



**MINISTERIAL DECLARATION
ON GLOBAL ENVIRONMENT AND ENERGY
IN TRANSPORT**

1. We, the Ministers and relevant Representatives responsible for environment and energy in the transport sector, together with distinguished Representatives of International Organizations, met in Rome, Italy, on November 8-9, 2010 to discuss policies and consider measures aimed at reducing greenhouse gas (GHG) and air pollutant emissions from the transport sector while ensuring adequate development to society through innovations and enhanced international cooperation.
2. We recognize that transport is a fundamental factor of economic and social development, with a great potential for increasing productivity and substantially improving living conditions. At the same time, we are aware that transport is a significant contributor of GHG emissions¹, which have an important negative impact on global climate, and for other air pollutants, which impact public health and the environment of many areas. We believe that actions are required to address GHG and other pollutant emissions from the transport sector with the aim of identifying more efficient transport solutions while ensuring sustainable development in a balanced way.
3. We regard climate change as one of the great global challenges of our time, and are committed to combatting it under the United Nations Framework Convention on Climate Change (UNFCCC), and its Kyoto Protocol, for those countries who are signatory States, and take note in particular of the recent Copenhagen Accord.
4. We share a long-term global vision of realizing low-carbon and low-pollution transport systems, and we commit ourselves to working effectively and collaboratively with International Organizations and individual countries in order to fulfill this vision. Discussions both at the International Transport Forum in Leipzig in 2008, where questions of climate change and energy-saving in the context of transport policy were for the first time discussed at an international level under the heading of “Transport and Energy: the Challenge of Climate Change”, and at the Ministerial Conference on Global Environment and Energy in Transport (MEET) in Tokyo in 2009 have clearly shown that the transport sector can and, in fact, must make a substantial and essential contribution to the protection of both climate and environment. In this light, we welcome the ongoing efforts by international organizations such as the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO), the World Forum for Harmonization of Vehicle Regulations of the United Nations Economic Commission

¹ According to the IEA estimates, the transport sector accounts for 22% of the world's carbon dioxide (CO₂) emissions in 2008. CO₂ is one of the most significant GHGs.

for Europe (UNECE/WP.29), and the International Energy Agency (IEA), as well as international initiatives such as the United Nations Partnership for Clean Fuels and Vehicles, and the International Conference on Environmentally Friendly Vehicles. We also acknowledge and support the shared goals of the International Transport Forum (ITF).

5. We recognize that developing solutions in the transport sector may also involve the responsibility of national agencies other than those dealing strictly with transport matters. In this respect, we encourage transportation agencies to work with other appropriate national partners to develop effective domestic policies and with appropriate international organizations to develop effective regional and international policies. MEET can also be useful in exchanging experiences, discussing best practices, sharing assessments among governments and implementing relevant projects as they will deem it appropriate to employ it.
6. While convinced that sustainable and updated transport policies are a condition for economic and social development and that meaningful efforts should be made to mitigate the impact of domestic transport policies on local, regional and global environment, we are aware that social and economic circumstances vary substantially from country to country and that it is governments' responsibility, consistent with their international obligations, to implement those policies and deploy those efforts bearing in mind their national conditions and capabilities.
7. We have appreciated contributions given by industry to MEET 2's agenda, in particular at the Round Table on Automotive industry held on June 22, 2010 in Rome, and have studied them carefully. We look at industry as an appropriate interlocutor with a view of coordinating more effectively private endeavors and public responsibilities. We will consider the idea of associating the whole transport industry to our endeavors as we will deem it appropriate, while recognizing that private and public environmental stakeholders should have a voice as well.
8. We recognize the global nature of the international aviation and shipping sectors, and their importance to global economic growth and sustainable as well as the necessity to address emissions from these sectors with regards to climate change. We express our support and expectation to ICAO and IMO as the competent UN bodies on aviation and maritime issues, respectively, and encourage them to continue to lead in developing globally effective measures to address GHG emissions from international aviation and shipping. We will also work collaboratively through ICAO and IMO to foster frameworks of action to appropriately address emissions from their respective industries. We note the progress achieved both at the 37th ICAO General Assembly in Montreal

(September 28-October 8, 2010) where an historic agreement was achieved and at IMO MEPC 61 in London (September 27- October 1, 2010)².

9. Concerning inland transport³ - road, rail and urban and intermodal transport - we recognize that strategies to control GHG emissions and air pollutants should allow for each nation's flexibility to implement strategies that are felt most appropriate to their conditions. We also share the view, however, that while it is not for MEET to set international standards for reductions, substantial improvements can be achieved at national and/or regional level by adopting a) an integrated domestic approach to national transport strategies, addressing all modes of transport, fuels and vehicles, and using a variety of policy measures and instruments; b) more efficient "intelligent" transport systems that result in improved energy efficiency; c) transport demand management and behavioral change inducement, through an appropriate mixture of cost-effective measures including legislation, regulations, economic incentives and consumer information to the extent that it will be considered feasible and opportune by parties; d) best practices sharing among countries and enhanced capacity building and e) strengthening international cooperation to develop and harmonize procedures for testing fuel efficiency or measuring GHG emissions through the UNECE/WP.29 and other regional or international fora;
10. We support the following measures, to be considered along the lines of the discussion paper attached hereby.
 1. Recognizing that some countries may not possess the required expertise or financial means to adequately assess their transport needs, we have agreed to consider ways and means to make our national expertise, both public and private, available to facilitate countries implementing sustainable transport policies in line with the present Declaration.
 2. Bearing in mind the importance of road safety and its connections to traffic management systems aimed at controlling/reducing congestion, increasing energy efficiency, reducing GHG and other pollutant, we believe that special focus should be given to introducing all countries to the basic concepts and options in this area; we therefore suggest that countries which have already enacted road safety systems or practices continue to share their experience in

² *The following countries South Africa, Egypt, Nigeria, Ghana, Angola have reserved their position on par. 8 in view of their conviction that the development of global effective measures to address GHG emissions from international aviation and shipping must be considered by the IMO and ICAO in accordance with the provisions and principles of UNFCCC and its Kyoto Protocol.*

³ *"inland transport" refers to transport activities excluding international aviation and shipping*

order to increase harmonization of methods and approaches both at technological and regulatory level.

3. With a view to associating industry closer to the governmental debate, we are ready to explore, in particular, how automotive industry's priorities and needs could be better represented to governments with reference to an integrated approach, technology neutral policies and joint fuels and vehicles evaluation.
4. Considering that the goal of optimal integration of energy and environmental objectives between infrastructure development and transport policies can be assisted by appropriate application of Intelligent Transport Systems, interoperability and technological innovation, we believe each country should consider the development and use of ITS and ICT systems increasingly where such systems further energy and environmental goals and are cost-effective tools⁴.
5. Noting that some countries felt it opportune to develop studies with a view of adopting air routes and procedures aimed at increasing energy efficiency, including the application of satellite technologies and the reduction of legal and economic barriers as well as other institutional boundaries, to enable the application of new ATM operational concepts, we welcome the offer by the EU Commission to convene a meeting during which it will illustrate the « Single European Sky » initiative based on Functional Airspace Blocks and invite all other countries to present initiatives that they are pursuing in that field, as examples of achieving greater environmental efficiency in air transport.
6. Being aware that the draft of text to amend MARPOL Annex VI is to be circulated among parties as the result of discussions in the IMO over a number of years we urge all relevant countries and stakeholders to tackle these issues in MEPC in order to establish the international framework.
7. Considering the relevance of ensuring an efficient and sustainable mobility of goods, and keeping in mind the wide variety of local situations in each country, we encourage the sharing of successful and specific experiences gathered by some countries.

⁴ *ITS and ICT systems can provide, for example, real-time and multimodal travel information, real-time monitoring of traffic of passengers and goods and related optimal management of flows.*

8. We express gratitude and appreciation to the Governments of France, Germany, Italy, Japan and Spain for having coordinated global intergovernmental consultations to prepare for ministerial discussions at this meeting.

The above mentioned Declaration has been drafted on November 8, 2010 and is being released by the Representatives of the following Parties:

Albania, Algeria, Angola, Australia, Belgium (EU Presidency), Bosnia and Herzegovina, Bulgaria, Egypt, France, Germany, Ghana, Indonesia, Italy, Japan, Montenegro, Morocco, Nigeria, Russian Federation, Serbia, South Africa, Spain, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America, Vietnam and the European Commission.