

Athens Resolution

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OVERARCHING PRINCIPLES

1. **We face an historic opportunity.** Climate change is the most serious man-made environmental challenge that mankind has ever faced, with potentially devastating impacts on human health and the environment. Facing this challenge provides the opportunity to fundamentally change the way we approach transportation and mobility, such that many other societal benefits can be achieved as well. It is widely accepted that global temperature rise should be constrained within 2°C above pre-industrialized levels to avoid the worst impacts. Achieving this goal requires extraordinary reduction in greenhouse gas emissions from all sectors of the economy, including transportation. This reduction calls for such deep-seated changes to energy and transport infrastructures that we need to begin aggressive efforts without delay. The opportunity to shift to a low- to zero-carbon transportation sector, while substantially reducing congestion, must be seized by adopting measures and policies that:
 - a) Substantially improve vehicle energy efficiency;
 - b) Reduce the greenhouse gas emissions associated with fuels (including electricity);
 - c) Shift to modes of travel that reduce congestion and have lower greenhouse gas emissions, for both passengers and freight transport;
 - d) Ensure that the full social costs of transportation are incorporated in the price of purchasing and operating vehicles and fuels;
 - e) Reduce demand for transportation through sustainable land-use plans and programs and other changes, while bearing in mind the need for economic development; and
 - f) Demonstrate that a high quality of life can be achieved with much lower transport intensity.
2. **We should strive for widespread use of zero- and near zero-emitting vehicles and fuels.** Use of these vehicles will help to achieve the scale of emissions reductions necessary from transportation.
3. **Reducing CO₂ alone is not sufficient; other climate-forcing agents should be reduced.** Carbon dioxide is a long-lived pollutant and the largest positive forcing agent, so any delay in CO₂ emission reductions extends its climate impacts. These efforts must continue to receive high priority. But the IPCC recognizes that other pollutants collectively contribute nearly as much to climate change as CO₂ and must also be reduced. The transportation sector is an important source of climate pollutants including black carbon (BC), methane (CH₄), hydrofluorocarbons (HFCs), ozone, and nitrous oxide (N₂O). Reductions of black carbon and methane can provide a significant near-term impact on climate, while providing

substantial co-benefits. Strategies for reducing these pollutants already exist. Nonetheless, the scientific community should focus on improving our understanding of the impacts of these pollutants in order to better guide emissions control strategies.

4. **Government policies are essential.** Market forces alone are clearly inadequate to bring about the necessary changes. Short-term decisions are extending the use of inefficient modes of transport, technologies, fuels and old vehicles. Achieving the necessary emission reductions will require carefully designed and thoroughly implemented government policies at the international, regional, national, provincial and local levels. Where institutions with historical jurisdiction over a transport mode are unresponsive, concerted action by other levels of government may be necessary given the urgent need to protect the global climate.
5. **Regulatory and non-regulatory instruments must be combined and complementary policies adopted.** Economic instruments such as emissions caps (with or without trading) and fiscal incentives are complementary—even critical—but not sufficient to reach climate stabilization goals. They are not a substitute for performance-based standards, especially in the transport sector. Special attention should be paid to eliminating subsidies of fossil fuels.
6. **Win-win policies should receive priority.** Programs and policies that provide co-benefits in terms of noise pollution and reduction of other pollutants should be adopted in order to provide public health benefits and to mitigate climate impacts. Also, research and development to reduce conventional, toxic, noise and heat-trapping pollution simultaneously should be enhanced to ensure that future technologies provide major improvements in each of these areas.
7. **Research and development activities should be prioritized.** Research and development is fundamental to help meet the near- and long-term need for cleaner and more efficient transportation technologies.
8. **Advances in the analytic methodologies to assess policy and technology effects should be pursued.** These methods are essential to support decision-making processes at local and national levels. Building capacity within regulatory agencies to measure impacts and monitor policy implementation is also needed.
9. **Land-use planning and demand-management measures that reduce length and number of vehicle trips are essential.** Prioritizing infrastructure investment for more efficient and less polluting transportation modes can avoid locking in emissions over the long term.
10. **A comprehensive approach must be pursued.** The most effective approach to addressing the challenge of climate change will draw on a full range of policy options which consider and include: vehicles and fuels together; complete vehicle operations; the full lifecycle impacts of fuels; all forms of transport, as opposed to just cars; and strategies to accelerate the cleanup and retirement of in-use vehicles to bring on the next generation of advanced technology vehicles and fuels.

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The principles presented in this resolution were developed by consensus and represent the collective expert opinion of the individuals listed below. They do not necessarily represent the views of any participant's organization or government.

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