

14th UITP Sustainable Development Commission
Climate Change EU Policy Working Group

Work Programme	
<i>On issues of priority, the Working Group will be responsible for informing interested UITP Committees and Commissions of developments and providing expertise for commenting, reacting and preparing opinions on climate change and energy related EU policies.</i>	
Commission	Sustainable Development
Chair	Gunnar Heipp (MVG)
Members	Laura Martusciello (ATAC); Cristiano Stifini (ATAC); Peter Gillespie (Veolia Transdev); Elena Montafia (Azienda Trasporti Milanese, Italy); Miles Parisi (Azienda Trasporti Milanese, Italy); Jan Borghuis (GreenWheels); Elaine Seagriff (TfL); Claire Masson (STIB); Jan Möllmann (Arriva / UITP); Ulrich Weber (UITP); Philip Turner (UITP)
Working Group Priorities and Outputs	
Priorities	<ul style="list-style-type: none"> • Energy Efficiency • Review of the EU air quality policy • Internalisation of external costs, focus on CO₂ and energy • CO₂ emissions from heavy duty vehicles • Alternative transport fuels • Sustainable land use, urban and regional planning directives that have an effect on public transport to play its role in respect to climate change and energy • Awareness raising on climate and energy issues in cities
Outputs	<ul style="list-style-type: none"> • Provide UITP with advice, input and share opinions in respect to EU consultations • Develop EU position statements which include simple advocacy messages, supported by key facts, figures and solutions • Oversee the development of reports informing interested Committees and Commissions of existing and proposed legislation in the priority areas and explaining the potential impacts on the public transport sector • Develop a list of principles / suggestions for cities to take action in terms of climate change and energy

Climate Change EU Policy Working Group Priorities

No.	Title	Description	Relevance	Main Activity	Completion Date	Other UITP Commissions
1.	Energy Efficiency Directive	<p>The EU has a target to save 20% of its primary energy by 2020 through improvements in energy efficiency. The EC estimates that the EU is only on track to deliver half of that. The Directive aims to fill that gap and put the EU back on track.</p> <p>It proposes simple but ambitious goals, with the public sector leading by example. Financing remains an issue, making political agreement amongst Member States (MS) agreement potentially difficult. MS's will be required to implement the new Directive into national law by December 2013.</p>	<p>While not transport specific, the proposed Directive sets a binding target for renovating 3% of public buildings in the EU (based on floor area) from 2014. Public authorities would also have to apply high energy efficiency criteria when they purchase buildings, products or services. Transport organisations may be impacted by these provisions.</p>	<p>Develop position paper and inform interested UITP Committees and Commissions (C&C) of the main provisions contained in the Directive and the potential impact on public transport.</p>	<p>1st Half 2012 (political agreement)</p>	-
2.	Communication on energy efficiency	<p>Further work is needed if the 2050 Energy Roadmap objectives are to be met. An EC Communication will be launched outlining the strategic choices for implementation and possibly setting 2030 targets.</p>	<p>Proposals will include bottom-up measures targeting (amongst others) transport.</p>	<p>Inform interested UITP C&C's of the main provisions contained as well as the potential impact on public transport. Stakeholder input may be required in the build-up to the Communication.</p>	<p>1st Quarter 2013</p>	-
3.	Review of EU Air Quality Policy	<p>The review seeks to:</p> <ul style="list-style-type: none"> • Identify reasons and propose solutions for current non-compliance • Assess the need for setting new and long-term objectives / targets • Evaluate the need for additional emission control measures • Strengthen synergies and manage potential trade-offs with other related policies, in particular climate change 	<p>The review will evaluate the need for additional emission control measures in certain sectors, in particular roads (vehicle emissions).</p> <p>A public and formal consultation about the possible direction / outcomes of the review will be held towards the end 2012 or early 2013.</p>	<p>The Group should review the proposals, inform interested UITP C&C's of any impacts on the public transport industry and provide input into the consultation process.</p>	<p>October 2013 (at the latest)</p>	-

4.	Internalisation of External Costs	<p>By internalising external costs, the intention is to give the right price signal to change behaviour. The EC developed a handbook in 2008 outlining a model for the internalisation of external costs in all forms of transport.</p> <p>The handbook currently looks at congestion, noise, air pollution and climate change. A planned Communication will present an inventory of past and future measures for better internalising external costs in urban transport.</p> <p>Charging external costs will also be looked at under the Energy Tax Directive (2013) which would place different levels of taxation according to their CO₂ emissions.</p>	<p>The handbook is not well adapted to urban passenger transport as there is no distinction between urban public transport modes.</p> <p>Other external costs may be covered in the analysis – these should be favourable to public transport.</p> <p>Tentative planning is for a stakeholder consultation on urban transport in February 2012 and workshop in May 2012.</p>	<p>Identify from a public transport point of view what works and what doesn't when looking at internalisation of external costs in urban areas.</p> <p>The Group should also monitor developments under the Energy Tax Directive. The proposal has to be adopted by the Council by unanimity. Members should be encouraged to lobby their MS directly.</p>	November 2012	Transport and Economics
5.	CO₂ emissions from Heavy Duty Vehicles (HDV)	<p>To address the problem of growing emissions from HDVs and reduce them in a cost effective way, the EC will present a comprehensive strategy to reduce emissions.</p> <p>Future policy options possibly include setting CO₂ limits on buses. Preparation of a draft proposal for legislation (policy tools and methodology for measurement) is scheduled for the second semester 2012.</p>	<p>UITP's Bus Committee has developed a position paper on how buses should be taken into account under the legislation.</p> <p>The EC will now be looking at the policy options for reducing CO₂ emissions from HDVs.</p>	<p>Identify which policy options should be recommended for reducing CO₂ emissions from buses.</p>	1 st Quarter 2013	Bus Committee
6.	Clean Transport Systems (CTS)	<p>CTS aims to reduce oil dependency and contribute to targets in the 2050 Roadmaps. The EC is preparing a Communication on alternative fuels of the future.</p> <p>The intention is to accelerate the EU market uptake of alternative fuels, including the necessary standards for equipment and storage systems.</p>	<p>The initiative will identify possible EU actions to stimulate the use of alternative fuels and provide the industry, public sector and consumers with a clear and coherent vision on the market developments of alternative fuel transport systems.</p>	<p>The Group should monitor the consultation and inform interested UITP C&S's of the main outcomes / impacts on the sector.</p> <p>A public consultation on proposals is planned for the 1st / 2nd Quarter of 2012. Input may be required.</p>	June 2012	Bus Committee

7.	Urban Mobility Package	<p>In 2009 the EC adopted an Action Plan on urban mobility announcing the implementation of 20 EU level actions with added value until 2012. As foreseen in that Action Plan, a Communication will present results of the review of implementation and will outline future activities in the field (2014 - 2020).</p> <p>The EC will also look at establishing a legal framework for the establishment, validation and certification of Urban Mobility Performance and Sustainability Audits, in order to make them mandatory condition for access to regional and cohesion funds for urban transport measures.</p> <p>In June 2013 the EC will pull together these elements and more under a single urban mobility package.</p>	<p>The Action Plan gave incentives and support to cities, regional and national authorities to help them develop knowledge and implement policies which (amongst other things) addressed green urban transport. Future proposals could be a source of possible funding for public transport.</p> <p>Aligning sustainability audits with that of the UITP Sustainable Development Charter would bring further value to signing it.</p>	<p>Monitor the developments under the package, react to the planned Communication and comment on proposals for a legal framework on sustainability audits.</p>	June 2013	<p>Combined Mobility; Transport and Urban Life</p>
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