The Paris Agreement and its ambitious target of reducing temperature increase to well below 2 Degrees Celsius and moving towards 1.5 Degrees Celsius was successfully negotiated by political decision makers. The “well below 2 Degree” target set in the Paris Agreement was not based on a detailed assessment of mitigation potential of individual sectors, but rather on an assessment of economy-wide emission reductions required to limit temperature increases associated with climate change within acceptable levels. The different economic sectors, including the Transport Sector, were not an active part in these political negotiations.

Negotiators agreed on a target, which was more ambitious than the 2015 Nationally Determined Contributions (NDCs) submitted prior to COP22, which according to various sources would put the world on track for a 2.7°C Celsius increase. Parties in the negotiations dealt with this by including recurring periodic mechanisms like the Facilitative Dialogue and Global Stocktake in the Paris Agreement to promote greater ambition to gradually close the gap between planned contributions and the long term emission reduction target.

Transport stakeholders, organized in the Paris Process on Mobility and Climate (PPMC)\(^1\) strongly believe that it is key that individual sectors, including the Transport sector, will play an increasingly active role in discussions in the UNFCCC over the next three years to help ensure that the gap between the political “Well-below 2 Degrees” target and committed actions by all stakeholders (Parties; cities and regions and private sector) is reduced as quick as possible. This will require the Transport sector to show greater

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\(^1\) The Paris Process on Mobility and Climate (PPMC) is a joint initiative of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) and Michelin Challenge Bibendum (MCB), which was established in 2015 to give greater visibility to transport within the UNFCCC and other global processes on climate change. For more information see [www.ppmc-transport.org](http://www.ppmc-transport.org) or contact the co-founders of the PPMC Cornie Huizenga, [cornie.huizenga@slocatpartnership.org](mailto:cornie.huizenga@slocatpartnership.org) or Patrick Oliva [m.patrick.oliva@gmail.com](mailto:m.patrick.oliva@gmail.com).
leadership on what pathways to take and to demonstrate commitment from key stakeholders. The
PPMC is doing the former through the Global Macro Roadmap: An Actionable Vision on Decarbonized
and Resilient Transport (GMR), which identifies 8 areas of action with short-, medium-, and long term
milestones for the decarbonization of the transport sector. Scaling up action as called for in the GMR
requires technical knowledge, organization and crucially political leadership. To provide such leadership
the
PPMC is mobilizing commitment from frontrunners and leaders on the decarbonization of Transport
through the Transport Decarbonization Alliance (TDA).²

Leadership in the Transport sector can’t be limited to Mitigation alone and needs to incorporate action
on Adaptation to Climate Change in the Transport sector. The Transport sector, because it is still a
rapidly growing sector, especially in developing and transitional economies offers strong potential for
integrated action on mitigation and adaptation. On adaptation, the PPMC will follow-up on the COP22
Declaration on Accelerated Action on Adaptation in Transport by building support for the
implementation of key elements of the Declaration.

The Facilitative Dialogue that will start in 2018 should consider mitigation potential of all anthropogenic
sources of emission and should incorporate international aviation and shipping. This can be done in a
manner that respects the ongoing efforts by ICAO and IMO to reduce emissions from these sectors.

II. PPMC Objectives for 2017

PPMC activities in 2017 collectively will communicate the contribution of the Transport Sector towards
delivering mitigation and adaptation objectives of the Paris Agreement on Climate Change and
contribute to the following objectives:

- Highlight the mitigation potential of Transport sector, in line with well below 2 Degree Target,
documented, as documented amongst others in the Global Macro Roadmap, disseminated to key
stakeholders and results in a dedicated Transport sector perspective in the UNFCCC Facilitative
Dialogue;
- Action on Adaptation to Climate Change in Transport sector and its role in increasing resilience
accelerated through increased awareness on the topic and consensus building on what
constitutes effective action, including synergistic approaches that combine adaptation with
mitigation,
- Increase synergy between the transport work in the climate process and delivery of the SDG’s,
New Urban Agenda and other Global Agendas on sustainable development with relevance for
transport in a manner that helps to realize the 2030 Sustainable Development Agenda motto:
“Leave no one Behind”;

² It is not likely that Transport emissions will go down to zero. This is why we are using the term “Net Zero
Emissions Economy”. To realize this, it is key that as soon as possible serious reflections are launched on negative
emissions (to compensate remaining emissions and reach the "net zero emission economy" objective of the Paris
Agreement).
Draft August 4th, 2017

• Building alliances with key sectors. Transport has a lead role to play in addressing climate change but it can’t succeed on its own. 2017 PPMC priorities are to work with the Energy community as well as the Urban, Agriculture and Oceans communities;

• Strengthening of leadership on climate action in the Transport sector through the successful launch of the Transport Decarbonization Alliance (TDA), a political leadership forum on Decarbonization of Transport, and making a start in raising ambition levels of action on Transport and Climate Change in UNFCCC and related processes.

The PPMC will ensure that activities, messages and outreach on transport and COP23 will clearly acknowledge that effective climate action is taking place in the context of sustainable development. This means amongst others that equity impacts of possible climate action need to be a key driver of climate policy making.

Furthermore, the PPMC supports the objectives of Fiji, COP23 President, which were stated by the Fiji Prime Minister at the UNFCCC May session as:

• To advance the work of the UN Framework Convention on Climate Change and preserve the multilateral consensus for decisive action to address the underlying causes of climate change, respecting climate science. (*By inter alia, highlighting the mitigation potential of transport*).

• To uphold and advance the Paris Agreement, ensure progress on the implementation guidelines and undertake consultations together with the Moroccan COP22 Presidency to design the process for the Facilitative Dialogue in 2018. (*By inter alia, preparing meaningful policy messages based on experience*).

• To build greater resilience for all vulnerable nations to the impacts of climate change, including extreme weather events and rising sea levels; to enable access to climate adaptation finance, renewable energy, clean water and affordable climate risk and disaster insurance; and to promote sustainable agriculture. (*By inter alia, highlighting the role of transport in increasing resilience*).

• To forge a grand coalition to accelerate climate action before 2020 and beyond between civil society, the scientific community, the private sector and all levels of government, including cities and regions. (*By inter alia, expanding and deepening the work of the transport Non State actors and the launch of the TDA*).

• To harness innovation, enterprise and investment to fast track the development and deployment of climate solutions that will build future economies with net zero greenhouse gas emissions, in an effort to limit the rise of global temperatures to 1.5 degrees Celsius above pre-industrial levels. (*By inter alia, enhancing our work with the private sector, to develop and implement context specific solutions aimed at providing equitable and inclusive access*).

• To draw a stronger link between the health of the world’s oceans and seas and the impacts of, and solutions to, climate change as part of a holistic approach to the protection of our planet. (*By inter alia, supporting emission reductions from maritime transport*).

• To infuse COP23 with the Fijian “Bula Spirit” of inclusiveness, friendliness and solidarity and promote the Pacific concept of talanoa. This is a process of inclusive, participatory and transparent dialogue that builds empathy and leads to decision making for the collective good”. 3

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*The Paris Process on Mobility and Climate is a joint initiative of:*
The Paris Process on Mobility and Climate is a joint initiative of: 

*By inter alia, welcoming all stakeholders from transport sector as well as other relevant sectors committed to tackling climate change.*

Taking into account the large dependence on shipping as means of transport in the Pacific it is expected that the PPMC in 2017, compared to previous years, will have a greater emphasis on national and international shipping. The PPMC will in this context seek out relevant cooperation partners that work on shipping including for example the emerging High Ambition Coalition for Shipping, which consists of a number of European and Pacific countries that at present are focusing their efforts mostly at the IMO process, and other stakeholders on maritime emissions who have indicated an interest to explore possible synergies between the UNFCCC and IMO process to accelerate action on international shipping and climate change.

The PPMC will take note of efforts by different PPMC Partners who are initiating activities on transport with Fiji and the PPMC will try to reflect the outcomes of these activities in the programming of transport events at COP23.

### III. PPMC Knowledge work in 2017 – 2018

#### A. Updating SLoCaT Knowledge base on Transport and Climate Change

Effective action on transport and climate change in the context of the UNFCCC needs to be based on sound science. It is key therefore to maintain and further strengthen the knowledge base on transport and climate change in 2017.

SLoCaT will focus on the following types of data in the lead up to COP23:

- **UNFCCC National Communication (NCs), Biennial Reports (BRs), Biennial Update Reports (BURs)**
  The SLoCaT Partnership has assembled a database containing NCs for UNFCCC Parties at all levels of development, and BRs and BURs from developed (BRs) and developing (BURs) countries. Data has been collected directly from NCs and BRs/BURs, and includes transport emission baselines and historic/projected emissions growth disaggregated by passenger and freight activity. The database also notes any economy-wide or transport-specific emissions targets, and any transport-related mitigation policies.

- **Nationally-Determined Contributions (NDCs)-Long-Term Emission Reduction Strategies (LTERS)**
  SLoCaT has conducted an analysis of the treatment of transport in NDCs submitted to date. The database contains data on conditional and unconditional economy-wide and transport-specific reduction targets, transport sector mitigation strategies, and proposed transport adaptation measures. SLoCaT will document any forthcoming revisions to NDCs measures and targets, noting relative treatment of passenger and freight transport across specific transport strategies and modes. In support of the Facilitative Dialogue process, which is expected to have a more medium-, long term outlook, SLoCaT will develop a guidance...
The Paris Process on Mobility and Climate is a joint initiative of:

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document on the integration of transport in LTERSs.

• National Adaptation Plans (NAPs) and National Adaptation Programmes of Action (NAPAs) SLoCaT has compiled a database of the status of transport in NAPs and NAPAs. National Adaptation Programmes of Actions (NAPAs) are intended to identify priority activities that respond to immediate national needs for climate change adaptation in least-developed countries. The NAP process was built upon the NAPA process to help [more developed] countries conduct comprehensive medium- and long-term climate adaptation planning. SLoCaT will document any forthcoming revisions to NAPs and NAPAs.

• Climate Finance To measure the contribution of climate finance instruments to sustainable transport, SLoCaT is collecting data on transport projects from eight major CFIs, including the Clean Development Mechanism (CDM), the Clean Technology Fund (CTF), the Global Environment Facility (GEF) and others. As of November 2016, SLoCaT’s climate finance transport database contains information on nearly 300 transport projects between 1992 to 2016, totaling over $3 billion on transport-focused investments.

• Mitigation Potential Studies The SLoCaT Partnership has compiled a global database of transport mitigation potential studies. These studies include projections of mitigation potential by sub-sector (road, railways, waterways, aviation) to identify areas requiring the greatest degree of intervention to meet emission targets. The studies are developed by government agencies, development banks, academic institutions, and other organizations. SLoCaT is taking the lead in developing a published paper on mitigation potential of the transport sector towards the realization of the $1.5$ target. This with the intention to contribute to the special $1.5$ target study by the IPCC. Results of this analysis will be available at COP23.

• Transport Greenhouse Gas (GHG) Methodologies Measuring CO2 in transport projects and programs can drive further action on transport and climate change by quantifying the potential contribution of low carbon transport infrastructure and services. SLoCaT has compiled a detailed qualitative assessment of 150 transport GHG emission methodologies and tools, which cover a range of transport subsectors and include both passenger and freight methodologies.

It is important that in addition to these knowledge activities by SLoCaT that the PPMC also acknowledges and integrates this new knowledge in its activities on Transport and Climate Change and that these are included in key messages, outreach activities as well as events at COP23. To help ensure that this will be done SLoCaT invites organizations conducting relevant studies to share plans and updates so that these can be incorporated in the next version of this PPMC Planning note, which is planned for mid-July 2017. SLoCaT has started to organize a number of teleconferences with organizations that are conducting knowledge work on Transport and Climate Change.

4 Organizations that are interested to be part of the COP23 Knowledge conference calls or who would like to share knowledge activities please contact the SLoCaT Research Director Karl Peet (karl.peet@slocatpartnership.org).
B. Global Macro Roadmap development

The PPMC Global Macro-Roadmap provides a technically feasible vision for decarbonization of each segment of the transport sector (i.e. road, railway, aviation, waterborne; people and freight; urban and rural) for a 2020-2050+ timeline. SLoCaT and MCB completed a second stakeholder consultation on the global macro roadmap in March 2017, the results of which are integrated in the next draft of the roadmap for presentation in the second half of 2017.

A number of regional roadmaps are planned to complement the global macro roadmap by focusing on region-specific characteristics. Initial regions of focus include Africa, and Europe, based on existing studies and contracts. Morocco is also developing the first “national” macro roadmap based on the PPMC approach. These regional roadmaps are expected to incorporate more granular scenario development, including roadmap modeling from the Institute for Sustainable Development and International Relations (IDDRI) and other stakeholders. It is anticipated that initial results for some of the regional versions of the roadmaps will be ready for presentation by COP23.

The global macro roadmap will link to other modeling and scenario building efforts. The International Transport/Energy Model Comparison Project (iTEM) makes comparisons of ‘low carbon’ policy scenarios in 12 global transportation/energy models. The Science-Based Targets project led by World Wildlife Fund has prioritized transport for its Sectoral Decarbonization Approach, and will refine pathways for passenger and freight rail, light- and heavy-duty vehicles, and passenger aviation.

C. Transport and Climate Change Global Status Report

SLoCaT is leading production of what should become a regular transport and climate change global status report (TCC-GSR) to offer policymakers a focal point to assess the global status of sustainable transport and raise transport climate change ambition in their own national or sub-national context. The report will include relevant quantitative indicators (e.g. fuel consumption, GHG emissions) and qualitative programs, policies (e.g. fuel economy policies, modal shift projects). The report will include national and sub-national data, and formal (from national data commissions) and quality informal data (from industry, NGOs and academia).

The TCC-GSR can support the UNFCCC process in several tangible ways:

- Provide a one-stop shop for (sub)national policy-makers to measure current progress on transport mitigation and adaptation in support of developing plans for increased ambition for transport in NDCs
• Provide key inputs to develop and refine assumptions for medium- to long-term macro roadmap on transport decarbonization at global and regional levels, which would be helpful in the development of Long Term Emission Reduction Strategies, which are being called for by 2020 (on voluntary basis) by the Paris Agreement;
• Provide channel for greater participation of the private sector and other non-state actors in climate action for transport by incorporating industry data alongside national statistics.

It is envisaged that the first TCC-GSR will be presented mid 2018, initial datasets describing current status on Transport and Climate Change as well policies to scale up action should be available however for presentation at COP23.

IV. Leadership on Transport and Climate Change

The PPMC is focusing its leadership activities linked to COP23 on three main processes: (a) Transport Decarbonization Alliance; (b) Marrakech Partnership on Global Climate Action and (c) Sustainable Mobility for All Initiative.

A. 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. To respond to this call the PPMC is 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 in support of a well-below-2 Degree Celsius maximum temperature increase.

The 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 an overall net-zero emission economy.

The TDA will provide “political” leadership and a progressive voice for ambitious action on 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.

By creating an alliance of leaders from countries, cities-regions and companies 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;
The Paris Process on Mobility and Climate is a joint initiative of:

- 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 as well as the long term emission reductions strategies, which countries have been invited under the UNFCCC to submit before 2020.

The TDA concept was discussed first at the PPMC stakeholder meeting on March 24th in Paris, France, where the partners in the PPMC expressed strong support for the establishment of the TDA. A first formal planning meeting took place on May 12th in Bonn, Germany, where strong support was expressed for the idea of the TDA. Recruitment of initial batch of members is taking place at the moment. A preparatory meeting for potential country members of the TDA will held in September in Paris, co-hosted by France and the Netherlands. The establishment of an Advisory Board for the TDA is ongoing as well at the moment. The TDA is planned to be launched at COP23 with further members to be added in 2018.

The PPMC will approach the COP23 Presidency for endorsement of the TDA.

This would be a way for the Presidency to acknowledge and label the TDA as an innovative idea that is accelerating climate action around the globe.

B. Marrakech Partnership on Global Climate Action (MPGCA)

Transport is a key part of the Marrakech Partnership on Global Climate Action (see figure below) and the PPMC as the facilitator of the Transport Thematic Area has been actively coordinating with the High Level Champions and UNFCCC Secretariat to coordinate efforts for the Transport Thematic area and links with other Thematic Areas and priorities.
Based on the May 2017 draft of the Planning document for the MP-GCA and the MPGCA Consultation meeting held in Rome on the 14th and 15th June: “The Partnership will focus on encouraging activities that galvanize immediate climate actions in the period between now and 2020, to support the realization and overachievement of the NDCs and NAPs, including adaptation contributions communicated by Parties, and spur new climate actions in areas of untapped mitigation and adaptation potential.

The Partnership aims to report progress through an annual Yearbook on Global Climate Action and the Summary for Policymakers, which may inform the action by the COP, in particular informing the facilitative dialogue at COP 24. The Yearbook is expected to have a 4-5 page section for the Transport Thematic area covering:

- Progress made so far
- Ambitious/transformational new commitments and announcements
- Opportunities to further scale up action
- Recommendations for the next year

PPMC will work with the Transport Initiatives to prepare the transport related text– based on the input received for the annual Transport Initiatives report (see below).

Based on consultation with the ecosystem of coalitions and initiatives, the High-Level Champions have identified the following core messages to inform high-impact engagement up to 2018.

- Core message 1: Climate change affects us all. The natural systems that sustain our societies and economies are a central part of the solution for mitigation and adaptation. Progress is underway, and we have enormous opportunities ahead to build the future we want;
- Core message 2: The decarbonisation and resilient development of economies and societies around the world is underway, creating opportunities and incentives for those businesses, investors, cities, and governments that take steps to capitalize on it
• Core message 3: Coalitions of stakeholders are in place and action is being taken to deliver results under the Paris Agreement and even more can be achieved to ensure a well below 2 °C and towards 1.5 °C pathway by introducing vertical and cross-sectoral policy and regulatory levers in the development of national climate action planning.

All of these three core messages directly affect the transport sector and can be used to inform COP23 related activities and key messages of the Transport sector, see below.

1. Priorities Transport Thematic Focal Area

Building upon the outcomes of the thematic days at COP 22 and the various work plans/roadmaps prepared by coalitions and initiatives, there has been a collective effort by a broad range of stakeholders to define more clearly the desired impact to accelerate the achievement of the objective of the Convention and the aims of the Paris Agreement across the various thematic areas.

The current status of this effort is reflected in an impact and priority tracker published on the UNFCCC website. This tracker will be updated periodically to reflect the work plans and focus areas of the various institutions and organizations engaged. Transport related priorities are included in the sections on Energy, Human Settlements, Industry in addition to the dedicated Transport section:

The Impacts in the Transport section are aligned with the 8 components of the Global Macro Roadmap. Having transport included in other sections of the Impact and Priority Tracker will facilitate the outreach of the Transport Sector to other key sectors.

2. MP-GCA Transport Initiatives

COP22 was a significant step forward as it clearly supported the importance of non-state action through the MPGCA. So as we enter 2017, the transport sector can benefit from an agreed framework to scale up climate action and enhance mechanisms for interacting with the formal UNFCCC process. There is a significant opportunity now for the transport initiatives under the MP-GCA to help mainstream climate action on transport in order to deliver the Paris Agreement objectives with the Parties.

The PPMC has been facilitating a series of multi-stakeholder initiatives to accelerate action on mitigation of, and adaptation to, climate change. In the last COPs, the transport initiatives were an important component of the agenda on Transport and Climate Change.

In December 2016, SLoCaT and MCB organized conference a call with MPGCA transport initiatives in December 2016 to debrief them on Marrakech. Following this, PPMC developed the 2017 Action Plan on Transport Initiatives which has been shared with the Transport Initiatives and generally accepted by them. In the plan, to raise ambition and scale up action in 2017 the PPMC is taking the following actions:

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The Paris Process on Mobility and Climate is a joint initiative of:
• **Foster the setting up of new transport initiatives** on issues such as sustainable fuels, electric mobility, and urban transport planning;

• **Help the initiatives expand the geographic coverage of their work** by linking initiative with regional contacts, events, and activities;

• **Actively support/help existing initiatives through bilateral contacts** to review and scale up ambition level of actions;

• **Look to streamline / focus the initiative better** by collectively reviewing and assessing the credibility and progress of each initiative;

• **Facilitate and improve reporting on the initiatives** to provide a more comprehensive picture of the progress;

• **Improve communications and outreach** by presenting success stories and connecting initiatives with broader SLoCaT/ PPMC networks.

To prepare for the engagement of Transport Initiatives in COP23, the PPMC has taken/is taking the following steps in the lead-up to COP23:

a) Conference call first half July with MP-GCA Transport Initiatives to provide briefing on COP23; new Transport Initiatives, streamlining existing Transport initiatives, 2017 Reporting on progress Transport Initiatives, and opportunities for inclusion of Transport Initiatives in Transport events at COP23;

b) Request for information on progress Transport Initiatives (single request for the Champions “Yearbook” and the Transport Initiatives report) to be issued by mid-July with submission deadline – mid August;

c) Meeting of Transport Initiatives to discuss participation in COP23 on September 28th in Paris

d) Circulation 2017 Transport Initiatives Report – October;

### C. Sustainable Mobility for All (SuM4All)

The Sustainable Mobility for All (SuM4All) initiative —has emerged as a global partnership where the transport community joins forces under a common narrative to help transform the sector. It brings together a diverse and influential group of stakeholders—multilateral development banks, United Nations agencies, bilateral donor organizations, non-governmental organizations, civil society and academic institutions, with the ambition to achieve a world in which people and goods move equitably, efficiently, safely and cleanly. SUM4ALL is organizing its activities around the following objectives: Access (rural and urban), Safety, Efficiency and Green Transport.

Sustainable Mobility for All (SuM4All) includes a global tracking framework (GTF) the development of which is being coordinated by the World Bank to track progress on sustainable transport along the four key dimensions of sustainable transport: urban and rural access, efficiency, safety, and green), with associated targets and indicators. The PPMC has helped to facilitate the part of the Global Mobility Report dealing with Transport and Climate Change. COP23 offers a good platform for reporting of progress on implementation under the GTF, especially the Green Objective.
V. COP23 November 6-17th, Bonn Germany

A. General Information

COP23 will be held from November 6-17th in Bonn, Germany. Bonn has been selected as host for COP23 because Fiji, the COP23 President does not have the capacity to accommodate the 15,000+ participants of COP23. For general information on logistical arrangements for COP23 see http://unfccc.int/meetings/bonn_nov_2017/items/10068.php or http://newsroom.unfccc.int/cop23bonninformationhub/, information on these websites is being updated and expanded on a regular basis in the period leading up to COP23.

<table>
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<tr>
<th>COP23: One Conference- Two Zones</th>
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<td>Under the innovative “One conference, Two zones” concept, plenary halls and meeting rooms for negotiations, delegation offices as well as major media facilities will be housed in the former “Blue Zone”, currently referred to as “Bula Zone”, composed of WCCB, UN Campus and an extended area behind Deutsche Welle.</td>
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<tr>
<td>The other zone, called the “Bonn Zone”, will accommodate all Climate Action events including high-level events, side events and exhibits organized by both UNFCCC and the Government of Germany, some media activities as well as events in the delegation pavilions. In other words, the “Bonn Zone” will house part of the former “Blue Zone” and “Green Zone” activities within the limited available space. Most of the activities of the Transport community will be in the Bonn zone.</td>
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<td>The distance between the zones is 1.4 km, with an estimated commuting time of approximately nine minutes by vehicle, or 15 minutes walking. Both zones will be well connected through the regular bus lines, enhanced with a special shuttle service. In addition, bicycles will be available free of charge for those who enjoy a cool breeze!</td>
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As in the case of COP22 and 21 there will be two dedicated registration procedures for Bula and Bonn Zones, participants registered for the Bula Zone (through regular UNFCCC process) will automatically give access to the Bonn Zone. Registration for Bonn zone will be relatively simple but will NOT provide access to the Bula Zone.

Initial official registration for COP23 was closed at July 7th (Bula Zone). For information see http://unfccc.int/files/parties_and_observers/notifications/application/pdf/information_note_to_ngos_and_ig_os_opening_of_ord_for_cop_23.pdf Details on the registration for the Bonn zone have not been released as of August 1st.

B. Transport Events at COP23

As in the case of previous COPs the PPMC is taking the initiative in organizing a wide range of transport events during COP23. The planning of these events will be updated in subsequent versions of this Planning note and will from mid September, after there is more clarity on the final list of events be documented at the PPMC events page. For now, an overview of possible events can be seen at: https://docs.google.com/spreadsheets/d/1eCRXVdEUCAzX6M-NuiZJhmUdpO-IG9GbtaSbGqEbszl/edit?usp=sharing
To provide a coherent narrative and outreach on transport events at COP23, the PPMC intends to bundle transport events at COP23 under “Transport Days @COP23”.

It is not planned to have a dedicated Transport Day in 2017, which in previous years was organized on the Sunday between the two weeks of negotiations. This is in part because of logistical challenges in finding space on that day and in part to see the effectiveness of integrating transport in a range of other events and because the Bonn Zone will be “fully open” on the middle Sunday 12\textsuperscript{th} November. Also, the willingness of the UNFCCC Secretariat to host in-official side events in the Bonn zone gives us greater opportunities to bring transport into the UNFCCC process. The PPMC will evaluate the success of the Transport Week @COP23 concept in December 2017 and this evaluation will be a major factor in whether to resume the Transport Day tradition again at COP24 in Poland in 2018.

A key concern in transport events at past COPs has been the participation and presenting by developing country representatives. It is proposed to carry out a more systematic evaluation of which PPMC Partners are implementing transport – climate related programs and projects that are ready and interested to be included in transport events during COP23. Information can be provided to the PPMC Secretariat (talya.enriquezromano@slocatpartnership.org) making use of the table format below.

<table>
<thead>
<tr>
<th>Name Organization</th>
<th>Project Name</th>
<th>Country – City</th>
<th>Short Description</th>
<th>Contact person and details</th>
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In its planning of its engagement in transport events at COP23 the PPMC will be guided to a large extent by the 8 components of the Global Macro Roadmap as well as associated SDGs. For an overview of the 8 components and related SDGs see the infographic below.
As part of the Transport Week @COP23 PPMC is planning the following events:

1. **Kick-off Transport Days @COP23**

   The PPMC is currently considering a Kick-off event, which would most likely take place on November 10th and would be one of the higher level events on Transport. Current thinking is to make this a 2 to 3-hour event and would resemble the opening panel(s) of previous year’s Transport Days in which senior policy makers would review the status of action on Transport and Climate Change. At the same time the kick-off event can also be used to give a preview of subsequent transport events during COP23. The visibility of the event could possibly be enhanced by organizing its off-site. Having the kick-off event on November 10th would be a good precursor for the Clean Mobility Reception, which is planned for the evening of November 10th (see below)

2. **Launch Transport Decarbonization Alliance**

   The launch of the TDA is expected to be one of the key transport related events during COP23. The planning of this event will be coordinated with COP23 Secretariat and UNFCCC Secretariat to optimize its impact. Preferably, such a launch event would take place in the Bula Zone to increase the likelihood that Parties attend the launch event.

   There will be a formal press conference on the launch of the TDA, date to be determined.

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PPMC is also considering on how to best introduce the TDA as part of the formal negotiations through one or more of the expected founding country members of the TDA. We would also hope that the Climate Champions would include the TDA in their formal report to the COP on the morning of Wednesday 8th November

3. MP-GCA

At COP 23 the Global Climate Action activities, showcasing efforts by non state Actors will be condensed in a shorter time period to maximize participation of non-Party stakeholders and minimize impact on the intergovernmental negotiations. The Figure below provides a general overview of the currently planned schedule of activities.

![Figure 3: Potential Global Climate Action activities at COP 23](image)

**NB: The 3 day Thematic period will now be 10th – 12th November (not 9-11 as indicated above)**

**Thematic events**

Transport, as a theme is expected to be covered on Saturday 11th and Sunday 12th of November. The UNFCCC Secretariat, serving as the Secretariat to the MP-GCA has requested the Thematic Action Areas to make suggestions for events for their respective action areas.

The UNFCCC and the High Level Champions have set up content groups who are developing the programming for the Thematic event on Transport. The details on the number and type of individual events is still being discussed but it appears that there will be opportunities for a considerable number
of transport events, or joint events with other thematic areas on November 11\textsuperscript{th} and 12\textsuperscript{th}. Thematic activities on transport will be organized along a narrative that explains Transport’s contribution to the delivery of the Paris Agreement. The thematic streams, including transport will have an opening and a closing session, in addition to the regular sessions.

The PPMC has, based on consultations, collected initial ideas for potential events which are documented at: https://docs.google.com/spreadsheets/d/1eCRXVdEUCAzX6M-NuizJhmUdpO-IG9GbtASbGqEbsz/edit?usp=sharing.

Anyone who would like to organize a session on Transport on November 11\textsuperscript{th} or 12\textsuperscript{th} or contribute to one the potential events listed please contact: cornie.huizenga@slocatpartnership.org.

The PPMC will approach the COP Presidency to have the MP-GCA related events as endorsed events. In order to receive the label, events must be in line with Fiji’s vision and contribute to the momentum of COP23.

### High Level Events

At COP23 the MPGCA High Level activities will focus on SDG11 – Cities (Monday 13\textsuperscript{th} November) and SDG 2 – Zero Hunger(Tuesday 14\textsuperscript{th} November). There is also expected to be two horizontal themes possible Finance and Innovation.
Draft concept for MPGCA HL days

Transport could be integrated in the November 13-14 High level event through:

- **High Level Plenary on Energy, Transport – Cities Nexus, November 13th (morning)**
  Moderated dialogue with (5-8) leaders on the policy and business case for 100% transport-related-emission-free cities by 2060 and the pathways for action. Leaders will discuss their experience in working to decarbonize the transport sector in an urban setting through the scale up of clean power resources. To be organized by PPCMC, SE4ALL, IRENA, REN21 and others

- **Roundtable on Energy, Transport – Cities Nexus, November 13th (afternoon)**
  Roundtable discussion with (20-40) key stakeholders from the energy, transport and cities communities on how to operationalize the vision of a 100% transport-related-emission-free cities by 2060. Participants will discuss the barriers, opportunities and pathways to decarbonize the transport sector in an urban setting through the scale up of clean power resources. To be organized by PPCMC, SE4ALL, IRENA, REN21 and others.

- **Roundtable on Transport and Cities, November 13th (afternoon)**
  As the urban population is expected to increase by 2-3 billion people between now and 2050, urban planning offers a key tool in realizing higher density, mixed land-use cities. This should help to ensure that a greater amount of trips are made by walking or cycling and create successful enabling conditions for mass transit solutions, either by bus or rail. Efforts to promote walking, cycling and mass transit will need to be accompanied by Travel Demand Management measures to reduce the Passenger Kilometers Traveled by Light duty vehicles. Possible TDM related measures include parking policy, congestion charging or quotas for new vehicle registrations as applied in several large Chinese cities. Greater deployment of “Mobility as a shared service” can also help to reduce zero and single occupancy vehicle travel. To be organized by: Global Covenant of Mayors; ICLEI; C40; CCFLA; UN-Habitat; UNEP/GABC; SEforAll; SLoCaT/PPMC

- **Roundtable on Agriculture – Transport Nexus, November 14th (afternoon)**
  The roundtable aims to provide an inclusive and interactive platform for high-level stakeholders in the agriculture, transport, and climate change communities to exchange knowledge on the contribution of rural transport and infrastructure in enhancing agricultural production, preventing food loss and waste, and implementing the Sustainable Development Goals under the 2030 Agenda for Sustainable Development. The event also aims to strengthen the climate change dimension of the rural transport agenda by raising awareness on the importance of climate-resilient rural transport in ensuring food security and nutrition. The roundtable expects to deliver a set of key policy recommendations on how to accelerate the contribution of rural transport and food systems infrastructure for agro-industry
Development and food security. To be organized by the Food and Agriculture Organization of the United Nations (FAO), the Global Resilience Partnership and the Partnership on Sustainable, Low Carbon Transport (SLoCaT).

More detailed agendas will be developed together with partner organizations in August and September.

4. **Clean Mobility Reception**

Following the traditions of the last two years, the PPMC will hold a Clean Mobility Reception (CMR) for the transport and climate community to come together and network. The CMR will be held on Friday, November 10th at the DHL Deutsche Post Tower from 7-10.00 pm. It is expected to have 250-300 people in the Reception.

5. **Daily Transport Talk Shows @ COP 23**

The PPMC will pilot a new approach to raise the profile of transport in the UNFCCC process during COP23. This would consist of a series of Daily Transport Talk shows.

**Concept:** The Paris Process on Mobility and Climate (PPMC) proposes to organize daily one-hour talk show sessions to have in-depth discussions on specific topics related to transport and climate change (e.g. transport & health, transport & energy, transport & cities). Previous experiences indicate that, the participation of transport people in COP is usually weaker than the energy, cities and other sectors. In order for the transport community to be kept informed and relevant to the climate negotiations, the daily transport talk shows would be live streamed (via Facebook, Youtube or similar channel) and later edited into small sound bites to be used in social media outreach.

**Format of the event:** The event would be like a daily talk show. Each session would have a brief introduction to what happened in the negotiations that day from a transport perspective, followed by discussions among the speakers on the specific topic of the day. It is proposed to hold the event every day from 5pm to 6pm; with live refreshments to be served afterwards. This timing would allow live-outreach to most of Asia, Europe and the Americas.

- **Topics and Speakers:** It is intended to have high level speakers including country representatives, negotiators and high level experts from the sector. High level speakers are usually not available for a whole day/Transport Day kind of a time commitment, but a one-hour event at the end of the day might be more attractive. An initial list of themes and topics to be discussed at the talk-shows will be determined in early September. It is planned that these would be aligned by the key messages to be developed by the Transport Community for the COP (see below), which in turn would be guided by the main components of the GMR.
Co-organizers: Each of the daily events would ideally be organized by a partner organization(s) based on the topic of the day. The partner organizations would help PPMC in setting the agenda of the day and identifying speakers for the specific topics.

6. **Official Side events on Transport**

The PPMC will be ready to help coordinate and promote official side events on transport in COP23. It is understood that greater effort will be made in 2017 to cluster side events according to key topics to be discussed in COP23. Also, it appears that respective Action Areas (including Transport) would have dedicated side events. Details on this will become available when the call for side events will be launched in July. **This year the application period was from 18-21 July (both side events and exhibits).**


This year there was a larger number of transport related side event applications than in previous years. It is expected that this will result in 3-5 official side events with a clear transport focus.

7. **Un-official side events on Transport**

The UNFCCC Secretariat has indicated that it will actively support hosting of un-official side events linked to the MPGCA in the Bonn zone. We are still determining whether this is only during the period 10-12th November, or whether this would for the two weeks. (In previous years this was NOT the case and was it generally only possible to organize official side events or have events that were part of the formal GCA agenda. This willingness of the UNFCCC to accommodate such side events offers possibilities to bring part of the Transport Day events into the UNFCCC. Currently there are a range of possible events that are being considered:

- **High Level E-mobility event.** Following its involvement in 2 High Level events on e-mobility in COP21 and COP22, PPMC will also in COP23 be an active partner in a proposed High level event on E-mobility, which will bring together key initiatives and organizations on e-mobility.

- **Mitigation potential in shipping.** PPMC is in discussion with stakeholders organized under “High Ambition Coalition for Shipping” and the Oceans Thematic area on the feasibility to have a session on mitigation potential for emission reductions in international shipping.

- **Accelerated Action on Adaptation to Climate Change in Transport.** Such an event would follow-up to the COP22 Declaration on Accelerated Action on Adaptation to Climate Change, which the PPMC helped to coordinate last year in Marrakech, Morocco. Such an event could be organized in cooperation with the Global Center of Excellence on Climate Adaptation, which will be formally launched at COP23.

- **Briefing on SUM4ALL.** COP23 offers a good opportunity to provide a briefing on the progress of SUM4ALL and to present the first Global Mobility Report, which tracks progress of the transport sector vis-à-vis SDGs, Paris Agreement and other global agreements.

- **Equity and action on Transport and Climate Change.** Equity implications are often not well considered in discussing action on Transport and Climate Change. Having a special event on this, in addition to mainstreaming the issue in other events, can help raise its profile.

- **Scaling up private finance for transport action on climate change.** Discussions with IFC about a possible event.
Some of these special events can be linked to specific Theme days in COP23.

In addition, the PPMC is also discussing with organizations that will have a pavilion with the possibility for side events. This includes a possible event on the economic transition to electric mobility and its employment effects at the WWF pavilion and possibly an event on carbon pricing and the transport sector at the IETA pavilion.

The PPMC has a special interest to hear from members on the possibility to make use of country pavilions to organize events.

8. Participation of Transport Sector in other Events

Apart from the events on Transport as part of the MP-GCA and the Daily COP23 Talk shows the PPMC is planning to actively engage in series of events with other key sectors and stakeholders. This as part of continued efforts in 2017 to develop joint activities with other key sectors.

- **Climate Summit of Local and Regional Leaders.** The PPMC will be an active partner in the Sunday November 12 Cities Summit, organized by ICLEI. The Leaders’ Summit will focus on multilevel governance as part of national climate action plans, holistic approaches to sustainability, engaging communities and business as well as partnerships with cities and regions in Small Islands Developing States, Africa and Climate vulnerable countries. This will enable PPMC to emphasize the key role that cities play in the decarbonization of transport and the adaptation to climate change. It is expected that the PPMC contribution will highlight the City-Region component of the TDA.

- **Sustainable Innovation Forum.** The private sector is key in advancing action on climate change. PPMC will partner with Climate Action and UN Environment on November 13 and 14th in demonstrating the partnership between business, government and public bodies to accelerate action on sustainable transport in the context of international sustainable development and advancement of the ‘green economy. This will allow the PPMC to highlight the private sector component of the TDA.

- **World Climate Summit.** World Climate Solutions 2017 (WCS) will host an expanded concept of the annual World Climate Summit, providing a unique combination of conference, investment platform, project-oriented Public-Private Partnerships (PPP) matchmaking and exhibition of climate solutions over three days from Tuesday 14th – Thursday 16th November 2017 at the Kameha Grand Bonn hotel during the second and decisive week of COP23. SLoCaT has been invited to help program the transport content of this event.

As it looks now there will also be other transport related events organized during the period of COP at other off-site locations. This concerns events on Climate and Transport related programs supported by the Government at GIZ offices and the Federal Ministry of Economic Cooperation and Development.

SLoCaT will compile information from SLoCaT members on their activities during COP 23 and present an.

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overview on its website and in subsequent versions of this planning note.\(^7\)

VI. Outreach on UNFCCC related Transport events in 2017-2018

A. PPMC and SLoCaT social media

The PPMC will make special efforts to scale up outreach activities around COP23, both in quantity and quality compared to previous COPs. The target group of these outreach activities is formed by those that attend COP23 (negotiators as well as other stakeholders) as well as key decision makers on transport and climate change that will NOT be attending COP23 but whose support is key in scaling up the implementation of low carbon transport. As indicated above, PPMC intends to make more use of live streaming of events to reach these groups who are not able to make it to the COP.

1. Key Messages

The PPMC had good experiences with the development of a number of common messages that guided the outreach during COP21. These key messages were developed in a consultative manner by a number of SLoCaT members. Now that the UNFCCC negotiations are moving to a new stage with the Facilitative Dialogue in 2018 it is important to develop a new set of key messages.

In developing key messages on Transport and Climate Change the PPMC will be guided by the High-Level Champions 2018 core messages to inform high-impact engagement up to 2018, as well as the Fiji COP Presidency key objectives for COP23 as well as the PPMC COP23 Objectives (all described above).

A new set of key messages on sustainable transport and climate change will be developed with the following steps:

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Steps</th>
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<tbody>
<tr>
<td>End of July –</td>
<td>PPMC partners and sponsors are invited to submit initial ideas, key</td>
</tr>
<tr>
<td>End of Aug</td>
<td>themes and topics for the key messages to the SLoCaT secretariat</td>
</tr>
<tr>
<td>Sep 8</td>
<td>Launch an online survey to together opinion on the themes and topics</td>
</tr>
<tr>
<td>Week of Sep 11</td>
<td>Evaluate survey results</td>
</tr>
<tr>
<td>– Week of Sep 18</td>
<td>Present consultation results at a PPMC stakeholder meeting in Paris</td>
</tr>
</tbody>
</table>

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\(^7\) Organizations that are planning to organize transport related events can contact Talya Enriquez Romano (talya.enriquezromano@slocatpartnership.org).

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The Paris Process on Mobility and Climate is a joint initiative of: [Logos]
A media kit including the the factsheet and the tweets will be developed and made available on the PPMC website. In addition, we invite our PPMC partners and colleagues to send high-resolution pictures and B-roll footage to support the development of the promotional materials for the media kit.

Volunteers who are interested in contributing towards the development of the Key Messages can inform Talya.enriquezromano@slocatpartnership.org and Alice.Yiu@slocatpartnership.org.

2. Website – Twitter - Facebook

The PPMC will be using two websites for outreach: www.slocat.net and www.ppmc-transport.org

Before and during COP23, all updates on transport and climate change; daily reports, list of events, daily transport talk shows will be announced from these websites.

SLoCaT will be using Twitter in an active manner before and during COP23. Depending on the Internet quality it can also be considered to make more active use of video in tweets.

SLoCaT will make use of two types of tweets:

- Tweets emphasizing the key messages described above and general tweets on Transport and COP23. These will be developed in English as well as other UN languages if possible and will be distributed to SLoCaT members and others for (re)tweeting. SLoCaT will reach out to other cooperating organizations to see whether they are willing to develop their own tweets as well.
- Event related tweets, which will be developed during the COP23 conference itself.

We expect that the hashtag #WeAreTransport, which was introduced for COP21 and COP22 will be used again during COP23 as well.

The PPMC will also be using the newly created Facebook account @SLoCaTOfficial for outreach during COP23. Facebook will play an important role in the livestreaming of the daily talkshows.

More effort will be made compared to previous years to align outreach with key partners including the UNFCCC Secretariat.
Draft August 4th, 2017

3. Newsletter

The SLoCaT Partnership will publish a special COP23 issue of the SLoCaT Newsletter prior to the first week of COP23. The newsletter will give out key messages on sustainable transport and climate, present an overview of sustainable transport events at COP23, promote knowledge products from SLoCaT and its members on sustainable transport and feature blogs from heads of leading transport organizations. All interested SLoCaT members who would like to feature their transport events & knowledge products should contact Talya at talya.enriquezromano@slocatpartnership.org latest by October 1st.

4. Other Outreach opportunities

There will be a number of other outreach opportunities during COP23 to raise the profile of sustainable, low carbon transport:

- 2.-4.11: The 13th Conference of Youth (COY 13)
The annual Conference of Youth (COY) brings young people from around the world together to learn about the UNFCCC, build networks and organise ourselves before the UN climate negotiations... COY is the main summit of the youth constituency

- 3.-7.11.: The People’s Climate Summit (PCS)
Organised by a broad range of movement- and civil society-organisations, the PCS is a classic 'movement summit', combining larger evening panels (3.-5.11.), a workshop programme and open spaces (6.-7.11.), in order to provide a convergence space for a variety of movements, and to strengthen the climate justice agenda in Bonn.

- 5.11.: National Public Transport Day
The German national public transport day will be moved to the 5th November and there will be an event in Bonn with regional ministers.

- 11.11.: Climate March II
A week into the summit, a coalition of mostly local leftist groups is organising a second march that aims to broaden the thematic offering from the opening weekend’s actions’ focus on coal to include other important issues in the fight for a socio-ecological transformation.

Throughout COP23 there will be opportunity to visit an exhibition that documents the relationship between Germans and their cars under the title: “Loved – used – hated” at the House of History: https://www.hdg.de/haus-der-geschichte/ausstellungen/geliebt-gebraucht-gehasst-die-deutschen-und-ihre-autos/

5. Sustainable transport engagement at United Nations COP23

The location of COP23 in Bonn is close to a large number of important constituencies and stakeholders
based in the north of Europe. In many cases there will be a good case for travel by rail and public transport to the event. Many delegates arriving on long haul flights are also likely to use rail connections for the final leg of their journey from the nearby airports at Frankfurt / Dusseldorf to Bonn. This provides an important opportunity to engage with delegates on the topic of sustainable transport as they arrive and depart from the event. Use of social media and online tools to highlight climate impacts of travel choices. The option of including eco-comparator tools on the official and other websites should be explored.

It is understood that several of SLoCaT members (e.g. UITP and UIC) are directly or indirectly involved in planning and delivery of sustainable public transport services during COP23. There have been initial discussions between these organizations, the UNFCCC and City of Bonn on the possibility to have a dedicated campaign on transport and climate change around the provision of sustainable transport options during COP23. This could have the following objectives:

1. Raise the awareness of the transportation sector’s impact on climate change & promote sustainable freight and public transport as a part of the solution linked to the UNFCCC Global Action Agenda
2. Raise awareness of the importance of transport adaption
3. Engage decision makers to deliver sustainable freight and public transport friendly policies in NDCs
4. Co-ordinate messaging on sustainable transport to ensure optimal impact linked to the UNFCCC Global Action Agenda
5. Raise awareness of the co-benefits of sustainable transport linked to the UNFCCC Global Action Agenda and Sustainable Development Goals (SDG), with a focus on SDG 11.2.

A similar approach was developed by UIC who co-ordinated 12 international trains bringing delegates to COP21. In addition, UITP regularly engages its members during COPs to display the official COP logo on its vehicles during the talks. Communication expert

The PPMC believes that there is scope to strengthen the quality of outreach on its efforts in the UNFCCC process. The quality of outreach can be helped by bringing a dedicated communication expert on board to ensure better messaging on transport and climate change by the PPMC. A dedicated expert can also help to ensure better placement of transport messages in other more general reporting on COP23.

Strengthening the communication capacity within the PPMC team can also help the coordination and cooperation between the PPMC team and MCB and SLoCaT partners with the aim to have more and better coordinated messaging on transport during the COP23.

**B. Daily reports + Summary report**

The Daily and Final Summary reports on Transport at the COP have proven to be popular with the partners in the PPMC, SLoCaT members and the wider Transport community. A challenge has been in recent years the growing complexity of the negotiations and its technical nature. To strengthen PPMC capacity at COP23 it is planned to increase and strengthen the reporting team with a technical resource.
person (e.g. former negotiator) who has good oversight of the negotiations.

An important priority in the 2017 COP23 reporting will be the Facilitative Dialogue and the Global Stocktake. Both these processes are expected to shape the efforts of PPMC in 2018 and beyond.

C. Booth / meeting space

Through its members SLoCaT typically has 1 -2 booths in the exhibition booth area that are used to disseminate information and that serve as focal and meeting points for the transport community. We are also looking into the possibility (and cost) of having a larger Transport “stand” where we could display material as well as host small meetings. SLoCaT work with its accredited members to apply for space. It will coordinate with these organizations to make best use of the available space to promote our common messages on sustainable and low carbon transport. If possible, the PPMC will also coordinate actively with the Michelin OpenLab to showcase its activities on transport and climate change.

VII. COP23 PPMC TEAM

In carrying out the planned PPMC activities SLoCaT and MCB will be represented by a team of about 12 persons at COP23. Compared to previous years we intend to strengthen the team’s capacity with dedicated outreach experts and a person with experience in tracking UNFCCC negotiations.

In the past few years, a number of SLoCaT members (e.g. ITDP, Despacio) allocated temporary capacity to the PPMC team by sending one of their own colleagues to COP to work with the PPMC team. SLoCaT members and others are encouraged to provide similar in-kind contributions in 2017. For the staff concerned it can be a great experience and a good career development opportunity. The PPMC can possibly help in getting accreditation to the COP.

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8 Organizations that would like to contribute staff capacity during COP23 can contact Talya Enriquez Romano (talya.enriquezromano@slocatpartnership.org).

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