Ministerio de Transporte
Presidencia de la Nación
CLIMATE CHANGE ACTION PLAN FOR TRANSPORT

PROGRESS IN THE IMPLEMENTATION OF CARBON PRICING INSTRUMENTS IN THE TRANSPORT SECTOR

LUCILA CAPELLI
SECTORAL CONTEXT

INTERURBAN
- 37.2 million passengers (2012)
- 11.4 million passengers (2016)
- 521 million tonnes transported (2014)

URBAN
- 8.7 million trips

FINAL ENERGY CONSUMPTION Trend 1990 - 2016

- Participation for 2016
  - Electricity: 0.28%
  - Natural gas: 13.93%
  - Fuel oil: 0.23%
  - Kerosene: 3.10%
  - Mononafta: 38.33%
  - Diesel oil: 44.13%

GHG EMISSIONS
- 368 MtCO₂eq
- 85.3% Forests
- 14.7% Waste
- Mainly road transport 95%
OBJECTIVES OF THE PLAN

- Facilitate the mobility of people and freight logistics in the territory
- Decrease the consumption of fossil fuels
- Reduce greenhouse gas emissions
- Prioritize public and healthy transport
- Decrease vulnerability and improve transportation infrastructure
Avoided emissions 39,6%
Avoided emissions 0,8%
Avoided emissions 59,6%

• Railroad segregation
• Low emissions mobility
• Non-motorized mobility
• Prioritization of public transport

• Rehabilitation of the railway
• Modernization of the aero commercial fleet

• Improvement of the efficiency of freight transport
• Railroad segregation

Strategic lines and measures of the plan:
- Railroad segregation
- Rail network modernization
- Non-motorized mobility
- Public transport prioritization
- Freight transport efficiency improvement
- Rehabilitation of the railway
- Modernization of the aero commercial fleet

- Strategic lines
  - Inter-urban passenger transport
  - Urban passenger transport
  - Freight transport
KEY ELEMENTS OF THE PLAN

Monitoring
• Monitoring Plan with SAyDS
• Based on public sector information

Continuous review
• The plan is updated annually
• Modify, eliminate or add measures

Finance
• It is financed with a mix of national, international and private sector resources
SECTOR PROCESS IN THE PMR: MRP PHASE

1. Review of international experiences in the use of carbon pricing instruments in the transport sector
2. Review of the measures of the Climate Change Action Plan for Transport
3. Review of the context and policies of the transport sector
4. Potential CPIs that could support the implementation of the climate change plan were identified
## KEY FINDINGS

<table>
<thead>
<tr>
<th>Strategic line</th>
<th>Measures</th>
<th>Identified CPIs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban transport</td>
<td>Regional express network</td>
<td>• Performance + trade standards</td>
</tr>
<tr>
<td></td>
<td>Low emission vehicles</td>
<td>• Internal voluntary scheme</td>
</tr>
<tr>
<td></td>
<td>Vehicle labeling</td>
<td>• International accreditation</td>
</tr>
<tr>
<td></td>
<td>Alternative fuels in buses</td>
<td>• Scheme of internal compensation</td>
</tr>
<tr>
<td></td>
<td>Conversion of the fleet from Euro III to Euro V</td>
<td>• Tax on carbon (fuel)</td>
</tr>
<tr>
<td></td>
<td>Network of bicycle paths</td>
<td>• Quotas and credits</td>
</tr>
<tr>
<td></td>
<td>BRT</td>
<td></td>
</tr>
<tr>
<td>Interurban passenger</td>
<td>Improvement of efficiency in the commercial air sector</td>
<td></td>
</tr>
<tr>
<td>Freight transport</td>
<td>Modal shift from truck to train</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SmartWay program</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Renewal of the fleet with scrapping</td>
<td></td>
</tr>
</tbody>
</table>
PROCESS OF THE SECTOR IN THE PMR: NEXT STEPS

• Update the mitigation potential of the Plan's measures
• Understand whether the instruments are appropriate for the transport sector and for the national context
• Estimate the impact (cost, co-benefits and acceptability) of these CPIs
• Formulate implementation recommendations
• Identify market failures
• Analyze opportunities to offset CORSIA emissions with domestic reductions
• Analyze the potential impacts of IMO’s measures
Thank you!