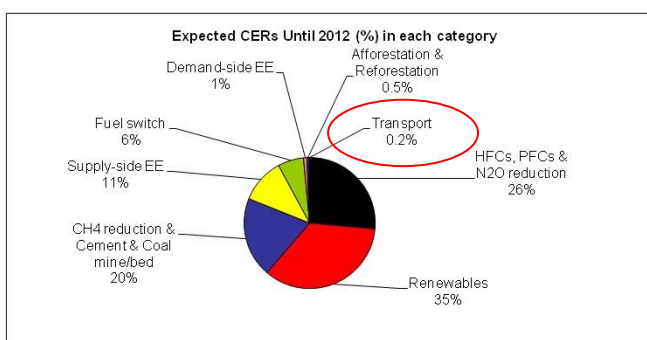


### Transport and the CDM: A future for sustainable transport

The Kyoto Protocol's Clean Development Mechanism (CDM) has not succeeded in 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.

Of the 1,873 registered CDM projects (as of 1 November 2009) only two are transport projects, and only 12 out of the 4,734 CDM projects in the pipeline relate to the transport sector. Transport therefore only constitutes 0.2% of expected CERs.



Source: UNEP Risoe Centre



Photo: TRL

A number of barriers have contributed to the lack of CDM transport projects;

- **Methodology** - notably 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.

For further details, the following representatives can be reached in and after the Copenhagen meeting:

Heather Allen (UITP)  
Daniel Bongardt (GTZ)  
Ramon Cruz (ITDP)  
Holger Dalkmann (TRL)  
Caroline Edant (Veolia Transport)

[heather.allen@uitp.org](mailto:heather.allen@uitp.org)  
[daniel.bongardt@gtz.de](mailto:daniel.bongardt@gtz.de)  
[rcruz@itdp.org](mailto:rcruz@itdp.org)  
[hdalkmann@trl.co.uk](mailto:hdalkmann@trl.co.uk)  
[caroline.edant@veolia.com](mailto:caroline.edant@veolia.com)

Mobile: +32 477 580655  
Mobile: +49 151 14073420  
Mobile: +1 646 2506671  
Mobile: +44 781 0804849  
Mobile: +33 627 833986