TRANSPORT @COP22 MARRAKECH
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SETTING THE STAGE FOR THE ‘COP OF ACTION’
DAY ONE – 7 November 2016

OPENING PERSPECTIVES

COP22 Marrakech kicked off yesterday under grey skies, with more than 20,000 delegates and observers gathering to build momentum toward implementing the Paris Agreement on climate change struck last December at COP21. While COP21 produced a dramatic political bargain, COP22 is likely to a workhorse by comparison, with less flash but ideally more substance toward defining more tangible workplans and preparing to roll up sleeves and put policies into practice.

COP22 has been dubbed “the COP of Action” by the high-level champions Hakima el Haité of Morocco and Laurence Tubiana of France, who intend to advance an implementation plan under the Paris Agreement, while giving greater attention during COP22 to the role of women, early climate action in Africa, and adaptation to climate impacts. With the Paris Agreement entering into force last Friday with the support of more than 100 countries (nearly double the number required) there is no question that the world is poised for action on climate change now.

In the coming weeks, the SLoCaT Partnership will assess in nearly daily reports how much action is indeed dedicated to the transport sector during COP22 under the three broad areas of mitigation, adaptation, and finance & technology, as well as within the more specific topics described under each of these areas in the sections below. In addition, these SLoCaT reports will highlight developments within the Global Climate Action Agenda (GCAA), headed by the French and Moroccan COP presidencies, which will feature transport as one of seven Thematic Action Areas during COP22, putting it on equal footing with energy, water, and other sectors.

With this two-week assessment, we intend to determine whether Marrakech mobilizes the global community to advance climate action on transport, or whether it misses the mark.

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Transport & Mitigation

One of the most important elements of the Paris Agreement is the so-call global stocktake, which is intended to periodically assess collective progress towards its long-term goals. The first stocktake will take place in 2023, with a practice run (termed “facilitative dialogue”) in 2018. The stocktake is part of the ratchet mechanism designed to raise ambition on climate change over time, since current pledges will not meet the temperature goals of the Agreement. A new SLoCaT analysis concludes that the transport sector has potential to approach a 2DS under a low-carbon scenario (LCS) (i.e. if all modeled policies are implemented), but is likely to still fall well short of a 1.5DS.

At COP22, Parties will begin to define the details of the global stocktake, which will include the data sources to assess the overall impact of NDCs the state of adaptation efforts, and the provision of financial and institutional support. According to the co-chairs of the negotiations, most countries envisage the stocktake as a process lasting at least a year, and will likely include strong involvement from the Intergovernmental Panel on Climate Change (IPCC), UNFCCC and other key Paris agreement institutions.

Another key focus of COP22 is the refinement of the process for defining and submitting nationally determined contributions (NDCs), which was brought up today during the Opening Plenary of the Ad Hoc Working Group on the Paris Agreement (APA). Article 26 of the Paris Agreement “requests the APA to develop further guidance on features of the nationally determined contributions (NDCs)”. As the Paris Agreement itself does not clarify the exact modalities, procedures and guidelines of NDCs, these are yet to be developed by the APA during the upcoming weeks of COP22.

It became clear during the Opening Plenary of the APA that parties have diverging interpretations of what the features of NDCs should be; The EU calls for the establishment of clear reporting guidelines, whilst LMDCs are emphasizing the importance of national determination and flexibility in the structure of NDCs. Any forthcoming refinements from this discussion should include transport as an element for mandatory reporting. Another development in the APA Opening Plenary was the push by several African parties and the Group of 77 and China (G77 and China) for a bigger focus on adaptation in the NDCs.

Transport & Adaptation

The Paris Agreement did much to advance the cause of climate adaptation despite a greater historical emphasis on mitigation, with the requirement that every country submit an adaptation communication as appropriate. The increased focus on adaptation at COP21 complemented existing adaptation planning processes (which include National Adaptation Plans) and a growing body of research on this topic, including in the transport sector, as summarized in a recent SLoCaT report.

Another topic of discussion is whether or not to include adaptation in the NDCs. The African Group hopes to include adaptation in order to ensure a balanced approach between mitigation and adaptation on a national level, whilst the US is concerned that utilizing NDCs for communicating on adaptation efforts may take away focus of parties on mitigation. When it comes to inclusion of transport, 63% of the NDCs cover transport mitigation, and 4% of NDCs touch upon transport adaptation.

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Marrakech is well positioned to build upon the momentum for adaptation established in Paris, and offers an opportunity to further flesh out the details of national communications on adaptation and to strengthen and increase consistency between research and practice. At COP22, UNFCCC parties will have a chance to further define what goes into adaptation communications, which may include vulnerability assessments, long-term objectives, and financial and capacity needs.

To move the needle further on adaptation in the transport sector, the SLoCaT Partnership and a number of SLoCaT members have drafted COP22 Declaration on Accelerated Action on Adaptation in Transport, to recognize the critical need for surface transport systems and services to be more resilient to climate change. The Declaration is open for signature by individuals and organizations at this link.

**Financing and Technology in the Transport Sector**

Last month, developed nations released a ‘Roadmap to US$100 Billion,’ outlining how they will meet their commitment to create a flow $100 billion of climate finance towards developing nations. The roadmap estimates that funds will have reached $67 billion by 2020, thus putting climate finance on a positive upwards trajectory; however, clear steps on how to plug the final $40 billion gap have not yet been identified.

Difficulties likewise remain regarding the lack of mechanisms for prioritizing least developed nations, the role of loss and damage, and the involvement of private capital. Nevertheless, potential solutions exist, such as proposed levies from aviation and fossil fuels as a secure source of finance towards loss and damage. However, the details of finance flows must be made clear not only to ensure commitments are met, but to resolve concerns regarding the transparency of reports stating major financial progress.

The UN Climate Technology Centre and Network (CTCN)’s newly-released 2016 report shows that there has been a significant upsurge in member nations’ requests for technology transfer assistance to help fulfill respective NDCs. Requests have focused heavily on finance flows to implement adaptation measures. To use resources wisely, CTCN identifies quality, low cost solutions, which can be tailored to individual nations. In Bhutan, experience in intelligent transport systems from Thailand was utilized to assist low-carbon mobility planning. Now is a critical time for the transport sector to make clear to all stakeholders that the solutions for transport decarbonization already exist, have been tested at scale, and with effective knowledge transfer and sufficient funding, can be implemented where necessary almost immediately.

The Paris Committee on Capacity Building (PCCB), another brainchild of the Paris Agreement, aims to be up and running by the end of COP22. The PCCB will increase the use of sustainable methods of technology transfer to increase the capacity of the global South in particular to meet climate targets. Sustainable capacity building must move away from a reliance on short term solutions in favor of long-term cooperation and strengthening of existing institutions. The transport sector will benefit from ‘best practice’ South-North (as well as North-South) transfers, as developing nations just as frequently show effective implementation of techniques, such as Chile’s urban planning to support ‘complete streets’, that have yet to be widely adopted.

Global Climate Action Agenda

Traditionally, UNFCCC Parties have resisted any reference to non-state actors. Yet in September 2014, inspired by UN Secretary General Ban Ki-moon’s “call to action,” a large number of voluntary initiatives were developed by non-state actors in the transport sector, which were then successfully presented at COP21 in Paris. However, in Paris non-state actors’ activities and the formal state actor negotiations continued to run essentially as parallel tracks, with little interaction between the two processes.

However, positions have changed, and the breakthrough came in the formal Paris outcome document (which includes the adoption of the Paris Agreement), which explicitly “Welcomes the efforts of non-Party stakeholders to scale up their climate actions,” and “Encourages Parties to work closely with non-Party stakeholders to catalyse efforts to strengthen mitigation and adaptation action,” and contains several other references to the role of “non-state” actors/experts.

Things have moved on considerably since COP21 in Paris, and the 15 transport initiatives have grown and matured. In May 2016, two High Level Champions (HLCs) were appointed to “facilitate through strengthened high-level engagement in the period 2016–2020 the successful execution of existing efforts and the scaling-up and introduction of new or strengthened voluntary efforts, initiatives and coalitions”. With a view to the longer term, the LPAA was renamed the GCAA.

While acceptance amongst Parties about the contribution and role of non-state actors in the last few years has increased considerably, support from Parties is still not universal. Some Parties believe that action by non-state actors in some way reduces the obligations for Parties to deliver on their reduction commitments. Others want to keep the role of States as the primary actors in tackling climate change.

On the first day of COP22, there is a buzz of excitement amongst non-state actors about their growing role in the post-Paris process. This includes considerable anticipation to see how the role of the Global Climate Action Agenda (GCAA) – formerly the Lima Paris Action Agenda (LPAA) – will develop at COP22.

It’s clear that most Parties now accept the role of non-state actors, and want to see concrete results from the GCAA to justify their support. To demonstrate progress the transport sector will be active at the COP22, presenting achievements of the initiative since COP21, at a number of events and in the exhibition area. SLoCaT will be speaking about the Quick Wins knowledge product, sharing initial work on the developing Global Macro-Roadmap, and promoting people and organizations to sign the COP22 Declaration on Adaptation in all our activities.

In order to strengthen the link between the GCAA initiatives and the work of the Parties, during COP22 there will be a series of Global Climate Action thematic days giving the opportunity to Showcase the achievements of the initiatives since COP21 and to engage in a Dialogue with Parties and other actors. The Global Climate Action thematic day for Transport is being held on Saturday 12th November, and will provide recommendations and input to a High Level Action Agenda event on the penultimate day of the COP, Thursday 17th November.

As COP22 gets underway, the outlook for the GCAA looks positive; however, much depends on how the Climate Champions’ recommendations are received by the Parties, and by the action initiatives themselves). We will be following these developments closely in the following days, and will keep you informed through our daily reports.

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Closing Thoughts

The Paris Agreement is the result of many years attempting to instil global recognition of the need for urgent climate action, but COP21 was merely the starting line in terms of implementation. Structured talks and clear mechanisms for raising Parties’ mitigation and adaptation ambitions are therefore crucial over the coming two weeks.

As the skies clear in Marrakech, COP22 must make headway with deeds as well as words, lest we lose the head start offered by the early ratification of the Paris Agreement. By promoting the existence of tangible, scalable pre-2020 actions, the transport sector has a vital role to play in leading the way, and helping ensure that COP22 leads to lasting action and not just fleeting talk.

Quick Win Actions of the Day

The recent adoption of the 2030 SDGs and the signing of the Paris Agreement on climate change have set a clearer long-term goals to improve human well-being, and have added a new level of urgency to implementing long-sought but little-realized steps toward these ends. A list of 20 transport quick win actions have been proposed for implementation at scale by 2020.

Throughout COP22, we will present these quick win actions to showcase the pre-2020 actions which span policy, regulatory and operational solutions for both human mobility and freight movement, thus providing a balanced toolbox to ramp up needed actions across transport themes and modes, and structuring efforts.

Reduce Black Carbon

Extending the vehicle emissions and fuel-quality standards already in force in the largest vehicle markets throughout the rest of the world could reduce the number of premature deaths caused annually by vehicle fine particle emissions by 75% in 2030. Additionally, doing so would have the added benefit of reducing near-term climate impacts through reductions in black carbon and other short-lived climate pollutants, to the equivalent of 710 million metric tons of CO2 annually.

For more information on the quick win, please go to here.

Eliminate Fossil Fuel Subsidies

Global fossil fuel subsidies total US$600 billion per year, and subsidy reform can help reduce and shift vehicle trips, thus decreasing emissions and air pollution. Consumer fossil fuel subsidy removal in the area of transport could have significant air quality impacts in rapidly growing cities in developing countries, as gasoline and diesel pollution in congested urban centers take a growing toll on public health.

For more information on the quick win, please go here.

http://www.ppmc-transport.org/
For more information of the Quick Win Actions, please visit [http://www.ppmc-transport.org/quick-win-actions/](http://www.ppmc-transport.org/quick-win-actions/). A report on the development and assessments of the Quick Win Actions is also available [here](http://www.ppmc-transport.org/quick-win-actions/).

### GCAA Transport Initiatives of the Day

Inspired by the call to action by Secretary General Ban Ki-moon in September 2014 and followed up by the Lima Paris Action Agenda (LPAA) 15 transport initiatives were developed by non-state actors in the transport sector that were showcased during COP21 at the [Transport Focus event](http://www.ppmc-transport.org/quick-win-actions/) on December 3rd, 2015.

COP21 also decided to appoint High Level Champions (HLC) to “facilitate through strengthened high-level engagement in the period 2016–2020 the successful execution of existing efforts and the scaling-up and introduction of new or strengthened voluntary efforts, initiatives and coalitions”. Following the appointment of the first two High Level Champions in May 2016 and with a view to the longer term, the LPAA was renamed the Global Climate Action Agenda (GCAA).

Throughout COP22, we will introduce the 15 GCAA transport initiatives to demonstrate the various targets, actions, and achievements taken up by different stakeholders in the transport sector.

**Airport Carbon Accreditation**

*Reducing carbon emissions & increasing airport sustainability*

Airport Carbon Accreditation was developed and launched by Airports Council International (ACI)-Europe in 2009. The objective of the initiative is to reduce carbon emissions and achieve best practice in carbon management from operations fully within the control of the airports, with the ultimate target of becoming carbon neutral.

**Key Success in 2016:**
7 years on, 173 certified airports worldwide, including 26 carbon neutral airports – 36% of air passengers are travelling through an Airport Carbon Accredited airport

**Plans for 2017:**
Continue growing and progress towards carbon neutral airport operations all over the world

Global Green Freight Action Plan

*Reducing the climate and health impacts of goods transport*

The Global Green Freight Action Plan aligns and enhances existing green freight programs through knowledge sharing, peer-to-peer partnerships, and government industry exchanges that will build a bridge between policy makers, business leaders and civil society at the global level.

**Key success in 2016:**
Centered around the online platform www.globalgreenfreight.org, the initiative supported the development and improvement of green freight programs in Asia, Europe, Latin America, and Africa.

**Plans for 2017:**
In 2017, the initiative will organize two workshops in Europe and Latin America, and develop important technical documentation, including guidance to incorporate black carbon in green freight programs, and to develop national freight assessments.


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**PPMC Transport and Climate Change Knowledge Product of the Day**

**Transport and Climate Change: Synthesis of Analytical Products by PPCMC**

In preparation for COP22 in Marrakech, Morocco, the Paris Process on Mobility and Climate (PPMC) has released a [synthesis report](http://www.ppmc-transport.org/global-green-freight-action-plan/) to summarize the findings of a wide range of knowledge products released under the initiative in the past year.

The report outlines what is at stake for the transport sector in the coming decades. It indicates that the transport sector will need to take transformative action to meet the ambitious targets set by the Paris Agreement on Climate Change, as present mitigation policies on transport and climate change are projected to fall far short of a two-degree Celsius scenario (2DS), let alone the even more ambitious 1.5DS. Transport faces an equal challenge when it comes to adaptation to climate change, as crucially, sustainable transport systems must adapt to climate change, to maintain the reliability of transport's role in economic and social development.

The full report is available for download [here](http://www.ppmc-transport.org/).
Upcoming Transport Events

On November 8 (Tuesday) and November 9 (Wednesday), we will have the following transport-related events:

- **SDG9: Sustainable industrialization and International transport**
  Organized by United Nations
  (Nov 8, 18:30—20:00, Blue Zone Austral)

- **COP22 Aviation Side Event**
  Organized by Air Transport Action Group (ATAG), International Civil Aviation Organization (ICAO) Airports Council International (ACI) ATR and Royal Air Maroc
  (Nov 8, 15:00 – 16:30, Green Zone Moulouya Room)

- **Climate Adaptation in the global transport sector**
  Organized by SLoCaT Partnership
  (Nov 9, 11:00-12:30, Green Zone Salle 6)

- **Sustainable Transportation Solutions, Achieving India’s NDCs**
  Organized by Ministry of Railways, India
  (Nov 9, 15:00-17:00, Blue Zone India Pavilion)

Please visit the PPMC Transport Events at COP21 website for a full listing of upcoming transport events.

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