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Title of PhD research: Transition to Low-Carbon Transportation: A Case-Study of Iran

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Abstract of PhD research

As a global challenge, the United Nations Framework Convention on Climate Change (UNFCCC) requires “*common but differentiated responsibilities*” of all countries. In light of this, Iran has set out national climate strategies and policy measures since 2005. However, comparing performance against targets reveals an apparent ineffectiveness of the strategies and policy measures to achieve mitigation goals. Transportation, in particular, has shown the worst climate performance amongst the national economic activities.

An ex-post evaluation of the climate strategies and policy measures in Iran was conducted through stakeholders' participation that revealed their main concerns about the piece-meal approach employed for establishing and implementing these strategies and policy measures to date. Not surprisingly, therefore, efforts to delivering low-carbon transportation in Iran have barely begun.

This research builds upon the premise of the so-called *transition approach*, and assumes that the theoretical knowledge and practical experience with sustainability transitions offers a signpost of descriptive notions and prescriptive principles that could potentially be used in a complementary manner for whole-system analysis and governance of the transitions towards low-carbon transportation in Iran – which have been severely lacking to date.

To test this assumption, a Delphi survey was conducted through which an ex-ante evaluation of the *importance, desirability* and *feasibility* of taking the *transitions approach* to the analysis and governance of transition towards low-carbon transport within Iran's 2025 climate vision was explored from societal actors' perspective.

The findings showed the value of the descriptive notions and prescriptive principles underlying the *transition approach* to serve as a set of criteria with which a whole-system assessment of the processes and conditions of transition towards low-carbon transportation in Iran was carried out. However, conceptual renewal of some notions and more elaboration of some principles were required in order to better adapt them to the case-study as well as the case-study context.