TRANSPORT at COP23 BONN

#COP23 #WeAreTransport

STATE AND NON-STATE ACTIONS CONVERGING ON TRANSport:
TRANSPORT DECARBONIZATION ALLIANCE (TDA) ESTABLISHED

DAYS SIX AND SEVEN – 13 November 2017

Opening Perspectives

As week two of COP23 dawns, the Bonn rain moves on to heavier rain, and gives way to occasional bursts of sun. From the vantage point of the transport sector, state and non-state actors are coming together in a way that did not seem possible a few COPs ago. With the establishment of the Transport Decarbonization Alliance on November 11, we see an increasing convergence of actors from government and business to accelerate transport sector decarbonization.

Outside the official COP venues is an atmosphere of carnival meets protest, with polar bears protesting climate change and Earth battling the coal and nuclear industry, all are reminded of the urgency of taking climate action. Although negotiations have now been underway for a week at COP23, SLoCaT hears from delegates from Bangladesh and Ireland that progress is extremely slow. Key issues around the role of non-state actors, action towards the 1.5 degrees Celsius target, and the design of the facilitative dialogue need to be resolved, and with limited time remaining, the pressure on the negotiators is increasing.

The Global Climate Action Agenda (GCAA) Transport Action Thematic Day at COP22 marked a historic moment in which transport moved from outside to inside the UNFCCC process, and the Marrakech Partnership for Global Climate Action (MPGCA) outlined a more sustained and meaningful engagement of non-state actors in the UNFCCC process. The momentum begun by the above processes was evident in the convergence of state and non-state actors in the Transport Thematic Day held on 11 November. The event was organized by the UNFCCC-led Marrakech Partnership on Global Climate Action (MPGCA), supported by the Transport Content Group consisting of non-state actors International Transport Forum (ITF), Paris Process on Mobility and Climate (PPMC), International Union of Railways (UIC) and
International Association of Public Transport (UITP). It was designed to build upon the COP22 Thematic Day and to review progress made by the stakeholders of the PPMC in the development of the COP22-launched Global Macro Roadmap to guide the long-term transformation and decarbonisation of the transport sector.

Six in-depth parallel sessions were organized on sustainable freight, clean vehicles, shifting mobility, maritime transport, adaptation of infrastructure, and policy making to take stock of what the sector has achieved in these areas since COP22. Equally important was how the global transport community could contribute to scaling up ambitions in NDCs and long-term emission reduction strategies, and support existing commitments to ensure the quality of sustainable transport infrastructure and services.

A significant number of state actors participated in the sessions, including representatives from Argentina, China, Ecuador, France, Germany, Netherlands, Portugal, Uganda, and Vietnam, marking significant steps forward since last year’s event. This growing convergence culminated in the establishment of the PPMC-led Transport Decarbonisation Alliance, which is intended to quickly scale up action towards a systemic transformation of the transport sector through national and sub-national leadership and corporate commitments and targets.

“More ambitious and co-ordinated action on transport is required to deliver on the Paris Agreement,” said José Gomes Mendes, Deputy Minister of Environment, Portugal, in a morning press event to kick off the Thematic Day.

Transport and Mitigation

The Opening Session for Transport Thematic Day set the context within which further discussions would take place: to scale up action and ambition on transport and climate change. This first session was moderated by Pat Cox (Former President, European Parliament), included Young Tae Kim, Secretary General, International Transport Forum; Said Moulie COP22 Presidency, Director General National Agency for the Development of Renewable Energy and Energy Efficiency, Morocco; Holger Dalkmann, Co-Chair, Partnership on Sustainable Low Carbon Mobility; and Virginie Dumoulin, Head of International Affairs Direction for the Ministries of Transport, Ecology and Energy, France.

Each speaker addressed the challenging process of moving from initial envisioning to firm delivery. Dumoulin, for example, noted that her country sees the implementation of the Paris Agreement as its direct responsibility, and Cox highlighted the French approach to broad engagement as one that shows strong potential for replication by other countries. Set to pioneer a law in 2018 regarding low-carbon, daily mobility for all, the Ministries of Transport, Ecology and Energy have embarked on local, regional and national consultation involving companies, collectives, activists, state authority, unions, NGOs and unaligned citizens. Said Dumoulin. “While it is important that we work on mass mobility and new mobility, we need to fulfill the needs of all citizens, and build a new economy, at the same time.”

Cox summarized the session by noting the good news that diverse governments, ministerial departments and transport users are finding working methodologies for connecting with each other and — in the spirit of the MPGCA — are more than willing to share best practices with one another. The French model, above, is one such example: a national and regional process that ‘converts’ big issues into smaller ones, in the ‘real world’ and in ‘real time’. “This is a toolkit that others could look into, as a working model,” Cox suggested – adding that this broad level of consultation is likely to deliver the rich evidence-base so necessary for transport...
decision-making. Collaboration among countries is also essential to improve and increase ambition in the NDCs.

In the discussion on **low carbon freight**, the panelists all highlighted various initiatives to reduce emissions in the freight sector: the ideas ranged from increasing fuel efficiency to standardization of calculating carbon footprints and from zero emission vehicles to encourage the use of cargo bikes. Nevertheless, all panelists acknowledged that many trends within the transportation sector do not provide a positive outlook on realizing signification decarbonisation in the transport sector. However, on a positive note, all panelists were also impressed with the progress made in the last years in bringing relevant transport stakeholders together and improving cooperation to act upon sustainable transport.

In a breakout session on accelerating the **adoption of clean vehicles**, all panelists emphasised that electric mobility was already a viable alternative. Campaigns such as EV100, and organisations such as the International Energy Agency, France, have already revised their targets upward: for example in June 2017 the EV30@30 campaign was launched, moving from a target of 20 million EVs by 2020 to a 30% market share by 2030; this is a 1,500% increase from 2016 year-end numbers.

Strategies to achieve these ambitions are fourfold, involving vehicle manufacturers (with greater choices); the expansion of the charging network; the integration of EVs with the grid; and incentives for corporate and employee EV use.

Asked about the role of electric mobility in developing countries, panelists suggested that the promotion of electric-drive two-wheelers would be a good start. At the same time, manufacturers cautioned against the prohibition of diesel vehicles – more appropriate would be a ban on the inclusion of organic waste in landfill, as ethanol from waste can be manufactured to burn more cleanly than current Euro 6 standards.

In another breakout session focused on **shifting personal mobility**, a common thread was the importance of local action to catalyze change; the value of a holistic and integrated approach to planning; and the need to draw upon, leverage and prioritize finance from national, local and private sources. Bronwen Thornton of Walk21 proposed that “pedestrians are the indicator species for quality of life in a city.” Yet while walking is the core of mobility, its role remains neglected in integrated, sustainable urban planning.

At the same session, **MobilizeYourCity** board member Pierre Serne reaffirmed the organization’s goal of helping developing cities reduce emissions, and noted that given their substantially greater rate of urban growth, these cities should take priority for investment. The mayor of Quito, Mauricio Rodas, reminded delegates of the contribution of Habitat-III (held in Quito Oct, 2016) toward advancing support financing and implementing sustainable urban development. He also gave concrete examples of innovative, integrative solutions within the city, that take the city’s unique topography into account. Local context was key, too, to Vice Mayor of Rotterdam Pex Langenberg’s input. In Rotterdam, adaptation and resilience planning includes multiple use or re-purposing of new and existing infrastructure, as well as taking progressive measures to foster electric mobility. Gunnar Heipp, Head of Strategy and Planning, Munich’s Public Transport Company (MVG), Germany, reported on UITP’s pledges made at the United Nations 2014 Climate Summit, noting that half of the 326 public transport commitments made are already fulfilled. The remaining commitments depend on financing, good governance and long-term planning.

One of the big climate boils still to launch is **maritime emissions**. Currently these represent around 2% of global CO₂ emissions, but with projected growth rates in trade and shipping, this percentage could increase dramatically by mid-century. There is limited regulation of energy consumption in place, yet those same UN member countries that have adopted the
Paris agreement are ineffective when it come to regulating shipping emissions in the International Maritime Organization (IMO): one panelist even hinted at ‘regulatory capture’. But things are set to change as we approach April 2018, when the IMO will table its first draft strategy on GHG emissions. This is to serve as a basis for inter-state negotiations until 2023, when that plan is to have the strategy formally adopted. Currently proposals for the draft strategy include various types and levels of targets, including both efficiency and absolute reduction targets by 2050. Proposals for measures include alternative fuels, Zero Emissions Vessels, and investments in harbours to support decarbonized energy.

A major challenge are the currently high costs of synthetic fuels, and how to make them profitable – but at least the debate has moved from the ‘why’ to the ‘how’. There was wide support across the panel that the longer we wait, the harder it will get, and that we need to learn by doing. There are already many examples of action. For example, the government of the Netherlands is using its own shipping fleets to experiment with different fuels, and the Pacific Islands Development Forum (PIDF) have already organized six inter-state talanoas on sustainable shipping. A key element to address is the absence of climate finance for low-emission shipping, as so far almost no projects exist in this area.

At COP23 there will be at least three further sessions on maritime emissions in the coming week in the Bonn zone.

Panelists and key debaters at the session on maritime emissions

---

**Transport and Adaptation**

In a breakout session on climate change adaptation for transport infrastructure, the World Association for Waterborne Transportation Infrastructure (PIANC), UIC, and SLoCaT identified initiatives that can help parties deliver on their NDCs and increase ambition on adaptation. Currently, only 4% of NDCs mention specific strategies on climate change adaptation in transport, despite its important role in increasing the resilience of countries’ economies.

In recent years, extreme weather events have increasingly weakened the integrity and safety of transport infrastructure and services, disrupting business activity and the distribution of aid. These effects are exacerbated by a conversation that focuses too much on climate change mitigation and not enough on adaptation. Countries need assistance in finding ways to react to unforeseen events, identify hazards, make short-term forecasts, and implement long-term...
sustainable planning. Adaptation measures must be institutionalized, legally protected, and financially incentivised as parties call for adaptation to become mainstream.

From this session it became clear that transport infrastructure resiliency must be given higher priority as countries work to deliver their NDCs. Moreover, concrete roadmaps need to be developed to translate general ideas into concrete action, to ensure long-term resiliency, create economy-wide benefits and improve social equity.

To further encourage excellence in adaptation, the Netherlands, Japan, and UNEP will, with the support of SLoCaT, launch the Global Centre of Excellence on Climate Adaptation (GCECA) on Tuesday, November 14th. The GCECA’s function is to bring together a network of international partners to increase the ability to adapt against the consequences of climate change.

**Global Climate Action**

**In one of today’s Transport Thematic Day sessions**, SLoCaT Board Member Sheila Watson offered a quick tour of all of the MPGCA Transport Initiatives, while two (the Global Walk Challenge and Below50) were presented in more depth. The Lima-Paris Action Agenda enabled non-state actors to become more involved in developing climate policy, and COP22 continued this via the MPGCA, which also resulted in 21 transport initiatives operating within this framework (see section on ‘MPGCA Transport Initiatives of the Day’ further on in this report).

A ‘whistle stop’ panel served as a basis for reflection on how these action initiatives impinge on climate policy making. Niclas Svenningsen of the UNFCCC was impressed with the scope and activity level in transport, but he also pointed to the need for connections between climate actions and the climate negotiation process. According to Svenningsen, some small steps have been taken to involve action partners in technical meetings, but there is little actual progress to report.

Going forward, it seems important that actions jointly need to address ways to build connections, e.g. to national climate negotiators within as well as outside the COP summits, otherwise the impressive energy invested may not come to fruition.

The 21 Marrakech Partnership for Global Climate Action Transport Initiatives

---

**Financing and Technology in the Transport Sector**
With a projection of growing transport demand, the goals of the Paris Agreement cannot be reached without significant reductions in transport emissions. Establishing enabling policies and setting bold emission reduction targets is the first step to a decarbonizing transport development pathway, as discussed in a session moderated by ITF, with participants from national delegations, research institutions, and civil society.

On the country front, Argentina plans to increase the transport-related measures in its NDC from three to eight, focusing on sub-sectors such as urban rail, electrification, and urban mobility (e.g. electric buses, taxis, light duty vehicles), with adaptation measures to be developed in 2018. For Portugal, target setting is fundamental to promote needed changes, as evidenced by commitments to reduce transport sector GHGs 14% by 2020 and 26% by 2030, with a goal of carbon neutrality by 2050. And Vietnam’s NDC includes inland shipping, energy efficiency, and renewables to be enhanced in its revised NDC.

To realise decarbonization, WCTRS intends to interface more with practical, applied organizations; without this, said Yoshi Hayashi “research is only for research.” IDDRI calls for setting long-term 2050 targets to enable dialogue, and is soon to present full Deep Decarbonization Pathways Project (DDPP) results for France, Japan, Mexico, and the United Kingdom. Setting targets “helps government do its job,” said moderator Mary Crass of ITF and without thoughtful targets, transport is unlikely to hit the mark. In summary, the moderator applauded messages on enabling, facilitating, and cooperating, and Patrick Oliva PMC noted that governments “should not say what to do, but should enable things to be done.”

An event on the Sustainable Mobility for All (SuM4All) initiative organized by the World Bank Group and the United Nations Department of Economic and Social Affairs (UNDESA) used the new Global Mobility Report as the backdrop for a high-level discussion on what should be done to achieve sustainable mobility, as measured by four global goals: universal access, efficiency, safety and green mobility. With rising transport sector carbon emissions, billions of people still unconnected to transport systems, and road fatalities claiming more than a million lives each year, one can only conclude, noted the World Bank’s Nancy Vandycke, that “The transport that we have is not the transport that we want.”

A panel discussion featured Fiji’s COP23 High-Level Climate Champion Minister Inia Seruiratu, along with high-level representatives from the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO), the International Road Transport Union (IRU), and the ITF. The panelists discussed challenges faced in putting the sector on track for climate and development goals, needs to achieve Green Mobility goals, and advice on implementation of roadmap of actions. The outcome of the discussion will feed into a new roadmap of actions towards sustainable mobility currently under preparation by the Sustainable Mobility for All (SuM4All) consortium.

Transport Decarbonization Alliance (TDA)

The grand finale of the Transport Thematic Day came in the form of the launch of the Transport Decarbonization Alliance (TDA). The TDA brings together frontrunners in the field of sustainable transport to explore innovative solutions and create a new narrative for collaboration among relevant transport stakeholders. Initiated by the PPCMC, and supported by the governments of Costa Rica, France, the Netherlands, Portugal, the idea is connect state
and non-state stakeholders to establish transformational change in the transport sector. Patrick Oliva (co-founder, PPCMC) highlighted at the end of the event that the coalition was born out of friendship and based on commitment, and therefore predicted that the TDA “is going to succeed beyond expectation.” In the near future, other states are encouraged to join to expand the alliance and to achieve large scale action on decarbonizing transport, and as the Netherlands remarked, “the whole platform will hopefully be redundant within 15 years,” if other countries rise to the same level of transport ambition as these frontrunners.

The transport sector has traveled a long way to where it stands now in the UNFCCC processes. Transport was neglected in the past, and SLoCaT was formed to ensure that it was not forgotten in the global call for climate action. With the launch of the TDA, a next important step is taken within the process to accelerate climate action for the transport sector by connecting state and non-state actors who take leadership over this process. Non-state actors have been stepping up to take the responsibility to decarbonize the transport sector, and also in other sectors, but it is encouraging to see visible steps taken by state actors too. The TDA is another milestone in the growing momentum for climate action for transport, which will hopefully continue in the next days, weeks and months to follow.

**Closing Thoughts**

In the closing plenary of today’s Transport Thematic Day, José Gomes Mendes (Deputy Minister of Environment, Portugal), Nicolas Beaumont (Sustainable Development and Mobility, Michelin), and Franz Marré (Federal Ministry for Economic Development and International Cooperation, Germany), reflected upon the full programme. One concluding remark was that a collection of actions will be needed to enable a rapid shift toward a sustainable transport sector, and moreover, this would require not only technical solutions, but a people-oriented approach, as it is crucial that the transport users are able to understand, support and see the quick wins of the transformation.

However, there might still be “an elephant in the room”, as moderator Pat Cox reflected during the plenary. This elephant would be the whole transport supply chain, as it continues to grow and more transport trips are generated, making it increasingly difficult to achieve substantial reductions in emissions. Nevertheless, in the closing comments it also became clear that progress is being made to shift towards more sustainable modes of transport and improving the existing fleet, although that much still to be done to avoid unnecessary transport demand.

In forthcoming daily reports, we will more closely focus on the way in which negotiations within the UNFCCC process will influence the transport sector. For example, we are interested in how parties to the UNFCCC will plan to address the forthcoming 1.5 degree special report from the Intergovernmental Panel on Climate Change (IPCC), to which SLoCaT has recently submitted input, as it appears that parties have not yet even managed to agree when or where to convene for their first review of the report in preparation for COP24 in 2018. Moreover, the role of non-state actors in the facilitative dialogue have to be negotiated, which is highly relevant for the transport sector. In the coming days we will keep our ears to the ground for any important developments.
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).

Low Carbon Road and Road Transport Initiative (LC2RTI): Green roads-clean growth

The Low Carbon Road and Road Transport Initiative is led by the World Road Association (PIARC) and its objective is building strong and sustainable adaptation policies for the road network, including sensitive engineering structures and infrastructure (bridges, rural roads, etc.).

The initiative is committed to providing guidance to road authorities in implementing sustainable national strategies addressing climate change; reduce the carbon footprint of road construction, maintenance and operation through technological innovation, including ITS, and the implementation of green tendering and contracting; develop road networks in line with new vehicle technologies (electric propulsion, autonomous cars, road/vehicle and vehicle/vehicle interactions, etc.); and enhancing intermodal cooperation.

For more information on the initiative, please see:

MobiliseYourCity: 100 cities engaged in sustainable urban mobility planning to reduce greenhouse gas emissions

To trigger sector investments and facilitate NDC implementation as well as accomplishment of SDGs through supporting local and national governments in emerging and developing countries in defining and implementing sustainable urban mobility policies and plans.

The initiative commits to have 100 cities engaged in reducing their emissions by 50% through the development of integrated sustainable urban mobility plans; and 20 countries commit themselves to introduce sustainable urban mobility policies and/or incentive programs.

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

Navigating a Changing Climate: Think Climate: to reduce emissions, strengthen resilience, and adapt waterborne transport infrastructure

The initiative aims to raise awareness by expanding our network and identifying new coalition partners and supporters; share knowledge and provide technical support, encourage the owners, operators and users of waterborne transport infrastructure; reduce greenhouse gas emissions and promote a shift to low carbon maritime and inland navigation infrastructure; act urgently to improve preparedness; strengthen resilience; adapt maritime
and inland navigation infrastructure; and seek integrated and sustainable solutions, with an emphasis on working with nature.

The coalition is committed to promoting a shift to low carbon inland and maritime navigation infrastructure; to building capacity and enhancing decision-making on mitigation and adaptation options; and to raising awareness of the need to act urgently to improve preparedness and strengthen the resilience of waterborne transport infrastructure, with an emphasis on Working with Nature.

For more information on the initiative, please see: http://www.ppmc-transport.org/navigating-a-changing-climate/

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 5: Avoiding vehicle kilometers for commuting, shopping and accessing services

There is considerable potential to reduce regular daily travel both through alternatives to job-related commuting, on-line shopping or remote access to educational and other community based services. Commuting represents a sizeable share of an individual’s use of transport, it contributes towards congestion and is often at the expense of family and private life and at the same time costing organizations a significant amount of labor time and budget. In order to avoid vehicle kilometers for commuting, shopping and accessing services, actions should be taken to:

- Call for more direct and structured coordination between transport planners and Human Resource development managers to address work practices (e.g.
work-at-home, telework, telecommuting, remote office centers) and commuting in an effective manner;

- Encourage the use of on-line shopping and access to educational and various services;
- Encourage the use of electronic services, home services (e.g. health care), home delivery.

Combined with measures on land-use planning, car-pooling, developments with regard to shared, automated, and connected vehicles, electric vehicles (EVs) and more, these practices and new technologies could reduce the amount of vehicle kilometers travelled significantly.


### Upcoming Transport Events

**November 13, 2017**

- **UNEP’s 8th Annual Sustainable Innovation Forum 2017**
  Organized by UNEP  
  Nov 13, 08:55 – 17:00 (Transport: 11:45 – 13:15), DHL
- **Decarbonized urban transport and job implications**
  Organized by WWF, PPMC  
  Nov 13, 10:00 – 11:15, WWF #PandaHub Pavilion, Bonn Zone
- **High Level Plenary on Energy, Transport – Cities Nexus**
  Organized by PPMC, SE4ALL, IRENA, REN21  
  Nov 13, 11:30 – 13:00, French Pavilion, Bonn Zone
- **The “Urban Energy – Transport nexus: cities as drivers of transformative action towards a low carbon future”**
  Organized by Global Covenant of Mayors; ICLEI; C40; CCFLA; UN-Habitat; UNEP/GABC; SEforAll; SLoCaT/PPMC  
  Nov 13, 15:00 – 16:30, Bonn Zone
- **Mayors Forum on Urban Mobility**
  Organized by the German Ministry for Economic Cooperation and Development (BMZ), the German Technical Cooperation (GIZ) and ICLEI  
  Nov 13, 14:00 – 17:00, French Pavilion, German Ministry for Economic Cooperation and Development (BMZ), Dahlmannstrasse 4
- **Localizing NDCs – Cities’ contributions to implementing the Paris Agreement**
  Organized by BMZ  
  Nov 13, 14:30 – 15:30, German Pavilion, Bonn Zone
- **Live Streamed Daily Talk Show on Transport and Climate Change**
  Organized by PPMC  
  Nov 13, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
- **Ambition 1.5oC: Global Shipping’s Action Plan**
  Organized by Smart Green Shipping Alliance, The International Windship Association (IWSA)  
  Nov 13, 09:00 – 20:00, MS RheinFantasie, Bonn
● Financing Paris and the SDGs through Fuel Subsidy Reform and Taxation: Country Best Practice
Organized by Finland, University of Eastern Finland (UEF), Denmark, Climate Parliament
Nov 13, 18:30 – 20:00, Room 8, Bonn Zone

November 14, 2017

● Launch of Global Centre of Excellence on Climate Adaptation
Organized by Global Centre of Excellence on Climate Adaptation
Nov 14, TBC, Bonn Zone
● Paving the Way for Zero-Emission Vehicles with Infrastructure
Organized by ZEV Alliance, BMUB
Nov 14, 10:00 – 11:30, United Kingdom Pavilion, Bonn Zone
● Franco-German Side-Event on Sustainable Urban Development
Organized by WWF
Nov 14, 10:00 – 13:00, French Pavilion
● Tackling Maritime GHG Emissions: linking ocean states’ large domestic and regional transport needs, leadership at the IMO and the role of carbon pricing for technology change and support for developing economies
Organized by CPLC and Fiji Government
Nov 14, 13:20-14:20, Fiji Pavilion
● Rural Transformation: Climate Resilient and Low Emission Food System
Organized by GRP, SLoCaT, FAO, ReCAP, World Bank, IRENA
Nov 14, 14:15 – 15:45, Meeting Room 3, Bonn Zone
● Taking Climate Action to the Streets – Transforming Urban Mobility
Organized by GIZ, BMZ, BMUB, UBA
Nov 14, 14:30 – 16:00, German Pavilion
● The Need for Sustainable Urban Mobility
Organized by Doppelmayr
Nov 14, 16:00 – 17:30, Bonn Zone
● NRW Climate Lounge: Climate Protection in Transport: More Than Just E-Mobility
Organized by State of NRW, Wuppertal Institute, Energy Agency NRW
Nov 14, 17:00 – 19:00, DHL
● Open Q&A session: Resilience Action in Asian cities: Learning from Practice
Organized by BMZ
Nov 14, 17:00 – 18:00, Amphitheatre German Pavilion, Bonn Zone
● Live Streamed Daily Talk Show on Transport and Climate Change
Organized by PPCMC
Nov 14, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn

Please visit the PPCMC Sustainable Transport Events at COP23 website for a full listing of upcoming transport events.

This report is brought to you by

with support of

Twitter: @SLoCaTComi #COP23
Facebook: @SLoCaTOfficial #WeAreTransport

www.ppmc-transport.org