



UNFCCC May 2017 Bonn Sessions: Implications for the Transport Sector¹

Partnership on Sustainable Low Carbon Transport (SLoCaT)
June 2017

I. Overview

The May 2017 United Nations Framework Convention on Climate Change (UNFCCC) climate negotiations in Bonn demonstrated Parties' collective commitment to continuing the climate action needed to implement the Paris Agreement on climate change. During the Bonn sessions, negotiators made strides toward a detailed Paris Agreement "rulebook," kicked off a process for countries to take stock of climate action to date, and highlighted key opportunities for enhanced future action.²

At the same time, there remains much more to be done. An International Institute of Sustainable Development (IISD) analysis of the Bonn talks used three "yardsticks" to measure progress toward the Paris Agreement, namely: "whether there was a shift towards textual negotiations on the rulebook; whether the elements of the outcome advanced in a coherent way; and if the basis for climate action was strengthened and broadened."³ Based on these metrics, outcomes from the talks were decidedly mixed.

There was much at stake for the transport sector during the Bonn talks, which had important implications for non-Party stakeholders to contribute to the Paris rulebook, and the forthcoming facilitative dialogue and global stocktake, in addition to increasing involvement in the Global Climate Action Agenda (GCAA) and considering further the treatment of international aviation and shipping emissions in the UNFCCC.

II. Official negotiations

Official negotiations in Bonn were distributed across three principle tracks: The Ad Hoc Working Group on the Paris Agreement (APA), the Subsidiary Body for Implementation (SBI), and the Subsidiary Body for Scientific and Technological Advice (SBSTA).

A. Ad Hoc Working Group on the Paris Agreement (APA)

The Ad Hoc Working Group on the Paris Agreement (APA) was established to prepare for the entry into force of the Paris Agreement, and to address such as elements of NDCs, communications on climate

¹ The SLoCaT Partnership would like to thank Yamide Dagnet of the World Resources Institute (WRI) for her direct inputs to this report, and to acknowledge recent WRI blog posts, IISD summaries, UNFCCC outcome documents, and ECO newsletters from the Climate Action Network (CAN) as key resources for this narrative.

² <http://www.wri.org/blog/2017/05/message-bonn-world-committed-climate-action-and-paris-agreement>

³ <http://enb.iisd.org/download/pdf/enb12701e.pdf>

adaptation, and the 2018 facilitative dialogue and forthcoming global stocktakes⁴. APA 1-3 convened in Bonn with the intention to make progress on these issues, starting with defining the “Paris rulebook”.

1. Paris Agreement “Rulebook”

In a key development, Bonn delegates progressed in creating a “Paris rulebook”⁵ – essentially a manual for countries to leverage the Paris Agreement to advance climate action – which included discussion on the following topics:⁶

- Sharing views on designing forthcoming global stocktakes, to take place every five years to assess progress and measure gaps toward reaching Paris Agreement climate targets
- Developing a transparency framework (e.g. reporting methodologies for national GHG inventories, establishing required information for financial support, technology transfer and capacity-building)
- Providing guidance on how countries should communicate their adaptation actions within the UNFCCC process, using both existing and emerging tools
- Continuing discussions on climate finance (e.g. accounting of mitigation finance allocated to date, proposing potential mechanisms for the Adaptation Fund to support the Paris Agreement⁷)
- Exploring non-binding solutions – such as market mechanisms – to help countries deliver on their climate commitments while simultaneously achieving sustainable development goals

The UNFCCC is accepting submissions on the Paris rulebook by the end of September 2017, which are expected to be open to non-state actors⁸, thus offering an opportunity for the global transport community to voice perspectives on optimal engagement in supporting implementation of transport aspects of NDCs.

2. Facilitative Dialogue

The 2018 Facilitative Dialogue (FD) is intended to allow countries to assess progress toward Paris targets and highlight opportunities to enhance countries’ Nationally Determined Contributions (NDCs) by 2020. Bonn delegates proposed that 2018 dialogue must be an ongoing process to take place before and during COP24 (not as a mere platform for ministerial statements), and that non-state actors should play a central role in this process.⁹ While governments generally acknowledge the need to leverage non-state actors in the FD process, there is currently less clarity on how to select among non-state actors and at which stage they should be engaged.¹⁰

Local Governments for Sustainability (ICLEI) made an intervention in the UNFCCC’s Open-Ended Informal Consultations on the 2018 Facilitative Dialogue as the focal point of Local Governments and Municipal Authorities (LGMA) Constituency to the UNFCCC. Some key interventions follow:¹¹

- *Subnational governments play a key role in addressing the gap between ambition levels in NDCs and emission pathways required to meet Paris Agreement targets. Thus, the LGMA constituency proposes that the 2018 facilitative dialogue allow for Parties to be informed by a range of stakeholders including local and regional governments, to accelerate implementation of NDCs.*

⁴ <http://unfccc.int/bodies/apa/body/9399.php>

⁵ <http://www.wri.org/blog/2017/05/setting-rules-game-bonn-climate-change-talks>

⁶ <http://www.wri.org/blog/2017/05/hot-week-climate-action-during-bonn-talks>

⁷ The ‘[Future of the Funds](#)’ by WRI analyses the Adaptation Fund’s advantages for serving the Paris Agreement.

⁸ Yamide Dagnet, World Resources Institute. Personal communication, 31 May 2017.

⁹ <http://www.wri.org/blog/2017/05/message-bonn-world-committed-climate-action-and-paris-agreement>

¹⁰ Yamide Dagnet, World Resources Institute. Personal communication, 31 May 2017.

¹¹ “Intervention of Local Governments and Municipal Authorities (LGMA) constituency at the open-ended informal consultations on the 2018 Facilitative Dialogue.” Jisun Hwang, ICLEI – Local Governments for Sustainability.

- *The LGMA stressed the importance of maximizing the use of existing data sources for climate action, including the carbon Climate Registry, CDP (formerly the Carbon Disclosure Project), and the UN-Habitat analysis on the urban dimension of NDCs.*
- *The LMGA further suggested that the 2018 facilitative dialogue draw upon technical expertise from conferences (e.g. Climate Chance Summit in September 2017, California Summit planned for late 2018), to further clarify the role of subnational governments in tackling climate change.*

The 2018 facilitative dialogue has the potential to be an exciting opportunity for non-state actors (including SLoCaT and member organizations), as it will offer Parties further clarity on existing initiatives and how they can complement and help to scale up national efforts.¹² As transport is a key area for local governments to increase ambition, PPMC will continue to work with ICLEI and the LGMA group to strengthen the work of transport in their climate work and facilitate the provision of required transport inputs and expertise.

Transport was represented in mitigation-focused events in Bonn, including in a side event entitled 'Strengthening Leadership on Low-Carbon Transport to Deliver Long Term Climate Goals,' and in a meeting on the Transport Decarbonization Alliance, as described in Section III below.

3. Global Stocktake

The Paris Agreement calls for a global stocktake for countries to gather every five years to assess progress toward the agreement to date. In Bonn, negotiators worked toward designing a global stocktake that includes components on mitigation, adaptation and finance. There was also convergence around mapping linkages among elements of the Paris Agreement to build a framework to support its full implementation.¹³

Additional questions addressed in discussion on the global stocktake included how to organize work around a broad scope of topics; what sources of information might inform the stocktake, and how to bring non-state actors into the process to offer necessary support, especially at the sectoral level.¹⁴

In Bonn, the NDC Partnership released a beta version of its [NDC Toolbox Navigator](#), an web-based resource featuring 250 tools and resources to support national and sub-national entities throughout the process of implementing NDCs.¹⁵ SLoCaT is offering general transport consultation to the NDC Partnership, and could support the development of transport-specific aspects of the Toolbox, which are currently not incorporated but could be included in forthcoming versions.

4. Adaptation Activities

Adaptation was identified as one of four priorities by the COP22 Presidency; yet, at the close of COP, much uncertainty remained on the funding of adaptation activities, especially regarding the role of the Adaptation Fund in serving the Paris Agreement. In Bonn, Parties discussed necessary steps toward Fund operationalization, and worked toward a guidance for ongoing adaptation communications.¹⁶

The APA welcomed the progress in exchanging views on the Adaptation Fund, and requested that the secretariat make available on the UNFCCC website by 15 September 2017 a list of previous decisions on the Adaptation Fund that touch on institutional arrangements, safeguards and operating modalities.¹⁷

¹² Yamide Dagnet, World Resources Institute. Personal communication, 31 May 2017.

¹³ <http://www.wri.org/blog/2017/05/message-bonn-world-committed-climate-action-and-paris-agreement>

¹⁴ Yamide Dagnet, World Resources Institute. Personal communication, 31 May 2017.

¹⁵ <http://www.wri.org/blog/2017/05/hot-week-climate-action-during-bonn-talks>

¹⁶ <http://www.wri.org/blog/2017/05/message-bonn-world-committed-climate-action-and-paris-agreement>

¹⁷ http://unfccc.int/files/meetings/bonn_may_2017/in-session/application/pdf/apa2017_I2_amended_unedited.pdf

To date transport sector actions on climate change have largely focused on mitigation, and there is a growing recognition that adaptation actions must become more widespread in the transport sector. The focus on adaptation at COP22 enabled the PPMC to draw more attention to adaptation and increasing resilience for transport, and progress at Bonn hints at further steps in this direction.

Transport was represented in adaptation-focused events in Bonn, including side events entitled 'Global Centre of Excellence on Climate Adaptation' and 'Climate Action for Transport Mitigation and Adaptation' and in the 'ICLEI Resilient Cities' conference, as described in Section III below.

5. APA 1-3 Outcomes and Next Steps

Overall outcomes of APA 1-3 are captured in the co-chairs' summary document.¹⁸ Before the session, the APA received more than 100 submissions from [Parties](#) and [non-Party stakeholders](#), including a submission from ITDP (on behalf of the SLoCaT Partnership) which offers transport-focused recommendations on APA agenda items.¹⁹ The APA further invited Parties to make, by 15 September 2017, focused submissions on the elements outlined in APA 1-3, and to prepare (with the support of the Secretariat), by 15 October 2017, a non-paper capturing convergence and divergence of views expressed in these submissions. The APA also requested the Secretariat to organize a series of roundtables at COP23 to be open only to Parties and observer States.²⁰

The APA emphasized that questions and focus areas in no way restrict Parties from making submissions on any aspect of the APA agenda, and reiterated an earlier invitation to Parties and admitted observers to provide views and proposals on any work of the APA before each of its sessions, allowing a key channel for input from the global transport community on the global stocktake and facilitative dialogue.

In a follow-up webinar,²¹ presenters from the UNFCCC Mitigation, Data and Analysis Programme called APA 1-3 a successful session, comprising "not big steps, but a stepwise approach toward a joint objective." Discussion centered on whether information for NDCs should be more proscribed or more flexible, and whether NDC progress should be reported through existing Biennial (Update) Reports or a new reporting mechanism. Though much remains to be done, having a skeleton of modalities, procedures and guidelines in place makes the goal of an agreed text by 2018 "challenging but feasible."

B. Subsidiary Body for Implementation (SBI)

The SBI is one of two permanent subsidiary bodies, which is designed to assess and review the effective implementation of the Convention, to advise the COP on budgetary and administrative matters, and to mark progress on monitoring, reviewing and verifying (MRV) functions.²² SBI 46 convened in Bonn in May 2017 to address engagement of non-Party stakeholders, efforts to build capacity among Parties, and assessment of climate action to date by developed and developing country Parties.

1. SBI Workshop to Enhance Engagement of Non-Party Stakeholders

A workshop on enhancing the engagement of non-Party stakeholders to strengthen implementation of the Paris Agreement was held in Bonn on 9 May 2017.²³ The SBI identified further opportunities to enhance openness, transparency and inclusiveness in engaging non-Party stakeholders in the following ways:

¹⁸ http://unfccc.int/files/meetings/bonn_may_2017/in-session/application/pdf/apa2017_I2_amended_unedited.pdf

¹⁹ Note that 2017 submissions are not currently included in the specified link.

²⁰ http://unfccc.int/files/meetings/bonn_may_2017/in-session/application/pdf/apa2017_I2_amended_unedited.pdf

²¹ http://unfccc.int/files/focus/application/pdf/04_ndc_spotlight_update_on_apa.pdf

²² <http://unfccc.int/bodies/body/6406.php>

²³ <http://unfccc.int/resource/docs/2017/sbi/eng/l10.pdf>

- Inviting the presiding officers of the subsidiary bodies and constituted bodies to increase opportunities for admitted observer organizations to make interventions, and to make greater use of inputs by non-Party stakeholder on workshops and technical meetings and through submissions.
- Encouraging future Presidencies to enable admitted NGO constituencies to have an open dialogue with Parties and contribute to agenda-setting and programming, and to exchange information on best practices and challenges to public participation with NDCs and NAPs.
- Inviting the secretariat to support engagement of all non-Party stakeholders in the UNFCCC process (including admitted IGO and NGOs), to promote transparency and inclusiveness in the UNFCCC process; and further enhance Parties' access to submissions from non-Party stakeholders

These discussions give life to the commitments made by Parties in Paris in 2015 to increase the engagement of non-Party actors in UNFCCC implementation activities, and increasingly UNFCCC bodies are improving opportunities for non-Party contributions to their work. The PPMC will continue to leverage meaningful opportunities for the transport sector to contribute to UNFCCC discussions.

2. Paris Committee on Capacity Building

The Paris Committee on Capacity Building (PCCB) convened its initial meeting, constituting a positive step in supporting pre-2020 action in developing countries. The PCCB consulted with stakeholders on addressing capacity gaps in developing countries and contributing to implementation guidelines needed to fill these gaps and keep countries on track to achieving their climate commitments.²⁴

After three days of deliberation, the committee agreed on a comprehensive work program (in a 10-page document) to provide a roadmap to foster sustainable capacity building. The [2016-2020 work plan](#), includes activities such as “fostering global, regional, national and subnational cooperation,” and “promoting and exploring synergies for enhanced collaboration with institutions outside the Convention and the Paris Agreement engaged in implementing capacity-building activities.”²⁵ This roadmap can support needed capacity building for transport through the NDC Partnership, TUMI, and other initiatives.

3. Multilateral Assessments/Facilitative Sharing of Views

The Bonn sessions offered an opportunity for countries to report on respective progress in reducing carbon emissions and increasing climate resilience – through parallel peer review processes known as *multilateral assessments*²⁶ for developed countries and *facilitative sharing of views*²⁷ for developing countries – with the goals of clarify reporting assumptions and enhancing monitoring methodologies.²⁸

Under multilateral assessments, 18 developed countries described progress towards mitigation goals, including transport sector measures. ‘Improve’ measures (e.g. energy efficiency, alternative fuels, clean vehicles) can be found in most action plans (e.g. Japan has targeted a 50-70% share of electric, hybrid or fuel cells by 2030). On ‘Shift’ measures, France, Luxembourg, Monaco, Slovenia, Iceland, Cyprus and Canada have included public transport development measures among their mitigation actions.

The general interest in the exchange among Annex I countries was on the impact of measures. France was able to reduce 1.8 Mt CO₂ in the transport sector as a component of energy taxation its energy taxation system, and Japan expects that the promotion of electric vehicles will save 24 million tCO₂ in 2030. Summary reports of facilitative sharing of views from developing countries are forthcoming.

²⁴ <http://www.wri.org/blog/2017/05/message-bonn-world-committed-climate-action-and-paris-agreement>

²⁵ <http://enb.iisd.org/download/pdf/enb12701e.pdf>

²⁶ http://unfccc.int/focus/mitigation/the_multilateral_assessment_process_under_the_ia/10090.php

²⁷ http://unfccc.int/national_reports/non-annex_i_parties/ica/facilitative_sharing_of_views/items/10247.php

²⁸ <http://www.wri.org/blog/2017/05/message-bonn-world-committed-climate-action-and-paris-agreement>

4. SBI 46 Outcomes and Next Steps

Although no outcome document is currently available for SBI 46, the SBI has invited Parties and non-Party stakeholders to submit views on non-Party stakeholder engagement by 31 January 2018, and has agreed to take stock at SBI 48.²⁹ This invitation provides an opportunity for the global transport community to remain engaged in the UNFCCC process at sub-national levels, where much needed action to establish more sustainable emission trajectories – including in the transport sector – is taking place.

C. Subsidiary Body for Scientific and Technological Advice (SBSTA)

The SBSTA is one of two permanent subsidiary bodies which provides information and advice on scientific and technological matters related to the UNFCCC and the Paris Agreement.³⁰ SBSTA 46 took place in Bonn, convening a technical expert meeting and continuing the discussion on international aviation and shipping in the UNFCCC process.

1. International Aviation and Shipping Emissions

The International Civil Aviation Organization (ICAO) provided information and results at SBSTA 46 on its recently-adopted emissions trading scheme. As aviation emissions continue to grow, airlines will need to buy an increasing number of offsets from other sectors, but when an airline buys an offset, it's not easy to confirm that the emission reduction isn't being claimed by a state or another entity. Parties, airlines, and civil society are working to solve this problem, and the UNFCCC and APA can support this process by considering the aviation and shipping sectors when drafting rules, especially for accounting, markets, and transparency. Parties must also include emissions inventories the credits they "export" to international aviation, to avoid double counting and ensure real emissions reductions.³¹

The International Maritime Organization (IMO) plans to provide information on international shipping emissions at SBSTA 47 (COP23), and SBSTA requested continued reporting on relevant issues.³²

2. Technical Expert Meetings (TEMs)

The SBI and SBSTA jointly held several Technical Expert Meetings (TEMs) on mitigation and adaptation. The mitigation TEMs focused on the urban environment and land use,³³ which included a presentation on bus rapid transit in China in a thematic event on innovative policy and technology solutions for sustainable urban development. The adaptation TEMs focused on the theme "Integrating climate change adaptation with the SDGs and the Sendai Framework on Disaster Risk Reduction."

The TEMs were designed with the intention to engage stakeholders from a variety of sectors and to make the events more interactive and inclusive. However, some felt that more work is needed to connect the TEMs to the formal negotiating process, and broader Global Climate Action Agenda (GCAA) and work of the High-level Champions (HLCs).³⁴ The HLCs and UNFCCC Secretariat are developing a partnership work plan, but a [recent draft](#) did not receive needed attention, with much of the GCAA budget pushed toward negotiations. A new draft is to be released and is to welcome comments from non-state actors.³⁵

Transport actions under the GCAA are slated to be expanded and strengthened in 2017-2018 through the SLoCaT and PPMC work plan. In May, SLoCaT also attended meetings in Fiji and Tonga to build bridges

²⁹ <http://unfccc.int/resource/docs/2017/sbi/eng/l10.pdf>

³⁰ <http://unfccc.int/bodies/body/6399/php/view/reports.php>

³¹ http://eco.climatenetwork.org/apa1-3_sb46-eco9-3/

³² <http://enb.iisd.org/download/pdf/enb12701e.pdf>

³³ http://unfccc.int/resource/climateaction2020/media/1303/TEMS_March_Agenda.pdf

³⁴ <http://enb.iisd.org/download/pdf/enb12701e.pdf>

³⁵ Yamide Dagnet, WRI. Personal communication, 31 May 2017.

with the incoming UNFCCC Presidency and HLCs, and to increase effectiveness in activities at COP23.

Transport was represented in a GCAA-focused lunchtime dialogue in Bonn organized by the Momentum for Change initiative and Marrakech Partnership on Global Climate Action, described in Section III below.

3. SBSTA 46 Outcomes and Next Steps

While no outcome document is currently available for SBSTA 46, the transport sector should continue to push for actions to rein in rising emissions from international aviation and shipping, which threaten to offset potential reductions in other transport sub-sectors. In addition, transport's representation in the TEMs was reduced compared to the Bonn session in May 2016, which featured a dedicated transport track, and thus, the sector should remain engaged in this process to expand involvement in future TEMs.

III. Transport-focused events

The May 2017 Bonn sessions offered a number of dedicated discussions on transport, both through official side events and unofficial events and meetings.

A. Official transport-focused side events

1. Global Centre of Excellence on Climate Adaptation

On May 15, the UNFCCC Secretariat organized a side event on the Global Centre of Excellence on Climate Adaptation (GCECA), which has been established by the Government of the Netherlands, UN Environment, and the National Institute for Environmental Studies of Japan to convene stakeholders to accelerate climate adaptation by connecting global commitments with national and local needs.

The GCECA side event focused on anticipating the urgency to implement adaptation action. Transport has been identified as one of three initial focal areas of the Centre, and the SLoCaT Partnership is helping to organize the transport component. The official launch of the GCECA is planned for COP23. Presentations and discussions from the event are available [here](#).

2. Climate Action for Transport Mitigation and Adaptation

On May 15, the Republic of Estonia, the International Union of Railways (UIC) and the SLoCaT Partnership co-organized the side event "Climate action for transport mitigation and adaptation". The event explored actions taken by the Estonian Government to support climate policy implementation and capacity building, and global initiatives by leaders regarding transport adaptation, including the COP22 Declaration on Accelerated Action on Adaptation in Transport. The event was [live streamed](#) by UNFCCC.

3. Strengthening Leadership on Low-Carbon Transport to Deliver Long Term Climate Goals

On May 16, the Institute for Transportation and Development Policy (ITDP) and the Centre for European Economic Research (ZEW) together with the SLoCaT Partnership co-organized the side event; [Strengthening Leadership On Low Carbon Transport To Deliver Long Term Climate Goals](#). This side event presented PPMC's Global Macro-Roadmap, an actionable vision for the decarbonization of the transport sector. The event highlighted strategies for reaching Paris Agreement targets, shed light on the

economics of carbon pricing, and discussed with negotiators their national action plans to tackle sustainable mobility challenges. The event was [live streamed](#) by UNFCCC.

4. Momentum for Change

The SLoCaT Partnership was invited to speak at one of the lunch-time dialogues organized by UNFCCC, the Momentum for Change Initiative and the Marrakech Partnership on Global Climate Action around Climate Action and the Sustainable Development Goals. The May 16 dialogue, entitled “Aligning Climate Action & SDGs,” examined the interconnectivity between ending poverty and achieving food and water security. The event was [live streamed](#) on Facebook.

In addition, the [International Institute for Sustainable Development \(IISD\)](#) Reporting Services developed a special video on sustainable transport. In [its May 16th video](#), IISD featured interviews with Cornie Huizenga, Secretary General of SLoCaT Partnership; Ramon Cruz, International Policy Program Manager, Institute for Transportation and Development Policy; and Pacifica Ogola, Director of Climate Change Program, Ministry of Environment and Natural Resources, Kenya.

B. Other transport-focused events and meetings

1. Transport Decarbonization Alliance

A key output of SLoCaT’s Climate Focus Area in 2017 will be the establishment of the Transport Decarbonization Alliance (TDA), which is designed to provide political leadership to secure the transformation to a low carbon transport system in the second half of the 21st century. The TDA will be an alliance of countries, sub-national entities (e.g. states, provinces or cities) and private companies committed to ambitious action on transport and climate change.

On May 12, SLoCaT and Michelin Challenge Bibendum (MCB) as co-founders of the Paris Process on Mobility and Climate (PPMC) organized the initial planning meeting of the TDA in Bonn. The meeting, hosted by the Federal Ministry of Economic Cooperation and Development of Germany, and facilitated by Mission 2020 was well attended by country representatives (France, Germany, Netherlands), representative of city networks (C40, ICLEI and WWF-Cities Program) as well as companies (DHL, MCB, World Business Council on Sustainable Development), and other organizations (GIZ, Hewlett Foundation, Sustainable Energy4All), some of which will be represented in the TDA Advisory Board.

Participants underlined their support for the TDA, which they see as necessary to advance transport’s contribution to global policy processes. The discussions revealed several suggestions for improving and enhancing the current TDA concept, such as possible ways to include ambitious actors who are just starting with their commitment to low carbon transport. PPMC will revise the TDA concept note and continue its outreach efforts in preparation for a high-profile launch at COP23 in November 2017.

2. ICLEI Resilient Cities 2017

ICLEI organized the three-day [Resilient Cities 2017](#) conference before the Bonn spring session. In partnership with ICLEI, the SLoCaT Partnership co-hosted a well-attended session on “Unexplored aspects of transportation in urban resilience” to build links between transport and resilience communities. Presentations on transport resilience work in Bangladesh, Taiwan, Ecuador and the United States helped participants explore four questions: *How do urban transport services threaten or support urban resilience? Who are the key actors in urban transport resilience? What key transport issues should cities consider when planning for resilience? How can cities lead on ensuring resilient urban transport system?*

While urban transport is already thinking about climate adaptation, links with broader urban resilience efforts (e.g. transport’s role in food security and disaster preparedness/recovery) are generally less

developed. While transport and resilience have different terminologies and approaches, there is great potential for co-operation that deserve further consideration (e.g. 'Avoid' strategies that reduce reliance on complex mobility systems can help strengthen urban resilience). Click [here](#) for more information.

3. PPMC Planning Meeting

PPMC met with SLoCaT Partnership members in Bonn to discuss ideas for the engagement of the transport sector in COP23. Issues such as key messages, events (both inside and outside the formal COP venue), co-operation with other communities (e.g. businesses and cities), knowledge products, communication activities, staffing, social events, budget and logistics will be captured in a revised draft of the PPMC COP23 planning note that will be circulated to SLoCaT members in the near future.

IV. The Road Ahead

A. General Updates

Steady progress in the Bonn sessions was evidence of countries' commitment to deliver on progress from COP22 Marrakech. Many felt that Parties were able to progress incrementally in mapping out skeletons of the decisions to be adopted by the end of 2018. The meetings also provided reassurance to Parties that the elements of the Paris work programme are advancing coherently.³⁶ Due to further progress in Bonn, it appears feasible to produce a draft negotiating text by the end of COP23 in November 2017, with the aim of finalizing and adopting the guidelines developed therein by COP24 in November 2018.³⁷

Yet, the momentum issuing from Bonn came to a virtual halt at the G7 meeting the following week, in which the United States cast a cloud of uncertainty over its continued engagement in the Paris Agreement, followed by an announcement by Donald Trump of an intended withdrawal from the accord. With flagging efforts from Washington, the U.S. and the world must look ahead to the California Summit, a global gathering of non-state actors scheduled for late 2018 to demonstrate transformation, explore collaboration to go further faster, and to maintain a drumbeat for sub-national climate action.³⁸

B. Outcomes and Outlook for Transport

The May 2017 Bonn sessions yielded far-ranging implications for non-state actors and sectoral entities, including the transport sector, which are recapped in the following points:

- *Inputs to "Paris rulebook"*: The global transport community can voice perspectives on optimal engagement in support implementation of transport aspects of NDCs.³⁹
- *Development of facilitative dialogue*: Transport should position itself to play a key role in the 2018 FD process, to optimize mitigation and adaptation contributions from the transport sector
- *Design of global stocktake*: Transport should be central to discussions to bring non-state actors into the process to offer necessary support, especially at the sectoral level
- *Contribution to GCAA agenda and activities*: Transport demonstrated leadership among GCAA thematic areas at COP22, and can build upon these efforts at COP23.
- *Development of market mechanisms*: Transport can contribute to strategies to expand carbon pricing to mobility systems and to reduce double counting (as highlighted for ICAO)

In addition to the above points, the transport sector should capitalize on several opportunities to position itself more strategically at COP23. First, the transport community must get a better understanding of the

³⁶ <http://enb.iisd.org/download/pdf/enb12701e.pdf>

³⁷ <http://www.wri.org/blog/2017/05/message-bonn-world-committed-climate-action-and-paris-agreement>

³⁸ Yamide Dagnet, World Resources Institute. Personal communication, 31 May 2017.

³⁹ Yamide Dagnet, World Resources Institute. Personal communication, 31 May 2017.

UNFCCC process to influence it more effectively; this could be achieved by building a core team of 5-7 persons from organizations such as ICLEI, WRI (i.e. not necessarily transport specialists) to consult with during COP negotiations and to identify potential points of leverage for the transport sector.

Second, The Climate Summit of Local and Regional Leaders, to be held in conjunction with COP23, will provide valuable inputs to the 2018 facilitative dialogue by promoting vertical integration of climate policies through multilevel governance, and addressing interlinkages between the Paris Agreement, the New Urban Agenda, and the SDGs.⁴⁰ Transport should play a key role in shaping and guiding this event.

Third, transport must continue to play an important role in bridging public and private sector interests. The PPMC took steps in this direction at COP22 by convening both ministerial and corporate roundtables; these efforts could be advanced at COP23 by bringing actors from these entities around the same table.

Other proposed next steps for the transport sector between now and COP23 are to be reflected in the forthcoming PPMC planning note, which will detail SLoCaT's vision to bring transport even more centrally into the UNFCCC process, to help to achieve transformational change at a global scale.

C. Planned Next Steps

The SLoCaT Partnership plans to engage in these UNFCCC-focused actions in the run-up to COP23:

- Submit inputs to the Paris rulebook through a UNFCCC process open to non-state actors, which is open through the end of September 2017
- Submit inputs on the global stocktake and facilitative dialogue through the APA, which reiterated an invitation to Parties and admitted observers to provide views on any work of the APA before each of its sessions,
- Submit inputs on the forthcoming revised draft workplan from the High-Level Champions, which is expected to be open to comments from non-state actors.
- Explore opportunities for interventions to SBI on workshops and technical meetings and to exchange information on best practices and challenges to public participation with NDCs and NAPs

⁴⁰ "Intervention of Local Governments and Municipal Authorities (LGMA) constituency at the open-ended informal consultations on the 2018 Facilitative Dialogue." Jisun Hwang, ICLEI – Local Governments for Sustainability.