

Statement to the ADP made on behalf of the Partnership on Sustainable, Low Carbon
Transport (SLoCaT)

ADP Work Stream 2

Technical Expert Meeting, Bonn

23rd October 2014

On behalf of SLoCaT I would like to thank the organisers for the invitation to share with you progress on how low carbon transport can be brought more strongly into climate change action plans and commitments. SLoCaT is the Partnership on Sustainable, Low Carbon Transport (SLoCaT). SLoCaT brings together over 80 organizations (including UN agencies, Multilateral and Bilateral development organizations and funding institutions, NGOs, Foundations, Academia and the Private Sector) all concerned in one way or another with sustainable transport. In particular it promotes the integration on sustainable transport in global policies on sustainable development and climate change (www.slocat.net). Its work is also supported by the multi-stakeholder initiative entitled Bridging the Gap.

If we are to address climate change it is clear that transport cannot be left out of the picture. Transport contributes about one quarter of energy-related global GHG emissions and about one fifth of energy use. 95% or more of land transport still relies on fossil fuels. Under a 'Business as Usual' scenario, energy use and GHG emissions are projected to rise by nearly 50 percent by 2030 and by more than 80 per cent by 2050 (from a 2009 baseline). Much of this growth will come from the developing world.

Globally CO₂ emissions from transport have been growing over the last 20 years, especially those from land transport. Average levels of mobility per person and demand for freight are on the increase. As an example, in the European Union, mobility levels measured in passenger-kilometre per inhabitant have increased by 7% and today transport accounts for around one-quarter of EU CO₂ emissions, similar to the global figures. This is taking place in countries which already have good rail networks, mass transit and a growing number of trips being made by cycling, which highlights the extent and urgency of the challenge for emerging economies.

However, there is substantial potential for mitigation of emissions from all land transport modes as highlighted in the 5th IPCC's Assessment report, where it is stated that a combination of technological and behavioural measures could decrease final-energy demand in 2050 for urban passenger transport by at least 55% below an International Energy Agency defined baseline scenario (IEA, 2014). Some of these mitigation measures could be tapped at very low or even negative costs from a societal perspective along with generating substantial sustainable-development benefits (IPCC 2014).

At the recent Climate Summit convened by the UN Secretary General, transport was highlighted as one of the 8 key action areas. SLoCaT worked closely with its members and this resulted in significant commitments from the sector under three action areas. Five global transport initiatives under transport and two further ones in other areas were presented at the Summit and they aim to significantly scale-up proven low carbon transport technologies and the mitigation potential of low carbon transport. These initiatives would increase the number of electric vehicles on the road in urban areas including looking at how technologies can be developed for the developing world,

improve the efficiency of rail transport, international shipping and air travel, increase the modal share of sustainable public transportation. They also include efforts to 'green' freight and implement and adhere to global fuel economy targets.

In addition SLoCaT launched two important analytical reports on Transport and Climate Change. A joint Bridging the Gap and SLoCaT Partnership report entitled "[Land Transport's Contribution to a 2°C target](#)" helping to provide a clear set of recommendations to climate change and transport policy makers.

The second report "[A Global High Shift Scenario: Impacts and Potential For More Public Transport, Walking and Cycling with Lower Car Use](#)". This research, on the impact of modal shift of urban transport by SLoCaT members, the Institute for Transportation Policy and Development Policy (ITDP) and University of California – Davis, shows that it is possible, albeit challenging, to cut urban transport CO2 emissions by half by 2050 compared to baseline projections if strong investments in transit and non-motorized modes, combined with policies that encourage people to make maximum use of these modes are put in place. Growth in car use, but I stress not individual mobility, 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.

We are not alone in highlighting the mitigation potential of this sector and similar messages are coming from both within the transport sector as well as from those outside of it.

Land transport is a complex, crosscutting issue but that is precisely why it must be addressed. Its effects spill over into many sectors. One of the major barriers for action is seen as the connection of transport and economic growth.

However, low carbon, sustainable transport delivers multiple environmental and social benefits and sustainable, green growth. This is based on greater economic efficiency and less waste.

This should make a strong argument for change, but this message still needs to be reinforced. Most recently this has been done by the new report Better Growth – Better Climate from the Global Commission on the Economy and Climate set up to examine if it is possible to achieve lasting economic growth while also tackling the risks of climate. They found that countries of all levels of economic growth now have the opportunity to develop and grow their economies AND address climate change. One of their key findings is that we need to accelerate low carbon transformation by integrating climate into the core decision making processes, stimulate innovation and improve efficiency – low carbon transport must be part of this transformation.

The next 15-20 years will be critical. Decisions made today will either lock communities into a fossil fuel based transport future or provide them with choices that allow low, carbon transport to flourish, productivity to increase and our planet and quality of life to survive. It is also clear that infrastructure decisions will guide the transport behaviour in both passenger and freight for the next 30 years or so. This exactly corresponds to the window of opportunity we have to ensure emissions peak and then decrease if we are to keep to a 2C pathway.

Current pledges are far from being consistent with the below 2°C goal, much less the 1.5°C required by the most vulnerable countries. This is also highlighted in the UNEP Emissions Gap report where sector wide targets for emission reductions are indicated. Sustainable transport must help close the transport emissions gap.

Indeed the IEA estimates that the transport sector under a business as usual case would lead to investments in transport infrastructure, vehicles, operating costs, etc. of some USD 500 trillion between now and 2050. At the same time the IEA believes that the wide scale adoption of ASI based policies and investment programs can result **in net savings** of over USD 50 trillion in reduced vehicle purchases, infrastructure and fuel costs.

This means that well designed integrated low carbon transport can deliver growth and climate objectives and that they can be mutually reinforcing even in the short and medium term. The opposite is that if transport is not tackled – developing high carbon transport will not only be a future economic risk (in terms of economic wasted effort and reduced energy security) but it will also add to increase not decrease climate risks.

This presents both a challenge and an opportunity for governments. A challenge because a transformational change and shift onto low carbon trajectories is required and this requires commitment, vision and stamina. But also an opportunity as this can also deliver more sustainable jobs (as has been seen in the renewable energy sector), solid economic growth as well as climate resilience.

We are certainly conscious that there are costs associated with investing in new and more sustainable transport systems. However, despite the perception of many middle and low income countries that they have little choice that new low carbon technology is expensive and finance is not there; but we would argue that they do have choice. The capital for investment in low carbon transport is there – there are now many sources of finance available both in the public arena and from the private sector. SLoCaT will publish a report on this in Lima.

Their economic growth model does not have to copy the carbon intensive model of the past, with its uneven and socially unjust distribution of wealth. They have the choice to leap frog to low carbon more efficient transport that will deliver their development ambitions without the loss and waste the present industrialised countries are now suffering from.

Congestion alone eats away anything from 2-5% of national GDP, the health risks from air pollution and the loss of lives from traffic accidents a further 2%. The economies of low and middle income countries are particularly affected by these impacts. None of this makes economic sense but this is the reality of transport today.

We accept that emerging economies are eager to develop their transport systems as fast as possible but there is also an imperative to carefully consider the consequences of continuing current investment trends.

The UNFCCC process now has a wide variety of areas in which transport can be recognised as part of climate action. We would like to highlight the following in particular:

- NAMAs where already 23 transport-related NAMAs are featured in the Transport NAMA Database;
- INDCs, where the link with NAMAs and transport can be made;
- LEDS (Low Emission Development Strategies);

- The GCF and GEF which has identified transport as a key area for investment and the technical support on transport that can be accessed from
- The CTCN, Climate Technology Centre and Network which has the potential to support the progression from Technology Needs Assessments (TNAs) to NAMAs. The third synthesis report on technology needs highlighted that 41% of Parties prioritised the transport sector in their TNAs in terms of climate change mitigation with fuel switch and modal shift mentioned in 25% of them.

However we also see a disconnect between national and local levels. Not enough cities are looking to develop low carbon transport systems as part of comprehensive climate plans. Yet choices made by the world's largest and fastest growing cities will be critical to climate change and the transport investments they make will impact national emission targets. Compact cities that have planned and managed their sprawl and have robust integrated public transport networks and walkable communities will be those that will be economically dynamic, healthier and where people will want to live. Examples and leadership needs better recognition as the success of interventions is already been demonstrated.

There are a growing number of successful examples and city networks such as C40 and ICLEI have these at their fingertips. Several of them were presented at the meeting in June. We welcome working more closely with cities on transport and have invited them to join us on this. We would like to commend and support the work of the ADP and this work stream to include the voice of cities. It is at city level that measures need to be actioned so it is important that they are part of this process. We also support the suggestion to continue the TEM sessions as this allows

We recognise that transport is a complex sector but, in some ways, it is also its own worst enemy. It can be made more complex than it needs to be – but we now have policy packages and tools that can help simplify how to get onto a low carbon transport pathway. Avoid, Shift and Improve (known as ASI) is a proven policy framework that helps to guide decisions and investments – this approach avoids unnecessary journeys, shifts them to the most appropriate and low carbon mode and improves the efficiency of the overall system, fuel and vehicles. No one mode or measure will deliver significant enough results to make a big difference and each city or country needs to adapt how they implement a variety of measures in all three areas. Here the complexity of transport works in to its advantage as the 'whole is greater than the sum of individual actions'.

In conclusion, action on transport is urgently required and we would like to convey to climate change negotiators and policy makers that there is a great potential to reduce land transport greenhouse gas emissions cost-effectively and at the same time generate synergies with other sustainable development objectives. There are various ways and supporting mechanisms within the UNFCCC process that can provide finance, technical assistance and support. I encourage Parties to ask for this – if they do not this will simply go to other sectors. We need transformational change in this sector and harness efforts to overcome market inefficiencies and distortions, policy and institutional barriers and financial challenges. Protecting our climate should be a strong motivation for us to do this.

SLoCaT and Bridging the Gap as multi-stakeholder groups are able to access and motivate the sustainable transport community around this issue and are happy to provide you with any further information you may need. You may access our numerous

reports, fact sheets and blogs via our websites on www.slocat.net and (www.transport2020.org)

I would like to add that you are all warmly invited to attend our Transport Day that will be held at COP 20 in Lima on December 7th and you can find all the information on our web site www.transportday.org or the web sites just mentioned. This will be a precursor for Paris where we hope to that transport will play a distinct and visible role. We hope that transport will have recognition as an action area and not come into the next agreement as part of actions on energy.

Thank you for your attention.