



Briefing Document for Panel: Various Mobilities contributing to Carbon Neutrality

Thursday, 20 July 2023 | ITC Maurya, Diplomatic Enclave, New Delhi | 15:30–16:30 hrs IST

General note to speakers

- Speakers using **PowerPoint slides are requested to share the files in advance.**
- All speakers are kindly requested to keep to the allocated speaking times outlined below.
- The moderator of the panel shall be strict on time-keeping to allow sufficient time for all verbal interventions and discussion.

Context of the Session

Sustainable mobility has emerged as an important priority area for decarbonisation of economies and meeting climate targets. The G7 Group of countries are collectively committed to the goal of net-zero emissions in the road sector by 2050. The focus of the group rests on promoting zero-emission vehicles (ZEVs) and their associated infrastructure. Simultaneously, there is an equal emphasis on the utilisation of carbon-neutral fuels such as bio-fuels which will help align the transport decarbonisation trajectory with the 1.5°C temperature rise. Also, the G7 countries are looking to create harmonised standards for tracking lifecycle GHG emissions of different vehicles, and exploring means to ensure that the battery materials supply chains remain traceable and sustainable, in addition to promoting battery recycling.

India's push for decarbonisation of the road transport sector has relied on promoting electric vehicle fleets and low-carbon fuel. Policies such as FAME (Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles) and National Policy on Bio-Fuels are reflective of the country's strategy to decarbonise the transportation sector. Further, the PLI scheme on advanced chemistry cell (ACC) which aims to promote domestic manufacturing of EV batteries reflect India's strategy of developing an ecosystem which promotes transition to a cleaner and sustainable mobility.

In view of India and Japan's shared goals on reducing emissions from the transport sector, the session will focus on collaborations between the two for sustaining the clean mobility transition. Further, the session will delve on the barriers to clean mobility, and how they these challenges need to be overcome to sustain the drive towards clean mobility.

Constitution of the Session

Session Moderator:

- Mr. Souvik Bhattacharjya, Associate Director, TERI

Panellists:

- Mr. Kenichi Ayukawa, Vice President, Suzuki Motor Corporation
- Professor A K Agarwal, Deptt of Mechanical Enng., IIT Kanpur
- Ms. Aishwarya Raman, Executive Director, OMI Foundation
- Representative from Indian Railways
- Representative from DMRC

Format of Discussions

The panel comprises senior representatives from Indian and Japanese businesses, academicians and think tanks. To get the most out of the panel discussion, the Moderator will address targeted questions to the panelists in line with the theme of the session. However, the moderator will encourage panelists to engage and respond to points and issues raised by other panelists.

- The Moderator will make brief opening remarks (3 *min*)
- Moderator to invite opening remarks/brief presentation from each panelist with targeted questions (5 min each speaker; Total 25 min)
- Moderator to then ask follow up questions to each speaker (4 min each speaker; total 20 min) – indicative questions (as above). If there is additional time, the Moderator will take questions from the audience (12 min)
- The Moderator then closes the session with concluding remarks (1 *min*).

The total length of the panel is 60 minutes. Time is of essence; we request you to kindly adhere to the stipulated time limits.

Indicative Questions for the session

1. Road transport emissions contribute to ~8% of the global GHG emissions. In this context, zero emission vehicles (ZEVs) are gaining momentum to help abate emissions from this sector.
 - a. What policy push has helped enhance the momentum of ZEVs ecosystem?
 - b. What barriers continue to persist which make the adoption of ZEVs a challenge?
2. Given India's push to biofuels, (with the ethanol blending programme being shifted to an advanced target year of 2025), what are some of the barriers that will need to be overcome to achieve the objective?
3. Apart from ZEVs and biofuels, what road transport management practices can be adopted to aid the reduction of GHG emissions from the sector?