



Bridging the gap

Pathways for transport in the post 2012 process

gtz

VEOLIA
TRANSPORT

UTP

TRL

Ten Guiding Principles for Considering Land Transport in a Post 2012 Climate Agreement

Transport-policy related principles

- 1 CREATE A PARADIGM SHIFT AND STRENGTHEN POLITICAL WILL:** Measures should support an overall vision of low-carbon transportation, based on avoiding unnecessary journeys, shifting travel activity to low carbon modes, and improving the energy efficiency of each mode. The external costs of transport need to be fully internalised and long-term political commitment, setting aside national or local party interests, is crucial for success.
- 2 GO BEYOND INDIVIDUAL PROJECTS AND SUPPORT POLICY PACKAGES:** A systemic approach should integrate and go beyond individual projects and support policy packages to achieve sustainable transportation. Policies should aim to achieve the wider sustainable development benefits of transport and remove financial and non-financial barriers.
- 3 USE AN APPROPRIATE TIME SCALE AND PROVIDE PREDICTABLE FUNDING:** Transport networks evolve over long periods of time. Any agreement therefore needs to consider the long term effects of decisions and policies that go beyond the commitment periods of the Kyoto Protocol. This is especially important as transport infrastructure decisions taken today will be very costly to revise in the future. In order to deliver incentives towards low-carbon transport, resources for climate mitigation should be predictable for decades rather than years.
- 4 SUPPORT CROSS-SECTOR EFFECTS:** Efficient transport networks are needed for sustainable development. In order to achieve low-carbon transportation, it is important for transport policy approaches to reflect a strategic and integrated approach by incorporating transport effects from other sectors (e.g. organization of industrial production processes, design of cities).
- 5 STRENGTHEN INSTITUTIONAL CAPACITY:** Regional, national and local institutions are needed to (a) coordinate activities, (b) organize stable funding, technology transfer and capacity building and (c) take responsibility for measuring, reporting and verifying emissions. It is of utmost importance to create effective domestic environments that ensure administrative feasibility and operational capability. In order to ensure implementation, institutions are needed to link national and local activities with the international framework.

Climate-policy related principles

- 6 CONTRIBUTE TOWARD SUSTAINABLE DEVELOPMENT AND RECOGNIZE CO-BENEFITS:** The agreement should support win-win solutions that have extensive co-benefits regarding environmental protection (e.g. air quality and noise), equity between social groups (e.g. access and safety) and economic effects (e.g. energy security, job creation and wealth creation).
- 7 ENSURE ENVIRONMENTAL INTEGRITY:** Any agreement must ensure that energy consumption and net CO₂ emissions from land transport are reduced significantly in comparison to business as usual. It should be consistent with land transport's contribution to the overall level of emissions and stimulate efficiencies and alternatives to carbon for transport, avoiding 'carbon leakage', double counting or transferring emissions to other sectors.
- 8 ENSURE COST EFFECTIVENESS:** It is necessary to define and implement least-cost options that are appropriate to the specific needs of developing countries. For example, decisions for energy-efficient land-use are no regret options in growing cities while a retro-fit of existing infrastructure incurs high costs and potential conflicts in other sectors.
- 9 SHARE EFFORT BETWEEN DEVELOPED AND DEVELOPING COUNTRIES:** To establish and maintain the necessary framework in which to achieve sustainable transport development in non-Annex 1 countries, commitment will be required from Annex 1 countries in the form of finance, technology and knowledge transfer and capacity building alongside actions from developing countries.
- 10 ENSURE TRANSPARENCY AND ACCOUNTABILITY:** The process of supporting developing countries with finance, technology and capacity should be transparent and accountable to the local needs for sustainable development. There should be rewards and recognition for actions that will help encourage and recognise change and progress.



About the initiative

Since COP14 in Poznan, GTZ, TRL, Veolia Transport and UITP have started a joint initiative to « bridge the gap » between the transport sector and the climate change negotiations process. The initiative conducts a series of workshops, side events and policy papers linked to the negotiation process in order to make the Copenhagen agreement work for the transport sector and promote sustainable solutions for developing countries.

For further information, please visit: <http://www.transport2012.org>

Rationale

In December 2009, national governments will meet in **Copenhagen** to agree on an international agreement on how to address climate change in the coming years. Scientific evidence is clear that in order to avert catastrophic climate change, an ambitious, equitable and effective international treaty has to be agreed on.

- Transport related CO₂ emissions will be **a key challenge in achieving climate change policy objectives**. Due to rapid motorization in developing countries, the IEA expects a 1.9 Gt CO₂ increase of annual emissions from road transport in developing countries from 2006 until 2030.
- Recognizing that **deep cuts in global emissions** (more than 80% in industrialized countries and up to 50% in developing countries from 1990 until 2050, IPCC) will be required to achieve the ultimate objective of the Convention to prevent permanent and dangerous climate change (Article 2, UNFCCC), we emphasize the need to support Non-Annex 1 countries in developing low carbon transportation while they still have the choice to do so.
- Industrialized countries have a history of infrastructure development mainly focused on individual motorized transport. Changing this will require high levels of long term investment. It is crucial to **prevent a similar lock-in** to unsustainable mobility patterns in the developing world without compromising their economic development.
- Based on the Bellagio Declaration on Transport and Climate Change¹, the Bridging the Gap initiative supports the Bali Action Plan (Paragraph 1bii) that developing countries could take **“nationally appropriate mitigation actions [...] in the context of sustainable development, supported and enabled by technology, financing and capacity-building, in a measurable, reportable and verifiable manner”**. These actions must also be taken in the transport sector.

Key messages for Copenhagen

Transport accounts for 13 % of GHG and 23 % of energy related CO₂ emissions. By 2050, the OECD/ITF predicts a 120% growth of global transport emissions on 2000 levels. Without taking transport, climate change cannot be limited to 2°C average surface temperature increase compared to pre-industrial levels. Approaches that can be adopted to address carbon emissions from the transport sector include (a) mixed land-use and transport planning, (b) high quality public and non-motorized transport, (c) mobility management and (d) energy-efficient vehicles and cleaner fuels. Many scientific studies show that sustainable development and major GHG reductions can be achieved.

These key messages are based on the "Bridging the Gap" initiative's ten guiding principles for Copenhagen and are reflected in the amendments suggested for the negotiating text of the AWG-LCA.

	Key Messages	Recommendations
Mitigation	1. Explicitly mention the transport sector and require accountability for transport emissions as part of mitigation efforts. 2. A registry for NAMs should include a sectoral breakdown. To include NAMs in the registry, countries should develop sector policy packages and administrative arrangements, including transport, land-use planning, mobility management and energy efficiency.	The financing mechanisms of the Kyoto protocol have not worked for the transport sector (only 2 out of 1700 approved CDM projects in transport). Transport emissions globally are increasing faster than any other sector and this must be addressed now rather than later. By being more specific, a sectoral breakdown can accelerate south-south learning and indigenous policy development. For example, experiences with strategic sustainable transport plans exist in many cities and countries and partnerships sharing knowledge are needed to benefit all parties.
Adaptation	3. Recognize the important role of transport infrastructure and design of cities in adaptation efforts, which can be supported by the climate regime.	40% of the world's population live on coastal areas or near rivers. Many existing transport infrastructure and housing are vulnerable. Climate change should be able to ensure the resilience of transport systems and be enabled to adapt to climate change.
Technology	4. Assess transportation efficiency and include research and system improvements with affordable technologies, e.g. passenger information, traffic lights, electronic ticketing and mass transit priority rather than placing a reliance on private vehicles.	Networks and integrated systems rather than private vehicles are the key aspects of sustainable transport. Appropriate technologies and knowledge about efficient sustainable transportation need to be made more accessible (e.g. questions on IPFs) and adapted to local needs.
Financing	5. Provide capacity building in all modes of sustainable transport including education, strengthening institutions for policy implementation and expert networks on the local, national or regional level. 6. Include a transportation window in any future climate fund, which would then provide finance for investments in sustainable transport systems and policy development.	Sustainable development in the transport sector requires intelligently combining measures and designing efficient integrated systems. This requires significant investment in planning, assessment and appraisal skills. Sustainable transport requires adequate and predictable financial resources (not available within which due to a short transport period of 7 years cannot be provided at present by the carbon market. Care should be taken so that the related solutions of incremental costs of mitigation actions do not pose a barrier to funding.
	7. Make vertical crediting through no-loss targets available for the transport sector in order to be a flexible mechanism applicable to countries, regions and cities that enables policymakers to develop policy packages.	Project-based CDM is difficult to implement in a policy driven sector. Global crediting facilitates mechanisms for assessing transport activities and allows setting up effective policy packages. BAU and additional activities that need to be further addressed.

¹ Since COP14 in Poznan, GTZ, TRL, Veolia Transport and UITP have started a joint initiative to « bridge the gap » between the transport sector and the climate change negotiations process. The initiative conducts a series of workshops, side events and policy papers linked to the negotiation process in order to make the Copenhagen agreement work for the transport sector and promote sustainable solutions for developing countries. For further information, please visit <http://www.bridgingthegap.org>

For further information, please check the

Key messages for Copenhagen at:

<http://www.sutp.org/bridgingthegap/downloads/key-messages.pdf>

¹ The Bellagio Declaration was signed in May 2009 by representatives of 18 organizations in support of the need to join sustainable transport in developing countries and climate actions: <http://www.sutp.org/bellagio-declaration>.