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 4 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 3, read it here.

How do we move towards low-carbon transport in UN climate processes?

“The current approach to negotiations is exhausted”. With these words at yesterday’s plenary session, COP24 President Michał Kurtyka of Poland signalled a new path towards completing negotiations. After three years of continuous discussions on the implementation guidelines of the Paris Agreement, commonly known as the “Paris Rulebook,” the Polish Presidency urged Parties to accelerate progress and make crucial decisions. The finalisation of the technical preparation work was already extended by three days and has still not completely
materialised. Thus, delegates will need to shift gears to make the Paris Rulebook an actionable outcome of COP24.

Clear roadmaps for net decarbonization of the transport sector by 2050 must be developed, and the Paris Rulebook is the concrete guide to launch these roadmap efforts under a shared vision. This volume of our report focuses on three important topics for transport: NDCs, finance, and international aviation and shipping. For each of these topics we will highlight the dilemmas of the official negotiations, but also how different initiatives featured during COP24 reflect progress and efforts.

Sustainable transport is necessary for countries to deliver on their Nationally Determined Contributions (NDCs)

Read all the sustainable, low-carbon transport messages for COP24

COP24 President Michał Kurtyka urged delegates to reach consensus to move forward on the Paris Rulebook.

Photo credit: Madeline Zhu/SLoCaT

Determining the character of Nationally Determined Contributions (NDCs)

The NDCs form the foundation of the hybrid structure of the Paris Agreement: each Party can submit a national climate plan with its self-determined efforts, while long-term goals and review frameworks of the Paris Agreement are internationally agreed upon. At COP24, the content of these NDCs and how much guidance they should be provided, is a major area of contention.

For example, should the NDCs focus solely on mitigation, or also include elements like adaptation and climate finance? How often should they be updated? And
crucially, should the rules be the same for developing and developed countries? Or should they be differentiated, and if so, to what extent? It is likely that consensus on the scope of NDCs will depend on shared understanding on all the other topics negotiated.

**NDC Frontrunners in sustainable transport**

*Volume 2* of our COP24 report explored the role of sustainable transport in NDCs, featuring examples from Portugal, Uruguay, and Viet Nam. In addition, a coalition of Pacific nations, has pledged to include transport targets in all new NDCs. The *Pacific Islands Transport Forum*, hosted by the COP23 Fijian Secretariat, the University of the South Pacific, and the government of the Marshall Islands, adopted the *Laucala Declaration* in November. Such examples should inspire other countries to include more specific and ambitious targets for transport in the NDCs to enable the full mitigation potential of the sector.

The need for strategies that reduce transport demand and shift away from private cars is clearly embraced felt by countries in all parts of the globe.

“*The addiction of modern society to individual transport options is common to Fiji*”

*(Fijian NDC)*

**Translating climate finance needs into action**

Back at COP15 Copenhagen, developed countries committed to mobilise $100 billion a year by 2020. While the Standing Committee on Finance advising the UNFCCC indicates that available climate finance is on the rise, the pledged amounts are for many developing countries remain insufficient. If the international community is serious about strengthening NDCs action, it is essential to reconcile ambition with climate finance expectations and needs.

Developed countries are calling on developing countries to trust that finance will be provided, while developing countries are demanding further transparency and accounting guidelines on finance. Several other climate finance details are up for discussion among Parties in the coming days, creating a complex picture of interwoven ideas, responsibilities and agency. The Adaptation Fund is a particular area of focus. This financial mechanism was setup for the Kyoto Protocol, but at COP21 Parties agreed that the Fund would also serve the Paris Agreement. The exact nature of how the Adaptation Fund will serve the Paris Agreement is still under consideration.

**Financing urban transport: From technical studies to bankable projects**

Transport projects are typically highly technical and infrastructure intensive, and mobilising finance can be a challenge. As mentioned in *Volume 2* of this reporting
series, there is a shortage of ‘bankable’ transport projects in the funding pipeline, and development banks often have more funding than robust and long-term sustainable projects.

The majority of transport projects stem from the city level, while most development banks work directly with national governments and experience institutional and structural constraints in working directly with sub-national governments. Because of the highly urban (or inter-urban) nature of most transport systems, cities are an essential unit of organisation and integration in the sector. But cities often struggle to turn technical studies into bankable projects, according to Mohamed Sefiani, Mayor of Chefchaouen, Morocco during his intervention at an event on climate finance hosted by the Federal Ministry for Economic Cooperation and Development of Germany (BMZ) on December 10th. ICLEI emphasised that national governments must create enabling frameworks, especially in finance, for cities of all sizes, with civil society directly engaged in driving their ambitions.

Good practices of how to overcome these barriers and provide access to transport finance to smaller cities are emerging. The KfW Development Bank has partnered with the national government of India on a green mobility program that targets city-based projects, such as in Ahmedabad, expanding their focus from megaprojects. These projects are an opportunity to build project development capacity within cities, as the C40 Cities Finance Facility is doing with projects around electric mobility in Mexico City and cycling in Bogota.
Global thinking, national action: International shipping and aviation

Aviation and shipping have long been challenging and sensitive sectors for climate action, but they are essential to reach the long-term goals of the Paris Agreement. More ambitious targets are needed from both the International Maritime Organisation (IMO) and especially the International Civil Aviation Organization (ICAO), and individual Parties can set their own ambitious targets in these sub-sectors. There is margin for further ambition at the national level: of the 17 countries that list transport as a focus area in their NDCs, only Canada and
Tanzania list both aviation and maritime shipping as explicit candidates for decarbonisation, according to the NDC Explorer.

Shipping challenges & opportunities

The main barriers to decarbonisation for shipping are a disconnect between climate and industry policy, and a lack of “thinking globally and acting locally”, according to Transport & Environment (T&E). Policies often miss actionable implementation pathways, lack of regulations, and technological myths are further limitations, as noted by the European Commission.

The recent IMO strategy on emissions reduction aims to address technology and trading challenges and, consequently, reduce emissions by at least 50% by 2050. This could be addressed on national, regional and local levels, where regulation, technology and finance are available to enable policy implementation (T&E). Electricity and wind power can increase efficiency in the shipping sector: China deployed its first all-electric cargo ship in 2017, while rotor sails can decrease fuel consumption up to 10% annually (Transport and Climate Change Global Status Report, SLoCaT).

Recent extreme weather events at harbours have reactivated concerns about maritime infrastructure resilience. At the official COP24 Roundtable on Oceans and Transport, coordinated by International Transport Forum (ITF), the Marrakech Partnership Oceans Group, the Minister of Agriculture from Fiji, and others agreed on the need to increase resilience and improve air quality in the maritime sector. Among the Marrakech Partnership for Global Climate Action (MPGCA) initiatives is Navigating A Changing Climate, a resilience effort led by the World Association for Waterborne Transport Infrastructure (PIANC).

Opportunities for innovation in Aviation

One of the measures ICAO presents to decarbonise aviation is the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), which aims to offset growth in CO2 emissions for international flights after 2020, but faces challenges of double counting and can delay radical innovation needed in the sector. International aviation is still exempt from fuel taxation, obtains subsidies for aircraft production and design, and efforts to significantly reduce emissions have been highly limited up until now (TCC-GSR).

A Transport & Environment Report released today presents four proposals on how aviation tickets taxes can be used to internalise external costs. In other efforts to increase aviation efficiency, aircraft manufacturers, airlines and airports are incorporating new fuel technologies such as biofuels to reduce emissions (TCC-GSR).
At the Benelux Pavilion, Stientje van Veldhoven, State Secretary for Infrastructure and Water Management of the Netherlands, was increasingly positive about a coalition of frontrunners, the Transport Decarbonisation Alliance.

Sustainable transport: are we moving fast enough?

The Polish COP Presidency took matters more firmly into its own hands yesterday, announcing they will provide a draft text for ministerial negotiations today. This intervention will hopefully bring more tangible results at the end of COP24. Parties need to find common ground on the guidelines for finance and NDCs and on actionable solutions, and the implementation framework for the Paris Agreement is urgently needed to move forward. As emphasised by the IPCC Special Report, inaction is no longer an option.

As the official negotiation process continues, it is worth examining the progress made by transport in the negotiations over the years. While the sector is playing a more central role in UNFCCC processes, it is still not on track to meet the ambitions of the Paris Agreement, and the broader socio-economic benefits of transport decarbonisation are not reaching all actors and sectors. Adequate financing for low-carbon transport is not accessible to sub-national governments, and major sectors such as shipping and aviation remain largely unaddressed.

However, a growing coalition of frontrunners is emphasizing transport at the highest level, including the members of the Transport Decarbonisation Alliance. At the same time that Parties struggle to craft the Paris Rulebook, many are developing clear roadmaps (including the PPMC Global Macro Roadmap) for net decarbonisation of the transport sector, from France to India to Morocco. Additionally, development banks are expanding creative financing and capacity building to increase the pipeline of bankable projects. These developments
emphasise the commitment of the sector to work with cities, countries, companies, and citizens, setting a strong example for the official process to follow.

Low–Carbon Transport Facts and Figures
International aviation and shipping emissions have grown significantly between 2000 and 2016 (47% and 33% respectively). These sectors have contributed around 16% of total transport CO2 emissions since 2000.

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

COP21 Paris marked a turning point in the inclusion of transport in the official process, with the high–level Lima–Paris Action Agenda Transport Focus event. The profile of the sector was further raised by the launch at COP21 of the UN Secretary General’s High–Level Advisory Group on Sustainable Transport.

The Paris Process on Mobility and Climate (PPMC), bringing together Movin’On by Michelin and SLoCaT, was formed in 2015 to
strengthen the voice of the transport community at COP21 and beyond. With the adoption of the Paris Agreement, the PPMC moved from ambition advocacy to implementation advocacy; an orientation more important than ever at COP24, as Parties continue to develop the content of the Paris Rulebook.

Find us at upcoming sustainable transport events,
Dec 13th:

- Electric Mobility – A way to develop green cities – 16:30–18:00, Moroccan Pavilion

Dec 14th:

- Decarbonisation of EU Transport – long term strategy – 10:30–12:00, EU Pavilion, Brussels Room

- Technological Transfer in Transport Sector for Pacific Clean Transport implementation – 16:45–18:15, Side Event Room 1

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