Towards a low carbon future for Sustainable Transport

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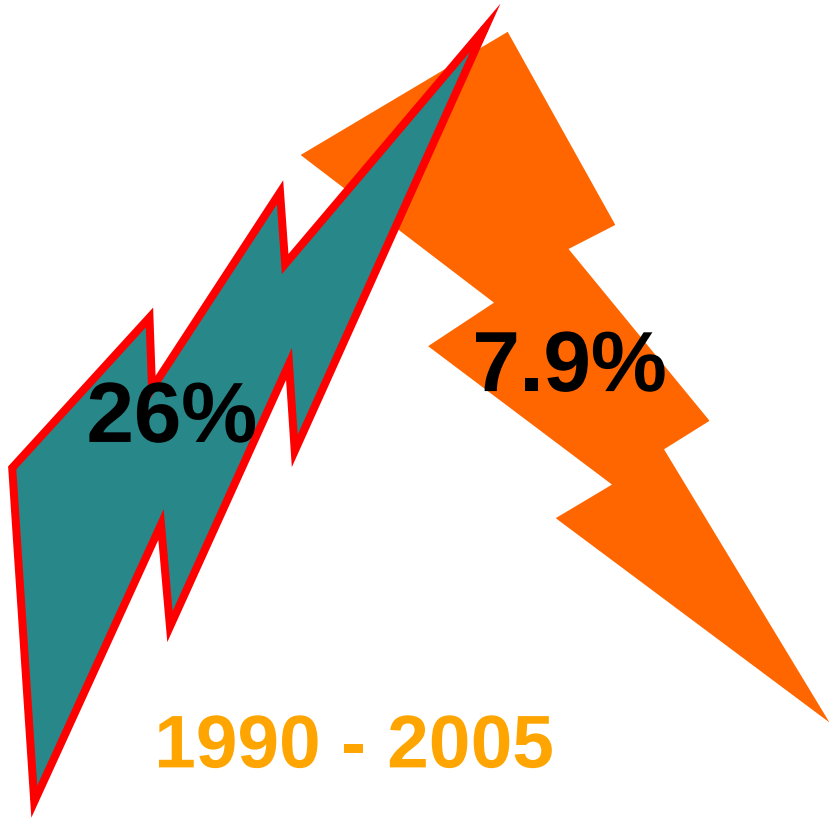
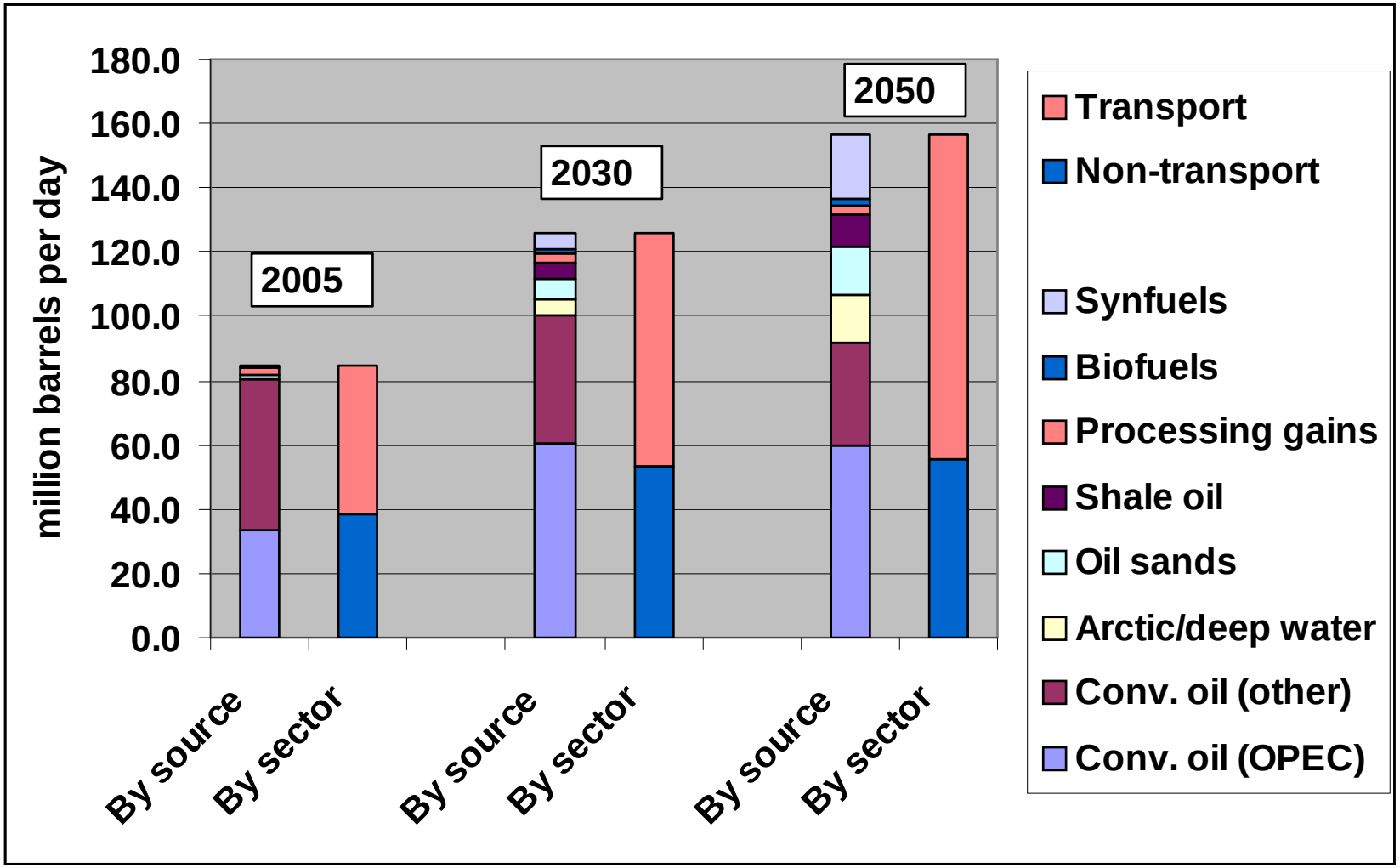
European trends

Climate Change and Transport – much is needed but too little is happening

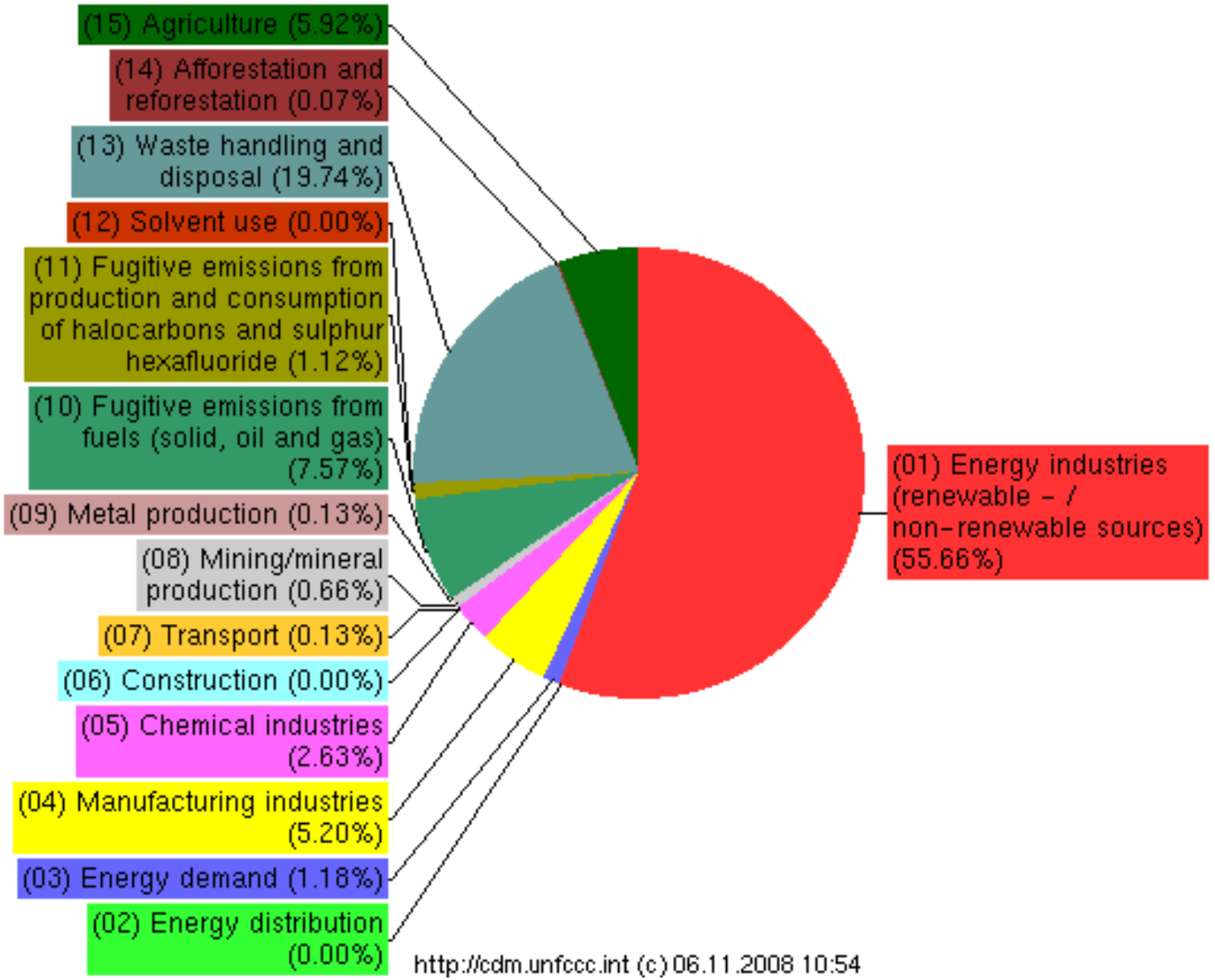
- Between 1990 and 2005 CO_2 emissions from the transport sector increased by 26%
- Had transport sector emissions followed the same reduction trend as in society as a whole, total EU-27 GHG during the period 1990–2005 would have fallen by 14% instead of 7.9%.



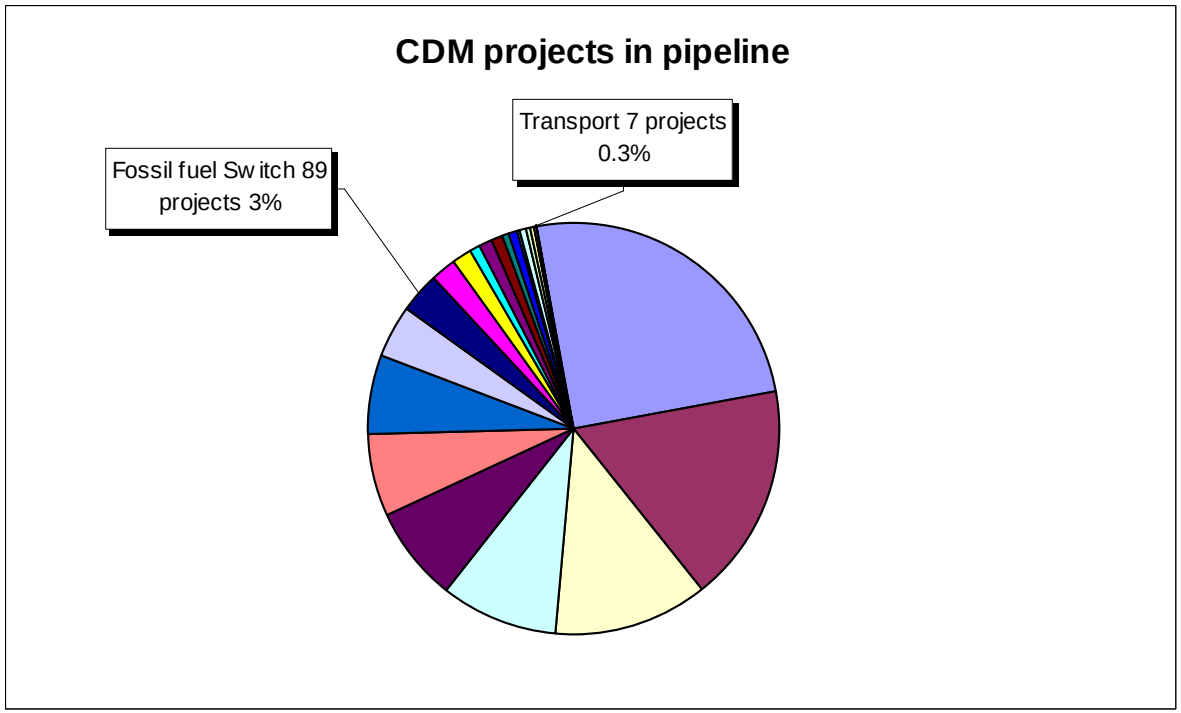
IEA Energy Technology Perspectives 2008
Baseline: Liquid Fuels to 2050



Distribution of registered project activities by scope



CDM projects by Type (Pipeline) - December 1th 2008 (December 1st 2007)



- 8 (7) transport projects out of 4151 (2783) (total) in the pipeline
- CER: 728 (594) out of 572211(418183)

Source: http://cdmpipeline.org/cdm-projects-type.htm#2

Start-up or fundamental problem?

The facts:

- 2 transport projects out of 1186 registered projects!
- 8 out 4151 projects in the pipeline
- 5 approved methodologies
- 0.1 % of all CERs
- Disperse/individual emission sources in transport

The key barriers and future strategies

The key barriers:

- Methodological
- Institutional
- Financial

Conclusion (1)

- CDM plays no role for sustainable transport in these days and…
- …with the existing approach will be just play a small role among other instruments to contribute to more carbon neutral solutions
- Therefore, sustainable transport is too important to leave it to CDM to solve it!!!

Scenarios: Sectoral CDM in Transport

A) Bundling of projects: Initiative to apply same methodology in different cities (e.g BRT)

B) Policy/Programmatic CDM: CERs to public actor for the application of an instrument towards a sustainable transport system

C) Sectoral no lose Targets: CERs for meeting ambitious reduction targets for GHG emission in the transport sector on local level

Policy options for low carbon transport solution

- Integration of sustainable transport in the Post-Kyoto process

CDM+ (Integration of co-benefits)

Upscaling (Sectoral, Policy, Programmatic CDM)

Sectoral No lose targets - Clean Transport Mechanism (CTM)

- Beyond Post-Kyoto – future funding mechanism to support a low carbon sustainable transport system

International Fund for ST

Technology Fund (World Bank)

Labelling for funding?

Some open questions….

- Role of governments, donors, business, consultancy/research
- What are the governance/regulatory models for the different options?
- What are the role of the Annex 1 countries – BAU for transport?
- Are there any other flexible mechanism for Annex I (Joint Implementation?)

Top down or bottom-up approach – new GEF or something else?

What are the knowledge gaps? How to measure carbon from transport? Fuel? Modelling?

Thanks for your attention – hdalkmann@trl.co.uk