

## **Bellagio Declaration on Transportation and Climate Change** **- 16 May, 2009 -**

Greenhouse gas emissions and in particular CO<sub>2</sub> are growing faster from the transport sector than almost all other sectors and as a result, it must contribute more to global mitigation efforts. To change this upward trend, we, the undersigned, fully support the three principles and related actions below.

In 2006 transport accounted for 13% of global greenhouse gas emissions (GHG) while 23% of global carbon dioxide (CO<sub>2</sub>) emissions from fuel combustion were transport related. Between 1970 and 2006, global GHG emissions from the transport sector increased by 130% globally.

While developed countries are responsible for the largest share of GHG emissions from the transport sector, emissions from developing countries are growing rapidly. Transport related CO<sub>2</sub> emissions are expected to increase 57% worldwide in the period 2005 – 2030, and transport in developing countries will contribute about 80 percent of this increase, from both passenger and freight transport. Most of the current GHG emissions in the transport sector and virtually all the expected growth in emissions come from private cars, light duty vehicles and trucks. Moreover, growing black carbon and ozone concentrations in the atmosphere, largely caused by the transport sector, are a cause for concern as both warming agents and as local air pollutants.

The Intergovernmental Panel on Climate Change in its Fourth Assessment Report has called for a 70-90% reduction of global CO<sub>2</sub> emissions from 1990 levels by 2050. Both developed and developing countries are expected to help realize these emission reductions within a framework of common but differentiated responsibilities. Proposals to be discussed COP 15 in Copenhagen call for a significant reduction in the growth of emissions for developing countries, on the order of 15 to 30 per cent below a business as usual baseline by 2020 and further reductions up to 2050.

The necessary mitigation efforts can be accomplished by embracing the following Principles and Actions:

### **Principle 1: Effective Climate Action is incomplete without addressing the overall system performance of the Transport Sector.**

- Promote the decoupling of CO<sub>2</sub> emissions from economic growth and thereby enabling developing countries to keep their emissions from all transport low while enjoying further economic growth. This requires adopting integrated policies to: (a) avoid or reduce trips through integration of land use and transportation planning, (b) effect shifts to more energy efficient modes through changes in pricing, regulation, and investments, and (c) improve vehicle and fuel technology.
- Develop a policy framework that includes policy instruments, such as planning and regulation; incentives and disincentives; information exchange mechanisms; and communication strategies, which will enable developing countries and cities to align national and local transport mitigation policies with international agreements to be reached at COP 15.

### **Principle 2: Climate action in the transport sector should recognize co-benefits**

- Acknowledge the importance of co-benefits of low carbon sustainable transport policies including air pollution abatement, enhanced health protection, reduced congestion, diminished accident rates, improved productivity and increased energy security as being equally important to bring about low carbon sustainable transport by institutionalizing support and incentives for sustainable transport interventions that maximize such co-benefits together with CO<sub>2</sub> reductions.

### **Principle 3: More Effective Carbon finance mechanisms and associated procedures should catalyze sustainable transport policies, programs and projects**

- Promote effective financing for low carbon sustainable transport systems and the full applicability to the transport sector of funding mechanisms to be agreed upon at COP 15, such as CDM, sectoral crediting and Nationally Appropriate Mitigation Actions. This may include the creation of a dedicated funding facility for low carbon sustainable transport within, or outside, these funding mechanisms. Such funding arrangements should build institutional and technical capacity for planning, measurement, monitoring, and evaluation and provide financial incentives for policy and program implementation proportionate to the scale of the challenge.
- Support improved, simple and transparent evaluation tools suitable to the transport sector, designed to enhance the sector's ability to measure, report and verify GHG reductions at project and national level benefits as well as the co-benefits associated with policies, measures and projects in support of low carbon sustainable transport.

#### **About this Declaration**

This *Bellagio Declaration on Transportation and Climate Change* and the more detailed *Common Framework to Support Sustainable and Low Carbon Transport in Developing Countries* are the outputs and consensus of the discussions at a May 12-15, 2009, meeting on transportation and climate change convened by the Asian Development Bank, the Clean Air Institute, with support of the Rockefeller Foundation, attended by the undersigned individuals.

#### **Join this effort**

We invite other parties and persons to support and disseminate this open declaration and to foster adoption of these principles and actions by governments and international bodies.

#### **Signatories to the Bellagio Declaration on Transportation and Climate Change:**

- Heather Allen, Senior Manager , UITP (Int. Association of Public Transport)
- Daniel Bongardt, Transport Policy Advisor, German Technical Cooperation (GTZ)
- Robert Buckley, Managing Director Urban Program, Rockefeller Foundation
- Holger Dalkmann, Programme Manager, Transport Research Laboratory (TRL),UK
- Bert Fabian, Transport Manager, Clean Air Initiative for Asian Cities (CAI-Asia) Center
- Fabio Feldman, Executive Secretary - Paulista Forum on Global Climate Change and Biodiversity
- Thomas Hamlin, Adviser on Energy & Transport, UN Division for Sustainable Development\*
- Dario Hidalgo, Senior Transport Engineer, EMBARQ, The WRI Center for Sustainable Transport\*
- Walter Hook, Executive Director, Institute for Transport Policy and Development
- Cornie Huizenga, Vice Chairperson, Clean Air Initiative for Asian Cities (CAI-Asia) Center\*
- Kazunori Kojima, Energy Efficiency & Environment Division, International Energy Agency\*
- James Leather, Senior Transport Specialist, Asian Development Bank\*
- Måns Lönnroth, Volvo Research and Education Foundations\*
- Michael Replogle, Transportation Director, Environmental Defense Fund
- Ko Sakamoto, Transport Economist, Transport Research Laboratory (TRL)
- Sergio Sanchez, Executive Director, The Clean Air Institute/Clean Air Initiative-LAC
- Sharad Saxena, Climate Change Specialist (Transport), Asian Development Bank\*
- Lee Schipper, Project Scientist, UC Berkeley and Senior Associate EMBARQ\*
- Sanjivi Sundar, Distinguished Fellow, The Energy and Resources Institute, India
- Vera Lucia Vicentini, Senior Transport Specialist, Inter-American Development Bank\*
- Eric Zusman, Climate Policy Researcher, Institute for Global Environmental Strategies

“\*” denotes individuals who have their “organizational affiliation shown for identification only