



Final day of climate change talks at the Conference on Climate Change in Bali.

**“Get the climate right for transport”
Transport should be included in the post 2012 agreement**

Bali cannot finish without putting down the framework for a new international accord on short-term reduction objectives for developed countries and setting out pathways for developing countries – but this should also include guidelines for transport declares international transport bodies. Emissions from transport are higher and are growing faster than those from forestry – yet this sector does not yet have the same level of visibility at this conference and there are no official negotiations on that important topic.

Major players from the transport sectors (excluding aviation and shipping) set their differences aside to jointly work together at the Bali COP 13 UNFCCC Conference on Climate Change. In two side events on the issue of urban transport and rail was addressed by UITP (the international association of public transport with some 3000 members in 90 countries); UIC (the international union of railways with 191 members on all five continents); the Transport Research Laboratory (a major think tank from UK who advises governments internationally on many transport issues); the GTZ (the German Technical Cooperation Agency) and the Tokyo based Institution for Transport Policy Studies (a research and advisory body).

For the first time in human history, more people live in urban areas than in the countryside so cities must now address the growing local and GHG emissions from transport as well as the congestion that can be found all over the world.

Avoiding transport, shift to less polluting modes and improve existing modes are the three major starting points for climate change mitigation in transport and a key message for addressing the growing CO2 emissions from urban transport.

‘Governments need to take up this challenge and look to finding champions that will support a stronger framework to reduce emissions from this sector. It is critical that the developing world does not follow the western model, and a new paradigm for urban development needs to be found if we are to make any progress in averting permanent climate change’ said Andre Neimegeers, Director of Knowledge and Membership at UITP.

Rail is the backbone of high capacity sustainable transport systems for both passenger and freight services. ‘We need to see brave politicians investing in long-term transport solutions, especially in the developing world. The few rail projects being put into place in the developing world, mean that we will pay a high price in the future both financially and environmentally. The rail sector itself is continuously working on becoming more and more efficient and we now have the tools to help politicians make the right decisions’ added Margrethe Sagevik, UIC Senior Advisor Sustainable Development.

Holger Dalkmann, head of the environmental Policy division of UK’s largest transport research organisation (TRL), stressed the need for urgent action in the transport sector. “ A wide policy mix between economic instruments like road pricing and fuel taxes,

integration of land-use and transport planning as well as “soft measures” to tackle behaviour change are needed. To use CDM for the transport sector, we have to find new ways to tackle the problem. 7 out of 2800 applications and only 1 approved methodology isn't enough. A sectoral approach might be a way forward.”

Manfred Breithaupt of GTZ, the German Technical Cooperation added that ‘Capacity building and awareness raising play an important role to develop sustainable transport solutions in urban cities.’ GTZ provides training and learning tools in different languages covering a broad range of transport related issues and with a broad success since 6 years.

‘The private car will continue to be a dominant mode of transport but we have to improve its efficiency. We propose the introduction of an international standard for fuel consumption. This would decrease the total amount of energy used for personal transport’ stated Mr Hiroshi Maruyama, the Vice Chairman of ITPS, former Vice-Minister of Land, Infrastructure and Transport.

Many Asian cities, like Jakarta, have a growing traffic and pollution problem, hampering their economic growth and making them less attractive for investment. In addition about 50% of Indonesia’s energy is used on transport - with much of this being imported.

Transport should not be left out of the next round and the post 2012 agreement should include guidelines for the developing world to help address this issue as well as funding mechanisms to encourage them to build more sustainable transport networks. A sense of urgency for an agreement with short-term reduction objectives for developed countries and strategies for cleaner development paths for developing countries, reflecting different national circumstances is vital.

We have to create the right climate for transport so that the right transport can help make the climate right.

The “Getting the climate right for transport” was webcasted by the UNFCCC, and is available from:

rtsp://webcast.un.org/ondemand/conferences/unfccc/2007/se/se_071207_transport.rm.

Contacts from the side event organisers:

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TRL, Transport Research Laboratory and one of the largest and most comprehensive independent centre for the study of transport in the world (www.trl.co.uk/).

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UIC is the international union of railways, the world-wide organisation for international cooperation among railways and for promotion of rail transport at world level in order to meet challenges of mobility and sustainable development. UIC has 191 members on all five continents and is headquartered in Paris (www.uic.asso.fr).

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GTZ, the German Technical Cooperation is an international cooperation enterprise for sustainable development with worldwide operations.

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ITPS, the institution for transport policy studies established as a non-governmental organisation to develop and engage in a range of activities concerned with providing information, research and offering recommendations to the Japanese government and concerned parties on the current circumstances affecting transport policy issues (www.jterc.or.jp).

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