Behaviour Change in Transport and its Energy and Climate Implications

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Containment measures and a sign of second wave of the virus

Stringency of containment measures is increasing again in several countries and cities.

Source: Oxford Blavatnik School of Government
Urban mobility across cities

Significant difference in terms of the recovery of urban mobility across cities.

Source: Citymapper Mobility Index
Global oil consumption remains around 10.7 mb/d below 2019 levels in June. Some recovery in May and June, but it’s expected to decelerate later this year.

Source: IEA Oil Market Report
Public transport demand remains low

Public transport usage remains down around 25 – 50% from January levels.

Source: Moovit
Changes in people’s preference on transport modes

A shift away from public transport to private transport modes (e.g. car, walking, cycling) particularly in urban areas.

Trips by mode of transport

Baseline is average over the working week beginning 13 January

Source: Apple, 2020, Mobility Trends Reports
Lower Global Car Sales, but EV Sales Growing Worldwide

Global car sales (left) and electric car sales (right) by key markets, 2015-2020

Global car sales are projected to be 16% lower in 2020, but EV sales are growing.
**Implications on Global CO₂ emissions**

Most modes of transport are decarbonized by 2070. Global CO₂ emissions will fall in 2020, but it will be temporary without strong policy.
Investment in transport creates opportunities for job creation.
IEA Analysis

• Tracking trends and energy implications

• Setting out sustainable recovery plan opportunities

• Learning lessons from previous crises

• Analysing specific policy options, e.g. vehicle scrappage

• New work on behavioural insights and best practice in policy design for behaviour change