



# Bridging the gap

Pathways for transport in the post 2012 process

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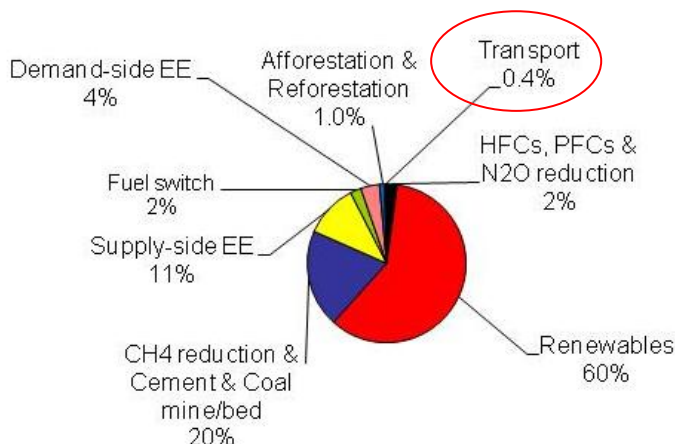
22nd March 2010

## 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)



### Standardised Baselines: Maximising the potential of transport

The transport sector has significant emissions reduction potential, especially in terms of energy efficiency measures, and standardised baselines could help to overcome some of the barriers to implementing efficiency improvement CDM projects.

We suggest defining standardised baselines based on emission intensities of sub-sectors and specific vehicle fleets as such transport systems could enable robust monitoring of GHG emissions to support emissions reduction crediting, through indicators such as **emissions per unit of travel, e.g. per passenger-kilometre or per tonne-kilometre.**

Examples of transport systems that may be suitable for standardised baseline methodologies include;

- National railway networks
- Urban transit networks
  - Light rail
  - Bus fleets
  - Subway/metro
- Interurban bus fleets and passenger rail
- Commercial fleets
  - Taxis
  - Distribution/logistic companies

To this end, transport and climate change experts supporting this submission are prepared to support developers of pilot projects and to provide transport expertise to the Methodology Panel throughout 2010 and beyond.

This submission<sup>4</sup> has been compiled in response to the invitation in the Draft Decision Document of the 5<sup>th</sup> session of the Conference of the Parties serving as the meeting of the Parties to the Kyoto Protocol on “the modalities and procedures for the development of standardised baselines that are broadly applicable, while providing for a high level of environmental integrity and taking into account specific national circumstances”. This is for the consideration of the Subsidiary Body for Scientific and Technological Advice in its draft decision to the Conference of the Parties serving as the meeting of the Parties to the Kyoto Protocol at its sixth session.

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<sup>4</sup> The Transport Research Foundation is making the submission on behalf of the Bridging the Gap Initiative ([www.transport2012.org](http://www.transport2012.org)) with endorsement from the Partnership on Sustainable Low Carbon Transport (SLoCaT).