ITF Transport Outlook
ITF Transport Outlook 2021
DOI: https://doi.org/10.1787/16826a30-en
ISBN 9789282117491 (HTML)
ISBN 9789282114087 (PDF)
ISBN 9789282177167 (EPUB)
© OECD 2021

Corrigendum

Page 59 :

Figure 2.1

Typo in Freight Transport Exogenous factor. 4D printing corrected to **3D printing**

Page 103:

The following correction was made in the paragraph preceding Figure 3.8:

> **Well-to-tank (WTT) emissions make up a larger portion of the total vehicle emissions** as vehicles transition to alternative fuels. Even vehicles with low- or zero tailpipe, or tank-to-wheel, emissions cause indirect WTT emissions upstream during the production, processing and delivery of fuel. As the vehicle fleet's direct CO2 emissions fall, the share of CO2 emitted from well-to-tank increases. In 2015, one quarter (23%) of total urban transport emissions were **in**direct tailpipe emissions. By 2050, their share could increase to more than one-third (36%) under Recover, and to almost half (45%) under the more ambitious scenarios. If electric mobility gains ground, indirect emissions depend on how clean or dirty the electricity grid in a region or country is. Thus, shifting to alternative fuels like electricity is not a panacea to reach climate goals. A green vehicle fleet by definition requires clean energy production, and the transport and energy sectors need to work together to achieve this. Figure 3.7 presents the simulation results for the direct tank-to-wheel emissions across the three scenarios. These do not include the energy for generating electricity, extracting fuels or transporting them. Figure 3.8 illustrates the split between indirect well-to-tank and tank-to-wheel emissions.

Page 186:

Table 5.3

Typo in second row from the end pertaining to trade regionalization assumptions in the Reshape+ scenario (last column). The correction is as follows:

> 5% increase in penalty fees for **inter**~~intra~~-regional trade.

Page 198:

Text preceeding Figure 5.16:

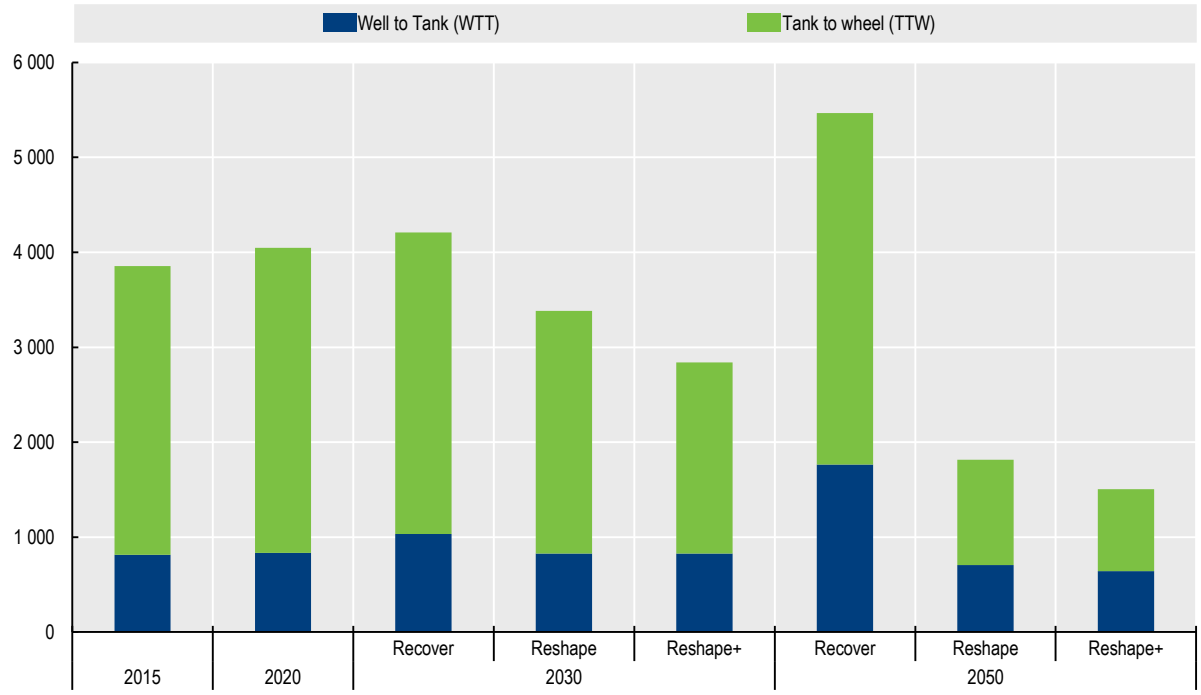
> **Well-to-tank emissions will decline but account for a larger share of all freight emissions**. As the transport system shifts from fossil fuels to alternative energy, a part of tailpipe emissions will be simply displaced to other sectors (see Figure 5.16). **Total** ~~W~~**w**ell-to-~~tank~~**wheel** emissions decrease 53% to 2050 in Reshape and 61% in Reshape+, which is less than the reductions in tailpipe emissions. As a result, the share of well-to-tank to total well-to-wheel emissions grows from 21% in 2015 to 43% by 2050 in Reshape+.

Page 199:

Figure 5.16

The value for tank to wheel (TTW) emissions in 2030 for Reshape+ was incorrect (863 million tonnes CO2). The new figure and associated StatLink is updated with the correct value (2011 million tonnes CO2).

New figure:



Old Figure: