

**AMBITIOUS ACTION**  
*on Transport and*  
*Climate Change*  
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## Transport @COP21 Paris

DAY SIX – 5 December 2015



### Opening Perspectives

As COP21 marches forward, promise and uncertainty for the transport sector under the UNFCCC process continue to build. In a [SLoCaT newsletter](#) released yesterday, we provided a brief overview of potential implications for transport in COP21 negotiations to date, and while the ADP process is largely complete, numerous bracketed remain unresolved. Today's report centers on a selection of the many transport-focused side events at COP21, which serve to illustrate the rising prominence of transport in the UNFCCC process, while also noting important steps that remain to be achieved.

On Sunday December 6, while COP21 negotiators take a break, more than 300 members of the sustainable transport community are expected at [Transport Day 2015](#), where we will build momentum for collaborative actions towards ambitious transformations in transport, and craft a vision for an efficient, largely decarbonized transport sector by 2050. Watch this space for a special report.

## KEY FOCUS AREAS ON TRANSPORT AND CLIMATE CHANGE

Throughout COP21, the SLoCaT Partnership will report on progress in the following six areas as featured in negotiations and other events, to reflect the structure of the recently launched [We Are Transport](#) campaign. The campaign brings together all transport modes and sub-sectors under the common purpose of combating climate change. This issue highlights progress each of these areas in recent transport-related side events.

### Decarbonization of the Transport Sector

Deep urban transport decarbonization requires adapting city organization and urban planning, as described in a side event on **urban mobility and policies and climate change** organized by CIRED and the French Ministry of Ecology, Sustainable Development and Energy.

CODATU opened the discussion by explaining how transport policies must be closely aligned with land use policies in order to scale up CO<sub>2</sub> reductions, noting that although some transport-related policies can take years before having a significant impact, this resulting impact can then last for very long time. In describing the “MobiliseYourCity” initiative, CODATU stated the objective for at least 100 cities to commit to elaborate and implement a Sustainable Mobility Plan by 2050 in order to achieve a 50% to 75% reduction in urban transport emissions.

The Mercator Research Institute on Global Commons and Climate Change explained that cities can substantially contribute to mitigation through urban transport, but that transport strategies will depend of the type of city. Urban transport will be required to halve emission by 2050 to meet IPCC-established targets, and patterns of transport and other infrastructure will determine the future of urban energy use.

The Ministry of Ecology, Sustainable Development and Energy enumerated tools used by French local authorities to promote urban transport and land policies. It was mentioned that since the adoption of decentralization laws, local governments have full authority over the organization of urban transport. Paris authorities elaborate an Urban Mobility Plan, which determines principles governing the organization of passenger and freight transport and parking policies, and which is re-evaluated every five years to incorporate current good practices.

Finally, ITS France illustrated leading examples of intelligent transport systems (ITS) for reducing climate impacts, which include the KUPLA information terminal for train drivers; (yielding an estimated 4% CO<sub>2</sub> savings); the NOSCIFeL multimodal platform for goods transport (30% CO<sub>2</sub> savings), smart lighting schemes for streetscapes (50% CO<sub>2</sub> savings), and the ITS Austria traffic information platform (no estimate available).

“There is the commitment announced by Peru to reduce the greenhouse gas emissions by 30 per cent by 2030, in the sectors of forestry, agriculture, industrial processes, energy, transport and waste management.”

- His Excellency Mr. Ollanta M. Humala Tasso, President of Peru

### Adaptation and Climate Resilience in the Transport Sector

An event organized by the United Nations Environment Programme (UNEP) described the so-called “**adaptation finance gap**,” relative to global need to increase resilience. In conducting an

analysis of INDCs, UNEP found that 133 out of the 158 submitted contain an adaptation component, which ranged from 77% of INDCs from low-income countries to just 9% of INDCs from high-income OECD countries. Transport was not among key adaptation sectors prioritized in INDCs, supporting the findings of a [SLoCaT analysis](#), which concluded that transport related adaptation measures were distinctly lacking in INDCs. With the UNEP analysis, infrastructure was prioritized in 42% of INDCs, which could include transport or other urban infrastructure.

Enhanced mitigation is essential to limit adaptation costs. The extent of decarbonisation will have a knock-on effect on adaptation needs in developing countries, and a lack of mitigation ambition could lead to an increase in the adaptation finance gap (as adaptation costs under a 4-degree scenario could be up to double the costs of a 2-degree scenario by 2050). As the transport sector has a large potential to decarbonize, ramping up mitigation measures will be crucial in order to minimize the overall adaptation finance gap as well as reducing the need for finance for transport systems through the implementation of sustainable and resilient urban plans.

Current estimated (annual) global adaptation costs of 70-100 billion USD are likely to be conservative. National or sectorial estimates that are generally more accurate, built on current policy, and incorporate a greater coverage of risk, have a more realistic assessment of costs to deliver adaptation, including the cost of reducing the gap. Raising the profile of transport adaptation measures will be important in helping to ensure the long-term success of mitigation investments and generating interest in financing from the private sector.

### Urgency and Timeliness of Action on Transport and Climate Change

The Lima Paris Action Agenda (LPAA) convened two events to underscore the urgency of reducing impacts from the transport sector to reduce climate pollutants to decrease global warming and improve human health.

On December 4, during the [LPAA Focus Day on Short Lived Climate Pollutants](#), the Transport Minister of Chile acknowledged that developing countries face the challenge to balance economic growth and emissions reduction. Likewise, the Minister stressed that developed countries should not only finance or give technical support, but also stop selling inefficient buses and vehicles to developing countries.

Only few countries explicitly mention short-lived climate pollutants in their INDCs: Chile, China, Mexico, Morocco and the United States. The WHO noted that reduced emission of such pollutants would improve air quality almost immediately. Furthermore, the head of the Secretariat of CCAC recognized that cooperation between regions and between cities is also essential to tackle short-term pollutants, as frontiers become more and more fragmented due to increased trade and transport demand.

The panelists concluded that both methane and black carbon need to be taken into account in climate change discussions as decreasing the emission of these pollutants is the cheapest and fastest way towards cooling our climate, improving air quality, and increasing quality of life.

On December 5, **the transport component of LPAA Action Day** kicked off, preceded by an inspirational speech from Robin Chase, entrepreneur and founder of Zipcar, who underlined three powerful game changers built on leveraging the potential of the sharing economy. The sharing concept has advanced the transport sector by adding value to existing assets and delivering more innovation and flexibility in transport solutions than could otherwise be captured.

City representatives led by the Mayor of Paris and Michael Bloomberg showcased their impressive and unique commitment to continue their fight against climate change at local and

regional levels. To carry city commitments further, the Paris Declaration was signed yesterday by an unprecedented number of mayors from North and South representing some 600 million people.

Jean Dominique Senard, CEO of Michelin, presented the outcomes of the Transport Focus event held on December 3 eloquently and impressively. He underlined that he was personally astonished with the speed of change within the transport sector, and this combined with the programs of action and the impressive partnerships from the 15 transport initiatives makes a potent combination to addressing climate change. He felt confident that transport is 'on the move,' and that this unique opportunity for collaborative action will have significant and lasting impacts.

### Transport's Connectivity and Accessibility

UNECE, IASS and CCAC organized an event on **reducing air pollution to save lives and combat climate change**. At the event, the EIB underlined its present investment strategy in sustainable transport such as the expansion of the Cairo metro, noting that there is always room for improvement. Likewise, the African Development Bank also presented its five pillar vision for green growth: Light up Africa; Feed Africa; Integrate Africa with sustainable infrastructure; Build capacity; and Improve the quality of life for the majority of Africans. Panelists recognized that investments in sustainable infrastructure must be increased but also blended with private finance. For example, Ghana was given when a small increment of finance to a project that allowed community centers to be built as social hubs for farmers to exchange ideas in a rural community, and improved drainage was integrated into the road construction to improve resilience. Thus, a modest amount of finance delivered significant social, environmental, and economic advantages.

The European Commission estimates that it now gives some EUR 2 billion per year to help developing countries and SIDS in grants and lending that are helping them to make climate smart decisions, including the development of sustainable transport infrastructure and services. The EU demonstrated its seriousness about supporting sustainable development by pledging to scale up its climate related lending from the present levels of 20% of its development budget to nearer 40% by 2030. In addition, the Green Climate Fund has transport as one of its key mitigation sectors and is keen to get more transport projects. No transport proposal were approved in the first round of projects, but there is a willingness to make this process more transparent.

SLoCaT inquired about the high levels of transaction costs for transport projects while other audience members requested a more transparent and simplified process for sustainable transport financing, with the possibility of a common platform to help countries identify the most appropriate funds to direct their proposals.

### Technological Dynamism and Innovation for Transport

Major metropolises are taking innovative steps towards smart administration of mobility and energy as non-state actors measures gain importance in achieving the 2 Degree Scenario.

In a side-event focused on current **innovation and sustainable mobility measures** by the Region of Paris, the regional representative to the European Parliament stressed that to achieve its goal of reducing 40% of GHG by 2030 to 1990 levels, measures on transport have to be taken. This is because transport it is the second most polluting sector (25% of emissions) and also the most strategic one to accomplish the goal.

Multimodal forms of transport have increased in the region (increase of walking and cycling, reduction on private vehicle rides) helping them in their road to achieve their 25% GHG reduction goal by 2030. Together with innovative technologies like ITS and collaborative mobility solutions such as car-sharing and remote work (co-working centers) will help people access services and reduce GHG emissions.

Electric mobility was another topic discussed, since the region has a public e- vehicle system, and in less than a decade 80% of the public transport fleet will be electric. This will significantly impact the way the grid is managed. The European Commission also affirmed its support for members states regarding e- mobility and current efforts to limit subsidies.

Another side event focused on **creating a roadmap for decreasing GHG emissions in India's transport sector** through policies including land-use planning and technological innovations could reduce the sector's emissions in the medium term.

It was noted that the aviation sector is growing considerably and should be acted upon quickly through strategies such as airline fleet renewal, engine improvement, and operational efficiencies. India's Cochin airport is fully powered by solar energy, making it the first airport in the world with this distinction. India's waterborne transport system could play a greater role in its overall transport mix. Although waterborne transport is relatively efficient (e.g. cost of moving freight by road transport is 2-3 Indian rupees per ton-km vs. waterborne transport at 0.2-0.3 Indian rupees per ton-km, with a similar environmental cost ratio), it could be augmented with technical and operational measures to generate immediate effects.

India's roadway sector was self-described as a "necessary evil" that must be properly managed to reduce emissions from motor vehicles that have increased in number from 300 thousand in 1951 to 159 million in 2012. Fuel efficiency standards for new cars have been in place since 2014, and strategies to improve fuel quality and increase the market share of hybrid and electric cars are in progress. Railways have been given a key role as "the most benign mode of transport," and there is a great challenge and opportunity for the rail transport sector to make further improvements and to shift from other modes to freight and passenger transport. The promotion of alternate and clean fuels in India's railways is an ongoing priority, and there is a massive plan to increase electrification efforts to date. The International Union of Railways' low carbon rail transport challenge was also mentioned as providing a key target to further increase rail efficiency in India.

### Finance for Low Carbon Transport and Economy-Wide Gains

A side event on **removing fossil fuel subsidies to transform economies and support climate goals** brought together a panel to discuss the direct and indirect costs of such subsidies. According to the International Monetary Fund (IMF), global fossil fuel subsidies are estimated to represent over USD 0.3 trillion in undercharging of supply costs and another USD 5 trillion mainly in monetized environmental costs. These subsidies are equally divided between developed and developing countries but they may not be reaching the poor and those they are designed to help. Panelists emphasized the importance of the SDGs and their reference to the phasing-out of fossil fuel subsidies.

The panel affirmed that energy price reform is in countries' interests and can support INDC pledges – removal of subsidies would lead to reduction of 11% in GHG emissions with many of other favorable impacts as shown by several studies. Several countries are taking the opportunity to wind back subsidies. Costa Rica already taxes fuels and hypothecates the revenues for environmental improvement and building of roads. With rising motorization, transport is one of their biggest challenges and they have proposed an INDC to address urban transport.

In addition, “Morocco was one of first to propose removal of subsidies in an INDC. Morocco is a shining example,” said Laura Merrill, of the International Institute for Sustainable Development; however, if such reform processes are to succeed, social impacts need also to be taken into account. Further details on Morocco’s INDC can be found in the following section.

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## Transport Champions of the Day

Throughout COP21, SLoCaT daily reports will highlight progress in the transport sector at national levels, as reflected in national-level transport measures in Intended Nationally-Determined Contributions (INDCs) and by subnational actors through a number of [transport commitments](#) linked to the Lima Paris Action Agenda (LPAA).

## Transport-Focused INDC of the Day

In its INDC, Morocco has committed to an unconditional target of 13 % reduction in GHG emissions by 2030 compared to a business as usual (BAU) scenario. Morocco has also pledged an additional 19% reduction (up to a combined total of 32%) by 2030. Under Morocco’s INDC, the transport sector is specifically addressed with an intention to reduce energy consumption by 23 % below BAU by 2030.

Under its action plan, Morocco has proposed significant reduction of fossil fuel subsidies and increasing the use of natural gas. Morocco has also committed to develop a national plan to combat short-lived climate pollutants (SLCPs), with support from the Climate and Clean Air Coalition. With the transport sector being a significant contributor to black carbon emissions (about 19% globally), Morocco may propose additional actions on reducing diesel consumption in transport sector.

Morocco’s INDC can be viewed [here](#), and SLoCaT’s transport-focused analysis of INDCs can be viewed [here](#).

## Transport Initiative of the Day

Inspired by the call to action by Secretary General Ban Ki-moon in September 2014, the C40 Cities Climate Leadership Group brings together cities to commit to switching to low-emission technologies in all new buses by 2020. Twenty-three signatory cities, representing total bus fleets of 166,876 around the world, have committed to incorporate over 25% or 40,000 low- and zero-emission buses in their fleets by 2020, with the Declaration still open for signing.

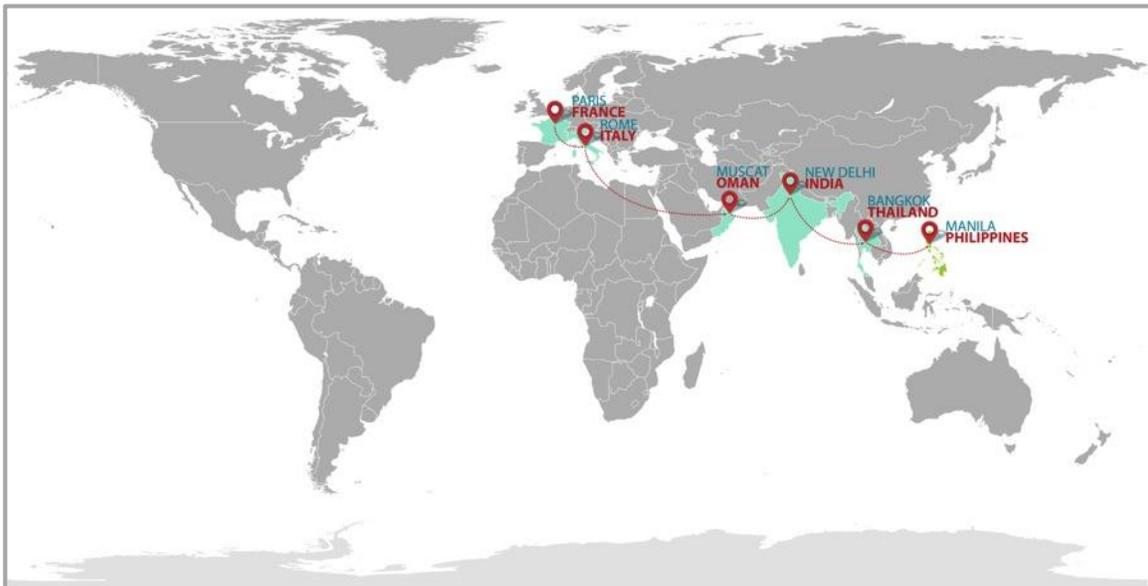
Utilizing low-emission technologies in all new buses in these cities by 2020 could save up almost 900,000 tones per year in GHG savings but will only be possible if buses are affordable for cities. Action should be aimed at influencing manufacturers, public transport operators, leasing companies, multilateral development banks and other funding agencies to support city ambitions to decarbonize urban mass transport.

For more information, please see the [C40 Cities Clean Bus Declaration](#).

## Best Practice Climate Action in Transport (80 Days Campaign)

The “Around the World in 80 Days Campaign” documents and communicates climate actions in the transport sector. The 80 Days Campaign is an initiative of the Netherlands government and the Paris Process on Mobility and Climate (PPMC). It references the famous Jules Verne novel to create a time-bound process prior to COP21.

During the 12 days of the COP we will take the readers of the SLoCaT Daily Reports on a trip around the world and share some of the climate actions that have been developed as part of the 80 Days campaign.



### ***Sixth stop. Philippines. Manila. December 5, 2015***

[Yellow Pallet](#) – Using Banana Stems to Produce Sustainable Transport Pallets



Pallet wood is scarce in the tropics and the need for sustainable alternatives is high. On the other hand banana fiber is available in abundance and represents a logical and sustainable choice for the production of pallets and pallet-blocks. Yellow Pallet has the technology to make this switch happen and making transport pallets from banana fiber can reduce production costs by 30% and carbon emissions by 22%, while increasing income opportunities for small farmers and creating jobs in tropical countries.

Read the full overview at: <http://ppmc-cop21.org/yellow-pallet-using-banana-stems-to-produce-sustainable-transport-pallets/>

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## Closing Thoughts

As underscored in numerous transport-related side events at COP21, positive change for transport is underway at many levels, in many regions, and through many strategies to decarbonize the transport sector through both tested strategies and innovative measures.

To complement these ongoing efforts, Transport Day 2015 will convene a broad discussion among key stakeholders on climate change and sustainable development, to explore how the transport community can build on the momentum of COP21 and continue to raise the profile of sustainable, low carbon transport on the international agenda. While the future looks promising, much remains to be done.

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## Announcements and Upcoming Transport Events

The SLoCaT Partnership will host [Transport Day 2015](#), a day-long side-event that brings international experts on transport and climate change to examine the contribution that sustainable, low carbon transport can make to climate change discussions. The event will be held on **December 6, 2015** at the [International Union of Railways](#) (UIC) Headquarters in Paris.

Other forthcoming transport-related events include the following:

### December 7

- [“Fer de France morning debate: Sustainable mobility by 2030, what models for rail transport?”](#) Organized by Fer de France (December 7, 9:45-10:30, Gallery Musée de l’Air et de l’Espace - Le Bourget Aéroport de Paris)
- [“Around the world in 80 days – Climate action in transport of goods”](#) Organized by The Netherlands Ministry of Environment and SLoCaT Partnership (December 7, 12:00-13:00, The Netherlands Climate Pavilion, Blue Zone)
- “Low Carbon Transport Messages for Governments – Messages from non state actors” Organized by The Netherlands Ministry of the Environment and Paris Process on Mobility and Climate (December 7, 14:00-15:30, The Netherlands Climate Pavilion, Blue Zone)
- “Climate Action Takes Flight on International Aviation Day” Organized by ATAG (December 7, 15:30-17:00, Espace Generations Climat, Green Zone)
- “Green Freight Lean and Green” Organized by Connekt (December 7, 16:00-17:30, The

Netherlands Climate Pavilion, Blue Zone)

### December 8

- “High-level briefing by Secretary General’s High-Level Advisory Group on Sustainable Transport (HLAG-ST).” Organised by UN DESA (December 8, 13:15 - 14:45, Le Charente, Hall 6)

Please visit the PPMC [Transport Events at COP21](#) website for a full listing of forthcoming transport events.

## Reports and Blogs

The Global Fuel Economy Initiative (GFEI) launched its new report “[Fuel Economy State of the World 2016: Time for Global Action](#)” on 5 December at an official UNFCCC side-event in Le Bourget. The event, entitled “[Pathways to sustainable mobility through local, national, global and industry action](#)” was jointly hosted by IPIECA, Clean Air Asia, the Wuppertal Institute, and CTS Mexico/Embarq. For more information, please see [here](#).

Please see the following Planetizen blog [We Are Transport! We Have Solutions!](#) from Todd Litman of the Victoria Transport Policy Institute, in support of the #WeAreTransport campaign.

In addition, we would like to invite our readers to join the **We Are Transport** social media campaign we have launched on Twitter. PPMC invites everyone to support the We Are Transport Campaign and join the discussion on Twitter using hashtag #WeAreTransport. For more information, please visit <http://ppmc-cop21.org/common-messages/>.

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