МИНИСТЕРСТВО ТРАНСПОРТА РОССИЙСКОЙ ФЕДЕРАЦИИ
Минтранс России

125 лет РОССИЙСКИЙ УНИВЕРСИТЕТ ТРАНСПОРТА
РУТ (МИИТ)

Decarbonisation of transport in ensuring the effectiveness of climate change mitigation measures

Prof. Dr. Irina Karapetyants
Director of Institute of International Transport Communications,
Director of the Center for Carbon Regulation in Transport
Russian University of Transport (RUT)

PROBLEMS OF DECARBONIZATION OF TRANSPORT

1. are included in plans, projects, programs that unite the efforts of countries in the field of climate conservation and achieving the goal of ensuring the ecological safety of the planet
2. are within the limits of responsibility for the negative impact on the environment
3. are solved by means of regulatory, fiscal and financial, restrictions, technological changes
4. problems continue to be relevant due to the slow overcoming of dependence on fossil fuels

MEASURES TO MITIGATE THE EFFECTS OF TRANSPORT ON CLIMATE CHANGE

1. Development of alternative energy for vehicles and widespread use of low-emission fuel

2. Development of new generation engines for vehicles powered by renewable energy sources, forming sufficient network infrastructure for their charging, refueling, maintenance and repair

3. Implementation of resource-saving technologies and constructive materials that meet the principles of recycling and circular economy

4. Improving the transport resilience to climate change in terms of counteracting the complete or partial loss of their functionality

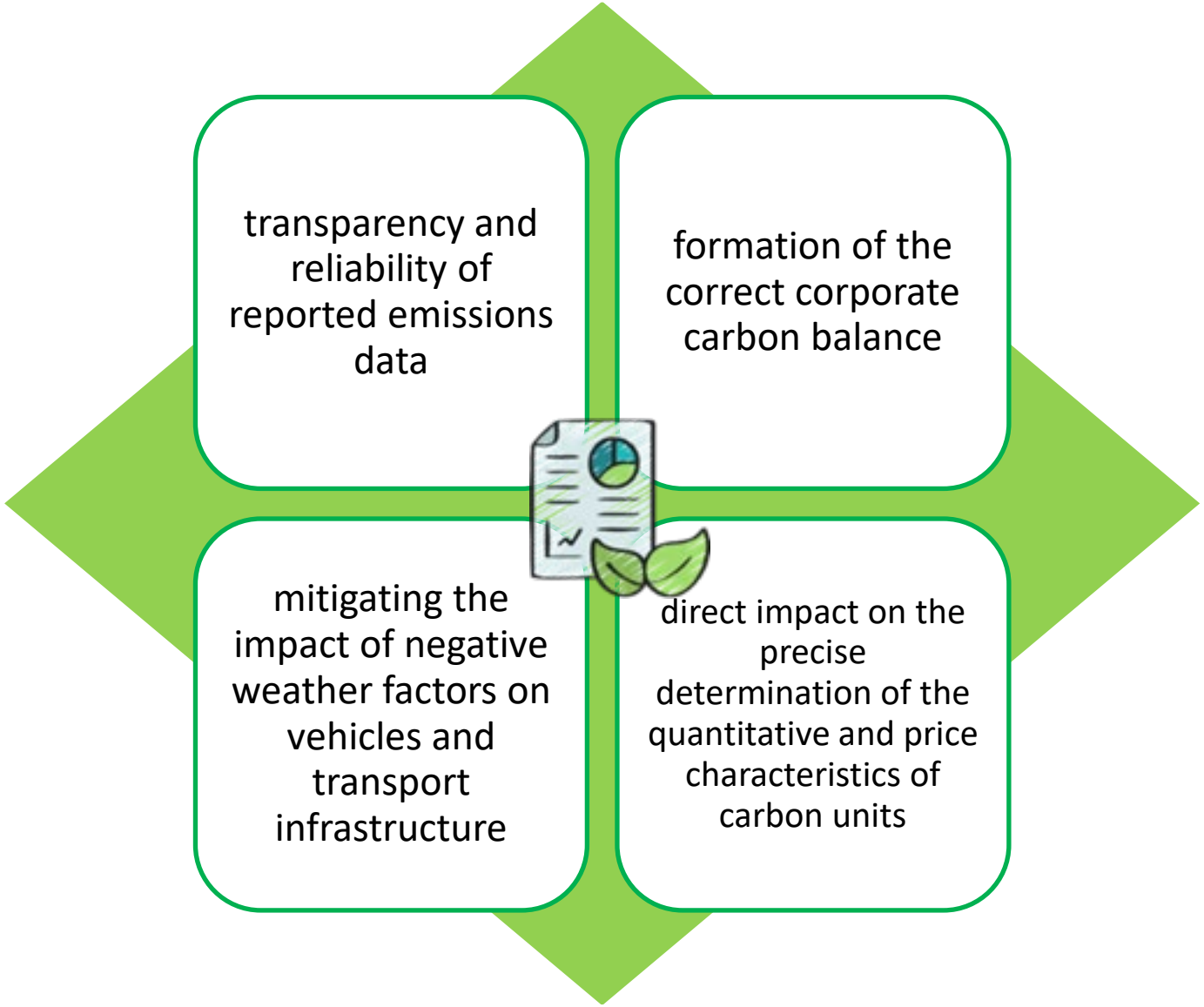
THE MULTILEVEL DECARBONIZATION MANAGEMENT SYSTEM IN TRANSPORT RELIES ON

- the dynamics and comparability of the results in achieving carbon neutrality
- reliable figures for annual emissions
- internationally recognized measurement methodologies in accordance with a three-tier accounting system for direct and indirect emissions
- data of validation and verification of greenhouse gases, climate projects
- targeted investments to achieve carbon neutrality of transport

THE CONTINUED GROWTH OF TRANSPORT EMISSIONS MAKES NECESSARY:

- the improvement of methods and tools for inventory and accounting of emissions
- to strengthen corporate responsibility for the transport contribution to environmental pollution
- regular monitoring and improved control over the reporting of accurate carbon emissions data
- active implementation of carbon footprint assessment across three measurement scopes (Scope 1, Scope 2, Scope 3)
- improving the quality of work and the competence of validation and verification bodies for carbon reporting and climate projects

CONTINUOUS IMPROVEMENT OF THE METHODOLOGICAL SUPPORT OF EMISSIONS CALCULATION DIRECTLY AFFECTS ON:



THE MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION AND TRANSPORT COMPANIES IN THE FRAMEWORK OF THE IMPLEMENTATION OF THE SECTORAL CLIMATE AGENDA:

МИНИСТЕРСТВО ТРАНСПОРТА РОССИЙСКОЙ ФЕДЕРАЦИИ
Минтранс России

125 лет
РОССИЙСКИЙ УНИВЕРСИТЕТ ТРАНСПОРТА
РУТ (МИИТ)

Are involved in ensuring the achievement of carbon neutrality in Russian regions (Sakhalin experiment)

Develop proposals within the framework of integration projects of the Eurasian Economic Union on:

- mutual recognition of national systems for verification of reports on greenhouse gas emissions and climate projects in transport;
- the development of guidelines for measuring the carbon footprint of vehicles, transport infrastructure facilities, activities of transport enterprises;
- application of the matrix method for achieving sustainable development goals in the field of transport.

PROPOSALS FOR DISCUSSION AND PROJECT-ANALYTICAL ACTIVITIES OF THE UNECE WORKING PARTY ON TRANSPORT TRENDS AND ECONOMICS (WP.5):

МИНИСТЕРСТВО ТРАНСПОРТА РОССИЙСКОЙ ФЕДЕРАЦИИ
Минтранс России

125 лет
РОССИЙСКИЙ УНИВЕРСИТЕТ ТРАНСПОРТА
РУТ (МИИТ)

1

- combining positions on the convergence of methodologies and practices for measuring greenhouse gas emissions, taking into account the modes of transport and the specifics of transport processes of cross-border transport

2

- development of a validation and verification system for greenhouse gas emissions gases in transport on the basis of mutual recognition of national accreditation bodies for validation and verification of greenhouse gases

3

- adaptation of companies in the transport sector of the economy to the introduction of a three-level system for measuring and accounting for greenhouse gas emissions