



THE MINISTERIAL CONFERENCE ON  
GLOBAL ENVIRONMENT AND  
ENERGY IN TRANSPORT

# Toward Realizing Low-Carbon and Low-Pollution Transport Systems: MEET and the Next Steps

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**Presented by Akihiko TAMURA**

**Assistant Vice Minister for International Affairs**

**Ministry of Land, Infrastructure, Transport and Tourism**

**Government of Japan**

**June 17, 2009**



*Ministry of Land, Infrastructure, Transport and Tourism*

# Recap the points of UNFCCC

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- 1. Transport to be covered by the new protocol. Possible CDM reforms under discussion.**
- 2. No transport specific discussion yet.**
- 3. Bunker fuels: ICAO and IMO to report their conclusions for COP 15.**
  - a) GIACC concluded. To be reviewed in Oct.**
  - b) MEPC 59 to be held next month.**

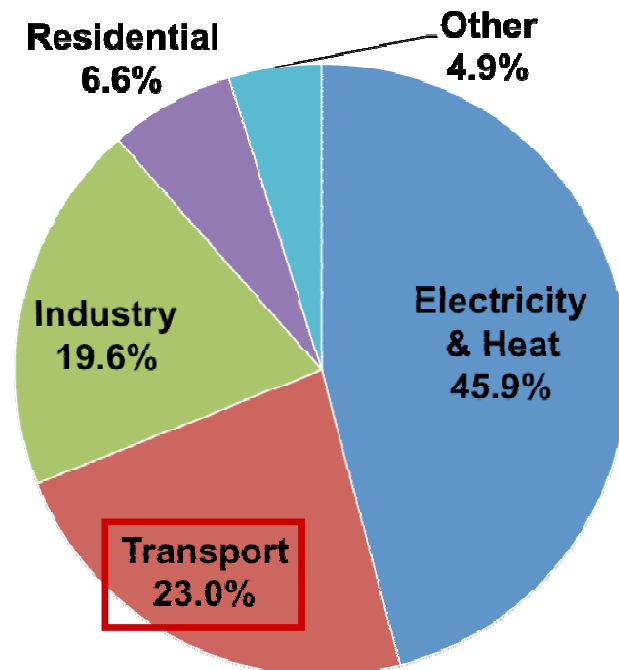
## Transport sector needs:

- UN arrangements suitable for transport.**
- Int'l coop. for effective policies and measures.**

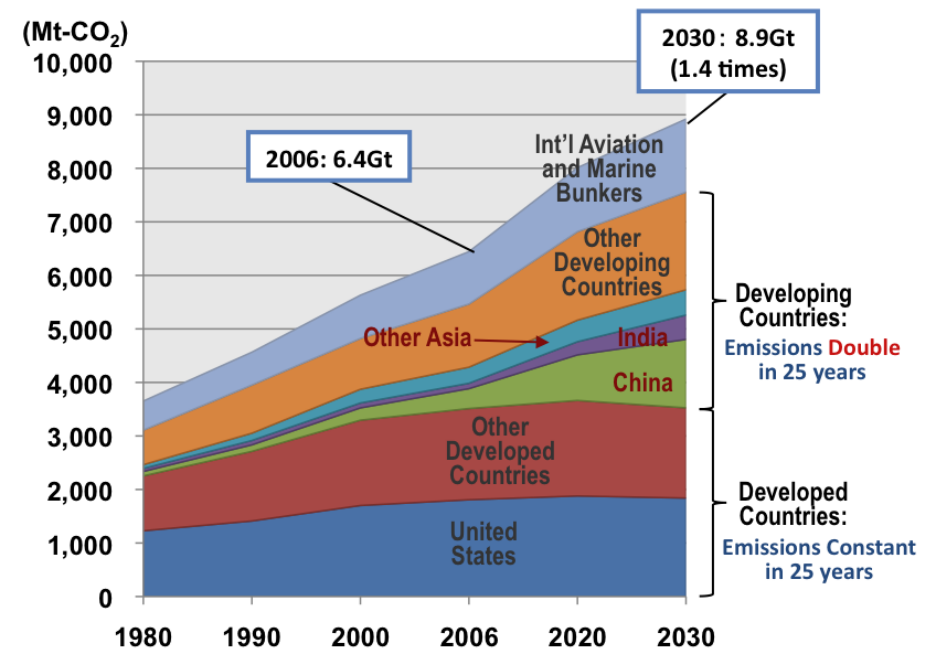
# Background

- Transport: **23%** of world's CO<sub>2</sub> emissions
- Growing transport emissions: 1.4 times by 2030
  - developing countries: **double**
  - Asian countries: **triple**

World Sectoral CO<sub>2</sub> Emissions in 2006



Transport CO<sub>2</sub> Emissions: 1980-2030



# MEET Conference (Jan 2009)

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- **Attended by major countries and organizations, representing about 70% of the world's transport CO2 emissions (incl. int'l aviation and shipping)**
- **Adopted the Ministerial Declaration, strong political messages of transport ministers to combat climate change and air pollution**

# Key Points of MEET Declaration

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1. **Sharing the global long-term vision of realizing low-carbon & low-pollution transport systems**
2. **Strengthening domestic transport policies, esp. facilitating developing countries' efforts by applying the experiences and expertise of developed countries**
3. **Boosting efforts for international aviation and maritime shipping**
4. **Continuing the dialogue and enhancing international cooperation**

# Next Steps for Transport Sector

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**Next Question:**

***How to make this vision into reality?***

***especially in assisting developing countries' efforts***

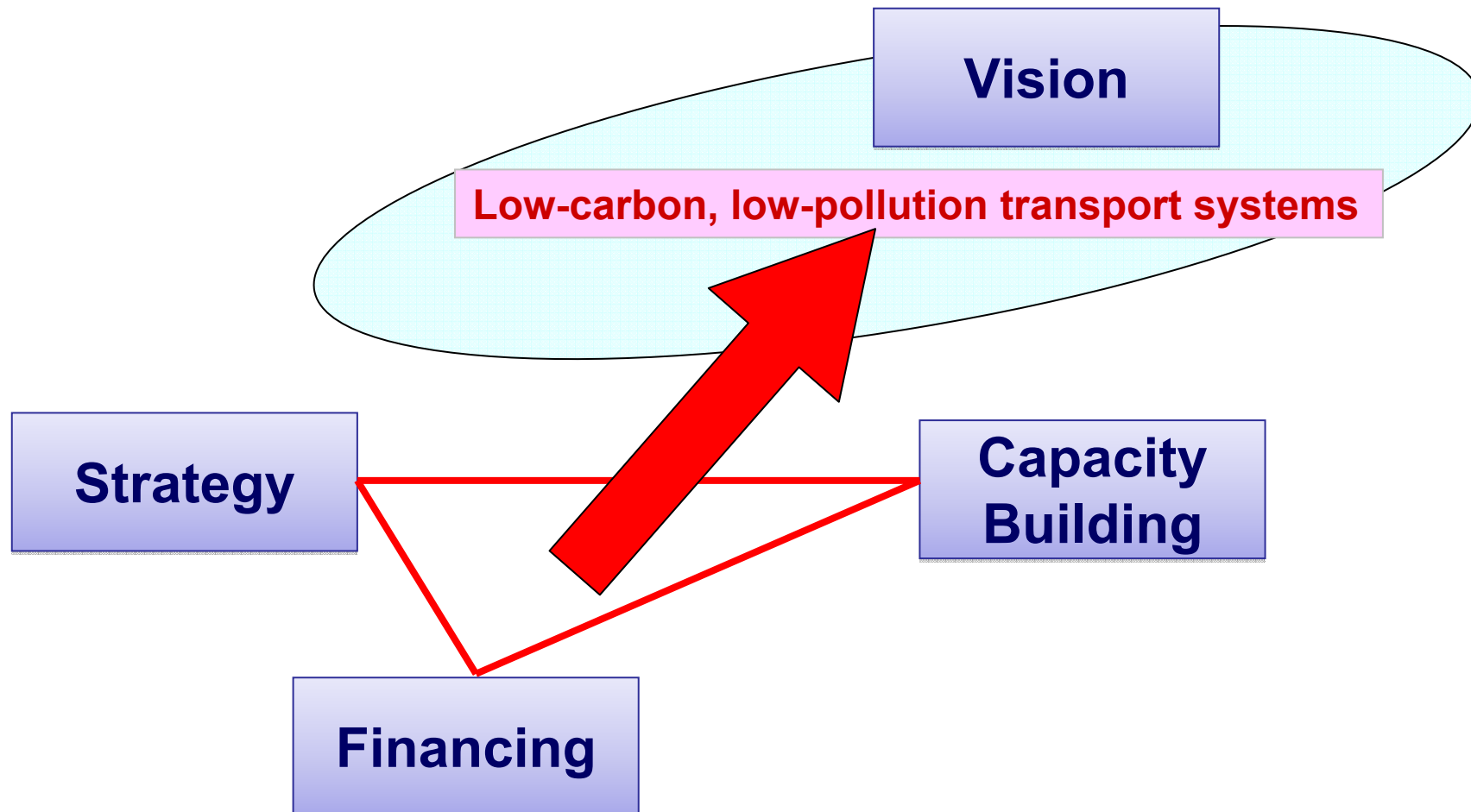
# Next Steps for Transport Sector

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- **Features of transport projects:**
  - Require **huge amount of funds**
  - **Many, small, mobile** sources of emissions: difficulty in predicting/monitoring, diffusing energy-effective technologies
  - **Few CDM** projects have been approved
  - **Co-benefits:** economic development, air quality, congestion, health, etc.

# Next Steps for Transport Sector

- **Three Areas of Focus to realize the vision:**  
**Strategy, Financing & Capacity Building**





# Strategy

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- **Low-carbon/low-pollution transport systems require **strategic/organized plans of actions.****
  - **At national / local level**
  - **With mid- / long-term perspectives**
  - **Paying attention to all modes of transport**
  - **Harmonized with national economic / urban policies**
  - **Integrated with national climate policies, providing basis for NAMAs**
  - **Incorporating best practices**

# Financing

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- **Financial mechanisms for the transport sector?**
  - **Utilize a variety of financial sources**  
: ODA, CIF, CDM, Private-public partnership, etc.
  - **Require CDM reform (sectoral CDM, SCM etc.) and new mechanism development**
  - **Co-benefits** should be quantified and incorporated

# Capacity Building

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- **Statistical Data:**

- **“You can’t manage what you can’t measure.”**
- **Basis of policymaking & utilizing financial mechanisms**

- **Fuel-efficiency standards**

- **Public transport systems**

- **Logistics**

**etc.**

# Continuing Dialogue

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## Transport sector needs:

- UN arrangement suitable for transport.
- Int'l coop. for effective policies and measures.

### 1. Establishing a network between transport officials and enhancing int'l cooperation

- **MEET Follow-Up Meeting** (Japan, Today)
- **2<sup>nd</sup> Ministerial Conference** (Italy, 2010)

### 2. Focusing on the three areas

**Strategy, Finance and Capacity Building**