



Suggestions for the Agreement: Making Copenhagen work for transport

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Translating Principles into “negotiator language”

Bridging the gap
Pathways for transport in the post 2012 process



Ten Guiding Principles for Considering Land Transport in a Post 2012 Climate Agreement

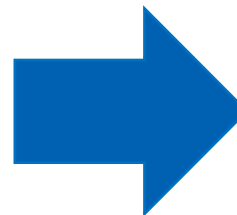
Transport-policy related principles

- 1 CREATE A PARADIGM SHIFT AND STRENGTHEN POLITICAL WILL:** Measures should support an overall vision of low-carbon transportation, based on avoiding unnecessary journeys, shifting travel activity to low carbon modes, and improving the energy efficiency of each mode. The external costs of transport need to be fully internalised and long-term political commitment, setting aside national or local party interests, is crucial for success.
- 2 GO BEYOND INDIVIDUAL PROJECTS AND SUPPORT POLICY PACKAGES:** A systemic approach should integrate and go beyond individual projects and support policy packages to achieve sustainable transportation. Policies should aim to achieve the wider sustainable development benefits of transport and remove financial and non-financial barriers.
- 3 USE AN APPROPRIATE TIME SCALE AND PROVIDE PREDICTABLE FUNDING:** Transport networks evolve over long periods of time. Any agreement therefore needs to consider the long term effects of decisions and policies that go beyond the commitment periods of the Kyoto Protocol. This is especially important as transport infrastructure decisions taken today will be very costly to revise in the future. In order to deliver incentives towards low-carbon transport, resources for climate mitigation should be predictable for decades rather than years.
- 4 SUPPORT CROSS-SECTOR EFFECTS:** Efficient transport networks are needed for sustainable development. In order to achieve low-carbon transportation, it is important for transport policy approaches to reflect a strategic and integrated approach by incorporating transport effects from other sectors (e.g. organization of industrial production processes, design of cities).
- 5 STRENGTHEN INSTITUTIONAL CAPACITY:** Regional, national and local institutions are needed to (a) coordinate activities, (b) organize stable funding, technology transfer and capacity building and (c) take responsibility for measuring, reporting and verifying emissions. It is of utmost importance to create effective domestic environments that ensure administrative feasibility and operational capability. In order to ensure implementation, institutions are needed to link national and local activities with the international framework.


Climate-policy related principles

- 6 CONTRIBUTE TOWARD SUSTAINABLE DEVELOPMENT AND RECOGNIZE CO-BENEFITS:** The agreement should support win-win solutions that have extensive co-benefits regarding environmental protection (e.g. air quality and noise), equity between social groups (e.g. access and safety) and economic effects (e.g. energy security, job creation and wealth creation).
- 7 ENSURE ENVIRONMENTAL INTEGRITY:** Any agreement must ensure that energy consumption and net CO₂ emissions from land transport are reduced significantly in comparison to business as usual. It should be consistent with land transport's contribution to the overall level of emissions and stimulate efficiencies and alternatives to carbon for transport, avoiding 'carbon leakage', double counting or transferring emissions to other sectors.
- 8 ENSURE COST EFFECTIVENESS:** It is necessary to define and implement least-cost options that are appropriate to the specific needs of developing countries. For example, decisions for energy-efficient land-use are no regret options in growing cities while a retro-fit of existing infrastructure incurs high costs and potential conflicts in other sectors.
- 9 SHARE EFFORT BETWEEN DEVELOPED AND DEVELOPING COUNTRIES:** To establish and maintain the necessary framework in which to achieve sustainable transport development in non-Annex 1 countries, commitment will be required from Annex 1 countries in the form of finance, technology and knowledge transfer and capacity building alongside actions from developing countries.
- 10 ENSURE TRANSPARENCY AND ACCOUNTABILITY:** The process of supporting developing countries with finance, technology and capacity should be transparent and accountable to the local needs for sustainable development. There should be rewards and recognition for actions that will help encourage and recognise change and progress.


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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.

30 Nov 2009 - Version 2 H Dallmann, K Sakamoto and K Avery (TRL)



Suggestions based on the Building Blocks of the BAP



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