



Executive Summary of presentations at “Getting the climate right for transport”

Transport side events at COP 13, Bali Indonesia
Organized by TRL/GTZ, UITP, UIC, ITPS



Tackling the problem: Policy and planning instruments to integrate Climate Change in Sustainable Urban Transport Strategies

Despite the difficulties that emissions stem from millions and millions of small decentralised sources, a large number of policy instruments exist to reduce carbon dioxide emissions in the transport sector. Avoiding transport, shift to less polluting modes and improve existing modes are the three major starting points for climate change mitigation in transport. The relevant policy made not held and this part refers to the instruments include planning instruments, regulatory instruments, economic instruments, information instruments as well as technical instruments.

The presentation based on the module “Transport and Climate Change”, which is the latest publication in the GTZ Sustainable Urban Transport series, summarises the challenges that climate change mitigation has to face in the transport sector and presents the major options and instruments to deal with them. The module is a comprehensive summary of sustainable transport policy and planning options and sketches out their potential for the reduction of carbon dioxide emissions.

Urban Transport is the primary focus of the presentation, and Holger Dalkmann as one of the sourcebook authors will particularly address the so-called co-benefits of climate change mitigation – i.e. the positive side effects of measures to reduce carbon dioxide emissions that also have positive impacts at the local level and thus make it attractive for local policy makers. A typical example is that the promotion of public transport not only helps reduce emissions but also has the benefit to improve urban transport.

This presentation will be followed by a short overview on resources and capacity building for sustainable urban transport from the perspective of an aid agency (German Technical Cooperation – GTZ).

The GTZ publishes since 2001 their series “Sourcebook for Policy-Makers in Developing Cities” on Sustainable Urban Transport. It addresses the key areas of a sustainable transport policy framework for developing cities. The Sourcebook consists of more than 25 modules. It is also complemented by a series of training documents and other material available from their website (<http://www.sutp.org> and <http://www.sutp.cn> for Chinese users).

Ms. Paola Bettelli will talk about Bogotá’s practical experience with the TransMilenio BRT system. She has worked in public international affairs and law for 14 years. She currently works as the Head of the Climate Change Office at the Ministry of Environment, Housing and Territorial Planning in Colombia. At the end of the her presentation, some additional slides from Jürg Grütter will provide further information on the current status of and an outlook on the CDM process.

The presentation will be held by Manfred Breithaupt, GTZ Senior Transport Advisor and Project Director of SUTP, Germany. Holger Dalkmann works as the Head of The Environmental Assessment Team at the Centre for Sustainability (C4S) at the Transport Research Laboratory (TRL), UK.

TRL is one of the largest and most comprehensive independent centres for the study of transport in the world. It has been providing basic research and consultancy to interested parties for over 60 years. TRL established the Centre for Sustainability (C4S) dealing with Climate Change, Air Pollution, Noise, Resource Management, Environmental Policy and Assessment, and Sustainable Communities.





Keep Kyoto on track Railways showing the way towards CO₂-emissions reduction in transport sector

Strong measures are especially needed in the transport sector that causes nearly 30 % of the global CO₂-emissions and it is the sector with the highest growth.

This is not because of a lack of effort: fuel is cleaner today; many cars and other vehicles are far less polluting and more environmentally-friendly both in their production and in their performance. The main reason for this is the enormous increase in demand in both passenger and freight services – and how we meet this demand.

To tackle the CO₂-emissions from transport requires new ways of thinking! Transport needs to be tackled as a whole system of mobility possibilities – where the sustainability assets of each mode are exploited in one joint system.

Railways contribute only by 1% of the global CO₂-emissions from the transport sector. To take the train is still the most sustainable and energy efficient way of travelling and transporting goods. A single person in a car is emitting 3-5 times as much CO₂-emissions as a person in a train, while the CO-emissions for freight transport can be reduced 3-6 times if shifting from road to rail.

At COP 13 UIC will present some of the latest developments within energy efficiency and low emissions solutions within the rail sector, including best practise from Europe, India, Japan and North America.

All these ongoing actions and efforts to further improve the energy advantage, within make the rail sector a major actor of any sustainable transport system.



The International Union of Railways (UIC) is the world-wide organisation for international cooperation among railways and promotion of the rail transport mode. It was founded in 1922 and its initial purpose was standardisation and improvement of conditions for railway construction and operations, especially in view of international traffic.

Since 2006 the main UIC mission consists in promoting Rail transport at World level in order to meet challenges of Mobility and Sustainable Development.

UIC groups 171 members (railways, rail operators, infrastructure managers, railway service providers, public transport companies, etc.) on all 5 continents. The Headquarters are located in Paris, France.

During the first commitments period the Kyoto Protocol starting in 2009, Japan has committed to control its GHG emissions by an average of 6% compared with 1990 levels.

In order to meet this CO₂ emissions targets, the Government of Japan is now taking necessary policy steps. Japan's emissions from transport are slightly decreasing in terms of total emissions and this has been brought about by energy-saving measures, such as lighter vehicle weights and developing fuel saving technologies.

With this in mind the Institution for Transport Policy Studies has studied two issues. The first study looked into the feasibility of fuel saving technologies for automobiles. As a result of our study, we concluded that the efficiency of the Japanese passenger car in 2030 will be improved by more than 60% comparing with the current Japanese level which is already one of the most efficient in the world.

The second issue was the dissemination of these technologies into developing countries where the traffic volume of the road transportation will be expected to increase explosively in the future.

We seek the introduction of an international voluntary fuel efficiency standard. This proposal should be introduced in parallel with the Clean Development Mechanism which is the most important mechanism to support the GHG emission curving project in developing countries by advanced countries, which is truly positioned as the policy support mechanism.



In Europe 80% of the population live in urban areas producing most of the wealth and GDP for the region. But urban transport already accounts for 40% of the CO₂ emissions from road transport and this is growing in both Europe and world wide. Globally emissions from transport will grow fastest in the developing world, especially in economies such as India, China and Brazil. The impact that cheap cars and cheap fuel will have on the climate is enormous and even with new, cleaner technology demand will outstrip gains in energy efficiency and cleaner energies.

The time for concerted action

UITP, the international association of public transport works with its members on carbon avoidance. It is preparing an inventory with a group of 12 major metropolis cities to better understand the contribution that public transport makes to city-wide climate action plans (London, Rome, Vienna etc).

The presentation, made by Andre Neimegeers, UITP's Director of Knowledge and Membership will outline a list of tools available and examples of actions and measures taken that reduce CO₂ emissions from transport.

- 1 Reducing the number of motorized trips with travel demand and new innovative examples for car sharing and trip planning.
- 2 Technical improvement to increase vehicle energy efficiency, eco-procurement and using alternative fuels;
- 3 Optimal choice of transport for trip by all citizens and how to get buy in from the public;
- 5 Reducing journey distances;
- 6 More energy efficient mobility behaviour.

The American Public Transit Association represented by Kevin Desmond, CEO of King County (one of the few transit agencies listed and trading on the Chicago Climate Exchange) will present a new report on the contribution that transit is making to US Greenhouse Gas reduction



UITP is the International Association of Public Transport. It has 2900 members in 90 countries and covers all modes of public transport. It is headquartered in Brussels with 9 offices world-wide.