

TRANSPORT @COP22 MARRAKECH

#WeAreTransport #NousSommesLeTransport #التنقل نحن



CLIMATE VISIONS FROM THE NEW COP LEADERSHIP

DAY TWO – 8 November 2016

OPENING PERSPECTIVES

Dawn rose over Marrakech on the second day of COP22 with brilliantly clear skies that seemed to reaffirm the emergence of clearer visions for climate action to support the COP21 agreement. These visions were evident Monday's opening ceremony, in which the new COP22 President, Morocco Foreign Minister Salaheddine Mezouar, stressed the importance of the host country demonstrating Africa's commitment to tackling climate change in a global context.

As President Mezouar pointed to the momentum climate action building around the world, the number of Parties ratifying the Paris Agreement ticked slowly upward to 103. At the same time, President Mezouar acknowledged that current national commitments under the Paris Agreement do not yet put the world on track to achieving a 1.5DS or 2DS, as agreed by the international community in Paris last year. President Mezouar thus urged Parties "to be more ambitious than ever in commitments, [as] public opinion must perceive change."

The groundswell of Parties' support for the Paris Agreement was echoed in the vision for action presented by Patricia Espinosa, the newly-selected UNFCCC Executive Secretary, who underlined five priority areas for the new COP22 leadership, which include increasing financial flows for low-emission and climate-resilient development; integrating NDCs into national investment plans; providing greater support for adaptation in vulnerable communities; building



PARIS PROCESS
ON MOBILITY AND CLIMATE



AMBITIOUS ACTION
on Transport and
Climate Change
FEASIBLE NOW

tailored and specific capacity in developing countries; and engaging Non-Party stakeholders from both North and South to help drive a global action agenda for transformational change.

Executive Secretary Espinosa stressed that early entry into force of the Paris Agreement is both a cause for celebration and a timely reminder of high expectations for national climate action, stating that “the peaking of global emissions is urgent, as is attaining far more climate-resilient societies.” This call for urgent climate action is highly relevant in the transport sector, which is the highest-emitting sector in 45% of countries, and the second-highest emitter in all other countries.

In another key development, the two COP22 High Level Climate Champions, Dr. Hakima El Haité (Morocco) and Ambassador Laurence Tubiana (France), launched yesterday the Global Climate Action Agenda (GCAA) activities, announcing ten days of events devoted to non-state action centered around nine thematic topics (including transport), to be followed by a linked High-Level event on Thursday 17th November. Tubiana highlighted the importance of non-state actors in the implementation process, and Minister El Haité spoke of the role of non-state actors to “open the discussion in society, in order to push governments to do more”. The full program is linked [here](#).

Putting transport on a more sustainable path will require quickly scaling up low carbon [transport “quick wins”](#) in the short term, and will necessitate the medium- and long-term actions embodied in a [global macro-roadmap for decarbonizing the transport sector](#) under development by the Paris [Process on Mobility and Climate](#). Sustained and concerted effort to accelerate climate action at COP22 is an essential step in bringing this vision of decarbonization closer to reality.

Transport & Mitigation

Last week, the UN Environment Programme (UNEP) released its annual [2016 Emissions Gap Report](#), an independent scientific assessment of the world’s progress toward achieving the goal to limit global warming to well below 2DS above pre-industrial levels. The report asserts that with even with the pledges made last year to support the Paris Agreement, the world on course for a 2.9DS to 3.4DS scenario, and predicts that GHG emissions will reach 54-56 gigatonne (Gt) CO₂ equivalent in 2030, far above the 42 Gt limit required to meet a 2DS goal. The report underscores the need for a COP22 that results in stronger action on climate change, including for transport.

UNEP has referenced SLoCaT in its report, and estimates an emission reduction potential of 2.1 Gt in the transport sector (including aviation and shipping) by 2030, under the condition that the price per tonne of CO₂ emissions stays between US\$20 and \$100. Complementary to the Emissions Gap Report, SLoCaT performed more detailed [research on the estimated reduction potential of transport](#) in 2050, predicting emissions by transport have potential for a 2.7 Gt reduction, and making a number of recommendations on how the transport sector can achieve this.

We are all aware that 2°C is a crucial number, but far fewer of us can explain how we know that and why it is so important. Enter **Earth Information Day** (November 8), which presented not only a much-needed update on the state of the planet, but also a platform to increase engagement between the scientific community and UNFCCC stakeholders. The event featured speakers from organizations as diverse as the European Space Agency to the Copernicus Marine Environment Monitoring Service, and helped to bridge sectors with different approaches to common objectives.

Climatic observation forms the basis of global stocktakes, as well as sound national policies on transport and other areas. Furthermore, as the earth enters a phase of unprecedented carbon levels, and as unpredictable climatic events are on the rise, it is vital that all stakeholders understand what indicators are used to measure climatic change, and how current, accurate data should be used to underpin effective climate action in both the short, medium, and long term.

International shipping and aviation together emit roughly as much greenhouse gases as the United Kingdom and Germany combined, and following the recent meetings of the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO) this October, long-awaited progress regarding climate action in these sectors met with mixed results.

ICAO agreed to implement a global market-based measure (GMBM) to offset carbon emissions from international aviation; a significant achievement which will lead to carbon neutral growth for the majority of international aviation emissions from 2020.

Furthermore, with short-haul, low-cost flights on the rise worldwide, far more ambitious action is needed to prevent a projected 300% growth in aviation emissions by 2050.

However, with significant growth expected in the years until 2020 and a share of international airlines exempt from the scheme, more action will be necessary to deliver absolute emission reductions.

ICAO representatives at an aviation side event acknowledged that its GMBM is a stop-gap measure, which will not achieve industry targets of 50% emissions reductions by 2050. With truly game changing technologies such as electric-powered jets still many years away, technical progress is through piecemeal acquisition of technology and minor efficiency improvements. So as long as international aviation operates in a favorable policy context, other modes and sectors will need to make additional reductions in order to compensate for the growth in aviation emissions.

On the other side of the coin, it is disappointing that shipping once again appears to be the transport mode entering COP22 with the lowest levels of mitigation ambition. The IMO's confirmation of a 2020 global cap on sulfur dioxide in fuel in October was a positive step, but it does not solve climate issues, and a proposed sectoral 'strategy' document to be published in 2018, as of yet, contains no specified decarbonization measures or GHG targets. As the IMO's own energy efficiency requirements are already being met by all new vessels, the inexistence of plans to tighten regulations further is allowing a large sector to continue increasing emissions almost unchecked.

Perhaps the impetus of Parties ambition in the UNFCCC process will encourage the IMO to raise its own ambition; there is an interest within certain Parties to stimulate action on international aviation and shipping, but there is currently no broader appetite among Parties to discuss this topic actively in the UNFCCC.



PARIS PROCESS
ON MOBILITY AND CLIMATE



AMBITIOUS ACTION
*on Transport and
Climate Change*
FEASIBLE NOW

Transport & Adaptation

The [Adaptation Fund](#) was established to help vulnerable communities in developing countries increase resilience to climate change. Since 2010, the Fund has committed US\$355 million to adaptation projects in nearly 50 countries across a range of sectors, including sustainable agriculture, coastal zone management, and disaster risk reduction.

With a decline in the carbon market in recent years, the Adaptation Fund has increasingly relied on donations from developed countries, the private sector and individuals. During COP21, the Fund received new national and sub-national pledges totaling about US \$75 million, and the Fund's goal is to raise a minimum of US \$80 million in new pledges at COP22.

At COP21 it was recognized that the Adaptation Fund may serve the Paris Agreement, subject to a process that is continuing in Marrakech. The Paris Agreement also established a Sustainable Development Mechanism to mitigate emissions while allocating a share of proceeds to developing countries' adaptation needs. The Adaptation Fund also receives a 2% share from the UN Clean Development Mechanism, and has raised nearly US \$200 million in this process.

With a decline in the carbon market in recent years, the Adaptation Fund has increasingly relied on donations from developed countries, the private sector and individuals. During COP21, the Fund received new national and sub-national pledges totaling about US \$75 million, and the Fund's goal is to raise a minimum of US \$80 million in new pledges at COP22.

The transport sector must be added to list of sectors benefitting from a reinvigorated Adaptation Fund at COP22, as increasing resilience of transport infrastructure and services can help to ensure reliable links to economic opportunity and educational opportunities, to provide evacuation routes in severe weather, and to maintain mitigation potential of efficient public transport. This is one of the recommendations of the COP22 Adaptation Declaration, described in the box below.

COP22 Declaration on Accelerated Action on Adaptation in Transport

The Declaration recognizes the critical need for surface transport systems and services to be more resilient to climate change. On the 17th November, the Declaration will be presented to the High Level Champions and Executive Secretary Espinosa.

This is the first of a series of daily pitches which will give you the opportunity to join our list of signatories. The Declaration is open to signatures from individuals and organizations. SLoCaT and the PPMC **welcome you to join us by [signing here](#)**.

Organizations joined so far: **15**.
Recent sign ups: **UNECE, FIA Foundation**.



PARIS PROCESS
ON MOBILITY AND CLIMATE



AMBITIOUS ACTION
on Transport and
Climate Change
FEASIBLE NOW

Financing and Technology in the Transport Sector

On the 7th of November, UNFCCC Executive Secretary Patricia Espinosa, introduced the biennial report of the **Standing Committee on Climate Finance** (SCF). Secretary Espinosa made it clear that “finance is at the very heart of successful implementation of the Paris Agreement [...] and achieving the Sustainable Development Goals.” The report’s outlook is modestly positive, showing that climate finance flows are on the rise; nevertheless, the report’s call for Parties to detail how funds are ‘climate specific’ makes clear the current ubiquity of ‘greenwashing’ within national-level analysis.

Secretary Espinosa highlighted that an estimated US \$5 trillion per year in investments is necessary to meet Sustainable Development Goals; and that adaptation measures still account for only 25% of all climate investments, which themselves represent just a fraction of total global infrastructure development. A clear transparency framework is also necessary to ensure that public and private finance flows are consistent not only with climate goals, but also with a variety of developmental principles. Sustainable transport provides a key example of the potential rewards in considering developmental co-benefits within financial frameworks, as low-carbon transport has the potential to not only reduce GHG emissions, but also to improve health, increase public safety, and increase equity and access for marginalized groups.

On the evening that the Paris Agreement went into force, **World Bank Group** President Jim Yong Kim released a statement on the urgency to act quickly on climate change in four main priority areas: integrating climate ambition into national development plans; transitioning to renewable energy; helping countries in building resilience to climate shocks; and greening the finance sector. The last of these priorities highlights the fact that attention to green finance, specifically in the transport sector, will be a key element of global GHG reduction in coming years.

This need was recognized in 2012 at Rio+20, where the eight largest multilateral banks of the MDB Working Group on Sustainable Transport (WGST) committed to provide [more than 175 billion USD](#) of loans and grants for transport in developing countries from 2012-2022. The contributions by the WGST are a positive first step towards financing for sustainable transport; however, this accounts for about 3-4% of the financing needed to scale up sustainable transport. The SLoCaT Partnership hopes to reaffirm this commitment to near-term climate action for transport, and hopes to see further discussion at COP22 for more equitable climate finance.

Global Climate Action Agenda

In a packed early morning press conference, the two COP22 High Level Climate Champions, Dr. Hakima El Haité (Morocco) and Ambassador Laurence Tubiana (France), launched the Global Climate Action Agenda (GCAA) activities in Marrakech.

El Haité and Tubiana announced that there will be ten days of events devoted to non-state action, and nine Thematic topics (Forests, Industries and Business, Water, Resilience in Cities, Resilience in Buildings, Energy, Transport, Oceans and Agriculture), followed by a linked High-Level event on Thursday 17th November. The program is available [here](#).

In line with the headline theme for the COP, Ambassador Tubiana underscored that there is no room for complacency, and that “it’s time for action”. Pointing out the inadequacy of NDCs

<http://www.ppmc-transport.org/>



PARIS PROCESS
ON MOBILITY AND CLIMATE



AMBITIOUS ACTION
on Transport and
Climate Change
FEASIBLE NOW

proposed so far, she highlighted the importance of non-state actors in the implementation process by confirming that “no government can do it alone”.

In her remarks Minister El Haité noted that Paris Agreement’s creation of the GCAA was an extraordinary step forward. She wants the GCAA to be the link between the “real economy” and the UNFCCC process, and to create a “real partnership” between state and non-state actors. The Champions were pleased to announce that there would be hundreds of participants in the GCAA events including regional presidents and business CEOs from companies including Danone, Michelin and Unilever.

Minister El Haité spoke of the role of non-state actors to “open the discussion in society – in order to push governments to do more”. This insight reveals a common truth in the climate negotiations: national positions and commitments often only follow what is actually happening on the ground, rather than leading from the front. Thus, the Minister highlighted one of the important roles of the GCAA – to create a new reality on the ground which helps to drive up national levels of ambition.

Champions made many positive references to transport initiatives due in part perhaps to close communication with PPMC. Looking ahead, the Champions also spoke of the need for a longer term perspective and of the importance of getting “everyone pointing in the same direction.” This affirms the relevance of the PPMC’s [Global Macro-Roadmap](#) for the transport sector, which is also gaining increased support from governments. They also spoke of the need to “Start now – we can’t wait until 2020,” which supports the [Quick Win actions](#) identified for the transport sector.

The genuine enthusiasm and “real world” approach of the two Champions was refreshing and helped create a buzz in the press conference, in contrast to the guarded diplomatic language that often characterizes UNFCCC negotiations.

In response to journalists’ questions about the structure and content of the concluding High Level GCAA event on Thursday 17th, the Champions clearly did not want to reveal too many details – but hinted that there would be a “huge surprise” from Morocco...watch this space!

In addition to the GCAA there are other venues through which non-state actors mobilize [...], such as a Climate Action Network-sponsored side event today on the role of non-state actors in enhancing ambition and promoting the implementation of the Paris Agreement. A major outcome of this event was the increasing need for non-state actors of various sectors to work together in their push for climate action at COP22.

With this spirit in mind, SLoCaT is reaching out to partners outside of its established transport network through contact with the renewable energy community, climatology organizations, women’s groups, among others. This outreach is necessary not only on a global level, but definitely also on a local level, because the critical common objectives between transport and other sectors are often overlooked or underutilized in discussions on climate change.

Closing Thoughts

Inside the bright and airy COP22 country delegation pavilions, bold visuals and interactive models showcase nations’ bold visions for the future. Yet evidence of a continuing words-deeds gap between flashy marketing and long-term policy is on full display. The greenery-dripping towers of

<http://www.ppmc-transport.org/>



Malaysia’s planned Forest City development rest upon vast, subterranean carparks. This [is indicative of the fact that for too many Parties, climate friendly lifestyle planning still fails to challenge a paradigm of universal private car ownership, which stymies progress toward a 1.5DS.

Sustainable transport still faces an uphill battle before its position as a core component of low carbon living is fully recognized by all Parties. SLoCaT has created hashtags in three languages (#WeAreTransport, #NousSommesLeTransport, and #التنقل نحن) to promote actions toward sustainable transport during COP22. SLoCaT encourages the incorporation of these hashtags by advocates who are tweeting loudly and proudly about truly visionary steps in the right direction.

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 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 in the pre-2020 period.

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.

	<p>Capacity Building Program</p> <p>Increased training, mentoring, and partnering programs for national and international city transport officials in the field of urban mobility can allow the community of mobility decision-makers and practitioners to more comprehensively incorporate current knowledge, trends, and developments.</p> <p>For more information on the quick win, please go to here.</p>
	<p>Efficient Bus-Based Transit</p> <p>Bus Rapid Transit (BRT) and other high-quality bus-based transit systems can deliver fast, comfortable, and cost-effective services, through a combination of dedicated lanes; off-board fare collection and expanded use of smart cards; and fast and frequent operations. Because high-quality bus systems include features similar to light rail and metro systems, they are more convenient and reliable than regular bus services, and are able to avoid causes of delay that typically slow regular bus services, such as being stuck in traffic and queuing to pay on board.</p> <p>For more information on the quick win, please go to here.</p>



PARIS PROCESS
ON MOBILITY AND CLIMATE



AMBITIOUS ACTION
on Transport and
Climate Change
FEASIBLE NOW

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

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](#) 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.

MobiliseYourCity

Sustainable Urban Mobility Planning to reduce CO2 emissions

[MobiliseYourCity](#) is an international initiative that supports local and national governments in developing countries to plan sustainable urban mobility in order to develop more inclusive, livable and economically efficient cities and reduce GHG emissions. In particular, MobiliseYourCity fosters the development of integrated, accessible and inclusive public transport networks and non-motorized transports (cycling and walking).

Key Success in 2016:

After its successful launch during COP21, partners of MobiliseYourCity are structuring the initiative and fine-tuning the methodological toolbox in order to be able to start working with the cities and countries involved mid-2016. Preparatory missions have been carried out in several countries (Tunisia, Morocco, Senegal and Cameroon) to evaluate local needs and prepare implementation. During Habitat III and COP22 conferences, MobiliseYourCity partners will sign the first cooperation agreements with beneficiaries to start the implementation phase. To do so, ambitious fund raising objectives have been set up, and the partners are looking forward to welcoming new donors and knowledge-and-network partners.





PARIS PROCESS
ON MOBILITY AND CLIMATE



AMBITIOUS ACTION
on Transport and
Climate Change
FEASIBLE NOW

For more information on the transport initiative, please visit <http://www.ppmc-transport.org/mobiliseyourcity/>.

UITP Declaration on Climate Change Leadership

Supporting our goal to double the market share of public transport by 2025

UITP confirms public transport's climate leadership and brings around 350 future commitments and actions from 110 public transport undertakings. The UITP network now extends to more than 1,400 companies, over 16,000 contacts from 96 countries.

All efforts will support UITP's goal to double the market share of public transport by 2025 (ptx2), which would prevent half a billion tons of CO₂ equivalent in 2025.



Key success in 2016:

UITP made an assessment of where the public transport sector stands mid-way through the 2025 deadline. This assessment has been made using 2012 data collected in 60 metropolitan areas located in both developed and developing countries. UITP has also monitored implementation of the 350 actions pledged at the UN Summit. UITP can report that implementation (full or partial) could be seen in 60 global cities covering around 45% of the actions pledges covering public transport buses, trains, trams, metro; combined mobility, improvements in infrastructure, awareness and action.

For more information on the transport initiative, please visit <http://www.ppmc-transport.org/uitp-declaration-on-climate-change-leadership/>.



PARIS PROCESS
ON MOBILITY AND CLIMATE



AMBITIOUS ACTION
on Transport and
Climate Change
FEASIBLE NOW

PPMC Transport and Climate Change Knowledge Product of the Day

Implications of 2DS and 1.5DS for Land Transport Carbon Emissions in 2050

The SLoCaT Partnership has released a [draft report](#) projecting land transport emissions trends and mitigation potential to the year 2050, relative to the 2-degree Celsius Target (2DS) and 1.5 degree Celsius Target (1.5DS) called for under the Paris Agreement on climate change. This report is an extension of the 2015 SLoCaT study "[Emission Reduction Potential in The Transport Sector by 2030.](#)"



Authors
Sudhir Ghose
Gisela Neumann
Karl Hahn

This assessment considers low-carbon policies proposed and/or investigated in 60 individual countries that have produced detailed 2050 emissions projections, which in 2010 accounted for about 89% of global land transport sector emissions, about 76% of global population, and about 84% of global GDP.

Results of this analysis indicate that applying 2DS and 1.5DS targets for the transport sector results in required emissions of 4.7 gigatons (Gt) and 2 Gt, respectively, by 2050, as compared to a 13 Gt projection under BAU. By implementing a set of low-carbon transport policies identified in policy and research documents, it is estimated that transport emissions could be reduced to about 5 Gt (roughly 60% below BAU by 2050). This finding exceeds the mitigation potential estimated by the IPCC Fifth Assessment Report, which states "For the transport sector, a reduction in total CO₂eq emissions of 15–40% could be plausible compared to baseline activity growth in 2050".

The full report is available for download [here](#).

Upcoming Transport Events

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

- **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 COP22](#) website for a full listing of upcoming transport events.

This report is brought to you by



with support of

