

E. Facilitating climate change adaptation in transport through addressing the energy-environment linkage

ECE, jointly with the ECA, the ESCAP, the ECLAC, and the ESCWA(\$738,000)

Background

23. Globalization and liberalization of national economies are leading to a permanent increase in transport activities. With regard to road transport, the growing vehicle fleet and the related increasing fuel consumption contributes to the global warming effect by greenhouse gas emissions. The most important component of the negative effects is carbon dioxide (CO₂). CO₂ emissions depend not only on the total energy consumption of the different modes of transport, but also on the shares of the different energy sources used and their contributions to global warming. Globally, the transport sector is considered to be responsible for 23 per cent of the world CO₂ emissions from fossil fuel combustion. In the developed Organization for Economic Cooperation and Development (OECD) countries transport accounts for 30 per cent of all CO₂ emissions. The transport sector is 95 per cent dependent on oil and accounts for 60 per cent of world oil consumption, which exposes the sector increasingly to oil price instability and supply shocks.
24. The recently concluded first global meeting of transport ministers within the framework of the International Transport Forum, held from 28 to 30 May 2008, in Leipzig, Germany, addressing the energy and climate change challenges for the transport sector, stressed the need for CO₂ abatement focusing on improved fuel efficiency in road transport. This could be achieved through different measures, such as fuel-efficient vehicles, sustainable alternative fuels, such as biofuels, improved transport infrastructure and intelligent transport systems, consumer information and legal instruments as well as tax incentives. In this respect, the ECE World Forum for Harmonization of Vehicle Regulations has been urged by the International Transport Forum to accelerate the development of common methodologies and methods to improve fuel efficiency and reduce CO₂ emissions.
25. In order to evaluate the implementation of new national or regional measures aimed at reducing the contributions of transport to global warming, Governments and the private sector have to analyse alternative strategies, including the composition of total energy consumption in the transport sector. While the data and methodologies available to measure transport activity, energy consumption and CO₂ emissions are sufficient to track general trends, the quality and coverage of such data and methodologies will need to be considerably improved. To enable Governments to make the right policy decisions and to optimize their strategy on CO₂ reduction targets, there is a need to develop well-defined standard monitoring and assessment tools taking into account the latest developments in transportation. Such a toolkit, to be available to Governments, regional commissions and other interested stakeholders, must also be transparent to ensure that decisions are not biased by the specific interests of different pressure groups.
26. ECE would supervise the work of a team of experts to prepare a standard toolkit and, together with other regional commissions and United Nations system organizations, would prepare adequate training material tailored to the specific needs of different regions and subregions. All regional commissions would organize and conduct international and regional workshops to disseminate relevant information and training material in the respective languages applicable in the regions.

<p>Objective of the Organization: Standard and transparent evaluation of the CO₂ footprint of land transport with a view to raising awareness among Governments and other stakeholders and providing a rational basis for sustainable transport policies.</p>	<p>Summary budget (Thousands of United States dollars)</p> <table> <tr> <td>General temporary assistance</td> <td style="text-align: right;">156.0</td> </tr> <tr> <td>Consultants</td> <td style="text-align: right;">343.0</td> </tr> <tr> <td>Travel</td> <td style="text-align: right;">72.0</td> </tr> <tr> <td>Contractual services</td> <td style="text-align: right;">136.0</td> </tr> <tr> <td>Operating expenses</td> <td style="text-align: right;"><u>31.0</u></td> </tr> <tr> <td>Total</td> <td style="text-align: right;">738.0</td> </tr> </table>	General temporary assistance	156.0	Consultants	343.0	Travel	72.0	Contractual services	136.0	Operating expenses	<u>31.0</u>	Total	738.0
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<p>Relationship to the strategic framework for the period 2010-2011 and the Millennium Development Goals: ECE subprogrammes 1 (Environment), 2 (Transport) and 5 (Sustainable energy).</p>													

Expected accomplishments of the Secretariat	Indicators of achievement
<p>(a) Increased awareness of the causality and interrelationship between transport, energy and CO₂ emissions leading to enhanced intersectoral and intercountry cooperation and planning towards sustainable transport policies</p>	<p>(a) Increased number of national policymakers and industry stakeholders aware of the need for enhanced intersectoral and intercountry cooperation and planning towards sustainable transport policies</p>
<p>(b) Enhancement of the ability of the countries to monitor and assess current and future energy consumption patterns of the land transport modes and their respective CO₂ emissions through the establishment and use of a standard CO₂ toolkit, available free of charge via the Internet</p>	<p>(b) (i) Increased number of website visits to the established standard CO₂ monitoring and assessment toolkit, tailored to the specific needs of different regions, allowing for the evaluation of current and future energy consumption patterns in land transport modes and their respective CO₂ emissions</p> <p>(ii) Increased number of national policymakers and industry stakeholders able to monitor and assess current and future energy consumption patterns of the land transport modes and their respective CO₂ emissions</p>

Main activities

27. The main activities of the project will include:
- (a) Review and analysis of existing assessment models for the evaluation of transport activities, energy consumption and CO₂ emissions, and development of a standard methodology;
 - (b) Implementation, validation and benchmarking of a standard CO₂ assessment tool;
 - (c) Development and testing of a user-friendly, web-based application toolkit;
 - (d) Preparation of region-specific capacity-building and training materials in all official languages. In this respect, one city per region would have to make a detailed assessment and capacity-building effort;
 - (e) Preparation and conduct of capacity-building and training workshops for government policymakers and industry stakeholders to raise awareness and provide skills for the use of the standard CO₂ toolkit.

E. Facilitating climate change adaptation in transport through addressing the energy-environment linkage		
Implementing entities: ECE with ESCAP, ECLAC, ECA, and ESCWA		Duration: 2010 – 2014
Objective: Standard and transparent evaluation of the CO ₂ footprint of land transport with a view to raising awareness among Governments and other stakeholders and providing a rational basis for sustainable transport policies.		
Summary budget (Thousands of United States dollars)	Detailed budget (US dollars)	
General temporary assistance	156.0	156 000
Consultants	343.0	323 000
Travel	72.0	
Contractual services	136.0	
Operating expenses	31.0	
Total	738.0	
	General Temporary Assistance	156 000
	Temporary assistance (in support of activity (a) to (e)): 1 Professional staff for 12 months located at ECE HQ (\$13,000 x 12 work months)	
	Consultants	323 000
	<u>International, regional or national consultants</u>	
	International consultants for preparing a standard CO ₂ monitoring and assessment tool-kit for evaluation of current and future energy consumption patterns in land transport modes and their respective CO ₂ emissions, incl. web-based application tool-kit (in support of activities (a), (b) and (c))	
	1 project coordinator (\$8,000 per month x 18 months), 1 transport engineer (\$8,000 per month x 6 months), 1 transport economist (\$8,000 per month x 6 months), 1 transport emission specialist (\$8,000 per month x 6 months) and \$35,000 for consultants travel	
	External project evaluation	20 000
	Travel	36 000
	For an international expert group meeting (in support of activity (a), (b), (c) and (d)) in Geneva (3 regional experts x \$3,000 per person x 4 Regional Commissions)	36 000
	Organising and coordinating 4 regional workshops (in support of activity (e)) (3 ECE staff x \$3,000 per person x 4 Regional Commissions)	36 000
	Contractual services	50 000
	Preparation of region-specific capacity building and training materials in the 6 UN official languages (in support of activity (d)).	50 000
	Training materials and lay-out and translation (6 languages)	60 000
	Contractual services in support of all activities (\$26,000)	26 000
	Operating expenses	10 000
	Communications (in support of activities (a) to (e))	21 000
	Printing of reports and supplies (in support of activities (a) to (e))	