COP22 MARRAKECH LOOKS AHEAD TO COP23
DAYS TEN AND ELEVEN – 16-17 November 2016

OPENING PERSPECTIVES

After much speculation in recent weeks and months, it was revealed last week that COP23 would be hosted by the small island state of Fiji, but set against the backdrop of Bonn, the former capital of Germany. This is a fitting juxtaposition, as it symbolizes the need to bring Parties of different stripes closer together, to raise mitigation ambitions while increasing focus on adaptation, and to ensure that sufficient funding flows, technology transfer, and capacity building can help to achieve the better-than-2DS on which the well being of humanity in every corner of the world depends.

A South Pacific presidency calls to mind the COP21 contributions of the high-ambition coalition, under the leadership of the Marshall Islands, which successfully pushed the inclusion of the 1.5DS in the Paris Agreement. More important is to bring international aviation and maritime emissions under a long-term mitigation strategy (by raising ambition and decreasing exceptions) to allow small island developing states (SIDS) a fighting chance of adapting to the changes that await us collectively in an increasingly interconnected world.

Wednesday’s facilitative dialogue noted that action must start now and not in 2020 and though Cancun pledges on early action are on track, they will likely deliver insufficient long-term reductions; thus the UN Environment Programme identified three other avenues for action.

First, an additional estimated 10-12 Gt of reductions can come from energy efficiency, transport, and industry, and non-state actors will have to engage in a meaningful way. Second, the Kigali Amendment to the Montreal Protocol has the potential to contribute another 0.5 degrees Celsius
(though some observers have questioned the additionality of this commitment). Third, marine and terrestrial ecosystems have the potential to sequester “blue carbon”, and implementing the SDGs (beyond climate-specific goals) for transport and other sectors can yield further gains.

The Marrakech Action Proclamation has also evolved and gained further support in recent days, and has positive implications for the transport sector. First, it states, “We, collectively, call on all non-state actors to join us for immediate and ambitious action and mobilization, building on their important achievements, noting the many initiatives and the Marrakech Partnership for Global Climate Action itself…” which reinforces the ongoing work of the Paris Process on Mobility and Climate (PPMC). Second, it states, “We call for urgently raising ambition and strengthening cooperation amongst ourselves to close the gap between current emissions trajectories and the pathway needed to meet the long-term temperature goals of the Paris Agreement,” which directly supports the PPMC-SLoCaT Partnership global macro-roadmap on transport decarbonization.

With the Action Proclamation gaining support from heads of state, government, and delegations, it appears that COP22 is taking steps to fulfill its aspiration to be ‘the COP of action’ after all.

**Transport & Mitigation**

Wednesday brought part two of the 2016 facilitative dialogue, with an initial segment entitled, “High-level Policy Discussions on Ambition.” Questions addressed in the session included where should Parties be with regards to mitigation ambition by 2020, what immediate domestic steps should countries take to raise overall ambition, and what cooperation mechanisms could be used to raise ambition, and what role should the UNFCCC have in supporting this aspiration. Panelists from Parties of different levels of development described past successes and future plans to raise mitigation ambition and drive early action.

The European Union noted that the big challenge is to turn NDCs into action, and that early action is of paramount importance. The EU had set a reduction target of 20% by 2020, and has already achieved a 22% reduction from 1990 levels. While the facilitative dialogue is seen as an opportunity to exchange experiences, more important domestic policies, such as the carbon market that the EU has established, and its increase in funding for adaptation policies. Importantly, the European Union has demonstrated that climate action need not stifle economic growth, as GDP has increased more than 50% while emissions have dropped more than 20%.

Indonesia has established a reduction target of 29-41% below BAU by 2030, underscoring the importance of conditional targets in raising mitigation ambition. It has also set a 2025 target of 23% renewable energy inputs, to rise to at least 31% in 2050. In contrast to this post-2020 focus, India noted that a discussion of NDCs is ironic in a pre-2020 session, and that the UNEP report is not in line with the UNFCCC process, because it doesn’t address pre-2020 action. India asserted pre-2020 ambition gaps must be filled for both adaptation and mitigation, in order to produce a complete roadmap for the 2018 facilitative dialogue, based on the current session.

Canada’s Prime Minister committed to a Pan-Canadian Framework for Climate Change, which includes an investment of $3.4 billion over three years to improve transit systems and $25.3 billion over 11 years to build new urban transit networks across the country. Putting a price on carbon pollution is also a high priority, with the four largest Canadian provinces (containing 80% of Canada’s population) having carbon pricing frameworks in place, and with a planned national

carbon pricing scheme, with a planned a benchmark price of $10 per tonne in 2018 to rise to $50 per tonne in 2022.

Maldives (for AOSIS) noted the challenge for some countries to come up with bankable projects; while there are many investment opportunities in island states, they are more limited than in larger countries and mainly focus on scaling up renewable energy. Maldives concluded, “We need a simplified procedure to find adequate finance for both the energy and transport sector.”

The Facilitative Dialogue mitigation session concluded with statements from civil society. A representative from Oceania sought UNFCCC support to establish an indigenous peoples platform and support from Parties to commit to a 1.5DS target. A representative from Ecuador noted that capacity strengthening in developing countries is crosscutting issue; that financing should be distributed among developing countries in a fairer manner. Finally, a representative from Mexico asserted that we must increase ambition on short-lived climate pollutants, and we should view the Kigali Amendment as a complement and not a substitute to the Paris Agreement.

This discussion on pre-2020 action is aptly complemented by the SLoCaT quick wins framework, which offers a vision to quickly scale up known sustainable transport solutions on a global scale.

**Transport & Adaptation**

Two years on from Lima, COP22 on Wednesday saw the second High-level Ministerial Dialogue on Climate Finance. The dialogue focused around the issues of adaptation, the US $100 billion roadmap, and unlocking private finance.

The President of Zambia’s opening address stated that ‘developing countries are being left with far too little support’, and that ‘to date, only 20% of the $100 billion will be given to adaptation in the roadmap, which is far from balanced.’ The Prime Minister of Fiji, who directed a ‘plea’ to developed nations that climatic disasters are ‘the terrifying new reality of small island states’, echoed this urgency. The CEO of the GEF said that ‘oceans, food security, and urban infrastructure’ are the three sectors where adaptation is most urgent.

To address these concerns, the SCF co-chair’s overview of the 2016 biennial assessment of climate finance showed that developed economies are on track to meeting the $100 billion target. Similarly, the CEO of the GCF discussed how they are ‘widening access of LDCs to finance through preparatory support programs.’ The UK Minister of Environment and Industry highlighted the ‘potential to overshoot’ $100 billion as crucial, since ‘this is just a start, and we need to get to the trillions.’ The London School of Economics’ Grantham Research Institute suggested that the ‘trillions everyone likes to talk about’ would materialize if we ‘adjust leveraging ratios’.

On the topic of unlocking private finance, the World Bank delegate explained that two thirds of the infrastructure needed by 2050 has yet to be built, and thus public finance must ‘take on risks to start up projects’, to ensure the private sector makes the shift into green investments. The CEO of the CDP said that ‘information architecture of good data and transparency’ is likewise crucial to creating the necessary investment environment, and stated adamantly that ‘It’s been said so many times, but I’ll say it again – we need carbon pricing.’

Overall, it was acknowledged that the investment potential from the private sector is huge, but that more projects must be brought to the floor and approved more quickly in order to enable this.

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On this note, the Chinese special representative warned that ‘innovative finance must not be used as an excuse to impose obligations on developing nations.’

The moderator remarked that the input of various finance ministers on the importance of policy structures to encouraging green investments showed that we are moving ‘from a time when finance ministers would side against climate action’ towards a recognition that action will ‘create more jobs, and grow our economy.’

Summing up the tone of the dialogue, the Zambian president stated that ‘if money is provided [to developing nations] now, this will decrease the need to adapt in the future.’ On the other hand, a UK Minister made clear that ‘this COP is a COP of action…and it is quite right that we [developed nations] be held to account.’ In this context, more resilient transport infrastructure and services can help to bridge this divide by providing more reliable and equitable mobility options for all.

### 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 was presented to UNFCCC Executive Secretary Patricia Espinosa; see the PPMC press release for more detail.

There is still time for both individuals and organizations to join our list of signatories. PPMC and the SLoCaT Partnership welcome you to join us by signing here.

Individuals joined so far: 395
Organizations joined so far: 58
Recent signatories: World Bank, Inter-American Development Bank, Asian Development Bank, international Road Assistance Program, Sustainable Transport Africa, Alstom

### Financing and Technology in the Transport Sector

Wednesday’s facilitative dialogue continued in the afternoon with a discussion on means of implementation for the Paris Agreement (MOI). Questions addressed in the dialogue included what actions are required to further scale up support for accelerating technology development and transfer for developing countries; how can access to financial support be enhanced to support climate actions in the most vulnerable countries; and what role should the UNFCCC and the established architecture for MOI have to enhance the provision and mobilization of support.

The board co-chair of the Green Climate Fund (GCF), whose sole mandate is to promote a paradigm shift to lower emissions, presented a keynote. Priorities of GCF include financing innovative programs, scaling up known approaches, balancing allocation between adaptation and mitigation, mainstreaming full country ownership, and maximizing engagement of private sector.

The Fund grew to US$10.3 billion in its initial resource mobilization period, and today, a total of US$1.2 billion dollars to be implemented in 39 countries including SIDS and LDCs. GCF’s

readiness program prioritizes vulnerable countries, with 56 countries receiving funding with two thirds SIDS, LDCs and African States, and with 23 countries already in implementation stages.

The CEO and chairperson of the Global Environmental Facility presented on the freshly-launched Capacity Building Initiative for Transparency (CBIT), which aims to strengthen institutional and technical capacities of developing countries to meet the enhanced transparency requirements in the Paris Agreement before and after 2020. Parties at COP21 had requested GEF support the establishment CBIT to strengthen institutions for transparency in accord with national priorities, and assist in improving transparency through relevant tools and training.

The CBIT trust fund was formally launched during the dialogue and is now operational, with Costa Rica, Kenya and South Africa among initial beneficiaries. CBIT donors, including Australia, Canada, Germany, Italy, Japan, Netherlands New Zealand, Sweden, Switzerland, the United States, the United Kingdom, Scotland, and Wallonia, committed a total of more than US$50 million during the session, which will help inform revised NDCs and upcoming global stocktakes.

As the world’s two largest carbon emitters, China and the United States continued to display a strong commitment to climate action during the Facilitative dialogue.

China noted that to realize the goals of the Paris Agreement, political trust is key, and commitments must be honored, including those on technology and finance as well as mitigation ambition. China also asserted that the facilitative dialogue should help to reach consensus on increasing adaptation finance of capacity building. China intends to fulfill its targets despite the cost, and next year will establish a carbon market, and will set aside 3.1 billion dollars for south-south cooperation, noting that developed countries can do more.

The United States stressed the continued need to find resources for mitigation and adaptation, and to scale up technology development and transfer, while simplifying access. The United States notes that commitments toward the $100 billion dollar mobilization increased from $52 billion dollars last year to $62 billion this year. This amount can be further leveraged with funds from the private sector, and by finding ways to reduce risk and thus bring more countries and companies to the table. The US also seeks to scale up new mechanisms such as reverse auctions for renewable energy and to further leverage other financing tools and opportunities.

To scale up sustainable low carbon transport globally to meet Paris Agreement targets, China and the United States must continue to play a leading role in setting examples for both developed and developing countries by maintaining and expanding political and financial commitments.

On the 16th of November, as part of COP22, eight major nations (Canada, China, France, Japan, Norway, Sweden, the United Kingdom and the United States of America) signed a pledge to increase the share of electric vehicles in their government fleets. The Declaration was developed under the aegis of the Clean Energy Ministerial Electric Vehicles Initiative (CEM-EVI).

The Declaration aims at encouraging non-state actors, such as cities, regional and state governments, companies, sectorial federations and other organizations, to accelerate the energy transition with the introduction of clean vehicles in their fleets, including transit buses, taxi fleets, as well as municipal and corporate fleets.

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With the signing of the declaration, these governments not only commit to accelerate the introduction of zero emission vehicles in government fleets, but also provide leadership and set an example for other countries to follow in making similar commitments.

The International Energy Agency (IEA) said, “Although the global fleet of electric cars has surged past the one million milestone, it still represents less than one percent of what is needed to decarbonise the energy system. The Electric Vehicles Initiative, including its new Government Fleet Declaration, can play a key role in unlocking the full potential of electric vehicles. The IEA – as the new home of the Clean Energy Ministerial – is honoured to be at the heart of its work.”

The full text of the Government Fleet Declaration is available here:

A related side event on the early deployment of electric vehicles addressed issues such as local and national initiatives to promote the electrification of vehicle fleets as well as private initiatives in this area. During the first panel, Norway and California presented on their policies and progress.

Norway has been promoting electrification since the early ‘90s through tax exemptions and a countrywide network of charging stations. The country also has a goal of no new fossil fuel cars being sold by 2025. These policies have allowed Norway to reduce its GHG emissions at an accelerated rate, and the country will be reaching the 2020 goal for transport sector next year.

California has undertaken several actions to encourage the use of electric vehicles, including credits oriented towards the acquisition of electric vehicles and requirements for car dealers to include electric vehicles in their fleets. California has also implemented a cap and trade program, investing revenue on the promotion of electric vehicles, and has also collaborated with other states to implement a system of charging stations from California to British Columbia.

The next session focused on the Government Fleet Declaration. Both France and the United States presented plans to achieve their electrification goals. France plans to implement tax incentives, develop charging infrastructure, and implement further requirements for taxi and rental companies to include at least 10% of low emission vehicles in their fleets. The US government has undertaken innovative actions to promote fleet electrification, such as basing a recent bid on ground freight logistics on GHG emissions. During the discussion the US representative stated his belief that the market momentum is unstoppable, and no longer relies on government support.

The last panel featured Quebec, who spoke about the policies carried out in the province to reduce GHG emissions. He specifically cited Quebec’s cap and trade system, which is among the largest in the world, and how the province uses its revenue to invest in transport. Other panelists focused on how measures such as smart charging, improved batteries and increased efficiency can be scaled up further; how private companies can contribute to fleet electrification, and that more improvements are needed to overcome customer reluctance.

Global Climate Action Agenda

On Wednesday, PPMC and SLoCaT led a high-level discussion on the way forward for sustainable transport in 2017, to ensure the transport sector is well positioned for COP23.

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The result of efforts over the past years is shown in the unprecedented presence of transport at COP22. There is growing awareness that integration of other sectors is necessary to decarbonize the transport sector. The transport sector welcomes the acknowledgement of the need for pre-2020 alongside longer-term action, and has also embraced the call for inclusion of adaptation on more equal terms with mitigation. The amount of attention to transport in terms of side-events as well as in formal negotiations has never been so high.

The PPMC is currently in discussions with the Dutch government on the creation of a Global Centre of Excellence on Adaptation. The proposed emphasis of this center would be on tool development and outreach in the areas of water, agriculture and smart mobility. PPMC is also working with the French government on tracking and reporting the 15 GCAA initiatives, which have successfully reduced emissions in transport to date and can be scaled up further in the future. New initiatives are invited to join, and more focus on the global South is welcomed.

On the topic of PPMC knowledge products, the pre-2020 quick wins have been published on the PPMC website, and there are plans to create region-specific roadmaps within the global macro-roadmap. PPMC is in discussion with Latin America and Asia, and another request for the macro-roadmap is to investigate the implications of more sustainable transport investments on job markets. PPMC also plans to align activities more closely with the facilitative dialogue.

Overall, PPMC is eager to continue dialogue on transport throughout the coming year, and hope the discussions will continue beyond COP22, which has left the transport sector with a greater of direction in the UNFCCC process than ever before.

A high-level plenary session on Thursday included a segment on sustainable infrastructure, which highlighted the importance of immediate investments in sustainable infrastructure in delivering on long-term adaptation and mitigation goals, building upon the outcomes of thematic action events on industry, energy, transport, and cities and human settlements. In addressing transport in an integrated manner with these other sectors, PPMC activities have been further established as a crucial component of broader efforts on climate action at COP22.

In the transport section, Paula Caballero, Global Director of Climate Programs at the World Resources Institute, stated, “To all those who expected a COP of action, and an COP of substantiated hope, the transport sector is proud to report that it has delivered an Actionable Vision of Transport Transformation.” This vision includes a decarbonization pathway to a net-zero emission transport by 2060; a set of 20 disruptive public policies, or Quick Wins, to pass without delay (and no later than 2020); scaled up action by 15 existing initiatives under the Global Climate Action, as well as new ones, to sustain the above strategy; a call to action for adaptation acceleration; and an agenda to prepare for COP23. She also underscored that in Marrakech, the transport community has held meetings on mitigation and adaptation with Transport CEOs and Transport Ministers, along with dedicated sessions on transport adaptation, women and Africa. Further details can be found in the outcome document of the Transport Thematic Area.

In follow-up discussions, WBCSD noted that one of the most powerful initiatives raised by the transport sector is the PPMC global macro-roadmap, which will bring many stakeholders together, and which will have potentially significant implications on jobs in transport-related industries. Similarly, Argentina stressed the need to work together to shift the matrix of clean energy, accessibility, and jobs, stating that public transport can have positive impacts on health and quality of life. He underscored the importance of civil society in discussions on sustainable transport, noting the need for cultural change so that fossil fuels remain under the soil.

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Closing Thoughts

Though we know the last leg of the marathon is the hardest, we don’t want to slow down before the finish line, and we still have substantial effort to make, because NDCs in their current form are far from sufficient to meet IPCC targets. To further drive early climate action, we must mobilize markets and make sustainable transport investments that are robust, durable, and equitable.

The Marrakech Action Proclamation further states, “The transition in our economies required to meet the objectives of the Paris Agreement provides a substantive positive opportunity for increased prosperity and sustainable development.” In this spirit, the global transport community must continue to assist policy makers, non-state actors, and industry to move toward the COP22 finish line on pre-2020 action and reach a new starting line to implementing the Paris Agreement and prepare to create a more stable climate and more livable and sustainable post-2020 world.

As we look ahead to the next round of talks at Fiji-in-Germany we must continue to bridge islands and continents, and to recognize how closely our collective fates are ultimately tied.

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 has been proposed for implementation at scale in the pre-2020 period.

Throughout COP22, we have presented 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.

Car-free days/ ciclovias

Car-free days and ciclovías involve closing city streets to motorized traffic and opening them completely to pedestrians and cyclists, in order to promote physical activity and encourage people to use an alternative to private motorized transport as a part of their daily routine. It is important to note that car-free days and ciclovías provide a modest GHG emissions reduction benefit, as they are often voluntary and usually implemented across few streets for a limited duration; nevertheless, they can lead to longer-term transit behavioral change.

For more information on the quick win, please click here.

http://www.ppmc-transport.org/
Zero Emission Urban Freight

Truck transport accounts for about 25% of global transport energy use. Every year American trucks travel empty for 50 billion miles, 28% of their total mileage, and in Europe one quarter of containers on the road run empty. Empty runs have high economic costs due to the wastage of fuel, time, labor, and traffic congestion involved. The UK transport industry could save over 40 million miles of empty journeys by making use of spare vehicle capacity.

For more information on the quick win, please click here.

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 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 have introduced the 15 GCAA transport initiatives to demonstrate the targets, actions, and achievements taken up by different stakeholders in the transport sector.

World Cycling Alliance (WCA) and European Cyclists’ Federation (ECF) Commitment

Cycling delivers on the global goals

European Cyclists’ Federation (ECF) and the World Cycling Alliance (WCA) are collecting the ambitions and flagship projects from cities and regions around the world regarding their concrete proposals for a modal shift to cycling. For the European continent, http://www.ppmc-transport.org/
ECF’s mission since 2009 has been on doubling cycling in Europe by 2020. Combined with the creation of the network WCA, ECF and WCA seek to also increase the modal share on the global level.

**Key Success in 2016:**
World Cycling Alliance (WCA) and European Cyclists’ Federation (ECF) achieved to get cycling well reflected in the New Urban Agenda, adopted by the UN at Habitat III in Quito.

**Plans for 2017:**
World Cycling Alliance (WCA) and European Cyclists’ Federation (ECF) monitor the modal share of cycling of at 70 cities based on their data and we campaign for a World Bicycle Day.

For more information on the transport initiative, please visit http://www.ppmc-transport.org/world-cycling-alliance-wca-and-european-cyclists-federation-ecf-commitment/.

**Worldwide Taxis Initiative**

*Accelerating the introduction of low emission vehicles in taxi fleets by 2020*

Worldwide Taxis Companies are committing to accelerating the energy transition of their vehicle fleet by 2020 and 2030. The initiative is committed to the creation of tailor-made offers by partner manufacturers, promotion of low-emission vehicles among drivers (awareness-raising campaigns, training, financial incentives, etc.) and the development and implementation of incentive schemes for drivers and customers in line with the global environment commitment.

**Key Success in 2016:**
Number of members increased from 14 in April 2016 (at the official launch of the initiative) to 19 by October 2016.

**Plans for 2017:**
Finalize a “charter of progress” to encourage innovations related to the four pillars of sustainability (training of drivers, taxi accessibility, shared mobility, complementarity with public transport, etc).

For more information on the transport initiative, please visit http://www.ppmc-transport.org/worldwide-taxis-initiative/.
PPMC Transport and Climate Change Knowledge Product of the Day

GHG Evaluation Methodologies Assessment

SLoCaT Partnership has compiled a detailed qualitative assessment of 110 transport greenhouse gas (GHG) emission methodologies and tools, which cover a range of transport subsectors and include both passenger and freight methodologies.

This initial analysis of GHG methodologies demonstrates that there is an increasingly broad range of tools to support the analysis of transport interventions for potential climate impact and other social impacts. The rapid growth in methodologies since 2007 suggests that the drive for more options to quantify CO2 reductions has in turn produced a wider set of tools to measure development co-benefits. It is hoped that this broad characterization of existing methodologies can help to drive progress toward an even more robust set of tools to more effectively portray the potential contribution of sustainable transport projects in the future.

The matrix and a detailed list of key findings and initial recommendations for further development of GHG methodologies are available here.

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