



# Key messages – transport and the negotiation text

Holger Dalkmann

Transport Research Laboratory, UK  
03.11.2009



**ITDP**  
Institute for Transportation  
& Development Policy

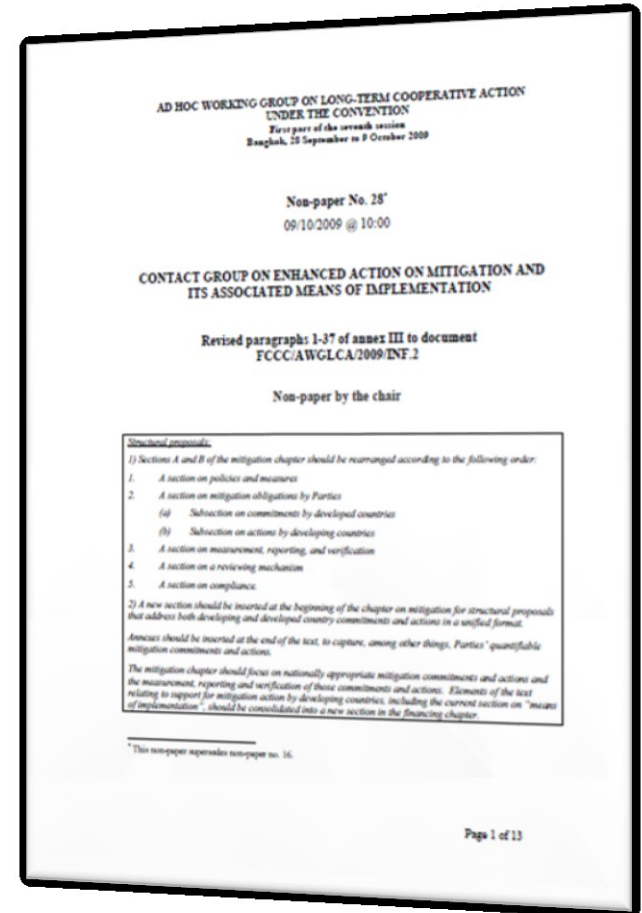


Partnership on Sustainable  
Low Carbon Transport

**The Copenhagen Agreement must empower mitigation and adaptation actions in all key sectors of the economy, including land transport.**

# Negotiation text suggestions....

- Analysis of AWG-LCA non-papers reflecting work undertaken by contact groups and sub-groups in Bangkok
- Identification of areas of the text that could support development of sustainable transport
- **++ text in blue ++ indicates additions and amendments**
- **<<text in green>> indicates endorsements of existing text**



## Suggestions for Non-Paper 33 – Shared Vision

**Explicitly include key sectors, including land transport, in mitigation and adaptation efforts**

### **[Addition to paragraph 8]**

8. Convinced that .... [an economic transition][a paradigm shift] that adjusts global economic growth patterns towards a sustainable [lifestyle] [low-emission] [trajectory] [climate resilient] [economy] [development] ... and seeking the active participation of all stakeholders **++and sectors, particularly those with large anticipated growth in GHG emissions, including inter alia energy, transport, industry, agriculture and forestry,++ ...**

### **[Addition to *Substantive paragraphs*]**

15. *Alternative 3*

(e) Envision a long-term goal which successfully integrates the means of implementation (technology, financing and capacity-building) to enable and support mitigation and adaptation actions of developing country Parties (Article 4.7), **++particularly in sectors with large potential growth in GHG emissions, including inter alia energy, transport, industry, agriculture and forestry, ++ ....**

## Suggestions for Non-Paper 28 - Mitigation



The transport sector is responsible for 23% of energy-related CO<sub>2</sub> emissions globally, and is predicted to grow rapidly especially in developing countries. Without the inclusion of transport, mitigation targets will not be met.

**Explicitly include key emitting sectors, including land transport, in mitigation efforts**

### **[Endorsement of part of option paragraph 22]**

22. Each Party shall, to the extent practicable, in implementing relevant Articles of this Protocol:1

(a) Implement and/or further elaborate policies and measures in accordance with its national circumstances, such as:

**<< (ix) Measures to limit and/or reduce emissions of greenhouse gases not controlled by the Montreal Protocol in the transport sector;>>**

# Mitigation Instrument: NAMA elements and potential transport applications

<b>NAMA elements (Paragraph 48)</b>	<b>Potential transport applications</b>
(a) Sustainable development policies and measures	<ul style="list-style-type: none"><li>• Local, regional &amp; national sustainable development strategies incorporating transport elements</li></ul>
(b) Low-emission development strategies and plans	<ul style="list-style-type: none"><li>• Local/Regional and national transport plans/strategies with low-carbon objectives</li></ul>
(c) Programmatic CDM, technology deployment programmes or standards, energy efficiency programmes and energy pricing measures	<ul style="list-style-type: none"><li>• CDM based on transport PoAs</li><li>• Fuel economy/vehicle standards</li><li>• Taxation and fiscal policy on fuels and vehicles</li></ul>
(d) Cap-and-trade schemes and carbon taxes	<ul style="list-style-type: none"><li>• Cap-and-trade of transport fuels (upstream trading)</li><li>• Fuel taxes</li></ul>
(e) Sectoral targets, national sector-based mitigation actions and standards, and no-lose sectoral crediting baselines	<ul style="list-style-type: none"><li>• Sectoral targets, either absolute or intensity based.</li><li>• Sub-sectoral targets for car, rail, maritime and aviation transport.</li></ul>

# Suggestions for Non-Paper 17 – Mitigation

## Cooperative sectoral approaches and sector-specific actions

### Ensure that cooperative sectoral approaches include land transport

#### [Endorsement of part of paragraph 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;>>

## Suggestions for Non-Paper 26 – Mitigation

### Nationally appropriate mitigation actions by developing country Parties



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

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

### [Endorsement of part of option paragraph 43]

43. The life cycle of a NAMA may consist of the following steps: ....

**<< (d) Register indicative actions, support, mitigation results, co-benefits;>>**

### [Endorsement of part of paragraph 45]

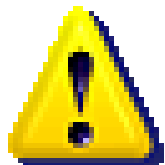
45. Information provided [in relation to NAMAs] [in the context of low-carbon/emissions [high growth sustainable development] strategies] to the mechanism/registry/register [may] [shall] include:

...

**<<(b) The expected outcome of each NAMA in terms of its sustainable development benefits, its co-benefits and the GHG emission reductions achieved in tonnes of CO2 eq>>**

## Suggestions for Non-Paper 26 – Mitigation

### Nationally appropriate mitigation actions by developing country Parties



Mitigation actions for transport have been shown to be effective when local policy makers are enabled and engaged.

## Support mitigation efforts at all levels, including the local level

### [Endorsement of part of paragraph 17]

17. NAMAs may include but are not limited to: ...

**<<(h) Mitigation actions at the sub national or local level, in particular in cities and rural communities;>>**

### [Endorsement of part of paragraph 30]

30. Enabling activities for NAMAs by developing country Parties shall be supported on the basis of the agreed [full incremental costs] [full costs]. Activities related to NAMAs include, but are not limited to: ...

(d) Creating and sustaining enabling environments for mitigation actions in developing countries, including integrated territorial plans **<<at national, regional and local levels as appropriate;>>**

# Technology: Analysis of TNA Country Reports

Transport-related measures / issues identified in TNA country reports										Hits (pages)
	Infrastructure			Vehicle and Fuels			Political Framework			
Country	Public Transport	Non-motorised Transport	Land use planning	Emission / Fuel Quality Standards, Technical checks	Cleaner Technologies	Biofuels	Economic and Fiscal Instruments	Public Awareness	Traffic & Demand Management	
Albania	✓									p. 45, 63
Armenia	✓			✓	✓		✓			pp. 30
Azerbaijan	✓				✓	✓				pp. 21
Benin	✓		✓		✓		✓			p. 6, 15
Bolivia	✓	✓		✓				✓		pp. 57, 66
Botswana					✓				✓	pp. 25, 65

# Transport-related GHG mitigation measures ... ... identified in TNA country reports

<b>Measure</b>	<b>Frequency of mention in TNA Country Reports</b>	<b>Included in UNDP TNA Handbook</b>
<b>Public Transport Improvements</b>	28	✗
<b>Non-Motorized Transport</b>	6	✗
<b>Land Use Planning</b>	3	✗
<b>Emission / Fuel Standards, Technical Checks</b>	16	(✓)
<b>Cleaner Technologies</b>	31	✓
<b>Biofuels</b>	6	✓
<b>Economic and Fiscal Instruments</b>	3	✗
<b>Public Awareness</b>	4	✗
<b>Traffic and Demand Management</b>	9	(✓)

## Suggestions for Non-Paper 29 - Technology

### Acknowledge technology needs in all major sectors, including land transport

#### [Addition to paragraph 9]

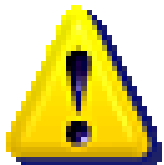
9. The [technology mechanism][enhanced framework for technology][technology action framework][financial and technology mechanism] shall be guided by the following principles: ....

**++ (i) Meet the technology needs of all major sectors, including inter alia energy, transport, industry, agriculture and forestry, ++**

#### [Addition to paragraph 23]

23. [All Parties] [Developed country Parties], in accordance with national capabilities, [shall][should] make efforts to strengthen their national technology research, development and demonstration (RD&D) programmes ...with a significant shift in emphasis towards safe and sustainable low greenhouse gas emitting technologies, especially renewable energy **++ and sustainable low carbon transport technologies ++.**

## Suggestions for Non-Paper 31 - Adaptation



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.

**Explicitly include the most vulnerable sectors, including transport, in adaptation efforts**

### **[Endorsement and Addition to Paragraph 6]**

6. In the implementation of the adaptation [framework] [programme] as laid out in subsequent sections, including in the provision of means of implementation, priority should be given to the following:

- (a) [All] [Particularly vulnerable] developing countries;
- (b) **<<Particularly vulnerable sectors,>> ++ including agriculture, water and transport; ++**
- (c) Particularly vulnerable people, groups and communities;
- (d) Particularly vulnerable ecosystems.

## Suggestions for Non-Paper 31 - Adaptation

### Support adaptation efforts at all levels, including the local level

#### [Endorsement of part of Preambular Paragraph 9]

PP.9 Recognizing that <<adaptation occurs at local, regional and national levels>>, and is an inherent part of development planning and implementation,

#### [Endorsement of part of Paragraph 3]

3. Adaptation requires urgent and immediate, short-, medium- and long-term action, to be implemented through enhanced international cooperation. To this end, a comprehensive adaptation [framework] [programme] is hereby established, with the objectives of:

...

(b) Enabling and supporting the <<implementation of adaptation action at local, sub national, national, regional and global levels>> through finance, technology and capacity-building;

# Outlook

- If a new agreement works for land transport it will be decided Post-Copenhagen
- A “Marrakesh” Process will set the detail of an international framework
- At the national level and local level, countries will be responsible to set land transport on their agenda
- MRV will be a key issue – improvements in data availability and more support for capacity building and knowledge transfer is crucial to provide reliable information

# Thank you!

Holger Dalkmann

Programme Director, Centre for Sustainability (C4S)

Tel: 01344 770279

Email: [hdalkmann@trl.co.uk](mailto:hdalkmann@trl.co.uk)

[www.trl.co.uk](http://www.trl.co.uk)

Information on Climate Change and transport under  
[www.sutp.org/bridgingthegap](http://www.sutp.org/bridgingthegap)