THE MISSING CLIMATE REPORT

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CLIMATE POLICY INTEGRATION IN NATIONAL TRANSPORT PLANNING – A POWER ANALYSIS

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• **Aim of the project:** to critically explore the Swedish national transport policy and planning arena, with the focus on formal and informal institutional conditions for integrating climate targets and principles of sustainable mobility into strategic decisions about long-term transport infrastructure development.
BACKGROUND

Swedish climate goals 2015:
- Net zero greenhouse gas emissions in 2050 (2045)
- A fossil free vehicle fleet in 2030 (interpreted to 70% emission reduction from domestic transport)
- 1/3 of total domestic emissions from the transport sector

→ Difficulties to integrate climate concerns in long-term transport planning and decision-making

→ Several actors are recurrently criticizing the long-term transport planning for not aiming for the climate goals
THE SWEDISH NATIONAL LONG-TERM INFRASTRUCTURE PLANNING PROCESS

The Government

The Swedish Transport Administration

1. Directive Orientation Plan
2. Government Bill on Transport Infrastructure
4. Establish Action Plan
5. Operations Planning
6. Implementation

- Orientation Planning
- Action Planning 12 years
- Climate Report
THE MISSING CLIMATE REPORT

• A sub-project for the Orientation Planning → excluded from the Orientation Plan
• The report is based on one climate scenario
  • Net zero GHG emissions in 2050
  • 80% less fossil fuel use by road traffic in 2030
• A back-casting analysis to identify the deficiencies and the needs for measures and policy measures

→ a ”transport efficient society” and technological development
GOVERNMENTALITY ANALYSIS

• Characteristic forms of visibility

• Distinctive ways of thinking and questioning, relying on definite vocabularies and procedures for the production of truth

• Specific ways of acting made up of particular types of practical rationality

• The formation of identities - identification
HOW WAS THE CLIMATE REPORT EXCLUDED? 1

Preliminary results

The regime of planning practice
- Forecasts including only decided policy (economic policy measures)
- Expected increasing traffic
- Quantitative analysis
- Socioeconomic analysis (Cost Benefit Analysis (CBA))
- Socio-economic efficiency

The climate report (problematization)
- Back-casting
- "Transport efficient society" – including behavior change
- Qualitative analysis (the measures were not quantified)
- No analysis of socio-economic efficiency
HOW WAS THE CLIMATE REPORT EXCLUDED? 2

Preliminary results

The regime of planning practice
- Budget tables
- Economically efficient accessibility = good planning
- Transport Administration identification: an infrastructure planning organization

The climate report (problematization)
- GHG emission tables
- Accessibility within the restrictions of the climate goals = good planning
- Transport Administration identification: a society developing organization
OBSTACLES AND POSSIBILITIES FOR TRANSPORT PLANNING TO INCLUDE CLIMATE ISSUES

• Forecasts based on climate scenario
• Socio-economic analysis of climate scenarios
• Quantification of non-quantified values

• The suppositions included in the models: increasing transport = economic growth
• The economic view on what a policy measure is
• What should the Transport Administration work with?
Thank you!


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