Proposal for a Transport Decarbonization Alliance (TDA)

March 2017

Summary
The creation of a Transport Decarbonization Alliance (TDA) is proposed to provide political leadership to secure the transformation to a low carbon transport system in the second half of the 21st Century by meeting a series of ambitious milestones in 2020, 2030, and 2050 as part of a broader transition to a net-zero emission economy.

Background
With continued record-shattering global temperatures and the 2015 global agreement on ambitious Paris Agreement targets to achieve a well-below-2 Degree Celsius maximum temperature increase, there has never been more urgency to drastically reduce transport emissions. Countries, sub-national authorities and other stakeholders, especially the private sector need to ensure that low-carbon Transport policies and commitments gain momentum by 2020, putting the Transport sector on an irreversible pathway to become part of a net-zero carbon economy by 2050 or soon after. This requires defining and starting the implementation of cost effective measures to decarbonize the transport sector now with clear implementation targets in the short-term by 2020, medium-term by 2030, and long-term for near-complete decarbonization by 2050 or shortly thereafter depending on development needs. These plans towards the decarbonization of transport are also expected to bring with them cleaner air, more equitable access to goods and services and greater prosperity. This will help to ensure the Transport sector’s contribution towards the implementation of the Sustainable Development Goals (SDGs) while helping to implement the Paris Agreement on Climate Change.

A need for more ambition
The Paris Agreement has set clear ambitious objectives for mitigating climate change and has also called for substantial additional activity on adaptation. All parties are requested to prepare and maintain economy wide Nationally Determined Contributions (NDCs) with the “highest possible” level of ambition and to develop long term emission reduction strategies that are consistent with the target set-out in the Paris Agreement.
The Transport sector is well positioned to in terms of coverage in the initial NDCs submitted. Among 160 NDCs, representing 187 countries, 75% explicitly identify the transport sector as a mitigation source. However, as with other sectors, proposed transport emission reductions fall far short of what is needed.

**Growing interest in scaling up low-carbon transport**

There are four main reasons why the Transport sector is ready for a new dedicated initiative to scale up action on transport and climate change in the context of the UNFCCC processes:

- **Political attention to transport:** A number of countries have now engaged in defining mid- to long-term decarbonization plans, that set ambitious targets for the reduction of transport related GHGs and which contain measures. Such long-term decarbonization plans, which are emphasized in the Marrakech Action Proclamation (the COP22 outcome document) can help inform the evolution of ‘nationally-determined contributions (NDCs) 2.0’ and help raise ambition and specificity of post-2020 efforts. At the local level a growing number of cities have announced their intent to become carbon-neutral. Large city mayors in Paris, Mexico City, Madrid, London have announced their intention to drastically reduce private cars in cities and are seeking alternative solutions;
Mitigation Potential of the Transport Sector
An extensive literature review was carried out by the SLoCaT Partnership of more than 450 studies to extract detailed bottom-up projections for BAU and low-carbon scenario for 2030 and 2050. The analysis of low-carbon modeling studies indicates that there is considerable potential to reduce emissions along three main strategies: Avoid (reduce unnecessary travel through e.g. land use planning or logistics redesign and halting counterproductive regulation that incentivizes travel by individual motorized vehicles), Shift (shift movement of goods and people to the most efficient modes, by scaling up good practices) and Improve (improve environmental performance of fuels and powertrains, intermodality and transport management).

NB. Estimated emission reductions are for individual measures, combined impacts, or negative feedback is not included.


- **Scaled up ambition**: The UNFCCC, in the coming two years is making a major effort through the Facilitative Dialogue to encourage all stakeholders to scale up their ambition in terms of mitigation of, and adaptation to climate change. The Facilitative Dialogue will be supported by dedicated analytical studies including a special study by the IPCC on the implications of a maximum 1.5 Degree Celsius temperature increase. Review of mitigation potential in the transport sector (see box) shows significant potential for scaled-up action. In part this is linked to rapid technological developments around e-mobility and ICT enabled sharing solutions;

- **Non state action**: Cities, companies and sub-national regions are increasingly committing themselves to ambitious carbon reduction targets – but so far with limited coherence. COP22 saw an unprecedented interest of the private sector to engage in discussions on long term action on transport and climate change. Expressions of support for action on transport and climate change were made by the World Business Council on Sustainable Development (WBCSD), the World Economic Forum (WEF), We Mean Business (WMB) as well as others during the Transport CEO Round Table organized by the PPMC. Consumers increasingly expect low carbon solutions and expect corporations to speed up de-carbonization. The Marrakesh Partnership For Global Climate Action calls for breaking down distinctions between Parties and non-state actors through joint
initiatives, to support on-the-ground implementation of national, and where relevant, international, strategies;

- **Organization of the transport sector:** Over the last years the transport sector already has made considerable progress in mobilizing action amongst non-state actors on transport and climate change especially through the [Paris Process on Mobility and Climate (PPMC)](https://www.ppmc.org), which is a joint initiative of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) and Michelin Challenge Bibendum (MCB). The PPMC, created in 2015 prior to COP21 has helped in developing the knowledge base on transport and climate change, mobilize unprecedented action by non-state actors through the mobilization of 15 major initiatives on transport and climate change. Through its role as focal point of the transport action area under, initially the Lima Paris Action Agenda (COP21) and later the Global Climate Action Agenda (COP22) the PPMC has been able to raise the profile of transport in the discussions on transport and climate change within the UNFCCC process and helped to set the agenda for more ambitious, transformative action. The latter has been greatly helped by the development of the [Global Macro-Roadmap: An Actionable Vision for Transport Decarbonization](https://www.ppmc.org/).

Together these factors provide the basis for a powerful ‘alliance’ of transport decarbonization leaders, to catalyze and spearhead the transformation of transport. The establishment of such an alliance on transport and climate change could demonstrate the feasibility of organizing political and business leadership in support of the transformation in the transport sector.

**Proposed Transport Decarbonization Alliance**

Since COP22, a number of countries and non-State actors have expressed the need for a global leadership platform in support of more ambitious action on transport and climate change. We are therefore proposing the establishment of a Transport Decarbonization Alliance (TDA), which would be composed of countries and other entities that are committed to ambitious action on transport and climate change.

Membership in the TDA would consist, in addition to countries, also of sub-national entities with active long terms action on transport and climate change (e.g. Provinces or States) as well individual cities. In addition, the private sector is also expected to be an active part of the TDA and can be represented by umbrella organizations (for example through the World Business Council on Sustainable Development, World Economic Forum, and/or We Mean Business) as well as a number of individual companies with well-articulated, ambitious short-, medium-, and long term goals on transport and climate change. A fourth category of members of the TDA could consist of knowledge partners represented either by partnerships like the Partnership on Sustainable, Low Carbon Transport or by specific think-tanks like International Energy Agency, International Transport Forum or the World Resources Institute.

For the TDA to be effective in spurring action across sectors and global regions it will be important to ensure a balance between different types of members as well as geographical representation.

It is important to keep the alliance as an “open membership” yet with objectives/criteria that ensure that members are credible as real leaders on transport and climate change. Criteria for joining It is expected that members of the TDA either have formulated ambitious short – (2020);
medium – (2030-2040); and long term (2050) action plans, are in the process of doing so, or commit to do so. Participants in the TDA, as part of joining the TDA, would also be expected to express general support for the overall principles and directions of the Global Macro Roadmap (GMR)\(^1\) on the decarbonization of transport developed by the Paris Process on Mobility and Climate. The GMR presents an Actionable Vision on the decarbonization of transport, with clear phased milestones in a number of areas where action will need to be taken to decarbonize the transport sector by 2050 or shortly thereafter.

More formal criteria for additional membership are to be developed in 2017 and agreed on by those countries and organizations taking the initiative for establishment of the TDA.

The combination of countries, sub-national entities and private sector makes the TDA a strong example of the new types of partnerships between Parties and non-state actors as envisaged in the Marrakech Partnership on Global Climate Action. While countries and sub-national entities would provide political leadership in terms of setting directions on policy on transport and climate change, other partners (e.g. private sector and knowledge partners) will be key in providing direction on e.g. finance and technological innovation.

The TDA will provide “political” leadership and a louder progressive voice for Transport in the UNFCCC process (and beyond), something which has been missing till now but which is important if the Transport sector is going to scale-up its ambition level, in particular through the 2018 Facilitative Dialogue.

**Role of TDA and Intended Impacts**

By creating an alliance of leaders from countries and other organizations that are on the forefront of action on transport and climate change we envisage the following impacts:

- By leading by example and showing the way – a broad consensus can be developed, and confidence established that the decarbonization of transport is possible with known policies, measures and technologies, in a manner that is both cost effective and compatible with economic development and greater prosperity;
- Provide a forum in which leaders on low carbon transport can exchange information on their respective approaches and actions and lead by example in support of the implementation of tangible short-, medium-, and long-term actions for the transport sector in their respective countries, cities and companies;
- Spearhead discussion of decarbonization of transport in relevant parts of UNFCCC processes (and other international transport-related arenas) and support delivery on the long term Paris Agreement emission reduction objective by optimizing contribution of transport sector to decarbonization process as part of the 2018 Facilitative Dialogue with the aim to ramp up ambition on actions in the transport sector in the next generation of NDCs.

Overall, the TDA can leverage untapped mitigation potential in various transport sub-sectors (e.g. electric mobility) by raising the bar of mitigation ambition by creating national ownership for ongoing transformative climate action on transport encouraged through, amongst others,

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\(^1\) See for more details Annex to this document and http://www.ppmc-transport.org/global-macro-roadmap/
greater visibility of low carbon transport in the UNFCCC process and the international development agenda. Clear leadership by the TDA will raise the profile of low-carbon transport in UNFCCC processes as well as national policies and thereby is also likely to help align and boost both necessary private investment strategies and policy frameworks.

The TDA is not being established because there is a need to carry out analytical work in support of building a case for more ambitious action on transport and climate change. Neither, should the TDA focus on developing specific initiatives on transport and climate change. There is growing evidence on the need for, and potential of, low carbon transport as part of the implementation of the Paris Agreement on Climate Change.

**Partnerships and Major Initiatives that could benefit from the sectoral TDA initiative and which could also provide support:**

Over the last two years, various country groupings and partnerships with country membership have emerged in the UNFCCC process and within the Transport sector that call for ambitious action on climate change. The TDA will complement these low carbon transport initiatives by raising the awareness and willingness to act on transport and climate change. The TDA, in its turn, can benefit from the detailed work being done in these initiatives and can point at these as “evidence” that political leaders that commit to scale up action on low-carbon transport have a wide range of specific initiatives that they can tap into for support in detailed policy development and implementation.

Relevant Partnerships for the TDA include:

**A. Climate Focused Partnerships**

*High Ambition Coalition:*
The *High Ambition Coalition* consists of over 100 countries from the richest countries to the poorest and it was formed prior COP21. As the coalition represents the majority of countries, it plays a leading role in climate negotiations. The coalition was a key factor in ensuring high ambitions of the Paris Agreement on Climate Change.

*The 2050 Pathways Platform:*
The *2050 Pathways Platform* is a multi-stakeholder initiative launched by High-Level Climate Champions Laurence Tubiana of France and Hakima El Haite of Morocco at COP22 in Marrakech. At the launch 22 countries, 15 cities, 17 subnational entities and 196 businesses joined the platform. The objective is to support countries in the development of long-term decarbonization strategies. The approach is to share financial resources, knowledge and experiences in order to solve any issues and obstacles on the way to a long-term low emissions planning.

*The NDC Partnership:*
The *NDC Partnership* represents a coalition of international organizations and developed and developing countries. It was launched at COP22 and the main objective is to leverage cooperation among countries in order to achieve climate-related targets of NDGs and sustainable development targets of the SDGs. The partnership plans to create knowledge on NDC support initiatives, best practices and tools, facilitate capacity building paired with technical assistance and enhance financial support for NDC implementation.

*The Climate Vulnerable Forum:*
Countries that are highly vulnerable to climate change came together at the *Climate Vulnerable Forum* to form a global partnership. It is a South-South cooperation platform allowing national governments from
Africa, Asia, the Caribbean, Latin America and the Pacific to coordinate climate action. The first meeting was on the Maldives in 2009 and at COP21 a high-level meeting of the Climate Vulnerable Forum adopted the Manila-Paris Declaration and at COP22 the forum committed to achieve 100% domestic renewable energy production as soon as possible.

Transport is not a specific targeted sector (yet) by any of these climate focused partnerships, but they have a common objective, which is to see ambitious action on climate change and support for long term decarbonization strategies. Association with the TDA, and ensuing action on transport and climate change will help to firm up the objectives of these respective groupings.

B. Transport specific major initiatives.

There is a wide range of transport specific initiatives that can benefit from scaled-up political leadership on sustainable, low carbon transport. Three main ones include:

**ITF Decarbonization Project**

The International Transport Forum is implementing a comprehensive project to help decision makers meet their objectives to decarbonize transport and help close gaps between commitments and delivery on climate change mitigation. The COP21 Paris Agreement on Climate Change of December 2015 created a political pathway for global CO2 mitigation efforts by setting up a five-year review cycle for national decarbonization commitments starting in 2020.

**Sustainable Mobility for All**

Sustainable Mobility for All (SuM4All)—is a collective effort of the sustainable transport community to develop a common narrative and global tracking framework on sustainable transport. It is based on a vision around four objectives (a) Universal access to jobs and markets; (b) Increased efficiency of transport systems; (c) Reduced deaths and injuries from road traffic crashes; and (c) Shifting transport infrastructure and services to a green and clean path.

**Marrakech Partnership – Global Climate Agenda Transport Initiatives**

Over the last three years a range of multi-stakeholder-initiatives have been developed to take action on transport and climate change. Collectively the 15 initiatives, if widely supported by state-and non-state actors, and implemented at scale, can reduce the carbon footprint of an estimated half of all the passenger and freight trips made by 2025.

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**What is expected of TDA members?**

The criteria for joining the TDA explain what is expected from members of the TDA in terms of ambition level of action on transport and climate change. To demonstrate their commitment towards transformative action Alliance members would be expected, as part of 2020 interim miles stones to define and implement pre-2020 action plan (quick wins).

The effectiveness of the TDA is however not only defined by what the members do but also by the extent to which they can encourage other countries, cities and other sub-national entities, as well as private sector companies to take action on transport and climate change. This would require an active presence of the TDA in the UNFCCC process as well as other related global and regional processes. More specifically members of the TDA would be expected to:
DRAFT FOR DISCUSSION

- Champion transport by raising in relevant meetings and processes (with technical support from SLoCaT Partnership and PPCM members e.g. speeches, briefing notes, lines to take);
- Participate in transport related events;
- Use existing networks and contacts to expand interest in transport decarbonization;
- Share their transport decarbonisation plans, experiences and progress;
- Advise TDA on opportunities and activities to advance transport decarbonization;
- Show support to TDA by signing TDA publications/communique’s; and
- Participate in Press Events.

Evolution of the TDA
It is proposed that the TDA will evolve gradually with the following steps:

- Detailed discussion of the TDA concept at the PPCM stakeholder meeting on March 24th in Paris, France;
- Soft launch of the TDA concept at the May 2017 UNFCCC session (e.g. through side event). Ideally a first group (4-5) countries are represented and indicate willingness to be part of discussions on the TDA;
- High Level public/private discussions on TDA at Movin’On event\(^2\) in June 2017 in Montreal, Canada;
- Outreach at Marrakech Partnership – Global Climate Action – pre COP event, Morocco, September or October 2017
- Formal launch of TDA at COP23 in Bonn, with about 10-15 countries, and a number of sub-national entities, being part of the Alliance and 2-3 business alliances formally endorsing the alliance. It is intended that these are front runners (mostly countries and sub-national entities already engaged in long term action planning on transport and climate change, or countries that have pledged to become carbon neutral). It will be important to make certain that there is a mix of countries of the developed and the developing world;
- Expansion of partners in the TDA during UNFCCC May 2018 session and COP24 in 2018. It is envisaged that by COP24 there would be about 20-30 country partners and a corresponding number of sub-national entities in the TDA and extended support from Business and other relevant non-state actors.

It is planned that the TDA will, by COP24, have built up substantive momentum at state and non-state level. Ideally, this will have built the confidence of countries, sub-national authorities and private sector to commit to developing more ambitious action on transport and climate change during second half of 2018, 2019 and 2020 when the next generation of NDCs will be formulated.

\(^2\) This event is renamed successor of Michelin Challenge Bibendum, which typically brings about 5,000 participants together, many of which from the private sector (http://www.michelin.com/eng/mediaroom/press-and-news/press-releases/Group/MOVIN-ON-The-Michelin-Challenge-Bibendum-2017-edition).
Governance of the TDA
The development of the TDA (March – November 2017) will be overseen by a small coordination committee (representing the national members, private sector, and other non-State actors). This coordination committee will be tasked to develop a (lean) governance structure including possible steering committee, which can be adopted during a first formal meeting of the TDA during COP23 in Bonn, Germany in November 2017. The coordination committee will consult as required with the UNFCCC Secretariat and take inspiration from other relevant climate partnerships (e.g. NDC Partnership). The coordination committee will also make recommendations on the linkage between the Paris Process on Mobility and Climate initiative and the TDA. It will be important to clearly articulate where the activities of the PPMC stop and where the role and activities of the TDA start.

The SLoCaT Partnership is prepared to act as the Secretariat of the coordination committee for the period up to November 2017.

TDA Ambassadors
To help build the membership of the TDA and to help ensure the visibility of the TDA in UNFCCC and other international processes it is suggested to have a small group of “TDA ambassadors” who can act as the public face of the TDA. Such “Ambassadors” would need to have both name recognition and be well respected in both climate change and transport circles. It is envisaged that such a group of Ambassadors could include persons who have had a leading role in developing the Paris Agreement on Climate Change.

Funding Support for the TDA
The TDA provides convergence on transport and climate change in the UNFCCC process. It also provides foundations and other organizations that have provided assistance on transport and climate change in the context of global processes with a means to bundle assistance and strengthen the impact of their assistance. Much of assistance provided till now has focused on influencing the global processes and less so to get countries and sub-national entities to commit to take effective action on transport and climate change. The TDA should therefore also be of interest to those foundations and organizations that have provided funding directly to countries to develop national action plans on transport and climate change. A funding consortium is proposed to support the development and operation of the TDA, initially up November 2018. It is estimated that an initial budget would be required of about $250,000.

Contact details
For more information or questions about the TDA please contact:

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- Patrick Oliva, co-founder Paris Process on Mobility and Climate (m.patrick.oliva@gmail.com)
Annex 1: Overview of main components in the Global Macro-Roadmap

Global Macro-Roadmap: An Actionable Vision on Transport Decarbonization

8 Components

1. Urban Transformation
2. Low-carbon Energy Supply
3. Modal Efficiency Improvement
4. Shortened Supply Chain
5. Unnecessary Trip Reduction
6. Rural Areas
7. Investment in Adaptation
8. Economic Instruments

Sources: www.ppme-transport.org/global-macro-roadmap/