HOPE, UNITY, AND NEW ENERGY
DAY FOUR – 10 November 2016

OPENING PERSPECTIVES

We invite our readers who are in Marrakech to join us tonight for drinks and traditional Moroccan food at the PPMC Clean Mobility Reception, the premier social event on the extensive transport calendar at COP22, on Friday, November 11 from 19:00 to 21:00 at Palais Gharnata. You will find all the information on how to get to the Palais at this link (map of the 2.5 km walk OR instructions for taxi driver).

On day four of COP22, many participants are still absorbing yesterday’s political news from the United States. Yet, despite a set of new potential challenges resulting from the United States election, the overall mood in Marrakech may be tilting more toward hope than despair, a testament to the great strides made on global climate action in past decades.

First, it is noted that the world has changed in the past 15 years when the United States stepped back from the Kyoto Protocol under George W. Bush, and that commitments by over a hundred countries including other major economies to fuel momentum on climate action ensures that the world is much less dependent on the actions of a single country. Civil society has stressed that the US and global economies have also changed, increasingly shifting toward more widespread and more affordable renewable energy. And a statement by Secretary General Ban Ki-moon

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urges the president-elect to “strengthen the bonds of international cooperation…to combat climate change,” among other goals.

Second, all are aware that the business of governing is very different than the business of campaigning, and the president-elect will need to confront complex issues that he broad-brushed in the election run-up, including the dynamics of global climate negotiations. Further, a coalition of United States development, faith, environmental, and business groups is actively engaging with the two major US political parties on the economic, environmental, and security benefits of climate action, and this coalition is also prepared to make this case to Trump and his team.

Third, the dynamic, bottom-up and voluntary GCAA initiatives offer an avenue for climate action that is largely independent of the UNFCCC Parties by engaging a groundswell of non-state actors, and thus that is much less susceptible to political whims.

Finally, a new generation is poised to carry forward the baton to achieve climate targets over the coming decades. Although Donald Trump prevailed in enough states to win the electoral college and thus the presidency, Hillary Clinton received more total votes nationally – with overwhelming support from youth, women, and people of color – demonstrating the depth of US commitment to her more progressive positions on issues including climate change.

2016 has been an important year for youth action in transport. This summer saw the 35th anniversary of the Students Against Destructive Decisions road safety coalition, and the launch of UNICEF’s Global Initiative for Child Health and Mobility. The 12th Conference of Youth taking place in Marrakech, with its organizer stating that ‘capacity, not age’ is what enables individuals to propose initiatives, and youth participants breaking out into focus groups to create climate action plans for different sectors. Today, three standing-room-only COP22 youth side events are a testament that youth action is a powerful force for optimism on climate change.

The increasing involvement of youth in transport parallels the fact that as global populations urbanize, fossil fuel-driven transport increasingly exposes children to poor air quality and road safety, with air pollution estimated to cause more than 10,000 premature deaths in Delhi and 9,000 deaths in London annually. SLoCaT seeks to reverse this and other negative trends by scaling up sustainable transport solutions in both developing and developed countries.

**Transport & Mitigation**

To achieve a 1.5 degree Celsius scenario, most estimates suggest that economy-wide net negative CO2 emissions must be realized by mid-century or soon afterward. At a side event on fossil fuel supply, Oil Change International asserted that government subsidies for explorations for new oil fields and oil extraction must be eliminated to achieve a 1.5DS. Global fossil fuel subsidies by national governments to the oil industry currently total US$600 billion per year.

In the transport sector, subsidy reform creates an economic incentive to move away from fossil fuel dependency and could significantly reduce GHG emissions in the sector. Unlike the energy sector where complete decarbonization is quite likely by 2050, it will be theoretically more challenging to fully decarbonize transport; thus, remaining GHG emissions would likely need to be balanced by carbon-negative technologies such as bio-energy with carbon capture and sequestration and other emerging solutions.

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In this context, SLoCaT and PPMC are developing a comprehensive global macro-roadmap for decarbonizing the transport sector. The global roadmap process aims to build multi-stakeholder support for a realistic and strategic vision of the transformations necessary over the next 40 to 60 years, to drive effective early transformative action in the transport sector (by both state and non-state actors) in a coordinated manner. Crucially, the global roadmap will be regionally specific, taking into account the specific circumstances of different nations and geographies.

In yesterday’s plenary session, high-level climate champion Hakima El Haité highlighted early action by coalitions of non-state actors and stressed the need for more concerted efforts to implement NDCs. Raising ambition in NDCs is an ongoing need that could be encouraged among developed and developing Parties with further guidance on conditional NDC targets.

Some Parties have indicated within their NDCs additional mitigation potential that could be unlocked contingent on technology, finance and capacity-building support, which could total an additional 2.4 Gt of emissions reductions in 2030, and incorporating low-carbon transport measures into conditional targets has the potential to drive the 2.4 Gt figure still higher. It is expected that these reductions could be significantly increased if developing countries were given guidance to quantify mitigation potential contingent upon funding, and if developed countries were held to dual obligations for domestic mitigation efforts and international mitigation support.

However, consensus is lacking in COP22 discussions on the required features within NDCs, with many groups and Parties stressing the nationally-determined nature of NDCs, including G-77/China, AILAC, the Arab group, and Australia. The LMDCs said there is no clear agreement on what guidance should be provided, and Brazil asserted that features should be seen merely as reference for future rounds of NDCs to help Parties and the UNFCCC Secretariat aggregate information for the forthcoming global stocktake. Brazil also said that some information specific to objectives should be quantifiable, while the Arab Group noted there is no such requirement in the Paris Agreement and stressed the need for more flexibility through qualitative NDCs.

Transport & Adaptation

The UNFCCC National Adaptation Plan (NAP) process was established in 2010 under the Cancun Adaptation Framework (CAF), in which Parties affirmed that adaptation must be addressed with the same priority as mitigation. NAPs enable Parties to formulate plans to identify medium- and long-term adaptation needs, and to develop and implement strategies to address those needs. NAPs are iterative and country-driven, and aim to be gender-sensitive, participatory and transparent.

A COP22 side event explored the topic of sustained peer learning, coordination and support in the NAP Global Network. The Network was established to enhance coordination among bilateral donors and developing nations throughout the NAP process. During the event, the Grenada delegation described individualized plans for adaptation to rising sea levels, which have been created for each sector including energy, fishing, and agriculture. A holistic approach is necessary in order to account for the interdependency of areas such as energy and transport, and to mainstream sectoral NAPs into overarching government goals and financial frameworks.

While a growing number of developing countries are creating NAPs, the coverage of transport in these plans is quite mixed, with a significant number making no mention of transport at all or

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treatting transport only superficially, often in a mitigation-focused context. While country-level examples from the developed world show that comprehensive transport-relevant adaptation policies are feasible at a national level, in general, there is still much progress to be made among countries in the developing world to incorporate transport-specific measures into NAPs.

In a separate side event, the Adaptation Committee (AC) and Least Developed Countries Expert Group (LEG) described a shared mandate to develop modalities to recognize the adaptation efforts of developing countries and to take necessary steps to mobilize support for adaptation within these countries. Event participants suggested the potential for the Thematic Action Areas – of which transport is one – to be included as a source of information on adaptation to help inform the AC and LEG in executing their combined mandate.

Alongside the need for more attention to adaptation, COP22 is addressing the problematic nature of looking at adaptation and mitigation in separate silos. For instance, plans to increase public railway transport to mitigate emissions require that the new railway systems themselves are designed to be resilient to more extreme climate conditions in the future. In negotiations, the Arab Group noted that temperature goals and the global goal on adaptation are inseparable, and “that the adaptation communications need to be more on par with the mitigation communications, and not marginalized or limited to a ‘summary’ of adaptation plans and actions.” Thus, groups focusing on mitigation and on adaptation should work together more closely to create a holistic roadmap to help achieve both of these aims in upcoming COPs.

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 17th November, the Declaration will be presented to the High Level Champions and UNFCCC Executive Secretary Espinosa.

This is the one of a series of daily pitches to give you the opportunity to join our list of signatories. The Declaration is open to signatures from both individuals and organizations, and SLoCaT and the PPMC welcome you to join us by signing here.

Individuals joined so far: 125
Organizations joined so far: 25
New signatories: Walk21, Flying Whales, World Cycling Alliance, European Cyclists' Federation (ECF)

Financing and Technology in the Transport Sector

COP22 negotiations covered several climate finance matters through the UNFCCC Standing Committee on Finance (SCF). Parties discussed long-term climate finance, and reports from the Green Climate Fund (GCF) and the Global Environment Facility (GEF). India stressed the need to identify financial resources within and outside the UNFCCC; Mauritania said the allocation of financial resources should be based on justice and fairness, and Belarus called for COP22 discussions to reflect country efforts to introduce climate technologies in their economies.

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GCF Board Co-Chair Zaheer Fakir of South Africa reported a portfolio with 28% of resources dedicated to adaptation, 27% to mitigation and 45% cross-cutting across these areas. Bolivia reminded negotiator of Paris Agreement decisions on developing guidance to the GCF to provide finance for alternative policy approaches; Nicaragua invited the GCF to reassess the membership of private banks and (along with India) highlighted insufficient funding levels for the GCF.

GEF Lead Environmental Specialist Chizuru Aoki reported an allocation of US$554 million to 59 mitigation projects and US$189 million for 85 capacity-building projects, along with support for NDC preparation. In discussion, India called attention to the downward trend in the allocation of GEF resources.

Global Climate Action Agenda

The GCAA theme today was Cities and Human Settlements, which was divided into sessions on ‘resilience in buildings’ and ‘resilience in cities’. ICLEI - Local Governments for Sustainability and the Moroccan Ministry of Interior presented research which shows that over the last 10 years, interest in climate adaptation has been steadily growing as interest in climate mitigation has slowly declined.

Buildings are responsible for 20% of global emissions (compared to 24% for transport). Similar to the global roadmap to decarbonize the transport sector under development by PPMC, the building sector (Global Alliance for Buildings and Construction) is developing a global roadmap for low GHG and resilient buildings, which addresses both mitigation and adaptation. This roadmap highlights the role of developers and planning authorities in deciding the location of buildings, which has a big impact on their transport GHG impacts.

In the introduction to the ‘resilience in cities’ segment, speakers highlighted that cities concentrate residents while also amplifying hazards, thereby increasing potential risks to their ever-growing populations. Cities are thus developing general approaches and methodologies to increase resilience to a changing climate, which by definition must include transport aspects.

The sessions today reveal that the transport and buildings sectors are increasingly organizing themselves and thinking ahead, with considerable potential to ensure overlapping transport concerns are embedded in the work of the buildings sector.

The agenda for the event is available here.

Closing Thoughts

An infusion of new energy in the COP process is needed not only to envision a response to the new political reality, but also to provide the energy and commitment to put this vision into practice. COP22 has seen youth mobilizing in demonstrations for climate justice, and has showcased youth action around the globe, from Kenyan initiatives to integrate environmental awareness in rural primary education, to Beijing University students combatting a lack of awareness on

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recycling in China. The winner of 2016’s Film4Climate award described her realization that today’s youth have inherited ‘not only environmental problems, but also environmental solutions.’

The energy of the youth movement at COP22 is reflected in a broader context of evolving lifestyles and priorities. Developed economies are experiencing downturns in car ownership amongst millennials, which are partially due to changing financial priorities but also reflect shifting attitudes towards access and alternative transport modes. The evolving attitudes of youth must be leveraged to not only reduce emissions but also raise policy ambition to tackle climate change and sustainable development at national, regional, and global levels, and SLoCaT is engaging young people in this cause.

In the face of perceived political challenges, it has never been more important to unite around common objectives, bridge old divides, and harness the energy of a rising generation at COP22 to ensure that current momentum towards implementing the Paris Agreement is both expanded and accelerated.

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.

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<th>Enhance ICT Applications</th>
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<td>Real-time multimodal transit information and route-planning apps provide travelers with up-to-date information on transit options, stop locations, and scheduled and predicted arrival times. For example, an algorithm which calculates the best transfer points for a user to park her car and continue a trip by public transport can result in mode shift over time.</td>
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For more information on the quick win, please go to here.

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**Improve Freight Efficiency**

Last-mile freight delivery has a high potential to incorporate electric or non-motorized transport to reduce impacts in the final leg of freight pathways. Technological solutions can be combined with freight demand management, which can encompass strategies such as staggering deliveries across time of day, mandating off-hour deliveries, and consolidating deliveries. Successful last-mile freight demonstration projects could be scaled up further, and could be implemented even more quickly with private sector support.

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

**Sustainable Urban Mobility Plans**

Sustainable Urban Mobility Plans (SUMPs) can help developed, developing, and transitional cities and countries to design more livable and prosperous cities for all, as well as reduce congestion, road fatalities, noise and air pollution, and CO2 emissions. SUMPs can assist in developing long-term urban green freight policy to guide regulatory development and infrastructure investments, and can require all major traffic generators to develop and implement site-based mobility plans to manage their accessibility.

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/).

**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) 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/) 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.

**ITS for Climate**

*Using Intelligent Transportation Systems (ITS) to deliver big results at a small cost*

**ITS for Climate Initiative** aims to take a stand in favor of using ITS solutions to work towards a low-carbon, resilient world and to limit global warming below the 2-degree target and contribute to adaptation to climate change in large cities and isolated territories.

**Key Success in 2016:**
The initiative achieved an international survey of ITS projects with environmental objectives, and methodologies dedicated to measuring the impact of ITS solutions on CO2 emissions and evaluating project efficiency.

**Plans for 2017:**
The initiative will foster public recognition of ITS through different actions, in particular the organization of a hackathon, and launch an international R&D program aiming at developing and testing on real cases the impact of ITS solutions on CO2 emission.

For more information on the transport initiative, please visit [http://ppmc-transport.org/its-for-climate/](http://ppmc-transport.org/its-for-climate/).

**The UIC Low Carbon Sustainable Rail Transport Challenge**

*On the low carbon track*

The **UIC challenge** sets out ambitious but achievable targets for improvement of rail sector energy efficiency, reductions in GHG emissions and a more sustainable balance between transport modes. The UIC challenge is supported by UIC’s 240 member railway companies based in 95 countries worldwide.

Key Success in 2016:
Progress report; since 1990 the global rail sector has improved energy efficiency by 37% and reduced carbon emissions by 30% (per TU: passenger-km + tone-km)

Plans for 2017:
Develop a road map for cost effective climate change adaptation for the rail sector


PPMC Transport and Climate Change Knowledge Product of the Day

SLoCaT Analysis of NDCs Sees Potential for Ambitious Action on Climate Change in the Transport Sector

The SLoCaT Partnership has updated its analysis of NDCs in the transport sector, which was designed to inform the Paris Agreement on climate change reached in December 2015.

Among 160 NDCs representing 187 countries submitted as of August 1, 2016, more than three quarters explicitly identify the transport sector as a mitigation source, and more than 63% of INDCs propose transport sector mitigation measures. The report concludes that if we have weak efforts pre-2020 and inadequate 2020-2025 NDCs, the transport sector is likely to be placed on a trajectory that makes it increasingly unlikely to achieve a 1.5DS by 2030 or 2050. This trend sends a clear message to all sectors that there is need for disruptive change in the area of decarbonization, as incremental approaches will not be sufficient to make needed strides in this direction.

The full report is available for download here.

Transport Events on Nov 11

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

http://www.ppmc-transport.org/
- **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)

- **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)

- **Resilient Low-Carbon Transport Solutions in Africa**
  Organized by African Development Bank and World Bank
  (Nov 11, 10:00 – 11:30, African Pavilion)

- **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)

- **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 Decarbonize Transport**
  Organized by International Transport Forum Organization for Economic Co-operation and Development (ITF), International Association of Public Transport (UITP), International Union of Railways (UIC)
  (Nov 11, 13:15-14:45, Blue Zone Bering 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)
• **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)

• **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 SLoC aT 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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