



SIDE EVENT FOR 14<sup>th</sup> CLEAN ENERGY MINISTERIAL

# Accelerating the Energy Transition in Asia's Transport through Sustainable and Equitable E-Mobility

22 JULY 2023 | 10:45 AM - 12:15 PM IST  
SALAO 2, GRAND HYATT GOA, PANJIM



## Key Highlights of the roundtable discussion:

### Session 1: Sharing National Pathways for Asia Regional Decarbonization

- Despite its low per capita carbon emissions, Asia still accounted for 40% of global transport emissions in 2021. In the business-As-Usual scenario, the energy demand in transport is bound to double in the next decade. It is therefore time to look at alternatives. Better optimization with solar energy and battery can pave way for life cycle cost reduction.
- Financial incentives would be a key, to achieve the ambitious targets set for transport decarbonization. Moving forward setting up standards and having transparency in terms of Charging infrastructure would be crucial.
- CESL adapts the aggregation model in many endeavors, including buses. Advantages being lowering transaction costs (financial and socio-economic costs). Awareness about the upcoming transport sector demand, would help the industries to transform from rudimentary to a long-term engagement (where the operators will not only supply but also perform and adapt to risks).
- Proper standardization is crucial to bring subnational level work into national policies. Such development would amplify synergies in clean energy transition. This may involve delivering knowledge products regarding transport decarbonization in terms of aligning national and regional decarbonization and building upon existing commitments.
- Countries have a global target – Paris agreement, which acts as binding target. There are NDC's as an implementation tool for individual countries to reach the 1.5 scenario. 85% of global countries have measures for transport decarbonization but only 18% have a target set in place. Thus, it's imperative to focus on raising these standards.
- Currently 27 countries have signed up Global Memorandum of Understanding on Zero-Emission Trucks and Buses. Such MoUs helps bringing market signals. It aids the countries to show their openness to investments.
- We need incentives to ensure economies at scale. More stable the framework is, the easier it is to convince shareholders on needs of transformation. Aligning to accounting standards and setting up clear regulatory and incentive framework (for companies to base their investment decisions) are two important factors to improve economies of scale.
- Just transition as well as cost parity between ICE and EVs are factors affecting the transformation. Having a tax system that disincentivizes ICE vehicles would be helpful. EU member countries are role models for such examples.

## **Session 2: EV battery circularity and charging infrastructure: Making the transition sustainable.**

- For India, Circular economy is a crucial entity. It paves way for maximizing resource efficiency, reduce environmental impact and build economic resilience. At National level, the Battery Waste Management rules were notified in 2022. The Extended Producer Responsibility (EPR) will be a gamechanger in developing this circular economy in India. NITI Aayog is working towards building a holistic circular economy action plan for India. 16 strategic agenda items with niche initiatives like digital battery passport, innovative financing mechanisms etc are being focused.
- International cooperation would facilitate in enabling a safe and environmentally friendly transboundary movement of End-of-Life batteries. A clear definition of data/information for efficient battery tracing and standards becomes crucial.