United Nations Framework Convention on Climate Change

Role of Transport Sector in Low Emission Development

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Context – Why Transport Sector?

- Accounts for approximately 21% of global carbon dioxide emissions and expected to increase to 23% by 2030

- UNEP Emissions Gap report 2012 – mitigation potential for transport sector in 2020 compared to business as usual scenario is 1.7 – 2.5 Gt CO_2 eq.

- Major sustainable development co-benefits.

Benefits of greening the sector

- Actions taken in transport sector have major sustainable development co-benefits:
  - ✓ Reductions in local pollutant emissions;
  - ✓ Increase opportunity for sustainable mobility businesses;
  - ✓ Reduction in traffic congestion, safety benefits and general mobility benefits;
    - ✓ For e.g. introduction of BRT systems has been demonstrated:
      - ❖ To improve air quality
      - ❖ Create jobs
      - ❖ Promote social equity
      - ❖ Health benefits.

Benefits of greening the sector

- ILO estimates substantial gains in employment by shift to mass transportation:
  - For e.g. a low transport strategy for Brazilian cities could be a major job creator.
    - ✓ Spending USD 42 billion on rail and waterways and USD 29 billion on high-speed rail could generate approximately 1.4 million jobs during 2010-2030;
    - ✓ Investing USD 34 billion in BRT lanes and subway systems could yield 3.1 million jobs, creating 4.5 million jobs over 2 decades.

Incentives for scaling up mitigation potential

- For transit development:
  - ✓ Identifying and assessing co-benefits to leverage political support;
  - ✓ Implementing highest standards from the outset to make further investment possible;
  - ✓ Improving accessibility through integrated transport system to attract people away from private vehicles;
  - ✓ Ensuring strong institutional support and industry engagement

- For vehicle performance
  - ✓ Making standards more stringent year on year
  - ✓ Including all vehicle classes;
  - ✓ Combining standards with fiscal mechanisms.

National policies

- Significant mitigation potential if 3 linked strategies were promoted: *avoid, shift, improve*

- Examples of policies based on these strategies include:
  - ✓ 'Avoid' policies: Curitiba in Brazil – integrated high density transport corridors into city's master plan in 1970s;
  - ✓ 'Shift' policies: Introduction of BRT in many cities. Mexico BRT system where 10% of BRT riders have shifted from private vehicles;
  - ✓ 'Improve' policies: Improving energy efficiency of vehicles. Vehicle performance standard for new light-duty vehicles, which is being implemented in Australia, Canada, China, the EU, Japan, the Republic of Korea, Singapore and the United States. These standards are expected to reduce the fuel consumption and GHG emissions of the new light-duty fleet in these countries by over 50 per cent from 2000 by 2025.

NAMAs in transport sector

- Around 30% of NAMAs submitted to the secretariat in transport sector

  - NAMAS submitted to date
    - 35% of developing countries
    - Regional distribution

Region	# of countries	Percentage
Africa	26	46.3
AOSIS	5	9.3
Asia	12	22.2
Eastern Europe	3	5.6
Latin America	7	13
Other	2	3.7
Total	55	100

Cooperative initiatives

- A range of initiatives exist to address climate related emissions:
  - SLOCAT and Bridging the gap initiative;
  - Fuel Economy Initiative which is a partnership of six organizations that promotes research, discussion and action to improve fuel economy;
  - UNEP Partnership for Clean Fuels and Vehicles, which promotes cleaner fuels and vehicles, particularly in developing countries and countries with economies in transition.
  - A number of other initiatives focus on transport-specific interventions, while many more deal with transport along with other thematic areas.

Thank you

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