

THE MISSING CLIMATE REPORT

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CLIMATE POLICY INTEGRATION IN NATIONAL TRANSPORT PLANNING – A POWER ANALYSIS

- 2018-2020, funded by the Swedish Environmental Protection Agency
- Researchers: Karolina Isaksson, VTI; Linnea Eriksson, VTI; Christina Lindkvist, Malmö University
- **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

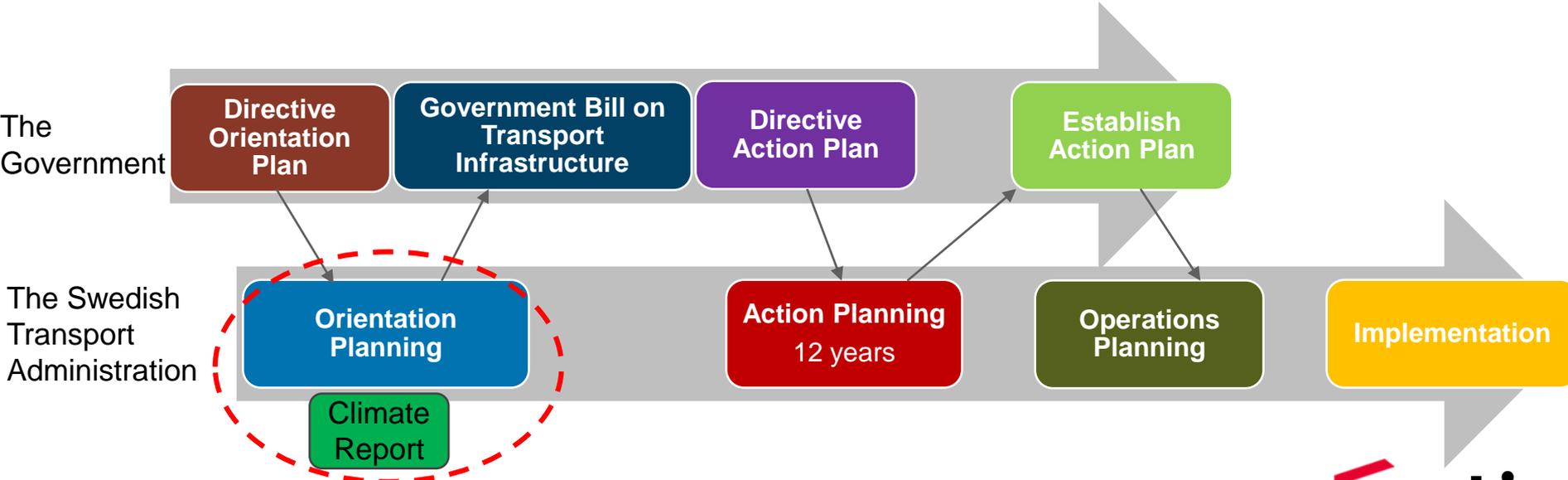
Swedish climate goals 2015:

- Net zero green house 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



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THE SWEDISH NATIONAL LONG-TERM INFRASTRUCTURE PLANNING PROCESS



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

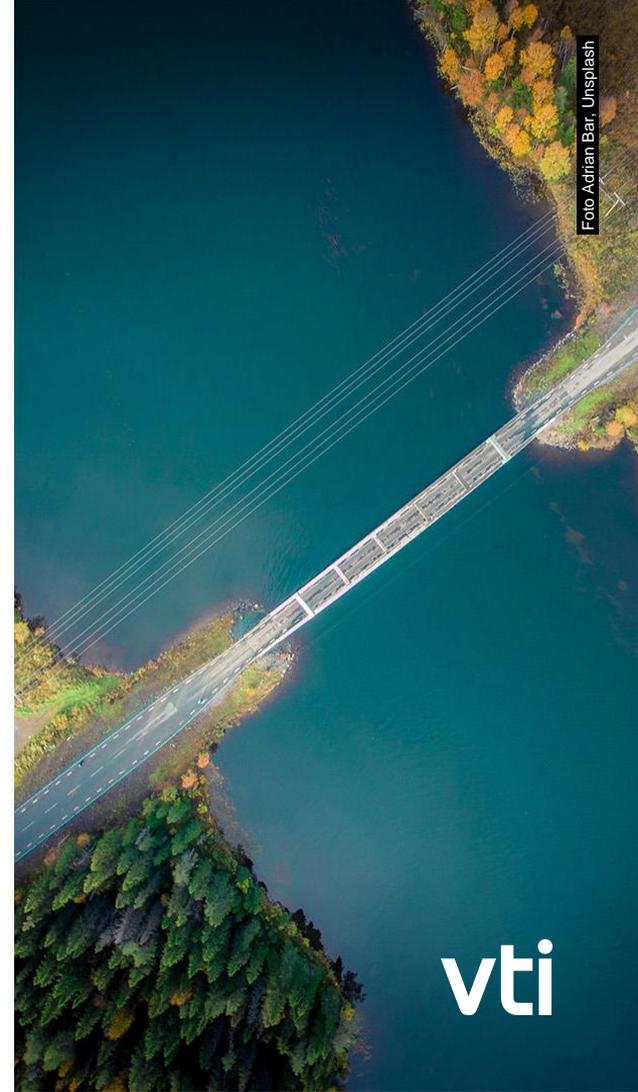


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HOW WAS THE CLIMATE REPORT EXCLUDED? 1

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!

Project website: <https://www.vti.se/en/research-areas/climate-policy-in-national-transport-planning---a-power-analysis-pomak/>

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