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

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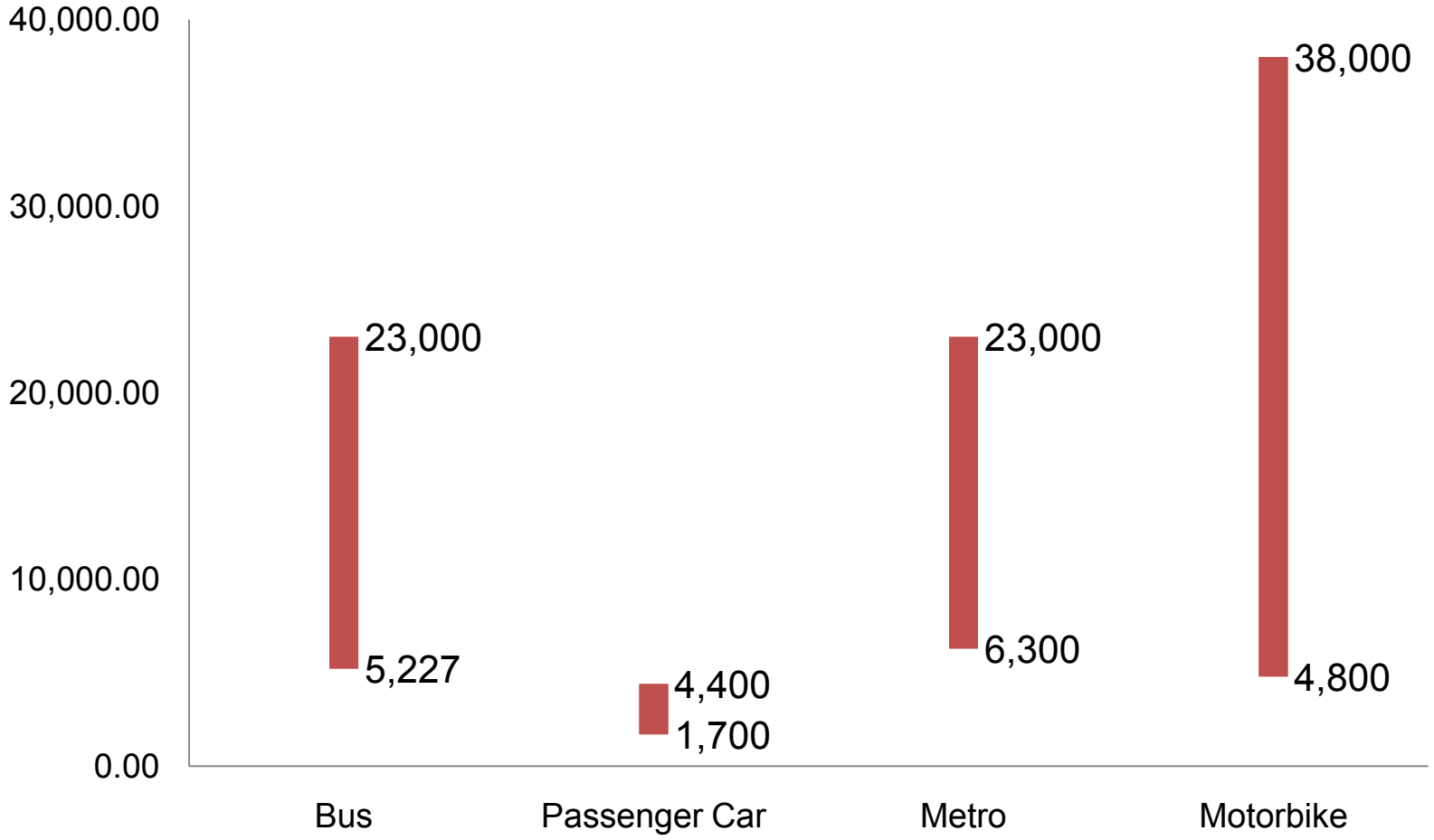
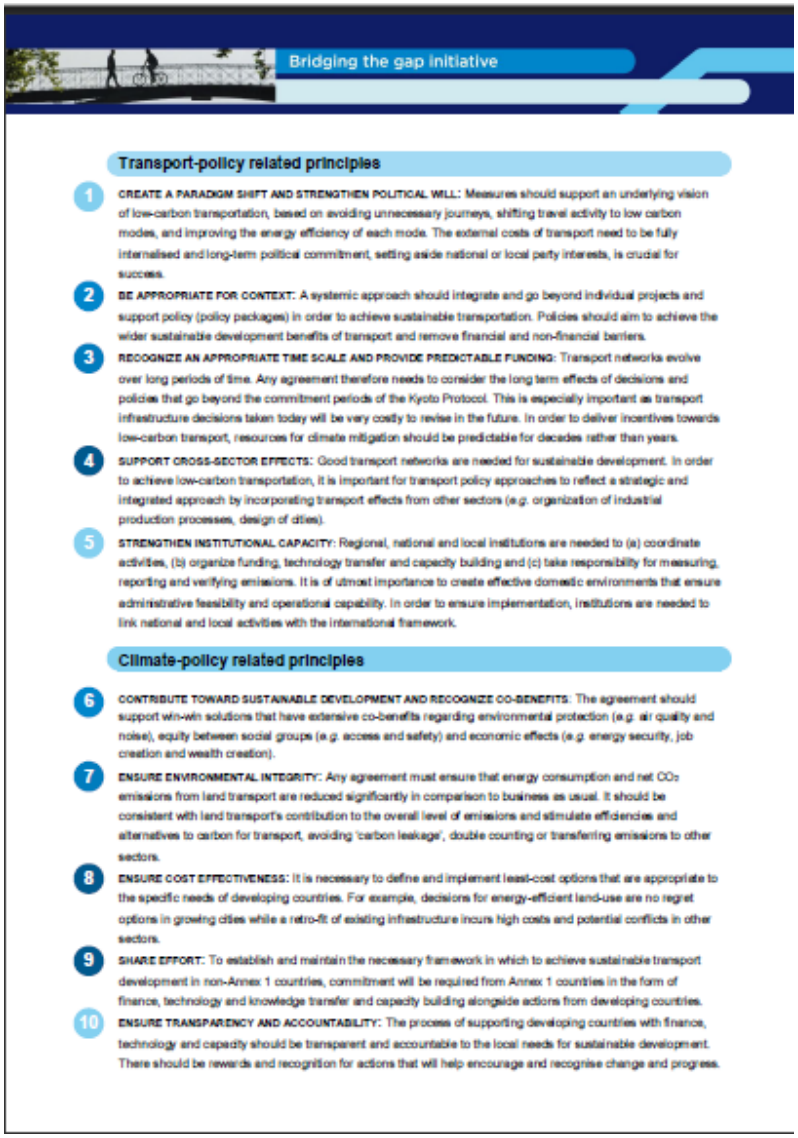
The 2t CO2 /person challenge in numbers

- 212 LITERS gasoline for transport in 2050
- 780 KM today's SUV can drive in 2050
- 5600 KM an average car could run in 2050
  (assuming a 50% increase in fuel efficiency - 80gCO2/km)

How far can you travel with 460kg CO2 ?





Bridging the gap initiative

Transport-policy related principles

1. **CREATE A PARADIGM SHIFT AND STRENGTHEN POLITICAL WILL:** Measures should support an underlying 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. **BE APPROPRIATE FOR CONTEXT:** A systemic approach should integrate and go beyond individual projects and support policy (policy packages) in order to achieve sustainable transportation. Policies should aim to achieve the wider sustainable development benefits of transport and remove financial and non-financial barriers.
3. **RECOGNIZE 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:** Good 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 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 CO_2 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:** 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.

- 5 transport policy related principles
- 5 climate policy related principles

10th ENSURE TRANSPARENCY AND ACCOUNTABILITY

- The process of supporting developing countries with finance, technology and capacity should be transparent and accountable
- Rewards and recognition for actions that will help encourage and recognise change and progress

9th SHARE EFFORT BETWEEN DEVELOPED AND DEVELOPING COUNTRIES

Commitment from Annex 1 countries required for

- Finance
- Technology and knowledge transfer
- Capacity building

8th – ENSURE COST EFFECTIVENESS

Implementation of least-cost options that are appropriate to the specific needs of developing countries, e.g.

- land-use regulation in growing cities
- Bus Rapid Transit
- Bicycle infrastructure
- …

7th – ENSURE ENVIRONMENTAL INTEGRITY

- Net CO_2 emissions from land transport must be reduced significantly in comparison to BAU
- Agreement should be consistent with land transport's contribution to the overall level of emissions

6th CONTRIBUTE TOWARDS A SUSTAINABLE DEVELOPMENT

An agreement should support win-win solutions that have co-benefits regarding...

- Environmental protection (*e.g.* air quality and noise)
- Equity (*e.g.* access and safety)
- Economic effects (*e.g.* energy security, jobs, wealth)

5th STRENGTHEN INSTITUTIONAL CAPACITY

Regional, national and local institutions are needed to …

- Coordinate activities
- Organize funding, technology transfer and capacity building
- Take responsibility for measuring, reporting and verifying emissions
- Create effective domestic environments
- Link national and local activities with the international framework

4th – SUPPORT CROSS-SECTOR EFFECTS

Integrated approaches incorporating transport effects from other sectors *e.g.*

- Industrial production
- design of cities

3rd USE AN APPROPRIATE TIME SCALE AND PROVIDE PREDICTABLE FUNDING

- Transport infrastructure decisions taken today will be very costly to revise in the future
- Resources for climate mitigation should be predictable for decades rather than years

2nd GO BEYOND INDIVIDUAL PROJECTS AND SUPPORT POLICY PACKAGES

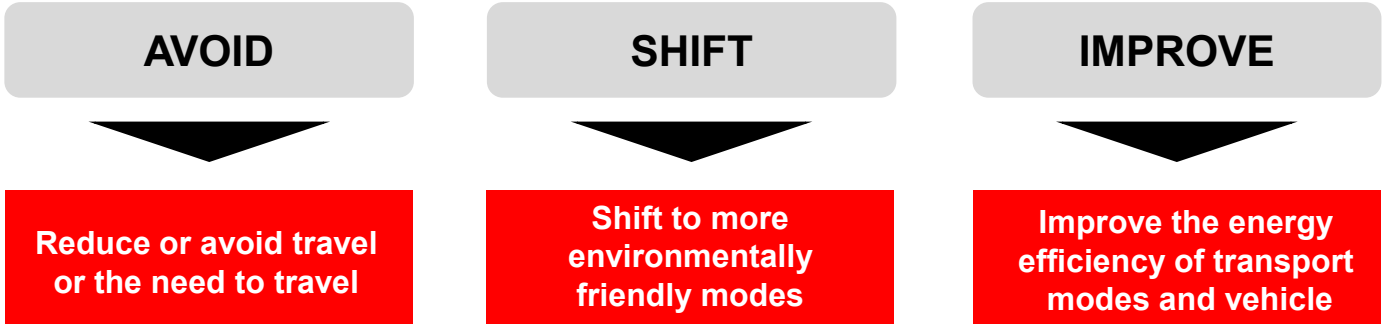
Policies should aim to...

- Achieve wider sustainable development benefits of transport
- Remove financial and non-financial barriers

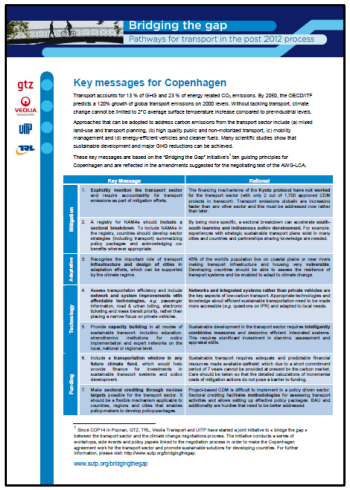
1st Create a Paradigm Shift

1st – CREATE A PARADIGM SHIFT AND STRENGTHEN POLITICAL WILL

- Measures should support an underlying vision of low-carbon transportation, based on...



- Internalising external costs of transport
- Long-term political commitment


Bridging the gap

Pathways for transport in the post 2012 process

Key messages for Copenhagen

Transport accounts for 13 % of GHG and 23 % of energy related CO_2 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" initiatives' ten guiding principles for Copenhagen and are reflected in the amendments suggested for the negotiating text of the AWG-LCA.

		Key Message	Rationale
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 more 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 the actions and their co-benefits including mo benefits where ever 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.	Recognize the important role of transport infrastructure and design of sites in adaptation efforts, which can be supported by the climate regime.	40% of the worlds population live on coastal plains or river mouths 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 technologies, such as intelligent transport 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 policies can increase efficiency, reduce congestion and 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 development and technical 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 develop policy-packages 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.

* 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

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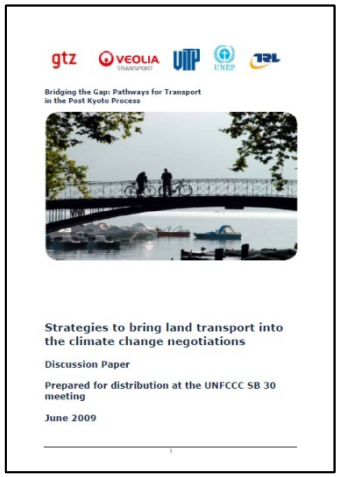
Key Messages for Copenhagen


gtz VEOLIA TRANSPORT UITP UNEP TRL

Bridging the Gap: Pathways for Transport in the Post Kyoto Process

Strategies to bring land transport into the climate change negotiations

Discussion Paper

Prepared for distribution at the UNFCCC SB 30 meeting

June 2009

Discussion Paper - Strategies to bring land transport into the climate negotiations

Thank You

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