



TRANSPORT

International Association of Public Transport Action Plan

Provisional copy



CLIMATE SUMMIT 2014

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Action Plan

UITP Declaration on Climate Leadership

The International Association of public transport (UITP) is the international network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. UITP brings together 1,300 member organizations from 92 countries around the globe.

Energy use and greenhouse gas emissions from the land transport sector are expected to increase under a 'business as usual' scenario by nearly 50 per cent by 2030 and more than 80 per cent by 2050, compared with year-end 2009. This increase in emissions will be primarily caused by a projected surge in the global stock of private vehicles. Already in 2009, transport contributed approximately one-quarter of energy-related global greenhouse gas emissions and was responsible for about one-fifth of energy use.

These trends are clearly unsustainable and we must seize the solutions at hand. Ambitious and visionary actions and strategies are essential to change radically current mobility patterns and avoid dangerous climate change. Cities and governments have a crucial role to play in this and public transport needs to be put forward to tackle the urban mobility challenges currently faced by our cities instead of continuing with the construction of new highways and encouraging car use.

Public transport – a solution to climate change and green growth

UITP worked with the International Energy Agency to develop two urban mobility scenarios for 2025. These mobility projections for the year 2025 show the enormous economic, environmental and social benefits of doubling the market share of public transport worldwide. However, the figures also provide a stark warning, as they illustrate the potentially disastrous impact of failing to take action on urban mobility. **To take up these challenges, UITP goal is to double the market share of public transport worldwide by 2025.**

By choosing a mobility model based on public transport, walking and cycling, we can prevent the emission of 550 million tons CO₂ eq. in the year 2025 through modal shift and improved efficiency while making our cities better places to live, work and visit. A significant shift to public transport would mean that urban transport emissions can be decoupled from growing mobility needs of the future.

Efficient mobility in cities is also an essential component of economic growth. This means that good public transport infrastructure and services will also help city economies to thrive and allow cities to meet social and environmental objectives.

Urban mobility issues is becoming and ever increasing issue to address as seen here at the UN Climate Summit. Rio+20 noted public transport's role in addressing social and environmental needs for current and future generations in a financially smart manner. So it is clear that we need to scale



up and enhance public transport in order to help fight poverty and climate change and contribute to future sustainable development goals across the world.

To make this growth concrete, all stakeholders have to take up their responsibilities to organise the market and provide the appropriate means. Investing in efficient and sustainable transport networks will help stabilise the global energy market; contribute to alleviating the role of transport in climate change and support economic growth as well as quality of life in cities by relieving congestion and offering mobility to all. Public transport means progress for societies.

UITP Declaration

UITP's voluntary commitment at Rio+20 was to bring about policies that will double the market share of public by 2025 and the UN Climate Summit presents a unique opportunity to scale up sustainable transport's solutions worldwide. While countries are presently working toward a new climate agreement and a new set of global goals for sustainable development, the public transport sector is delivering green transport solutions worldwide and the sector is working hard to improve its already excellent carbon performance.

Transport is a major issue for the Climate Summit and through UITP's Declaration on Climate Leadership, launched specifically for the UN Summit, it confirms the sector's willingness to be climate leaders and highlights the responsibility of all to achieve a doubling in the market share of public transport worldwide by 2025 – from every city government, every organization and every person with the capacity to do so, both individually and collectively.

However, words don't always result in actions. It is for this reason UITP challenged the sector to bring the Declaration to life and bring bold pledges of future climate commitments and actions from public transport undertakings that will reduce emissions in their city/region around the globe. Based on this first ever analysis of efforts under the banner of the UITP declaration, around 350 climate, pledges, commitments and actions from over 110 public transport undertakings from both the private and public sector have been identified will help support of UITP's goal to double the market share of public transport around the world by 2025. On the occasion of the Summit, UITP will launch a publication providing further information and analysis of the actions submitted and annexed to this paper provides a summary of the types of actions taken and the organisations involved in this study.

The Mass Transit Advantage

The key to the role of public transport in the overall sustainability picture is that of carbon avoidance. Three factors play significant roles:

- Mode Shift – urban transportation generates approximately 40 percent of all GHG, with a large proportion coming from single occupancy vehicles. On a per passenger-kilometre basis, emissions from single occupancy vehicles are up to four times higher than the per-

passenger kilometre emissions of public transport and these figures are even higher during peak times

- Land Use - A local public transport system allows higher density communities. For example, a trip to a child's school in a public transport serviced-community tends to be shorter - and frequently is short enough to walk - than a similar trip in an automobile-dependent suburban community. This land use factor is a major contributor to avoided carbon.
- Congestion Factor - Because a local public transport systems decreases vehicle traffic, those that remain on the roads are able to travel faster and more efficiently. When public transport trips are transplanted to roads, congestion goes up dramatically, causing engines to run more inefficiently and longer for the same trip and increasing GHG emissions.

A small increase in transit's carbon footprint typically causes a much larger reduction in the region's carbon footprint. These actions identified through the UITP initiative will therefore leverage wider efforts to reduce emissions as for every additional tonne produced due to more public transport, delivers a reduction of up to 7 tonnes of wider CO₂ in their city/region's footprint in cities such as New York and Rio. When scaled up, it helps demonstrate how local level actions can play a significant role in the global climate agenda. Actions will help organisations meet their corporate goals and targets to reduce operational emissions, such as London's public transport stretch target to cut emissions of CO₂ per passenger km by 40% by 2025 and 2025 and Montreal's GHG emissions intensity (g CO₂e/passenger-km) reduction targets by 39% by 2020 meaning that the full benefits of carbon avoided transport can be realised. Taken together, these pledges demonstrate the public transport sector's leadership position on climate change - all helping support of UITP's goal to double the market share of public transport around the world by 2025.

Partnerships

Through this process and through its network, this new analysis of future actions will enable UITP to pin point where there are the opportunities for scale, exchange of best practices and knowledge with those public transport undertakings embarking on similar projects that will have significant CO₂ reduction capabilities. It is envisaged that this will allow these activities to then grow and replicate which will help speed up the transformational change needed to tackle climate change. UITP will be in a prime position to facilitate this.

Governments need to recognize the importance of urban mobility issues nationally and ensure that they are high up on the policy agenda. Resources then need to be earmarked accordingly. There are already many countries around the world where governments are taking concerted action on urban mobility; these include countries as diverse as Sweden, Abu Dhabi, Mexico, Brazil, South Africa and Singapore, where public transport is clearly seen as a key tool to guarantee the nation's future success.

At this Summit, UITP is willing to work with national government and international institutions to support the goal for the sector by encouraging governments to develop enabling actions such as capacity building of local public transport professionals and green growth investments in new and existing public transport projects as well as provide a coherent and integrated policy framework that



supports local governments in their urban mobility policy decisions. If a clear and coherent framework is in place, local and regional authorities will then be empowered to successfully manage urban mobility in their area and thus deliver on policy goals set at national level.

In cities, people throughout the whole world are most concretely affected by pollution and climate change. Focusing on public transport makes clear that actions towards global climate change activities also shows short term local effects towards quality of life. By that, it raises acceptance and support from many urban stakeholders that will help further support the legal agreement through the UNFCCC process and have greater opportunity to effect change on a global scale as local urban issues are closest to the majority of the world's population.

Monitoring and Reporting

Through these pledges, cities and public transport providers are demonstrating that they have the will, knowledge and the capacity to set the agenda for climate action. As cities become more sustainable, the entire world will reap the rewards. Being able to monitor and measure emissions is key to their management and since the announcement of the UN Climate Summit; UITP has sought to build capacity on corporate reporting within the public transport sector. By launching its Sustainability Reporting Charter to align with paragraph 47 of the Rio+20 outcome document it will enable and encourage public transport undertakings report non-financial information, including climate and energy issues, in a bid to further improve business operational efficiency in the public transport sector at the corporate level and making available best practice examples to enhance learning among UITP members.

As with the corporate level, to address growing urban GHG emissions it is necessary to understand each city's emission patterns and identify the major sources of emissions as well as reduction opportunities from both direct and indirect sources in order to maximise the CO2 impact of transit avoided carbon. The Compact of Mayor's initiative launched at the UN Climate Summit highlights the importance of a global standard for accounting and reporting city and community-scale GHG emissions and public transport authorities and operators will have an important role to play in accounting their city's transport emissions. UITP as part of the UN Climate Summit and in collaboration with the C40 Climate Leadership Group will promote the use of GHG Global Protocol for Community Scale Emissions (GPC) as the standard for the transport sector with the view that this reporting needs to be in place so that cities can strengthen their goals for efficient use of carbon for public and private transportation.

Building momentum to Paris 2015

These pledges are just the tip of the iceberg when it comes to what the sector is doing on climate action. Showcasing these activities provides a positive context for international climate negotiations, showing that action on climate change at the local level is scaling up and that it will continue to do so. UITP will continue to bring its member's efforts in the build up to Paris 2015 as we hope that these actions will leverage wider action on low carbon transport, both within the scope of the UN 2014 Climate Summit and outside, as these types of actions across the entire urban transport sector, as according to the International Agency, these actions can result in savings of \$70 trillion by 2050.

Annex

Overview

Figure 1.1 shows the breakdown of planned actions as identified by UITP as part of the action area. In total, 351 individual actions have been identified from 114 organisations as referenced.

For the purposes of this analysis, planned actions and commitments that fall within the scope of the UITP initiative has been split into four main categories:

1. Public Transport – Buses: initiatives and actions relating to clean fuels and efficiency including the development of new lines and low carbon buses
2. Public Transport – Trains, Trams and Metros: includes initiatives and actions relating to new lines and train cars as well as initiatives designed to improve vehicle efficiency.
3. Combined Mobility – includes enhancements in walking facilities, car and bike sharing schemes (including shared transport systems) and cycle lanes and facilities.
4. Improvements and Investments in Infrastructures – includes initiatives improving the efficiency of lighting (e.g. LEDs); energy production systems and use of green electricity, energy efficient buildings, stations and green procurement.
5. Awareness and Action – includes stakeholder engagement (internal and external) and development of carbon reduction strategies.

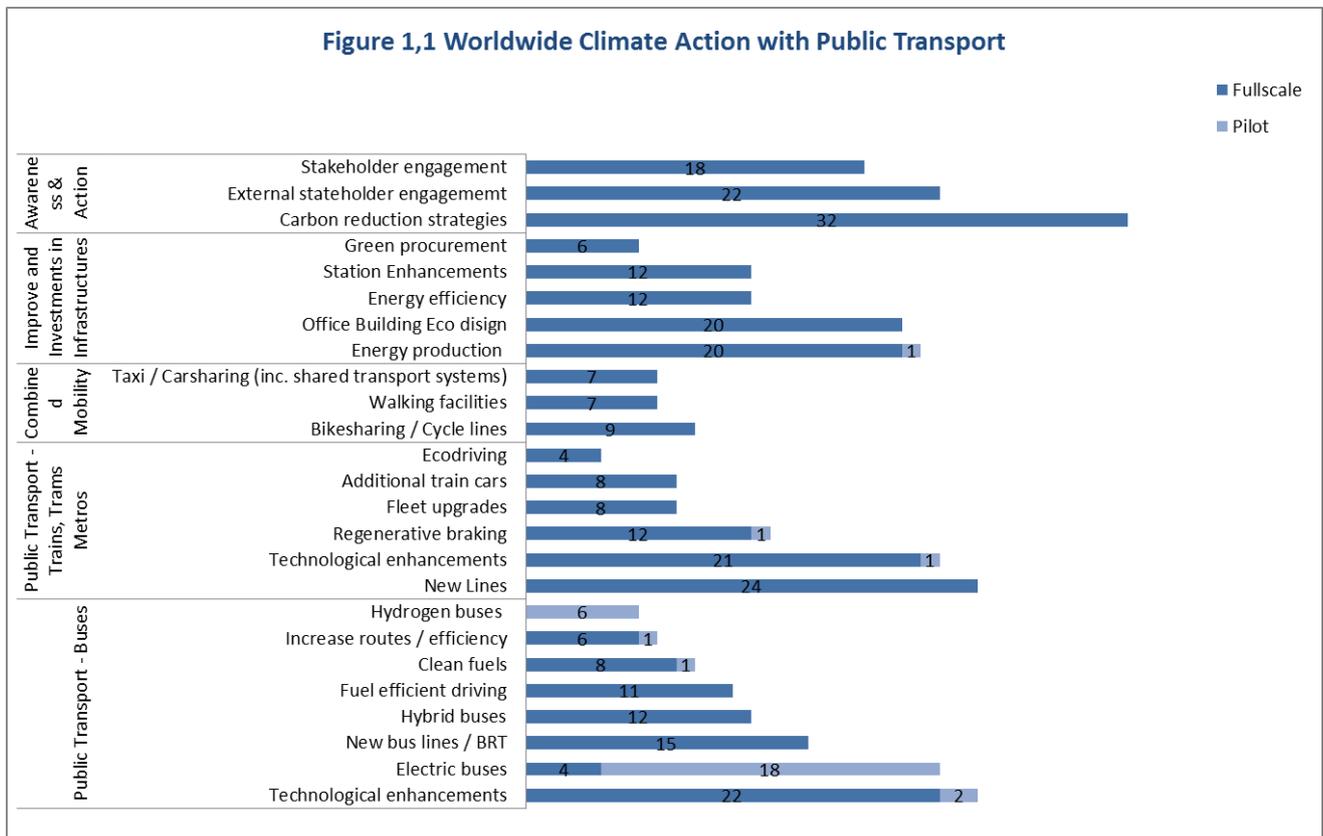
Actions relating to public transport modes (buses, trains, trams and metros) account for the highest number of actions reflecting the strong powers of public transport operators and authorities to act. In terms of scale of delivery, actions have been split into two further categories: those which are planned for as pilots or full scale actions i.e. those which are sweeping. Of these actions, 86% of the initiatives are considered at full scale, with the majority of pilot projects focusing on emerging technologies such as electric buses.

The majority of actions are planned to be undertaken in Europe and around one third will be undertaken in regions distributed relatively evenly around the globe in just over 80 cities and regions.

Expansion of public transport networks alongside greater business efficiency and use of cleaner and zero-carbon at source vehicles will mean that cities can capture the full benefit of transit avoided carbon. There is also a considerable opportunity for the UITP network to collectively accelerate emissions reductions and scale through sharing of best practice and jointly developing thinking and collaboration in new areas such as electric vehicles.

This action plan is complemented by a UITP publication which provides a detailed breakdown on each of the clusters and the key efforts being made in the cities and regions.

Figure 1,1 Worldwide Climate Action with Public Transport



Organisations were included in this initiative:

ARGENTINA

- ENTE DE LA MOVILIDAD DE ROSARIO

AUSTRALIA

- BRISBANE TRANSPORT

AUSTRIA

- GRAZ-KÖFLACHER BAHN UND BUSBETRIEB GMBH
- INNSBRUCKER VERKEHRSBETRIEBE UND STUBAITALBAHN GMBH
- LINZ LINIEN GMBH FÜR ÖFFENTLICHEN PERSONENNAHVERKEH
- WIENER LINIEN GMBH & CO KG

BELGIUM

- SOCIETE DES TRANSPORTS INTERCOMMUNAUX DE BRUXELLES

- UNIFE
- VAN HOOL NV
- VLAAMSE VERVOERMAATSCHAPPIJ VVM DE LIJN

BOLIVIA

- MINISTERIO DE OBRAS PUBLICAS SERVICIOS Y VIVENDA

BRAZIL

- ASSOCIACAO NACIONAL DOS TRANSPORTADORES DE PASSAGEIROS SOBRE TRILHOS
- COMPANHIA DO METROPOLITANO DE SAO PAULO – METRO
- CONCESSAO METROVIARIA DO RIO DE JANEIRO SA



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CATALYZING ACTION

- CONSORCIO METROPOLITANO DE TRANSPORTES – AUTOPASS
- ELEKTRO
- EMPRESA MUNICIPAL DE DESENVOLVIMENTO DE CAMPINAS SA
- GRUPO CCR S/A
- ITDP/BRT TRANSOESTE
- MINISTERIO DAS CIDADES - SECRETARIA NACIONAL DE TRANSPORTE E DA MOBILIDADE URBANA
- SITEUR

BULGARIA

- STOLICHEN ELEKTROTRANSPORT PLS

CANADA

- AGENCE METROPOLITAINE DE TRANSPORT
- SOCIETE DE TRANSPORT DE LAVAL (STL)
- SOCIÉTÉ DE TRANSPORT DE MONTRÉAL
- TORONTO TRANSIT COMMISSION
- METROLINX

CHINA

- MTR CORPORATION

COLOMBIA

- EMPRESA DE TRANSPORTE DEL TERCER MILENIO TRANSMILENIO S.A.
- SOCIEDAD INTERNACIONAL DE TRANSPORTE MASIVO

CZECH REPUBLIC

- DOPRAVNI PODNIK HLM PRAHA AS

DENMARK

- MOVIA PUBLIC TRANSPORT - TRAFIKSELSKABET MOVIA

FINLAND

- HELSINKI REGIONAL TRANSPORT

FRANCE

- RATP GROUP
- SNCF
- SYSTRA
- TRANSDEV

GERMANY

- BERLINER VERKEHRSBETRIEBE

- BOCHUM-GELSENKIRCHENER STRASSENBAHNEN AG
- BOGESTRA
- BOMBARDIER TRANSPORTATION
- BREMER STRAßENBAHN AG
- BUNDESVERBAND CARSHARING E.V
- DRESDNER VERKEHRSBETRIEBE AG;
- HAFTPFLICHTGEMEINSCHAFT DEUTSCHER NAHVERKEHRS- UND VERSORGUNGSUNTERNEHMEN
- HAMBURG PORT AUTHORITY
- HAMBURGER HOCHBAHN AG
- HEAG MOBILO GMBH
- HÖFT & WESSEL - ALMEX AG
- KNORR-BREMSE
- KÖLNER VERKEHRS-BETRIEBE AG
- LEIPZIGER VERKEHRSBETRIEBE (LVB) GMBH EL
- MAGDEBURGER VERKEHRSBETRIEBE GMBH
- MOBIEL
- MÜNCHNER VERKEHRSGESELLSCHAFT MBH
- STADTWERKE MÜNSTER GMBH
- STADTWERKE OSNABRÜCK AG VERKEHRSBETRIEBE
- STUTTGARTER STRAßENBAHNEN AG
- ÜSTRA HANNOVERSCHE VERKEHRSBETRIEBE AG
- VERKEHRS- UND TARIFVERBUND STUTTGART GMBH
- VERKEHRVSVERBUND OBERELBE GMBH

HOLLAND

- CONNEKT
- PROVINCIE GELDERLAND
- ROTTERDAMSE ELEKTRISCHE TRAM

HUNGARY

- BUDAPESTI KÖZLEKEDÉSI KÖZPONT (BKK)

INDIA

- BANGALORE METROPOLITAN TRANSPORT CORPORATION

IRELAND

- RAILWAY PROCUREMENT AGENCY

ITALY



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CATALYZING ACTION

- ATB SERVIZI S.P.A.
- CTM CAGLIARI
- ASSTRA

JAPAN

- EAST JAPAN RAILWAY COMPANY

LEBANON

- TEAM INTERNATIONAL
- LIECHTENSTEIN
- VERKEHRSBETRIEB
LIECHTENSTEINMOBIL

LUXEMBOURG

- SALES-LENTZ

MEXICO

- DINA CAMIONES
- SISTEMA DE TREN ELECTRICO
URBANO

MOROCCO

- CASABLANCA TRANSPORT SA

NORWAY

- RUTER AS

POLAND

- PRZEDSIĘBIORSTWO KOMUNIKACJI
TROLEJBUSOWEJ SP.ZO.O

PORTUGAL

- CARRIS
- METROPOLITANO DE LISBOA

ROMANIA

- SOCIETATEA DE TRANSPORT PUBLIC
ALBA IULIA

RUSSIA

- MOSCOW METRO
- SAINT PETERSBURG METRO
- TRANS-ALFA ELECTRO

SENEGAL

- CONSEIL EXECUTIF DES TRANSPORTS
URBAINS DE DAKAR

SERBIA

- GSP BEOGRAD-CITY PUBLIC
TRANSPORT COMPANY

SINGAPORE

- SINGAPORE LAND TRANSPORT
AUTHORITY

SPAIN

- CONSORCIO DE TRANSPORTE
METROPOLITANO AREA DE GRANADA
- FERROCARRILS DE LA GENERALITAT
DE CATALUNYA,
- TRANSPORTS METROPOLITANS DE
BARCELONA

SWEDEN

- CITY OF GOTHENBURG
- X2 KOLLEKTIVTRAFIK AB
- VÄSTTRAFIK

SWITZERLAND

- BERNMOBIL - STÄDTISCHE
VERKEHRSBETRIEBE BERN
- REGIONALVERKEHR BERN-
SOLOTHURN (RBS)
- TRANSPORTS PUBLICS FRIBOURGEOIS

UNITED KINGDOM

- ABERDEEN HYDROGEN BUS PROJECT
- CENTRO
- GO-AHEAD
- LOTHIAN BUSES
- NEXUS
- RAIL SAFETY AND STANDARDS BOARD
- STAGECOACH GROUP
- TRANSPORT FOR GREATER
MANCHESTER
- TRANSPORT FOR LONDON
- WEST OF ENGLAND LOCAL
ENTERPRISE PARTNERSHIP

UNITED STATES OF AMERICA

- KING COUNTY METRO
- METROPOLITAN TRANSPORTATION
AUTHORITY (MTA)
- SAP AMERICA INC
- TRIMET
- UTAH TRANSIT AUTHORITY
- VALLEY METRO
- WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY