



## STATEMENT ON SUSTAINABLE, LOW CARBON TRANSPORT FROM SLOCAT AND BRIDGING THE GAP PARTNERSHIPS

### FOLLOW UP TO TECHNICAL EXPERT MEETINGS

on unlocking mitigation opportunities through renewable energy deployment and energy efficiency improvements in pre-2020 period

12 JUNE 2014, 11:30 – 13:00

Thank you very much and good morning to all of you. My name is Jonas Bleckmann and I speak on behalf of the Partnership on Sustainable Low Carbon Transport (SLoCaT) and the Bridging the Gap Initiative (BtG). Both partnerships welcome the initiative to organize a follow-up meeting to the March Technical Expert Meetings. SLoCaT and BtG represent more than 90 international organizations working on sustainable transport. This invitation is a clear acknowledgement of the importance attached to the inputs of expert groups like SLoCaT and Bridging the Gap and the importance of the transport sector.

Inspired by the discussions and the outcomes of the March Technical Expert Meetings the SLoCaT Partnership has continued its efforts to develop a Results Framework on Sustainable Transport. Climate Change is an integrated dimension of this Results Framework, which is gaining increasing recognition as a consensus document on what progress is to be achieved in developing sustainable transport infrastructure and services between now and 2030. Energy Efficiency of Transport is addressed in the Results Framework through a proposed target on Fuel Economy for Light Duty Vehicles and there is a discussion on adding a target on Fuel Economy for Heavy Duty Vehicles.

A start has also been made with the development of a Financing Framework on Sustainable, Low Carbon Transport that would spell out how to fund the implementation of the 2030 vision on Sustainable, Low Carbon Transport. This is backed up by specific work on Climate Financing and Transport through GIZ.

The SLoCaT Partnership and the wider community of sustainable transport are also helping to integrate best practices on transport and climate change in the Climate Change Summit of UN Secretary-General Ban Ki-Moon. Transport is part of several action platforms and of special importance in this context are the efforts of the Global Fuel Economy Initiative who, as part of the High Impact Area on Energy, are developing an initiative to accelerate the adoption and introduction of fuel economy standards for Light Duty Vehicles.

Why is this important?

The global fleet of light duty vehicles is due to triple by 2050, with over 80% of those new vehicles in emerging economies and less developed countries. The impact of such massive increases in vehicle numbers and energy demand is wholly unsustainable. Unsustainable in terms of congestion, pollution and health; in terms of energy supply and therefore energy security; in terms of the costs to individuals and countries; and of course in terms of CO<sub>2</sub> and the climate.

Yet fuel economy in those vehicles could be improved right now – could in fact be doubled in new vehicles by 2030, and in all vehicles by 2050 – using cost effective fuel economy technologies which are already in many cars today. Such a transformative change in the cars would mean that even with this bigger global fleet we could save 2 trillion US\$ net in unused fuel by 2030 alone. GFEI will organize a symposium on this topic on the 4<sup>th</sup> of July.

But this is only one part of the solution. Energy efficiency improvements alone will not reach enough reductions in GHG emissions and will not solve all the challenges in the transport sector.

New research on the impact of modal shift of urban transport by the Institute for Transportation and Development Policy (ITDP) and University of California - Davis shows that it is possible, albeit very challenging, to cut urban transport CO<sub>2</sub> emissions by half in 2050 compared to baseline projections via strong investments in transit and non-motorized modes, along with policies that encourage people to make maximum use of these modes. Growth in car use would be cut by about half. We estimate that this "alternative" future would actually provide better mobility to *more* people, have *lower* total user costs than the

baseline, and provide enormous co-benefits in terms of energy savings, air quality improvements and traffic safety.

For this important work we urge Parties to request technical assistance for the implementation of low cost and low carbon technologies from the mechanisms within the UNFCCC that are available today.

We will have a full presentation on this work at COP 20 in Lima and here may I invite the audience to attend the 2014 Transport Day on December 7<sup>th</sup> in Lima. We will further discuss the contribution that transport can make towards climate change mitigation, the needs for adaptation as well as financing elements. This also includes measures aimed at improving the efficiency of transport as well as modal shift and behavioral change.

It is our experience that an effective approach on climate change mitigation in transport combines these different approaches: Reducing or avoiding the need to travel, shifting to more sustainable modes of transport and improving the efficiency of transport modes and vehicle technology; and we call to ensure a continuation of the process of Technical Expert Meetings that allows for an integrated approach of transport.

Thank you very much!

The **“Partnership on Sustainable Low Carbon Transport”** (SLoCaT) is a multi-stakeholder partnership of over 85 organizations working together to promote the integration of sustainable transport in global policies on sustainable development and climate change.



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The **“Bridging the Gap Initiative”** (BtG) is a multi-stakeholder initiative formed in 2009 to link climate change and land transport more closely and gain better recognition of its potential in mitigating GHG emissions.



[www.transport2020.org](http://www.transport2020.org)



*Transport Tackles Climate Change*  
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