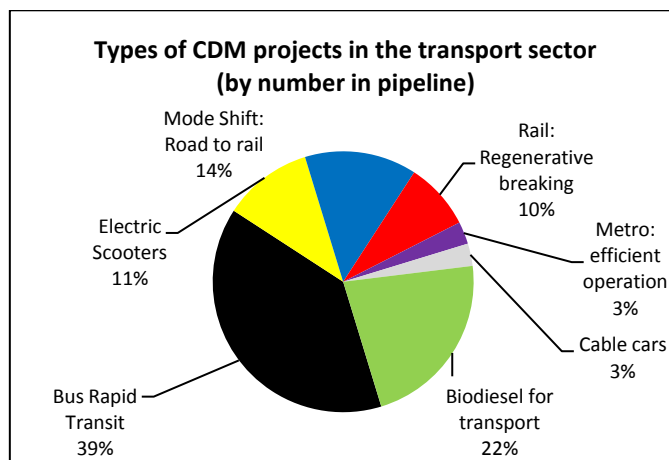


Transport and the CDM

So far, the Kyoto Protocol's Clean Development Mechanism (CDM) has not succeeded in decisively promoting sustainable land transport. If developing countries are to adopt low carbon mobility, there is the need for the existing mechanisms to be significantly modified or for new mechanisms to be introduced to provide better incentives for local and national governments to action implementation.

As of May 1st, 2011, there were 6,147 CDM projects in the CDM pipeline – this means that 6,147 proposals for CDM project activities have been submitted for validation and/or registration by the CDM Executive Board. Of all the project activities, only 0,6% (37 proposals) have been submitted as 'transport' projects. There are 3,034 projects in the CDM pipeline that have been registered and only 6 of these take place in the transport sector, which means only a share of about 0,2%. Though these are only very small percentages, the number of CDM projects in the transport sector in the pipeline has more than doubled in the last 12 months, whereas in the same time period the total number of projects in the CDM pipeline increased by only 20%. In the last two months, there have been four new transport CDM projects, three for 'Bus Rapid Transit' and one for 'Mode Shift: Road to rail'.



Source: UNEP Risøe Centre (May 1st, 2011).
TransMilenio



Photo:

The six registered transport projects currently in operation take place in

- Colombia: Bus Rapid Transit, Cable Cars
- India: Mode Shift – Road to rail, Rail - Regenerative breaking
- China: Bus Rapid Transit
- Paraguay: Biodiesel for transport

In total, these six projects are expected to reduce 563,269 metric tons of CO₂ emissions per annum.

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A number of barriers have contributed to the lack of CDM transport projects, notably:

- **Methodology** – such as the difficulty in proving additionality, baselines and boundaries and the lack of recognition of co-benefits;
- **Finance** - high transaction, monitoring and abatement costs (both real and perceived), volatile carbon price for investors and the relatively low cost effectiveness of the mechanism with revenues often representing far less than 1% of total project costs; and
- **Awareness** – lack of knowledge and guidance at local level and need for capacity building.

Despite these barriers, it is felt that the CDM could potentially be revised to work for the transport sector. Reform could take the form of:

- **Policy approaches guided by sectoral targets** for the transport sector, which could be linked to NAMAs subject to crediting, or take place at local/city level.
- Further development of **programmatic approaches** supported by standardised methodologies and guidance for Programmes of Activities (PoAs) for transport, such as vehicle efficiency standards, sustainable travel towns and regional BRT/MRT networks.
- Support from **a transport advisory group** to assist the development of transport projects within future mechanisms.
- Further look into the recent trends to develop **Nationally Appropriate Mitigation Actions (NAMAs)** in the transport sector.

For further information on this topic, please refer to the following sources:

An overview of all CDM activities in the transport sector:

Please go to <http://cdm.unfccc.int/Projects/Validation/index.html> and select 'Transport' in 'Sectoral Scopes'

The latest version of the UNEP Risø CDM database:

<http://www.cdmpipeline.org/cdm-projects-type.htm#2>

Procedures in how CDM can be approached in the transport sector:

Please refer to the new Bridging the Gap publication '*Accessing climate finance for land transport climate change mitigation activities in developing countries: A practical overview*' (Chapter 4.2.1)

http://www.transport2012.org/bridging/ressources/files/1/956,TD05_FinGuid.pdf

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Overview of approved Methodologies in the transport sector:

Name	Description	Methodology type	Number of projects
AM31	Baseline Methodology for Bus Rapid Transit (BRT) Projects	Large scale	12
AM90	Modal shift in transportation of cargo from road to water or rail transportation	Large scale	-
ACM16	Baseline Methodology for Mass Rapid Transit Projects	Large scale, Consolidated	5
ACM17	Production of biodiesel for use as fuel	Large scale, Consolidated	6
AMS-III.C.	Emission reductions by electric and hybrid vehicles	Small scale	10
AMS-III.S.	Introduction of low-emission vehicles/ technologies to commercial vehicle fleets	Small scale	-
AMS-III.T.	Plant oil production and use for transport applications	Small scale	1
AMS-III.U.	Cable Cars for Mass Rapid Transit System (MRTS)	Small scale	1
AMS-III.AA.	Transportation Energy Efficiency Activities using Retrofit Technologies	Small scale	-
AMS-III.AK.	Biodiesel production and use for transport applications	Small scale	1
AMS-III.AP.	Transport energy efficiency activities using post - fit Idling Stop device	Small scale	-
AMS-III.AQ.	Introduction of Bio-CNG in transportation applications	Small scale	-
AMS-III.AT.	Transportation energy efficiency activities installing digital tachograph systems to commercial freight transport fleets	Small scale	-

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