TRANSPORT @COP22 MARRAKECH

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MARRAKECH CALL TO ACTION: WILL LEADERS FOLLOW?
DAYS EIGHT AND NINE – 14-15 November 2016

Wednesday Events to Watch

**Side Event: Fleets for the early deployment of electric vehicles**
13:00-14:30; Tensift Room, Green Zone. This event will focus on the scaling up of ambition for electric vehicle deployment and will consider the role of existing fleets. The Clean Energy Ministerial Electric Vehicle Initiative (CEM EVI) will make an announcement on behalf of participating governments who intend to facilitate global deployment of 20 million EVs by 2020.

**High-Level Discussion: Next Steps on ‘An Actionable Vision of Transport Decarbonization’**
15:30-17:00; Meeting Room 13, Blue Zone. In the first week of COP22, a wide range of public and private sector stakeholders endorsed the PPMC/SLoCaT Global Macro-Roadmap for transport decarbonisation. Today’s discussion will review 2017 plans of the GCAA Transport team to get a head start on COP22 follow-up and ensure that transport is prepared for COP23.

OPENING PERSPECTIVES

As the ‘COP of Action’ gathers steam, there is a strong top-down push from the COP22 leadership to ensure that action is achieved, but in Week Two it is important to pay heed to the bottom-up process from COP21 that will be required to translate UNFCCC words into deeds.

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Late last week COP22 President Salaheddine Mezouar issued an appeal to Parties to support the Marrakech Call to Action with the aim to come out of the proceedings with a tangible product. The document has not been opened to debate, though Mezouar has held consultations with various groupings, with the intention of ultimately gaining endorsement at the highest levels. However, some Parties have asserted that the document should make clear reference to the principles and provisions of the UNFCCC and stress the importance of pre-2020 actions. Other observers have suggested that the document fails to consider the delicate balance achieved among Parties at COP21, which resulted in the broadly accepted Paris Agreement.

Heads of state and ministers have begun to arrive in Marrakech for the High-Level Segment that began Tuesday. Key agenda items include the second part of the facilitative dialogue on enhancing ambition and support and the ministerial high-level on climate finance, as well as high-level events on 'sustainable economic transition and diversification' and 'global climate action'. These events should complement discussions on other key topics such as mitigation ambition, adaptation approaches, technology transfer, among numerous others.

It remains to be seen whether these discussions will be backed up by needed commitments and action; we can only hope that more surprises await to help move the needle. Meantime, the launch of a new partnership for NDC knowledge sharing, a proposed center for adaptation research, and a three-day conference to explore low emissions solutions are providing tangible, bottom-up strategies to help transport play a more central role in achieving the aims of COP21.

Transport & Mitigation

Today at COP22, developing and developed countries, alongside international institutions, launched the NDC Partnership, is a collaborative platform to help countries embed their NDCs into all sectors and all levels of decision-making, and to further engage the private sector, encourage South-South cooperation, and make donors more responsive to countries’ needs.

The NDC Partnership is co-chaired by Morocco and Germany, funded by multilateral banks, the Global Environment Facility and United Nations bodies, and, and supported by the Danish, Dutch, and German ministries. Currently, 34 countries at diverse stages of development are included in the partnership, such as Canada, the European Union, Brazil, Colombia, Japan and Mexico.

In conjunction with today’s launch, the NDC Partnership unveiled the NDC Funding and Initiatives Navigator, a comprehensive online database of climate finance and support initiatives available for NDC implementation. The Navigator is designed to help countries identify available alternative resources for adaptation and mitigation, and to help improve coordination by showing countries’ existing bilateral NDC support engagements.

As of today, the Navigator covers over 300 bilateral and multilateral funds, and supports initiatives spanning across 17 sectors including transport, which is supported by funds including the Climate Change Technical Assistance Facility and the Clean Energy Solution Center.

It is hoped that the nascent NDC Partnership will effectively support NDC implementation in the coming years by working effectively as a platform for collaboration among a diverse set of actors.

In COP22 negotiations, the APA invited Parties to submit their views on NDC guidelines, yielding a decision to hold an NDC roundtable at the Bonn session in May 2017. Disagreements persist.

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over the balanced inclusion of mitigation and adaptation within NDCs, and proposed guidelines on features, information and accounting of NDCs. Parties expressed support for a dedicated roundtable, stressing the need to accelerate progress on NDCs and to facilitate pre-2020 action.

The Under2 Coalition consists of a commitment by sub-national governments to reduce their GHG emissions toward net-zero by 2050, and to demonstrate that climate action should be undertaken at all levels of governance. Signatories submit a plan to outline a unique set of actions to reach their reduction goals and commit to cooperative efforts around implementation and monitoring of action to meet these goals. At a high-level ceremony at COP22 last Friday, 29 new signatories committed Under2 increasing the total to 136 signatories.

Central to the agreement is the premise that all signatories agree to reduce their GHG emissions by 80-95%, or limit to 2 metric tons CO2-equivalent per capita, by 2050. A recent SLoCaT study, the Implications of 1.5DS for Transport Emissions in 2050 report concludes that to reach at 1.5DS target, per capita emissions from transport must be limited to a tenth of this amount (assuming a proportional contribution mitigation efforts by the sector); thus, there is room for still further gains.

Transport & Adaptation

Adaptation continues to receive secondary emphasis to mitigation at COP22. In the first part of the facilitative dialogue on Friday, it was noted that the cost of adaptation in developing countries is estimated to be at least two to three times higher than mitigation measures. Thus it was stressed that finance for mitigation and adaptation should be more equally allocated, and that both aspects should be centrally reflected in NDCs, which are key vehicles to deliver climate action on mitigation, adaptation and means of implementation for transport and other sectors.

On Monday, the APA concluded its agenda. Thailand (on behalf of G77/China) noted that the Paris Agreement has entered into force with great speed, and thus it is the task of the APA to maintain balance among issues under the Paris Agreement, with adaptation a high-priority area.

Thailand stressed that adaptation funding is essential for increasing efforts to cope with climate change and expressed concerns that the preparatory work for the Adaptation Fund to serve the Paris Agreement was delayed, as developed countries expressed opposition to the Adaptation Fund serving the Paris Agreement. Thailand also stressed that adaptation communications should not be a burden for developing countries, while Bolivia highlighted the need for flexibility and underscored the importance of increased support for adaptation. Finance flows to adaptation must be expanded beyond the scope of the Adaptation Fund to increase resilience of global transport infrastructure and services.

The Dutch government and the UN Environment Programme (UNEP) are exploring the option of launching a Global Centre of Excellence on Climate Adaptation in 2017 with a broad network of international partners. The Centre intends to pool knowledge to help countries, communities and companies to develop and implement replicable approaches to adaptation. The Centre intends to focus its efforts on three initial areas: Water (deltas), Smart Mobility and Agriculture.

The Centre is envisioned to be a network organization that brokers and connects end users (countries, communities and companies) with knowledge providers, financial services and insurance, solution providers, international organizations, donors, and collaborates with existing networks. The overall objective is to provide support, technical assistance and capacity building

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to accelerate climate adaptation actions in the selected thematic areas. The Dutch government is to provide seed funding, solutions and finance, in conjunction with thematic networks.

The SLoCaT Partnership participated in a Tuesday workshop to discuss the Centre’s mission and objectives. Next steps comprise further detailing of the Centre’s service lines and activities, test-running services with a selection of end-users, exploring collaborative models with related initiatives, and discussing possible organizational models and roles of potential partners. Further workshops and meetings are be organized following COP22.

A newly released World Bank study finds the impact of extreme weather on poverty is more devastating than previously understood, as it is responsible for annual consumption losses of $520 billion, and it pushes 26 million people into poverty every year. These numbers do not reflect the fact that extreme climate conditions affect communities far beyond the obvious financial costs of infrastructural damage.

In addition to financial damage to transport infrastructure, climate impacts disproportionately affect poor communities’ ability to access employment opportunities, education facilities and other essential services. More attention is needed for adaptation of the transport sector to extreme climates in poor communities, and SLoCaT is advancing this cause through burgeoning workstreams on transport and adaptation, and transport, equity, and poverty.

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: 379
Organizations joined so far: 33
New signatories: Northern Corridor Transit & Transport Coordination Authority, Islamic Development Bank

Financing and Technology in the Transport Sector

Market-based measures (MBMs) are an important complement to ‘command-and-control’ policy measures, which require polluters to take specific actions to reduce emissions, such as meeting a prescribed emission standard. The most common MBMs are carbon pricing, cap-and-trade, and offsetting schemes (or a combination of these measures). MBMs are sometime seen as more effective than ‘command-and-control’ measures, as they provide the flexibility to consider that different subsectors face different costs, and thus provide a greater incentive for firms to innovate and thus to potentially exceed the reductions required by an emission standard.
Yet despite being included in Article 6 in the Paris Agreement, carbon pricing has made little progress in the transport sector this year, and may breakthroughs have focused on offsetting, such as ICAO’s recently announced CORSIA scheme. There is concern that offsetting cannot be relied on as a long-term solution as it may fail to encourage the same degree of technological innovation as a pricing system; in civil society input to COP22 negotiations, Climate Justice Now! stressed that achieving a 1.5DS does not allow space for carbon offsetting mechanisms.

Participants at the PPMC-SLoCaT-sponsored Transport Day noted that support for carbon pricing exists within the sector, but that overall opinions from transport industries are heavily divided (per Entreprises pour l’Environnement), which hinders action. The SLoCaT Partnership maintains that carbon pricing should complement but not replace regulatory action, as loosely regulated MBMs tend to be ineffective; for example, the EU Emissions Trading System (ETS) currently suffers from providing an ‘oversupply’ of permits.

Elsewhere in the private sector, the We Mean Business coalition contains 77 leading companies committed to the adoption of a carbon price, including industry leaders such as Coca Cola, Carrefour, BT Group and Unilever. The corporate clout behind calls for carbon pricing is clearly not insignificant; nonetheless, at COP22 the APA has concluded its sessions of the first week without real progress on this issue.

Carbon pricing has the potential to be an innovative financial measure adding to the necessary ‘economic diversification’ highlighted by COP22 President Mezouar. Whether action on carbon pricing will materialize remains a lingering question for the high-level events during week two.

The COP22 Low Emissions Solutions Conference, organized by the Government of Morocco, the UN Sustainable Development Solutions Network (SDSN), the World Business Council on Sustainable Development (WBCSD) and ICLEI – Local Governments for Sustainability, brought together technical experts and leading scientists, engineers and innovators from business and academia, to set common technological trajectories for a decarbonized economy.

Today’s afternoon session was devoted to low-emission solutions in transport, and featured presentations by a range of private sector actors on technological approaches in the transport sector that focus on reducing GHG emissions of mostly private vehicles, including electric- and hydrogen-powered cars, as well as biofuels and other approaches.

While technology is a complementary solution within the Avoid-Shift-Improve approach towards sustainable transport development, it is not a universal solution, as electric cars will not solve issues like road congestion and road safety, and cannot ensure accessibility to transport for all. Therefore, while technological improvements in private vehicles can be a key part of the solution, they should not be the sole focus of the transport community in creating sustainable transport systems, as health, safety, accessibility and other co-benefits must also be considered.

Global Climate Action Agenda

As appointed focal point of the GCAA Transport Thematic Area, the SLoCaT Partnership was invited to an intimate dinner with the Moroccan Minister of Environment and High-Level Climate Champion Hakima El Haité to acknowledge COP22 efforts in recent months. Other invitees included the focal points for the other thematic areas, and the UNFCCC Secretariat and staff.

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In her remarks, Minister El Haité expressed her gratitude for the work done to prepare thematic days, and again emphasized the need for concrete achievements and plans to be clearly presented to Parties. In an upbeat address, she explained how the Global Climate Action Agenda was becoming a central part of the COP, and how she believed that in the future the SLoCaT Partnership would be considered a pioneer of a new kind of COP process. She then listened intently to the experiences and comments of all the focal points during a Tour de Table.

**Closing Thoughts**

As transport moves forward in laying out a clear roadmap and associated targets to make needed sectorial transformations, we are hopeful that the UNFCCC process will continue to facilitate the necessary mitigation ambition, adaptation approaches, financial flows and technology transfers to help translate low carbon transport plans into sustained short- and long-term actions.

The COP21 outcome has laid the groundwork for this transition, built on a strong foundation of bottom-up support through the NDC process. Thus, in taking steps toward the implementation of the Paris Agreement at COP22, we are hopeful that Parties will continue to converge around a well-coordinated call to action to help accelerate the global scale-up of sustainable transport.

**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.
**Walking & Cycling infrastructure**

‘Complete streets’ are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. A more equitable allocation of road space will make it easier to cross the street, walk to shops, and bicycle to work. At the same time, complete streets allow buses to run on time and make it safer for pedestrians to access train stations, while continuing to accommodate motorists.

For more information on the quick win, please go [here](http://www.ppmc-transport.org/7).

**Sustainable Freight Recognition Schemes**

Sustainable freight recognition programs can help to reinforce and disseminate best practices in urban freight transport, green logistics, co-modality, and e-freight. Potential areas of evaluation include freight vehicle operational efficiency, and improvements in sustainable distribution to reduce CO2 emissions, congestion, collisions and operator costs. Green freight performance benchmarking through key performance indicators can also assist cities to compare logistics performance and to identify solutions and suitable implementation opportunities.

For more information on the quick win, please go [here](http://www.ppmc-transport.org/7).

For more information on 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/7).

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**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/7) 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.

**Urban Electric Mobility Initiative**

*Harnessing technological innovations and better urban planning to promote low carbon transport*

The Urban Electric Mobility Initiative aims to increase the market share of electric vehicles in cities to at least 30% of all new vehicles (including cars and motorized 2-3 wheelers) sold on an annual basis by 2030 while simultaneously developing the enabling infrastructure for their effective use.

**Key Success in 2016:**

Worked with 19 cities in Europe, Asia, Africa and Latin America on knowledge sharing and the development of implementation concepts; capacity building for over 2000 experts factsheets and policy paper developed

**Plans for 2017:**

New call for cities will be launched in January, new learning program will start in February, pilot project concepts will be developed for selected cities.

For more information on the transport initiative, please visit [http://www.ppmc-transport.org/urban-electric-mobility-initiative/](http://www.ppmc-transport.org/urban-electric-mobility-initiative/).

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

**Preview of the Transport Volume of the Compendium on Baselines and Monitoring**

This draft for comments introduces the scope and structure of the Transport Volume of the Compendium on Baselines and Monitoring, which is a UNFCCC coordinated, multi-stakeholder effort to provide a guide through existing methodologies and tools for establishing baselines and monitoring emissions reductions from mitigation actions. The Compendium covers methodologies in all IPCC sectors. The transport preview includes a draft for comments of the first transport mitigation action type. Please address your feedback and suggestions for additional methodologies to urda.eichhorst@giz.de.

The draft for comments is available for download here.

Upcoming Transport Events

November 16 will feature the following transport-related events:

- **Contribution of the road transport sector to the reduction of the CO2 emissions – Which policies to further reduce its impact?**
  Organized by BIPE
  (Nov 16, 11:00-11:45, Green Zone Pavilion C374)

- **Aviation and Shipping after Paris: has anything changed?**
  Co-organized by European Federation for Transport and Environment (T&E); European Climate Foundation (ECF); Oeko-Institut (Institute for Applied Ecology e.V.)
  Berlin; Réseau Action Climat – France (RAC-F)
  (Nov 16, 11:30-13:00, Blue Zone Bering Room)

- **Fleets for the early deployment of electric vehicles**
  Organized by France, Morocco, Electric Vehicle Initiative, International Energy Agency, Société d’Investissements Énergétiques (SIE), Morocco, Paris Process on Mobility and Climate (PPMC), and the International Zero Emission Vehicle Alliance (ZEV)
  (Nov 16, 13:00-14:30, Green Zone, Tensift)

- **High Level Discussion: Next Steps on ‘An Actionable Vision of Transport Decarbonization’**
  Organized by Paris Process on Mobility and Climate (PPMC) the Energy Investment Company (SIE), France, and Morocco
  (Nov 16, 15:30 – 17:00; Meeting Room 13, Blue Zone)

Please visit the PPMC Transport Events at COP22 website for a full listing of upcoming transport events.

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