



PARIS PROCESS
ON MOBILITY AND CLIMATE

Concept: Advancing Action on Adaptation by Countries, Cities and Companies in the Transport Sector (A3C3-T)

Background

The transport sector is one of the key economic sectors that is likely to be impacted by the negative impacts of climate change. It is now generally understood that even in the case that the global community will be able to limit temperature increases associated with climate change to 2 Degrees Celsius that measures will still be required to protect transport infrastructure and services from the impacts of climate change.

Considerable progress has been made in the last decade to promote mitigation of climate change in the transport sector. This is reflected in a sizeable number of mitigation-oriented projects as well as in still growing number of voluntary initiatives in the context of the Lima Paris Action Agenda (LPAA) (www.ppmc-cop21.org/transportinitiatives). There is also a large number of countries that have specified mitigation activities in the Intended Nationally Determined Contributions (iNDCs) submitted to the UNFCCC.

Far fewer countries have included adaptation measures specific to the transport sector in their iNDCs. Likewise, only a small part of the LPAA transport initiatives are in full or in part adaptation oriented.

It is encouraging, however, that building blocks for greater action on adaptation in the transport sector have been, or are in the process of being, developed. Substantive work on the development of a knowledge base, guidelines and or toolkits is ongoing for three major modes of transport: roads (PIARC – World Road Congress); railways (UIC and associated organizations); and waterways (PIANC). A number of the bi-and multilateral development organizations have undertaken a first generation of (pilot) projects on adaptation in the transport sector and have introduced screening tools to assess climate risks for their projects including for transport projects. The Nordic Development Fund is drawing lessons from 8 adaptation-oriented projects it has helped funding over the last years.

Proposition

COP 21 and especially the LPAA process to mobilize action on climate change by non-state actors offers an excellent opportunity to galvanize stakeholders with an interest in transport and climate change into more ambitious action on adaptation and transport.

There are two parts of the LPAA agenda that lend themselves to include action on adaptation and climate change: (a) as part of the Transport Action Area of the LPAA; and (b) the Resilience Action Area of the LPAA.

The intended impact of a possible announcement on Advancing Action on Adaptation in Transport is: *“Increasing number of countries, cities and transport companies put in place policies and measures on adaptation in transport before a new global agreement on climate change comes into force in 2020”.*

The stakeholders in such a possible announcement could include:

- Knowledge organizations on adaptation in transport sector, e.g. PIARC, PIANC, and UIC;
- Intermediaries with countries, cities and companies, e.g. the members of the MDB Working Group on Sustainable Transport; bilateral development agencies; the 100 Resilient Cities Program, Global Partnership on Sustainable Mobility, Global Compact, International Road Union;
- Organizations providing funding for adaptation oriented activities and projects, e.g. GEF (Least Developed Countries Fund, Special Climate and Development Fund), Adaptation Fund, Green Climate Fund and Nordic Development Fund.

Joint activities included in such a possible announcement could include:

- Coordinated efforts to document the knowledge base on adaptation in the transport sector;
- Coordinated efforts to define adaptation and resilience in the transport sector;
- Development of catalogue of adaptation measures in the transport sector;
- Coordinated approach to policy dialogues with countries, cities and companies on adaptation in transport sector;
- Coordinated approach to adaptation related capacity building in countries, cities and companies;
- Open access database of adaptation oriented policies, measures and projects.

The A3C3 will be particularly relevant to developing countries and countries in transition as these countries often have least existing experience in terms of adaptation and climate change but have often the highest need. However, the A3C3 initiative will also be pertinent to developed countries not least because, whilst there is existing experience in some of these countries, levels of dissemination and sharing of information about climate change and adaptation options are often very low.

The implementation of a A3C3-T announcement is to be funded in part through ongoing contributions of stakeholders backing the announcement. In addition, to support the common activities under the A3C3-T announcement a three-year Action Plan could be set-

up with funding of about \$3-5 million. Potential contributors to funding the Action Plan could be from Foundations, Governments, Bi-lateral development agencies, or Climate Finance Agencies.

It is suggested that the organization responsible for the implementation of the three-year Action Plan is selected through an open call.

Next steps

To be able to decide on whether the A3C3-T is desirable and feasible, it is important to clarify the following:

- a) Validate support for the principle of joint action on adaptation and climate change;
- b) Refine concept of A3C3-T (participants and activities);
- c) Assess support for implementation arrangements;
- d) Obtain statements of intent from possible funders of A3C3-T 3 year Action Plan

It is suggested to apply October 30th as a cut-off in determining whether there is sufficient support amongst knowledge providers on adaptation and climate change as well as Intermediary groups working countries, cities and companies to move forward with the development of the A3C3-T concept or to conclude that it is not something that stakeholders think can work.

Initial discussions with funders of the A3C3-T Action Plan, even at the level of statement of intent, are not likely to be completed by October 30th and it is suggested that a 15th November cut-off is used in support of a go or no-go decision. While the amount of funding is open to discussion it appears that there is a need to have a certain level of dedicated funding for coordination and support of common activities in order to ensure that A3C3-T is a viable concept. Just having a joint statement of organizations indicating that they will be coordinating is not enough.