



UNEP'S TRANSPORT PROGRAMME

This briefing note is prepared for the Ministerial Conference on Global Environment and Energy in Transport (*MEET*) Follow-Up Meeting that will be held in June 2009 in Japan. It outlines a number of key transport activities within UNEP's six priority areas¹ that will help contribute to the discussions and agenda of the MEET meeting.

Overview

UNEP's transport programme is within the priority areas of climate change –mitigation, resource efficiency and sustainable consumption and production and harmful substance and hazardous waste. Under these priorities, our activities have been mainly focused on land transportation with limited interventions in the aviation and marine sectors. Within the urban and mobility context, UNEP aims to bring about a shift to both transport systems and approaches to mobility that are less disruptive to the environment, by increasing the capacity for countries/cities to deploy policies and technical foundation for establishing more sustainable urban transport. This work focuses on dissemination of best-practice approaches in sustainable transport that promote the diffusion of cleaner technologies, the introduction of full-cost recovery prices, and improved approaches to urban planning.

UNEP has worked on rapid public transport systems; established partnerships with car and oil companies; and conducted awareness raising campaigns with coalitions of local authorities, in relation to promoting climate change mitigation and its co-benefits in the transport sector. UNEP, through the support from the Global Environment Facility (GEF), has contributed to enhancing the institutional capacity for better transport planning in a number of cities² that includes planning and operational design of public transport technologies, deployment of policy instruments, regulatory frameworks and education /outreach efforts targeted at lifestyle and behavioral change. Efforts on these activities will be scaled up and adapted for implementation in other developing regions.

More recent transport developments particularly this year, is the launch of the Global Fuel Economy Initiative (GFEI) to promote energy efficiency improvement of light duty vehicles, strengthening the links between transport and climate change by contributing to the UNFCCC Climate negotiation process – the Bali Action Plan and re-mobilizing finance on infrastructure investment that stimulate greener transportation as part of UNEP's Green Economy Initiative.

A list of transport activities is in Annex 1 and, Annex 2 lists UNEP's formal submissions to support the UNFCCC climate negotiation process by providing key recommendations to the Bali Action Plan's Ad-hoc Working Group on Long Term Cooperative Action (AWG LCA). One submission adopts a broad outlook to deal with the 4 Bali Roadmap pillars: mitigation, adaptation, technology transfer and finance, while sector specific submissions are on Buildings and Construction, and Sustainable Transport.

In addition, we are developing a strategy paper to position the Transport Programme inline with the UNEP's Medium Term Strategy when the six priority areas mentioned above will take effect from 2010 to 2013.

¹ UNEP's six priority areas : Climate Change, Disaster and Conflicts, Ecosystem Management, Environmental Governance, Harmful Substance and Hazardous Waste, Resource Efficiency and Sustainable Consumption and Production.

² Guatemala City, Concepcion, Cartagena, Dar el Salaam and Jakarta

Planned Activities on Promoting Sustainable Transport

Within the Climate Change strategy, UNEP can facilitate countries', in particular developing countries', transition to low carbon societies by building partnerships and engaging the private sector to improve energy efficiency; accelerating the development of markets for renewable energy technologies and promoting the financing of clean energy technologies and equitable access to cleaner energy. In particular, for promoting sustainable transport the following interventions is planned:

- Global Fuel Economy Initiative (GFEI): UNEP in partnership with International Energy Agency (IEA), International Transport Forum (ITF) and FIA Foundation launched Global Fuel Economy Initiative (GFEI) to give concrete options to promote cleaner and more efficient cars. The GFEI will work with governments, the automotive industry and other stakeholders to achieve a 50 % reduction in GHG emissions by 2050 through the introduction of cost-effective technologies such as better engines, drive trains as well as improving the efficiency non-engine components such as tyres, and the use lighter materials. Although a global effort, the project will focus on four national level pilot projects in the different developing regions to facilitate the development of national fuel economy policies. For the Asian region, the pilot programme will be hosted in Indonesia.
- Institutional Capacity Building on Mass Transit Technologies: Based on our existing projects globally funded by the GEF on promoting mode shifting from private motorization to mass transit and non-motorized options, UNEP will scale up efforts by providing targeted capacity building trainings on urban transport planning and facilitate transport decision making process. This year, the training session will be held in Asia (India) jointly organized in collaboration with a number key stakeholders, regional partners, national government and regional development bank.
- Support the UNFCCC Climate Negotiation Process towards Copenhagen 2009 with specific recommendations on Transport: under the present international climate change agreement, the incentives to create sustainable transport networks as a part of national commitments to climate change are weak. Sustainable transport is one of the most urgent challenges in tackling climate change, and yet transport currently only plays a minor role in the negotiations. There are signs that this is beginning to change with a sizeable group of transport related organisations supporting a set of recommendations to improve the position of land transport within the climate change discussions. UNEP with support from key international organizations provided a submission on Transport to the UNFCCC's Bali Action Plan – the AWG LCA (<http://unfccc.int/resource/docs/2009/smsn/igo/045.pdf>) on 24 April 2009. A strategy paper will be developed to elaborate the key recommendations specifically on capacity building, technology, mitigation, finance and adaptation components linked to promoting sustainable transport. The report is expected to be ready by June 2009.

Annex I;

List of transport Activities

1. The improvement of urban planning to promote inter-modality

UNEP's work in this area is facilitates a shift from private motorization to public and non-motorized transport modes in urban areas by raising awareness and building institutional capacities of policy makers, city/ transport planners and other relevant stakeholders.

The following are projects executed and implemented by UNEP. In addition, the growing demand for the sustainable transport policies has lead to some successful partnerships with the private sector.

Promoting Sustainable Transport in Latin America

This is funded by GEF commenced in 2006, aimed at promoting sustainable transport options through individual demonstration projects in Guatemala City and Concepción city. The project is currently being implemented focuses on three specific aspects of transport sustainability: Bus Rapid Transit (BRT), Bus Regulation and Planning (BRP) and Non-motorized Transport (NMT). Guidelines and toolkits produced from this Latin American experience will be widely distributed.

Network for Environmentally Sustainable Transport in Latin America and the Carribean (NESTLAC)

It was established in 2004 with initial funding from the GEF as there was and is still a strong demand for sustainable transport planning in the region. The network is managed and coordinated by UNEP Risoe Centre (URC)

Global Initiative on Promoting Bus Rapid Transit (BRT) systems

A number of UNEP funded projects through the Global Environmental Facility (GEF) are currently being implemented by the Institute for Transportation and Development Policy (ITDP). These global projects are mainly focused on providing technical assistance on planning, design and implementation of BRT systems in Tanzania, Colombia and Indonesia. In addition, non-motorized transport e.g pedestrian pathways and cycling networks are also integrated in the projects. A comprehensive *Planning Guide on BRT* is also available

2. Alternative fuels

A number of activities around sustainability of biofuels are underway. Biofuels can be an alternative, lower-carbon fuel for both, stationary applications and transport. Potential benefits from biofuels, however, do not necessarily materialise, and a number of potential environmental and social risks need to be addressed.

Roundtable of Sustainable Biofuels (RSB).

UNEP is a member of the Roundtable of Sustainable Biofuels (RSB), a multi-stakeholder initiative hosted by the Ecole Polytechnique de Lausanne that has the objective to develop principles and criteria for sustainable production of biofuels.

International Resource Panel

This panel on the sustainable use of natural resources has set up a working group on biofuels. Amongst other issues, the working group will look at options of efficient use of resources, including an assessment of 'stationary use versus use of biofuels for transport'.

3. Energy Efficiency

Promoting vehicles energy efficiency

UNEP has been promoting fuel economy improvement efforts working with a number of public and private sector partners in raising awareness and enhance the understanding of low cost technology options, the policy options available and their likely impacts. In support from Michelin, UNEP and the International Energy Agency have jointly organized two workshops during their annual [Challenge Bibendum](#) events. In addition, a component approach currently being implemented is the Promotion of environmentally friendly vehicle air conditioning with a focus CO₂ based system and energy efficiency improvement features

4. Partnership and Network building

PCVF: The Partnership for Clean Fuels and Vehicles promotes better urban air quality in developing countries through cleaner fuels and vehicles. Over 80 organizations from the private sector (both oil industry and vehicles industry), governments, NGOs and international organizations are working together to promote and implement activities through PCFV. The focus is on the phase out of leaded gasoline worldwide, the reduction of sulfur in fuels and the introduction of clean vehicles technologies and clean vehicles. The PCFV Clearing House and UNEP are supporting activities at the global, regional, sub-regional and national level.

EST: Environmentally Sustainable Transport in Central & Eastern Europe; the core of the EST approach was to develop long-term scenarios and identify instruments and strategies capable of achieving it by using a backcasting methodology. It promotes sustainable transport through its function as a portal and source for information exchange, knowledge, news and experience. Main facilities include:

- Searchable databases of EST ‘Good Practices’ / Case studies;
- ‘Projects & Investment’ databases to promote new EST projects;
- Environment-related Transport information and news;
- ‘Contacts/ Useful Links’ pages to facilitate networking between Transport & Environment institutions and organizations, at both regional and national levels.

GFEI: UNEP in partnership with International Energy Agency (IEA), International Transport Forum (ITF) and FIA Foundation launched Global Fuel Economy Initiative (GFEI) to give concrete options for the world to change to cleaner and more efficient cars. The GFEI will work with governments, the car industry and other stakeholders to achieve this goal. The agenda will be achievable just using existing, cost-effective technologies such as better engines and drive trains, more efficient components such as tyres, and lighter materials. Objectives for 2009 include:

- Developing regional assessments and organising launches in Europe, North America, Latin America, and in Asia – towards political engagement with regional groupings and individual countries.
- Starting four national pilot projects in different regions world wide to support countries with the development of national fuel economy policies. Initiatives will also include an interactive toolkit for fuel economy policy development.
- Developing a fuel economy information database, information materials and website (www.50by50campaign.org).
- Engaging with G8 and UN processes.

Annex 2

UNEP supports the UNFCCC Climate Negotiation Process towards Copenhagen 2009

One of UNEP's priorities on Climate Change this year is to make a meaningful and productive contribution to the Bali Roadmap and a successful COP15. To support the on-going process, UNEP has made formal submissions to the UNFCCC Secretariat while developing analytical inputs to help further discussions on specific topics.

UNEP's formal submissions provide key recommendations to the Bali Action Plan's Ad-hoc Working Group on Long Term Cooperative Action (AWG LCA). One submission adopts a broad outlook to deal with the 4 Bali Roadmap pillars: mitigation, adaptation, technology transfer and finance. The other formal submissions focus, respectively, on Technology Transfer, Buildings and Construction, as well as Sustainable Transport.

- *Thoughts Concerning Technical Assistance and Capacity Building to Support the Transfer of Climate Technologies: Possible activities and their potential impact* - (Dec. 2008) (<http://unfccc.int/resource/docs/2008/smsn/igo/027.pdf>)
- *Adaptation, Mitigation, Technology and Finance* (Feb. 2009) (<http://unfccc.int/resource/docs/2008/smsn/igo/034.pdf>)
- *Sustainable Transport* (Apr. 2009) (<http://unfccc.int/resource/docs/2009/smsn/igo/045.pdf>)
- *Buildings and Construction* (UNEP Sustainable Buildings and Construction Initiative) (Apr. 2009) (<http://unfccc.int/resource/docs/2009/smsn/igo/044.pdf>)