



Bridging the gap

Pathways for transport in the post 2012 process

gtz

VEOLIA
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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 tackling 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’s¹ ten guiding principles for Copenhagen and are reflected in the amendments suggested for the negotiating text of the AWG-LCA.

	Key Message	Rational
Mitigation	1. Explicitly mention the transport sector and require accountability for transport emissions as part of mitigation efforts.	The financing mechanisms of the Kyoto protocol have not worked for the transport sector (with only 2 out of 1,700 approved CDM projects in transport). Transport emissions globally are increasing faster than any other sector and this must be addressed now rather than later.
	2. A registry for NAMAs should include a sectoral breakdown . To include NAMAs in the registry, countries should develop sector strategies (including transport) summarizing policy packages and acknowledging co-benefits wherever appropriate.	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.
Adaptation	3. Recognise the important role of transport infrastructure and design of cities in adaptation efforts, which can be supported by the climate regime.	45% of the world’s population live on coastal plains or near rivers making transport infrastructure and housing very vulnerable . Developing countries should be able to assess the resilience of transport systems and be enabled to adapt to climate change.
Technology	4. Assess transportation efficiency and include network and system improvements with affordable technologies , e.g. passenger information, road & urban tolling, electronic ticketing and mass transit priority, rather than placing a narrow focus on private vehicles.	Networks and integrated systems rather than private vehicles are the key aspects of low-carbon transport. Appropriate technologies and knowledge about efficient sustainable transportation need to be made more accessible (e.g. questions on IPR) and adapted to local needs.
	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.	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.
Funding	6. Include a transportation window in any future climate fund , which would help provide finance for investments in sustainable transport systems and policy development.	Sustainable transport requires adequate and predictable financial resources made available upfront , which due to a short commitment period of 7 years cannot be provided at present by the carbon market. Care should be taken so that the detailed calculations of incremental costs of mitigation actions do not pose a barrier to funding.
	7. Make sectoral crediting through no-lose targets possible for the transport sector. It should be a flexible mechanism applicable to countries, regions and cities that enables policy-makers to develop policy-packages.	Project-based CDM is difficult to implement in a policy driven sector. Sectoral crediting facilitates methodologies for assessing transport activities and allows setting up effective policy packages. BAU and additionality are hurdles that need to be better 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.sutp.org/bridgingthegap>.