

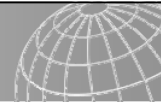
The Road from Copenhagen

Options for Promoting Investment in Sustainable Urban Transport

United Nations Forum on Climate Change Mitigation,
Fuel Efficiency and Sustainable Urban Transport
Seoul, Korea (March 16th - 17th, 2010)

Daniel Bongardt, gtz

About SUTP (www.sutp.org)



Implementing Projects

- Bus Rapid Transit System **Johannesburg**, World cup 2010
- Climate oriented concept for sustainable mobility, **Ukraine**
- Emission Reduction in urban transport, **Indonesia**
- **ASEAN** Clean Air in Cities



► Facilitating activities

Sharing Experiences and Best Practices



► Changes in transport policy

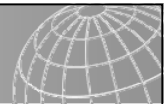
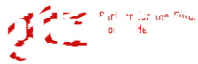
Developing and Disseminating Resources



► Increasing capacity of staff



Investments today



A Comprehensive Approach to GHG Reduction

**AVOID trips
REDUCE km**

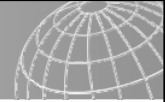


SHIFT modes



IMPROVE vehicles





Climate Negotiations prior to Copenhagen

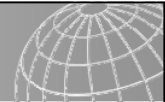
The Kyoto Protocol

- 1997, in force since 2005
- GHG Reduction targets for industrialized countries
- 1st commitment period (2005-12)
- Flexible instruments: JI&CDM



A two track approach since Bali (2007) towards a new agreement:

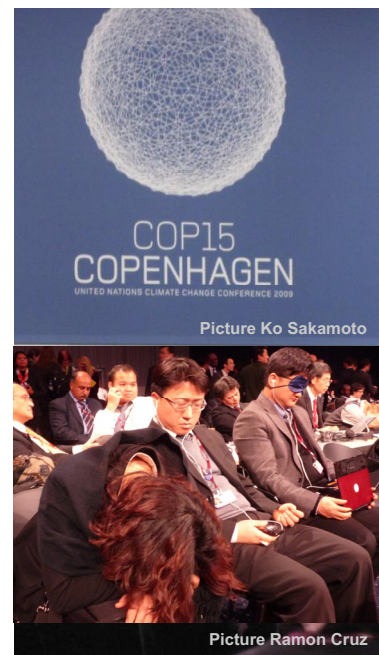
- Kyoto Track: 2nd commitment period
- Convention Track: Inclusion of further big emitters



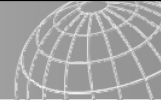
The Copenhagen Results

- “Taking note of” the Copenhagen Accord, no binding agreement
- Bottom up approach of submitting targets and commitments
- **Provision of quick start finance**
- Extension of negotiations until Cancun 2010 (both tracks)

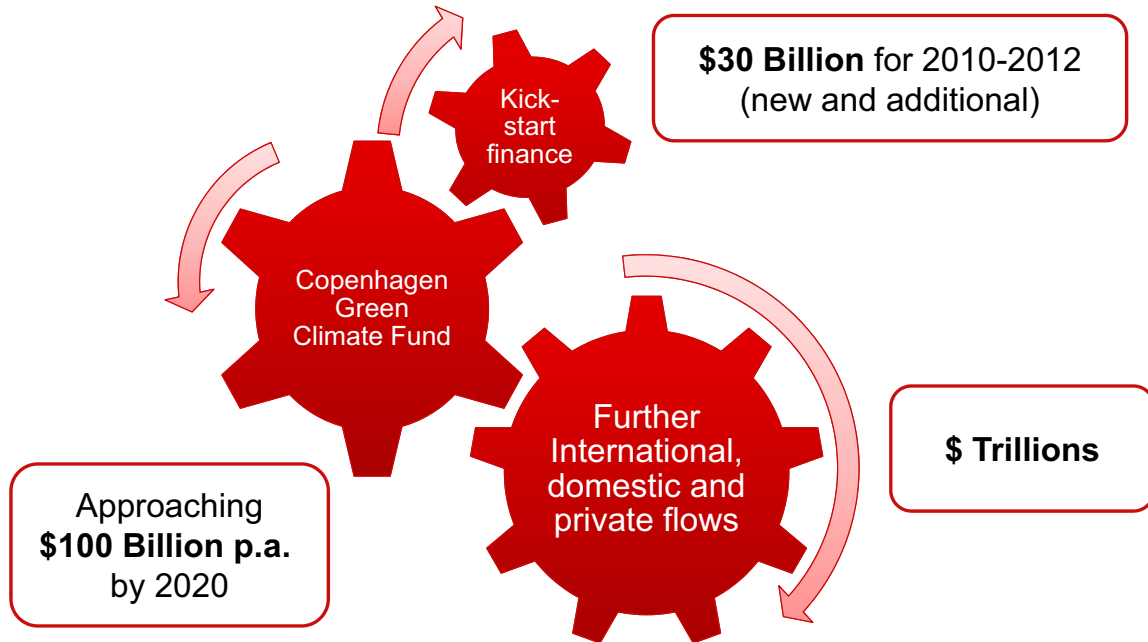
➡ **Large uncertainty on the future of climate talks post COP15**



Saturday 19th, 2009, COP15 Plenary 4 am

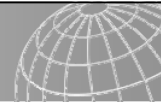


Role of climate finance after Copenhagen



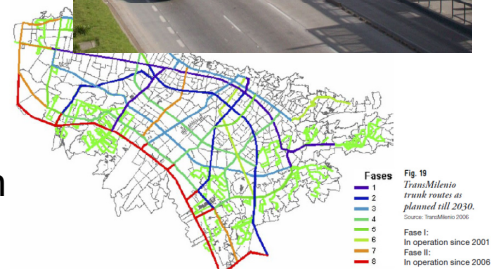
Source: Ko Sakamoto, 2009

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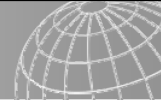
Further Development of Carbon Market (CDM, PoAs, SBLs, NAMAs)

- CDM is a project approach, transport needs programmes
- Standardized baselines may work for fuel efficiency projects of fleets
- A framework for local action is needed
- **Suggestion:** Setting up urban baselines/no-loose targets as an „urban CDM“

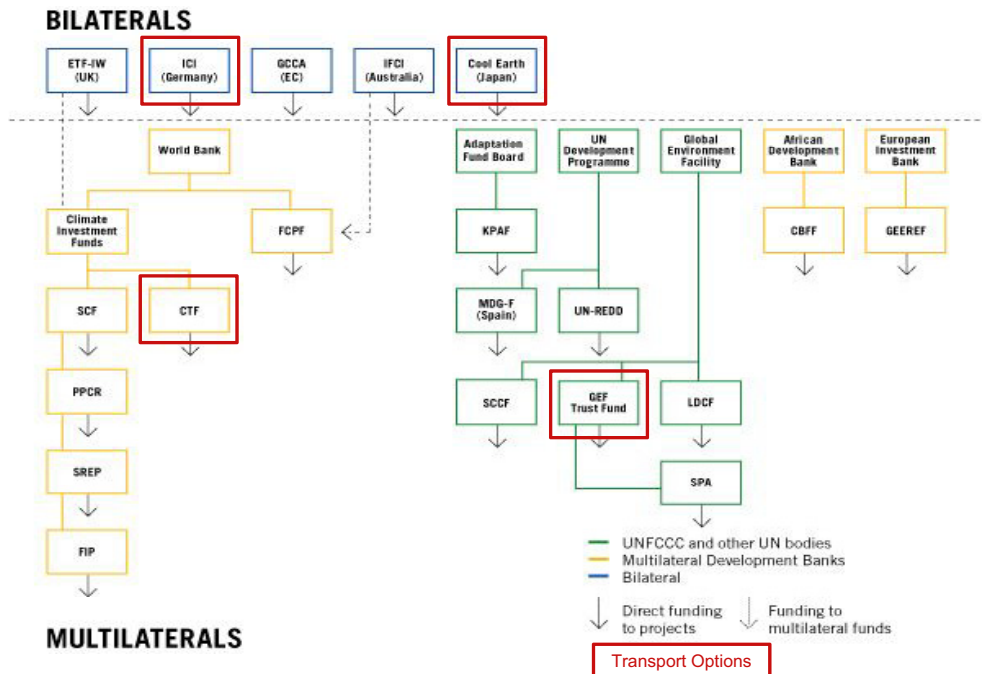


The only „large scale“ CDM project registered: Bogotá's Transmilenio

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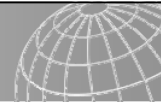
Further Development of Climate Funds



Source: www.climatefundsupdate.org

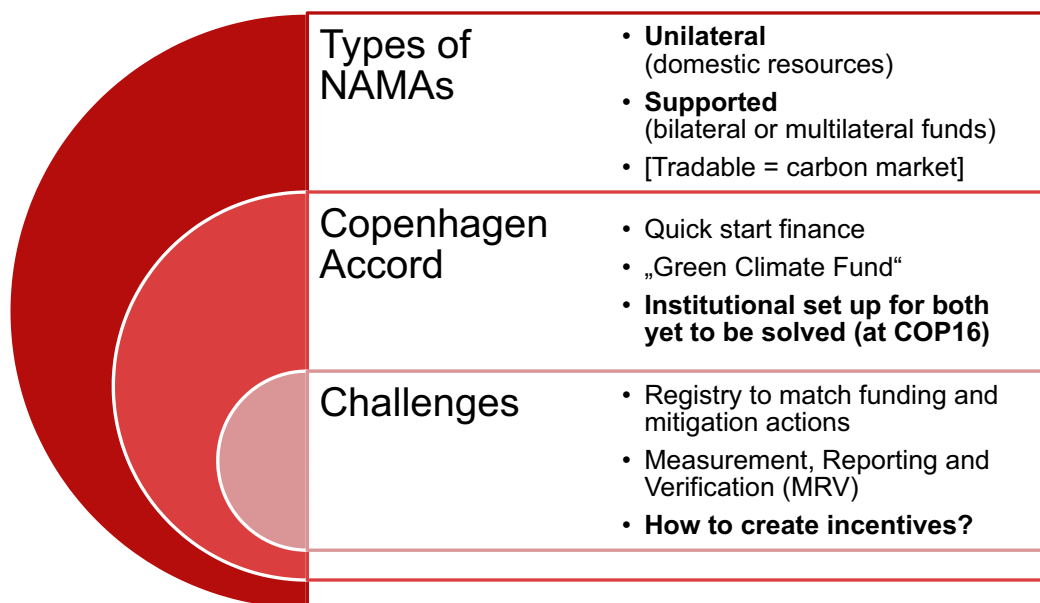
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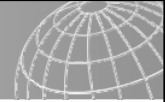
Towards NAMAs

= Nationally Appropriate Mitigation Actions



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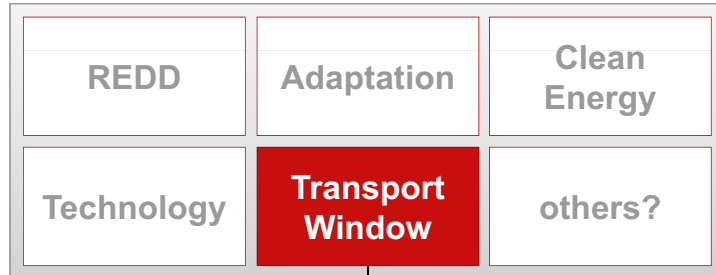
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Towards a Transport Window

(e.g. Facility for Energy Efficient Transportation Systems – FEETS)

**International
Fund**



**National
Programme**

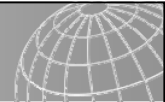


**Local
Action**

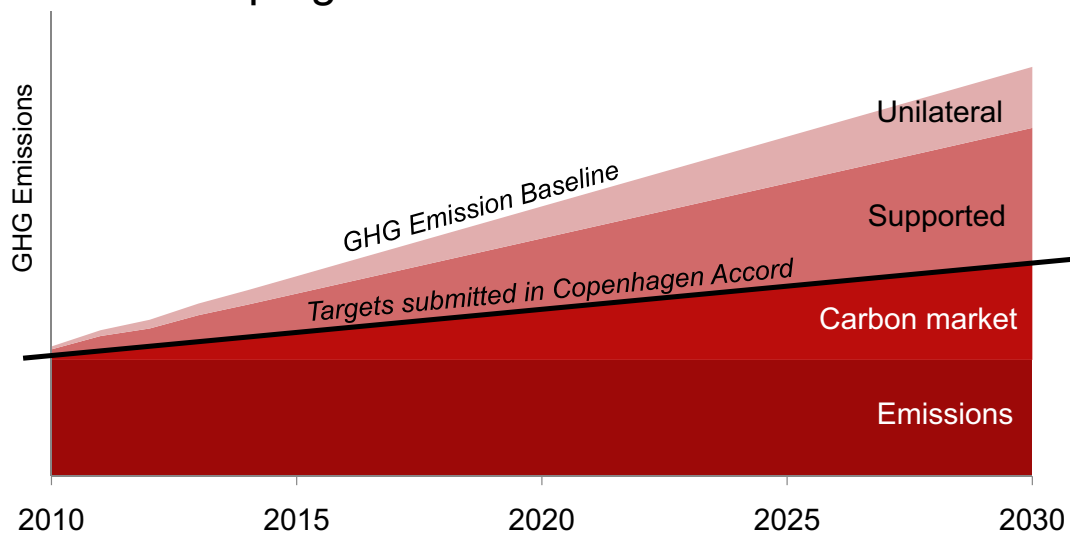


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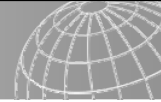


Interplay of Mitigation Actions in developing countries



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Conclusion: Opportunities for urban transport

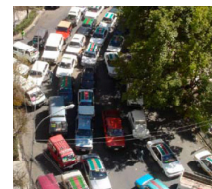
international

- “Post Copenhagen World” still offers opportunities, both through **funds and carbon market**
- A dedicated **transport window** for funds is beneficial
- There is a need for provisions on urban transport in the carbon market (“**urban CDM**”)
- Transparent governance and **effectiveness** of funds is crucial for success



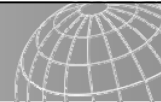
national

- **Capacity building** is a key to deliver implementation
- To go beyond pilot projects on urban level, we need **national urban transport policies** / programmes
- Still, we need **committed leaders** on local level



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Thank You!

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www.transport2012.org



For further information please check the website of the Bridging the Gap Initiative

gtz

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TRANSPORT

UITP

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Institute for Transportation
& Development Policy

TRL

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