

TRANSPORT @COP22 MARRAKECH

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TRANSPORT TAKES OFF AT COP22

DAY FIVE – 11 November 2016

OPENING PERSPECTIVES

Day five of COP22 kicks off the first leg of a “transport triathlon” in Marrakech.

Friday featured 14 different transport-theme events, which included presentations and dialogues by UNFCCC Parties, civil society, and other actors; CEO and Ministerial Roundtables, designed to convene both public and private sector actors to focus on sustainable low carbon transport; and concluded with the SLoCaT-hosted Clean Mobility Reception, to provide a venue for transport advocates and interested parties to gather and network. Each is described further in the pages below.

For those of the readers present in Marrakech this coming Sunday, please join us at **Transport Day 2016**, which will be held at the Es-Saadi Marrakech Palace (click on this link to see where this is: <http://tinyurl.com/zdd43ua>). For more information on the program of Transport Day see <http://www.ppmc-transport.org/transportdaymarrakech/>

Saturday will feature Transport Action Day as the next of the nine Thematic Areas of the Global Climate Action Agenda (GCAA); this will include both Showcase and Dialogue Segments on Transport, and will also include a UNFCCC press event. Sunday will see the homestretch of COP22’s transport-focused weekend: the SLoCaT and PPMC-organized Transport Day. This all-

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day event is intended to build bridges between transport and other sectors in support of integrated action on climate change and sustainable development, among other objectives.

Just a few years ago, transport was represented at the COP only in scattered unofficial side events; now it has arrived front and center in the official proceedings. The current momentum to integrate transport more fully into the UNFCCC dialogue, including the upcoming facilitative dialogue and global stocktake, will be essential in allowing the transport sector to optimize its contribution to economy-wide mitigation efforts to achieve a well-below 2DS target, and to attract political and financial support to increase the resilience of transport infrastructure and services.

With these goals in mind, SLoCaT and the global transport community is lacing up its shoes and preparing for a sustained sprint over the coming days to further raise the profile of sustainable low carbon transport at COP22.

Transport & Mitigation

COP21 created a political pathway with five-year reviews for national decarbonization commitments, starting in 2020. Transport, representing nearly a quarter of all energy-related emissions, has an opportunity at COP22 to increase its role in climate change mitigation.. In this context, Friday began with the Moroccan Finance Minister (and interim Transport Minister) opening an event to highlight the challenge of reducing emissions from transport amidst rising demand for mobility.

The International Transport Federation (ITF) presented its work on preparing a pathway for the decarbonization of transport (all modes) and invited broad participation in this collective effort. In addition, a representative from the High Risk Forum of the Organization for Economic Co-operation and Development (OECD) spoke of its work on understanding and actively managing the risks and costs of a changing climate for the transport sector.

A number of representatives from the Ministry of Infrastructure, Transport and Logistics then gave a comprehensive overview of the mitigation and adaptation work being undertaken in Morocco. They presented a range of financial incentives to scrap older vehicles and stimulate the purchase of green vehicles and have. A law is currently being discussed in Parliament to remove the vehicle tax on electric and hybrid vehicles. Their plans also include an “Avoid” measure by developing e-service for public administrative procedures, to avoid the need for these trips.

At the end of the session, with the presence of the Finance Minister, the national railway company ONCF signed an agreement with the electricity supplier NAREVA to provide enough wind power to supply 50-60% of traction energy demand, at a stroke reducing rail sector greenhouse gas emissions by 50%.

A side-event on **charting pathways to decarbonize transport** started with a presentation by the International Transport Forum on its effort to provide guidelines for decarbonization of the transport sector by 2050. ITF is a close partner of SLoCaT, and many of SLoCaT’s member organizations are working together to provide the best possible methods towards decarbonizing the transport sector.

If current trends towards private motorization prevail, cities will become increasingly gridlocked, and in 2025 worldwide urban transport GHG emissions could be 30% higher than 2005 levels.

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The ITF noted that public transport provides an energy-efficient way of transporting large numbers of people, keeping cities fluid, and consuming on average 3-4 times less energy per passenger per trip than private vehicles.

In a side event on **financing rail and public transport for a low carbon future**, it became clear that the transport sector is already responding to the bold call for action on climate change. The International Association of Public Transport (UITP) presented its efforts to double the market share of public transport worldwide by 2025, and highlighted the Declaration on Climate Leadership signed by its members starting in 2014. The International Union of Railways (UIC) presented advances within the railway sector, which has increased energy efficiency 37% since 1990.

Looking forward, SLoCaT has created a list of [transport quick wins](#), to help kick-start transport decarbonization in the pre-2020 period. These include the modernization of ageing rail fleets and traction systems to increase efficiency, and accelerating the phase out of fossil-fuel subsidies.

Over 75% of existing **NDCs** explicitly identify the transport sector as source of mitigation measures. However, the mitigation measures proposed in NDCs are expected to fall short of a two-degree Celsius scenario target by 2030, and there is concern that the Paris Agreement does not foresee substantive strengthening of NDCs for the 2020-2025 period. Transport must therefore send a clear message to all sectors that there is need for more disruptive change, as incremental approaches will not be sufficient to achieve the goals laid out in Paris.

In light of this, today's side event on **NDC implementation towards sustainable low carbon mobility** highlighted three initiatives that transformed global ambition into local action. MobiliseYourCity, organized by CODATU, supports over a hundred local governments in developing countries to plan sustainable urban mobility in order to develop more inclusive, livable and economically efficient cities and reduce GHG emissions.

The Institute of Transportation and Development Policy (ITDP) has worked extensively on data collections and the development of indicators. Comparison on the percentage of people who live within one kilometer of a transit can be key to accessing funding. Lastly, the FIA Foundation has been cooperating with an increasing number of countries on putting in place fuel economy standards under the Global Fuel Economy Initiative.

Similarly, the side-event **Achieving NDCs: Success Stories from a Sectoral View** hosted by Germany's Gesellschaft für Internationale Zusammenarbeit (GIZ), highlighted intermodal approaches to transport within the NDCs of Bangladesh and Namibia. In Bangladesh, the modal shift from road to rail will be delivered through complementary metro systems and bus rapid transit in urban areas. Namibia's inclusion of freight considerations provides a welcome exception to the general focus on passenger transport in most NDCs.

Likewise, Bangladesh's division of transport into four sub-sectors --road transport, rail transport, waterborne transport, and aviation—shows a balanced approach to rural and urban transport. In order to be effective, NDC transport goals must be integrated within overall policy goals, and make full use of synergy between related sectors such as energy and infrastructure. SLoCaT hopes that these examples will inspire a broader treatment of transport in NDC revisions.



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Transport & Adaptation

Adaptation has been identified as one of four priorities by the COP22 Presidency, and it is essential that adaptation become more widespread in the transport sector. Increasing resilience of transport infrastructure and services in Africa can also increase gender equity by improving access to employment and educational opportunities for women, thus addressing two other key priorities of the high-level champions. In this context, a World Bank (WB)-sponsored event discussed approaches to resilient low carbon transport solutions in Africa.

The WB presented outcomes of a recent report on the impact of climate change on African road systems, describing the challenges of investing in 2.8 million km of road network in the face of rising asset costs and increased impassable days. The report concludes that maintenance is the foundation of climate resilience, that adaptation can reduce costs and shorten road down-time, and that resilience has positive payoffs under both high mitigation and low mitigation scenarios. WB is committing \$2.8 billion to co-funding 21 transport adaptation projects in 18 countries, and emphasizing the importance for countries to reflect resilience in their NDCs.

In a panel discussion, Mozambique described efforts to incorporate adaptation into its NDC and its national road maintenance strategy, especially in rural areas. After major floods in 2000, it was noted that increasing resilience now will save money in the future, and while maintenance is critical, it must be applied to more resilient infrastructure. The African Development Bank (AfDB) is currently co-funding (with the Nordic Development Fund (NDF)) projects on transport resilience in [Mozambique](#) and [Rwanda](#). The Bank pointed out that it is necessary build capacity and educate stakeholders to maximize the impact of adaptation strategies.

Panelists concluded that it is necessary to invest in human capacity and new technologies to increase transport resilience; to increase the portion of climate finance allocated to adaptation; to create enabling policies for the private sector to invest in more resilient infrastructure; and to seek integrated transport solutions to help achieve both mitigation and adaptation objectives.

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: **167**

Organizations joined so far: **27**

New signatories: **Ministry of Environment, Egypt; VEETM**



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Financing and Technology in the Transport Sector

Two Friday events on **freight and cycle logistics** raised the profile of freight, a high sector which emits 7% of global CO₂ emissions, and that share could grow to 16% by 2050. Despite this, freight transport is represented in only 13% of the 160 NDCs submitted to date.

In order to tackle this issue, the EU-funded European Cycle Logistics Federation (ECLF) discussed the potential for cycle transport to be incorporated into freight pathways. This shift is also promoted by SLoCaT's quick wins; for example, in the European Union, half of all motorized goods transport in cities could be shifted to cargo bikes. ECLF speakers detailed innovations such as improvements in electric trailers and solar-powered cooler bikes.. Finally, modal integration was noted as an important efficiency criterion; in Switzerland, cycle freight is coordinated with inter-city rail transport, so cycle couriers can collect directly from train depots.

The event 'Strengthening the focus on Freight Transport in the Climate Agenda' organized by the UN Conference on Trade and Development (UNCTAD) presented another opportunity to increase the focus on freight GHG emissions. East Africa presented a comprehensive program to improve freight with environmental, economic and health benefits for the whole region. Whilst the full decarbonization of freight should be maintained as a long-term goal, SLoCaT recommends that short-term efficiency be optimized through the use of ICT solutions and asset sharing.

The combined emissions of the shipping and aviation sectors are predicted to grow by over 250% by 2050, thus providing just as significant a climate challenge as road freight. The International Maritime Organization (IMO) Friday presented its common global regulatory framework, under which 1,900 ships have been certified according to the Energy Efficient Design Standard agreed in 2011. A longer-term strategy will be adopted in 2018, which by 2023 should include short, medium and long term measures; however, the speed of decarbonization in the sector is not moving at pace with required ambition to meet emissions targets under the Paris Agreement.

The share of "all cargo" flights is likewise increasing due to the drive of e-commerce. The International Civil Aviation Organization (ICAO) will address aviation emissions through the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), applied equally to passenger and cargo flights, which will be mandatory from 2027. However, low-emitting states will be exempt from participating, and only flights between two participating states will be covered by the scheme. Considering these areas for improvement, which were discussed in our Tuesday 8th COP22 report, SLoCaT encourages the ICAO and IMO to promote further technological innovation to ensure that the mitigation potential of air and maritime freight is fully realized.

Global Climate Action Agenda

The 11th of November was the official [GCAA Energy Day](#) at COP22, and taking a lead from the Champions' call for Energy Day to encompass the issues of energy efficiency, renewable energy and energy access, the day showcased what works and why. As the transport sector now accounts for about 23% (7.3 Gt) of annual global energy-related CO₂ emissions (32 Gt), non-state actors in the transport and energy sector must work together on implementing energy efficiency and the use of alternative energy in transport systems around the globe.

To build on the spirit of non-state action in the GCAA, PPMC convened a **Transport CEO Roundtable** with the objective of increasing private sector involvement in long-term strategic discussions on sustainable transport. The Paris Agreement specifically calls for a broader role for business and industry to support implementation, as public funding for scaling up low carbon transport solutions will be insufficient to provide the funding required to achieve a “net-zero emission” economy in the early second part of the century.

The primary objective of the Transport CEO Round Table was to determine how the private sector and the GCAA Transport team can best engage in the further development of the proposed PPMC “[Global Roadmap](#)” as an actionable vision of transport decarbonization to implement the Paris Agreement. The Roundtable was chaired by Jean Dominique Senard, CEO of Michelin, and was attended by numerous participants representing national & international transport companies, private sector organizations (e.g. WBCSD, WEF, We Mean Business, CDP, UNGC) and modal transport sub-sectors (e.g. ECF, UIC, UITP).

Several major outputs have emerged from the CEO Roundtable. First, the transport business is definitely on board as a key-actor for transformative change, but now must step up to help decision makers implement pre-2020 actions to kick-start the transformation of the transport sector; to create incentives for innovation, new technologies and economic models; and to highlight the need for adequate funding. Second, a broad consensus has emerged to actively support the Roadmap concept, as a holistic, adaptive framework to be enriched and challenged in further in-depth discussions. Third, several outstanding issues must be addressed, which include strengthening linkages to NDCs, increasing focus on demand side measures, improving synergy with the energy sector, and expanding climate finance for transport.

A **Ministerial Session** to discuss policy options that will support the achievement of the Paris Agreement has been convened, chaired by the Moroccan Ministry of Transport, and co-organized by the GCAA Transport Team (Paris Process on Mobility and Climate, Energy Investment Company SIE Morocco, and the Ministries of Environment of Morocco and France), with the collaboration of the International Transport Forum (ITF). The aim of this session was also to introduce the proposed PPMC concept of a Global Roadmap.

The Head of Cabinet of the European Commission DG Move, the Vice President of the European Investment Bank, the Vice Director of the IEA and the Vice President of the World Bank commented on the vision of the European Union on Transport and Climate Change, financing perspectives, overall energy transition scenarios, and strategies on climate change mitigation and adaptation in the developing world.

José Viegas, Secretary General of the ITF, introduced the ITF Decarbonizing Project and then moderated a Ministerial Panel featuring Transport Ministers from the Republic of Guinea, Morocco and Mozambique, with the participation of Senior ministry Officers from France and Finland who contributed in ensuing discussion to highlight achievements and projects of their respective governments.

Major outputs of this ministerial session an overall support of the present countries, who agreed that the eight priorities of the Roadmap are highly relevant, and that they should include an emphasis on infrastructure financing. There was also a high interest in adaptation and regionally specific timetables. Finally, there was a recognition among ministers that some countries may be able to leapfrog to new levels of development of sustainable transport system.



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The CEO Roundtable and the Ministerial Session converged on following messages to be pushed forward to high-level discussions on November 17th. Transport is definitely on board and supportive of the Roadmap concept as a sound basis for public-private discussions and interactions; further discussions to achieve wider endorsement are to take place in 2017 under coordination of the PPMC, on a regional basis and with transport and finance experts and governments, and the next milestone will come COP 23, when the Roadmap is expected to be complete and ready for use as a “backbone document” for the transport sector.

The COP22 innovation of having a Transport CEO Roundtable and a Transport Ministers’ Roundtable has helped build momentum and create more connections within the transport sector. It is hoped that these events will become a permanent feature of the annual COP schedule.

Sustainable transport leaders, catalyzing the necessary transformation alongside governments to address climate change, are meeting at COP22 Saturday for the **Global Climate Action Agenda (GCAA) Thematic Event on Transport**. They will demonstrate how progress made on 15 landmark initiatives – covering all transport modes and over 100 countries – indicates that tackling emissions from transport is both possible and cost effective.

“The transport sector has made a great start, leading by example and spearheading the development of the broader Global Climate Action Agenda. The fifteen non-state actor transport initiatives whose progress are being reported in Marrakech have such a scope and scale that they are well on the way to triggering a broad transformation of the transport sector, as required to deliver on the Paris Agreement”, said Ségolène Royal, Minister of the Environment, Energy and Marine Affairs, responsible for International Climate Relations, France.

A press release on the GCAA Thematic Event on Transport is available [here](#).



Closing Thoughts

Transport has come a long way in the UNFCCC process, and today the sector showed the fruits of its endeavors. With SLoCaT and PPMC building closer ties with the UNFCCC Secretariat and COP Presidency, the transport community is increasingly well-positioned to ensure that transport is properly represented in the forthcoming facilitative dialogue and global stocktake, and to help drive implementation of the Paris Agreement on regional and national levels in COPs to come.

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 clear 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 wins 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><i>Introduce Carbon Pricing</i></p> <p>Carbon taxes tend to provide greater total benefits than many other energy conservation and emission reduction strategies, since they also yield co-benefits such as reduced congestion, road and parking costs, accidents, and sprawl. Implementation costs are minimal, since most jurisdictions already collect fuel taxes, and it is estimated that each 10% fuel price increase reduces total automobile deaths by 2.3%.</p> <p>For more information on the quick win, please go here.</p>
	<p><i>Expand electric vehicle fleets</i></p> <p>The global uptake of electric vehicles (EVs) will depend on several factors, including advances in vehicle and battery technologies, reduced costs from economies of scale, enabling policy environments, and government incentives. The widespread availability of charging infrastructure is a necessary condition for a broad global rollout of EVs, which will increase the attractiveness of EVs across market segments, and will allow EV integration into larger urban transport systems.</p> <p>For more information on the quick win, please go here.</p>

For more information on 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 long-term view on non-state action, 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.

Low Carbon Road and Road Transport Initiative (LC2RTI)

Green Roads – Clean Growth

The [Low Carbon Road and Road Transport Initiative](#) is led by the World Road Association (PIARC) and its objective is building strong and sustainable adaptation policies for the road network, including sensitive engineering structures and infrastructure (bridges, rural roads, etc.).



Key Success in 2016:

The Association decided to dedicate a new strategic theme to Climate-Change, Environment and Disasters, aiming at increasing resiliency and protecting investments in transportation infrastructure from impacts of Climate-Change events while lessening the impact of road transportation on the environment.

Plans for 2017:

The Association will assess the use of this document and go on in this direction, especially through its technical committee on adaptation strategies and resiliency.

For more information on the transport initiative, please visit <http://www.ppmc-transport.org/low-carbon-road-and-road-transport-initiative-lc2rti/>.

PPMC Transport and Climate Change Knowledge Product of the Day

Global Climate Action Agenda (GCAA) Transport Initiatives: Stocktake on Action on the Implementation of the Paris Agreement on Climate Change and contribution towards the 2030 Global Goals on Sustainable Development



The PPMC has worked with the [Global Climate Action Agenda \(GCAA\) Transport Initiatives](#) to prepare a report on the progress of the initiatives since COP 21 in Paris and their plans for 2017. The report titled "[Global Climate Action Agenda \(GCAA\) Transport](#)

[Initiatives: Stock-take on action on the Implementation of the Paris Agreement on Climate Change and contribution towards the 2030 Global Goals on Sustainable Development](#)” was released on November 7, during the UN Climate Change Conference in Marrakech.

This report gives an overview of the 15 voluntary multi-stakeholder initiatives on sustainable, low carbon transport, the manner in which they measure progress, and their alignment with the 2030 Agenda on Sustainable Development, the UN Habitat III outcome and the Paris Agreement.

The transport initiatives are at various stages in terms of defining targets and indicators to monitor their commitments. An important objective of this report is to develop a better overview of how the GCAA Transport Initiatives define and monitor progress.

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

Upcoming Transport Events

November 12 and 13 will feature the following transport-related events:

- **Press Conference**
Organized by UNFCCC

(Nov 12, 09:00 – 09:45, Location TBD)
- **GCAA Transport Thematic Event-Showcase**
Organized by Paris Process on Mobility and Climate (PPMC), France, Morocco, SIE

(Nov 12, 10:00 – 12:30, Blue Zone Atlantic Room)
- **Transport et mobilité, quelles avancées pour concrétiser l'accord de Paris?**
Co-organized by RATP Group Franc: ESL Agence Publics Maroc

(Nov 12, 11:00-12:30, Green Zone Salle 9)
- **Boosting sustainable mobility in Europe, Asia and Latin America with city-to-city cooperation**
Organized by Wuppertal Institute

(Nov 12, 14:30 – 16:00, EU Pavilion)
- **GCAA Transport Thematic Event-Dialogue Segment**
Organized by Paris Process on Mobility and Climate (PPMC), France, Morocco, SIE



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(Nov 12, 16:30 – 18:30, Blue Zone Room 10)

- **Transport Models as Climate Policy Evaluation Tools**
Organized by International Transport Forum

(Nov 12, 16:30-18:00, EU Pavilion)

- **Capacity Building for CO2 mitigation from international aviation**
Organized by European Commission, ICAO

(Nov 12, 18:00 – 20:00, EU Pavilion Room: Bratislava)

- **Transport Day Marrakech**
Organized by SLoCaT Partnership and Paris Process on Mobility and Climate (PPMC)

(Nov 13, 9:00-18:00, Es Saadi Gardens Resort and Palace)

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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