

# Bridging the gap

Pathways for Transport in the Post 2012 Process

## Climate finance for sustainable transport in developing countries

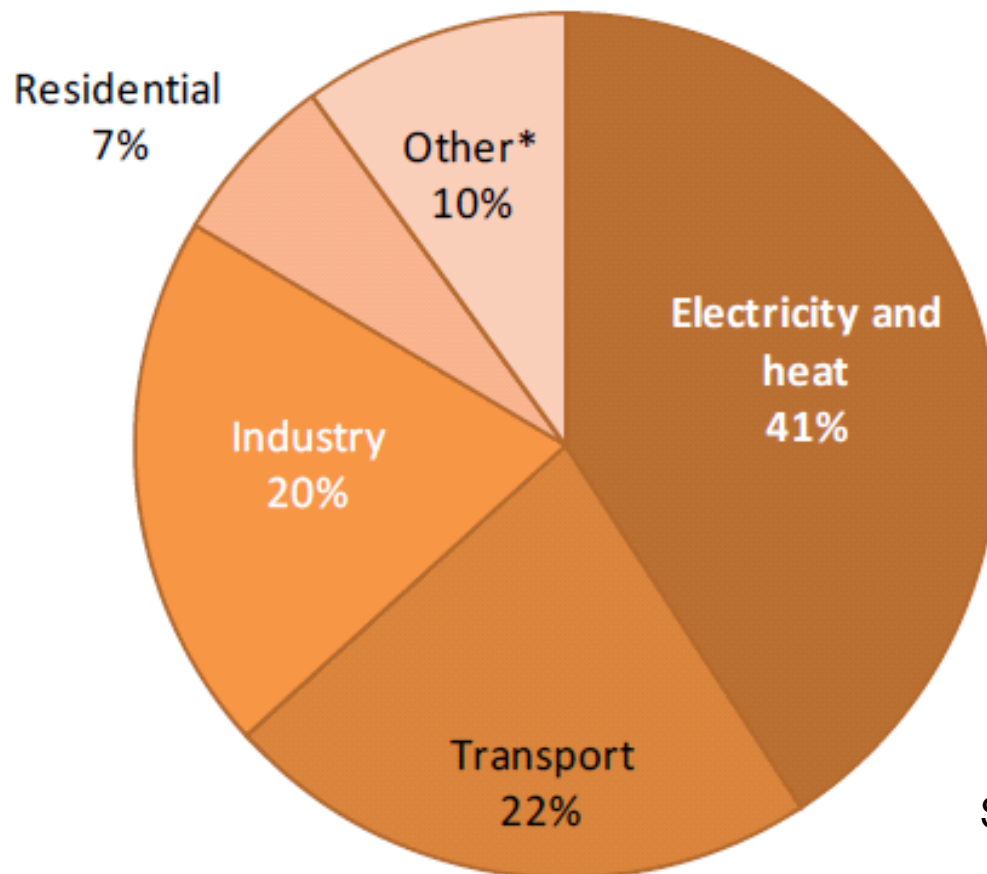
**UNFCCC official side event at the 34th session of  
the UNFCCC Subsidiary Bodies**

**11 June 2011  
Bonn, Germany**



Partnership on Sustainable  
Low Carbon Transport

# The transport and climate change challenge



Source: IEA

The transport sector is the **fastest** growing sector in terms of CO<sub>2</sub> emissions in **developing countries**







# A holistic approach

## Avoid

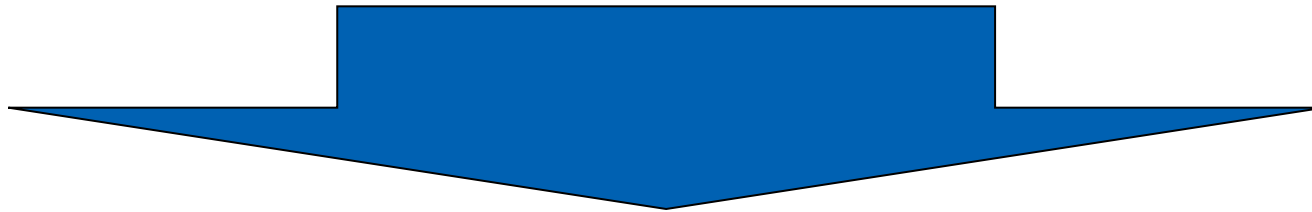
the distance or  
number of trips

## Shift

towards lower emitting  
modes of transport

## Improve

technological and  
operational efficiency of  
vehicles



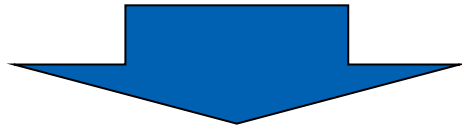
Less energy use/  
Carbon Reduction

Further  
Development  
benefits



## Despite the huge opportunities for improvement:

- Transport currently not recognised in climate regime
- Climate not recognised in transport



***Need to “bridge the gap” and include transport in the climate agenda***

# Bridging the Gap

- The Initiative 'Bridging the Gap: Pathways for Transport in the Post 2012 Process' was launched in 2009
- The purpose of the BtG Initiative is to:
  - **Raise awareness** within the UNFCCC process of the importance of mitigation actions in the transport sector in developing countries
  - Provide in-depth **technical knowledge** support
  - **Provide suggestions** for enabling the climate negotiations to better reflect the transport sector

# BtG Members



Bridging the gap

Pathways for Transport in the Post 2012 Process



**ITDP**  
Institute for Transportation  
& Development Policy

# Bridging the Gap



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Workshops

Side Events

Submissions

Policy Papers

Support to Parties



# What has BtG been doing?

## Events

- UNFCCC side events and stands, Copenhagen, Cancún, Bonn
- Parallel workshops and events, June 2010 in Bonn , April 2011 in Bangkok



# Negotiation text analysis

## Submissions to secretariat



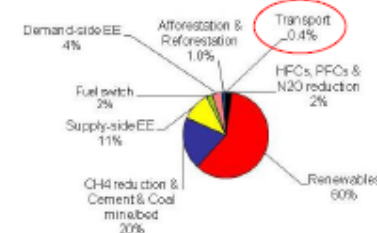
22nd March 2010

### Submission on modalities and procedures for the development of standardised baselines

This submission provides recommendations for methods of standardisation which can help improve the efficiency, applicability and environmental integrity of CDM in the transport sector.

### Transport: Under-represented in the current CDM

The transport sector accounts for around a quarter of global carbon dioxide (CO<sub>2</sub>) emissions<sup>1</sup> and global transport energy-related CO<sub>2</sub> emissions are projected to increase by 1.7% a year from 2004 to 2030<sup>2</sup>. The predicted road transport growth up to 2030 is driven largely in developing countries, with a growth rate of 2.8% a year. The current CDM has not worked so far to catalyse mitigation actions in transport, demonstrated by the fact that currently only 0.4% of total CDM projects in the pipeline are in transport, with only 2 registered projects.



CDM projects by category, March 2010 (%) (Source: UNEP Risoe Center)

The limited application of transport projects under the current CDM is in large part due to difficulties in<sup>3</sup>:

- **Methodology** - proving additionality, setting baselines and boundaries, and the lack of recognition of co-benefits. These relate to the multiple and dispersed nature of transport emissions, the lack of a standardised or approved methodology, and the often limited capacity of developing countries to collect this data; and;
- **Finance** - high transaction, monitoring, and abatement costs (both real and perceived), as well as the volatile carbon price for transport for investors and the relatively low cost effectiveness of the mechanism with revenues often representing a small proportion of total project costs.

<sup>1</sup> IEA (2005) CO<sub>2</sub> Emissions from Combustion 1971-2003. OECD/IEA

<sup>2</sup> IEA (2006) World Energy Outlook 2006, International Energy Agency. Accessed from <http://www.worldenergyoutlook.org/2006.asp>

<sup>3</sup> 'Strategies to bring land transport into the climate change negotiations: Discussion paper', 'Bridging the Gap' publication, [www.transport2012.org](http://www.transport2012.org)

Bridging the Gap:  
Pathways for Transport in the Post 2012 Process

gtz iftt trf uea veolia  
29 September 2009  
Draft Version 06: Open for suggestions

### Key Suggestions for the AWG-LCA negotiating text: Acknowledging Land Transport in the Post 2012 Framework

Recognising that transport is a major and rapidly growing emitter of GHGs, already accounting for 25% of energy related CO<sub>2</sub> emissions worldwide.

Acknowledging that both developed and developing countries would reap strong benefits from taking action in mitigating transport emissions in the form of better air quality, less traffic congestion, increased accessibility and reduced traffic noise, but that there are few incentives to do this under the present regime.

We, a group of professional transport organisations, benefiting from ongoing cooperation with a wider community of transport and climate experts, propose the following suggestions to the negotiating text to ensure a significant role of land transport in the Post-2012 framework.

Whereby **++ text in blue ++** indicates additions and amendments, whereas **<< text in green >>** indicates endorsements of the original or alternative text suggested by other Parties.

### LA SHARED VISION FOR LONG-TERM COOPERATIVE ACTION

Explicitly include the transport sector in mitigation and adaptation efforts.

[Addition to paragraph 4]  
27.4 Recognising the importance of early action and emphasising the urgent need to accelerate both mitigation and adaptation actions, **++ particularly in those sectors with the largest anticipated growth in emissions and those which are most vulnerable to climate change, including inter alia energy, transport, buildings, industry, agriculture and forestry. ++**

### UN-ENHANCED ACTION ON MITIGATION

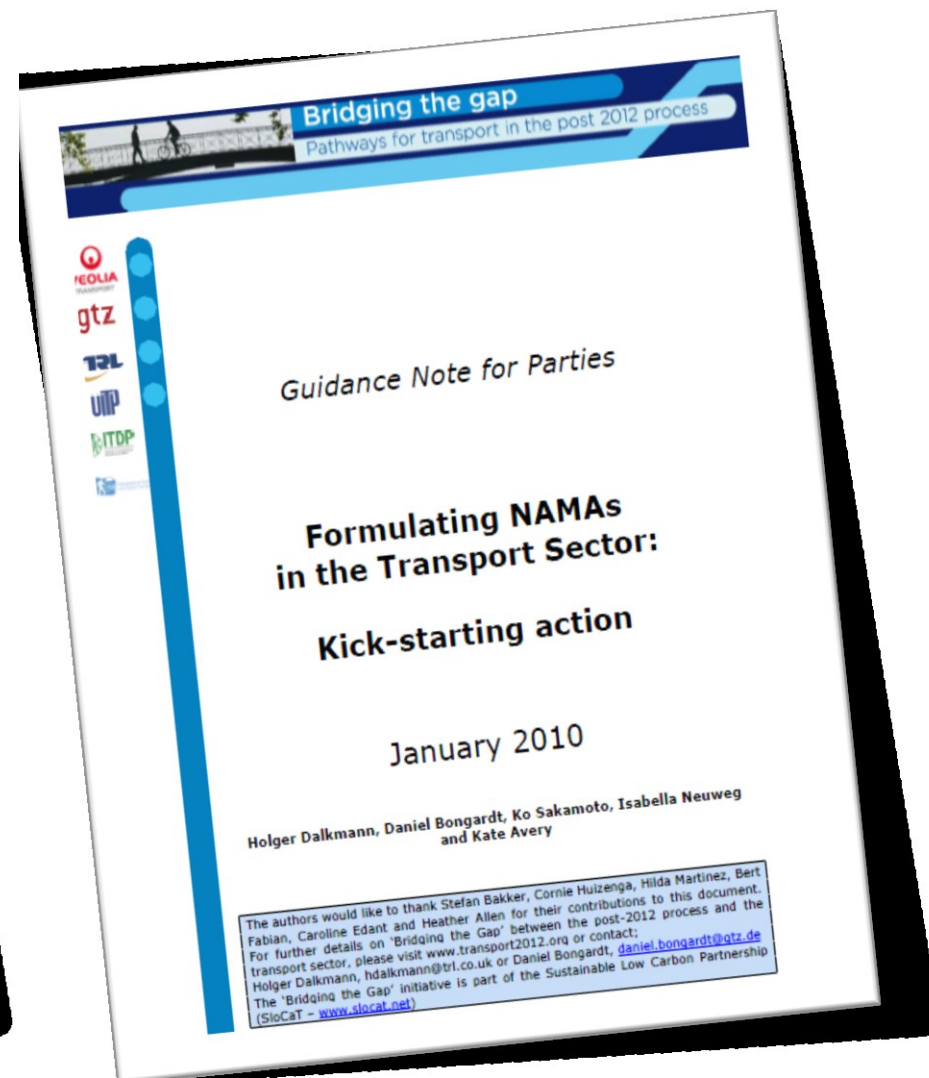
B. Nationally appropriate mitigation actions by developing countries

Support mitigation efforts at all levels, including at local level.

[Endorsement of part of paragraph 30]  
30. [NAMA]s by developing countries [should/shall] be supported ... The support [should] cover various activities in mitigation, including:

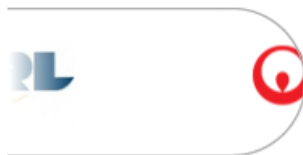
(b) [Creating and sustaining enabling environments for mitigation actions in developing countries, **<< [including integrated [territorial] plans at national, regional and local levels] [including support for climate integrated territorial plans at local, national and regional level, as appropriate] >>**]

# Analysis of negotiation process      Practical guidance to Parties



# BtG website

**www.transport2012.org**



**The transport sector contributes to 23% of energy-related CO2 emissions and is the fastest growing sector in terms of GHG emissions in developing countries.**

To encourage international action and to slow down this growth, GIZ, Veolia Transport, ITDP, UITP and TRL have decided to join forces to encourage the recognition that transport can and should play in mitigating GHG emissions.

Together we hope to achieve that a Post 2012 Agreement will be fully applicable to the sustainable land transport sector.

The initiative is strengthened further by contributing to the Sustainable Low Carbon Transport Partnership, of which all Bridging the Gap members are a part.



Partnership on Sustainable Low Carbon Transport



June 02, 2011

## CDM and Transport



Bridging the Gap published an overview of CDM activities in the



May 26, 2011

## Project "T-MAPPER"



"Transport Measures And Policies to Promote Emission Reductions"

SEARCH

OK

Transport and Climate Change

### Our key activities

- ☐ Our brochure
- ☐ Cancún can - can land transport?
- ☐ TRANSfer - Towards Transport NAMAs
- ☐ Copenhagen Accord NAMA Submissions: Implications for the transport sector (September 2010)
- ☐ Reducing Emissions through Sustainable Transport (REST)
- ☐ Our workshops and side events
- ☐ Bridging the Gap publications

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**Thank you!**



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