

TRANSPORT at COP23 BONN

#COP23 #WeAreTransport



NATIONAL VISIONS AND IMPLEMENTATION ACTION ON TRANSPORT AND CLIMATE CHANGE

DAY THREE – 9 November 2017

Opening Perspectives

Today we highlight national transport visions from three countries - China, Germany and Morocco - with each offering a different angle and approach to tackling the challenges and opportunities for the decarbonisation of the transport sector. In addition, we underline the necessity of raising ambition on transport climate change mitigation through country groups and regional bodies.

In broad terms, the COP is about crafting global consensus for climate action pathways, but the real action in achieving these pathways depends upon ambitious commitments and clear implementation plans of individual countries. As highlighted by different analyses such as the [UNEP Emissions Gap Report](#), current ambition levels are not on track for a 2DS, it is important to track down at COP23 what countries plan to undertake for climate action in the transport sector.

A much anticipated [announcement](#) from the European Commission proposed new targets for the EU fleet wide average CO₂ emissions from new cars: with new passenger cars and vans required to decrease their CO₂ emissions by 30% in 2030 (compared to 2021), with an interim 2025 target to guide progress toward the longer-term goal, despite the fact that many EU member states (as well as major cities and business) have appealed to the Commission to set higher levels of ambition. The positions of key stakeholder will be important in the next months as these proposed rules are now negotiated and agreed by the 28 EU Member States and the European Parliament.

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Organized by Islamic Development Bank and SLoCaT Partnership
Nov 10, 16:00 – 17:30, BMZ Office, Dahlmannstraße 4
- 7`YUb'A cVj]miF YWdhjcb`
Organized by SLoCaT Partnership, Movin'On by Michelin, Deutsche Post DHL
Nov 10, 19:00-22:00, DHL Post Tower, Platz der Deutschen Post

Transport and Mitigation

In a [side event](#) in their own pavilion, the German Federal Ministry of Transport and Digital Infrastructure (BMVI) explained its plans for the decarbonization of their transport sector, as also outlined in the [Climate Action Plan 2050](#). BMVI has an ambitious goal to reduce CO₂eq emissions by 95 to 98 Mt in the transport sector by 2030, which is especially challenging since these emissions have stayed relatively constant between 1990 and 2014 on a level around 160 Mt CO₂eq. They will try to achieve this goal via different actions, with a primary focus on shifting the mode of transport and improving the efficiency of vehicles, but also via tax reforms, e-mobility funding and digitalization of transport. However, it is also critical to avoid unnecessary transport emissions, and shifting trips to modes of transport and improving efficiency, especially since BMVI expects that freight transport will grow by 38% and passenger transport by 13% by 2030.

In [an event](#) hosted at the China Pavilion, the delegation of academic researchers reiterated that increasing mobility allows for prosperous development, which is a key pillar for social connectivity and inclusion. However, this represents a dilemma for nations and cities committed to both mitigating the carbon impact of transportation and enabling some level of transport-led growth.

In presenting their low-carbon transport proposal, the China Academy of Transportation Sciences' slate of measures included the known solutions of pilot programmes and embracing technology, particularly electric mobility on a large scale. But what stood out was their commitment to capacity building within the country's governance structures, which they call Green Governance, and monitoring and evaluation, supported in many instances by GIZ.

The Academy has proposed that China measures performance based on a Green Development Index, which comprises multiple indices, such as primary, secondary and tertiary, that report on development levels. Crucially, as highlighted by one the speakers, this enables the relevant authorities to "find the weak points and thus the solutions". The secondary index would include, for example, indices for emissions reduction, pollution prevention, green public travel, green travel infrastructure, green growth, and green investment. The 'green growth' index in particular will attempt to quantify the contribution to economic development of the transportation and goods movement sector.

Transport and Adaptation

Ongoing negotiations on the Adaptation Fund highlight the diverging views on the position of the fund. As [IISD reports](#), the LDCs called for a decision to be made at COP23, while Brazil, Argentina and Uruguay preferred a COP decision in 2018. These negotiations about the fund will continue in the remainder of this COP. SLoCaT wants to highlight that investments in the transport sector offer great value for money, as it can bring economy-wide benefits and improve social equity. Adapting transport infrastructure and services is also necessary to improve resilience and to safeguard long-term returns on investment.

Is it notable that in transport sessions by China, Germany, Morocco, the focus was predominantly on decarbonization and much less on adaptation, noting a dedicated adaptation-focused component in Morocco's newly-released transport decarbonisation roadmap (see below). As severe weather increasingly impacts transport infrastructure and services in every part of the world, it is essential that resilience is given higher priority in country transport climate vision documents, and that transport and adaptation are more closely aligned in COP discussions.Á

Financing and Technology in the Transport Sector

Technology emerges as key to the development of green logistics, which is the focus of China's Zhejiang Center for Climate Change and Low-Carbon Development Cooperation. Already by the 1990s the developed world had begun referring to 'green logistics', but until recently slower economic growth meant that freight received less attention in the developing world. Now, the transformation of the logistics industry is an important aspect of [China's 13th Five-Year-Plan](#).

In their report on 'Greening the Logistics Industry' in Zhejiang Province, researchers concede that the advent of increasingly secure and diverse e-commerce has created new opportunities for expanding the logistics industry, but this enhanced demand has also substantially increased emissions. From 2010 to 2016, logistics volumes in China increased by 56%; in 2016, people in China sent an average of 23 parcels a year, eight more than the year before. Thus, technology is both a cause and a solution to the new logistics challenges, and fortunately cost-effective solutions for goods movement have already been tested at scale.

Zhejiang's first-line intervention toward greener freight across the entire logistics-chain is to establish a standard, unified energy consumption and carbon emissions statistical accounting system, and to use energy conservation and emissions reduction tech at every link in the chain. These include the strategic use of 'big data' in all procedures such as storage, distribution, circulation, processing and information. Together these technological interventions aim to reduce the energy consumption within the sector by 40% and carbon emissions by 35%.

In an indication of the obvious value of a carbon accounting system – and the mandate to review and report the findings – Zhejiang reports that it is still “far from meeting the requirements to develop modern, green logistics”, and has drafted an enhanced plan of action.

Global Climate Action

An informative and sobering input to the debates on the role of transport in climate policies was offered in the session called 'G20 on track?'. [A new joint study](#) by GIZ and Agora Verkehrswende ('transport transition') scrutinizes how transport is addressed in NDCs submitted by the G20 countries, which represent around two thirds of global population but 80% of GHG emissions.

The good news is that several countries do explicitly address transport in their NDCs, and more so among G20 than the global average across 160 submitted NDCs to date. Compared to 10 years ago where transport was hardly visible in climate policy, this report is clear evidence of raising awareness. The less good news is that efforts are generally far too superficial, with only 18 NDCs defining quantified targets for transport GHG's, with five of these among the G20.

According to experience from outgoing G20 chair Germany, clear targets are a crucial component of bringing all actors together around the table to devise effective plans (hence the 'Agora' metaphor): When a target is fixed at the sector level and sufficiently ambitious, there is no more passing the buck to other sectors. Germany has committed to reduce transport emissions by 40-42% between 1990 and 2030. In that context today's submission from the European Commission on future vehicle fuel efficiency standards was met with disappointment on a political level, as these modest ambitions appear to deliver too little to help get Germany on track.

The G20 study looks into transport targets, but also other types of commitments, policies adopted, and the balance between energy-oriented and mobility-oriented actions as reported in the NDCs. For each G20 country the report brings a data-driven review of topics such as transport GHG, fuel prices, renewable energy, EVs and infrastructure, and fossil fuel subsidies.

It was discussed whether momentum could also be detected in developing economies with China standing out as potential future leading country. But there are also enormous challenges, with positive measures often being cancelled out by negative impacts, with an Indian minister observing that in the context of MRT investments, "It is never enough."

A subsequent event in the Morocco Pavilion presented the [ZifghYj Yf' bUjcbU' fcUXa Ud](#) for transport decarbonisation, based on the framework defined in the [PPMC global macro roadmap for decarbonisation](#). The [Morocco roadmap](#) for sustainable mobility intends to stimulate transformational change in the sector by around 2050. All though regional versions of the PPMC Macro Roadmap are underway for Africa and Europe, the Moroccan roadmap is the first country-specific roadmap, with a similar roadmap for India expected to follow.

The Morocco roadmap, under the patronage of the Moroccan Ministry of Equipment, Transport, Logistics and Water, funded by GIZ and SIE, and facilitated by Growing Markets, presents an integrated vision for sustainable mobility in Morocco, based on a consensus based vision with coordinated action and cohesive communications to a broad range of transport stakeholders. Importantly it takes into account the specific circumstances of the country (geographic, climatic, economic etc.). The scope of roadmap extends to a range of transport modes: rural and urban mobility; electric mobility and renewables; energy efficiency; logistics, and climate adaptation. The creation of the roadmap is linked to Morocco's sustainable development strategy, and thus will address access issues as well as climate change objectives. It also links to key national energy and economic development objectives. As well as helping define a long term vision the PPMC Roadmap process build consensus amongst actors and helps coordinate action across the wide range of actors necessary to transform the transport sector.

As noted in SLoCaT's key messages, sustainable transport is essential for countries to deliver on their NDCs, and countries can make full use of the mitigation potential of transport by defining clear roadmaps for decarbonization and adaptation and by implementing policies for long-term transformation, including coordinated planning, balanced pricing, and technology deployment.

Closing Thoughts

As the country reports of China, Germany, and Morocco show today, there is an increasing emphasis on decarbonization of the transport sector and there are a lot of opportunities to be ambitious with emissions reductions. Additionally, SLoCaT believes it is important that national commitments be transformed into more tangible enabling legislation and country roadmaps to put more "action" into climate action, and to facilitate implementation at the local level.

The GIZ/Agora Verkehrswende report released today concludes that ambition in NDCs among G20 countries falls far short of what is needed. However, as the analysis from GIZ also concludes, the NDCs might also not always provide the most comprehensive picture, as the G20 countries show more ambition in national plans as compared to international pledges.

Among key take-aways are that sustainable transport initiatives will be essential for countries to deliver on their NDCs. Clear roadmaps for transport decarbonization go hand in hand with clean energy strategies, and jointly they can set countries on track to deliver on Paris commitments. Trailblazing countries will need to do even more to push this agenda forward, and to raise the bar further for regional bodies and regional peers to follow.

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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 8 talk show via [this link](#).

The topic of the November 8 talk show was **Gi gHJbUVYAcV]ImZf'5`ž** featuring experts from the Institute for Transportation and Development Policy (ITDP) and the European Youth Forum, along with independent consultants Gail Jennings and Heather Allen.

One of the key themes of the talk show was the holistic interpretation of the idea of sustainable transport. Heather Allen highlighted that gender issues should not be forgotten, as transport is often designed predominantly for men and that women often suffer significantly if adequate safety and security measures are not met. Gail Jennings added to this that the overarching purpose of transport is access; thus, low-carbon transport is not necessarily 'sustainable' if it provides only environmental sustainability without access to people's key needs and services. The European Youth Forum put emphasis on the fact that transparency is a key issue to take into account and that we should not hold tightly to the frameworks of today but should think about visions for the future. ITDP stressed that the four pillars of the Sustainable Mobility for All initiative - Green Mobility, Efficiency, Universal Access and Safety - are all vital to sustainable transport and that much progress must still be made to achieve sustainable mobility worldwide.

Experts were asked to offer "one specific action" to improve sustainable mobility for all. ITDP highlighted expansion of rapid transport, as it is safer and more climate friendly than many modes. Heather Allen stated that it is crucial to have better data at the national and city level to make better decisions, and that developing countries do not have to adopt the old transport framework but can directly move to new technologies. Gail Jennings suggested, from a developing country's perspective, that it is essential to review the evidence as to whether (and how) proposed, larger-infrastructure transport interventions deliver on their poverty-alleviation and social justice promises, and consider in addition the value of incrementally reforming and upgrading current transport systems. The European Youth Forum proposed an increased focus on enabling youth "to do great things," since they are the present and the future.

The November 9 talk show at 18:00 CET will focus on : [this link](#) 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).

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The C40 Clean Bus Declaration is led by the C40 Cities Climate Leadership Group (C40). It is aimed at influencing manufacturers, public transport operators, leasing companies, multilateral development banks and other funding agencies to support city ambitions to decarbonize urban mass transport.

The cities that are part of the initiative will incorporate over 160,000 buses in their fleet by 2020, of which they have committed to switching 42,000 buses to low emission. GHG savings will be almost 900,000 tons per year, with a potential overall savings of 2.8 m tons each year if the cities managed to switch their entire bus fleet.

For more information on the initiative, please see:
<http://www.ppmc-transport.org/c40-clean-bus-declaration/>

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Cycling Delivers on the Global Goals will show the importance of cycling to achieve the new UN Sustainable Development Goals (SDGs), with special attention to climate action.

The commitment showcases the ambitions of cities to increase the modal share of cycling worldwide and to double cycling in Europe by 2020. It aims to mobilize support of members from the World Cycling Alliance (WCA) and the European Cyclist Federation (ECF) enable local, national and international governments and institutions to scale up action on cycling.

For more information on the initiative, please see:
<http://www.ppmc-transport.org/world-cycling-alliance-wca-and-european-cyclists-federation-ecf-commitment/>

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The EcoMobility Alliance is a network of cities committed to building a sustainable transport future ensuring low-carbon, people-centered and socially inclusive mobility options.



Through the EcoMobility Alliance, ICLEI brings together cities committed to advancing urban mobility to conceptualize, design and implement people and climate friendly urban mobility options that encourage innovation and entrepreneurship.

Though several activities, the EcoMobility Alliance reinforces local governments' commitments to transforming their transportation systems and mobility patterns, aiming to reduce automobile dependency and become more sustainable, low-carbon and people-centered.

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

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Low carbon (in many cases renewable-energy based) electricity is a necessity to allow the roll-out of e-drive vehicles at scale, while eliminating the emissions of GHGs and air pollutants. The transition to a renewables-based energy supply needs to be supported by storage and local generation systems (batteries, supercaps, fuel cells) and by smart grids to optimize energy needs and flows. A specific requirement for scaled e-mobility is the ability of the energy infrastructures to recharge batteries quickly. If all of this would take place, this would allow for medium- and long-distance travel by electric vehicles, which would expand e-mobility beyond the current urban focus.

A successful low-carbon energy supply strategy for transport includes:

- Decarbonize power generation through renewable energy sources
- Ramp up charging infrastructure to encourage expansion of electric vehicle fleets in primary and secondary cities.

- Develop a clean hydrogen industry
- Ensure a sustainable bio-or synthetic-fuel supply
- Develop joint action plan for the energy and transport sector on the deployment of renewables in transport

So far the Transport sector has acknowledged the importance of a low carbon energy supply, but has not really acted in concert with the Energy sector to map out the steps to be taken to ensure the timely available supply of low-carbon energy for the sector. Although transport is one of the largest end-users of energy, the Energy sector is only recently starting to get in touch with the Transport sector to draft joint approaches. There is a growing urgency to develop joint pathways for the production of renewable sources of energy and their deployment in transport.

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

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Organized by SuM4All, WorldBank, UNDESA
Nov 9, 09:00 – 16:00, BMZ
- **9I W fgjcb. 9I dYf]YbW'7`ja UH': f]YbX`miA cV']]mi]b`7 c`c[bY**
Organized by GIZ, UITP
Nov 9, 09:30 – 16:00, Cologne, KVB Meeting Point: GIZ
- **K \ Uh]g'9I W'YbW'j]b'7`ja UH'5 XUdHU]cb3**
Organized by Global Centre of Excellence on Climate Adaptation
Nov 9, 15:00 – 16:30, Meeting Room 10 (220 Theatre), Bonn Zone
- **@j Y'GfYUa YX'8 U]miHU `G\ ck `cb`HfUbgdcfhiUbX'7`ja UH'7 \ Ub] Y**
Organized by PPMC
Nov 9, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
- **6f]X[]b[`h Y; Ud.`<ck `hc`GfYb[h Yb`i fVUb!Fi fU`@b_U[Yg`Z:f`F Yg]]Ybh7]hmi FY[]cbg**
Organized by BMZ
Nov 9, 18:30 – 20:00, German Pavilion, Bonn Zone
- **6i]X]b[`i dcb`fUX]h]cbU`W`h fYZDUM]Z]W]g`UbXg`HU`Y`h Y`YUX`j]b`gi gHU]bUW`Y`gYU fUbgdcfHU]cb**
Organized by Palau, Overseas Environmental Cooperation Center, Japan (OECC)
Nov 9, 18:30—20:00, Bonn Zone

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 Organized by GIZ
 Nov 10, 09:00 – 15:45, GIZ (Mäanderbau), Kantine, Bonn
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- G`UFYX`AcVj]ImiZf`7`ja UhY`A]h[Ujcb. `bcbj Ujcb`UbX`6]] `8 UHJ**
 Organized by International Transport Forum, Organisation for Economic Co-operation and Development (ITF) Institute for Transportation and Development Policy (ITDP)
 Nov 10, 11:30 – 13:00, Room 4, Bonn Zone
- 9k Ubc`dchYbhjU`Ug`ck`WUfVcb`Z Y`Zf`HfUbgdcfh]b`88`gWbUf]c`**
 Organized by Climate Ethanol Alliance
 Nov 10, 11:30 – 13:30, Room 9, Bonn Zone
- A]h[Ujcb[`HfUbgdcfhYa]gg]cbg`k fci [`9WtAcVj]ImiUbX`9Wt@:[]ghVg`**
 Organized by Ecomobility Alliance
 Nov 10, 15:00 – 16:30, Cities & Regions Pavilion – Bonn Zone, COP23
- FYg]YbWUWjcb`]b`5 g]U`DUWZ]WV]hYg**
 Organized by GIZ
 Nov 10, 15:45 – 16:45, Fiji Pavilion, Bonn Zone
- 7`ja UhY`UWjcb`UbX`HfUbgdcfh]ZbUbV]b[.`Wtbj Yf[YbWU`UbX`HfUbgZfa Ujcb`**
 Organized by Islamic Development Bank and SLoCaT Partnership
 Nov 10, 16:00 – 17:30, BMZ Office, Dahlmannstraße 4`
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 Organized by EURELECTRIC, International Association of Public Transport (UITP), International Union of Railways (UIC)
 Nov 10, 16:45 – 18:15, Bonn Zone
- @j Y`GfYUa YX`8 U]miHU`_`G`ck`cb`HfUbgdcfh]UbX`7`ja UhY`7`Ub] Y**
 Organized by PPMC
 Nov 10, 18:00 – 19:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
- 7`YUb`AcVj]ImiF YWdhjcb`**
 Organized by SLoCaT Partnership, Movin`On by Michelin, Deutsche Post DHL
 Nov 10, 19:00-22:00, DHL Post Tower (next to COP23 venue), Platz der Deutschen Post, Bonn
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ci Ht`a Y`UhiA`9D7`+&`E`DUbY`8`]gW`gg]cb`
 Organized by European Commission
 Nov 10, TBC, EU pavilion

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

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