



COP24 Katowice Climate Package: Implications for the Transport Sector

Partnership on Sustainable, Low Carbon Transport (SLoCaT)

I. Background

The so-called “[Katowice Climate Package](#)” came through in the final hours of the 24th United Nations Framework Convention on Climate Change Conference of the Parties (UNFCCC COP24) in Katowice, Poland. The package defines essential implementation guidelines to help realise the ambitious climate change targets of the Paris Agreement. It outlines the means to operationalise the Paris Agreement and seeks to strengthen international cooperation in transition to a more resilient and low-emission world. Further, the package takes into account varying means, capabilities, and economic realities of each country, while providing a needed basis for ambitious climate action.

II. Transport-Relevant Guidance in the Katowice Climate Package

The outcome documents of many past COPs have not generally been sector-specific, nor have they emphasised the essential role of low carbon transport in achieving Paris Agreement targets. Topics of particular relevance to transport in the Package (and contributing COP24 decisions and outcome documents) include mitigation, adaptation, and finance, as detailed in the following sections.

A. Climate Change Mitigation

Transport sector need: Transport is the [third-largest source of CO₂ emissions](#) (after the power sector and other industrial combustion direct emissions), accounting for roughly 14% of global greenhouse gas (GHG) emissions, following an increase of 29% (from 5.8 to 7.5 gigatonnes) between 2000 and 2016. According to the Intergovernmental Panel on Climate Change (IPCC) Special Report on Global Warming of 1.5°C, a Paris-compliant pathway for transport is possible with strengthened policy measures, increased mitigation investments, accelerated innovation, and behavior change. Mitigation from transport can help countries achieve climate goals and also yield co-benefits such as expanding access to essential goods and services, improving air quality and increasing road safety.

References in Katowice Climate Package: The COP24 decision explicitly invites UNFCCC Parties to engage in the Talanoa Dialogue to support development of Nationally Determined Contributions (NDCs), and thus implicitly [empowers multilevel policy action](#) through the framework established by the Cities and Regions Talanoa Dialogues. The Katowice outcomes also [intensify biennial reporting requirements](#) for all Parties who have agreed to use current IPCC methodologies to estimate emissions while allowing countries with less capacity to note gaps and commit to [provide improved data in subsequent reports](#). Current reporting of transport data are critical for long-term planning, to avoid high-carbon lock-in effects in the face of rapidly rising urbanisation and motorisation and thus to facilitate low-carbon transport trajectories.

Relevance for transport and recommendations for actions: At COP24, the Polish Presidency introduced the [Driving Change Together Partnership](#), which calls for enabling a strong zero-emission vehicle market and strengthening complementary low-carbon transport options. The declaration was signed by 42 nations and 22 sub-national entities, stressing the crucial role of [multi-level collaboration](#) in expanding the scale and geographic scope of e-mobility options. By focusing on low-carbon transport in climate action plans, countries can increase mitigation action and enhance



transport infrastructure, paving the way for improved lives and livelihoods, increased social and economic connectivity, and new sources of clean and sustainable mobility.

B. Climate Change Adaptation

Established transport sector need: Adapting transport systems to extreme temperatures, precipitation and sea-level rise is necessary to improve resilience of transport systems and increase long-term returns on investment. The 2015 Paris Agreement adopted a goal to “enhance adaptive capacity, strengthen resilience and reduce vulnerability to climate change.” NDCs accommodate country plans to increase post-2020 resilience in addition to mitigation targets; however, out of 166 NDCs, [only 29 NDCs prioritise adaptation](#) in the transport sector, and only 10 NDCs specify transport-focused adaptation measures like vulnerability assessments and resilience planning.

References in Katowice Climate Package: In terms of adaptation, the Package encourages countries to enhance monitoring and evaluation mechanisms, as well as to ensure that effective coordination systems are in place to bolster adaptive capacities. In a COP24 decision document, the Adaptation Committee encourages Parties to [mainstream adaptation in development planning](#), emphasising the need to strengthen linkages with Sustainable Development Goals and to seek co-benefits between mitigation and adaptation planning. These links are essential to increase resiliency of sustainable transport systems (e.g. as [extreme weather events](#) can compromise electrical grids and in turn transport operations) and to maintain mobility and access for the most vulnerable populations.

Relevance for transport and recommendations for action: The 2010 UNFCCC Cancun Agreements established the National Adaptation Plan (NAP) process, which can provide countries with a necessary basis for improving adaptive capacity for the transport sector, and thus improving overall economic and social development through improved access. COP24 noted [new NAP submissions](#) from Colombia, Saint Lucia and Togo through the [UNFCCC NAP Central](#) website (complementing previous submissions from other developing countries), each of which refers to the need to incorporate transport infrastructure and services in the scope of broader adaptation efforts.

C. Climate Finance

Established transport sector need: Enabling the full transformative potential of the global transport sector will require a substantial and sustained increase in funding. Significant barriers remain to financing low-carbon transport, including a constrained fundable project pipeline, with project selection criteria that often overlook the development co-benefits of low-carbon transport projects. For example, the establishment of the Green Climate Fund in 2015 has not yet led to an increase in transport adaptation and mitigation projects; with [only 3 of 76 funded projects](#) to date focusing on transport. Comprehensive, consistent national and sub-national policy frameworks can help to drive public spending, stimulate private investment, and generate innovative financing models.

References in Katowice Climate Package: In a Katowice outcome document, the UNFCCC Standing Committee on Finance (SCF) notes the presence of data uncertainties related to domestic public investments, resulting from differing application of methods for estimating energy efficiency and other variables, as well as the historic lack of data on sustainable transport and other sectors. However, the SCF summary also notes that data coverage in this area has improved, with estimated



[public and private electric vehicle investment data](#) available for 2015 and 2016. These data should be complemented with other sustainable transport indicators to give a more comprehensive picture.

Relevance for transport and recommendations for action: At COP24, Parties agreed to establish regular financing communications through in-session workshops and high-level dialogues. This would include [an assessment of finance flow alignment](#) with low-emission pathways in forthcoming global stocktakes, which would facilitate increased funding for climate solutions and reduced high-carbon investments. Increased finance flows can help both developed and developing countries to offer a broader range of sustainable transport options - to complement growing interest in electric mobility - which can serve the needs of youth, older persons, women, and other vulnerable groups.

III. Discussion and Next Steps

Though far from perfect or complete, the Katowice Climate Package establishes a solid and critical foundation to progress toward the Paris Agreement, acknowledging that specific recommendations on areas like voluntary cooperation and market-based mechanisms await finalisation in forthcoming negotiations. With the momentum built by the Package, there is renewed focus on action, which can be bolstered by the following conferences as milestones in the process:

Regional Climate Weeks (RCWs): These events, planned for Africa, Latin America and the Caribbean, and the Asia-Pacific regions in 2019, are increasingly seen as events to facilitate dialogue and implementation away from the greater scale and complexity of the annual global COPs. The RCWs are a key aspect of the Nairobi Framework Partnership, which supports developing countries in the preparation and execution of NDCs, and thus have the potential to increase transport ambition.

International Conference on Climate Action 2019 (ICCA): Organised by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU), the State of Baden-Württemberg and the City of Heidelberg in May 2019, ICCA will focus on scaling up and speeding up climate action across all levels and sectors of government, including through a dedicated track on enhancing collaborative and ambitious climate action in the transport sector.

UN Secretary General's Climate Summit: Taking place in September 2019, this summit will focus on mobilising multi-stakeholder coalitions towards transformative action in the real economy to support the Paris Agreement ahead of the deadline for countries to [submit long-term low-emission development strategies](#). The Summit aims to mobilise high-level ambition in a number of 'action portfolios,' which could mobilise packages of new commitments for transport and other sectors.

COP25: Taking place in Chile in December 2019 (following a preparatory session hosted by Costa Rica), COP25 is expected to tackle unresolved issues from COP24 and to help to establish common time frames for NDCs a new target for climate finance for the period after 2025. It is likely that low carbon transport will continue to feature among discussions at COP25, as they will take place in a highly-urbanised region with a high bus share and a high share of renewables in its energy mix.

These forthcoming convening opportunities, in combination with links forged through the Talanoa Cities and Regions Dialogues, will provide continued opportunities for non-state actors to engage with national governments to shape the content and implementation of current and forthcoming NDCs, and thus will allow [multi-level participation in climate action](#) for transport and other sectors.