The Paris Process for Mobility and Climate (PPMC), a joint initiative of Movin’On and the Partnership for Sustainable Low Carbon Transport (SLoCaT) is a driving force behind bringing transport actors together and helping them make a lasting impact at COP24.

Welcome to Volume 3 of the Partnership on Sustainable Low Carbon Transport (SLoCaT) COP24 report! Every other day we bring you the latest in sustainable transport from the negotiations and events in Katowice. If you missed Volume 2, read it here.

Improving quality of life through sustainable, low-carbon transport

COP24 seems to follow different laws of time and space with a dizzying array of simultaneous events. On Saturday, SLoCaT launched the 2018 Transport and Climate Change Global Status Report (TCC–GSR) with the participation of funder GIZ and the report’s special advisor, REN21. The TCC–GSR focuses on emission trends and policy measures in the transport sector. It is a resource to support policy-makers and the private sector in their efforts to raise ambition on climate mitigation and adaptation in sustainable transport. Over 100 individuals from 40
transport and non-transport-related organizations were involved in the development of the report.

At the same time, with participation from UNFCCC Parties Bangladesh and Viet Nam and civil society, the Islamic Development Bank (IsDB) and SLoCaT released another major report, *Low-carbon Transport for Development: Trends and Recommendations for Islamic Development Bank Member Countries*, which analyses the benefits of low-carbon transport in various IsDB sub-regions and their associated sustainable development co-benefits. The report concludes that while current mitigation ambition is insufficient, it is possible to design pathways for transport in developing countries to be both a driver for inclusive development and to offer benefits for climate change mitigation and adaptation.

As noted in each of the new reports (and highlighted at the end of *Volume 2*), transport climate actions can be more effective if they also yield a broader set of benefits beyond emission reductions. Thus, today’s report focuses on synergies between low carbon transport and human development goals across social, environmental and economic dimensions.
Human development through increased access to services

Low carbon transport can increase access to services for all; however, limited availability of recent public transport data remains a barrier in many developing countries. To address this issue, the NAZCA Global Climate Action platform enables partnerships with private companies to rapidly scale up transport data production. Bike- and car-sharing are another scalable and low-cost solution to enhance accessibility, particularly for disadvantaged groups, as highlighted in the UNFCCC Action Event on Transport.

In Morocco, MobiliseYourCity is focusing on linking tramway development to urban planning, including urban renewal, public space enhancement, and pedestrian safety. Japan’s EcoMo Foundation shared efforts to increase quality of life, alongside achieving climate goals, by improving access to essential services and opportunities for various social groups.

The interconnections between human development and sustainable transport was a major focus at the TUMI side event on ‘Mobility transition in our cities’

“When we prioritise people, we decarbonise transport”
Monika Zimmerman, sustainable transport and cities expert and former Deputy Secretary General, ICLEI, Cities for Sustainability.

New transport solutions provide direct socio-economic benefits

Low carbon transport presents new socio-economic opportunities across value chains. In Côte d’Ivoire, startup VeloBoutique is spreading a culture of cycling along with a chain of ‘boutique’ cycle repair shops, training young people and offering employment. Stockholm Environmental Institutes’s research shows that biofuels can have synergies with rural development; they also have the potential to create employment opportunities.

National Urban Mobility Plans (NUMPs) and Sustainable Urban Mobility Plans (SUMPs) are an opportunity for cities to boost their economies and social cohesion, by developing transport systems that encourage opportunities, jobs, better air quality and social equity for all. The EUROCLIMA+ Programme is supporting
development of NUMPs and SUMP in countries such as Brazil, Chile and the Dominican Republic.

Andy Costa, founder of Velo Boutique, aims to mainstream cycling in Côte d’Ivoire

Photo credit: Le Monde

Improving environmental outcomes with smart mobility solutions

The ITF has shown cities such as Auckland, Dublin, and Helsinki can achieve equivalent mobility levels with only 3% of the current car fleet, creating significant positive impacts to air quality and green space, as noted in the UNFCCC Action Event on Transport. Further, TCC-GSR notes that commute trip reduction programmes can help reduce global and local transport emissions; for instance, the Egyptian start-up company Raye7 promotes drivers to share their vehicles through a point system, reducing travel demand.

The African Development Bank has initiated a capacity building project in five African cities to support transport emissions monitoring and mapping, which can have significant co-benefits in reducing the 176,000 deaths per year in Africa (of 4.1 million worldwide) due to outdoor air pollution, with 90% due to urban air pollution from vehicles (C40/WHO). As Karol Gobcynski (IKEA/EV100) summed up in the Action Event, "without a zero emission target in the transport sector, it is impossible to improve quality of life".
Going further together

It’s clear the adoption of low-carbon mobility not only limits climate change, but is also critical to sustainable human development. The Global Status Report and IsDB’s Low-carbon Transport for Development report re-emphasize that the intersection of these objectives is not only possible but essential.

We very much welcome science-based tools such as the IPCC Special Report on 1.5DS and others. According to the TCC-GSR, the business-as-usual scenario projects more than 18 Gt of GHG emissions in transport by 2050; but the sector can contribute to the Paris Agreement 1.5 degree Celsius target, if we act now. These reports offer a evidence-based foundation for decision-making, which is essential for action.

These tools complement the Talanoa Dialogue, the platform established at COP23 to create mutual understanding through storytelling, to foster decision-making for the greater good. The preparatory phase of the Talanoa Dialogue finished before the start of COP24, and produced a synthesis report to inform the political phase taking place this week at COP24. This report includes multiple references to transport and sustainable mobility. The outcomes of the political phase of the Talanoa Dialogue will help to inform the preparation of 2020 revisions to the NDCs, and we urge more direct and indirect targets on transport.
“There are three key elements to raise countries' ambitions: set up partnerships for finance, strategy and innovation”

Olatunji Yusuf, Climate Change Division, IsDB

Low-Carbon Transport Facts and Figures
There are significant health benefits to low-carbon options such as walking and cycling, as seen in this example from Switzerland. These are often underrepresented and not fully factored in policy-making.

Source: Transport and Climate Change 2018 Global Status Report
A big-picture analysis of transport activities at global, regional and national levels, monitoring transport contributions to global agendas and highlighting linkages between transport climate action and development co-benefits. Each report will spotlight a finding from our data repository on transport and climate change.

Tracking Transport Progress
The transport community has come a long way in building the case for low carbon transport and raising awareness and ambition in the COP process.

The Transport Thematic Day (UNFCCC Action Event for Transport) is a relative newcomer to the official UNFCCC processes. First occurring at COP22 in Marrakech, the Thematic Day is important for bringing the transport community in contact with
the Parties and amplifying the importance of sustainable mobility.

COP22 also saw the launch of the Marrakech Partnership for Global Climate Action (MP-GCA), directly linking state actors and non-state actors to foster collaboration for climate action. Both the thematic day and the MP-GCA are valuable to increase the presence of transport in the climate agenda, but also to see the topic in the larger context of actors and sustainable development.

Find us at upcoming sustainable transport events, Dec 11th:

- **Roundtable on Oceans and Transport**: 16:30–18:00, COP Venue

Dec 12th:

- **Sustainable Mobility: Global Climate Action on Transport – Transport Decarbonisation Alliance**: 15:00–16:30, Benelux Pavilion

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Sign up to SLoCaT's regular year-round newsletters [here](#).