

Bridging the gap aims to achieve an **effective link** between **transport and climate change** and develop targeted strategies to integrate **sustainable land transport** into the climate negotiations.

GTZ, TRL, Veolia Transport, ITDP and UITP are working to facilitate the process to **improve the link** between the **transport** sector and **climate change policy**.
Pathways for transport in the post 2012 process

Land transport: Ready for a bigger role in a post 2012 world

The transport sector is responsible for approximately

23%

of energy related CO₂ emissions on a global level and 13% of all Greenhouse Gas (GHGs) emitted (IEA, 2009). CO₂ emissions from the sector are predicted to increase by

120%

on 2000 levels by 2050 (OECD/ITF, 2008). The IPCC (2007) has, however, cautioned that global GHG emissions need to peak by 2015 and then decrease by 50% in developing countries and by over

80%

in developed countries by 2050 if climate change is to be kept at non dangerous levels.



“Existing approaches have not worked and we should be focusing on transport on a sectoral basis. This would help to realise the enormous potential of mitigation and the opportunities for developing sustainable modes and infrastructure in this sector.”

RAJENDRA PACHAURI
CHAIRMAN IPCC
POZNAN • DECEMBER 2008

There is considerable scope to develop mechanisms to both reduce and reward CO₂ emission reduction efforts from land transport, notably through the development of more efficient and effective public transit systems and non-motorized transport infrastructure in both developing and industrialized countries.

Progress towards realising low carbon mobility has been hampered by the increase in demand for travel and a lack of technological solutions to move away from fossil fuel. There is little incentive and few rewards from international climate change policy to make these efforts.

Reform to current patterns of international support and co-operation, and a post 2012 agreement that delivers improved financing mechanisms, technology and knowledge transfer, capacity building and the development of measurable, reportable and verifiable mitigation actions in the land transport sector would help countries, especially in the developing world, to achieve the dual goal of developing critical transportation infrastructure while reducing carbon emissions.

it's not too late
to break the link
between economic
development and
GHG emissions from
the transport
sector



actions to reduce
CO₂ emissions
from land transport
bring extensive social,
economic and
environmental
co-benefits



What is Bridging the Gap: Pathways for transport in the post 2012 process?

The UNFCCC climate change negotiations bring the opportunity for change and could help to ensure that land transport has a more prominent role in a post 2012 Agreement – a vision that is shared by the members of the initiative **Bridging the Gap: Pathways for Transport in a post 2012 Process**.

The Bridging the Gap initiative is comprised of GTZ, TRL, Veolia Transport, ITDP and UITP. The partners are long established organisations with strong international expertise in sustainable transport and climate change.

They are all prestigious entities who are active in their pursuit of a global low carbon transport future.

Activities of the initiative

The Bridging the Gap group is actively pursuing the better integration of transport with climate change policy and specifically the UNFCCC process by conducting a number of complementary activities to support this aim. These include the following:

Workshops to coincide with UNFCCC meetings: Bonn, June 8 2010;
Others to be confirmed

Side events at all official UNFCCC meetings including: Bonn, June 4 2010;
Side event at the Commission on Sustainable Development (CSD): New York, May 2010

Outputs and reports: Background papers, Key messages, Guiding principles (see enclosed CD) and updated documents are available via the website www.transport2012.org



Mainstreaming the potential of sustainable low carbon transport

The initiative's extensive and ongoing co-operation with a wider international network of transport and climate change experts has helped to:

- **recognise** that land transport is a major emitter of GHGs and public transport is part of the solution
- **acknowledge** that low-carbon transport can be realised in developing countries as part of Nationally Appropriate Mitigation Actions (NAMAs), supported by financing, capacity building and technology transfer; and
- **affirm** that transport systems are particularly vulnerable to climate change, and that their resilience must be increased through adaptation actions.



THE FOLLOWING ORGANISATIONS HAVE SUPPORTED OUR ACTIVITIES: Agence Française de Développement, Alstom, Centre for European Policy Studies, Clean Air Initiative, Deutsche Bahn, DG-Environment, Ecofys, Environmental Change Network, European Union, German Association for Emissions Trading, German Ministry for Environment, Germanwatch, ICLEI - Local Governments for Sustainability, Institut du Développement Durable et des Relations Internationales, Institute for Transport and Development Policy, Interface for Cycling Expertise, International Energy Agency, International Energy Agency, International Forum for Rural Transport and Development, International Transport Forum, International Union of Railways, Japanese Mission to the EU, Météo-France and the Centre International de Recherche sur l'Environnement et le Développement, Ministry of Land, Infrastructure, Transport and Tourism (Japan), Mission Climat de la Caisse des Dépôts, Korean Climate Change Ambassador, Paris School of Mines, Perspective Climate Change, PTV AG Transport Consulting, Stockholm Environmental Institute, Swiss delegation, United National Environment Programme, UNEP Risoe Center, UNFCCC, University of Oxford, Veolia Environnement, World Bank, Wuppertal Institute and WWF.

All Bridging the Gap members are part of the Sustainable Low Carbon Transport Partnership, a UN supported initiative of some 50 international organisations.



Partnership on Sustainable
Low Carbon Transport

Ten principles for considering sustainable low carbon transport in the climate Agenda

The results of the Bridging the Gap activities contribute to the development of specific recommendations for the integration of transport in the negotiations and climate policy agenda. They also aim to actively support the implementation of an international agreement in the transport sector.

■ The initiative's activities have identified opportunities for the following **transport policy related principles to help at all levels of policy development to:**

- 1 Create a paradigm shift and strengthen political will
- 2 Change from individual project approach to comprehensive policy packages
- 3 Use an appropriate time scale with responsible predictable funding
- 4 Focus on cross-sector effects
- 5 Tap into international experts and resources to strengthen institutional capacity

■ and to pursue the following **climate policy related principles:**

- 6 Contribute towards sustainable development and recognise co-benefits
- 7 Ensure environmental integrity
- 8 Ensure cost effectiveness
- 9 Share effort between developed and developing countries
- 10 Ensure transparency and accountability.

Key messages

The Bridging the Gap initiative is currently using its expertise and knowledge generated to identify key barriers for the integration of transport in the domestic and international climate debate, and formulate specific and targeted recommendations for inclusion in any international agreement.



Opportunities to overcome key barriers:

- Identifying the necessary public and private investment streams for climate proofed transport infrastructure and systems that will help countries meet climate change mitigation goals
- Simplify methodological difficulties in setting baselines and boundaries, proving additionality and sustained CO₂ reductions
- Collection of reliable data on transport intensity, GHG emissions and trends.



Our recommendations for an international agreement include:

- Explicitly mention the land transport sector and call for accountability for transport emissions as part of mitigation actions.
- Ensure that a registry for Nationally Appropriate Mitigation Actions (NAMAs) includes a sectoral breakdown.
- Highlight the important role of transport infrastructure and design of cities in adaptation and mitigation efforts.
- Assess transportation efficiency more robustly and include network and system improvements with affordable technologies.
- Provide capacity building regarding all modes of sustainable transport.
- Reform the current flexibility tools.
- Include a transportation window (e.g. for development of public transport infrastructure) in any future climate fund and/or make sectoral crediting through no-lose targets possible for the transport sector.

Creating momentum for sustainable low carbon transport

This is the RIGHT time for the RIGHT people to take advantage of the Bridging the Gap low-carbon messages. **Are you one of them?**
It is still essential to:



- Engage with key stakeholders in the process
- Communicate directly with decision makers and negotiators
- Maintain visibility at key events
- Ensure a strong link to other initiatives
- Create innovative messages and solutions

DO YOU WANT TO BE PART OF THE SOLUTION?

The Bridging the Gap consortium would therefore be glad to help and assist anyone interested in helping countries develop low carbon transportation infrastructure. Future tasks will include the further development of the post 2012 instruments and demonstration of their applicability to the transport sector through pilot studies.



Bridging the gap
Pathways for transport
in the post 2012 process

Our publications

(all are available from www.transport2012.org) including

- Documents updated in advance of each UNFCCC meeting
- The outcome of the climate conference in Copenhagen and its implications for the land transport sector
- Reports on NAMA's
- Key Messages
- 10 Principles for Integrating Transport and Climate Policy

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Who are the partners?

The German Technical Cooperation (GTZ) supports sustainable transport initiatives with focus on low-carbon emissions and realisation of co-benefits.
www.gtz.de/transport

Veolia Transport is a leading international operator of public transportation. Their vision is to set the standard for managing safe and sustainable mobility solutions.
www.veolia-transport.com

The Institute for Transportation and Development Policy (ITDP) is a non-profit, non-governmental organization that has worked since 1985 to plan, evaluate, develop, and advocate for sustainable and equitable low-carbon transportation systems worldwide. www.itdp.org

The International Association of Public Transport (UITP) provides a strong network of practitioners in all modes of urban transport bringing real life examples and experiences.
www.uitp.org

Transport Research Laboratory (TRL) is UK based and one of the most comprehensive independent centres for transport research globally. It provides practical and policy advice on sustainable transport for a low carbon future.
www.trl.co.uk