

Transport

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Buddhist Shanghai

We will highlight one Buddhist festival day as an environment day for the monasteries; and to take care environment in their pilgrim activities (for example, recommending that they walk, ride bike, or carpool when they visit monasteries);

Christian

Australian Catholics

- Establish a transport policy that incorporates car sharing, cycling or public transport.

Alexandria and All Africa

IN PARISHES

- The encouragement of the lessening of personal vehicles and the use of public transport.

Catholic Coalition on Climate Change

- Speakers' Bureau: By the end of 2010, the Coalition will convene a high level group of Catholic leaders among the Coalition partner organizations and dioceses to develop a speaker's bureau. This effort will accomplish important goals for the next seven years including: to reduce the Coalition's carbon footprint (less travel by top leaders and staff) and to more fully spread the word about a Catholic approach to climate change to local dioceses, parishes and others.

CBCEW

Travel – We encourage all Catholic buildings to supply bike-racks and to have a practical and sustainable transport policy. Public transport to and from churches could be well-publicised and people encouraged to share lifts.

Pilgrimages

Pilgrimages to sacred sites form an important part of Catholic tradition. We would encourage all pilgrims to make their journeys as environmentally sensitive as possible through their choice of transport and food. New pilgrimage routes could be determined that bring to light our traditional concern for the earth.

Lifestyles

- Encourage car sharing, cycling or public transport.

Church of England

There is also a South-West Churches Transport Group – part of a wider ecumenical regional forum of churches – and this has issued a reflective report calling for debate and action on the environmental and other impacts of transport and travel.

Expansion of the scope of *StF* from climate change mitigation with successive phases to cover water and biodiversity first, then other wider issues including transport, waste, land and food. This extension of the scope of the campaign began at the Lambeth Palace Milestone Day on 11 June 2009.

A carbon reduction strategy is to be developed, covering all aspects of diocesan activity. This includes work on reducing the impact of and need for travel on church business, to cut costs and emissions. An audit of senior staff travel has been carried out.

Identify the next themes of *StF*: water and biodiversity, waste, transport and travel, land and food, with dates at which each new element is being or to be phased in.

Church of South India

*** Using and advocating public transport and other environmentally sound alternatives:** Leave your car and two-wheeler at home whenever possible. Instead, choose public transport, carpooling, walking, bicycling. When purchasing a new car or two-wheeler, look for the most fuel-efficient model you can find.

2.Public transportation

The principal option for reducing energy use in our cities is to ensure that mass transportation is efficient, comfortable and reasonable. This would ensure that fewer people use cars or other forms of individual transport. By using CNG as a fuel in buses for public transport, emission levels could be significantly reduced. Metro rail services which run on electricity will also be a big help.

Jesuits

Individual Jesuit communities, mainly in the global North, are trying to adapt their properties and adjust their lifestyles so as to be more environment-friendly, as this example from Canada shows³: “We are a community that has been trying intentionally in the past two years to put into practice more ecologically sensitive ways of living, from the goods we buy, the food we purchase and eat, the energy we use and the means of transportation we employ.

4. Lifestyles

As air travel is a major contributor to global warming, the use of video-conferences instead of long-distance travel is being investigated as a way of addressing the issue. A room in the General Curia is being equipped for video-conferences to enable Father General and the members of the Curia to participate in "virtual" meetings and consultations with Provincials and others throughout the world.²⁰

Daoist

c. Pilgrimage and travel

We call for a healthier and more environmentally friendly style of pilgrimage and travel. The reforms and improvements of pilgrimage styles have already started in Daoist temples and on Daoist mountains. These mainly focus on the “three stick incense burning” – in which temples strongly promote a new tradition of burning just three sticks of incense instead of the previous many sticks in order to reduce pollution caused by burning incense, candles, papers and fireworks on Daoist premises. We also recommend that people give offerings of flowers and fruits. All religious articles must be environment friendly. From 2010 to 2012 we will carry out pilot projects (selecting one to two temples from seven of the major regions of China) and from 2013 to 2017 we will promote and pass on the experiences we learned from these projects to temples across the country.

We will call for pilgrims to walk within the land used by the temples in order that these people should have a better understanding of ecology and Daoism during their outdoor times of relaxation, entertainment and exercise (see b. above)

Temples with restaurants and lodging places should manage these places in ways that are kind to the environment, saving water and energy, and reducing the use of disposable tableware.

Hindu

Green pilgrimage

Most Hindu pilgrimage sites are in India. As the Hindu diaspora and Indian middle class have grown, such sites are seeing a growth in their number of pilgrims. To reduce the environmental impact of the pilgrimages, we wish to develop and promote a set of guidelines that will encourage devotees to see all aspects of the pilgrimage as sacred. This includes the means of transport, accommodation, and use of resources at holy sites.

By the end of 2010 we will have selected a pilgrimage site in India which will serve as our pilot project for this campaign. Following selection, we will research local amenities, temples, and resources with the aim of creating an example of good practice. Working in partnership with trustees, priests and other custodians of pilgrimage sites we hope to develop standards that minimise environmental impact.

The Hindu community has purchasing power. We want to develop a set of standards based on the principle of ahimsa (non-violence) that will assist the community in ethical buying in line with its ethos and values. We propose a 'Hindu benchmark' for a range of products and services including renewable energy, ethically sourced food, transport, and other products and services that assist sustainable lifestyles.

Green festivals and gatherings

Hindu festivals attract large numbers of pilgrims to temples – often tens of thousands. Some temples attract thousands of visitors on a daily basis. From travel to the temple to the plates on which food is served – all can have a significant impact on the environment.

A team will be formed to help each Hindu festival and gathering to incorporate a respectful and protective attitude towards the planet. The team will work with individual temples and communities to implement best practice based on a series of workshops and seminars.

Aspects of the festival that will be considered are:

- Using recycled paper for printing promotional materials.
- Using bio-degradable plates, cups and cutlery for serving food.
- Promoting greener ways of transport to the temple, e.g. public transport or car sharing.
- Ensuring all energy is used efficiently.

Temples will also be encouraged to network and share resources. The task-force will encourage and provide resources for temples to promote greener living to visitors during festival celebrations.

By the end of nine years we aim for all Hindu celebrations and gatherings to follow the highest standards of environmental practice. Temples will be encouraged to meet a set of targets, and raise standards every three years during the initial Nine Year plan.

Jewish

T'chum Shabbat and New Urbanism:

Traditional Jewish communities have always been compactly organized. The prohibition against traveling and walking more than 2000 amot (about 1000 meters) beyond the city limits on Shabbat makes it essential for observant Jews to live within walking distance of key institutions: school, synagogue, mikveh (ritual bath) etc. This is a powerful model for the New Urbanism which seeks to build compact, green, walkable cities to reduce suburban sprawl and emissions from transport.

Vision for the Next Generation: Jewish Environmental Lifestyles. Jewish communities are ahead of the average community in reduced dependency on the automobile through organized carpools and car sharing where public transport is non-existent or inconvenient, and coordinated “walking school buses” for students in walking distance of school.

Arad, a city in the Negev desert also presents an immense opportunity. Arad is the future home to Israel’s largest solar energy park offering the potential to supply a portion of clean energy needed to power a medium to large scale ecocity. It is the second largest municipal landsite in Israel, most of which is undeveloped. With incentives in the form of government subsidies for developing the Negev, some of the cleanest air in the world it has become a focus for plans to build a model eco-city with planning, energy, water and transport systems that can serve as a template for building sustainable cities in a variety of different environments and climates worldwide.

Transport Policy:

Hazon is expanding its efforts to advocate for more sustainable US transport alternatives including increased mass transit, additional bicycle lanes and other livable streets initiatives. A recent example of a local victory came in October 2009 with the approval of additional bike lanes on the Upper West Side resulting from Hazon’s community organization.

Transport Policy. Transportation produces some 19% of Israel’s green house emissions. Taxes for new automobiles, already over 100% should be tiered to reflect the fuel efficiency of vehicles. Public transportation, already subsidized should be even more so. Congestion fees should be adopted for Haifa, Tel Aviv and Jerusalem. Laws and subsidies should encourage greater use of bicycles, walking and public transport.

Transportation

Transportation produces some 19% of Israel's green house emissions. Here again, the laundry list of available policies is long. Taxes for new automobiles, already over 100% should be tiered to reflect the fuel efficiency of vehicles. Public transportation, already subsidized should be even more so. Congestion fees, which so successfully reduced traffic entering London should be adopted for Haifa, Tel Aviv and Jerusalem – the three primary commuter destinations of the country. In general, Israeli employment policies presently encourage private car use by direct subsidies in salaries. Laws can change this and encourage greater use of bicycles, walking and public transport.

- Devotes massive resources to research, development, and deployment of transportation and construction based on wind and solar energy – including high-speed rail, electric cars, wind farms, solar installations, and the reshaping of neighborhoods to eliminate fossil fuel based transportation and to encourage walking, biking and clean energy public transit.

Appendix 3: Food and Transportation Examples

For a community where transportation is a topic of concern:

Transportation	Education	Action	Advocacy
Individual & Family	• Learn about the impact of transportation choices	• Riding your bike to school or work	• Speak up for change in your community. Write to a local official asking for better bike lanes.
Institution: Synagogue, Community Center, School or other	• Bring in Jewish educators or environmental educators to speak or teach on oil consumption and bal tashchit or the related security issues	• Supporting the Israeli environmental movement • Sending a team to a Hazon bike ride • Putting in bike parking at your institution (ideally indoor parking, and showers) and encouraging people to use them	• Partner with green orgs to work together for change • Liaise locally with organizations like Transportation Alternatives, or nationally with the Shalom Center or the Sierra Club, to write to elected officials;
Greater Community	• Reach out to neighboring schools, churches, mosques and temples.	• Create or support a campaign for bike-lanes and pedestrian and child-friendly policies in your community;	• Invite elected officials to speak in your institution – and invite other local institutions; • Sign-up for national advocacy alerts

Muslim

15. Slow the growth rate of transportation emissions in the near future, to better understand the impacts of transportation programs and projects on overall emissions, and to seek ways to reduce these emissions.

We have attached all the actions in the appendices. Just as an example, for the strategic objective of *“Slow the growth rate of transportation emissions in the near future”*, the necessary actions could be:

- >" Promote the shift to higher efficiency vehicles, lower carbon fuels and advanced technologies through the use of incentives and education.
- >Disclose GHG emission impacts from new publicly funded passenger and freight transportation projects and alternatives.
- >" Promote compact development and transit/pedestrian development and other “smart growth” measures to encourage local communities to consider the energy impacts of development and infrastructure construction.
- >" Undertake programs designed to manage and reduce transportation demand in communities.
- >" Enhance mass transit infrastructure, intermodal connections, optimizing existing services and, where feasible, boosting ridership.
- >" Encourage shifts to lower-carbon fuels and advanced vehicle technologies for all transit services.
- >" Examine opportunities in freight transportation that would improve the energy efficiency of the movement of goods across the regions.
- >" Support the development of inter-connected regional, state, provincial, and local greenway and bicycle/pedestrian pathway systems to promote non-fossil transportation alternatives.

EcoSikh

Wider Community

....Help your local community petition for green transportation alternatives: this can be anything from providing tax breaks for fuel efficient cars, supporting public transportation and bicycle sharing, and lobbying for the creation of bike lanes in your city.

Individuals/families:

📖 Learn about the impact of your food choices on the global ecosystem.