CONGESTION AHEAD FOR COP22 AND THE UNFCCC?
DAY THREE – 9 November 2016

OPENING PERSPECTIVES

A long cloud fell over the proceedings in Marrakech today when participants woke up to a new reality created by the results of the United States presidential election. Will the presumed hostility of a Trump presidency toward global climate action run the risk of rolling back much hard-won progress realized over the last years?

COP participants expressed the hope that the entry into force of the Paris Agreement last week could provide a firewall against the immediate withdrawal of the United States from the accord for four years, but it is clear that the election outcome has the potential to seriously compromise American political leadership and financial support in the climate arena. At the same time, this seismic political shift presents an opportunity and necessity to re-evaluate strategic approaches.

First, in case of greater opposition to mitigation actions, adaptation could become a greater focus within the UNFCCC process. Second, with possible reduced United States funding for climate action (and a domino effect with other donor countries), it is more important than ever to solidify financial commitments now and consider alternative funding sources (e.g. in the case of transport the new Global Market Based Mechanism adopted by ICAO). Third, it may be more likely to achieve GHG reductions as co-benefits of other actions (e.g. greater fuel efficiency) rather than through direct climate action. Fourth, the private sector could start to play a greater role in
emission reductions, as market forces are increasingly driving investments in renewable energy and possibly in coming years to electric mobility. Finally, the recent accord de Kigali Agreement on HFCs has the potential to complement or even exceed the mitigation contributions of the Paris Agreement.

The US election results (and associated political and financial ripples) are likely to have implications for climate action, including on sustainable transport infrastructure and services that are yet undetermined. Meantime, the SLoCaT Partnership will continue to press forward to engaging the global transport community, implement transport quick wins and a global decarbonization roadmap, and collaborating with to a broader set of actors and sectors.

Transport & Mitigation

Every aggregate assessment of NDCs produced so far concludes that Parties are not on track to meet the 2DS or 1.5DS targets of the Paris Agreement. While collectively we are not yet there, NDCs from China and India are in a position to scale up ambition, at least in the transport sector.

The China State Council has announced plans to reduce levels of carbon emissions 18% by 2020 compared to 2015. China hopes to achieve this by cutting coal consumption and increasing the use of non-fossil fuels. China mentions several transport related targets in its NDC, which include improving the quality of gasoline and alternative fuels, promoting public transport in large and medium sized cities, developing dedicated urban transport systems for pedestrians and bicycles, and advocating for greener passenger and freight transport.

Similarly, India’s NDC provides a holistic and transformative plan of action on transport. A major focus is to increase the share of railways in land transport from 36% to 45%. This target is reflected in the construction of two dedicated rail freight corridors, and the planned electrification, fuel efficiency improvements, and renewable energy generation to drive India’s shift towards a more carbon neutral rail transport system. Other items on India’s NDC transport agenda include fossil fuel subsidy reform, increased coastal shipping, and expanded electric vehicles.

It is clear that, in order for China, India, and other parties to reach their goals of reducing CO2 emissions, roadmaps by the Thematic Action Areas (such as that under development by SLoCaT) are necessary to provide guidance and expertise in reaching those goals. SLoCaT Secretary General Cornie Huizenga emphasized thematic roadmaps in a side event on sustainable transportation solutions in achieving India’s NDCs, in which he noted a diverse set of transport mitigation strategies, in contrast to focusing on one specific type of technology.

Transport & Adaptation

The theme for today’s Green Zone side events was Resilience. The Moroccan government, as COP hosts, is putting a clear focus on climate change in relation to women, Africa and adaptation. The transport sector is taking advantage of this opportunity to increase attention on the importance of adapting systems and services to ensure their resilience in a changed climate, and thus the PPCMC has organized an event focused on transport adaptation to climate change in Africa.

[http://www.ppmc-transport.org](http://www.ppmc-transport.org/)
Archer Daniels Midland pointed out that although all countries’ climate, vulnerabilities and capabilities are different, they can benefit from knowledge sharing. SLoCaT’s own Cornie Huizenga recalled that despite the importance of adaptation it receives only a low share of climate related finance, and was covered by only 16% of NDCs. The Dutch government is planning an adaptation “Knowledge Hub”, and SLoCaT is providing support on possible transport aspects.

The European Bank for Reconstruction and Development presented experience of climate change adaptation in port infrastructure. In particular, a great storm in January 2014 that caused extensive damage along the coast has helped to raise awareness on the importance of adaptation. EBRD are preparing general adaptation guidance documents and standards for future projects.

The railway sector has done much on adaptation and the International Union of Railways generously shared their ‘Lessons from Rail’ including the concept of designing for adaptability, so infrastructure and systems can be enhanced at a later date. The World Bank presented adaptation analytical work that highlights the importance of understanding different stress factors, their potential variability, impacts, and adaptation costs in order to prioritise adaptation investments.

Finally, Moroccan innovations in highway adaptation detailed ambition to engage with other African countries to improve regional capability to adapt to climate change in the transport sector. The agenda and presentations will be made publically available.

**COP22 Declaration on Accelerated Action on Adaptation in Transport**

The Adaptation 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 one of a series of daily pitches that will give you the opportunity to join our list of signatories. The Declaration is open to signatures from individuals and organizations. SLoCaT and the PPCMC welcome you to join us by signing here.

Individuals joined so far: 104
Organizations joined so far: 21
New signatories: International Maritime Pilots’ Association, Office National Des Aéroports, Agence Nationale des Ports, International Road Federation (Geneva), UNIFE, PIANC

**Financing and Technology in the Transport Sector**

Following the inclusion of carbon pricing in Article 6 of the Paris Agreement and over 100 NDCs, today’s mini-side event on accelerating NDC implementation with carbon pricing instruments provided orientation on the current development and future potential of this mechanism. Carbon pricing allows polluters to decide whether to discontinue their polluting activity or continue...
polluting and pay for it, thereby stimulating market innovations and renewable technologies. Carbon pricing has high potential as a pricing mechanism; when paired with fossil fuel subsidies it has the potential to reduce transport sector emissions by over 20%, alongside co-benefits such as reduced congestion, accidents, and sprawl.

Currently, about 40 countries and 23 cities, states, and provinces put a price on carbon – a threefold increase over the past decade – and event speakers highlighted the potential to ramp up carbon pricing within both regions and sectors. In the case of transport, carbon pricing is particularly easy to implement, as it may work in tandem with existing government fuel taxes.

Strong support was given for the development of an international transparency framework to oversee carbon markets; however, it was stressed that a “one size fits all” approach to carbon pricing would fail to account for regional diversity. Instead, regional and national level carbon markets should co-exist within the proposed international framework. Sector specific flexibility is likewise crucial to making carbon pricing effective, and carbon markets in the transport sector would benefit from policy-controlled pricing instruments.

Finally, the event marked the launch of a new project to provide 15 nations with financial and technical support towards formulating carbon pricing proposals and adopting market instruments. Climate finance therefore poses a useful enabling instrument for carbon pricing that can be utilized in the transport sector as well as in NDCs. Following the initial investment, pricing mechanisms yield revenues which can be reinvested to achieve other transport sustainability goals, such as equitable access and road safety.

**Global Climate Action Agenda**

The Non-State Actor Zone for Climate Action (NAZCA) portal was launched in COP20 Lima. The NAZCA portal, NAZCA, named for the famous Nazca geoglyphs of southern Peru (image below), is the central tool for the registration and storage of information about the Global Climate Action initiatives. The Paris Agreement specifically welcomes the efforts of non-state actors to scale up their climate actions and encourages the registration of these actions on NAZCA.

[Image of Nazca geoglyph]

Here in Marrakech the UNFCCC have launched an upgraded version of NAZCA, which not only facilitates the searching and visualization of information but also highlights interesting facts and data. NAZCA now includes over 12,500 initiatives from companies, cities, subnational, regions, investors, and civil society organizations, with more being added constantly. The initiatives can be searched by country, type of entity, sector, type of initiative, time frame and other variables. There are 569 transport initiatives registered, which provide useful information about transport activities throughout the world.

The portal is available at: [http://climateaction.unfccc.int](http://climateaction.unfccc.int)

**Closing Thoughts**

The outcome of the US elections yesterday morning has certainly brought down the spirit of civil society at COP22 (as well as many of the Parties). At the same time however as the day moved on we were able to hear people discussing strategies on how to work around the United States, if the new administration would carry out the threat to cease active cooperation with the UNFCCC process. Will states like China and India emerge as new leaders in the UNFCCC process or will the high ambition coalition that helped to make the Paris Agreement possible continue to exercise moral leadership?

There are certainly more questions than answers for the moment. In the meantime, the SLoCaT Partnership will keep our hands on the handlebars and our feet on the pedals, and we will continue to fight for more sustainable and equitable transport on a global scale to achieve the 2DS/1.5DS targets and help to safeguard future generations.

**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](http://www.ppmc-transport.org/) 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.
### Car and e-bike sharing

Research suggests that car sharing may offer considerable environmental and social benefits, such as carbon emission reductions and greater use of alternative modes such as public transit, walking, and cycling, and reduced parking investments due to reduced ownership and use of vehicles. Surveys carried out in six European cities and three U.S. cities have indicated that car sharing could result in a 30% to 40% reduction in annual vehicle travel per driver, which could yield significant co-benefits.

For more information on the quick win, please go to [here](http://www.ppmc-transport.org/).

### Low-emission zones

Low emission zones (LEZs) are a regulatory measure in which access is restricted in a defined area for polluting vehicles (i.e., vehicles with higher emissions cannot enter the area or have to pay higher charges for access). The main driver of LEZs is to reduce air pollutant emissions; particularly those with the greatest health impacts, while co-benefits of this strategy include reduced CO2 emissions and stimulated growth of low emission vehicles.

For more information on the quick win, please go to [here](http://www.ppmc-transport.org/).

### Rural Road Maintenance

Curbing food waste will not only boost food security, but will also improve livelihoods, reduce GHG emissions, and save land and water. Reliable transport is an essential factor in reducing food loss, which requires additional investments in rural road construction and maintenance, and the increased availability of rural transport services to provide regular all-season means for getting agricultural products safely to domestic and global markets.

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

### Global Fuel Economy Initiative

**100 countries for 50 by 50**

The [Global Fuel Economy Initiative (GFEI)](http://www.ppmc-transport.org/quick-win-actions/) assists governments and transport stakeholders to promote greater fuel economy and reduce emissions of carbon dioxide from light duty vehicles. GFEI has shown that using existing cost-effective technology it is possible to double average vehicle fuel economy, halving the amount of fuel used and carbon dioxide emitted per km travelled in all new vehicles by 2030, and in the whole fleet by 2050.

**Key Success in 2016:**

In 2016, GFEI is continuing to raise global awareness about the benefits of fuel economy, as well as publishing in-depth research on fuel economy trends in different countries and the role of Electric Vehicles (EVs) and Heavy Duty Vehicles (HDVs). GFEI is continuing its capacity building support to countries to develop fuel economy policies. GFEI partners provide expert guidance and training, including at the GFEI global training and networking event in Paris in [http://www.ppmc-transport.org/](http://www.ppmc-transport.org/)
June. The countries which engage will be supported to understand the fuel economy of their vehicle fleets and take steps towards introducing policies to reduce emissions.

For more information on the transport initiative, please visit http://www.ppmc-transport.org/global-fuel-economy-initiative/.

Navigating a Changing Climate

*Think Climate: to reduce emissions, strengthen resilience, and adapt waterborne transport infrastructure*

*Think Climate* is a multi-stakeholder coalition of nine associations with interests in waterborne transport infrastructure. Each of these partners is active in climate change mitigation and adaptation issues, and each brings something different to the coalition.

**Key Success in 2016:**
Three new partners: ESPO, IMarEST and IWI. New one-stop-shop website launched November. Climate adaptation workshops held in UK, Philippines, South Africa and Dubai.

**Plans for 2017:**

For more information on the transport initiative, please visit http://www.ppmc-transport.org/navigating-a-changing-climate/.

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

**Quick Wins on Transport, Sustainable Development and Climate Change**

The Quick Wins on Transport, Sustainable Development and Climate Change report describes a course of immediate bold and ambitious action that will kick-start the transformation of the transport sector in the desired roadmap directions, and limit the lock-in effects of a high-carbon business-as-usual (BAU) scenario.

http://www.ppmc-transport.org/
It is in this spirit that the following list of 20 transport quick win actions have been proposed for implementation at scale in the pre-2020 period. These quick wins have been selected through input from a broad set of transport experts and other stakeholders, and have been evaluated through multifaceted impact analysis. These actions have the potential to contribute toward reducing greenhouse gas (GHG) emissions, thereby moderating climate impacts, while at the same time providing key development co-benefits such as improved access, increased efficiency, and enhanced safety. While the quick wins enumerated here are mitigation-focused, it is acknowledged that continued consultations will be needed to identify quick wins on adaptation in discussions leading up to COP22.

The full report is available for download here.

Transport Events on Nov 11

On Nov 11, we will have the following transport-related events:

- **Cycle Logistics: a solution to congestion pollution and noise in urban areas UK France Netherlands**
  Organized by European Cycle Logistics Federation (ECLF)
  (Nov 11, 09:00-10:30, Room Loukkos)

- **Transforming Ambition into Local Action: NDC Implementation towards sustainable low carbon mobility**
  Organized by Institute for Transportation and Development Policy (ITDP) Coopération pour le développement et l'amélioration des transports urbains et périurbains (CODATU)
  (Nov 11, 11:30-13:00, Blue Zone Bering Room)

- **From national ambition to action financing rail and public transport for a low carbon future**
  Organized by International Association of Public Transport (UITP) & International Union of Railways (UIC) Belgium
  (Nov 11, 09:00-10:30, Green Zone Salle 7)
• **Alternative aviation fuels: Policy and technical challenges and opportunities**
  Organized by Energy2050 Institute United Kingdom Partners
  (Nov 11, 13:00-14:30, Green Zone Salle 6)

• **Charting Pathways to Decarbonise Transport**
  (Nov 11, 13:15-14:45, Blue Zone Bering Room)

• **Strengthening the focus on Freight Transport in the Climate Agenda**
  Organized by United Nations Conference on Trade and Development (UNCTAD) Switzerland
  (Nov 11, 15:00-16:30, Green Zone Salle 6)

• **Morocco’s Motorways pivot of sustainable mobility**
  Organized by SOCIETE NATIONALE DES AUTOROUTES DU MAROC
  (Nov 11, 15:00-16:30, Green Zone Draa Room)

• **Achieving NDCs: Success Stories from a Sectoral View – Practical Examples and an Outlook**
  Organized by Deutsche Gesellschaft fuer Internationale Zusammenarbeit (GIZ) Bangladesh
  (Nov 11, 15:00-16:30, Blue Zone Mediterranean Room)

• **Transport CEO Roundtable**
  Organized by Paris Process on Mobility and Climate (PPMC), France and Morocco
  (Nov 11, 13.30 – 15.30, Blue Zone, African Pavilion)

• **Ministerial Roundtable**
  Organized by Paris Process on Mobility and Climate (PPMC), ITF, France and Morocco
  (Nov 11, 16:00 – 18:30, Blue Zone, African Pavilion)

• **Clean Mobility Reception**  
  Organized by SLoCaT Partnership/Michelin Challenge Bibendum(MCB)/Paris Process on Mobility and Climate(PPMC)  
  (Nov 11, 19:00-21:00, 5-6 Derb El Arsa Riad Zitoun Jdid 40000 Marrakech)

Please visit the PPMC [Transport Events at COP22](http://www.ppmc-transport.org/) website for a full listing of upcoming transport events.

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