

EDITORIAL

By calling for the long-term establishment of a low-carbon transport system “as soon as possible”, the International Transport Forum’s Ministers demonstrated strong political leadership at a time when soaring fossil fuel prices have put the sector’s oil dependence at the forefront of public debate. By the same process, they have also sent an important signal to industry on the long term goals of transport policy.

In considering this political aspiration, it needs to be recognized that countries are at very different stages in the development of their transport systems and that there is no simple or single way to decouple traffic growth and energy demand. Transport policy increasingly needs to be designed to achieve a range of objectives simultaneously, cost-effectively and through consultation with private sector stakeholders.

The active role vehicle manufacturers, infrastructure operators, actors of the supply chain and other stakeholders played throughout our event in Leipzig was an encouraging sign that the private sector is an essential reservoir of ideas and proposals.

Jack Short
Secretary General



FORUM 2008 SPECIAL TRANSPORT & CLIMATE CHANGE

Keynotes stress strategic role of Forum

The International Transport Forum held in Leipzig on 28-30 May saw a series of challenges and expectations set to the transport sector by leading scientists and policy-makers in a context of soaring energy prices and renewed consensus on the causes and effects of global warming.

IPCC Chair and joint recipient of the 2007 Nobel Peace Prize **Dr. Rajendra Pachauri** recalled that temperature levels had increased beyond predicted patterns in the 20th century and that continued emissions at this rate would cause further warming in the order of 1.8 - 4 degrees Celsius. Already, Dr. Pachauri noted, are the effects being felt under the form of prolonged droughts, more frequent floods and cyclonic activity.

These views were echoed by UNFCCC Executive Secretary **Yvo de Boer** who stressed the political breakthrough achieved in Bali last year as a starting point for discussions on ways and means to catalyse cooperative action across stakeholders. “You have a choice”, Yvo de Boer concluded addressing transport stakeholders. “The question is whether you are willing to proactively shape the future climate change deal at Copenhagen or to have your policies shaped by it”.

According to Chancellor Merkel, “the fight against climate change needs more than one-off solutions to individual problems”.

An essential role for Transport

German Federal Chancellor **Angela Merkel** provided

an insight into the array of solutions that are needed to improve the sustainability of the transport system while maintaining the drivers of economic growth.



Praising the Forum for its work at a time when transport flows have become more complex and globalised, Mrs. Merkel insisted on the importance of a public debate on the role of transport in modern economies. Market-driven solutions and international framework agreements, she stressed, are often preferable to national regulations and a range of incentives is therefore needed to encourage behavioural and technological change.

The Chancellor pointed to the current race to develop the most efficient electric batteries as an encouraging sign that the industry is rising to the CO₂ challenge. Insisting on the historic responsibility of transport and the global nature of the challenge, Mrs. Merkel urged the sector to work together to identify and implement measures commensurate with the threat posed by global warming.

The three-day Forum was attended by over 800 representatives from 53 countries.



FORUM MINISTERS CALL FOR STRATEGIC APPROACH

Meeting at a dedicated session in Leipzig, the Forum's Transport Ministers agreed on an indicative framework for political action in the field of climate change.

► Political commitment is now urgent

The broad objective for all countries should be to reduce transport's dependence on oil and move towards a low-carbon transport system as soon as possible.

► A strategic approach is required

This approach needs to be built on packages of policies and technological measures that are supported by strengthened research programmes and consistent with economy-wide plans.

► Transport policies and measures are indispensable

Transport policy measures that encourage behaviour change are essential parts of the packages needed to combat climate change and simultaneously meet other objectives of transport policy.

► Support for technological development is crucial

Reaching a low-carbon goal for transport requires increased support for research development, demonstration and innovation. Examples include sharing technology and good practice, as well as setting examples in government procurement.



► Action must be taken at all levels of authority

A variety of actions locally, regionally, nationally and among countries to mitigate transport CO₂ emissions are needed. These include systematic consideration of the CO₂ emissions impacts of transport policy and investment decisions, a focus on transport policy measures that generate the highest returns in terms of CO₂ emissions and improvements to national data quality.

The full set of Key Messages can be found on the Forum web site.

Highlights of the Forum



German Transport Minister Wolfgang Tiefensee and Professor Gerd-Axel Ahrens, Dresden University, take questions from 8-12 year olds at the Children's University on Transport & Climate Change.

Three Minister-Industry panels were organized on Day 2 of the Forum with the objective of identifying prospects for a low-carbon future for transport through a combination of technology and policy.



Lord Mayor Burkhard Jung and ITF Secretary General Jack Short are given a hands-on introduction to eco-driving techniques at the Forum's exhibition held alongside the main sessions.



Field visits organized with BMW, DHL and Deutsche Bahn gave delegates a sense of energy efficiency and CO₂ mitigation solutions developed by transport sector actors.

Forum prizes were awarded for innovative research (pictured) and corporate mobility management plans.





RESEARCH, INDUSTRY & STAKEHOLDERS' DAY

Discussions between Ministers and industry leaders were preceded by four preparatory workshops involving transport stakeholders and the scientific community on 28 May.

The first workshop looked at **reducing emissions from passenger vehicles**, as the chief challenge for the sector, in light of the key issues arising from the recent "King Review" on low-carbon cars. Its main aim was to achieve a consensus on realistic fuel efficiency improvements in the short to medium term and the conditions needed to bring these technologies to the market. It concluded that improvements of 30% are achievable through advances in mainstream automotive technologies but that going much beyond this figure will require hybridization and all-electric vehicles. The cost of improvements to mainstream technology was found to be small, in the sense that any increase in the purchase price is compensated by savings on fuel within two to three years, although government intervention is often necessary. The cost of improving fuel economy by 50% is expected to be higher on account of the costs of high power density battery technologies – a key research priority requiring funding from industry and government.



The second workshop addressed the issue of **inducing changes to user travel patterns**. Changing demand for transport is viewed as an essential complement to technological innovation, but harder to trigger on account of powerful economic

and regulatory constraints. The workshop focused on the evidence of behavioural change with a view to drawing conclusions on the costs, feasibility and potential for measures to reduce CO₂ emissions from passenger traffic. It found that governments have several levers to help guide travel decision-making in a way that produces the largest benefits. These include investment choices for road and public transport networks, enforcement of traffic rules, policy appraisal processes and above all pricing strategies to manage road and parking space.

A third workshop dealt with the potential for **mitigation of CO₂ emissions from freight transport**, particularly road haulage. Freight logistics companies aim to limit their fuel costs, and consequently CO₂ emissions, in their business planning. Many have internal

CO₂ emissions reductions strategies based on rationalizing their activities and training drivers to consume less fuel. Governments have successfully spread these practices to a wider range of companies by providing information and training. The electronic truck kilometer charges introduced in a number of countries have had a significant impact on

reshaping road haulage logistics for efficiency. A number of long term strategies for freight transport were discussed, including the introduction of a global CO₂ emissions trading system, particularly for maritime shipping.

A fourth workshop tackled the potential for and constraints on **reducing CO₂ emissions in transition economies**. The impor-



tance of urban land use planning policies backed by parking and ultimately road pricing mechanisms to shape the way rapidly urbanizing cities develop were the starting points for the discussion. The design of standards and incentives for vehicle fuel economy in countries where motorisation is increasing at very high rates was also addressed. While the fuel economy of new cars sold in emerging economies is relatively high, driving in heavily congested traffic and on poor roads increases fuel consumption greatly. Simple stop-start vehicle technology could greatly cut emissions from congested urban traffic but current regulatory standards give insufficient incentives for this low cost technology. Overall the workshop concluded that adequate transport infrastructure and services are essential for economic development. As developing countries grow, transport activity will also grow. This growth should be welcomed but steered to take a more sustainable path than would be the case without intervention from government.



Available online

Session summaries, speaker biographies, photographs of all the main events and audiovisual recordings of the discussions are now available from the Forum web site.



“From our Inbox” is a selection of transport developments related to the annual Forum theme reported in the media. Although great care has been taken to ensure the integrity of the information presented, the International Transport Forum makes no claim as to its accuracy.

EU-US Open Sky talks

Talks between the European Union and the United States have begun on a second stage agreement which promises a new perspective on how aviation is structured in the future, potentially removing restrictions on the foreign ownership of airlines, exchanging access to domestic markets and introducing a more consensual approach to the regulation of the industry. An earlier agreement has already opened up services between the EU and the United States, removing all caps on routes, prices, or the number of weekly flights between the two markets.

FIA launches green campaign

On 5 June, the body representing motoring clubs worldwide launched Make Cars Green, an international environmental campaign, aimed at reducing the impact of motoring on our planet. The “Make Cars Green” campaign is based on the FIA’s declaration on air quality, climate change, and automotive fuels economy adopted in 2007. The declaration calls for action by automotive stakeholders, industry, policy makers and consumers to act to reduce the impact of motoring on the environment.

Rail sector to cut CO₂ emissions

CEOs of European railway and rail infrastructure companies have committed themselves to a cut in the specific CO₂ emissions of trains by 30% over the period 1990 to 2020. This target will help to contribute towards the reduction in emissions from transport that is necessary in order to meet the EU’s target of a 20% cut in absolute greenhouse gas emissions over the same period.

Road could do better

Europe’s road transport has made a clear contribution to economic growth, but its environmental performance could be improved by emulating good practices, according to the European Environmental Agency. In a new report, traffic congestion, air quality, noise and greenhouse gas emissions are some of the key challenges effectively addressed by six initiatives identified by the Agency as success stories.

IEA calls for energy technology “revolution”

As current levels of carbon emissions approach “unsustainable levels”, the International Energy Agency (IEA) has released a report urging governments to implement a “global energy technology revolution”.

The report, entitled “Energy Technology Perspectives 2008” indicates that if countries continue with policies in place to date, global carbon emissions will increase by 130% and oil demand will increase by 70% by 2050.

JUST OUT

Available from OECD Bookshop
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- **Trends in the Transport Sector 1970-2006** (June 2008)



- **Round Table 139: Oil Dependence - Is Transport Running out of Affordable Fuel?** (June 2008)

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Director of Publication:
Jack Short

Editors: **Alain Rathery, Brendan Halleman**

Head of Communications:
Michael Zirpel

Enquiries

OECD/ITF, 2 rue André Pascal,
F-75775 Paris Cedex 16

Tel : + 33 (0)1 45 24 97 10
Fax. + 33 (0)1 45 24 13 22

itf.contact@oecd.org

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FORTHCOMING ITF/JTRC EVENTS

- ▶ **24 September 2008, Paris**
Transport Management Board
- ▶ **25-26 September 2008, Paris**
High Level Safety Seminar
- ▶ **2-3 October 2008, Paris**
Round Table on Airline Competition, Systems of Airports and Intermodal Connections
- ▶ **13-14 October 2008, Paris**
Joint Transport Research Committee
- ▶ **SAVE THE DATE - 27-29 May 2009, Leipzig**
2nd International Transport Forum - Transport & Globalisation

