



JOINT DECLARATION UITP-ITF ON CLIMATE LEADERSHIP

(This English version constitutes the sole authentic text).

The climate crisis is urgent; together we push for immediate action

- 1. Taking climate action with public transport represents one of the biggest economic opportunities of the 21st century.** The mobility of people and goods is at the heart of the global climate and sustainable development agenda as it offers a unique opportunity to improve the economy as well as the quality of life for all.
- 2. Any global attempt at limiting global average temperature rise to less than 2°C without including transport sector will not be successful.** Climate change is occurring and the transport sector is already responsible for 23% of the greenhouse gas emissions. Emissions from transport are expected to rise 30 percent by the year 2030 and 75 percent by year 2050, with most growth coming from private vehicles. We need to change this path if we are to have any chance to avoid dangerous climate and so now is the time to leverage the transformational power of sustainable transport.
- 3. This 'business as usual' approach has led to huge social, environmental and economic costs.** Social and economic costs related to transport accidents, congestion, and pollution, can add up to more than 10 percent of a country's Gross Domestic Product (GDP). Every year 1,250,000 people are killed in road accidents, and many are pedestrians or cyclists. This situation has to stop. Mobility policy should shift its focus from individual vehicle use towards a mobility paradigm focused on people and the planet. As such, UNFCCC mechanisms must support climate action in the transport sector to support low carbon alternatives, such as new and existing public transport systems.
- 4. It is essential to take action to bring about a steady downward curve in transport emissions in both developing and developed countries.** Increasing investment and use of public transport infrastructure and services can play a big role in achieving this goal. Making the right investment choices will generate large economic savings in the future, in terms of reduced investment costs in road and air transport infrastructure, vehicles and fuel. This could ultimately lead to savings of up to \$70 trillion and avoid locking into an unsustainable, high carbon development path.
- 5. Proven solutions are available and we need to act on them today.** Policies at all levels should promote the "avoid-shift-improve approach" with public transport at its core and provide incentives for behavioural change. Fossil fuel consumption and dependency in transport systems should be reduced and subsidies eventually eliminated. This is a prerequisite to reducing greenhouse gas emissions at the scale required to meet the 2°C scenario.



6. **Public transport is critical to the climate and post-2015 sustainable development agenda.** Expanding public transport infrastructure and use will enable us to strengthening mitigation and the resilience of the transport sector to climate change and also to meet wider sustainable development goals like the creation of millions of new, decent jobs, direct and indirect.

The commitment of employers and employees to be climate leaders as public transport actors

7. **Raising the level of ambition with public transport.** Our vision of a success in Paris at COP21 is for an ambitious global international climate agreement enabling us to limit global warming to below 2°C. Ambitious Intended Nationally Determined Contributions (INDCs) from Parties to the UNFCCC, shared well in advance of Paris, will be a crucial step towards a success in Paris, as they will demonstrate strong commitment to our common objective. We encourage all parties to include transport in their INDCs and ensure that public transport has a key role to play in meeting their reduction goals.
8. **Multi-stakeholder and international partnerships can strengthen climate action together.** All actors, state as well as non-state, can play a key role in supporting a new and ambitious legal agreement in 2015 by accelerating action on the ground; supporting reaching an ambitious agreement under the UNFCCC – this should be recognised in the new accord bearing in mind that all actors' actions would form an integral part of the contributions of Parties and allow them to become more ambitious.
9. **As organisations in the transport sector, representing both employers and transport employees, we are ready to play our role.** To that end, UITP and the ITF commit to working together and developing high standards of initial and vocational training, high standards of staff security, and developing formal employment and reducing informal employment to enhance public transport which will help promote the development, expansion and use of quality public transport globally, that will also provide enhanced support to existing initiatives on public transport, in support of the Lima-Paris Action Agenda for transport at COP21 and beyond.
10. **We are willing to help Parties to scale up climate action with public transport.** By working together, this can help provide the basis to accelerate the adoption of low carbon and resilient solutions which can help raise the level of ambition in the transport sector by Parties with public transport. This will be help to provide better mobility for all which will enhance inclusive economy and social development, climate change priorities and the protection of the global environment which is so fundamental for the post-2015 Development Agenda.



Signed in two copies, the 5th of August 2015, one going to the ITF, the other to the UITP.

For ITF

For UITP

A handwritten signature in black ink, appearing to read 'Stephen Cotton', with a large, sweeping flourish at the end.

Stephen Cotton
General Secretary

A handwritten signature in black ink, appearing to read 'Alain Flausch', with a long, sweeping flourish extending to the right.

Alain Flausch
Secretary General