

# Status, trends and outlook of transport development with a focus on North and Central Asia

2023 Expert Group Meeting (EGM) on the VPoA Review in  
North and Central Asia

07 June 2023

# Decarbonisation

- To achieve decarbonisation national, regional, and global efforts will be needed.
- Particularly challenging exercise to do for Asia. It is a diverse region that spans vast distances and has differing urbanisation rates, economic outlooks and energy resources.

Table 1. Climate action plans in selected North and Central Asia countries:  
Nationally determined contributions

North and Central Asia Country	Commitment to United Nations Nationally Determined Contribution (UNNDC)	Date pledged	Updated commitment to UNNDC contingent on international support	Date pledged
Armenia	-	23/03/2017	40% reduction in emissions by 2030 (base year 1990)	05/05/2021
Azerbaijan	35% reduction in emissions by 2030 (base year 1990)	09/01/2017	-	-
Georgia	15% reduction in emissions by 2030 (base year 1990)	08/05/2017	35% reduction in emissions by 2030 (base year 1990)	05/05/2021
Kazakhstan	15% reduction in emissions by 2030 (base year 1990)	06/12/2016	-	-
Kyrgyzstan	11.5-13.70% reduction in emissions by 2030	18/02/2020	16% reduction in emissions by 2030	09/10/2021
Tajikistan	10-20% reduction in emissions by 2030 (base year 1990)	22/03/2017	30-40% reduction in emissions by 2030 (base year 1990)	12/10/2021
Turkmenistan	Commitment to Reduction	21/10/2016	-	-
Uzbekistan	10% reduction in emissions per unit of GDP by 2030 (base year 2010)	09/11/2018	35% reduction in emissions per unit of GDP by 2030 (base year 2010)	30/10/2021

Notes: All reported commitments are unconditional reductions. Some North and Central Asia countries have also made larger conditional commitments subject to further conditions. Values for Kyrgyzstan have been rounded up for consistency with other country data.

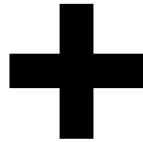
Source: Data from country submitted Nationally Determined Contributions. NDC Registry (n.d.), "All NDCs", webpage, <https://www4.unfccc.int/sites/NDCStaging/Pages/All.aspx> (accessed 7 February 2022).

# Great Challenges of Decarbonisation

In emerging economies:



REDUCE  
EMISSIONS



REDUCE  
POVERTY



ECONOMIC  
GROWTH



## Challenges faced by the transport sector in the region

- Limited data
    - On emissions and impact of measures
    - On connectivity and impact of infrastructure improvements
  - Fragmentation in the freight industry
  - Infrastructure improvements
    - Corridors are not sufficient
    - Need to be complemented with intra-regional connectivity.
  - Governance and soft measures are needed at the regional level
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# Using the ITF Modelling Framework to assess pathways to decarbonisation



# ITF Transport Outlook Scenarios

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## Current Ambition


### **Current trajectory.**

Implemented and announced commitments.  
Established economic practices.

## High Ambition

### **Bigger and faster**

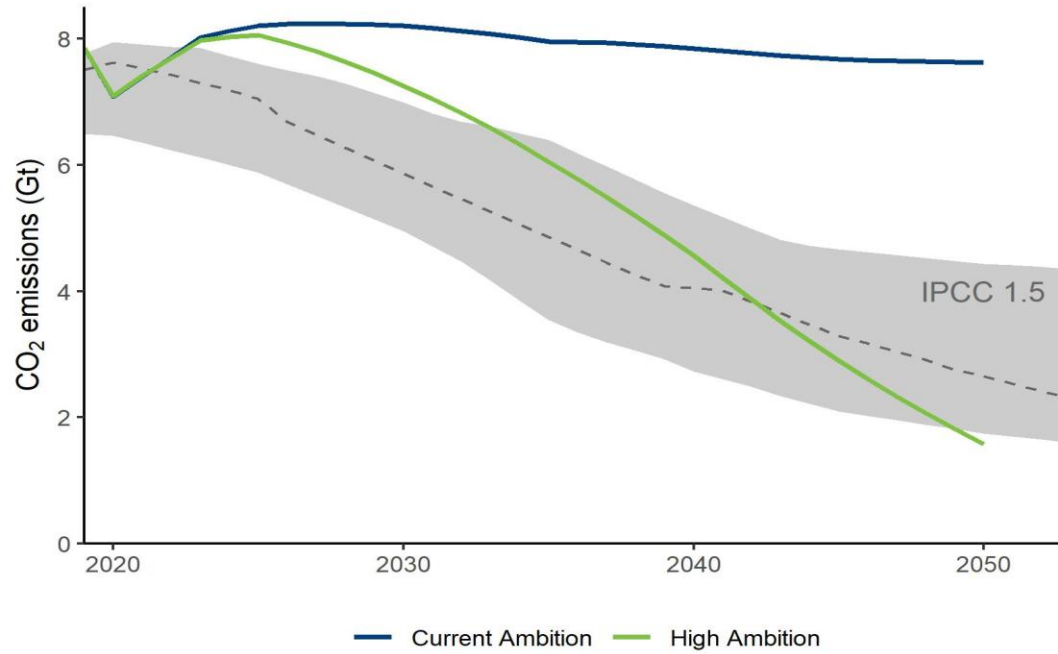
Transformational commitments.  
2030 sectoral breakthrough goals.



# Different Potential Global Trajectories

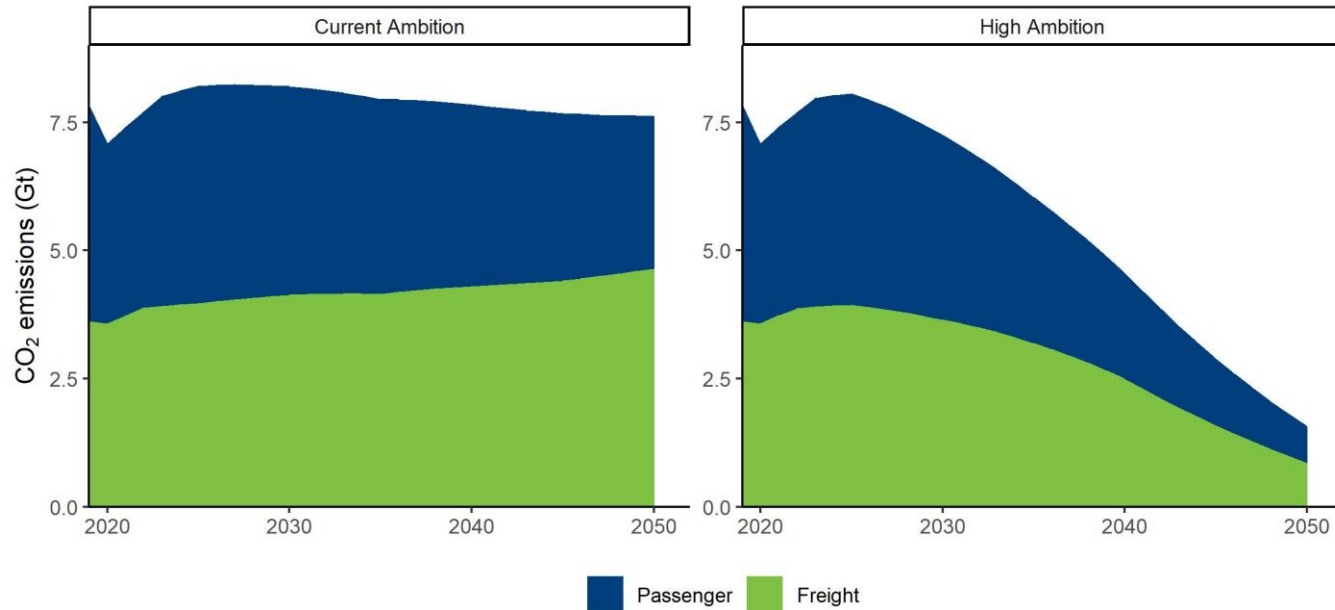


## As time runs out, accelerated action is needed

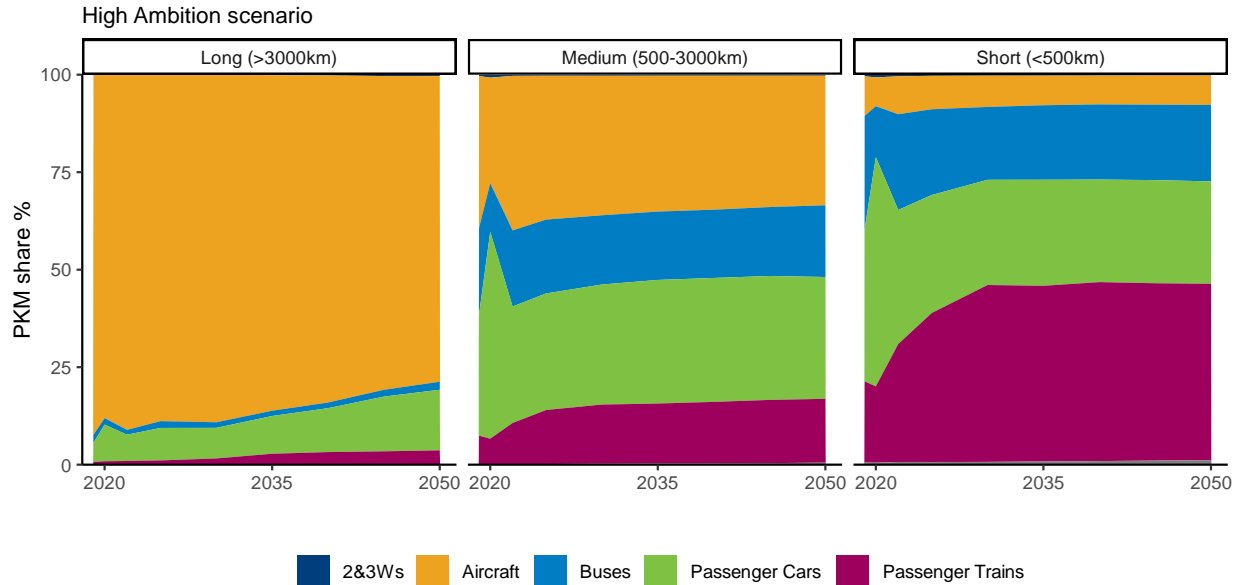




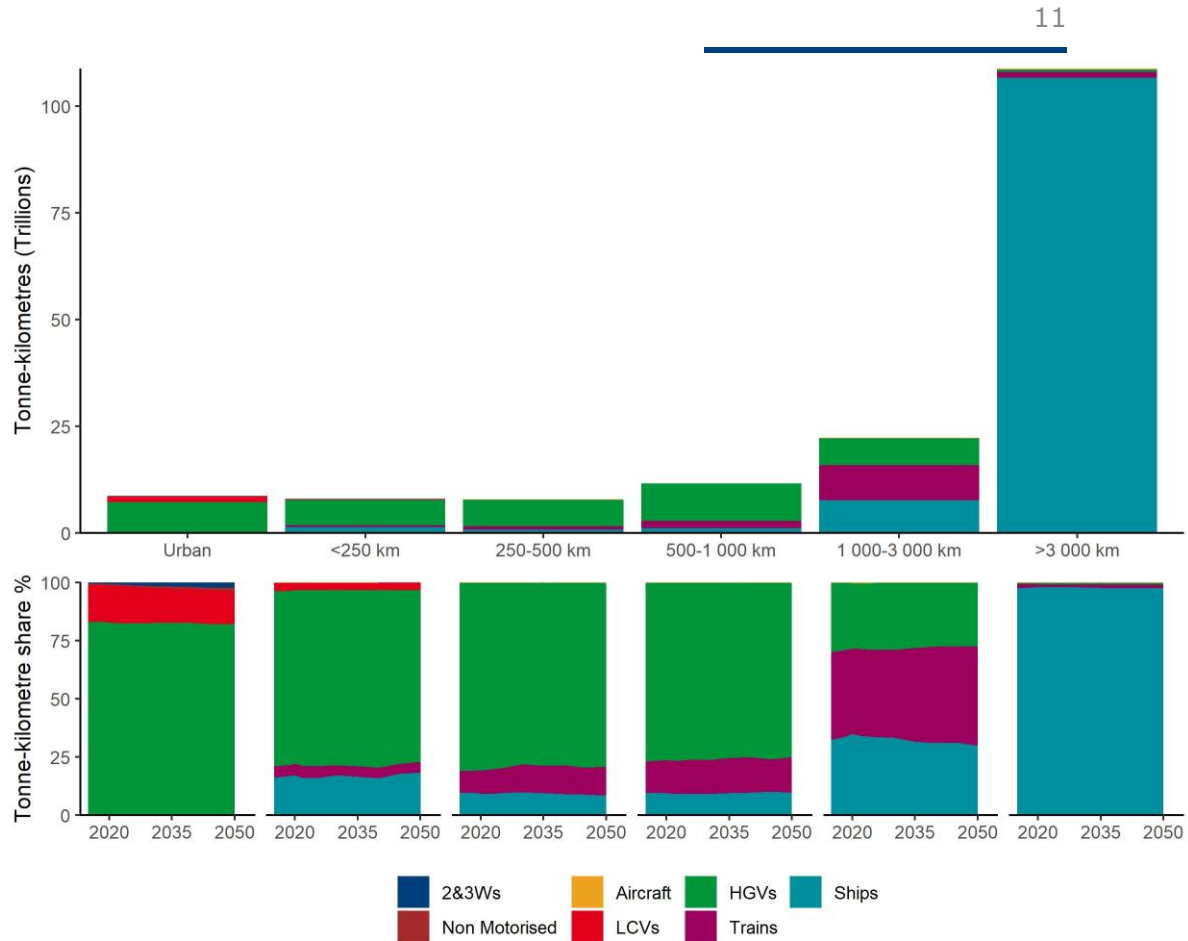
# Freight has fallen behind passenger in decarbonisation



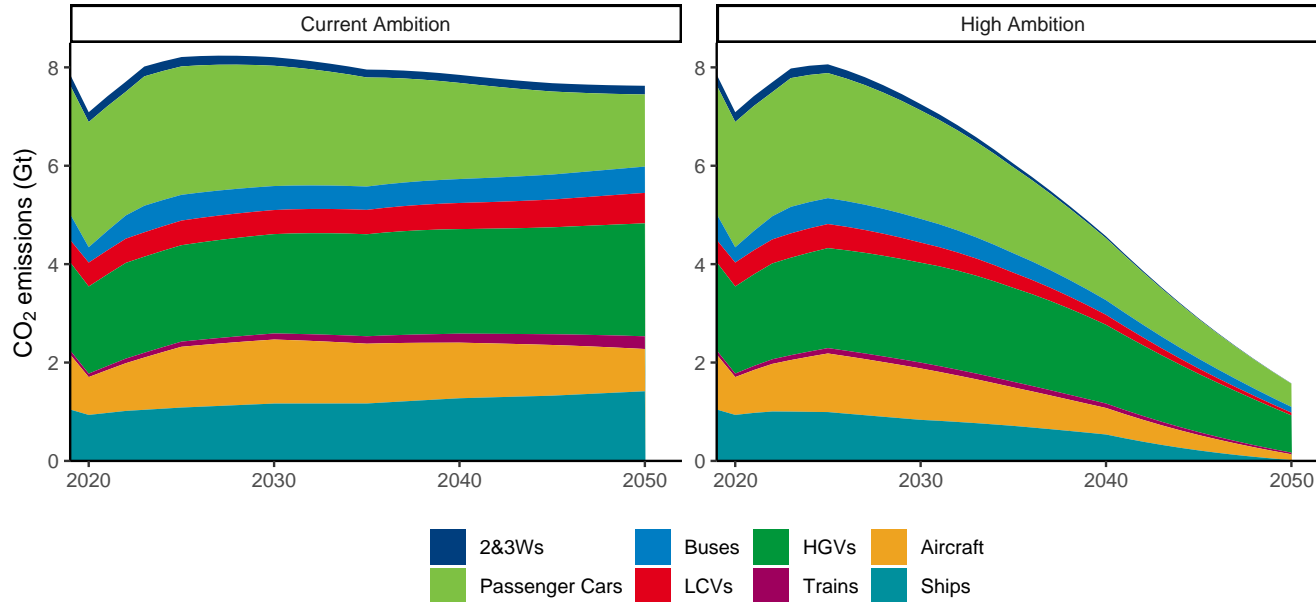
## Modal alternatives vary by distance (Passenger)



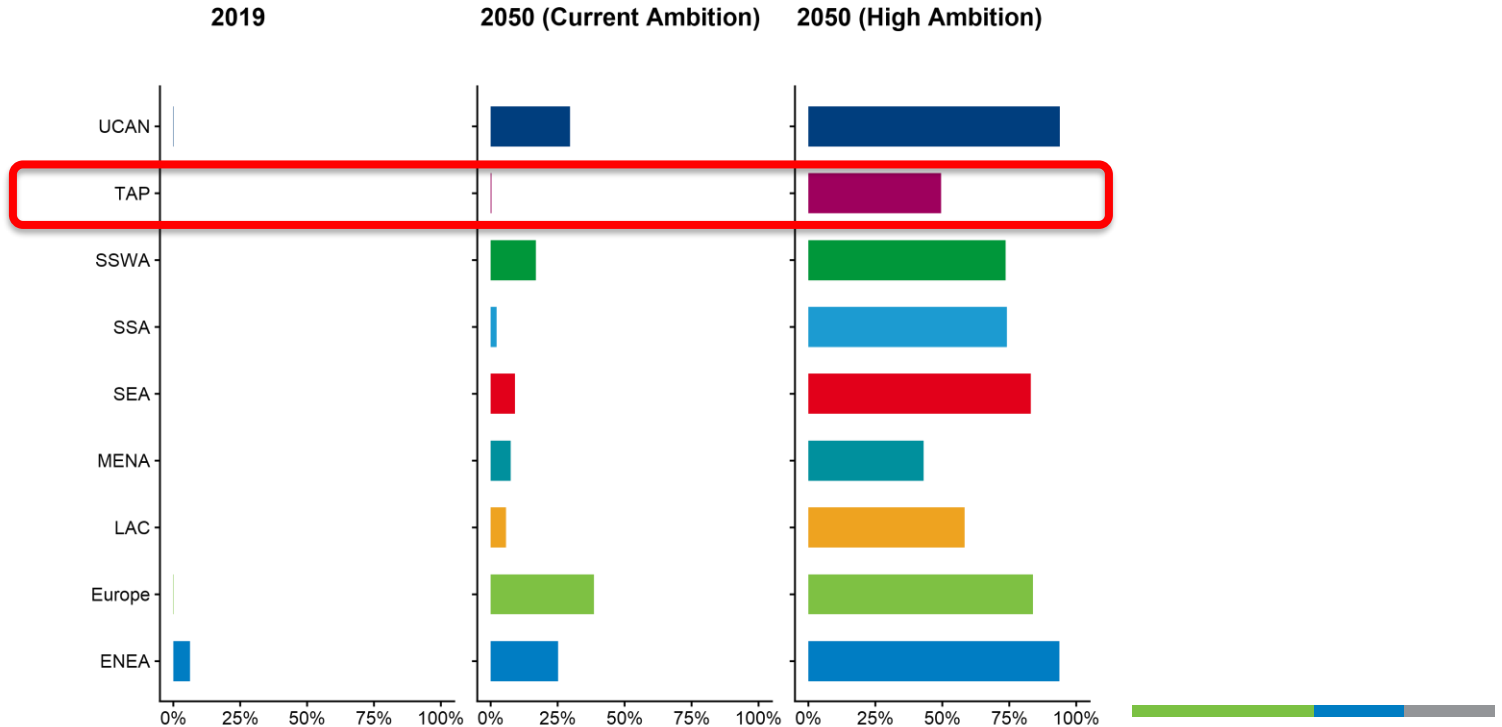
# Modal alternatives vary by distance (Freight)



# Cleaner fleets and fuels are essential



# Share of Zero Emission Vehicles



# In North and Central Asia



## Challenges faced by the transport sector in the region

- Distance and being landlocked can never be fully eliminated: Compensate through appropriate policy measures
    - Reduce cost on long distance connectivity – consolidation
    - Rail corridors as the backbone: reliable complement to sea
    - Road for intra-regional connectivity
  - Focus also on local connectivity (firms' access to corridors)
  - Institutional capacity important
    - Planning under uncertainty
  - Coordination among regional authorities to remove bottlenecks (infrastructure and non-infrastructure)
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## **Regional Connectivity Challenges: Improve connectivity without increasing carbon intensity**

- Connectivity must not come with unacceptable environmental costs.
- Target regional linkages and sustainable growth in connectivity strategies
- Policies should focus on improving regional connectivity and fostering regional trade.
- Complement connectivity improvements with initiatives to decarbonise fuel production and energy sources.
  - Regions with natural resources, including energy sources, can gain a competitive and strategic advantage by improving their energy sectors.





# Final takeaways



## No action is also costly

Avoid falling into the trap of climate delay discourses

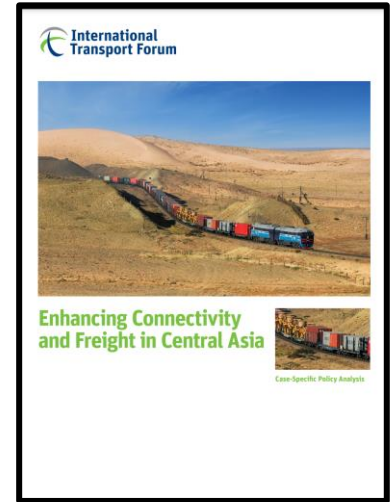
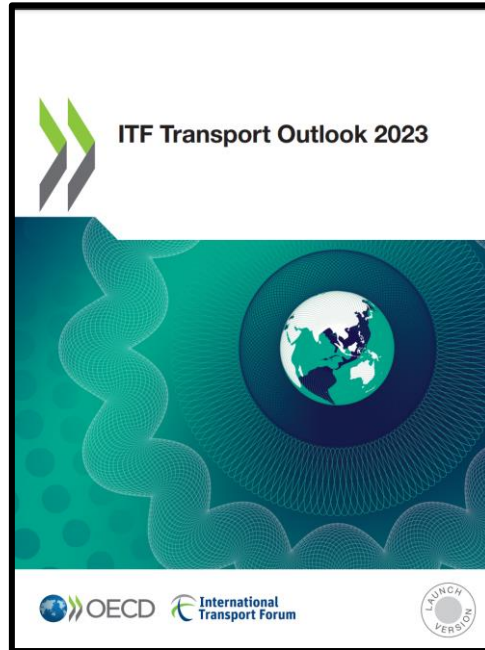
- The **status quo** and **not decarbonizing** will also be **extremely costly**
- Discourses create the **illusion** of the current status quo being **cost free**
- **Delaying action** can result in **additional costs**



## What we need to do in North and Central Asia and Beyond

- Develop comprehensive strategies
- Accelerate the transition to cleaner fleets and fuels
- Adopt, and invest in, demand management and mode shift measures where they will most effective
- Evaluate the wider benefits for urban areas
- Reform taxation of road vehicle use





# Thank you

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