

# TRANSPORT at COP23 BONN

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## WHAT DOES 'TALANOA' MEAN FOR TRANSPORT?

DAY FOUR – 10 November 2017

### Opening Perspectives

Today's daily report centres around the concept of *talanoa* and its meaning and implications for the transport sector. Through outlining the key features of *talanoa* linked to mitigation and adaptation actions in the transport sector, together with highlighting practical initiatives such as the Sustainable Mobility for All (SUM4All) initiative and the Global Centre of Excellence on Climate Adaptation (GCECA), we hope to shed light on the influence of the Fijian Presidency on climate action in the transport sector at COP23. We also cover breaking action on sustainable transport by the United Nations, announced at the SuM4All meeting and reported under the Global Climate Action section of today's report.

With the COP Presidency in the hands of a small-island developing state, there is an increased emphasis on how the most vulnerable are affected by climate change. At COP21, the Marshall Islands-led [High-Ambition Coalition](#) successfully negotiated the inclusion of a target to limit global temperature rise to 1.5 degrees Celsius, and in the process the focus on adaptation in the UNFCCC process was strengthened. This year, the Fijian Presidency puts these topics in the spotlight, while introducing Pacific traditions into the UNFCCC process.

One of these traditions is the concept of the Talanoa Dialogue, already outlined in the Paris Agreement, which [reflects a process of inclusive, participatory and transparent dialogue](#). The COP22 and COP23 presidencies have posed three key questions of the Talanoa Dialogue (as outlined in [the informal note on the 2018 facilitative dialogue](#)): (1) 'Where are we?' (2) 'Where do we want to go?' and (3) 'How do we get there?'. At COP23, the global transport community stands ready to wrestle with these questions and to join together to seek solutions.

### Transport and Mitigation

The **concept of Talanoa** focuses [on the benefits of global action](#) and offers a platform for dialogue, whereby participants are able to advance knowledge through common understanding. This results in better decision making for the collective good, a precondition

for adequate global mitigation action within the transport sector. While mitigation impacts are not always directly visible for individual countries, other than reduced local air pollution, global mitigation is nevertheless necessary since [the sector contributes 23 percent of global energy-related greenhouse gas emissions](#). However, as outlined in SLoCaT's [Global Macro Roadmap](#), decarbonisation of all modes of transport by 2050 is possible, but global action is needed now to reach this goal and to create potential for maximising global benefits.

In this context; GIZ and SLoCaT have produced a [technical brief](#) entitled “**From Ambition to Action: Decarbonising Transport to Achieve Paris Agreement Targets.**” The brief details mitigation requirements for the transport sector under the Paris Agreement, and the mitigation potential of the sector to achieve a 1.5 degree scenario. Further, the brief described implications of NDC development for transport targets, and implications of long-term emissions reduction strategies for the transport sectors.

In 2015, **international airline travel** accounted for roughly 2% of global emissions. At an event hosted by the Istanbul Grand Airport (IGA) at the Turkish Pavilion, the manager of Sustainable Development Mechanisms at UNFCCC told delegates that “the option to fly less is not even on the table ... What we are asking is how can we fly, and even increase our air time, without increasing emissions.” These statements emphasise that aviation does not fit easily into an ‘Avoid, Shift, Improve’ model, with its primary focus on ‘Improve’.

The International Civil Aviation Organization (ICAO) noted, however, that through operational improvements, better aircraft technology, increasing the share of sustainable aviation fuels, and [carbon offsetting](#), the aviation sector does take action to realisation of a number of the SDGs. These include strategies to reduce the number of people affected by aircraft noise, the impact of aviation emissions on local air quality, and the impact of GHG emissions.

The Air Transport Action Group (ATAG) pointed to what might appear the less obvious of the relevant SDGs, namely SDG 17 (Partnership for the Goals), as one of international aviation’s key successes to date. “We have built a collation at massive scale,” the ATAG stated, which echoes the idea of *talanoa*, by bringing together the Airports Council International (representing 95% of global airports), the Civil Air Navigation Services Organization (85% of air traffic control), and the International Air Transport Association (83% of airline traffic).

However, concerns were raised from participants that the reliance on carbon offsetting through [CORSIA](#) was unlikely to serve as an incentive to reduce emissions. ATAG countered that the cost of carbon off-setting will doubtless rise considerably, and further, that the industry is ultimately driven by efficiency, which have cut per passenger emissions by half since 1990.

## Transport and Adaptation

The **features of the Talanoa Dialogue**, [as highlighted by Ambassador Nazhat Shameem Khan \(Fiji\)](#), include elements as empathy, inclusiveness, and avoiding confrontation. These are especially relevant when considering climate adaptation in the transport sector. While the focus in the transport sector is often on technical aspects to reduce emissions, less tangible aspects of transport have a more adaptation oriented character. For example, infrastructure projects need social workers as much as engineers, as transport is about livelihoods and not just conveyance. SLoCaT hopes that the Talanoa Dialogue can actually facilitate processes that will consider these less tangible outcomes along with achieving concrete results.

But what is excellence in Climate Adaptation? This was the question posed at a panel discussion hosted by the new **Global Centre of Excellence on Climate Adaptation**

**(GCECA)** – established by the Netherlands, Japan and UN Environment. Transport will be a core theme of the Centre’s work.

The GCECA, which will be launched officially on Tuesday 14 November, will bring together a network of international partners to increase the ability of countries and cities to adapt to the consequences of climate change. The SLoCaT Partnership is the transport-oriented knowledge partner of the organisation.

Today’s event addressed, among other issues, the importance of monitoring and measurement of adaptation. Panellists highlighted the importance of metrics to ensure and demonstrate value for money to funders, and to make sure ensuring activities benefit the most vulnerable populations.

The International Railways Union (IUC) represented the transport community on the panel, and presented examples from UK railways about how the right metrics can drive long-term action on adaptation: for instance, travelling at slower speeds and reducing the number of trains can avoid total failure and minimise impact on services.

## Financing and Technology in the Transport Sector

**Investments for adapting transport infrastructure** and services are necessary to improve resilience and safeguard long-term returns on investment. A [side event on increasing access to finance](#), hosted by the NDC Partnership Support Unit made it clear that the investments needed for the full implementation of all the NDCs may be in the range of trillions of USD.

[Research from the Climate Policy Initiative \(CPI\)](#) presented at the event demonstrated that there is still a large gap in climate finance between current investments and the amount required to fulfill the Paris Agreement. The CPI estimates total climate finance will average \$410 billion in 2015/2016, with 93% dedicated to mitigation and only 5% to adaptation. Most of climate finance is being spent domestically. Nevertheless, the CPI also acknowledged that there is a lack of data regarding climate finance. Most data is focused on renewable energy. There is especially limited information available on private adaptation efforts.

## Global Climate Action

Thursday saw the Third Consortium Meeting of the [Sustainable Mobility for All \(SuM4All\)](#), a global consortium, launched this year to promote sustainable transport across four pillars: Universal Access, Safety, Efficiency, and Green Mobility. More than 50 entities are involved in the initiative, including countries, multilateral development banks (MDBs), UN bodies, and NGOs. SLoCaT and PPMC and co-leads of the Green Mobility pillar along with the World Resources Institute.

SuM4all delivered its first significant product, the [Global Mobility Report 2017](#), this October. As highlighted by Clayton Lane, Executive Director of ITDP, this first global assessment of the transport sector through a sustainability lens is a significant accomplishment, not only because of the richness of the information but also because of the inclusive, multi-stakeholder process delivering it under the coordination of the World Bank, reflecting the structure of the Talanoa Dialogue on a sectoral level.

Today’s meeting established the initiative’s next two steps: firstly, to take stock of existing global and regional commitments to sustainable transport, including major commitments by non-state actors (as suggested by SLoCaT co-chair Holger Dalkmann); and secondly, the

drafting of a roadmap towards sustainable mobility for all by 2030 using the SLoCaT/PPMC [Global Macro Roadmap](#) as a guide. The strength of this process is to then extend the roadmap to regional and national levels, for example in the Moroccan roadmap described in yesterday's report. An expanded set of national roadmaps could be a useful contribution to Sum4All action agenda through the Green Mobility pillar. The stock-take and the roadmap will proceed through 2018 with support from member organisations and consultants.

Also on the agenda was the establishment of the governance structure of SuM4All. Thus far SuM4All has operated with an interim leadership, in place until July 2018. Several permanent governance options are now on the table, drawing on other global policy efforts such as the Sustainable Energy for All initiative or the UN Water initiative, leaving a window open for non-state actor consortium members such as SLoCaT/PPMC to weigh in on how global sustainable mobility efforts can be further institutionalised.

A breaking announcement was made about new action on the UN side. A resolution on sustainable transport is currently being prepared for this year's UN General Assembly at the initiative of Turkmenistan. It will include a call for all transport modes to come together, and a proposal for a second global conference on sustainable transport under the auspices of the UN Secretary General. Moreover the UN is contemplating how to enhance its coordinative powers as an organization with regard to sustainable mobility. An example could be to allocate explicit responsibility to the UN Executive Steering Committee, the highest coordinating body of the entire UN.

In this context, SLoCaT Partnership members are strongly encouraged to speak out loudly on sustainable mobility challenges in order to increase global political attention and promote subsequent strong governance and coordination mechanisms.

*Please note that next year's Transforming Transportation event on 11-12 January 2018 will feature **Sustainable Mobility in a Digital Era**. Several presentations will be on the [Global Mobility Report 2017](#) recently published by the [SuM4All](#) initiative.*

The SuM4all meeting also addressed the topic of gender in transport. There is growing evidence that the travel needs of women are not necessarily well cared for in current transport systems and policies. It has become clear the women worldwide experience safety challenges. For example, 6 in 10 women in major Latin American cities report they have been physically harassed when using transport systems, as reported in the [Global Mobility Report 2017](#). On a more positive note it is observed that catering more to women's needs could be a key lever for sustainable transport, because women generally use more sustainable modes and also have a key role in shaping transport patterns in families and communities. Coming initiatives with a focus on women and transport will include a session at the [Transforming Transportation](#) conference in Washington, DC 11-12 January 2018, and two sessions at the [International Transport Forum Summit](#) in Leipzig 23-25 May 2018.

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## Closing Thoughts

The principles of *talanoa* ultimately need to be translated into concrete actions. In the transport sector concrete actions are viable, as cost effective solutions for passenger and freight transport are available and have been tested at scale; moreover, reductions in domestic and international aviation and maritime emissions are feasible and affordable. Furthermore, acceleration of climate action is underway through initiatives such as the

SuM4All or the GCECA, as these efforts bring a range of relevant actors together and put increased focus on climate change mitigation and adaptation.

The three key questions of the Talanoa Dialogue, as stated in the Opening Perspectives, are also of relevance for the transport sector. For example, as to where we are now, the NDCs do not yet contain needed ambition on sustainable transport, but there are increasing possibilities for ambitious solutions for both climate mitigation and adaptation for transport. And as to where we want to go, decarbonisation of transport by 2050 is possible, if actions are enhanced in the short term.

As to how we want to get there, the answers are perhaps more elusive, but additional finance is clearly a precondition that will be needed to make progress towards scaling up sustainable transport measures at the required global scale. The process of seeking solutions will surely strengthened by a range of transport options and a diversity of viewpoints.

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## Daily Talk Show on Transport and Climate Change

The SLoCaT Partnership and Movin'On by Michelin are organising [daily talk shows on transport and climate change](#) during COP23. You can watch the November 9 talk show [via this link](#).

The topic of the November 9 talk show was **Financing Transport and Climate Action**, featuring experts Jorge Kogan, Transport Senior Advisor at the Development Bank of Latin America (CAF); Klaus Gihl, Head of Division, 'Kreditanstalt für Wiederaufbau' (KfW); and David Elrie Rodgers, Senior Energy Specialist, Global Environment Facility (GEF).

One of the key storylines of the talk show was the relatively poor quality of funding proposals presented to the multilateral development banks. As Jorge Kogan noted, there is a misperception that the main reason transport projects are not financed is lack of available finance. "This is not true," says Kogan. "The finance is there, but countries and cities are not always 'solid enough' to repay their lending, or their plans and projects are not bankable." A bankable project is one that is clearly defined, and where the social and development benefits complement the revenue benefits.

Electric mobility emerged as another important topic, with David Rogers, GEF suggesting the the potential of electric mobility to be uncontested. "It's a matter of understanding and political will", he suggested. While the perception is that electric vehicles are more expensive than fossil fuels, ultimately e-mobility costs less per mile.

Experts were asked to offer "one specific action" to improve sustainable mobility for all. Jorge Kogan noted education as key – to build capacity among public officials to improve the quality of their proposals and projects and bring about enduring transformation. Rogers, on the other hand, would encourage developing countries to prepare taking advantage of electric drive technologies in terms of both reducing GHG emissions, and alleviating air pollution in especially African and Asian cities. Gihl echoed both CAF and GEF's priorities: that transport transformation requires rigorously prepared proposals and project implementation. Moreover for electric mobility to take hold, a stable supply of clean power is essential.

A question raised was that while technology is 'seductive' and attracts significant funding, traditional low-carbon modes find themselves out of the donor loop and not 'at scale' for funding. KfW responded that the German Development Bank do receive an increasing number of proposals for funding and walking projects – particularly as part of integrated public transport systems.

The November 10 talk show at 18:00 CET will focus on **E-Mobility and Innovations in Transport** and can be viewed [via this link](#).

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## MPGCA Transport Initiatives of the Day

Under the Marrakech Partnership for Global Climate Action (MPGCA), [21 transport initiatives](#) were established to represent a broad range of multi-stakeholder coalitions to cover diverse modes of transport through decentralised action to reduce transport greenhouse gas emissions and strengthen the resilience of transport infrastructure. The MPGCA transport initiatives also demonstrate implementation and the considerable co-benefits of climate action on transport (e.g. improved air quality, decreased road deaths, increased access to goods and services).

### EV100: Accelerate the transition to electro-mobility



EV100 aims to accelerate the transition to electro-mobility by leveraging the role corporate demand can play in driving EV uptake and roll-out of charging infrastructure. Companies joining EV100 make an individual commitment to transitioning their fleets to electric vehicles and/or installing charging infrastructure at their relevant premises by 2030. They can choose to make the commitment in one or more of four influence areas: directly controlled fleets (owned/leased), service provider contracts, workplace charging, and customer charging.

For more information on the initiative, please see:  
<http://www.ppmc-transport.org/ev100/>

### Global Fuel Economy Initiative: 100 countries for 50 by 50



The Global Fuel Economy Initiative (GFEI) assists governments and transport stakeholders to improve vehicle fuel economy and reduce emissions of carbon dioxide. GFEI aims to double the average fuel economy of new light-duty vehicles globally by 2030, and all vehicles by 2050. Since COP22, GFEI has continued to support countries to develop and implement fuel economy policies to reduce CO2 emissions from vehicles. At COP23, GFEI is setting out the importance of improving the fuel economy of Heavy Duty Vehicles, as well as Electric Vehicles.

For more information on the initiative, please see:  
<http://ppmc-transport.org/global-fuel-economy-initiative/>

### Global Green Freight Action Plan: Reducing the climate and health impacts of goods transport

[globalgreenfreight.org](http://globalgreenfreight.org)

The Global Green Freight Action Plan (GGFAP) aims to enhance the environmental and energy efficiency of goods movement in ways that significantly reduce the climate, health, energy, and cost impacts of freight transport around the world. The three main objectives are: 1) to align and enhance existing green freight programs; 2) to develop and support new green freight programs globally; and 3) to incorporate black carbon reductions into green freight programs.

GGFAP calls on governments, private sector, civil society, and other actors to work in concert to align and enhance existing green freight programs, develop and support new green freight programs, and to incorporate black carbon reductions into green freight programs.

For more information on the initiative, please see:  
<http://www.ppmc-transport.org/global-green-freight-action-plan/>

## Global Macro Roadmap Component of the Day

PPMC has developed a Global Macro Roadmap which identifies a balanced package of actions based on the Avoid-Shift-Improve Framework. The Roadmap brings together the work accomplished at the technological, modal, national and regional levels into a single vision for the global Transport sector along eight priority areas. These priorities, if being considered and applied by the government, will bring to the pass the policy and institutional capacity required to promote the changes in behavior and the clear market signals necessary for a disruptive transition towards a net-zero emission economy in countries.

### Component 3: Improve modal and system efficiencies



Estimates are that under a business-as-usual scenario without any measures to reduce the demand for individualized motorized mobility, there could be around two billion light vehicles on the road by mid-century. In combination with measures to reduce such demand, described in other components of the Roadmap, drastic energy consumption reductions are therefore necessary. Technologically, such ambitious improvements in energy efficiency are feasible.

Successful improvement in modal and system efficiency requires actions to:

- Drive down energy consumption and emissions of new light duty vehicles (LDVs)
- Hybridise and electrify a growing part of the passenger and freight transport fleet
- Curb GHG emissions of Heavy Duty Vehicles (HDVs)
- Modernise ageing rail fleets and traction systems to increase efficiency
- Manage the two key technical transitions for aviation: sustainable low-carbon kerosene and hybrid
- Electrify river and coastal shipping and scale up the role of wind-energy and sustainable bio-or synthetic fuels in long-haul shipping, complementing greater use of Liquefied Natural Gas (LNG)
- Improve transport system efficiency through greater intermodality, door-to-door solutions, and sharing applications

The move towards greater intermodality and shared use of vehicles, including autonomous vehicles is an area where new business models are especially relevant. If implemented properly, intermodality can be a key step towards solving the problems of an urban mobility model relying too much today on individual car ownership.

For more information on the Global Macro Roadmap for transport sector decarbonization, please visit <http://www.ppmc-transport.org/global-macro-roadmap>. A report on the development of the roadmap is available [here](#).

## Upcoming Transport Events

### Friday November 10, 2017

- **From Ambition to Action: Decarbonising Transport in Germany and Abroad**  
Organized by GIZ  
Nov 10, 09:00 – 15:45, GIZ (Mäanderbau), Kantine, Bonn
- **Expert Roundtable: Implementation of the Paris Agreement at sub-national level: legal barriers and instruments for improving multi-level climate governance**  
Organized by GIZ and WRI  
Nov 10, 10:30 – 11:30, *Session at the Climate Law & Governance Day, Universitätsforum Bonn*
- **Shared Mobility for Climate Mitigation: Innovation and Big Data**  
Organized by International Transport Forum, Organisation for Economic Co-operation and Development (ITF) Institute for Transportation and Development Policy (ITDP)  
Nov 10, 11:30 – 13:00, Room 4, Bonn Zone
- **Ethanol potential as low carbon fuel for transport in 2D scenario**  
Organized by Climate Ethanol Alliance  
Nov 10, 11:30 – 13:30, Room 9, Bonn Zone
- **Mitigating transport emissions through EcoMobility and EcoLogistics**  
Organized by Ecomobility Alliance  
Nov 10, 15:00 – 16:30, Cities & Regions Pavilion – Bonn Zone, COP23
- **Resilience action in Asia-Pacific cities**  
Organized by GIZ  
Nov 10, 15:45 – 16:45, Fiji Pavilion, Bonn Zone
- **Climate action and transport financing: convergence and transformation**  
Organized by Islamic Development Bank and SLoCaT Partnership



- Nov 10, 16:00 – 17:30, BMZ Office, Dahlmannstraße 4
- **A Bright Future: The Value of Electricity for a Decarbonised Economy and Transport Sector**  
Organized by EURELECTRIC, International Association of Public Transport (UITP), International Union of Railways (UIC)  
Nov 10, 16:45 – 18:15, Bonn Zone
  - **Live Streamed Daily Talk Show on Transport and Climate Change**  
Organized by PPMC  
Nov 10, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
  - **Clean Mobility Reception**  
Organized by SLoCaT Partnership, Movin'On by Michelin, Deutsche Post DHL  
Nov 10, 19:00-22:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
  - **The Initial IMO strategy to reduce GHG from shipping: getting the best possible outcome at MEPC 72 – Panel Discussion**  
Organized by European Commission  
Nov 10, TBC, EU pavilion

#### Saturday November 11, 2017

- **Joint Conference on Transport, Energy, Human Settlement**  
Organized by UNFCCC  
Nov 11, 09:00 – 10:30, COP23 Media Centre
- **Thematic Day on Transport**  
Organized by PPMC and Transport Content Group(ITF, PPMC, UITP, UIC)  
Nov 11, 10:00 – 16:45, Bonn Zone
- **Accelerating change in the transportation and mobility ecosystem**  
Organized by Ademe  
Nov 11, 15:00 – 16:30, French Pavilion, Bonn Zone
- **The Role of Sustainable Mobility in a Changing Climate**  
Organized by UN DESA and World Bank (on behalf of the SuM4All Consortium)  
Nov 11, 16:45 – 18:15, Bonn Zone
- **Scaling Up Action on Transport and Climate Change: Establishment of a Transport Decarbonisation Alliance (TDA)**  
Organized by PPMC, French Transport Ministry  
Nov 11, 17:00 – 18:00, French Pavilion, Bonn Zone

Please visit the PPMC [Sustainable Transport Events at COP23](#) website for a full listing of upcoming transport events.

