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Acknowledging Land Transport in the Post 2012 Framework: Transport Suggestions for the AWG-LCA Non-papers at COP15

Transport is a major and rapidly growing emitter of GHGs, already accounting for 23% of energy related CO₂ emissions worldwide.

Transport is highly vulnerable to climate change with much infrastructure in coastal or river zones, and its degradation can severely impact economic activity and livelihoods of citizens worldwide.

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.

Our group of professional transport organisations, in consultation with a wider community of transport and climate experts, therefore propose the following suggestions to the negotiating text to ensure a significant role of sustainable land transport in the Post-2012 framework, whereby;



++ text in blue ++ indicates additions and amendments.

<<text in green>> indicates endorsements of the original or alternative text.

1.SHARED VISION

Include land transport in the climate agreement at COP15



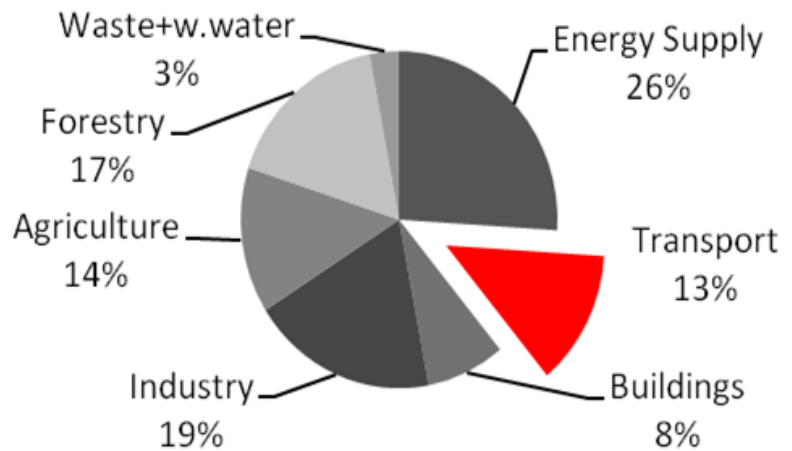
Land transport has so far been neglected in the climate change negotiations, despite it being a major emitting sector and being highly vulnerable to climate change.



The Copenhagen Agreement must enact efforts in all key sectors, including land transport.

Right>

Greenhouse Gases by sector:
IPCC (2004)



Suggestions for Non-paper No. 43, in Non-paper No. 52

[Addition to paragraph 9]

9. Realizing that harmonizing sustainable development while addressing climate change ... necessitate a paradigm shift ... while ensuring a just transition of the workforce which creates decent work and quality jobs, and seeking the active participation of all stakeholders **+and sectors, including energy, transport, industry, agriculture and forestry,++ ...**

[Addition to paragraph 12]

12. The shared vision ... gives equal weight to adaptation and mitigation and strengthens the cross-cutting role of technology, financing and capacity building as means of implementation to enable and support mitigation and adaptation actions of developing country Parties. **++ in all key sectors, including energy, transport, industry, agriculture and forestry, ++**

2. ADAPTATION

Ensure adaptation efforts in the most vulnerable sectors, including land transport



Transport is a highly vulnerable sector to climate change. Without adaptation actions, damage to transport systems may result in severe loss of mobility, economic activity and livelihoods of citizens.



Photo: UIC



Photo: TRL

Suggestions for Non-paper No. 41 in Non-paper No. 53

[Addition to paragraph 3]

3. The implementation of the adaptation [framework] [programme] [shall] [should]:
++ (f) Ensure action in particularly vulnerable sectors, including agriculture and food security, water resources, transport, health, ecosystems and coastal zones++

[Endorsement of part of paragraph 7]

7. In the provision of support, priority should be given to:
(b) **[<<Particularly vulnerable sectors>>]**, people, groups, communities and ecosystems].

[Addition to Annex I: National adaptation plans – Indicative objectives and functions]

(a) To [catalyse] [support] actions in and across different sectors, including agriculture and food security, water resources, **++transport,++** health, ecosystems, coastal zones;

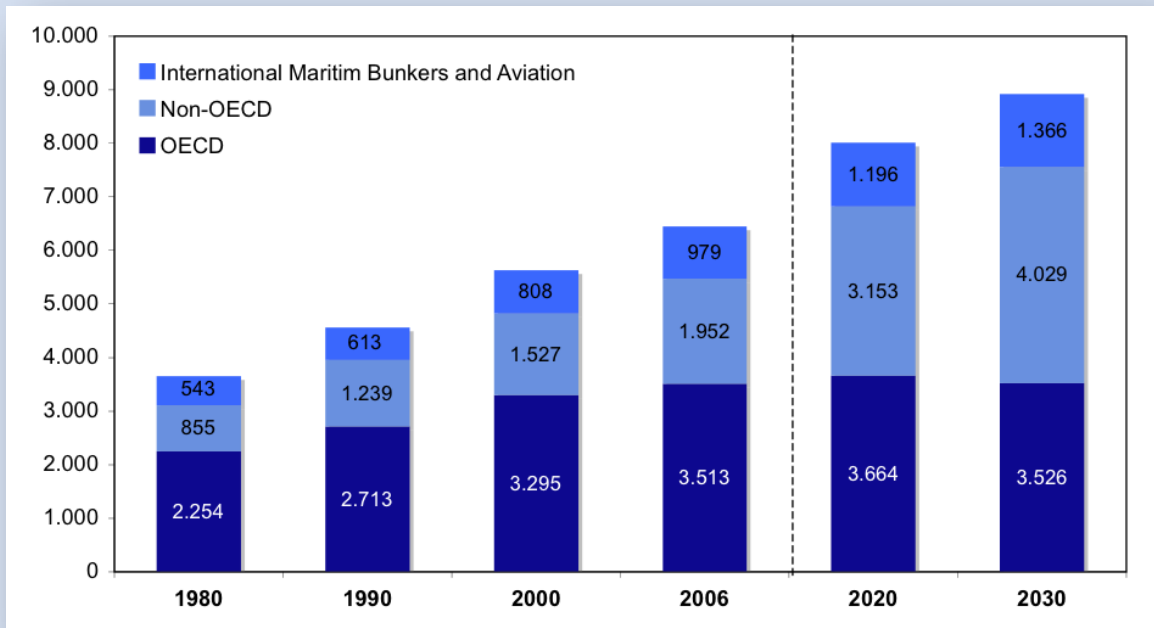
3. MITIGATION

Ensure mitigation actions in sectors with the largest and fastest growing emissions, including land transport



The transport sector is responsible for 23% of energy-related CO₂ emissions globally, and is predicted to grow rapidly especially in developing countries. Without the inclusion of transport, mitigation targets will not be met.

Rapid growth in transport emissions: Bongardt (2009) based on IEA



Suggestions for Non-paper No. 50 (Mitigation by developed countries)

[Endorsement of and addition to part of paragraph 8]

8. In quantifying absolute emission reduction [or limitation] objectives, [developed country] [Annex I] Parties shall **<< focus on those sectors, sources and gases that contribute most to total GHG emissions>> ++, including energy, transport, and industry,++** and facilitate the transition towards low-carbon economies in order to achieve sustainable development.

Suggestions for Non-paper No. 51 (Mitigation by developing countries)

[Endorsement of and addition to part of Paragraph 19]

19. The provision of support for NAMAs shall be guided by the following principles:

...

(h) Ensure that the funds are spread evenly, ensuring equity, a fair distribution of benefits and **<<an even spread across all economic sectors;>> ++,ensuring action in the largest emitting and growing sectors including energy, transport, and industry,++**

Recognise co-benefits of NAMAs in all sectors including transport.



Low carbon transport provides many other developmental benefits including better air quality, less traffic congestion, increased accessibility and reduced traffic accidents.



Photo: TRL



Photo: GTZ

Suggestions for Non-paper No. 51

[Addition to para 2]

2. ... recognize that nationally appropriate mitigation actions by developing country Parties are taken in the context of sustainable development **++, leading to co-benefits including better air quality and human health, less traffic congestion and energy security ++.**

Ensure that cooperative sectoral approaches include land transport.



Cooperative sectoral approaches need to support mitigation actions in all sectors, particularly in those sectors where crediting mechanisms are difficult to apply.

Suggestions for Non-paper No. 49 (Cooperative Sectoral Approaches)

[Addition to para 1]

1. [[Cooperative sectoral approaches and sector-specific actions [shall][should][enhance the][be focused on the enhanced] implementation of Article 4.1 (c) of the Convention, on:]

(a) [The development, application and diffusion, including transfer, of technologies, practices and processes that control, reduce or prevent anthropogenic emissions of greenhouse gases not controlled by the Montreal Protocol, **<<applicable to all relevant sectors, including, but not limited to, the energy, transport, industry, agriculture, forestry, health, tourism and waste management sectors;>>**

4. TECHNOLOGY

Acknowledge technology needs in transport and other major sectors, including system-wide technologies.



Appropriate and affordable technologies must be supported, including those that apply at a system-wide level, e.g. public transport systems, traffic demand management and non-motorised transport infrastructure.



Photos: TRL

Suggestions for non-paper No. 47

[Endorsement of and addition to parts of Appendix : Option 2 (Technology Executive[Committee][Panel])
Structure

2. The consultative group for sectoral technology cooperation will ..

(c) Identify and promote best practices and best available technologies, that will be available in the short-term, medium-term and long-term **<< in all relevant sectors>> ++ including energy, transport, and industry, ++**

[Endorsement of parts of Appendix]

Elements of a national Technology Action Plan

4. Priority areas shall be identified sector by sector and technology by technology. **<<For the most GHG-intensive sectors>> ++ including energy, transport, and industry, ++** nationally appropriate deployment schemes should be developed ..

8. **<<For the most GHG-intensive sectors>> ++ including energy, transport, and industry, ++** nationally appropriate deployment schemes should be developed, taking into account specific barriers to technology deployment in these sectors.

5. FINANCIAL RESOURCES & INVESTMENT

Ensure adequate financing to support low carbon transport, e.g. through a dedicated window under the Mitigation fund



A key barrier to enacting sustainable low-carbon transport is the lack of financing, particularly in developing countries. The COP15 must provide a financing framework that provides adequate, accessible and predictable funding for low carbon transport.

Suggestions for non-paper No. 34 in non-paper 54

[Addition to para 9]:

9. ... the COP shall establish specialized fund/s, funding windows **++for key sectors, particularly the most GHG-intensive sectors including energy, transport and industry,++**

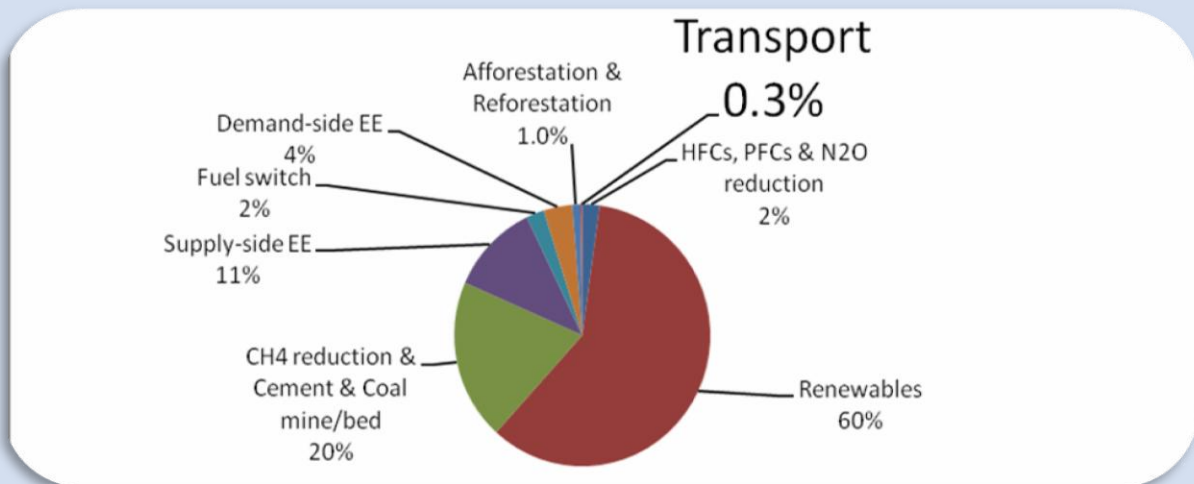
[Addition to para 14]:

14.bis The high-level body/forum ..shall have equitable and balanced representation of all Parties and include all relevant actors **++and sectors, particularly the most GHG-intensive sectors including energy, transport and industry++** ;]

Upscale financial support to a programmatic level.



Project-based mechanisms such as the CDM have not worked for the transport sector. There is a need to upscale financial support to e.g. a programmatic level.



Transport projects under the CDM

(Source: UNEP Risoe Centre, Nov 2009)

Suggestions for non-paper No. 34 in non-paper 54

[Endorsement of part of para 5. Alternative 2]:

5. [Chapeau]

Alternative 2: The financial architecture ... should be guided by the following principles: ...

(i) Delivery of financial resources [shall][should] be efficient, goal-oriented and **<<enable a shift from a project-based approach when dealing with proposals for funding to a programmatic approach, where appropriate>>**

About the Bridging the Gap initiative

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. Joined by the Institute for Transportation & Development Policy (ITDP), 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: www.transport2012.org or <http://www.sutp.org/bridgingthegap/>



About the Partnership on Sustainable Low Carbon Transport

The Bridging the Gap initiative and ITDP are active members of the Partnership on Sustainable Low Carbon Transport, which was convened by ADB and UNDESA to improve the knowledge on sustainable low carbon transport, help develop better policies and catalyze their implementation. [Over 40 organisations](#) have joined the Partnership, including UN organisations, multilateral development banks, technical cooperation agencies, NGOs, research organisations and other organisations.

For further information, please visit: <http://www.slocat.net/>



Contact us

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Disclaimer: The suggestions provided in this document have been developed independently by a group of expert organisations working to bridge the gap between transport and climate policy. Support for (sections of) the negotiating text and/or the alternatives suggested by the Parties does not amount to the endorsement of any Party position, and does not represent the official positions of GTZ, ITDP, UITP, Veolia Transport, Partnership on Sustainable Low Carbon Transport and TRL. The paper has benefited from a consultation which involved key transport and climate experts worldwide, to whom the authors are grateful. The document is in draft format, and will continue to benefit from further contributions.