Mitigating the transport-related climate change impacts of trade and tourism

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A series of perspectives from sector leaders in exchange with ministers.

Transport connectivity is a key factor in enabling worldwide trade and tourism, which are important drivers of innovation, economic growth and job creation in globalised economies. Increasing global trade and tourism flows, while minimising the impact of transport on the environment – notably transport-related carbon emissions – remains a major challenge for transport decision-makers. It is also an important element in the search for a global commitment to reducing climate change.

Globalisation of passenger and goods transport has enlarged market opportunities for new technologies and new forms of transport services for the benefit of all. Innovation in technology and the emergence of new business models for transport infrastructure and service provision are helping to reconcile transport’s important role as an enabler of economic growth with its impact on climate-related emissions and other environmental impacts.

The 21st Conference of Parties of the Framework Convention on Climate Change (COP21) to be held in November-December 2015 in Paris, aims to reach an international agreement to limit global warming to below 2°C and adapt societies to impacts already perceived. As a complement to the expected international agreement, the governments of Peru and France, the UN Secretary General’s Office and the UNFCCC Secretariat instituted the “Lima-Paris Action Agenda” (LPAA) which was signed and established through a declaration in December 2014 at COP 20 in Lima. The LPAA is providing visibility and impetus to multi-stakeholder initiatives for climate change mitigation and adaptation in key areas such as transport, energy, cities, forests, short-lived climate pollutants and resilience.

The transport action agenda in particular aims to advance initiatives in different areas, inter alia urban transport, rail transport, urban “electro-mobility”, aviation, freight, and vehicles fuel efficiency. The main objective of the action agenda in the transport sector is to demonstrate how voluntary and ambitious commitments – beyond advocacy -- can provide a positive impact on climate change as well as co-benefits (economic efficiency, health). The process is designed to serve as a vector for innovation in technologies, services, processes and – in some cases – policies. An important expected co-benefit of this action agenda is to enable transfer of technology and knowledge to developing countries.

Trade and tourism, as well as the COP 21 action agenda, can each at its own scale and timeframe, engender and accelerate transport innovation and its dissemination.
The ITF Annual Summit in Leipzig will be held six months prior to the 21st Conference of Parties of the Framework Convention on Climate Change, and provides the opportunity for Ministers to exchange with captains of industry, leaders of academia and civil society on the initiatives underway to ensure a sustainable, low-carbon transport sector in the context of globalised transport flows.

Possible points for discussion at the Open Ministerial among Ministers and stakeholders could include the following:

- What are the major transport-related challenges identified by Ministers linked to growth in trade and tourism?
- How do Ministers and industry representatives view transport-related technological and business model innovations that could help promote more sustainable trade and tourism, including policies to mitigate transport-related climate impacts and their co-benefits for transport efficiency, safety and health?
- How can government and industry work together to define a regulatory framework that will balance incentives for innovations in transport designed to mitigate environmental impacts, with sufficient certainty for business to underpin investment in transport assets?
- What are expectations for the COP 21 action agenda?

Related information:

Transport Commitments made at the UN Secretary General’s Climate Summit and emerging initiatives offer opportunity for Transformative Change of the transport sector

Staff Contact:

Mary Crass
mary.crass@oecd.org
Magdalena Olczak-Rancitelli
magdalena.olczak@oecd.org
Georg Kapsch became CEO of Kapsch TrafficCom AG in 2002 and has been CEO of Kapsch Group since 2001. From 2012 he has been President of the Federation of Austrian Industries, having been President of the Vienna Regional Group of the Federation between 2008 and 2012. Between 2003 and 2008 he was Vice President of the Austrian Electrotechnical Association. Between 2002 and 2012 Kapsch was Chairman of both the Austrian Electronic Association between and the Vienna University of Applied Sciences "Technikum Wien".

In May 2012, Jean-Dominique Senard succeeded Michel Rollier as CEO of the Michelin Group, having been appointed Managing General Partner alongside Rollier in 2011. He joined Michelin in 2005 as Chief Financial Officer and a member of the Michelin Group Executive Council. As a member of Alcan’s Executive Committee, he was in charge of integrating Péchiney and served as Chairman of Péchiney SA. He was also head of Péchiney’s Primary Metal sector until 2004, having been Chief Financial Officer of Péchiney and a member of its Group Executive Council (1996-2001). He began his career in various financial and operational positions with Total and then Saint Gobain. Senard is a graduate of France’s HEC business school and also holds a Master’s Degree in Law.

Pat Cox has been President of the European Parliament Former Members’ Association (2010-2014), President of the European Movement International (2005-2011), a former President of the European Parliament (2002-2004), and Member of the European Parliament (1989-2004). Between 1998 and 2002 he was President of the European Liberal Democrat and Reform Party (ELDR) Group European Parliament. Prior to this Cox was a current affairs television broadcaster for RTE, Ireland’s national broadcaster, from 1982 to 1986 and Secretary General Progressive Democrat Party (Ireland) between 1986 and 1989.