Taking a Strategic Approach to Decarbonizing Transportation

The Pathways Initiative Workshop - Toronto

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Ontario’s 2013 GHG Emissions by Sector

Transportation 60 Mt 35%
Industry 48 Mt 28%
Buildings 33 Mt 19%
Electricity 11 Mt 7%
Agriculture 10 Mt 6%
Waste 9 Mt 5%
Road Transportation (Gasoline)
Road Transport (Diesel)
Propane & Natural Gas
Civil Aviation
Railways
Navigation (Marine)
Off-Road
Iron & Steel
Cement
Chemicals
Refining
Other Reporting Industry
Non-Reporting Industry
Commercial & Institutional
Commercial
Residential
Residential
Institutional
Wastewater Handling
Solid Waste Disposal on Land
Enteric Fermentation
Agriculture Soils
Manure Management
Agriculture Industrial


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Use of Cap-and-Trade Proceeds

Proceeds from Auction
Projected to be $1.9B in 2017

Priority Investments to Support Greenhouse Gas Reduction Initiatives such as:

- Home & Business Energy Efficiency
- Innovation Funding
- Public Transit & Transportation Infrastructure
- Clean Technology
Which path? Is that the right question to ask?
Figure 2 | Media attention for all alternative fuel vehicle technologies for 1980–2013. Media attention skipped among numerous AFV technologies between 1980 and 2013. These waves of attention are indicative of sequential and repeated shifts in society’s focus from one emerging technology to another over time.
Many combinations of modes, technologies, fuels and approaches
Automobile assembly plants
Hwy 401 corridor region
– Toronto-Waterloo

Emissions map taken from Destination Sustainability, 2011, Secretariat for the Commission for Environmental Cooperation (p.27)
Key points

• Decarbonizing transportation is both a local problem and a global opportunity

• Decarbonizing transportation should be approached as a systems challenge - likely with multiple, simultaneous solutions

• Decarbonizing transportation requires a comprehensive strategy driven by a long-term vision of success

Thank you!

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