



Land transport's contribution to a 2°C target

Key Messages on the mitigation potential and financing of low-carbon land transport for climate change policy makers

Transport¹ currently accounts for about 23% of global energy-related greenhouse gas emissions of which 75% are derived from land transport. Driven by increased motorization and urbanization, greenhouse gas emissions from land transport are set to double by 2050 (IPCC 2014). These increases will happen largely in the emerging and developing economies as this part of the world rightfully expands its transport infrastructure and services in support of much needed economic and social development.

Greenhouse gas emissions from land transport can be reduced cost-effectively and generate synergies with other sustainable development objectives. These **FIVE** key messages for climate change negotiators and policy makers on the mitigation potential of the land transport sector are put forward by more than 80 international agencies working in this area. **Parties may also join us for Transport Day 2014 on December 7th (register via www.transport2020.org)**

Key message 1

Countries now have the choice to decouple their development ambitions and transport choices and choose low carbon transport pathways, however there is a major risk that by taking the quickest route to build transport infrastructure and systems they may well lock themselves into a high carbon transport future, compromising their growth and energy security.

Key message 2

Using Avoid, Shift and Improve as a framework for developing policies and measures is both affordable and will deliver climate and development objectives.

Key message 3

It is likely that the role of sub-national entities and cities will play an increased role and have new opportunities to engage with the UNFCCC process The new post 2020 Climate Agreement.

Key message 4

There are an increasing number of opportunities to fund low carbon projects via the various mechanisms and agencies that are part of the wider UNFCCC Climate Change family. Parties are actively encouraged to make use of these opportunities for project development, financial and technical support for the introduction or support of low carbon sustainable transport.

Key message 5

Making the link between comprehensive climate and development planning and low carbon transport will not only save carbon but is also cheaper in the medium to long term, but it requires efforts to engage with a variety of stakeholders.

The full report has been jointly developed by the Bridging the Gap and the Partnership on Sustainable, Low Carbon Transport (SLoCaT) and can be downloaded from

www.transport2020.org & www.slocat.int

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¹ All modes

Recommendations

There is a growing evidence base on the mitigation potential of land transport, on the economic and environmental viability of taking action in this sector. 2014 and 2015 provide unique opportunities to mainstream low carbon transport in global policies on climate change and sustainable development:

- **UNFCCC and COP 20**– present a number of opportunities to raise the profile of low carbon transport. SLoCaT and Bridging the Gap have an opportunity to partner with the UNFCCC secretariat to help increase the outreach to and dialogue with countries in developing and emerging countries. Part of this includes Transport Day 2014 in Lima, Peru during COP 20 and the ambitious plans for a Transport Pavilion during COP 21 in Paris;
- UN Climate Summit (2014)² – **5 land transport initiatives under three Action Areas:** Transport (urban electric mobility, railways and public transport); Energy (fuel economy) and Industry (green freight) were launched. These initiatives have created the largest momentum for low carbon transport so far and offer an excellent opportunity to demonstrate the reduction potential of land transport;
- **Post 2015 Development Framework** and the Sustainable Development Goals– many of the proposed transport related targets are directly relevant for the scaling up of low carbon transport. It is in the interest of the sustainable transport community to ensure that they are integrated in the final SDGs adopted by the UN General Assembly in September 2015.

Scaling up of the mitigation potential of sustainable transport will require:

- a) Further **develop the evidence base** on the mitigation potential of the transport sector. This will require additional studies on both passenger and freight. This will also be important in support of INDCs and the low emission pathways called for in the Results Framework of the GCF;
- b) There is an urgent need to improve the **availability and quality of transport data**. This requires a better coordination of existing data initiatives, and the exchange of data but it also calls for improved and expanded data collection by countries and cities in developing and emerging countries;
- c) Further develop the conceptual linkages between Avoid-Shift-Improve approaches and **recognize co-benefits** associated with climate action in the land transport sector. This should also extend to integrated (multi-criteria) economic assessment tools that combine climate with sustainable development benefits;
- d) Undertake **substantive capacity building** on low emission transport planning in developing countries and cities. The planning and implementation of comprehensive mitigation strategies that combine climate and sustainable development objectives is challenging and in many countries and cities there is not enough capacity to do so effectively;
- e) Take **the opportunity** for improving low carbon transport offered through the INDCs and the scaling up of climate finance and, as in the case of NAMAs, identify countries that have an interest to develop transport related pilots for INDCs and the GCF;
- f) **Keep up the momentum** on Transport NAMAs (t-NAMAs) and their implementation. Also, it is important that the transport sector, as the second largest sector in terms of the number of NAMAs coordinates with other sectors in getting clarity on the implementation and financing arrangements for NAMAs;
- g) Increase and **improve the use of Climate Finance** for Sustainable, Low Carbon Transport³.

² Convened by the UN Secretary General held September 23, New York, 2014

³ There are a variety of publications on the Bridging the Gap, SLoCaT and on German funded TRANSfer project on this topic