



GREENHOUSE GAS EMISSIONS

TARGET:

Total world transport-related GHG emissions peak no later than 2020 then begin to decline at a 2% per year rate and at 2030 transport-related emissions are no higher than 2010 emissions.



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Why are Greenhouse Gas Emissions important?

Climate change is causing profound negative economic and social impacts. Global greenhouse gas (GHG) emissions are growing and projected to cause an increase in average temperatures of 2 to 4°C by 2100 without strong intervention. The Intergovernmental Panel on Climate Change calls for a 50% cut in GHG emissions by 2050. Land transport contributes just under a fifth of energy-related global GHG emissions and the share due to transport is growing. Responsible for this growth in transport-related GHG emissions is a projected doubling or more of the current global stock of one billion vehicles by 2050.

Process Indicators (2030 compared to 2010 baseline):

- Double fuel economy in all new Light Duty Vehicles by 2030, and in all Light Duty Vehicles by 2050 from a base year of 2005.
- Travel share of public transport, cycling and walking (desired achievement: double the global share by 2030).
- Black carbon emissions from transport by 2030 (desired achievement: 60% reduction).
- Zero Emission Vehicle share of light-duty 4-wheel and motorised 2-wheel vehicle sales worldwide by 2030 (desired achievement: 20%).

Implementation and Enabling Measures:

Energy saving fuel economy improvements that make use of proven existing technologies can provide nearly half of the reduction in transport-related GHG emissions needed by 2050 to contain warming to a maximum 2o centigrade rise. The other half must come from 'avoid' or 'shift' related measures. Travel demand management is also required to reduce the need for motorised transport.

Shifts to non-petroleum fuels would also play an important role particularly after 2030. Zero Emission Vehicles would also contribute to a cut in urban air pollution. The transport sector must also adapt to climate change by strengthening the climate resilience of transport infrastructure and services provided to improve urban and rural access. Effective institutions using sound analytical approaches are required to mitigate transport-related climate change and implement appropriate adaptation measures.

The proposed target aims to motivate countries and other sector stakeholders to voluntarily manage transport-related emissions so they peak by 2020 and thereafter begin to decline at approximately 2% per annum. By 2050, transport-related emissions could be approximately 50% below 2010 levels. The target is modelled on an on-going basis by the International Energy Agency and others. The process indicators are all measurable today.

Through the Results Framework on Sustainable Transport the SLoCaT Partnership, with its 90 members, promotes the integration of sustainable transport in the post-2015 agenda for sustainable development. The development of the SLoCaT Results Framework on Sustainable Transport is supported by GIZ and UN-Habitat (with funding provided by DFID-UK). For more information on the SLoCaT Results Framework please contact cornie.huizenga@slocatpartnership.org.