A common purpose – an international Partnership on Sustainable, Low Carbon Transport

Holger Dalkmann, Programme Director, TRL
Cornie Huizenga, Tom Hamlin (Convener SLoCAT)

Sustainable public transport for Africa – UN-HABITAT/UITP – Nairobi 11 Nov 2009
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IEA ETP 2008
Baseline Transport Energy Demand Projection
About a tripling world-wide, 2005-2050

Source: IEA 2008
Mobility Split by Type of Transport, OECD and Non-OECD

Source: IEA, 2009
### Mitigation approaches in Developed and Developing Countries

- **same principles, different interpretation**

<table>
<thead>
<tr>
<th>Principles</th>
<th>Developed Countries</th>
<th>Developing Countries</th>
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<tbody>
<tr>
<td><strong>Avoid</strong></td>
<td>• Emphasis on reduction of VKT through TDM, Land-use Planning</td>
<td>• Emphasis on avoiding unnecessary generation of VKT through integrated land-use and transport land use planning, TOD and TDM</td>
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<tr>
<td><strong>Shift</strong></td>
<td>• Shift from private vehicles to NMT and PT and aviation to rail/PT</td>
<td>• Prevent shift from NMT and PT to private vehicles</td>
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<tr>
<td><strong>Improve</strong></td>
<td>• Clean up existing vehicles, encourage down scaling vehicle/engine size</td>
<td>• Ensure that future vehicles/fuels are as clean as possible, encouraging use of small efficient cars</td>
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Background Partnership

• Partnership builds on previous activities on sustainable, low carbon transport by:
  – Activities of the Bridging the Gap Initiative (GTZ, TRL, UITP, Veolia)
  – ADB, CAI-Asia, CAI, WB, EMBARQ, etc.

• These activities had in common that they were addressing both sustainable transport and climate change
Partnership on Sustainable Low Carbon Transport: Tackling transport AND climate change

- Decision to develop Partnership was taken at May 2009 Bellagio Meeting on Transport and Climate Change
- Informal committee set up to guide development of the Partnership:
  - ADB, IADB, CAI, CAI-Asia, GTZ, ITDP, TERI, TRL, UITP, UNCRD, UN-DESA
Bellagio Principles

Activities of the Partnership are guided by three main Bellagio principles

1. Effective Climate Action is incomplete without addressing the overall system performance of the Transport Sector.
2. Climate action in the transport sector should recognize co-benefits.
3. More Effective Carbon finance mechanisms and associated procedures should catalyze sustainable transport policies, programs and projects.

www.sutp.org/bellagio-declaration
The Challenge: Integrate emerging processes at all Levels

Climate Policy Processes
- Global Climate Talks (UNFCCC)
- Regional climate strategies
- National climate action plans/strategies

Transport Policy Processes
- MEET: Global Policy Discussions involving both developed and developing countries
- Regional EST Forum + Asian Transport Ministers Forum
- ASEAN Transport Senior Officials Meeting
- National and Local Transport Policies and plans

Sustainable Development
Scope of Partnership

• Voluntary multi-stakeholder initiatives contributing to the implementation of Agenda 21, Rio+5 and the UNFCCC process
• Guiding principles:
  – Non legal, non binding;
  – Decentralized structure;
  – Partnership members are responsible for the implementation of Partnership activities;
  – Conveners office (Secretariat) is non implementing
• Geographical focus: developing countries in Africa, Asia and Latin America
• Thematic focus: Land transport (passengers and freight)
Partnership Objectives

1. The integration of sustainable, low carbon transport in climate negotiations, as well as national and local climate policies and programs
2. The integration of climate considerations in regional, national and local transport policies
3. Mainstream Sustainable, Low Carbon Transport in strategies and operations of international development organizations
4. Contribute to sustainable development and the millennium development goals especially providing access to or for goods and services by lower income groups.
Organizational structure (2)

• **Conveners Office:** provides day to day coordination in development and implementation of the Partnership (Tom Hamlin and Cornie Huizenga)

• **Regional Focal Points:** facilitate the coordination of Partnership activities in Asia (ADB); Africa (AfDB); and Latin America (IDB).

• **Liaison Office:** facilitates the coordination of the partnership with UNFCCC and other Europe based organizations (GTZ-Bonn)
Provisional Partnership Council Functions

1. Oversee the development of the Partnership;
2. Approve the admission of new members;
3. Review implementation annual work plan and approve annual updates;
4. Review Partnership materials (e.g. flyers and brochures);
5. Represent Partnership;
6. Assist in fund raising for activities by Partnership members and for convening functions.
Provisional Partnership Council Composition

1. African Development Bank (AfDB) - Yogesh Vyasa,
2. Asian Development Bank (ADB) – Jamie Leather
3. Center for Sustainable Transport (CTS), - Adriana Lobo
4. Inter-American Development Bank (IDB) – Vera Lucia Vicentini
5. International Association for Public Transport (UITP) – Heather Allen
6. German Agency for Technical Cooperation (GTZ) – Daniel Bongardt
7. Institute for Transport and Development Policy (ITDP) – Michael Replogle
8. The Energy and Resources Institute (TERI) – Sanjivi Sundar
9. Additional developing country representative
Membership Criteria

a) active commitment to work towards sustainable, low carbon transport and

b) work at global, regional or national level in one of the membership categories.

No financial obligations for membership
Membership Categories

1. Governments
2. Major Groups: e.g. local governments, the scientific community, business and industry, and NGOs
3. UN System
4. Other Intergovernmental bodies
5. Others: Organizations interested in association without joining as a formal partners
Members of the Partnership on Sustainable Low Carbon Transport (1)

- African Development Bank (AfDB)
- Asian Development Bank (ADB)
- Center for Clean Air Policy (CCAP)
- Centre for Environment Planning & Technology (CEPT)
- Center for Science and Environment (CSE)
- Center for Sustainable Transport (CTS) Mexico
- Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University
- Civic Exchange (CE)
- Clean Air Initiative for Asian Cities (CAI-Asia) Center
- Clean Air Institute (CAI)
- Deutsche Gesellschaft für Technische Zusammenarbeit GmbH/ German Technical Cooperation (GTZ)
- EMBARQ, The WRI Center for Sustainable Transport
- Global Environmental Facility (GEF)
- Global Transport Knowledge Partnership (gTKP)
- Inter-American Development Bank (IDB)
- Interface for Cycling Expertise (I-CE)
- International Association for Public Transport (UITP)
Membership of Partnership Sustainable Low Carbon Transport (2)

Per 10 October, 2009

- International Energy Agency (IEA)
- International Transport Forum (ITF)
- International Union for the Conservation of Nature (IUCN)
- International Union of Railways (UIC)
- Institute for Global Environmental Strategies (IGES)
- Institute for Transport Policy Studies (ITPS)
- Institute for Transport and Development Policy (ITDP)
- Institute of Transport Studies (ITS), University of California, Davis
- Korean Transport Institute (KOTI)
- Ministry of Land Infrastructure Transport and Tourism, Japan
- National Center for Transportation Studies (NCTS), Philippines
- Rockefeller Foundation
- Stockholm Environment Institute (SEI)
- The Energy and Resources Institute (TERI)
- Transport and Environment (T+E)
- Transport Research Laboratory (TRL)
- United Nations Center for Regional Development (UNCRD)
- United Nations Department for Economic and Social Affairs (UN-DESA)
- United Nations Environment Program (UNEP)
- University College of London, Department of Civil, Environmental and Geomatic Engineering
- University of Transport and Communication (UTCC) Hanoi
- VEOLIA Transport
- WWF International
Draft Work Program

- Guides activities of Partnership September 2009 – May 2010
Organization Partnership

- Working Groups
  - Transport, GHG data, indicators
  - Post 2012 Climate Instruments
  - Financing
  - Outreach/Policy Dialogue

- Cross cutting interest groups
  - Freight and Logistics
  - Cycling
  - Walking

- Regional Focal Points (RFP) Liaison Office (LO)
- Conveners Office
- (RFP) IADB
- (RFP) AfDB
- (RFP) ADB
- (LO) GTZ
- UN-DESA
Building the Organization

1. Building the membership
2. Partnership Council
3. Building the Conveners office, Regional Focal Points and Bonn Liaison Office
4. Partnership Communication Activities
   - Website
   - Newsletter
   - Listserv
5. Knowledge Management
6. Reporting and Planning
7. Fund Raising
WG 1: Transport Data and GHG Assessment

**Rationale:**

- Absence of comprehensive and reliable datasets on the composition or the transport sector, activity patterns and agreed upon scenarios for its future development
- Lack of GHG assessment methodologies for the transport sector

**Activities:**

- Transport data initiative (ADB, IDB, IEA)
- Country and City database on air quality, climate change and energy, and transport (CitiesACT portal) (CAI-Asia Center, GAPF, ADB, World Bank)
- GHG Assessment methodology (GEF)
- Assessment sustainability transport sector (UN-DESA – UNCRD)
WG 2: Post 2012 Climate Instruments

Rationale:

- Transport not successful under CDM
- New and revised mitigation instruments are being discussed in draft negotiation text for Copenhagen

Activities:

- Scoping exercise applicability post 2012 climate instruments to the transport sector (ADB and IDB)
- A publication “Roadmaps Towards Low-Carbon Transport” (Bridging the Gap Initiative: GTZ, TRL, Veolia Transport and UITP)
- A publication on technology transfer in the transport sector (Bridging the Gap Initiative)
- Expert workshops on the implementation of the Copenhagen deal in 2010 (Bridging the Gap Initiative)
Climate Change Policy

- Kyoto Protocol agreed in 1997; in place since 2005
- Overall -5.2% GHG reduction target for developed countries until 2012
- Flexible Instruments key elements of the Agreement: Emission Trading Scheme (ETS), Joint Implementation (JI) and Clean Development Mechanism (CDM)
- All these mechanisms do not work for transport – no finance, no capacity building, no technology transfer and no Adaptation support!
Transport within the CDM

- **12 transport projects** out of 4631 in the pipeline!
- **2 registered transport projects** out of 1792!
- **0.2 %** of all issued CERs (total market value approx 11 bn US$)
- **0 projects** in Africa

% of CDM projects in pipeline (UNEP Risoe Center, September 2009)
Recommendations for Post 2012

“Bridging the Gap” outcomes
– Workshops
– Submissions to AWG LCA and KP from Parties and NGOs/IGOs (By UNEP)
– Recommendations to negotiation text
– Newsletter
– Key principles and messages
– Website: www.sutp.org/bridgingthegap
General Principles for a Post 2012 agreement

• New agreement should **work for land transport**
• The agreement should **enhance existing local, regional and national applications** of sustainable transport policy
• Financing should move towards an **upscale** approach enabling **technology transfer, capacity building, mitigation** and **adaptation actions**
• Funding should be acknowledged a quantified reduction potential and the broad variety of **co-benefits**
WG 3: Finance

Rationale:

Activities:

• The period up to May 2010 will be used to discuss with interested Partnership members possible Partnership activities that can be undertaken after 2010.
• ITDP, TRL and GTZ have expressed interest to be part of this discussion.
WG 4: Outreach and Policy Dialogue

Rationale:

• Need for awareness raising, capacity building and policy dialogue among a large range of stakeholders.
• Existing efforts to be continued and intensified
• Impact: changes in policies and investment decisions

Activities:

• Processes:
  – Revisit the (Bridging the Gap Initiative’s) draft key messages Partnership
  – Update the review of draft negotiating text and suggestions (Bridging the Gap Initiative + ITDP)
  – Commission on Sustainable Development, Session 18 & 19, (UN-DESA, UNCRD)
  – Regional Environmentally Sustainable Transport (EST) Forum in Asia (UNCRD, Ministry of Environment Japan) and Latin America (IDB, UNCRD).
  – Community of Practice (CoP) (CAI-Asia Center, ADB)
• Events:
  – Various
  – Partnership Meeting, May 2010, Manila
Special Interest Groups on Sub-sectors

1. **Freight and Logistics:** Freight and logistics are a rapidly growing sub-sector of transport in developing countries.
   - CAI-Asia Center, ESCAP, IDB, US-EPA have expressed an interest to work on this sub-sector.

2. **Cycling:** Cycling is still responsible for a considerable part of trips made in developing countries and has the potential to grow in importance.
   - The Interface for Cycling Expertise (I-CE) has taken the initiative to develop a coalition of organizations who have a special interest to promote the concept of cycling inclusive transport planning.

3. **Walking:** The infrastructure for walking is deteriorating in most cities in developing countries.
   - The CAI-Asia Center with support from ADB will undertake walkability surveys for at least 8 Asian cities by May 2010. TRL and KOTI also are planning activities on walking.
There are still empty chairs in the Partnership ...
Join SLoCAT!
Thank you

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Information on Climate Change and transport under
www.sutp.org/bridgingthegap

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