



gtz

VEOLIA  
TRANSPORT

UITP

TRL

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

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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 Change<sup>1</sup>, the Bridging the Gap Initiative<sup>2</sup> 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.

In order to support this, the Bridging the Gap Initiative has formulated **key messages to negotiators** and specific recommendations to the **negotiating text** of the AWG-LCA. These suggestions are based on the following ten principles. In order to ‘bridge the gap’, these principles include **five** transport and **five** climate policy related statements:

<sup>1</sup> 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>.

<sup>2</sup> 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>.



### 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<sub>2</sub> 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.