



Transport Action Day

November 11, 2017

Report

From the transport Content Group - International Transport Forum (ITF), International Union of Railways (UIC), International Union of Public Transport (UITP) and the Paris Process on Mobility and Climate (PPMC).

The short-term (2018) and mid-term (2020) priority actions from the perspective of the transport content group that could have significant impact and deliver concrete results aligned with the long-term aims of the Paris Agreement and feed into the 2018 Facilitative Dialogue are described below:

Short term actions

- a) To engage in dedicated technical sessions in advance of COP 24 to facilitate meaningful engagement between Parties and non-state actors, will allow the expertise and experience from the transport sector inform the development of Party's NDCs, including a better balance between mitigation and adaptation,
- b) To promote of the 21 Transport Initiatives under the Marrakech Partnership to support Parties to expand their mitigation and adaptation activities and to support developing countries to build local capacity to deliver the transformation of the transport sector linked to NDCs.
- c) To continue to engage on the MP-GCA transport initiatives with the UNFCCC process during 2018 and establish a clear joint strategy to advance the MP-GCA..

Medium term

- d) To build a broad consensus around interconnected and locally appropriate *national, regional and global* roadmaps for decarbonising transport and adapting transport systems and align the multitude of diverse actors, public and private, necessary for the



transformation of passenger- and freight- transport by 2020.

- e) To promote the exploitation of urban mobility expertise and successful experiences including planning for local provision of goods and services and the delivery of quality walking, cycling and public transport to support the development and implementation NDCs to secure the urban transport transformation crucial to the decarbonisation of transport.
- f) To propose that opportunities are created at COP 24 for Transport Ministers to be meaningfully engaged in the discussions on the implementation of the Paris Agreement.

New initiatives or commitments on climate action announced at COP 23.

The following six new transport initiatives were introduced at COP 23:

- ***below50** - Growing the global market for the world's most sustainable fuels*
- ***EcoMobility Alliance** - Ambitious cities committed to sustainable transport*
- ***EV100** - Accelerate the transition to electro-mobility*
- ***Walk 21** - Valuing and delivering more walkable communities*
- ***Global Strategy for Cleaner Fuels and Vehicles** - introducing low sulphur fuel and vehicle emissions standards by 2030*
- ***Transforming Urban Mobility Initiative** - Accelerate the implementation of sustainable urban transport development and mitigation of climate change*

The Transport Decarbonisation Alliance is established:

To provide stronger political leadership necessary to spearhead the transformation of transport a new **Transport Decarbonisation Alliance (TDA)** has been established. This new multi-stakeholder Alliance will help accelerate the decarbonisation of transport by coordinating action and outreach between leading countries, cities and companies in their peer group communities in particular in the UNFCCC process. Initial supporting countries include Costa Rica, France, Netherlands and Portugal.

<http://www.ppmc-transport.org/scaling-up-action-on-transport-and-climate-change-establishment-of-a-transport-decarbonisation-alliance-tda/>



Highlights of the Thematic day sessions

Opening Session: Setting the Scene and Achieving Future Goals

The transport sector, responsible for 25% of global energy related carbon emissions, has an important role to play in the delivery of the Paris Agreement on Climate Change. The Opening Session set the context for the Transport Thematic Day and focused on the need to scale up action and ambition on transport and climate change. This session highlighted the critical roles both State and non-State actors play across regions.

- Countries such as France and Morocco can offer examples of working models that reflect climate actions, while international organisations can provide the necessary tools and support for evidence based policies that will reduce carbon emissions.
- It is critical for countries to concretise actions based on climate targets now and to develop national plans.
- The spirit of the Marrakech Partnership is to share success stories with other countries, to include all actors in the seven thematic areas, to make the prepositions, to share opportunities with all actors and giving visibility to actors.
- Without transport, the Paris Agreement will fail.
- How can countries deliver the Paris agreement when most of the countries and sectors do not have targets or a roadmap.
- Marrakech was a milestone, governments can't do it alone, we need non-state actors.
- Climate and the economy go together, there is a mutual gain between climate change mitigation and economic development.
- We need to accelerate action from governments, non-state actors, business leaders, and to start moving to implement actions.
- There is a need to strengthen international co-operations and to break out of silos, especially ministerial silos, because everything is interconnected.

Policy Making and Target Setting for the Transport Sector

With a projection of growing transport demand, the goals of the Paris Agreement cannot be reached without significant reductions in transport emissions. Setting emission reduction targets is the first step to a decarbonising transport development pathway.

- Countries as diverse Vietnam, Portugal and Argentina have started planning detailed climate actions and implementing specific projects that will reduce transport carbon emissions. Although they have different priorities, e.g. Argentina focusing on rail development, they are all facing challenges in getting better information and to review their NDCs.
- The research community needs to reach out and engage in the policy making process, and to create opportunities for collaboration. Research needs to feed into aspects beyond the dynamics of transport, which is already well-documented.



- Policies have to be more ambitious and stringent so that companies will start to change, be more committed to reduce emissions and to set targets.
- There is already a lot of knowledge about transport and climate change, so we need to focus on next steps and to align the role of the government with stakeholders' interests.

Shifting personal mobility through innovations in transport technologies, systems and planning

- Compact urban development, good governance and connected cities with public transport, walking and cycling is key to transforming our cities for the better.
- Important role that well-planned urbanisation can have on economic, social, and environmental performance.
- While city governments and planners are leading the way in this urban revolution, they need partnerships to bring these transformational changes on a global scale. The urban transport initiatives pledged under the Marrakesh Partnership can help achieve this.
- Cities can deliver quick, concrete and replicable action through strong political leadership.
- While they may be non-state actors, cities are still leaders in the process. They should have more of a concrete role in the Nationally Determined Contributions process in order to be sure to incorporate urban transport transformations in their formulation.

Accelerating the adoption of clean vehicles

- In order to phase of the transition from fossil to sustainable fuels and eventually total decarbonisation, it means that we need to use all available options.
- Both developed and developing countries need to scale up efforts, with the latter where help is needed most. Significant progress can be made through partnerships and the transport initiatives - they highlight the range of solutions available; from cleaner fuels to fully electrified vehicles but can also provide capacity building for policy makers.
- With smart policy shifts, such as lower subsidies for fossil fuels and a price on carbon, the direct savings can be significant.
- National policies can also play a great role in bringing down costs and city policies can help drive behaviour, through transport demand measures. If coordinated, they can complement each other which can help drive customer behaviour, which is about the biggest driver for change for accelerating the adoption of clean vehicles.

Sustainable freight for a low-carbon transport system

- Freight emissions are projected to overtake passenger emissions, requiring urgent attention
- Cooperation and partnerships are vital to support multimodal solutions particularly for international freight/shipping/logistics
- Modal shift is an important part of solution, e.g. to increase inter alia rail and cycling



- We need strong political frameworks to set the right incentives and strong standards and we need companies to implement them and governments to back them, e.g. for fuel efficiency standards
- We need full and transparent disclosure of carbon emissions from the whole logistics chain

Climate change adaptation for transport infrastructure: Opportunities for engagement

- The transport & climate change policy and funding need better balance between adaptation and mitigation
- There is an emerging transport adaptation knowledge base, with ports & inland waterways, road and rail taking the lead, this can help governments to deliver their NDCs and raise ambition
- We need to better quantify the risks and benefits relating to adaptation, (concerning social, environmental and economic aspects) in order to enable better decision making
- Adaptation must be mainstreamed into every-day infrastructure management and maintenance - it is not a special project
- International co-operation, e.g. the Global Centre of Excellence on Climate Adaptation, has an important role to play in supporting capacity building
- Governments have an important role to play in supporting co-ordination between transport modes & other stakeholders (e.g. power supply, etc.) to ensure coherence & whole-system thinking, this could be included in future revisions of NDCs

Reducing maritime transport GHG emissions: Decarbonising supply chains

The sector has started seeing efforts to reduce international and domestic maritime transport emissions. Maritime transport can contribute to the overall carbon reduction effort but more ambitious actions and measures are needed.

- Shipping needs to start its decarbonisation imminently. The later the decarbonisation process begins, the more rapid and potentially disruptive it will be for shipping.
- The carbon emissions of shipping are a consequence of the high carbon intensity of shipping's energy supply, the low energy efficiency of shipping and the growing demand for shipping.
- Ports play a strategic role.
- There is a strong need to assess the impact of carbon pricing on different regional economics and to increase maritime transport efficiency.