



# **The Road from Copenhagen**

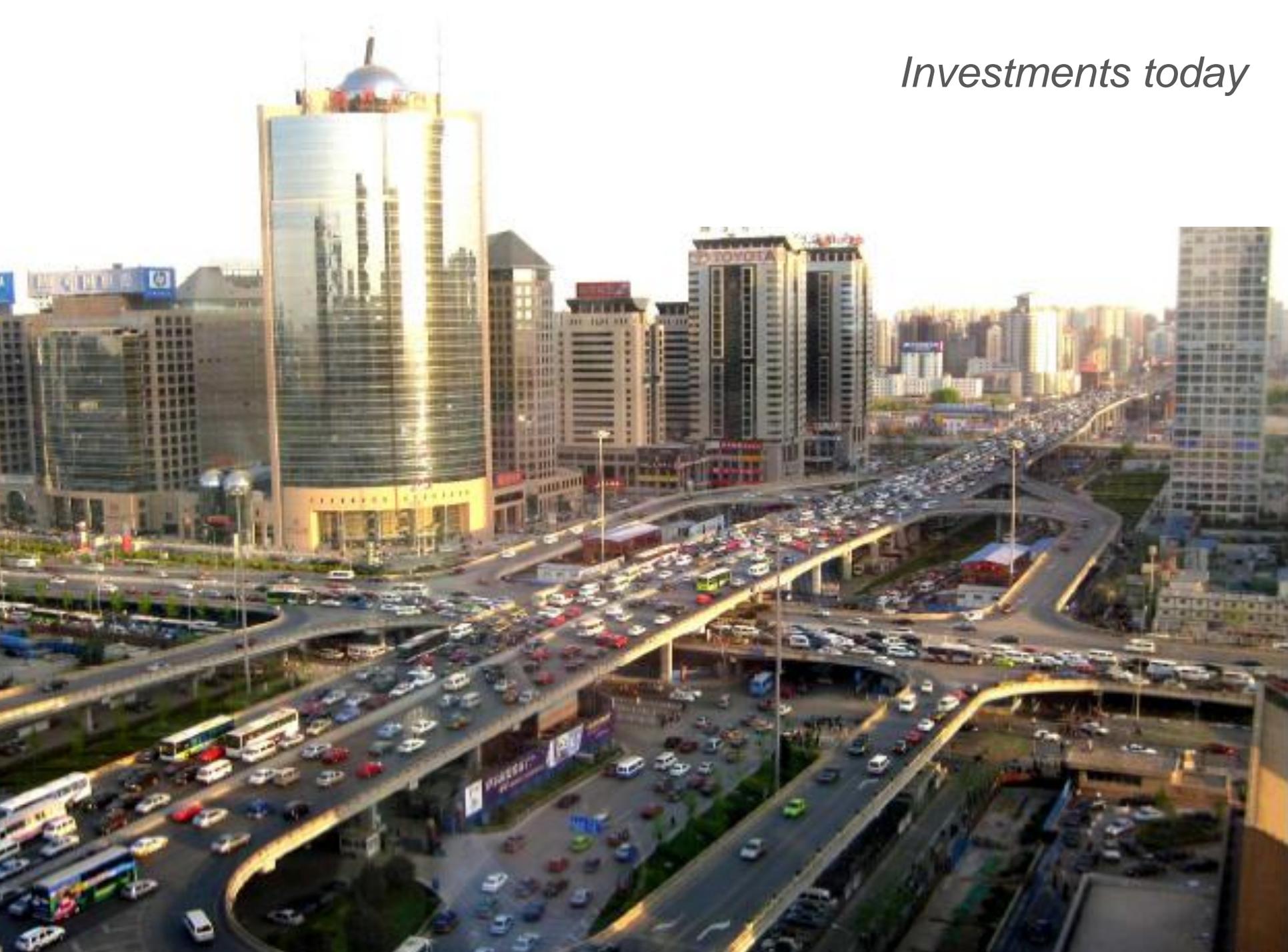
## Options for Promoting Investment in Sustainable Urban Transport

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

*Daniel Bongardt, gtz*



*Investments today*



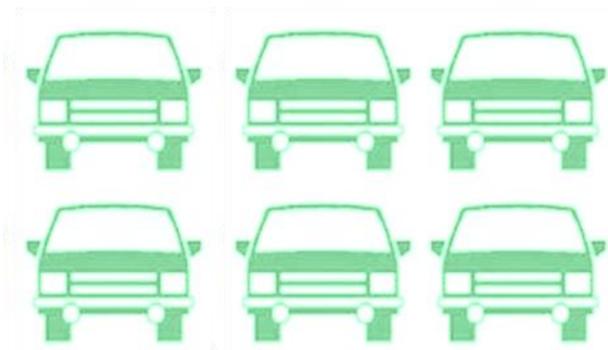


# A Comprehensive Approach to GHG Reduction

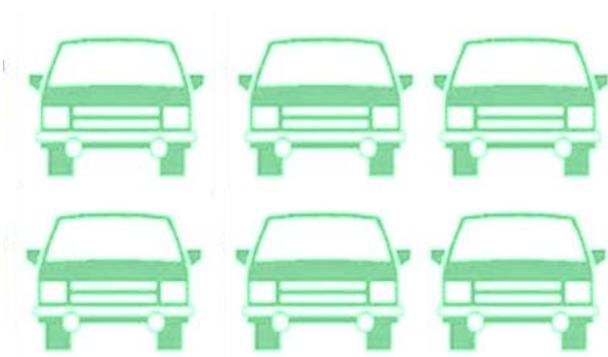
**AVOID trips**  
**REDUCE km**



**SHIFT modes**



**IMPROVE vehicles**





# Climate Negotiations prior to Copenhagen

## The Kyoto Protocol

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



Picture copyright Ko Sakamoto

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

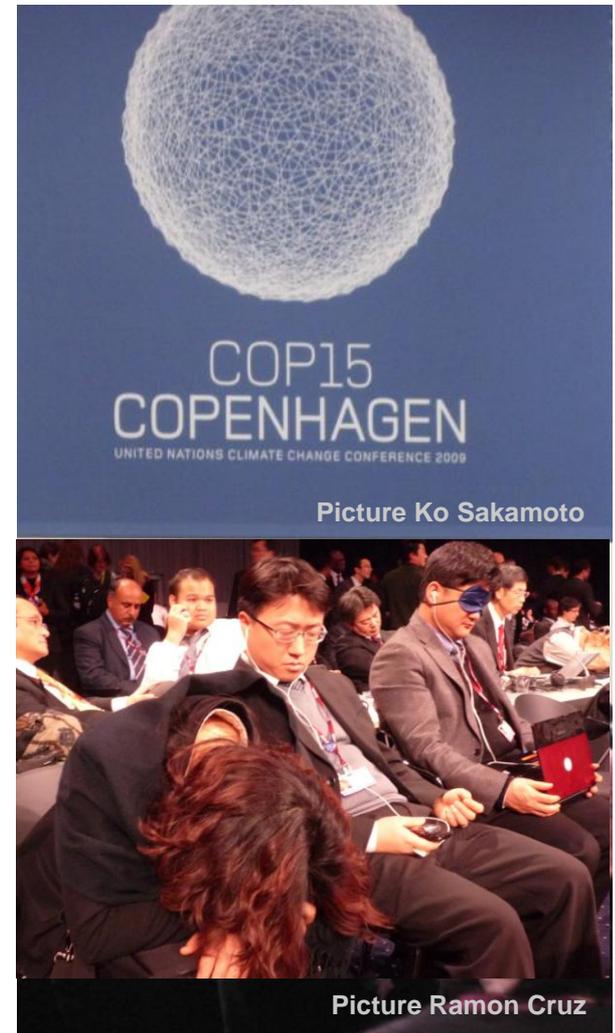
- Kyoto Track: 2<sup>nd</sup> commitment period
- Convention Track: Inclusion of further big emitters



## 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)

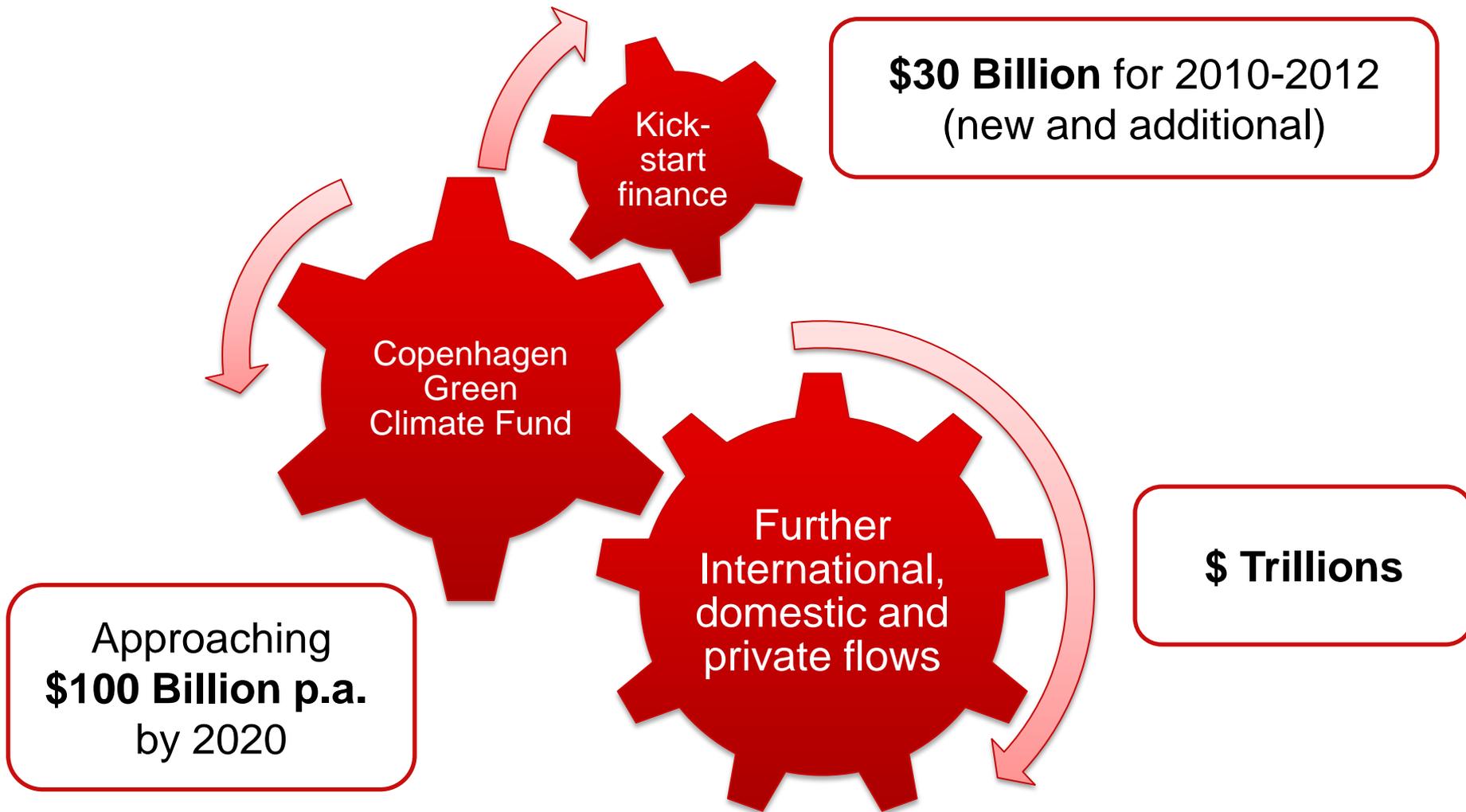
➔ **Large uncertainty on the future of climate talks post COP15**



Saturday 19<sup>th</sup>, 2009, COP15 Plenary 4 am



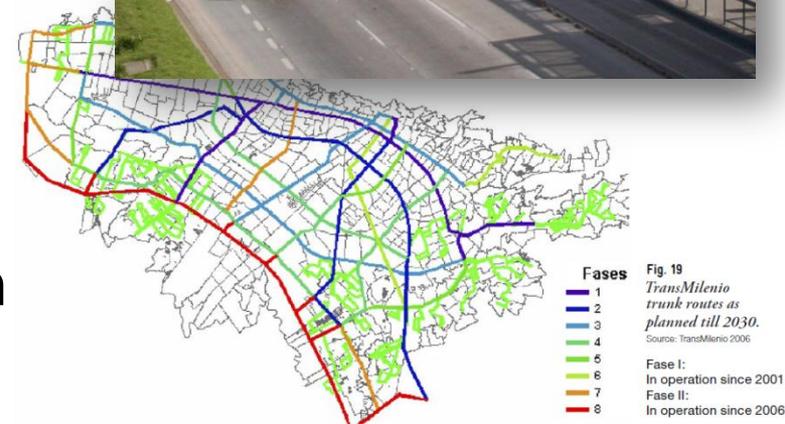
# Role of climate finance after Copenhagen





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

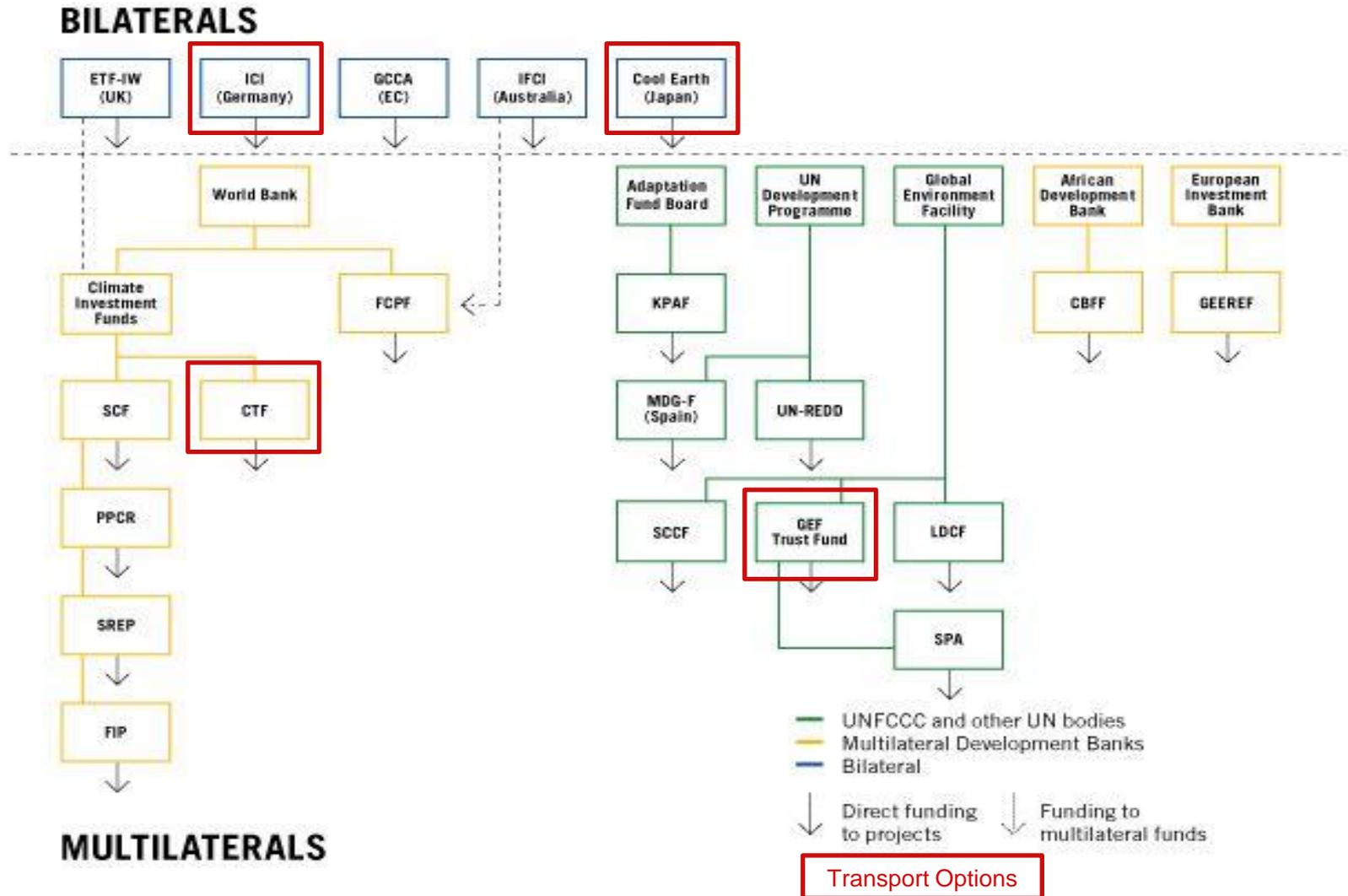
- CDM is a project approach, transport needs programmes
- Standardized baselines may work for fuel efficiency projects of fleets
- A framework for local action is needed
- **Suggestion:** Setting up urban baselines/no-loose targets as an „urban CDM“



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



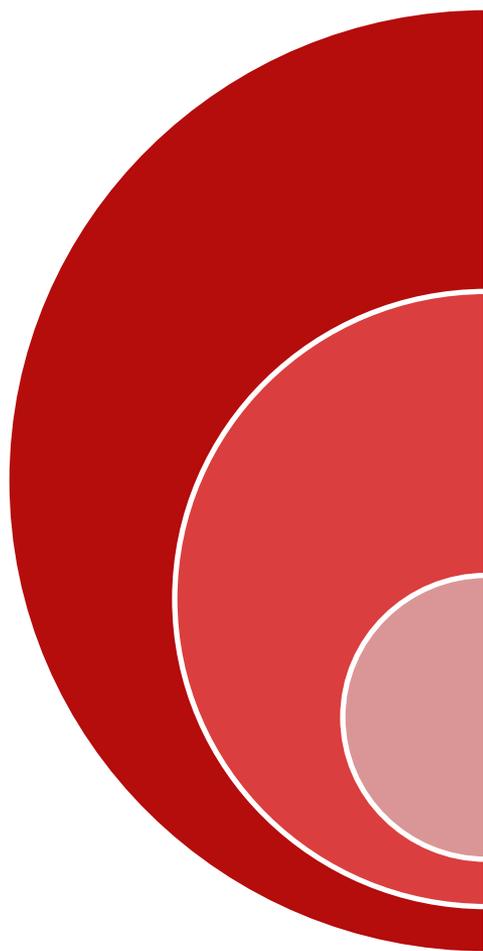
# Further Development of Climate Funds





# Towards NAMAs

= *Nationally Appropriate Mitigation Actions*



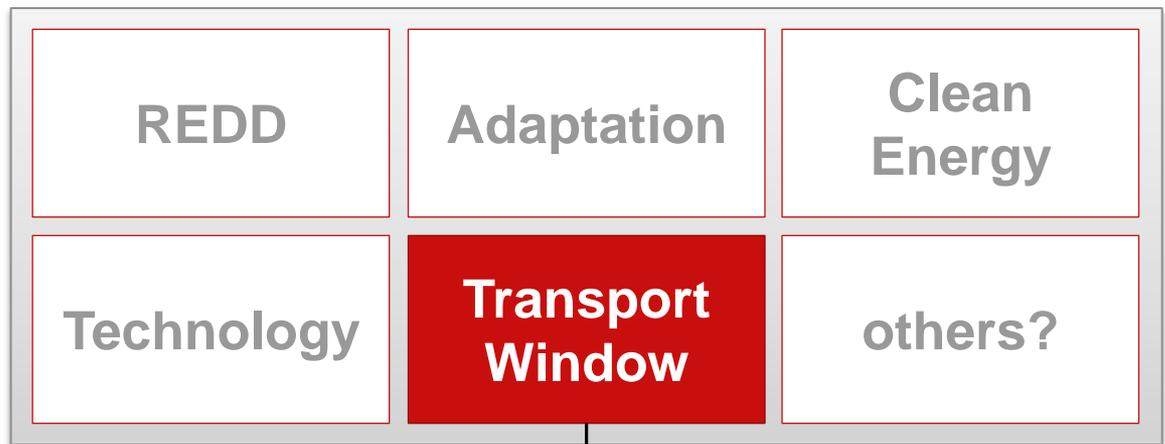
Types of NAMAs	<ul style="list-style-type: none"><li>• <b>Unilateral</b> (domestic resources)</li><li>• <b>Supported</b> (bilateral or multilateral funds)</li><li>• [Tradable = carbon market]</li></ul>
Copenhagen Accord	<ul style="list-style-type: none"><li>• Quick start finance</li><li>• „Green Climate Fund“</li><li>• <b>Institutional set up for both yet to be solved (at COP16)</b></li></ul>
Challenges	<ul style="list-style-type: none"><li>• Registry to match funding and mitigation actions</li><li>• Measurement, Reporting and Verification (MRV)</li><li>• <b>How to create incentives?</b></li></ul>



# Towards a Transport Window

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

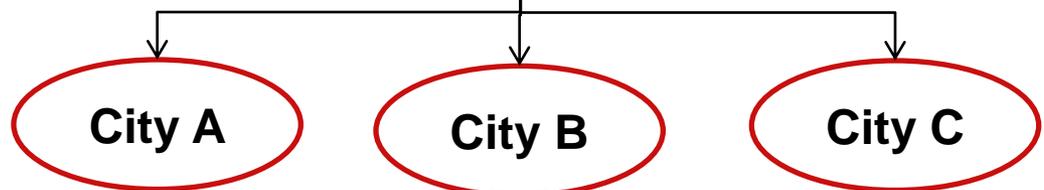
**International  
Fund**



**National  
Programme**

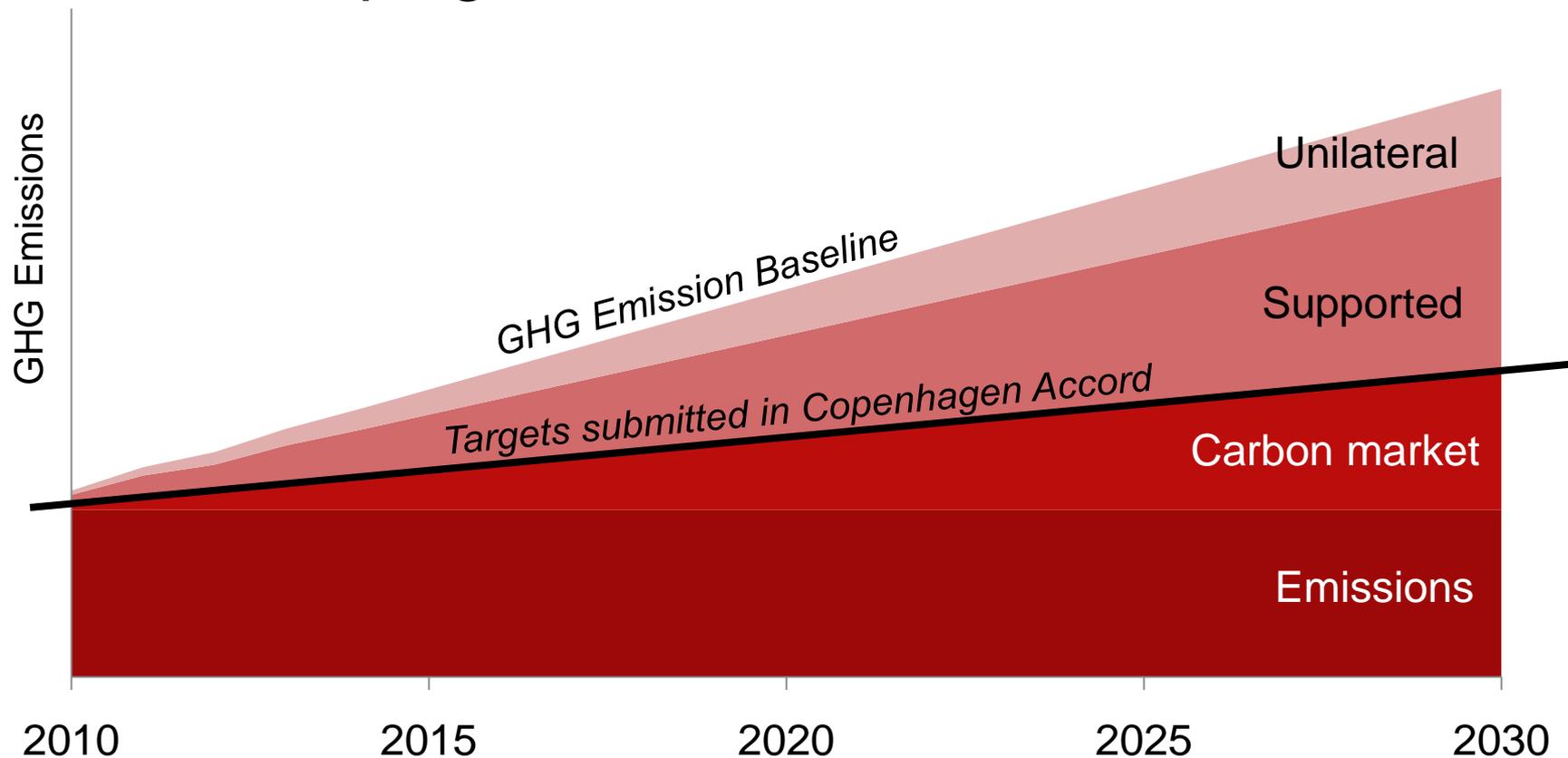


**Local  
Action**





# Interplay of Mitigation Actions in developing countries





# Conclusion: Opportunities for urban transport

- “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
- **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

international

national

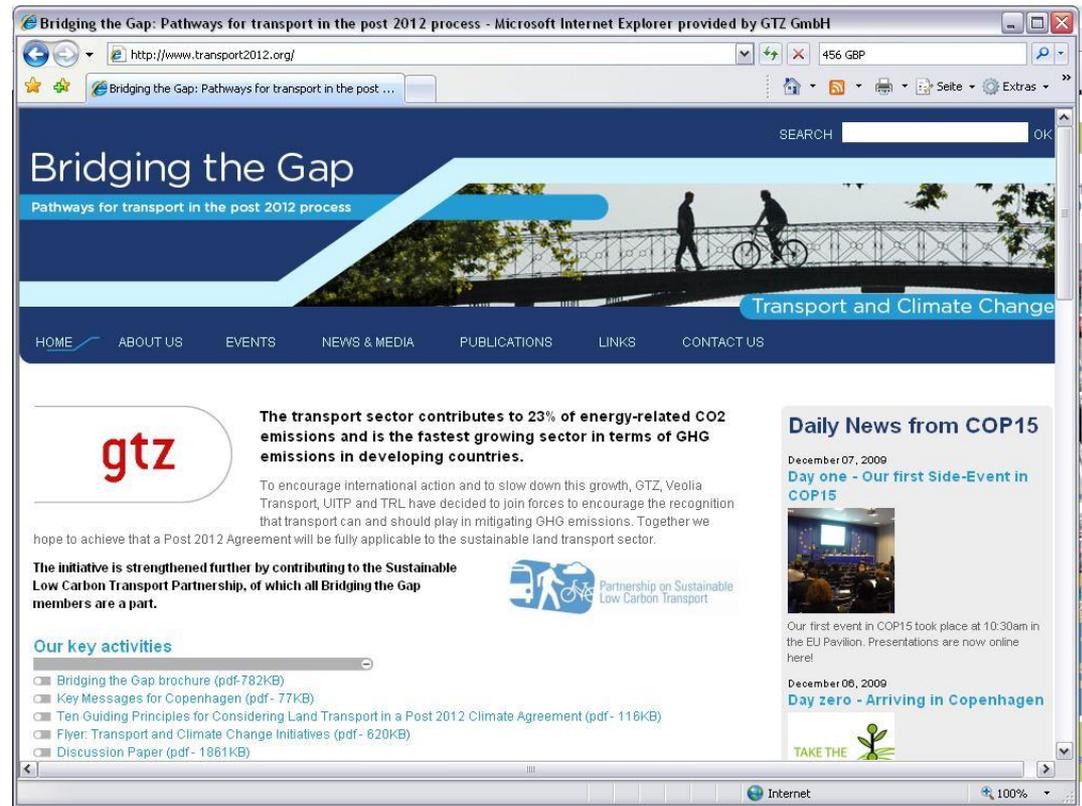




# Thank You!

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[www.transport2012.org](http://www.transport2012.org)



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

