

ITF Outlook: Urban passenger transport in Latin America, China, and India

CODATU Journée d'Etude

October 2014

Mary Crass

Head of Policy and Summit Preparation

Population growth generates rising mobility needs

9 billion

World population by 2050



Cities shaping future transport flows

2.7 billion

**Additional urban dwellers in 2050,
92% will live in developing countries**

**Most important changes will happen in
urban areas**





40%

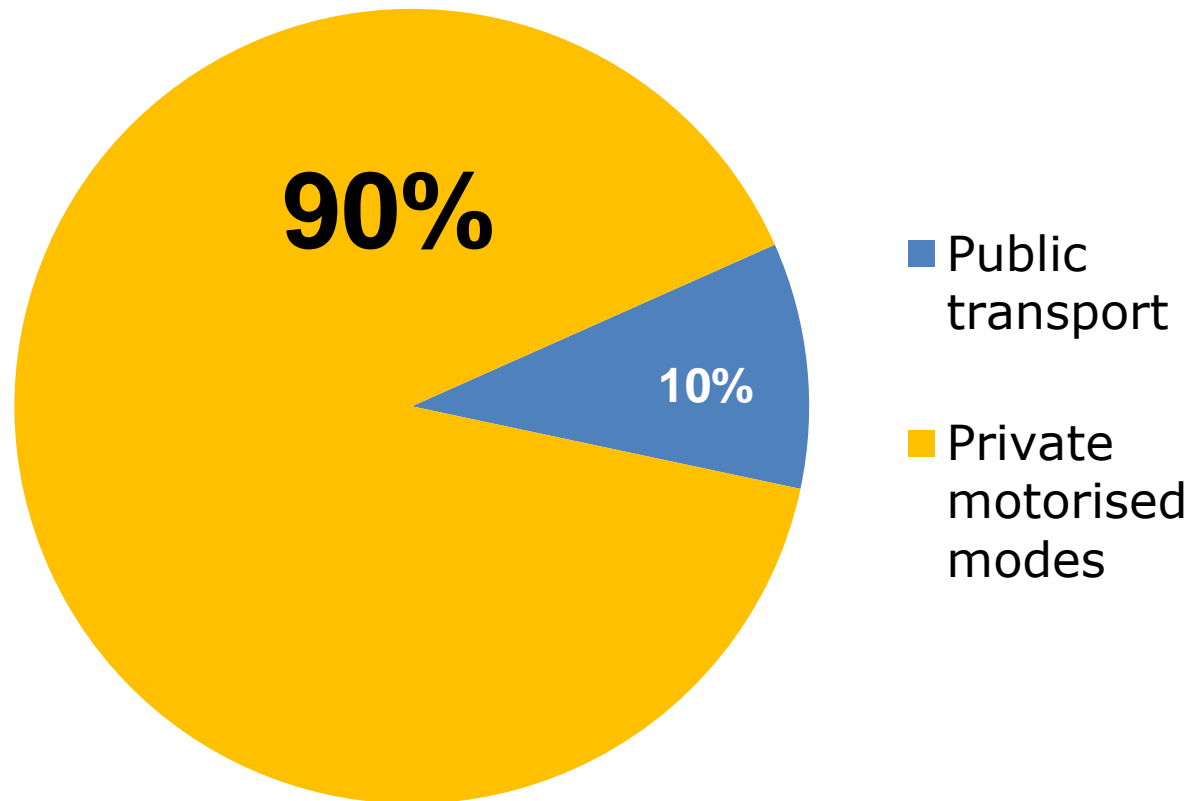
of total new urban dwellers
in 2050 :

**Latin America,
India and China**



Source: UN Urbanization process 2012

CO₂ emissions in urban areas due to passenger transport



- ▶ Great opportunity to reduce CO₂ emissions by switching from private to public oriented mobility

2015 ITF Transport Outlook

- ▶ A scenario tool to examine development of global transport volumes and related CO₂ emissions, health impacts
- ▶ A specific chapter dedicated to urban transport with comparisons between China, Latin America and India (to be launched at COP 20)
- ▶ Strategic tool to support policy-makers in shaping the future of transport policies
- ▶ Allows us to analyse how the world could change if we choose different policies and development paths



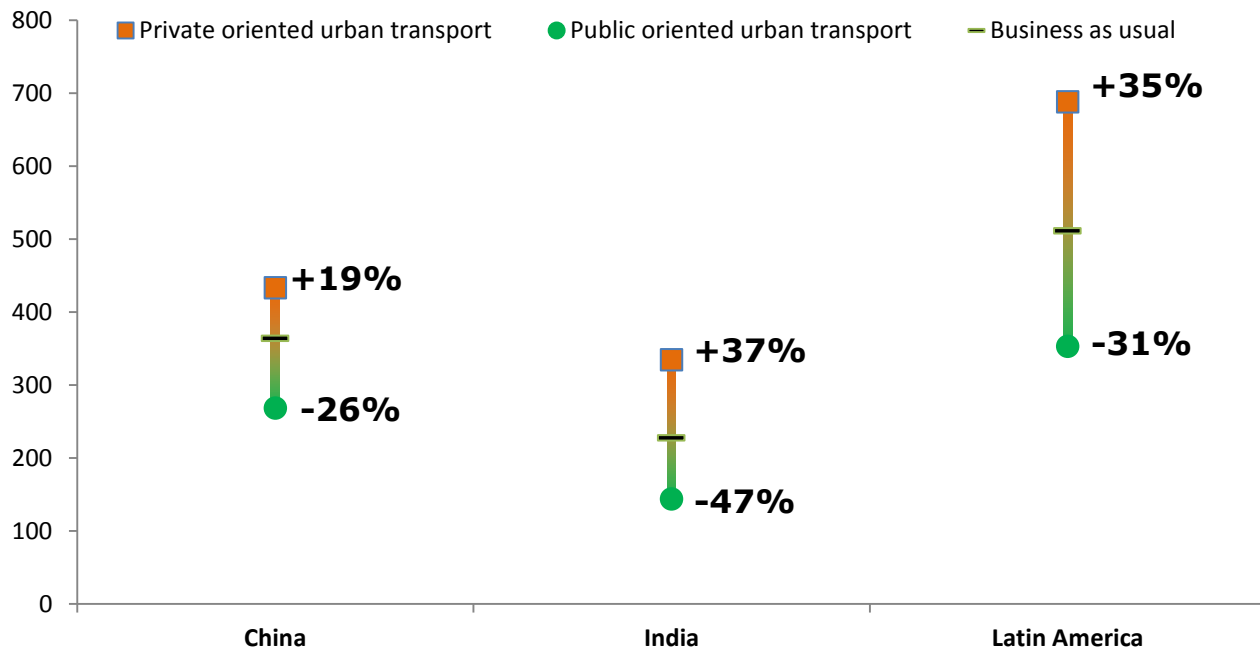
Approach

- ▶ Examine factors that can affect supply and demand for transport services
- ▶ Focus on scenarios illustrating potential upper and lower pathways
- ▶ Aim to gradually expand to cover key policies and external factors shaping future transport demand



Volume of future urban transport CO₂ emissions is uncertain...

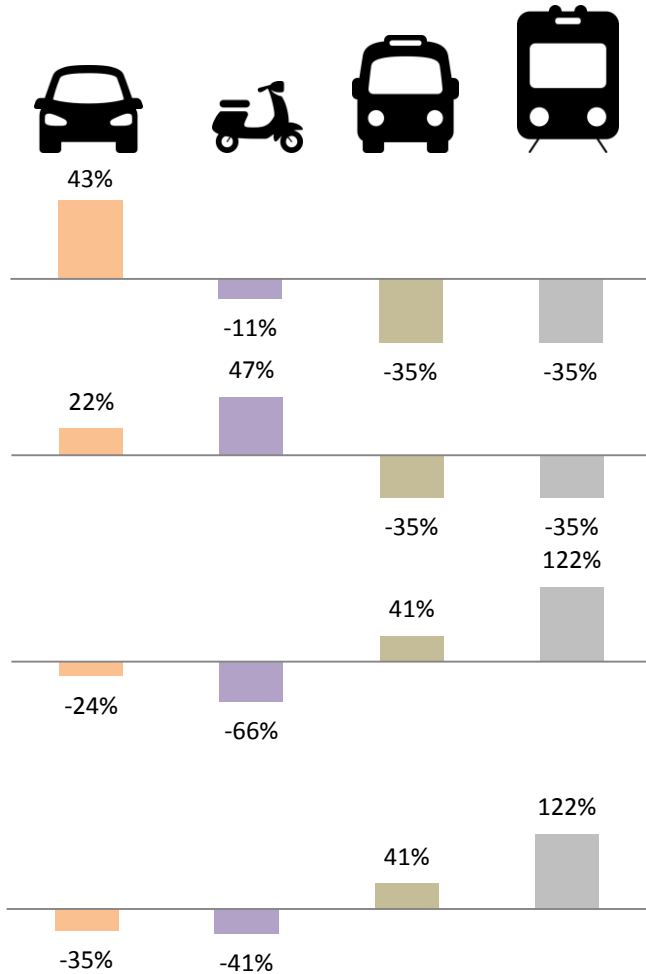
CO₂ emissions for urban passenger transport in India and China, 2050
Alternative scenarios, in MT CO₂



...which gives room for proactive public transport policies to curb CO₂ emissions

Results: Latin America

V-km growth relative to Baseline



Scenarios

Private transport oriented
High road growth

Private transport oriented
Low road growth

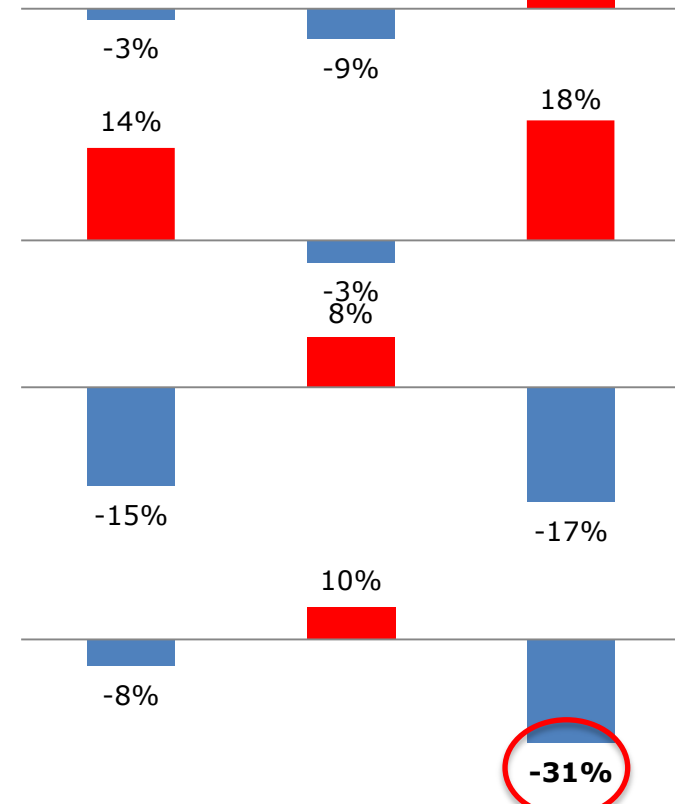
Public transport oriented
High road growth

Public transport oriented
Low road growth

Premature mortality (PM 2.5)

NOx

CO₂
35%



Long-term strategic planning over isolated actions

- ▶ Private v. public transport-oriented urban development => differentiated modal composition and negative externalities of urban mobility in Latin America, China, India.
- ▶ Policy alignment to contain sprawl, set high fuel prices, prioritise PT over road infrastructure expansion => maintains current PT share in Latin American and Indian cities; limits drop in PT share in China; cuts growth in CO₂ emissions by 31% (LA cities); 26% (China); 37% (India).
- ▶ Policies that favour private transport urbanisation => reduce PT share; increase carbon intensity of overall urban mobility; urban transport CO₂ emissions grow 35% (LA cities); 19% (China); 47% (India).



Thank you

Mary Crass
T +33 (0)1 45 24 13 24
E mary.crass@oecd.org

Postal Address:
2 rue Andre Pascal
75775 Paris Cedex 16