



Post Copenhagen:

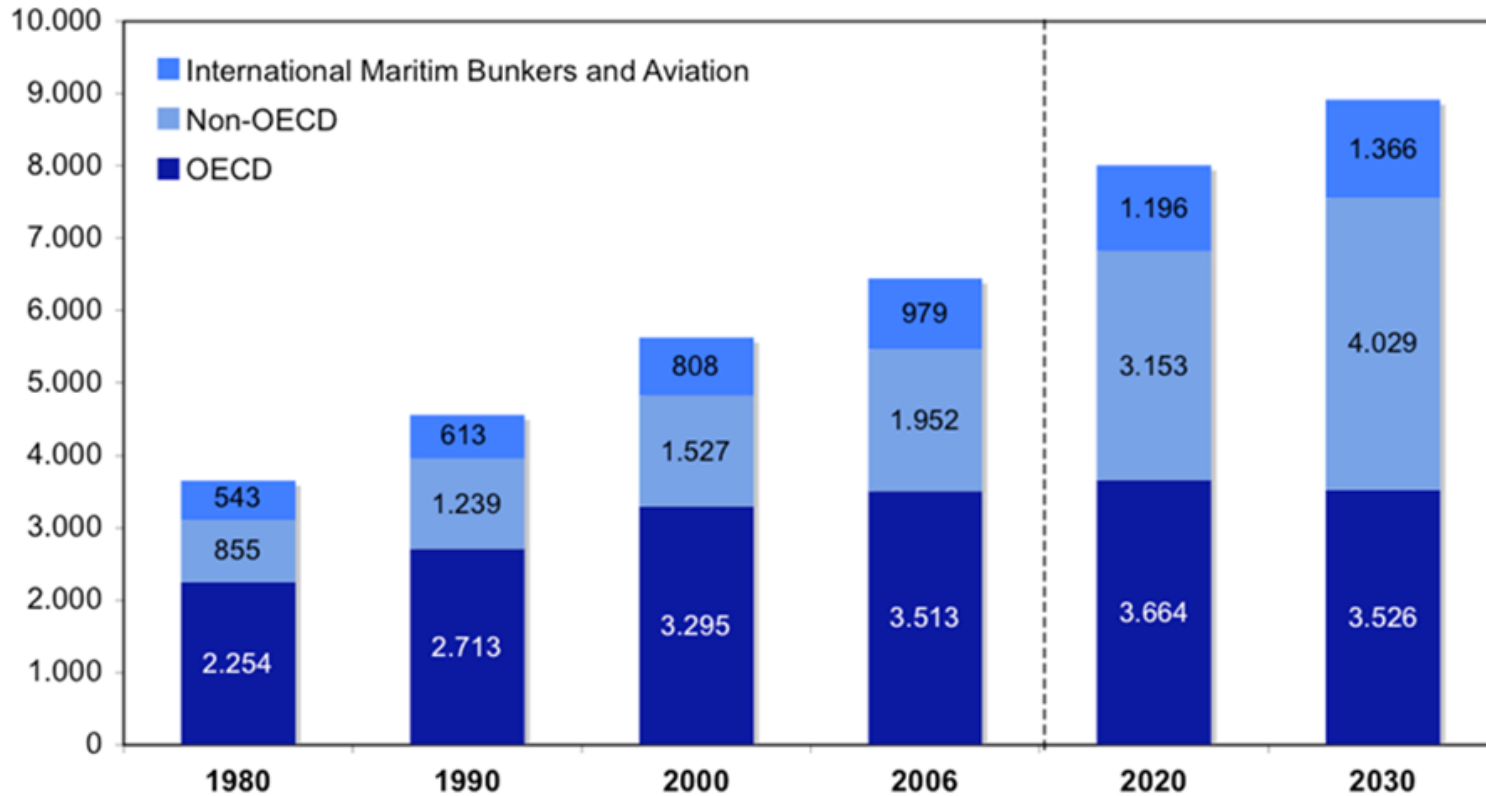
What are the implications for transport strategies in cities?

Holger Dalkmann

TRL



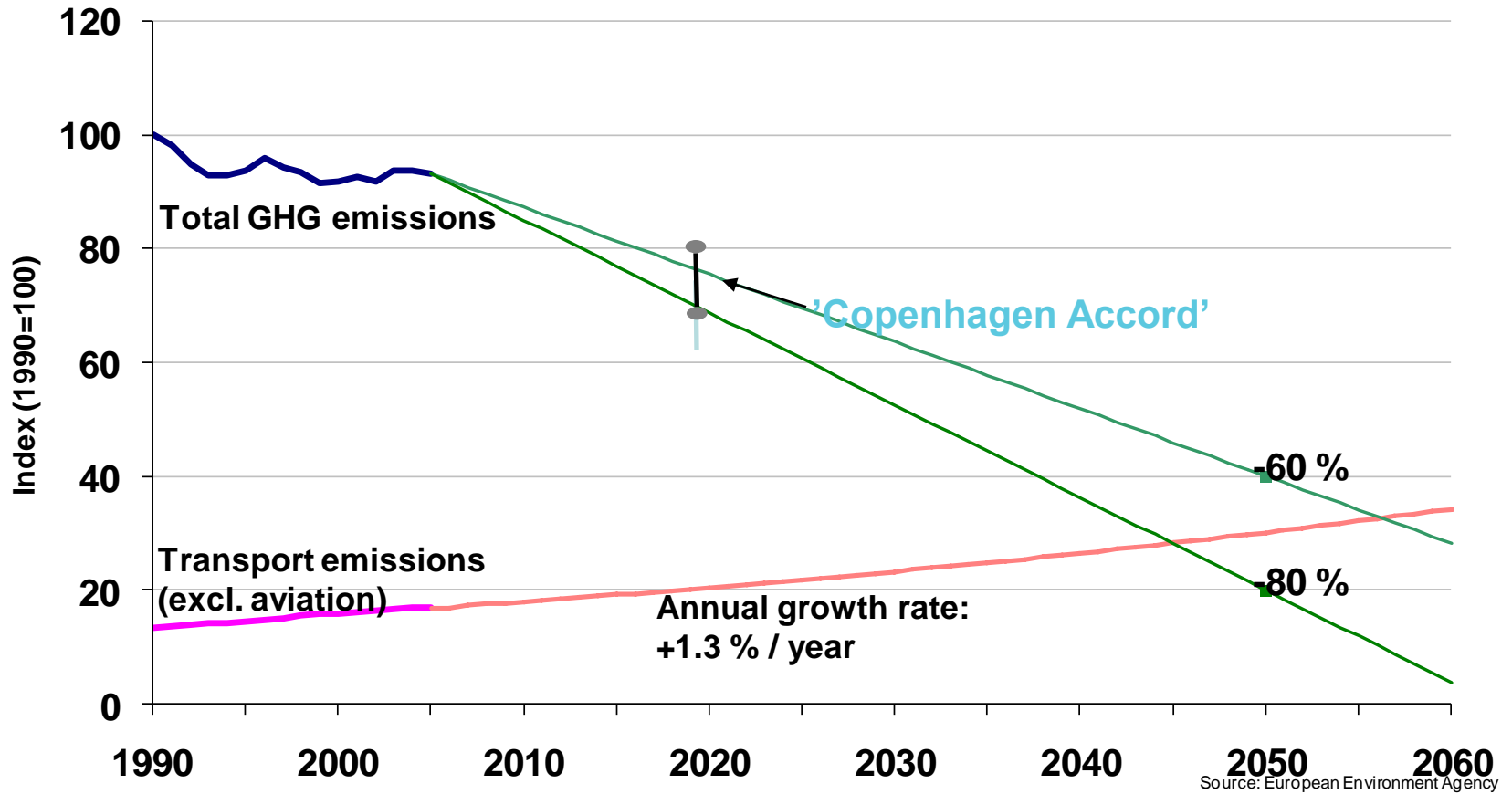
Global CO₂ emissions by mode and region



Bongardt et al 2009 (based on IEA, 2009)



EU overall emission trajectories vs. transport emissions



≡ The need for a local response



- Cities consume 2/3rds of the world's energy
- Cities are expected to account for 73% of CO₂ emissions and 60% of the world's population by 2030 (IEA, 2009)
- Action on a local level can have a catalysing effect.
- Low attention to cities in Climate Talks: Less than 1% of Clean Development Mechanisms (CDM) projects are credited to cities

The road to Copenhagen



- The Kyoto Protocol
 - Adopted in 1997, entered force in 2005
 - 1st commitment period (2008-12)
 - Targets for “Annex 1” countries
 - Flexible instruments key elements: ETS, JI and CDM



- A two track approach since Bali (2007) to work towards a new agreement in Copenhagen:
 - AWG-KP (The Kyoto Track)
 - AWG-LCA (The Convention Track)

The window of opportunity will not get bigger



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Picture copyright Ko Sakamoto

Saturday 19th
2009
Plenary 4 am



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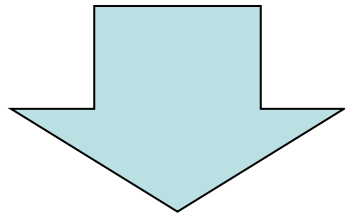
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≡ Results of Copenhagen



- No legally binding agreement
- No formal targets (for anyone)
- “Taking note of” the Copenhagen Accord
- Extension of AWG LCA and AWG KP



- Bonn in June and Mexico in December will show the value of the Accord



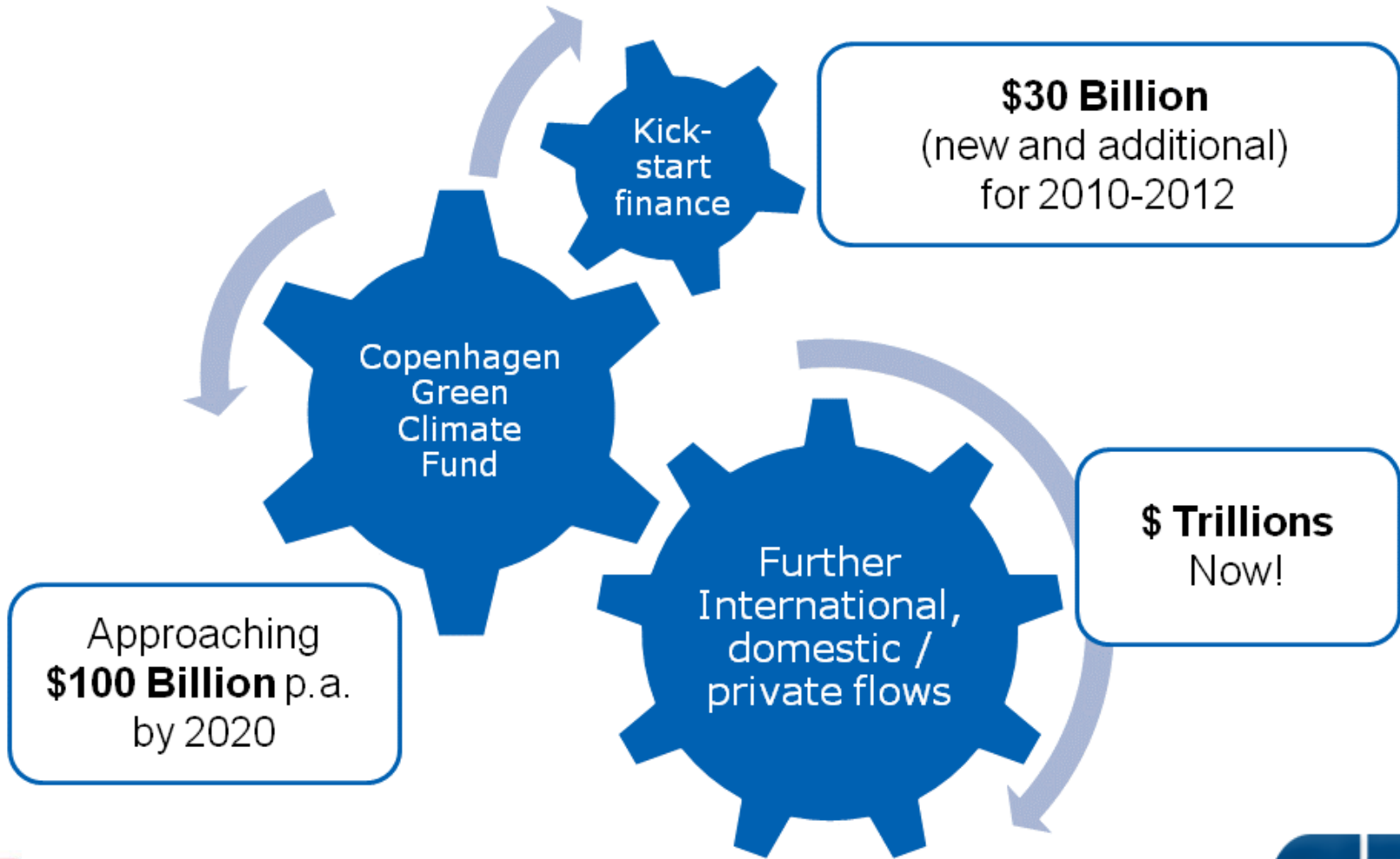


'Taking note' of the Copenhagen Accord

- Mention of **2 degree target**
- Kick-start **finance** of \$30 billion between 2010-2012, growing to \$100 billion per annum by 2020
- Internationally supported **National Appropriate Mitigation Actions (NAMAs)** to be **Measurable Reportable Verifiable (MRV)**
- Developing countries to submit **Mitigation Targets**
- Mention of a **Technology Mechanism**
- **Adaptation** in LDCs, SIDS and Africa given "urgent" attention



Opportunity 1: Carbon finance for transport





Opportunity 2: Nationally Appropriate Mitigation Actions (NAMA)



- No guidance in the Accord but developing countries have submitted NAMA
- 16 of 25 submissions (as of 4th February) made explicit reference to transport sector
- Examples include:
 - Indonesia: shift to low emission modes of transport
 - Jordan: light rail urban transport, inter-urban railway, removal of import duty on hybrid cars
 - Singapore: integrating public transport, encouraging walking and cycling, shifting demand for travel, road pricing, adopting fuel efficient technologies.

☰ Opportunity 3: Technology



- Copenhagen Accord mentions a Technology Mechanism
- AWG-LCA text further refers to:
 - Technology Executive Committee (to replace the Expert Group on Technology Transfer at COP16) and
 - Climate Technology Centre (CTC)
 - Need for appropriate, affordable and applicable technology transfer
- CTC with a transport division and regional center
- New TNA: “Transport Needs Assessment”





Opportunity 4: Developed country voluntary targets

- 14 submissions
- Commitments ranging from 5 to 40% by 2020
- Base years ranging from 1990 to 2005
- Examples include:
 - America: 17% on 2005 levels
 - Japan: 25% on 1990 levels
 - Australia: 5 to 15% or 25% on 2000 levels
 - Norway: 30 to 40% on 1990 levels
 - EU: 20 to 30% on 1990 levels

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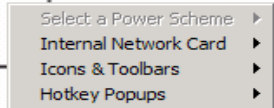




EC quantified economy-wide emissions reduction targets for 2020



Annex I Parties*	Quantified economy-wide emissions targets for 2020	
	Emissions reduction in 2020	Base year
EU and its Member States (Belgium, Bulgaria, Czech Republic, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland, Sweden, United Kingdom) acting in common	20% / 30%**	1990



* Currently, not all EU Member States are Annex I Parties.

** As part of a global and comprehensive agreement for the period beyond 2012, the EU reiterates its conditional offer to move to a 30% reduction by 2020 compared to 1990 levels, provided that other developed countries commit themselves to comparable emission reductions and that developing countries contribute adequately according to their responsibilities and respective capabilities.



National level: UK

- First country to legislate for carbon budgets
- Low Carbon Transition Plan
 - Target of 34% reduction on 1990 levels by 2020 and 80% by 2050
 - Carbon budget assigned to each government department alongside £ budget
- Long-term vision for fundamentally different transport system



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National level: UK

- Transport sector priorities:
 - Ensuring that the UK can meet EU targets for improving CO₂ efficiency of new cars
 - Financial support for widespread roll-out of electric cars and plug-in hybrid vehicles
 - Rolling out the Smarter Choices programme
 - Developing an integrated planning and transport strategy to manage impacts of transport emissions from new dev.



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Framework for local action



- National action plans provide the framework for local actions but...
- Cities well placed to develop more ambitious city-wide targets
- Need:
 - bottom-up response from city authorities based on specific sectors
 - city-wide Masterplans for GHG emission reduction
 - recognition of co-benefits.

≡ Range of transport policies

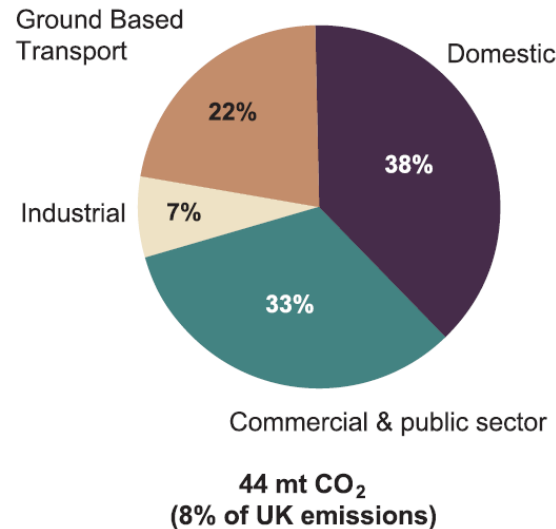


Type	Avoid	Shift	Improve
Planning Instruments	High density mixed land-use development. Parking standards.	Integrated public transport planning. Land use planning	Planning of smart grids Planning of decarbonised electricity sources
Regulatory Instruments	Traffic restrictions and travel bans (e.g. in city centres)	Parking restrictions. Road space allocations. Restrictions on the type of vehicles that can be used. Direct charges (such as congestion charging, low emission zones)	Set standards that vehicles should adhere to (such as vehicle emissions). Set speed limits. Regulate production processes.
Economic Instruments	Fuel taxes, Vehicle taxes; Road pricing, taxes on aviation travel	Subsidise alternative modes (i.e. rail, bus). Fuel taxes. Road pricing. Purchase taxes. Emissions Trading.	Investment/public subsidies for more carbon efficient energy and vehicles. Fuel taxes.
Information instruments	Increase awareness of the real costs of travel by various modes. Mobility management and marketing.	Increase awareness of alternatives. Mobility management and marketing. Co-operative schemes.	Improve driver behaviour (eco-driving schemes). Public awareness campaigns. Labelling of the environmental performance of vehicles.

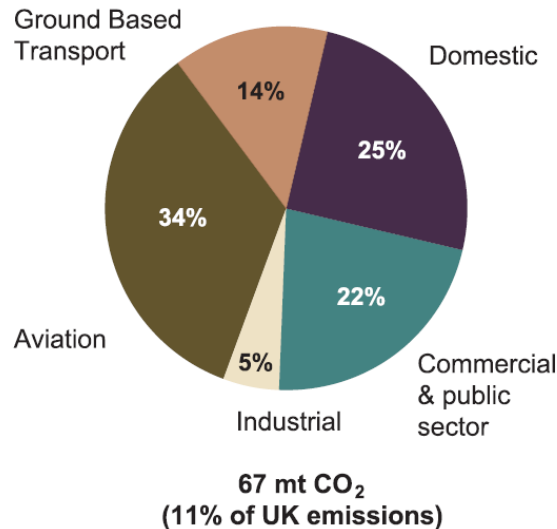
Local level: London

2006 carbon dioxide emissions from London

Excluding Aviation



Including Aviation



- Developed Climate Action Plan
– Land transport and aviation



Local level: London

- Target:
 - 60% below 1990 levels by 2025
 - 4% reduction a year
- Transport actions
 - Changing the way Londoners travel (Smarter Choices)
 - Operating vehicles more efficiently
 - Promoting lower-carbon infrastructure, vehicle and fuel types (Electric Vehicles)



Local level: Birmingham

- The 'Birmingham Declaration'
- Target – 60% CO₂ reduction by 2026 on 1990 levels
- By 2015:
 - City's energy consumption will be reduced by 25%
 - Electric vehicle charging to be developed
 - all vehicles procured by the Council run on electricity or liquefied petroleum gas

≡ Outlook: Measuring carbon?



- Transport data needed for understanding transport and influence travel behaviour
- Understanding the impact of policies is crucial
- Saving carbon is a co-benefit for better transport
- Long-term opportunity: City carbon trading?



Conclusion

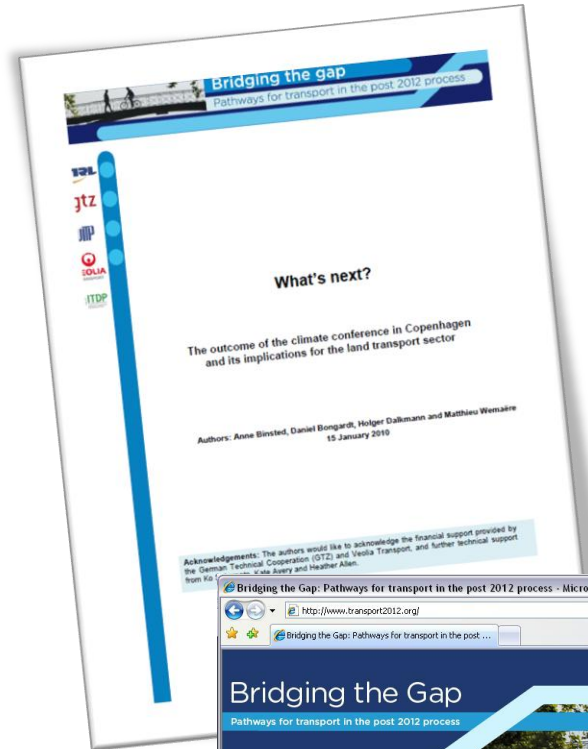
- “If you do not tackle transport you cannot tackle climate change” (Yvo de Boer)
- Climate Talks might set the framework for future actions
- Many options for developing countries through the Copenhagen Accord
- Europe will continue its way towards low-carbon pathway – including transport
- Cities are crucial to enable LOW CARBON SUSTAINABLE TRANSPORT

≡ For further information



- Please see our new “Bridging the Gap” paper on the outcome of Copenhagen and implications for transport

www.transport2012.org



gtz

VEOLIA
TRANSPORT

UTP



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Thank you for your attention



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Thank you to our financial supporters :



Partnership on Sustainable
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