TRANSPORT at COP23 BONN
Follow us on Twitter @SLOCATCornie
#COP23 #WeAreTransport

SLoCaT SIGNS OFF FROM COP23
WRAP-UP REPORT – 17 November 2017

Opening Perspectives

COP23 felt for many as an intermediate, but necessary stop between COP21 and COP24. With the Paris Agreement, countries agreed upon the need for climate action and set long term targets which require collaborative efforts, while at COP24 the world will assess collective progress toward these targets.

At COP23 the discussions centered around defining initial steps toward implementation of the Agreement, in form of a Paris Rulebook, together with the design of the facilitative dialogue, which the Fijian Presidency renamed the "Talanoa Dialogue," to indicate a ‘process of inclusive, participatory and transparent dialogue’. Though this dialogue is a helpful start, there is at present no clear follow-up in the UNFCCC process analogous to the annual review of SDGs through the High-Level Political Forum.

At COP23 there were two centers of action: The Bula Zone, which hosted official negotiations under the UNFCCC banner and was a hub of activity for country delegates, and the Bonn Zone, in which non-Party stakeholders showcased their ideas, held discussions in side events and exchanged ideas with other actors. Together these two zones created a global center for more than 20,000 people joining forces to further climate action.

At the High Level Segment beginning on November 15, heads of state, ministers and other heads of delegations provided concluding statements on COP23, with many countries emphasising concrete plans of implementation action, and some making direct references to decarbonizing transport (e.g. Argentina and Vietnam). The presence of Emmanuel Macron of France and Angela Merkel of Germany in the segment stressed commitment from some of Europe’s leading economies. In their statements, Macron promised that Europe would cover the US contribution to the IPCC, while Merkel acknowledged that her country was off track for reaching its domestic 2020 emissions target but remains committed to the process.

As another frenzied fortnight at the COP draws to a close, the SLoCaT Partnership team is winding down and packing up to return to various corners of the world. The team has grown in
number and strength over the past five years, with 14 dedicated observers focused on areas such as events, outreach, daily reporting, and daily talk shows, with the goal to bring together the global sustainable transport community with one voice.

In the past weeks SLoCaT has focused on the Transport Thematic Day, high-level panels and roundtables in feature days on SDG 2 (Zero Hunger) and SDG 11 (Sustainable Cities and Communities), hosting daily talk shows on transport and climate change webcast from the Deutsche Post DHL Tower, posting daily reports on transport at COP23, and conducting outreach on Twitter and Facebook. At the time of writing, SLoCaT ranked fourth in total tweets among all COP participants, and on November 11, SLoCaT ranked first among organizations.

Today’s abbreviated report is a preview to our final report, which is to be released in the coming weeks to provide a retrospective on transport-relevant proceedings at COP23.

COP23 Non-Party Stakeholder Engagement Update

The COP23 negotiations have provided opportunities for engagement of non-Party stakeholders, through several channels. COP Decision 1/CP.21 decided to “convene a facilitative dialogue among Parties in 2018 to take stock of the collective efforts of Parties in relation to progress towards the long-term goal” of the Paris Agreement and to “inform the preparation of NDCs”. Under the Fijian Presidency of COP23, the “Talanoa Dialogue” is intended to inform better decision-making and advance the global climate agenda. Parties and other stakeholders have been consulted as to how the Talanoa Dialogue will be undertaken.

As part of this process, Parties and other stakeholders have recommended to better utilize related processes within the UNFCCC, which are simultaneously under consideration at COP23. As an example, Parties have been drafting a decision to assess technical examination processes on mitigation and adaptation (COP 23 Agenda item 15) – which is anticipated to be adopted and would foster deeper channels for support by non-Party stakeholders to Parties to advance implementation and enhance ambition of NDCs.

Two highlights of this draft decision include that Parties and stakeholders can organize and provide support to Parties via regional technical expert meetings (TEMs) that build on existing regional climate events as appropriate and providing reports to the UNFCCC Secretariat as input to the technical examination process. These efforts would complement TEMs and enable the transport and finance communities and other stakeholders to offer their expertise and experience to Parties. The text also urges the high-level champions of the global climate action agenda to develop a workplan for the technical examination process and provide meeting topics up to 2020, by January 2018, to enable long-term planning for stakeholders.

It is noted by some that all these efforts may require additional coordination by UNFCCC, which has struggled to deliver such coordination to date. Nonetheless, if realized, such opportunities for non-Party stakeholder engagement could provide significant support for countries to strengthen and implement their NDCs.

The importance of climate action taken by non-state actors was also the focal point of attention in the high-level closing of Global Climate Action events. All speakers present highlighted the key role non-state actors; as Inia Seruiritu, Climate Champion and Fijian...
Minister for Agriculture and Minister for Rural and Maritime Development stated: “Non-Party stakeholders are at the forefront of innovation and implementation of climate action.”

A subsequent panel brought together a variety of non-state actors to highlight various courses of action. Topics included the essential role of the private sector, achieving gender response strategies, and leaving no one behind, with perspectives from an NGO (WWF), the private sector (DHL), a city government (Bonn), a UN organisation (Women’s Economic Empowerment), and a subnational entity (Scotland). Manuel Pulgar-Vidal, Head of Climate Change, WWF, highlighted the need for good planning in urban transport. The session was closed by UN Secretary General António Guterres, who made this remark: “The engagement of non-Party stakeholders is a basic condition for the Paris Agreement to succeed.”

A key moment of the closing event was the presentation of the Yearbook of Global Climate Action 2017 by Climate Champion Salaheddine Mezouar. This was a celebratory moment as the release of a comprehensive report on climate action by non-state actors. Unfortunately, the yearbook was received by some with disappointment. In failing to fully credit the 2014 Secretary General’s Climate Summit, the Lima-Paris Action Agenda and other long-term partnerships, as well as overlooking some of the 21 MPGCA transport initiatives, the initial Yearbook falls short of its potential.

**Initial Observations for the Transport Sector**

The past two weeks at COP23, have seen increased ambition from countries in ramping up transport element of NDCs and setting transport targets; increased cooperation of state and non-state actors through initiatives and partnerships intended to scale up sustainable transport more rapidly, and increased convergence of sectors in taking climate action to address joint impacts to transport, energy, cities, agriculture, health, and labor. The SLoCaT Partnership’s initial observations on transport-relevant events at COP23 are summarized here, to build a foundation for a forthcoming final report.

- **There has never been a greater presence of non-state actors than at COP23.** In the last two weeks, SLoCaT has witnessed and participated in a significant number of exchanges, events and panels with others who are similarly dedicated to climate action. There is a growing feeling that implementation of the Paris Agreement is increasingly happening by non-state actors rather than state actors: a clear example of this is the ‘We Are Still In’ movement of United States states, cities, and companies who are dissatisfied with federal inaction and who are taking matters into their own hands. From a transport perspective, we must be prepared to support non-state actors with a cohesive set of strategies, policies and capacity to help mainstream sustainable transport into action and implementation (e.g. through sustainable urban mobility plans).

- **Sectors are increasingly coming together to connect the dots on transport and climate change.** For the first time at the COP, two thematic days were organized to link climate action to development goals with a focus on SDG 2 (Zero Hunger), bridging transport, agriculture and technology; and SDG 11 (Sustainable Cities and Communities), combining transport with cities and the energy sector. Moreover, with thematic days on mutual benefits to be achieved across these areas there was visibly more Bonn Zone dialogue across sectors, increased collaboration, and more
integrated solutions, which is essential to allow transport to meet its Paris Agreement targets (e.g. by creating a stronger nexus between e-mobility and renewable energy).

- The establishment of new partnerships provides momentum and leadership for accelerated implementation. At COP23, the Paris Process on Mobility and Climate (PPMC) has established the Transport Decarbonisation Alliance (TDA) to bring together countries (e.g. Costa Rica, France, Netherlands, Portugal), companies (e.g. Alstom, Michelin), and a number of selected cities to lead the decarbonisation of the transport sector, not just by example, but by action. The TDA will be formally launched in early 2018, and is to be expanded to quicken the pace and broaden the scope of climate action, in concert with Sustainable Mobility for All (SuM4All) and other partnerships.

- NDCs show that while many are on the transport train, it is yet unclear whether it will reach its destination in time. While transport is covered in 75% of the NDCs, only a small number of countries provide quantified targets for direct GHG reductions, Thus, the current treatment of transport in the NDCs shows that many are on board of the train to decarbonize the sector; however, it is unclear from NDCs how fast the train is going, and how efficient it is getting there. This underscores to raise transport ambition in forthcoming NDC revisions (e.g. Argentina has increased transport measures from three to eight and has added quantified targets to its revised NDC, and Thailand noted the importance of transport in its NDC during Thursday’s plenary). NDCs must also be complemented with more detailed national, sub-national, and corporate decarbonisation plans and third-party mitigation studies to better align mitigation potential and ambition.

- Decarbonising the transport sector may be a challenging process, but feasible pathways exist. At COP23 the challenges of decarbonising the transport sector were frequently highlighted, including the expected growth of transport demand, the difficulty of ramping up transport measures quickly and at a global scale, and limited ambition within the maritime and aviation sectors. However, there are viable pathways to decarbonise the transport sector, as illustrated by the Global Macro Roadmap currently under development by PPMC, and the parallel development of a national-level transport roadmap recently released by Morocco. And recent SLoCaT research describes the broader mitigation potential of global transport to approach a 1.5 degree Celsius scenario through a comprehensive set of transport measures.

- MPGCA Transport Initiatives demonstrate immediate implementation pathways for sustainable transport measures. Inspired by the call to action by Secretary General Ban Ki-moon and advanced the Lima Paris Action Agenda (LPAA), 15 transport initiatives were developed by non-state actors that were showcased during COP21, and six new transport initiatives were formed in 2017. These 21 MPGCA Transport Initiatives include passenger and freight transport and touch on many transport sectors and modes (e.g. walking, cycling, public transport, road transport, aviation, and maritime). These initiatives demonstrate immediate on-the-ground transport mitigation and adaptation action; and taken together, these initiatives are expected to reduce the impact of roughly half of all global transport trips.

These points are not a string of disconnected observations, but are rather links in a chain that can strengthen efforts from both state and non-state actors through various entry points in the UNFCCC process. For example, the COP23 Presidency held an open dialogue early in the Bonn proceedings in which state and non-state actors were able to provide inputs to the UNFCCC agenda and interventions on equal footing, a scenario that would not have seemed
possible just a few years ago. In addition, the Presidency has spelled out a vision for the Talanoa Dialogue that includes the possibility of local and national consultations between now and COP24, following a call for such elements within the Bonn-Fiji Commitment which emerged from the ICLEI-led Climate Summit of Local and Regional Leaders.

Further, negotiators reached a unanimous decision on pre-2020 action on Thursday which (among other elements) calls for using MPGCA summary reports to inform COP24 and COP25 stocktakes, thus highlighting the willingness of Parties to further engage with non-state actors including in the transport sector. And finally, an agreement was anticipated on the final day of COP23 from the Ad Hoc Working Group on the Paris Agreement (APA) on the Paris Agreement implementation guidebook, which will create a foundation for COP24 negotiations and would benefit from non-state actors to support broad implementation of the Agreement. Thus the transport sector, in its capacity as both a non-state actor and a thematic area, has a more central seat at the table, and has increased leverage in the UNFCCC process through forthcoming opportunities for input to the APA and other processes.

Closing Thoughts

As the late autumn sun sets in Bonn, the SLoCaT Partnership is pleased that eleventh-hour discussions among COP23 negotiators have brought initial direction to the Talanoa Dialogue and the Paris implementation guidebook, which can help accelerate climate action for the transport sector and the economy as a whole. SLoCaT will continue to leverage opportunities for non-State actor engagement in the UNFCCC process, to build bridges among countries, cities, and companies through platforms such as the Transport Decarbonisation Alliance and the Sustainable Mobility for All initiative; and to contribute to expanded dialogue across a broad range of sectors and interest groups.

As we look ahead to COP24 in Katowice, Poland in December 2017, we will be working to advance climate action through events such as the 2018 Bonn intersessional and the Global Climate Action Summit: to further sustainable urban transport and development through the World Urban Forum and the 2018 High-Level Political Forum. In the coming months, please tune into SLoCaT webpage and PPCM webpage for a glimpse of our plans and actions. We look forward to converging once again as a team and a community at COP24, to bring you more of the sam, and undoubtedly something different.

Returning to the three initial questions posed by the Talanoa Dialogue in an earlier daily report, implementation of the Paris Agreement requires knowing where we are, where we want to go, and how we want to get there. In this context, it is critical for transport that we not only get on the right train, but also to make sure that it is moving in the right direction at the needed pace, and that all required contributors to put the Agreement into action are on board.

Twitter: @SLOCATcomie
#COP23

Facebook: @SLoCaTOfficial
#WeAreTransport

www.ppmc-transport.org
For more updates on sustainable low-carbon transport, follow us on Twitter @SLOCATComie

SLoCaT COP23 team in action

Daily Talk Show on Transport and Climate Change

The SLoCaT Partnership and Movin’On by Michelin organized daily talk shows on transport and climate change during COP23. You can watch the November 16 talk show via this link.

The topic of the November 16 talk show was The Future of Transport, featuring experts Isabel Cavelier Adarve (Mission2020), Mariana Panuncio-Feldman (WWF), Paulina Potemski (French Ministry for Ecological and Inclusive Transition), and Henri Waisman (IDDRI).

In this diverse panel, different viewpoints combined to create complementary messages: the need for urgent action, the viable pathways to set action in motion, and the channels through which this should be done. Mission2020 reminded and recruited the audience for the collective mission to raise ambition before 2020, which will be crucial to ensure that global emissions peak soon. IDDRI explained that the Deep Decarbonization Pathways Project showed that deep decarbonization of different sectors, including transport, is actually possible, as plans from France, Japan, Mexico and the United Kingdom already show.

Moving to solutions, WWF highlighted three channels for non-state actors to collaborate together with state actors: the UNFCCC Technical Expert Meetings, the Marrakech Partnership for Global Climate Action and the Talanoa Dialogue. The French Ministry for Ecological and Inclusive Transition mentioned three initiatives through which they aim to stimulate cooperation: at the international level through the Transport Decarbonisation Alliance (TDA) and the One Planet Summit at the end of this year; and at the national level with a new, bottom-up, practical forum that will establish a new mobility process.

This was the last in a series eight talk shows. We would like to thank all the panelists, our audience (both at the event and online) and our host Deutsche Post DHL. All the talk shows can be viewed at this link.
MPGCA Transport Initiatives of the Day

Under the Marrakech Partnership for Global Climate Action (MPGCA), 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).

UITP Declaration on Climate Change Leadership: Supporting our goal to double the market share of public transport by 2025

The initiative aims to double the market share of public transport by 2025 and implement 350 commitments to climate action made by UITP members.

It commits to support governments at all levels by providing them with technical knowledge from delivering action on the ground as this can support delivery of NDC’s. It was also a commitment to support monitoring and reporting of SDG implementation (notably SDG 11.2 on expanding public transport) as this can help the better allocation of resources required for their delivery.

For more information on the initiative, please see: http://www.ppmc-transport.org/uitp-declaration-on-climate-change-leadership/

ZEV Alliance: Accelerating global zero-emission vehicle adoption

The International Zero-Emission Vehicle Alliance (ZEV Alliance) is a collaboration of governments acting together to accelerate the adoption of zero-emission vehicles (electric, plug-in hybrid, and fuel cell vehicles).

The ZEV Alliance works to accelerate the adoption of zero-emission vehicles (ZEVs), including electric vehicles, plug-in hybrids, and fuel-cell vehicles, to achieve national and subnational climate change commitments. The governments announced that they will strive to make all passenger vehicle sales in their jurisdictions ZEVs by no later than 2050 and to collaborate on policies and actions to achieve their ZEV targets.

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

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 8: Large scale deployment of economic instruments giving a value to carbon, and which catalyze the transformation of the Transport sector**

Deep reforms of transport pricing are required to ensure that users pay a price which reflects the full marginal social costs of transport (e.g. noise, infrastructure, accidents, delays, as well as GHG emissions and air pollution etc.). This will ensure fair modal competition, stimulate innovation by allowing market forces to drive the transformation of transport. Examples of economic instruments to transform the transport sector includes:

- Introduce carbon pricing for the transport sector where (sub-)national carbon markets currently exist or are under development;
- Combine carbon pricing, instead of replace, with regulatory approaches (e.g. fuel economy standards);
- Introduce and scale up pricing for car-related travel options (e.g. congestion/road charging, parking pricing) in primary and secondary cities;
- Work together with business and consumer associations on a toolbox of economic instruments to favor the transformation of the transport sector.

Climate finance, which constitutes a tiny share of the total financing need for transport, for both mitigation and adaptation purposes, should be used wisely – ideally to undertake the important upstream work to identify policies and investment opportunities, set standards and criteria, and only invest in, or be used for, key demonstration activities or path-changing activities e.g. the first rail line in a city. We advocate climate funds being used to help ensure that all transport funding (public and private) becomes more climate-oriented.

This report is brought to you by

with support of

Twitter: @SLOCATCornie
#COP23
www.ppmc-transport.org

Facebook: @SLoCaTOfficial
#WeAreTransport