

TRANSPORT at COP23 BONN

#COP23 #WeAreTransport



SUSTAINABLE TRANSPORT AS AN ENGINE FOR SUSTAINABLE CITIES

DAY EIGHT – 14 November 2017

Opening Perspectives

2015 was a significant year for the international community involved in matters of sustainable development and climate action. With the adoption of the 2030 Development Agenda and the Paris Agreement, clear directions for sustainable development were established at the highest level. And as 2017 nears its end, the link between climate action and sustainable development is now being actively addressed.

Sunday's full-day session on [Climate Summit of Local and Regional Leaders](#), organised by ICLEI, discussed new global frameworks and models for action, integrated planning and sustainable investment in cities and regions, and the joining forces for action in climate vulnerable regions. The call for increased action by US-based non-state actors was also visible via the initiative known as "[We Are Still In](#)". The initiative comprises governors, mayors, business and university leaders standing in solidarity with the international call to climate action, in response to the Trump Administration's stated intention to pull out of the Paris Agreement. These initiatives show that non-state actors are increasingly central players in accelerating climate action.

The role of non-state actors was further exemplified with Monday's thematic day on SDG11 (b,) (Nov 13) – the focus of today's daily report. The thematic day explored the linkages between cities, energy, and transport. As the SDG target 11.2 explicitly refers to the provision of 'access to safe, affordable, accessible and sustainable transport systems,' the side events and high level round tables explored the role of climate action in the transport sector. "When cities and states combine and then join with powerful corporations, that's how we get stuff

done," said [California Governor Jerry Brown](#), who addressed the COP23 audience in the ICLEI summit. "We're here, we're in, and we're not going away."

Transport and Mitigation

A session on the job implications of **decarbonized urban transport**, organized by [WWF Cities](#), brought together experts from the transport sector, urban planning, unions, and national and local governments to examine the job and accessibility related risks and opportunities from decarbonizing urban transport systems. Much of the discussion centred on the concept of a Just Transition, a framework developed by the trade union movement to encompass a range of social interventions needed to secure workers' jobs and livelihoods when economies are shifting to sustainable production, including sustainable transport programmes and avoiding climate change.

The International Institute for Environment and Development (IIED) has called climate change "the biggest social injustice of our generation". In presenting the [New Climate Economy Report](#), the Institute proposed that we have only a short window, but also a historic opportunity, to deliver inclusive economic growth, eliminate poverty, and reduce the risk of climate change by changing to sustainable infrastructure.

There is consensus within worker movements that climate mitigation and adaption is an imperative, but there is also widespread fear, anger and anxiety about job losses across both the developing and developed worlds. Gail Jennings, research consultant for WWF, described the conundrum as one in which the economic transition must not only deliver transport justice through sustainable transport, but that the transition itself must be just and ethical. Implementers of large-infrastructure sustainable transport projects which aim to eradicate incumbent informal transport operators need to pay due care to the ethical and human dilemmas this replacement model poses. Samantha Smith, [International Trade Union Confederation](#) (ITUC), voiced the concern of her constituency where for example, bus drivers are less than enthusiastic about the advent of autonomous public transport vehicles.

In summary, Mark Major from SLoCaT proposed that just as we're seeing technical 'road maps' regarding transport and climate, there would be value in a similar road map focusing on the low-carbon economy and social justice. It may well be that there are winners and losers within the transport economy, but retraining and education would enable workers to make the shift between different industry sectors. This transition must be local, contextual, and carefully managed, to reassure people who have every right to desire sustainable livelihoods.

Transport and Adaptation

This year's extreme weather events have put even more emphasis on the need for increased climate resilience.. The impacts of these weather events, fuelled by climate change, are felt whether you are living in Africa, the United States, the Caribbean, Pacific or South-East Asia. When national or federal governments do not provide adequate or rapid enough responses, cities have to step in to address adaptation issues themselves.

A central theme at COP23 is that of cities leading by example. [ICLEI reports](#) that soon there

will be six to eight twinning deals between rich cities and island cities: New York City, Bonn and Malmø have reportedly approached partner cities in Fiji and the Solomon Islands to collaborate. While no specific mention of increasing adaptation efforts for transport is mentioned yet, it will nevertheless be a key sector to focus on, as reliable infrastructure is essential not only for immediately rebuilding of a city but also for providing a rapid emergency response.

SLoCaT is developing a programme to strengthen city networks, by identifying promising city networks to expand work on sustainable transport. This work will extend to both mitigation and adaptation, and is expected to build a richer pool of approaches to making the world's urban transport systems more resilient to climate change.

Global Climate Action

One of Monday's key events was the [Leadership Conversation on Global Climate Action](#), focused on the Urban, Energy and Transport Nexus and addressing the question How Can Cities Be Drivers of Transformative Climate Action, and co-organized by PPMC and [Sustainable Energy for All](#).

The session was kicked off in the highest gear by California Governor Jerry Brown, co-convenor of [America's Pledge](#) on non-state climate action. Brown offered a series of critical observations of today's transport systems, such as "transport is really just dis-use of feet," and that "motorization cannot be the model for a planet of nine billion people". The vehicles and energy we do need must radically change, he added, with oil making way for solar and other renewables. Governor Brown emphasized the key role of mayors in making urban transformation happen: presidents and governors such as himself see the world from airplanes, while mayors have the opportunity to walk the streets and talk to people.

These comments set the stage for mayors of cities as diverse Oslo (Norway); Quito (Ecuador); and Tshwane (South Africa). Mayors were asked by moderator Rachel Kyte to describe the measures they have available to transform energy and transport in their cities, and which measures they wish they had. It was evident that cities and the contexts within which they operate differ widely. Some cities struggle with creating connectivity between citizens and jobs as well as controlling urban sprawl. According to Tshwane Mayor Solly Msimanga, poor families in his city easily need to spend 25% of their income on transport. Other cities have more affordable transport and shorter travel distances, but still face resistance when trying to introduce measures to transform travel behavior or technology.

Generally, there was a strong call for more investment in sustainable transport solutions. However, as pointed out by Alain Flausch of the UITP, the problem is not necessarily a lack of available capital but rather a want of high quality bankable projects. Even with bankable projects it can be difficult for cities to directly access funding streams such as official direct assistance which are channeled through national governments. As observed by Mayor Mauricio Espinel of Quito, good relations between local and central government are essential as finance still falls into the category of "sticky issues."

Oslo is in many ways as a model for transport and energy transformations, with a high penetration of electric vehicles. According to Mayor Raymond Johansen, 45% of new cars sold in the city are EV or hybrids, which has only been possible because central and local government are fully aligned on the strategy. However, the EV approach of Oslo is not necessarily replicable. But even Oslo pursues Avoid and Shift strategies, with 95% of the

income from toll roads spent on investing in public transport and cycling. This points to the high strategic value if finance streams or flexible resources are available to invest locally.

Mayors of both developed and developing cities are willing and able to transform urban transport and energy, using Avoid, Shift and Improve strategies. But to do this, cities need alignment with and support from central governments, funding institutions, and citizens.

A [roundtable on green and inclusive transport for liveable and resilient cities](#) brought together high-level representatives from countries, transport organizations, development banks, industry, and NGOs, and focused on three key questions with regards to sustainable transport: how do we make it happen, which partnerships do we need to create, and how do we use SDGs and non-state actors to advance the scaling up of the NDCs. The panelists were asked to provide their concise views on how to translate global agreements into concrete action.

A key example of how global agreements can be translated into action is the [Moroccan Roadmap for Sustainable Mobility](#). Najib Boulif, Vice Minister of Transport of Morocco, explained how the country has created a road map for decarbonisation around eight components for sustainable transport via an inclusive, open process. The roadmap is careful not to penalize the transport industry, instead accommodating necessary economic growth.

Multiple panelists highlighted the need for robust data, inclusion of all relevant stakeholders, and creating effective business cases. This variety of topics would need to be simultaneously addressed to ensure that, as the SDGs and the Paris Agreement are highly interlinked, sustainable development and climate action are pursued in synergy. Importantly, this synergy should not only be an objective, but would also be required to increase affordability and should focus on making the same teams responsible for the implementation of both agendas.

Many speakers identified cities as crucial roleplayers crucial in addressing and providing accessible sustainable transport, consistent with the day's focus on SDG11. Sustainability does obviously not only refer to reducing emissions, but also to reliable investments, long-lasting partnerships with stakeholders, and the creation of integrated transport systems. There will be increasing focus on cities to tackle these challenges as much of the sub-national action will take place here due to the projected increase of urbanization.

Mayors from Burundi to Taiwan and Norway to Palestine participated in a **mayors' forum on urban mobility**, hosted by the German Federal Ministry for Economic Cooperation and Development (BMZ). One of the key objectives of this forum was to dive deeper into the most important challenges for sustainable urban mobility in developing and emerging countries, which was achieved through breakout sessions and example presentation from the cities of Oslo, Norway and Kaohsiung, Taiwan. The Transformative Urban Mobility Initiative (TUMI)'s first [Global Urban Mobility Challenge](#) (see also 'MPGCA Transport Initiatives of the Day' below) was launched on Saturday, and the mayors' forum allowed participants a deeper dive into the primary challenges to overcoming key barriers, including local capacity and finance.

From the cities already experienced with sustainable urban mobility, several lessons could be learned: ~~It was~~ it was highlighted that taking leadership was important, collaboration with NGOs proved to be beneficial, and it was useful to build up from pilots to larger scale projects. As financing is often a key issue when taking up sustainability challenges, participants exchanged ideas on how to increase self financing (e.g parking funding) and identify opportunities to link cities to international finance. Capacity building should take place not only within the technical sphere but also around funding, and it is important to have reliable data to support awareness raising and creating crucial context.

Financing and Technology in the Transport Sector

Policy makers from around the world have issued the [Bonn-Fiji Commitment](#) of Local and Regional Leaders to Deliver the Paris Agreement at All Levels. Hundreds of local and regional leaders at the [Climate Summit of Local and Regional Leaders](#) adopted the commitment, signaling their commitment to work in partnership with all levels of government.

These policy makers pledged to make greater use of project preparation facilities, subnational financial hubs of expertise to support the development of bankable projects for local infrastructure projects, and to enhance access to climate finance from public and private sources to raise the visibility of the best climate and sustainability proposals.

The leaders also called on the global finance community to prioritize capacity building, technology transfer, project preparation, and strategic plans and investments for low-emission, high-resilience urban development from a variety of sources, including private finance. The Commitment refers to BMZ's Transformative Urban Mobility Initiative to advance global climate action and provide more equitable transport access to urban inhabitants.

Closing Thoughts

While many would acknowledge that sustainable development and climate action are inextricably linked, having a special High Level day on a specific SDG at the COP is a new approach. With the day dedicated to SDG11 and climate action, and with the ICLEI Climate Summit of Local and Regional Leaders the day before, it has been more widely recognized that non-state action on climate change is building momentum. This is also essential for Parties to recognize in the design of the facilitative dialogue under the UNFCCC negotiations.

Sustainable transport is not only a critical element of building low-carbon, healthy and liveable cities and regions. Increased mobility options, including walking, cycling, and public transit can also contribute to make transport systems more resilient to climate-related extreme weather and natural disasters. These are key reasons why effort at the urban level is so important.

While non-state actors in many cases need to move ahead to raise ambition and fill leadership gaps, there is also much to be gained from nation states, cities and other actors getting together in climate action for the transport sector. One example here may be the encouraging developments in Norway, where a swift transition to electric mobility is already as the result of exactly such an alignment of efforts.

While progress for non-state actors at the COP is encouraging, and the growing nexus among transport, cities and energy is cause for optimism, further clarity is needed on tangible next steps. Though dialogue at and leading up to COP23 is a helpful first step, there remains a disconnect within countries on coordinating and monitoring NDCs and SDGs (as underlined in SLoCaT analyses on the treatment of transport in [NDCs](#) and [SDGs](#)), and it is essential that these processes be further aligned and streamlined. Still needed is a coherent vision of how to continue the dialogue, and more action at the sectoral level presents an opportunity to make collaboration among sectors more meaningful and more durable.

To echo Governor Jerry Brown's opening words, COP23 has shown that transport is clearly not going away. And as former California governor Arnold Schwarzenegger might have been tempted to say in the corridors outside the ICLEI event, "transport will be back" at COP24.

Daily Talk Show on Transport and Climate Change

The SLoCaT Partnership and Movin'On by Michelin are organizing [daily talk shows on transport and climate change](#) during COP23. You can watch the November 10 talk show [via this link](#).

The topic of the November 13 talk show was **Celebrating Transport Climate Action**, featuring experts from the [International Union of Railways](#) (UIC), [International Energy Agency](#) (IEA), the Ministry of Transport in Argentina, and the [Prince of Wales Corporate Leadership Group](#) (CLG) .

The panel agreed that there is good reason to hope that the transport sector will meet its decarbonization targets. For one, electric mobility has become more viable with each passing year, and targets for the roll-out of e-mobility are being revised upward. (See also our [13 November report](#). And Argentina, for instance, has more than doubled the number of transport measures in its current action plan, and projects include not only pilot projects for electric buses and freight, but also promoting rail, and walking and cycling.

The CLG, which brings together European business leaders to accelerate progress towards a low carbon, sustainable economy, says it is increasingly seeing a virtuous cycle, with companies not only responding to low-carbon national policy but going further – with policy having to catch up. The organization would like to see even stronger ambitions within Europe, such as Europe-wide target to “get rid of fossil-fuel cars,” as opposed to single country actions. Overall, the combination of technology and increasing national/local complementarity is driving a profound transformation in the global approach to climate action: where interventions are seen as opportunities rather than ‘grudge’ projects.

Decarbonization targets are also being more tightly measured and monitored, with the IEA's substantial research-base indicating that a limit of 1.75 degrees could well be within reach.

The November 15 talk show at 18:00 CET will focus on **Transforming Urban Mobility** and can be viewed [via this link](#).

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).

Taxis4SmartCities: Accelerating the introduction of low emission vehicles in taxis fleet by 2020



Worldwide taxis companies are committed to accelerating the energy transition of their vehicle fleet by 2020 and 2030. More generally, the Taxi4SmartCities coalition intends to defend a progressive and modern version of the taxi as a key actor of the Smart City. The initiative commits to:

- Bamboo Club: 33% of new vehicles entering the fleet emit less than 60g of CO₂ / km by 2020.
- Oak Tree Club: 50% of new vehicles entering the fleet emit less than 60g of CO₂ / km by 2020.
- Sequoia Club: 50% of new vehicles entering the fleet emit less than 60g of CO₂ / km by 2020 and 100% of new vehicles entering the fleet emit less than 20g of CO₂ / km by 2030.

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

Transformative Urban Mobility Initiative (TUMI): Accelerate the implementation of sustainable urban transport development and mitigation of climate change



The objective of the TUMI is to accelerate the implementation of sustainable urban transport development and mitigation of climate change by mobilizing finance, building capacities and promoting innovative approaches.

A transition towards sustainable urban mobility requires a shift in policy making and investment decisions. TUMI will support this transition by mobilizing significant investments in sustainable urban transport infrastructures and services, building the capacity of key decision makers and supporting innovative and transformative sustainable mobility approaches on the ground.

Furthermore, TUMI will contribute to an improved dialogue on urban mobility with relevant stakeholders at global, national and local levels, and will increase the awareness of the private sector as well as civil society and help them mobilize to contribute more directly to the development of sustainable mobility solutions. TUMI commits to:

- Mobilize one billion USD to build and modernize sustainable urban mobility infrastructure;
- Enable 1.000 urban change makers to plan and implement modern mobility concepts;
- Support innovative pilot activities in cities across the globe.

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

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 6: Provide low-carbon solutions for the rural (non-urban) populations



Even though most key transformations in the Transport sector over the next 50-60 years will be driven by cities, or by changing travel between cities, a successful transition will necessarily need to involve rural areas as well. There is currently a large unmet demand for mobility of people and goods which is holding back the economic and social development of many rural areas, especially in the developing world. The 2030 Sustainable Development Agenda therefore rightfully calls for improvements in rural access through an expansion of transport infrastructure and services, including actions such as:

- Invest in rural road maintenance and modern supply chains to reduce global food loss and waste;
- Expand existing funding sources and develop new funding sources for rural road maintenance;
- Introduce and embed an asset management culture and life cycle cost management practices;
- Develop new approaches to regulating rural transport services;
- Incorporate rural transport services in government and donor rural infrastructure programs;
- Develop subsidy schemes and apply use of modern Information and Communications Technology (ICT) for rural transport services.

Rural populations can benefit greatly from enhanced distant access to a wide range of services, e.g. market information, administrative and health services as well as online shopping. All of which would reduce the need for travel.

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

14. NOVEMBER

- **Launch of Global Centre of Excellence on Climate Adaptation**
Organized by Global Centre of Excellence on Climate Adaptation
Nov 14, 15:00, 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 Pavillon
- **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 Pavillon
- **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 ÖT Z
Nov 14, 17:00 – 18:00, Amphitheatre German Pavilion, Bonn Zone
- **Live Streamed Daily Talk Show on Transport and Climate Change**
Organized by PPMC
Nov 14, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn

15. NOVEMBER

- **A transport turnaround – made in Aachen**
Organized by Energy Agency NRW
Nov 15, 09:30 – 17:30, Aachen, meeting point: Coach Station Joseph-Beuys-Allee
- **Is the energy world more or less sustainable and how do leaders respond to the Trilemma challenge?**
Organized by World Energy Council (WEC), Estonia
Nov 15, 13:15 – 15:45, Bonn Zone
- **Climate Resilient Transport in Small Island Developing States**
Organized by World Bank
Nov 15, 13:20 – 14:20, Fiji Pavilion

