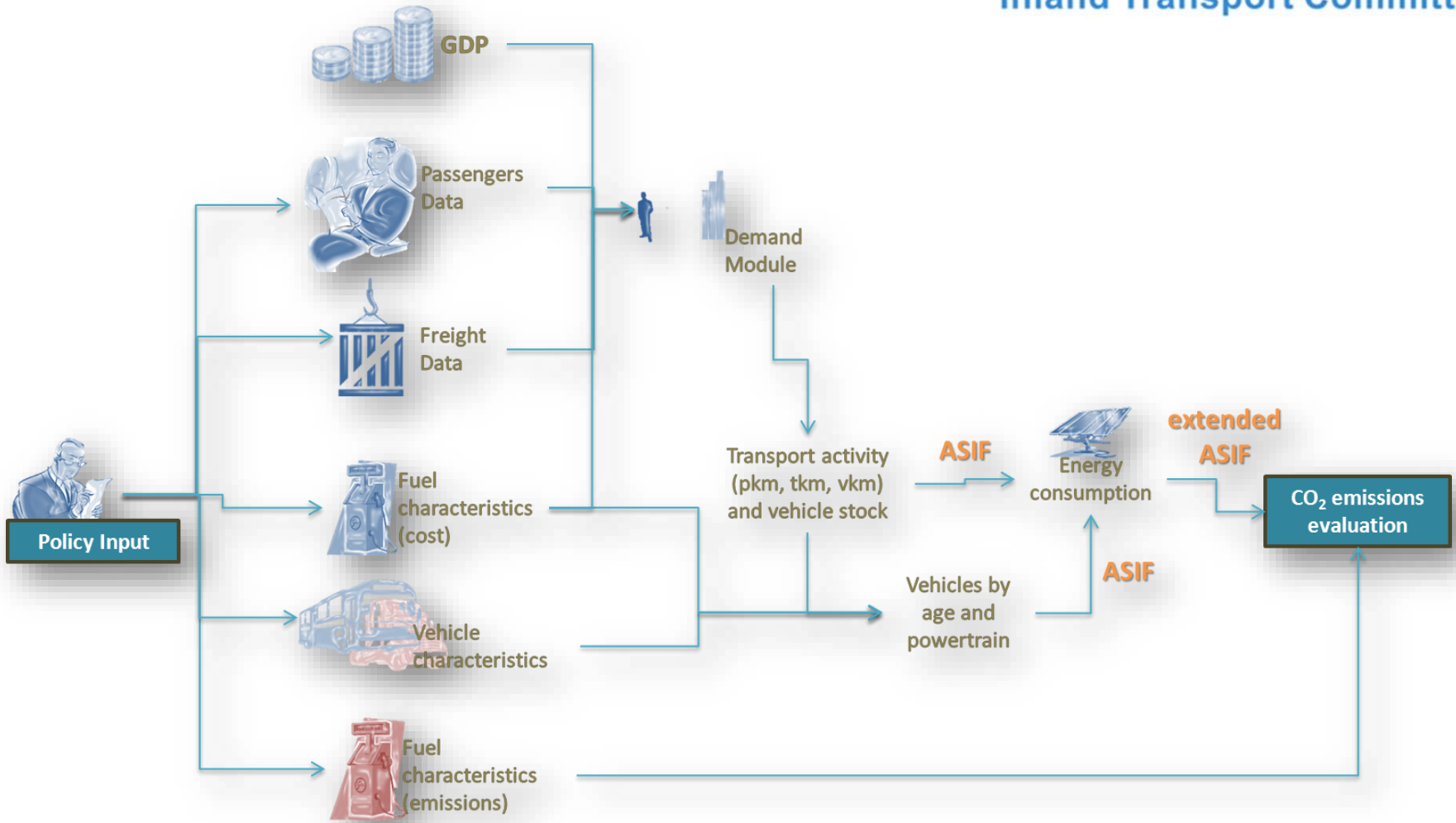
# Population and urbanization



Source: UN Population Division, World Population Prospects: The 2015 Revision.  
Underlying data available at: <https://esa.un.org/unpd/wpp/>;  
Graphs available at: <https://esa.un.org/unpd/wpp/Graphs/Probabilistic/POP/TOT/>



# ForFITS model



# What does ForFITS do?

- ➔ 1. Allows the estimation/assessment of emissions in transport
- ➔ 2. Allows the evaluation of transport policies for CO<sub>2</sub> emission mitigation

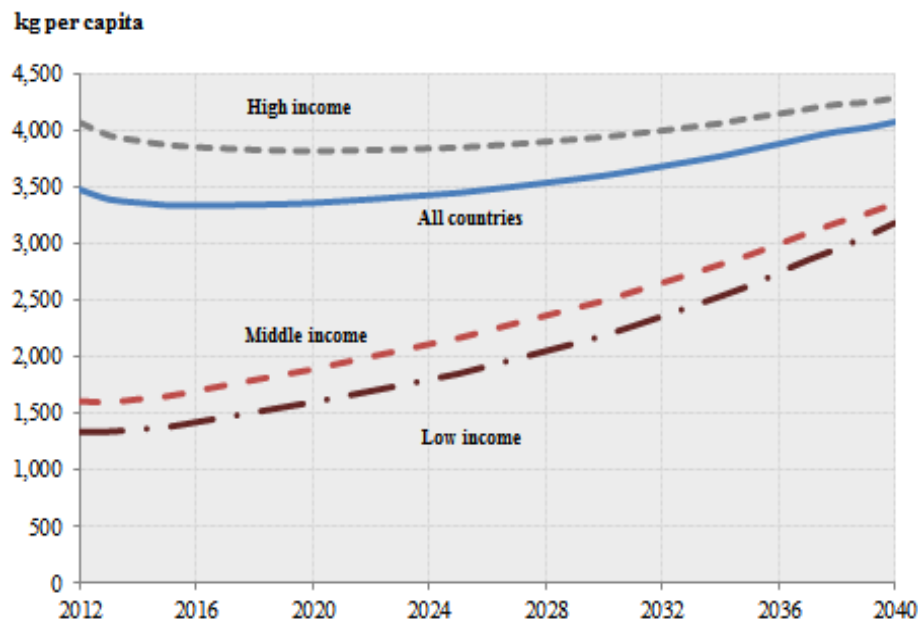
Converts information on transport activity into fuel consumption and CO<sub>2</sub> emission estimates considering the influence of the demographic and socio-economic context, including policy inputs!



# ForFITS at the regional level

We support **regulatory push** combined with awareness for the environment and climate

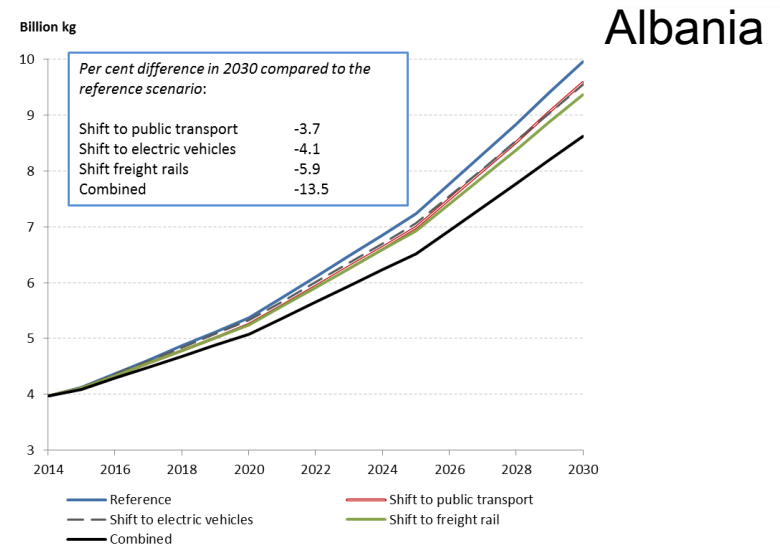
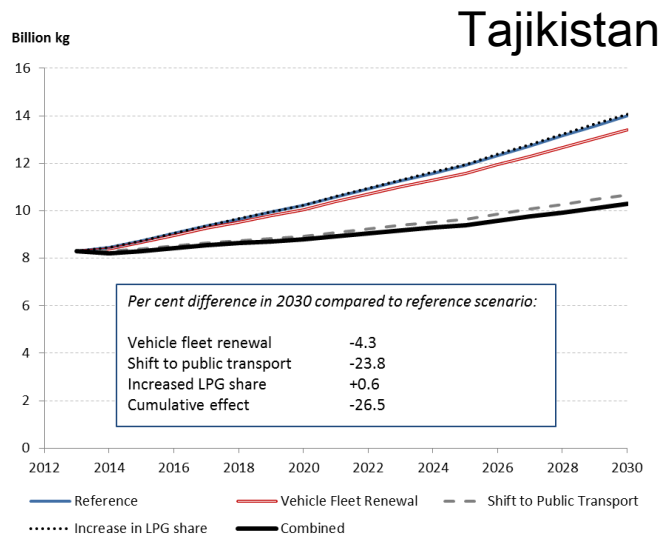
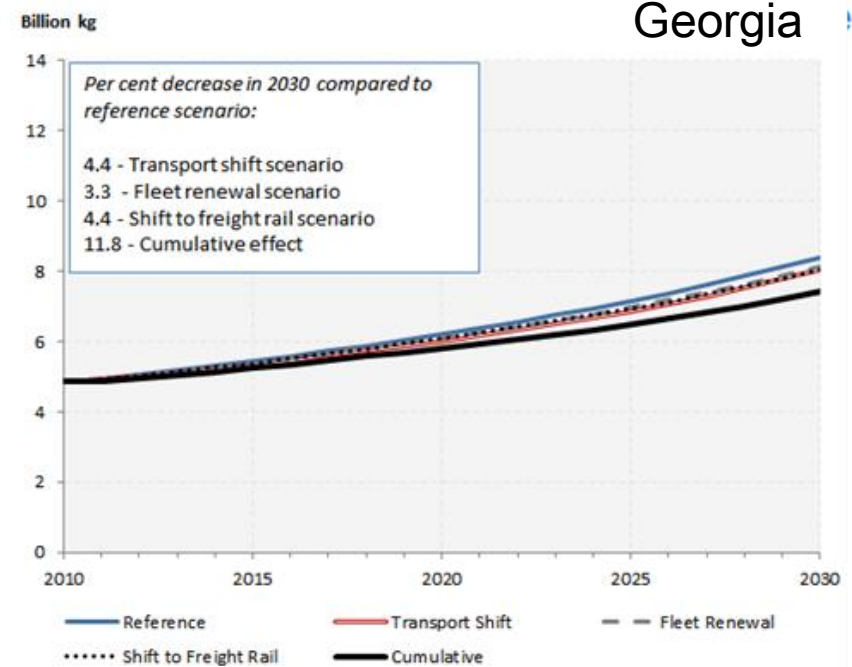
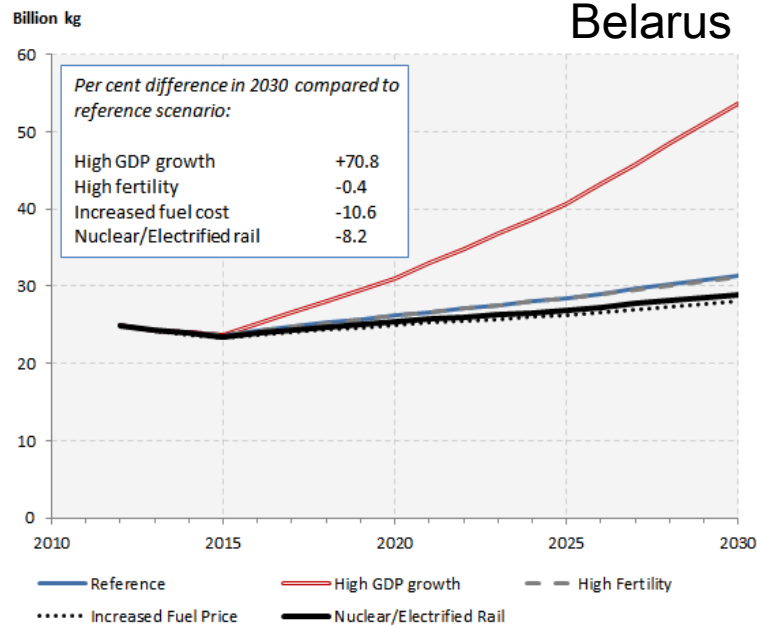
- UNECE region success: decoupling of CO<sub>2</sub> and motorization growth
- But still significant emitter
- **UNECE MICs CO<sub>2</sub> emissions from inland transport will more than double by 2040 if no powerful interventions**  
*ForFITS model*



# ForFITS at the country level



UNECE



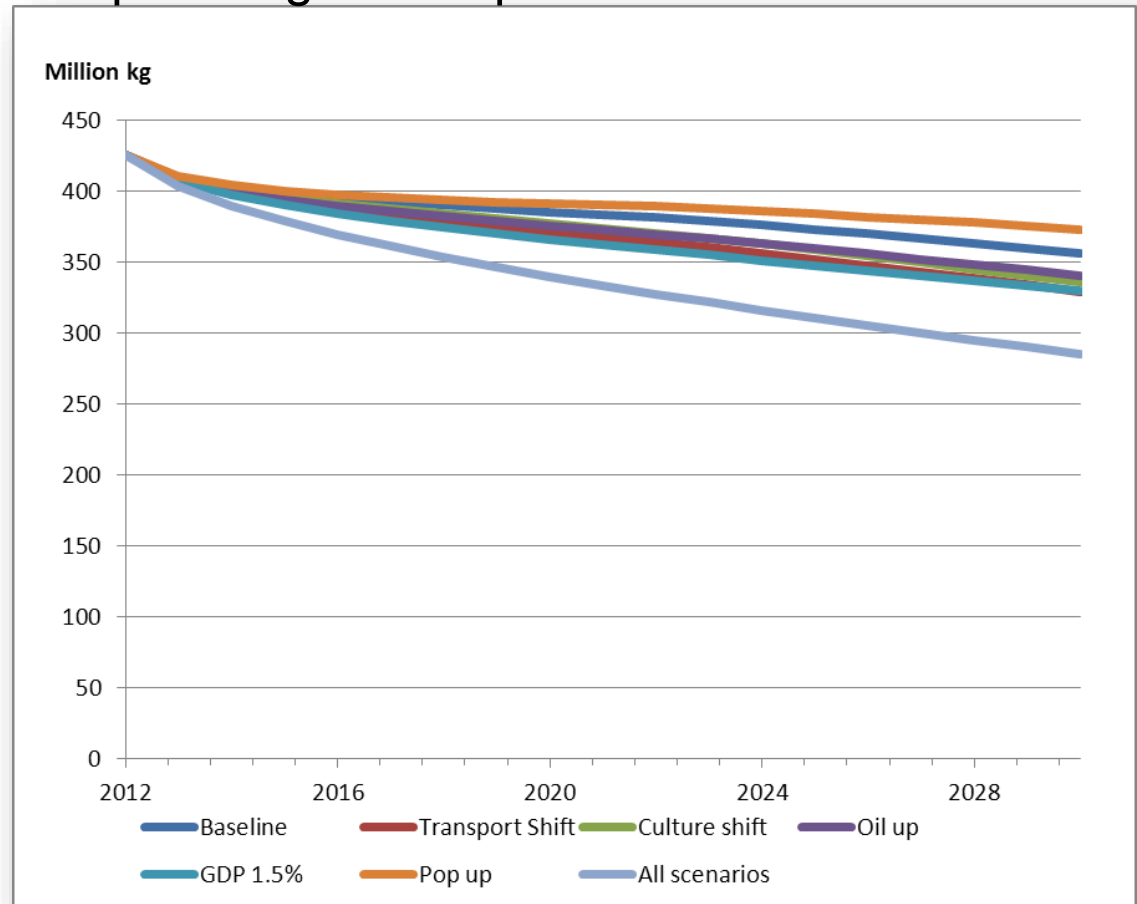


# ForFITS at the city level

## The case of Kaunas

- Overall CO2 emissions from passenger transport under different scenarios

7.6 per cent reduction by 2030 from shifting transport  
5.8 per cent reduction from culture shift  
4.4 per cent reduction from oil up  
7.3 per cent reduction from 1.5% GDP growth  
4.6 per cent increase with high fertility  
19.9 per cent decrease with all scenarios together



## The implementation of ForFITS

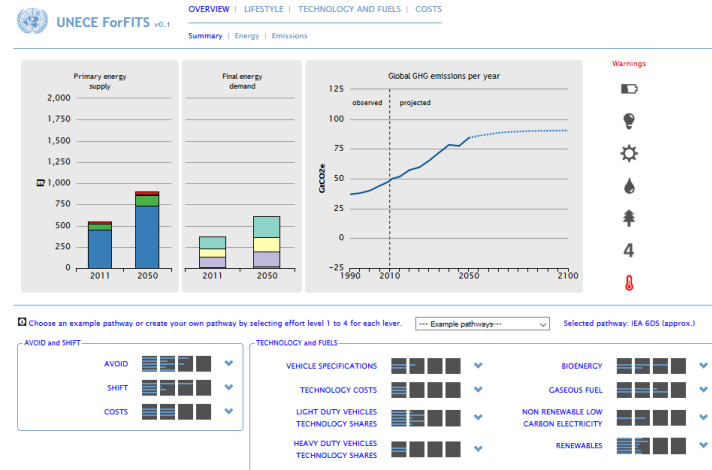


in the City of Mannheim!  
*(forthcoming!)*

# New projects subject to fundraising

Extension of the scope:  
Local pollutants and NRMM

New User Interface



## New projects subject to fundraising

Training sessions



Specific analysis



**SAFE, CLEAN, SECURE AND EFFICIENT MOBILITY FOR PEOPLE AND FREIGHT**



**enablers**

- Inclusive International Legal Architecture
- Effective Public Administration
- International Cooperation
- Innovative Financing
- New Technologies
- Social Responsibility

**objectives**

- Seamless B / C
- Facilitated international transport
- Reduced GHG emissions
- Reduced air / noise pollution
- Increased P.T. Mobility Choices
- Zero traffic fatalities and injuries
- Efficient transport services
- Enjoyable walking and cycling

*The future  
Inland Transport  
WE WANT!*

**INLAND TRANSPORT**

