



August 2009

Swedish Presidency briefing (prepared for EuroTeam meeting)

Emissions from transport and buildings are currently the most challenging sectors to achieve emission reduction targets. This applies to industrialized countries, (all EU countries although some have managed to stabilize emissions from transport) and even more in the developing world (not currently under binding emission reduction targets within the Kyoto Protocol). One of the most cost effective but long term policy to change this trend is combining land-use patterns that require travelling short distances and increase the attractiveness of public transport.

Public transport is on average 3.4 times more energy efficient than private transport (UITP Sector Strategy) and this can only improve if more people choose to use it. It should therefore start to benefit more from the flows of money that are entering the carbon markets. (At present this is not the case in either the regulated market or the voluntary market and this puts our sector at a disadvantage as other sectors are. In order to avoid trade offs between sectors, it is absolutely necessary, that CO₂ emissions from land transport in developing countries **must be integrated in the Copenhagen deal.**

Obviously the Swedes will be negotiating nationally and under the EU Presidency.

EU position

- That public transport could be recognized as a low carbon sector and countries should be encouraged to put the revenue from auctioning into sustainable transport systems, with strong support for public transport. This could take place in both the developed and the developing world.
- Mitigation and adaptation actions (changing levels in the water table means that metros become more vulnerable to water infiltration and larger more expensive pumps need to be installed) are required.
- In addition, carbon avoided by using public transport should be recognized. Most trips made by public transport in Europe displace a motorized trip. At present this is not taken into account in the calculations.
- Binding requirements to monitor GHG emissions from larger cities (over 1 million inhabitants) would help cities monitor and manage better their emissions from transport, as well as increase patronage on energy efficient mass transit.

Internationally

UITP is part of a larger group that is working on the inclusion of the transport sector in any climate agreement to **prevent a similar lock in** for unsustainable mobility patterns. We would like to bring this to their attention. The group is called Bridging the Gap (www.sutp.org/bridging_the_gap). We have developed 10 guiding principles for including transport (see annex). One of the reasons that we are following this issue is that ICAO and IMO (international associations representing aviation and maritime were given the task of finding solutions for their sectors under the framework and using market based instruments. In ten years no progress was made – one of the reasons for its inclusion in the EUETS. Public transport needs to position itself carefully as it is one of the most performing parts of the transport sector with low emission technologies already in place; we do not wish therefore to be punished by the lack of progress in other parts of the sector). We also need to be proactive in preparing the pathway and understanding of this issue for our members.

- Transport is badly represented in the present international climate change framework and it does not benefit from the financing mechanisms under the protocol. (Only 2 urban transport approved CDM projects and no JI). We are asking that this is improved in the post 2012 regime.

Support for:

- Recognition that transport requires special attention (it is a complex sector and one that has great differences between subsectors. Aviation, maritime, freight and passenger transport cannot be treated in the same way).



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- A dedicated transport funding window in the proposed funds (mitigation and adaptation)
- A revised CDM possibly with a special needs category for land transport that would bring more urban transport projects as part of a commitment to low carbon economies.

Ideally we would ask Sweden, as country that has made a clear commitment to creating a low carbon economy and low carbon transport systems¹, to **lead a group that would look at transport (with experts from all the subsectors)** to make recommendations to the bodies (such as the ad hoc working groups) **on how to best integrate transport into the new framework**. We would of course support them on this.

¹ Stockholm congestion pricing (2nd after London) and all PT already 100% fossil fuel free in CBD with commitment to take this metropolitan wide; ethanol and flex fuel and tax breaks for energy efficient cars.