

TRANSPORT at COP23 BONN

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COP23 KICKS OFF

DAY ONE and TWO – 8 November 2017

Opening Perspectives

The early moments of the 23rd Conference of the Parties (COP23) are generating interest in what is already a historic event. For the first time a small island developing state, namely Fiji, will be presiding over the annual conference hosted in Bonn with the support of the German government. With its announced focus on gender and indigenous people, loss and damage; and the relationship between climate change and oceans, there will be increased emphasis on those most vulnerable to the effects of climate change, emphasizing the need for clear action and rapid progress toward a 1.5-degree Celsius scenario (1.5DS), the aspirational goal of the Paris Agreement.

Transport has not always played a central role within the official UNFCCC processes, and thus the Paris Process on Mobility and Climate (PPMC) was established by the Partnership on Sustainable Low Carbon Transport (SLoCaT) and Movin' On by Michelin to focus action on transport and climate change in the run-up to COP21. The PPMC was pleased to see the progress made at COP22 on key actions with high value for the transport sector in the implementation of the Paris Agreement (PA). These include (1) a more visible position for transport in the UNFCCC process, (2) strengthening of the position of adaption in the UNFCCC process, (3) embracing action by and importance of non-state actors, (4) establishing medium- and long-term pathways to decarbonization, (5) reinforcing the centrality of NDCs in the PA

implementation, (6) developing the concept of a Facilitative Dialogue for more ambitious policy and actions, and (7) addressing domestic and international aviation and maritime emissions. COP22 also saw an unprecedented number of transport related events and a Transport Action Day under the Global Climate Action Agenda (GCAA), and COP23 will build upon this momentum with a dedicated [Transport Thematic Day](#), organized by the Marrakech Partnership on Global Climate Action (MP-GCA), the International Association of Public Transport (UITP), the International Transport Forum (ITF), the International Union of Railways (UIC) and PPMC.

COP23 will aim for further development of the so-called “Paris rulebook” (the essential rules for implementing the Paris Agreement) and establishing the format of the upcoming facilitative dialogue (to assess progress and enhance country ambition in revised NDCs). The Fijian presidency has committed to conducting the Dialogue in a traditional “*talanoa*” style, which translates to an “inclusive, participatory and transparent” manner. Thus, just as COP22 was dubbed “the COP of action,” COP23 has an early promise of being the COP of constructive co-operation. A tougher test is whether the discussion taking shape in the course of the COP will succeed in generating needed ambition along with welcomed goodwill.

Transport & Mitigation

Key advances were made during the May 2017 Bonn sessions this year in the creation of the Paris rulebook. This manual contains provisions on the design of the upcoming global stocktakes on nationally determined contributions (NDCs), a transparency framework, role of international carbon markets, guidance on communication of adaptation actions, continuation of the discussion on climate finance, and the exploration of non-binding solutions to achieve climate and sustainable development goals. Throughout the next weeks, we hope to provide more information on implications of the development of the Paris rulebook for the transport sector.

A [SLoCaT analysis of NDCs](#) reveals that more than 75% of the NDCs specifically mention the transport sector as a mitigation sources and 63% of the NDCs include transport sector mitigation measures. However, only 16% of NDCs include measures on climate adaptation for transport, and only 9% include a specific transport sector emission reduction target. Based on this, SLoCaT recommends that countries set more ambitious targets to achieve full mitigation potential in the transport sector, define clear roadmaps for net decarbonization of transport soon after 2050, and implement policies for long-term transformation.

Key new insights from the 2017 [UNEP Emissions Gap Report](#) show that there is still much to be done to mitigate climate change. Taking the current ambition in the NDCs, there is still a gap of 11 to 13.5 GtCO₂e to achieve a 2DS, while a 1.5DS would require reductions between 16 and 19

GtCO₂e by 2030. The report details emission reduction potential for transport through increased fuel economy, electrification and alternative fuels for road, aviation and maritime transport.

To help to bridge this projected gap, the PPMC advocates the inclusion of all stakeholders for transport and related sectors in the discussions in the UNFCCC. At this point there is still a lack of clarity on the role of non-state actors in the upcoming Facilitative Dialogue. Non-state actors can offer experience and technical knowledge that is valuable for countries developing and implementing NDCs. The questions is whether Parties will want to take advantage of this know-how and how to facilitate such an exchange. During this COP, we will follow how this role of non-state actors will be articulated within the Dialogue.

A key initiative during this year's COP is to establish more ambitious political leadership for climate action on transport sector through the establishment of the Transport Decarbonisation Alliance (TDA). The Alliance will be comprised of leading countries, cities and subnational regions, and companies leading enhanced decarbonisation efforts in the transport sector, is being formed for three primary reasons: to lead by example, to provide a forum for leaders in transport to exchange information, and to champion the topic of transport decarbonisation more fully into discussion in their peer communities - e.g. for the countries the UNFCCC process.

Since the Fijian presidency has put the relationship between oceans and climate change at the forefront of its agenda, maritime transport will be a key sector to watch at COP23. There is an ongoing need for increasing ambition to decarbonise domestic and international maritime transport, and therefore we will closely monitor progress in this sector.

Transport & Adaptation

An important step forward at COP22 was the stronger position of adaptation within the UNFCCC process (one of the three pillars of the PA). Through the [Declaration on Accelerated Action on Transport Adaptation](#), the PPMC has advanced dialogue among a diverse set of global actors to increase attention to resilience in the transport sector and hopes to see a stronger position of adaptation actions and a better balance with mitigation actions in the UNFCCC process. Moreover, in February 2017, the Netherlands, Japan and UNEP took the initiative, with the support of SLoCaT, [to establish the Global Centre of Excellence on Climate Adaptation \(GCECA\)](#). The GCECA brings together a network of international partners to increase the ability to adapt against the consequences of climate change. On November 9 SLoCaT will be supporting [a GCECA side event](#) on excellence in adaptation, while the GCECA will be officially launched via [a high-level event](#) on November 14.

Another key issue to follow at COP23 will be the evolving role of the Adaptation Fund. At the end of COP22 there was still uncertainty of the role of the Fund in serving the Paris Agreement, while the May 2017 Bonn sessions predominantly focused on exchanging views among Parties about its role and how to arrange ongoing adaptation communications. The Adaptation Fund got a

boost at the very beginning of this COP: Barbara Hendricks, the German Federal Minister for the Environment, Nature Conservation and Nuclear Safety (BMUB), announced that the German government would donate [an additional amount of EUR 50 million to the fund](#).

Financing and Technology in the Transport Sector

The Subsidiary Body for Science and Technology (SBSTA) agenda includes an item on methodological issues related to emissions from fuel used for international aviation and maritime transport, which complements a key priority of the COP23 Presidency. This topic was highlighted in a special event on the same topic held under the guidance of the SBSTA chair, where representatives of the UN Specialised Agencies ICAO and the IMO reported on their latest efforts to reduce emissions from the aviation and maritime sector respectively.

The ICAO aims for carbon neutral growth from 2020 onwards and plans to reduce emissions via operational improvements, better aircraft technology and increasing the share of sustainable aviation fuels. Moreover, via the introduction of [CORSA](#), a market based scheme designed for the aviation sector, it intends to offset any emission gap. The IMO outlined various emission pathways based on the IPCC scenarios, which projected a growth of GHG emissions between 50% and 250% by 2050. A key method to reduce emissions for the IMO will be the use of alternative fuels, but there will also be a focus on measures such as energy efficiency and waste heat recovery.

While the PPMC welcomes increasing efforts for decarbonization in the international aviation and maritime sector, there is still room for extra ambition and the need to explore the links between action on these international emissions and action on domestic aviation and maritime transport covered by NDCs and other transport measures (e.g. high speed rail). The large scale use of offsets (i.e. by the aviation sector) also needs to be considered in the context of the overall implementation of the Paris Agreement. A viable pathway to reduce absolute emissions in these sectors has yet to emerge, which will be necessary to meet a 1.5DS target. The PPMC therefore hopes to see new solutions and innovative ideas for both the aviation and maritime sector in the remainder of this COP.

A [white paper](#) released Monday by the World Business Council on Sustainable Development (WBCSD), representing more than 200 international businesses, calls for rational and predictable carbon pricing signals, and details policy recommendations for achieving this objective. While carbon pricing is an efficient strategy for reducing GHG emissions, there are still limited examples of emissions trading schemes in the white paper which include transport within their scope (e.g. fuel taxes, low-carbon fuel standards); thus there is further potential to leverage this tool to manage transport emissions.

COP23 also has the potential to explore opportunities to achieve positive technological tipping points in the transport sector; for example, a growing number of countries, cities, and companies are setting ambitious targets to ramp up use of electric vehicles (EVs) and to phase out internal

combustion engines (as summarized in the [SLoCaT e-mobility overview](#)). EVs offer a key strategy for reducing transport emissions in some regions if deployed in conjunction with clean energy sources, and if used to complement strategies to avoid unnecessary trips and to shift trips to more efficient modes.

Global Climate Action

Launched at COP22, the Marrakesh Partnership for Global Climate Action (MPGCA) aspires to increase climate action in the period 2017-2020 by both Parties and non-Party stakeholders. Previously known as the Global Climate Action Agenda, the MPGCA aims at closing the existing emissions gap between current NDC pledges and the commitments required to set emissions trajectories for transport and other sectors realize the goals of the Paris Agreement by encouraging state and non-state actors to work together

Transport is a crucial part of the MPGCA, as it is one of the eight thematic areas highlighted in the agenda. The PPMC can play a central role in the advancement of the MPGCA, as its network of 200 organizations can help to both vertically and horizontally integrate actors and actions on transport and climate change. Further, [21 transport initiatives](#) have been established under the MPGCA to reduce transport greenhouse gas emissions and strengthen the resilience of transport infrastructure. Several of these initiatives are featured in a separate section below (“MPGCA Transport Initiatives of the Day”) in this and forthcoming PPMC daily reports.

The [Sustainable Mobility for All™](#) initiative, formally established in 2017, aims at bringing together relevant stakeholders to transform the transport sector and implement the SDGs. Under the initiative four pillars were established, one of which focuses on Green Mobility. Together with the World Resources Institute (WRI) the PPMC is co-leading work in this pillar which aims to [“shift transport systems to a low polluting \(GHG/air/noise\) and climate resilient path”](#), in order to achieve both climate objectives and SDGs.

Two sustainable development goals (SDGs) are receiving special attention at COP23 for their linkage to climate change goals: SDG2 (Zero Hunger) and SDG11 (Sustainable Cities and Communities). Transport is a key component in realizing both SDGs by through transport infrastructure and access to food markets and sustainable urban transport systems, as outlined in target 11.2. SDG11 and SDG2 will be featured in high-level events on November 13 ([the High Level Plenary on Energy, Transport – Cities Nexus](#)) on November 14 (‘What Will It Take To Deliver Zero Hunger, And Climate Resilient and Low Emission Food Systems?’), with transport to be a central point of discussion.

Closing Thoughts

The COP23 high-level champions aim to infuse the proceedings with the Fijian principle of *talanoa*, which emphasizes the importance of sharing stories, and values listening as much as speaking in the process of negotiations. In splashing the spirit of Fiji against the backdrop of Bonn, COP23 promises to be a climate summit like no other, and has the potential to harness traditional values to emerging technologies to create the synergy required to translate political commitments into on-the-ground global action for transport and other sectors. The beautiful pictures of low lying Fijian islands throughout the COP venue are a constant reminder of the importance and urgency of effective implementation of the PA.

During the next two weeks, these daily reports will keep you up to date on transport-related action at COP23; through these reports we hope to shine a light on the key developments and main insights of their relevance for the transport sector (please see PPMC's [glossary of technical terms](#)). In this context, PPMC will focus on the following six key messages for throughout the course of the COP:

- Decarbonization of all modes of transport by 2050 is possible, but action is needed now;
- Action on low carbon transport supports eight of the Sustainable Development Goals
- Investments in sustainable low carbon transport offer great value for money;
- Innovative solutions have the potential to transform current transport systems into efficient, low carbon people-orientated solutions;
- Sustainable transport will be essential for countries to deliver on their Nationally Determined Contributions (NDCs); and
- The global transport community stands ready to support countries, cities and companies action on climate change and development

We will further develop and reinforce these key messages in the days ahead.

Daily Talk Show on Transport and Climate Change

The SLoCaT Partnership and Movin'On by Michelin is organizing [daily talk shows on transport and climate change](#) during COP23. You can watch the November 7 talk show via [this link](#).

The topic of the November 7 talk show was **Decarbonising Transport**, featuring experts from the Deutsche Gesellschaft für Zusammenarbeit (GIZ); Deutsche Post DHL Group; the SLoCaT Partnership; and the UN Environment Programme (UNEP).

All representatives acknowledged that the process of decarbonization in their area of expertise was under way, although often only recently. Nevertheless, they highlighted different barriers that prevent further enhancement of this process. SLoCaT stated that change needs to happen in people's lifestyles for a paradigm shift towards more sustainable transport, while DHL highlighted the need for increased investment in climate friendly technologies to enhance viable business cases for the private sector. GIZ was nevertheless positive about the prospects for transport in the next round of NDCs, as more and more countries are coming up with specific transport plans and targets.

Experts were asked to offer "one specific action" to decarbonise the transport sector: responses included expansion of parking management, to the electrification of the last mile for deliveries, to simply considering the most efficient mode before making each trip. UNEP referred to "three revolutions" in transport - electric mobility, autonomous vehicles, and shared mobility - as explored in a [recent study](#) by the Institute for Transportation and Development Policy and the University of California, Davis.

The November 8 talk show will focus on the **Sustainable Mobility for All** initiative 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).

Airport Carbon Accreditation: Reducing carbon emissions and increasing airport sustainability



Airport Carbon Accreditation was developed and launched by Airports Council International (ACI)-Europe in 2009. As of late 2014, Airport Carbon Accreditation had expanded world-wide to all ACI regions. Today it is the only global carbon management standard for airports.

The initiative commits to increase airport accreditations in all regions, and encourage already accredited airports to continuously enhance

their carbon management and thus progress towards the higher levels of accreditation.

In June 2017, the initial commitment for the European region - 50 carbon neutral airports in Europe by 2030 – has been upgraded. The target is now to achieve 100 carbon neutral airports in Europe by 2030.

For more information on the initiative, please see:

<http://www.ppmc-transport.org/airport-carbon-accreditation/>

Aviation's Climate Action Takes Off: Collaborative climate action across the air transport sector



The Aviation's Climate Action Takes Off initiative aims to control international aviation CO₂ emissions through a basket of aviation CO₂-reduction measures, including a goal of carbon-neutral growth through a global market-based mechanism.

The initiative commits to support short-, medium- and long-term goals to cut emissions from aviation. It showcases action by industry and states in addressing CO₂ emissions from international aviation. Measures include supporting developing new, more efficient aircraft technology and sustainable alternative fuels while promoting and deploying operational improvements to reduce CO₂ emissions from aircraft already in service. It calls for better use of infrastructure, especially in air traffic management.

For more information on the initiative, please see:

<http://www.ppmc-transport.org/aviations-climate-action-takes-off/>

below50: Growing the global market for the world's most sustainable fuels



below50 is a global collaboration that brings together the entire value-chain for sustainable fuels – that is, fuels that produce at least 50% less CO₂ emissions than conventional fossil fuels. below50 aims to create a critical mass of players (developers, users and investors) through the below50 campaign to grow the global market for the world's most sustainable fuels.

The initiative commits to reduce CO₂ emissions by replacing 10% of global transportation fossil fuel use with low-carbon transport fuels by 2030 and 27% by 2050, which is equivalent to 2.1 Gt CO₂ avoided per year.

For more information on the initiative, please see:
<http://www.ppmc-transport.org/below50/>

Global Macro Roadmap Component of the Day

PPMCA 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 1: Urban transformation – Leverage aspiration for healthier, inclusive lifestyles and efficient prosperous cities to drive Urban Transport decarbonization



The fight against climate change will be won or lost in cities. The goal for the Transport community is modern efficient cities with no pollution, with inclusive mobility of people and freight. In densely populated areas, the mitigation of climate change will be closely linked to fulfilling the growing aspiration of people to breathe clean air. As the urban population is expected to increase by 2-3 billion people between now and 2050, successful urban transformation requires actions to:

- Leverage urban planning for higher density, mixed land-use cities
- Ensure that a greater amount of trips are made by walking or cycling
- Offer more attractive mass transit solutions
- Scale up electric mobility (public/private transport, passenger/freight transport)
- Implement (Ultra)-Low/Zero Emission Zones (ULEZs/ ZEZs)

Managing such a transformation within and across countries would not only require municipal government decisions, but also national coordination and intergovernmental harmonization. To plan and implement the transformation of urban transport, the Transport community will need to work in much closer and effective manner with the Urban development community. This should extend from urban planning, financing, environmental planning and safety considerations.

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

November 8, 2017

- **China's Green Low-Carbon Transport and Regional Logistics**
Organized by China Academy of Transport Science and Zhejiang Province, GIZ, and UNDP
Nov 8, 11:30 – 13:00, China Pavilion, Bonn Zone
- **National Perspective on Germany's Climate Policy to Ensure a Largely Greenhouse Gas Neutral Transport Sector by 2050**
Organized by BMVI
Nov 8, 13:30 – 14:30, German Pavilion, Bonn Zone
- **Low Carbon Transport: G20 on Track?**
Organized by Agora, GIZ, BMUB
Nov 8, 2017, 14:30 – 16:00, German Pavilion, Bonn Zone
- **Decarbonisation of Aviation**
Organized by UBA
Nov 8, 15:00 – 16:00, German Pavilion, Bonn Zone
- **Live Streamed Daily Talk Show on Transport and Climate Change**
Organized by PPMC
Nov 8, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
- **Bridging the Gap: How to Strengthen Urban-Rural Linkages for Resilient City Regions**
Organized by BMZ
Nov 8, 18:30 – 20:00, German Pavilion, Bonn Zone

November 9, 2017

- **3rd SuM4All Consortium Meeting**
Organized by SuM4All, WorldBank, UNDESA
Nov 9, 09:00 – 16:00, BMZ
- **Excursion: Experience Climate Friendly Mobility in Cologne**
Organized by GIZ, UITP
Nov 9, 09:30 – 16:00, Cologne, KVB Meeting Point: GIZ
- **What is Excellence in Climate Adaptation?**
Organized by Global Centre of Excellence on Climate Adaptation
Nov 9, 15:00 – 16:30, Meeting Room 10 (220 Theatre), Bonn Zone
- **Live Streamed Daily Talk Show on Transport and Climate Change**
Organized by PPMC

- Nov 9, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
- **Bridging the Gap: How to Strengthen Urban-Rural Linkages for Resilient City Regions**
Organized by BMZ
Nov 9, 18:30 – 20:00, German Pavilion, Bonn Zone
 - **Building upon traditional culture, Pacific Islands take the lead in Sustainable sea transportation**
Organized by Palau, Overseas Environmental Cooperation Center, Japan (OECC)
Nov 9, 18:30—20:00, Bonn Zone

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

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