



2018 Talanoa Dialogue Offers Opportunities to the Contribution of Transport in Achieving the Targets of the Paris Agreement

Initial Draft Analysis

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Paris Process on Mobility and Climate (PPMC)

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About the Partnership on Sustainable, Low Carbon Transport (SLoCaT) and the Paris Process on Mobility and Climate (PPMC)

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) promotes the integration of sustainable, low carbon transport in global policies on sustainable development and climate change. SLoCaT is the largest multi-stakeholder partnership working on sustainable transport with more than 90 member organizations including multilateral development banks, bilateral development agencies, transport operators, civil society, the private sector, and academe.

The Paris Process on Mobility and Climate (PPMC) was created in early 2015 to strengthen the voice of the sustainable transport community in the UNFCCC process. The PPMC is a joint initiative led by SLoCaT and Movin'On (previously known as the Michelin Challenge Bibendum).¹ PPMC is an inclusive platform of organizations and initiatives that support effective action on transport and climate change to join. It brings together over 150 organizations working on sustainable mobility representing multi- and bilateral development organizations, financing institutions, civil society and foundations, academe and the business sector. By bringing together different stakeholders in the transport community, PPMC will enable the transport sector to speak with one voice on the important contribution that sustainable mobility can make to the mitigation of, and adaptation to climate change.

For more information, please visit www.slocat.net and www.ppmc-transport.org.



¹ <https://movinon.michelin.com/en/>

I. What is the Talanoa Dialogue?

The 21st Conference of Parties (COP21) concluded with the Paris Agreement and the decision to convene a facilitative dialogue among Parties in 2018 with the intention to take stock of the collective efforts towards



FIGURE 1. OFFICIAL LOGO OF THE TALANOA DIALOGUE

the Paris Agreement. At the 23rd Conference of the Parties (COP23) in November 2017, Parties developed the [approach of the facilitative dialogue further](#) and endorsed the so-called “[Talanoa Dialogue](#)” – an inclusive, participatory and transparent process based on a Fijian traditional approach of discussions to be held throughout 2018 to take stock of the adequacy of climate action against country pledges and explore options for enhanced action with support from non-Party actors, opening new opportunities for the global transport community in the months ahead.

The Talanoa Dialogue is guided by three key questions:

1. **Where are we?**
2. **Where do we want to go?**
3. **How do we get there?**

It includes two segments: (1) a **preparatory, or technical phase** from the end of COP23 until COP24 and (2) a **political phase** to be held at COP24, both jointly led by Fiji and Poland as the outgoing and incoming COP Presidencies.

Parties, intergovernmental organizations, UNFCCC bodies, other stakeholders and expert institutions were encouraged to prepare analytical and policy relevant material to inform the Dialogue by answering the three questions and filling out the templates structured by these three questions. The first submission phase ended 2 April 2018 for discussion at the 48th session of the Subsidiary Body for Implementation and Subsidiary Body for Scientific and Technological Advice during the Bonn Climate Change Conference in April/May 2018. Submission in preparation for the discussion at COP24 (3-14 December 2018) will be received by 29 October 2018.

UNFCCC invited Parties and non-Party stakeholders Talanoa Dialogues during the May sessions. The [programme](#) consisted of an opening meeting on May 2, [7 parallel Talanoa groups](#) on May 6, a reporting meeting on May 8 and a closing meeting on May 9 in Bonn. The purpose was to share each respective story and to address the three key questions. It was an unprecedented opportunity for non-state actors and Parties to engage and share their climate ambitions. Annex III – Talanoa Story of the TDA has the summary of the story that SLoCaT’s Interim Secretary General Holger Dalkmann told at the Talanoa group session on May 6.

II. Purpose of the Talanoa Dialogue Inputs Review

The submissions are rich in information from a broad spectrum of stakeholders. In contrast to the NDCs, non-Parties received equal attention through a process that accepted submissions from non-Parties in the same manner as by Parties and all submissions have been added to the [Talanoa Dialogue portal](#).

The COP23 Presidency published an [overview of inputs to the Talanoa Dialogue](#). The document mentions that many inputs apply a sectoral perspective and inputs on transport consider comprehensive transport plans, urban transport, aviation and shipping. It identified that around half of the actions described in the inputs are cross-cutting or cover multiple sectors. Transport actions are mentioned less often than energy, land use and human settlements, according to the COP23 Presidency overview (see Figure 2). **It was highlighted that transport showcases specific action on the ground and provides recommendations directed at national governments and the UNFCCC.** Overall, the analysis concludes that more than half of all inputs identify actions and recommendations for national governments, ask for increased national ambition through clear plans. National policies have to be aligned to international commitments.

Sectoral distribution of existing action on the ground

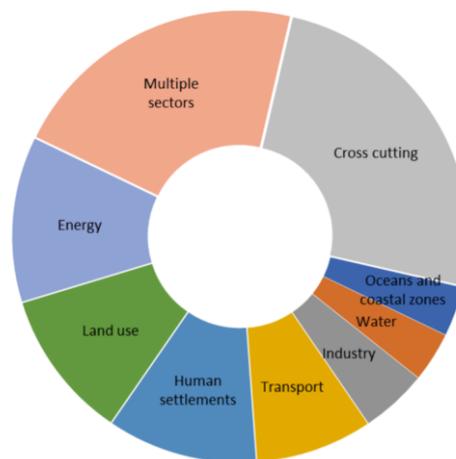


FIGURE 2: ACTIONS ON THE GROUND IDENTIFIED IN GENERAL OVERVIEW OF TALANOA DIALOGUE

Source: Overview by COP23 Presidency

This report goes a step further and applies a sectoral analysis on the Talanoa Dialogue Inputs. It analyzes how sustainable transport was reflected in the Talanoa Dialogue Inputs based on SLoCaT's initial review of submitted inputs. **The findings show that transport receives little overall attention but, if mentioned, it is part of the solutions towards realizing the Paris Agreement targets. Electrification of transport receives increasing attention and overall technology-based measures dominate over other measures.** The Talanoa Dialogue Inputs allow transport stakeholders and other non-Party stakeholders to emphasize the importance of transport and share actions and recommendations with Parties.

This document is based on an initial analysis and it will be updated further with outcomes of the Bonn Climate Change Conference in April/May 2018 and expanded with results of the second submission phase of Talanoa Dialogue Inputs in October. The data, on which this document is based, can [be retrieved here](#).

III. The Critical Role of Transport for the Paris Agreement

The transport sector (including aviation and shipping) in 2016 accounted for 7.5 Gt of CO₂ emissions (tank to wheel). It accounts for about 28% of global final energy demand, 14% of economy-wide global anthropogenic greenhouse gas (GHG) emissions, and about 23% of emissions due to fuel combustion.²

Transport is currently off-track to meet Paris Agreement targets, with emissions projected to rise in most global Business-As-Usual (BAU) scenarios. **BAU transport projections would be roughly 3.5 times higher than a 2-degree scenario (2DS) goal and more than nine times higher than a 1.5-degree scenario (1.5 DS) goal by 2050 (Error! Reference source not found.):**

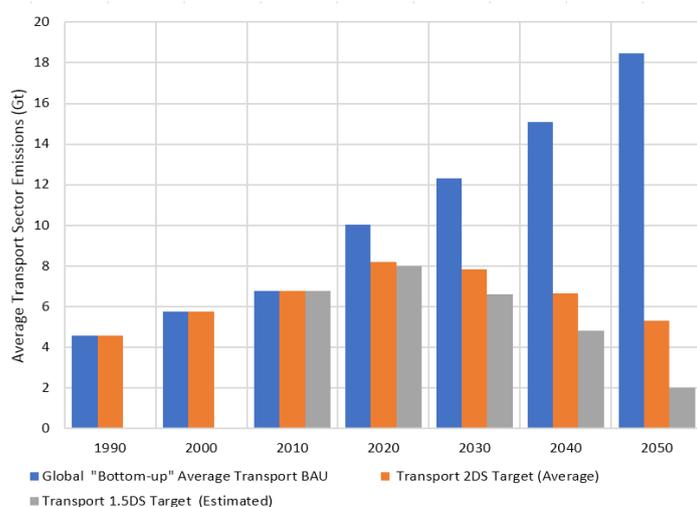


FIGURE 3: TRANSPORT EMISSION BAU, 2DS AND 1.5DS TARGETS

Transformational change for transport is required to deliver on the sector's potential contribution to achieving a 1.5-degree target which equals 2 Gt by 2050. Transport has the potential to decrease emissions to about 2.5 Gt by 2050 under an optimistic low carbon scenario (representing an ambitious, pro-active implementation of low carbon transport).

Improving the probability of reaching a 1.5DS target will require higher ambition and more comprehensive measures in low-carbon transport plans. This will involve defining and implementing a balanced set of strategies, which is commonly called the [“A-S-I” framework](#), to “Avoid” unnecessary transport trips; to “Shift” existing trips to more efficient means, and to “Improve” those trips that are not easy to “Avoid” or “Shift.”.

SLoCaT submitted a [Talanoa Dialogue Input](#) on behalf of PPMC and it answers each of the three questions with great detail on transport. It provided insights on the emission trends of transport and its critical role in reversing the current emission trends and realizing the Paris Agreement. It also showed that in order to achieve the 1.5 DS goal, an ambitious, pro-active low carbon transport approach is required for a transformational change in the sector. Collaborative action of countries, cities and companies, supported by civil society is seen as the key to accelerate the decarbonisation of transport.

² This chapter is based on findings by the following research: Gota, S., Huizenga, C., Peet, K., Medimorec, N. & Bakker (2018). Decarbonising Transport to Achieve Paris Agreement Targets. Energy Efficiency. <https://doi.org/10.1007/s12053-018-9671-3>

IV. How is Transport Being Reflected in the Submitted Inputs to the Talanoa Dialogue?

1. Typology and Overview of Inputs

The following analysis examined the Talanoa Dialogue inputs from the transport perspective and captured how well transport was included, where it was mentioned, what kind of measures were covered and how these relate to the A-S-I framework. The individual inputs were collected in a matrix and the analysis was done through a typology which followed the transport analysis typology of [SLoCaT's Transport Knowledge Base \(TraKB\)](#). The typology is based on previous work, such as the [NDC Analysis by SLoCaT](#).

The analysis took into account every input that was individually uploaded as a document to the Talanoa Dialogue submission portal. We identified 234 inputs for the first round of submission. 17 inputs were submitted by Parties while 217 inputs came from Non-Party stakeholders. Parties with inputs were Australia, China, Egypt (individual and on behalf of African Group of Negotiators), Ethiopia (on behalf of LDC group), European Union, Indonesia, Japan, New Zealand, Norway, group submission by Friends of Fossil Fuel Subsidy Reform (Costa Rica, Finland, Monaco, New Zealand, Sweden and Switzerland), Palestine, Saint Lucia (on behalf of the Caribbean Community (CARICOM)). Annex I includes the list of Parties and their inputs' main characteristics.

2. Highlighting Transport in Talanoa Dialogue Inputs

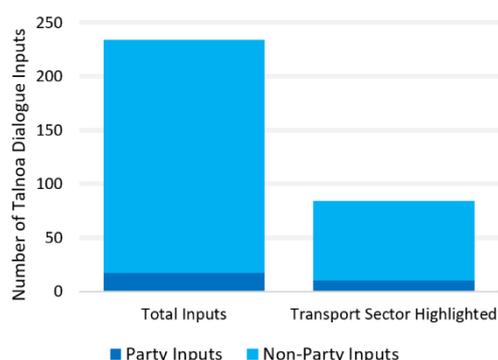


FIGURE 4: REFERENCES TO TRANSPORT

Out of the 234 individual Talanoa Dialogue Inputs only 36% highlight transport. 59% of the submitted inputs by Parties refer to transport, while only 34% of Non-Party Stakeholder inputs include transport, as shown in Figure 4.

The higher share for submissions by Parties is due to their inputs often emphasizing the significant contribution of transport to national CO₂ emissions.

The reason for the low share of 34% among non-Party stakeholder submissions is that the submissions focus on a single sector or a specific agenda representing their organization. Half of the Talanoa

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Dialogue Inputs by non-Party stakeholders focus on a single topic and leaves out transport. 26 non-Party submissions (12%) also don't mention any sector. 93% of total Talanoa Dialogue Inputs have been contributed by non-Party stakeholders. Transport stakeholders also made use of the Talanoa Dialogue and inputs were submitted by Clean Shipping Coalition, EV100, International Coalition for Sustainable Aviation, International Transport Forum, MobiliseYourCity, SLoCaT Partnership, Transport Decarbonisation Alliance (TDA), International Union of Railways (UIC), International Association of Public Transport (UITP) and World Resources Institute (WRI). References and brief summaries to their submissions can be found in Annex II.

3. Transport in the 3 Talanoa Questions

The three questions, and how transport is reflected in the answers to these three questions, can give an indication of how Parties and non-Parties see transport in the wider context of climate ambition (Figure 5).

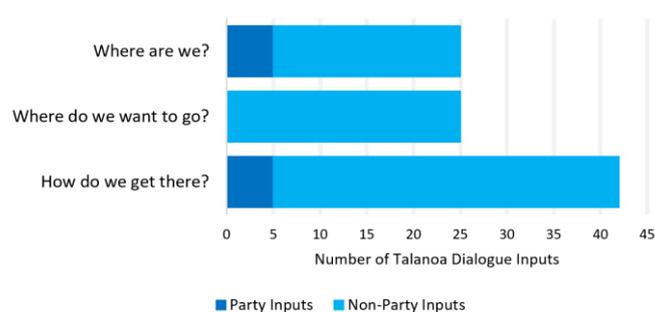


FIGURE 5. TRANSPORT IN THE 3 QUESTIONS

Transport was included in 24% of

submissions that answered the first Question on “Where are we?”. Party submissions and non-Party stakeholder submissions used this opportunity likewise by describing the significant impact that transport CO₂ emission have on the environment and the failure of moving transport to a declining emission pathway so far.

Mexico and New Zealand, for example, only mention the contribution of transport but they do not include transport mitigation measures. Norway’s Input includes a chapter on zero-emission transport, describing measures (CO₂ tax, incentives for electric vehicles) and tangible achievements (130,000 electric cars registered, powered by an energy system with 98% renewable share).

In 31% of cases transport was mentioned in Question 2 “Where do we want to go?”. None of the Parties mentioned transport in this section. Possible reasons are the lack of a vision for transport or that the content only described an overall goal. Our [NDC analysis](#) had identified a large lack of sectoral targets and only 9% of NDCs have a transport GHG mitigation target. However, to have effective measures, Parties need to develop targets for the transport sector and support these targets with a comprehensive set of actions.

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As an example of a non-Party submission, the [electricity utility company ESB Group in Ireland](#) had the following vision of transport in their input to Question 2: *“The national light vehicle and bus fleets are electrified. Smart shared transport systems using app-based hailing in urban areas, have reduced congestion and optimised the use of public transport.”*

In 45% of cases transport was referred to in the third question on “How do we get there?” It shows that transport is seen as a part of the solution as Parties and non-state stakeholders intend to achieve their climate ambition through sustainable transport. For example, Japan acknowledges the use of hydrogen in transport, energy efficiency measures and better traffic monitoring systems in Question 3. China mentions under Question 3 that: *“In transportation sector, which is a major contributor of GHG emissions, such products and services, e.g. shared bicycles, electric cars, and high-speed railway, etc., enable people to travel conveniently with less carbon footprint. Policies and regulations should be in place to promote such behavior change as well as the diffusion of new technology and business model.”*

4. Transport Modes and Subsectors covered in Talanoa Dialogue Inputs

The analysis of Talanoa Dialogue Inputs analyzed in the next step the coverage of transport modes, namely passenger and freight, and various major subsectors (Figure 6). **Passenger transport dominates over freight in the submissions. The ratio between references of passenger and freight is around 2:1.**

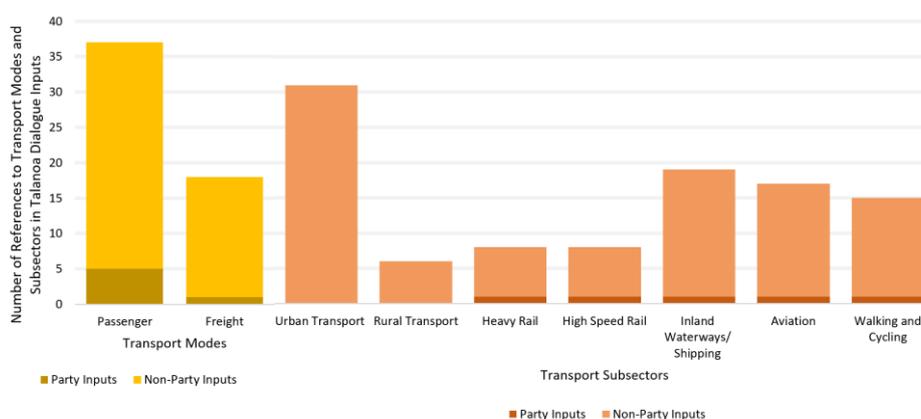


FIGURE 6. TRANSPORT MODES AND SUBSECTORS COVERED IN TALANOA DIALOGUE INPUTS

Talanoa Dialogue Inputs by Parties have overall less depth and few inputs talk about specific measures. The submission of the European Union covers aviation and shipping and China’s input refers to heavy rail, high-speed rail and walking and cycling. Non-Party submissions have a higher level of detail and include content on measures. For example, the Talanoa Dialogue Input by the International Transport Forum covers all modes and every subsector except rural transport. The submission by the Transport Decarbonisation Alliance ticks all boxes as it is very comprehensive and includes all modes and subsectors.

5. Transport Measures in Talanoa Dialogue Inputs

Party inputs to the Talanoa Dialogue lack concrete transport measures. As mentioned above, the lack of sectoral content in Party submissions also leaves out specific measures on transport even though the third question highly encourages to describe actions to achieve the Paris Agreement and climate ambitions. A few exceptions are China (cycling, high-speed rail and e-mobility), European Union (energy efficiency), Fiji (alternative fuels) and Norway (e-mobility and vehicle restrictions).

Figure 7 shows all transport mitigation measures that were mentioned in at least two submissions.

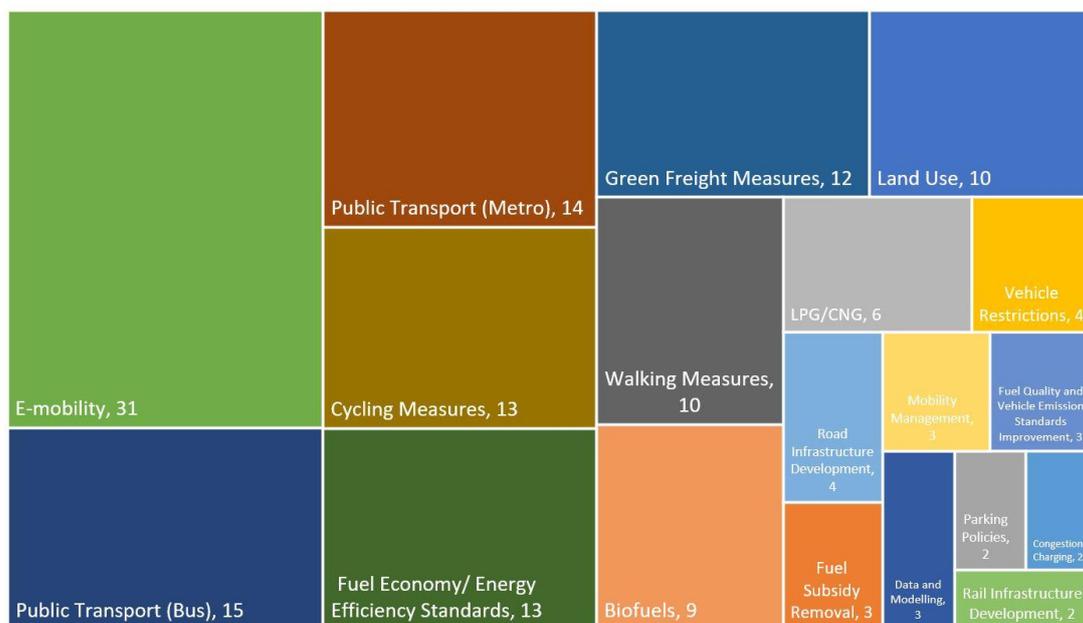


FIGURE 7. TRANSPORT MITIGATION MEASURES IN INPUTS

In contrast, **the non-Party submissions provide prescriptions on what measures can help to raise ambition in climate action.** Looking at specific transport mitigation measures, the analysis clearly shows **Talanoa Dialogue Inputs highly favor electric vehicles as a climate action in the transport sector.** E-Mobility is mentioned 31 times which is supported by e-mobility related inputs by China, EV100, Fiji, Norway, the ZEV Alliance and several other organizations.

It is followed by inputs proposing public transport in the form of buses or metro systems. Cycling and walking received relatively large attention as well in many inputs. For example, the [submission by the International Environment Forum](#) mentions that individuals are taking action by walking and cycling more and shifting to public transport.

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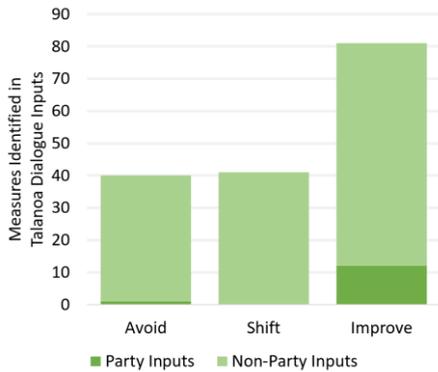


FIGURE 8. MEASURES DIVIDED BY ASI

To better understand the nature of Talanoa Dialogue transport measures, the individual measures were categorized by the A-S-I framework (Figure 8/Figure 7). **50% of transport measures are referring to Improve measures, while an equal share for 25% each refer to Avoid and Shift, showing a strong focus on technology (especially e-mobility).** All measures in the submissions by Parties are Improve strategies except the proposed cycling measure by China. But, as shown in Section III, mobility strategies should strive for a balance between Avoid, Shift and Improve measures.

6. Transport Adaptation

The ratio of transport adaptation to transport mitigation is 1:8. Only around 13% of inputs mention adaptation in the transport sector.

The Talanoa Dialogue Input by Fiji highlights transport adaptation. It mentions that the Fijian Government applies the Climate Vulnerability Assessment to transport among other sectors and that road network is in a poor state due to lack of maintenance and strategic planning. It leads to a high degree of vulnerability to disruption or even to complete failure due to climate hazards as previous floods have shown (e.g. tropical cyclone Winston caused a damage of F\$127 million (118,000 USD) to the transport sector (80% to land transport) in 2016). The submission by Saint Lucia on behalf of the Caribbean Community (CARICOM) points to extreme rainfall in combination with landslides as a cause for many deaths and damages to transport infrastructure.

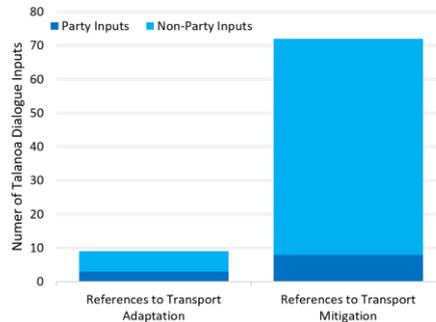


FIGURE 9: TRANSPORT ADAPTATION AND MITIGATION IN COMPARISON

V. Conclusion

The analysis concludes that **around a third of Talanoa Dialogue Inputs cover transport** (Figure 10). 59% of the submissions by Parties cover transport (see Annex I – Talanoa Dialogue Inputs by Parties) and various transport stakeholders contributed submissions to the process (see Annex II – Talanoa Dialogue Inputs by Transport). Transport was strongly referred to in the third question on “How do we get there?”, highlighting that transport is part of the solution and mitigation as well as adaptation efforts in the transport sector have to contribute to the achievement of the Paris Agreement.

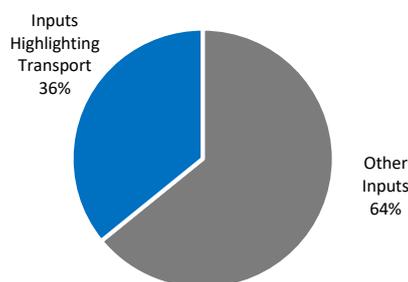


FIGURE 10: TRANSPORT COVERAGE IN TALANOA INPUTS

The [submission by WRI](#) summarizes well necessary actions and their submission is directed at policy makers and the next round of NDCs: WRI suggest that in the next round of NDCs a transport GHG mitigation target has to be added to NDCs or an existing GHG mitigation target needs to be strengthened, a target of fleet electrification to a certain level by 2030 is needed and policies for compact, coordinated and connected cities with a target for public transport mode share should be incorporated.

After the NDCs in 2015, the Talanoa Dialogue Inputs function as an indicator of how transport actions have been evolving. This initial analysis shows that e-mobility is strongly represented in the Talanoa Dialogue Inputs. In the NDCs the most popular transport mitigation measure was public transport. The reason can be seen that since 2015 the topic of electric vehicles has been advancing, as it was recorded in [SLoCaT's overview of e-mobility targets and trends](#). Announcements related to electric mobility are increasing since 2015 and countries, such as France, Ireland, Norway, Netherlands, Slovenia, Sri Lanka and United Kingdom (Scotland individually as well), put an expiry date on internal combustion engines. Improvements in technology support to improve price parity.

However, it is important to acknowledge that the Talanoa Dialogue Inputs miss depth and only very few Parties include specific transport actions in their submissions. While three quarters of NDCs highlight transport as a mitigation source, fewer Talanoa Dialogue Inputs have content on transport. It can be partly explained by the nature of the Talanoa Dialogue of focusing on story-telling, limiting submissions in length and providing a format that gives little space to specific sectors. Nevertheless, the role of transport in climate ambitions has to be strengthened for the October 2018 Talanoa Dialogue Input as well as the second generation of NDCs.

Annex I – Talanoa Dialogue Inputs by Parties

Party/ Organization	Q1 Where are we?	Q2 Where do we want to go?	Q2 How do we get there?	Summary of Transport Mitigation Measures	Summary of Transport Adaptation Measures
Australia					
China			Yes	Shared bicycles, electric cars, and high- speed railway	
Egypt					
Egypt on behalf of African group					
Ethiopia on behalf of LDC group				Additional mitigation efforts in the transport sectors needed	
European Union	Yes		Yes	Transport emissions continue to grow, aviation, shipping, heavy-duty vehicle Energy efficiency	
Fiji (Question 2 and Question 3)	Yes		Yes	Bio-fuel tax incentive scheme, zero duty on green vehicles and incentives for electric vehicles charging stations	Climate Vulnerability Assessment includes, transport, Poor road networks because of lack of a systematic maintenance and strategic planning
Friends of Fossil Fuel Subsidy Reform (Costa Rica, Finland, Monaco, New Zealand,					

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Sweden and Switzerland)					
Indonesia					Infrastructure development for climate change adaptation and resilience
Japan	Yes		Yes	Input outlines plans for hydrogen in transport, energy efficiency, developing a traffic monitoring system utilizing AI image recognition technology	
Mexico	Yes			Transport represents 25% of emissions	
New Zealand	Yes			Transport emission increased by 68% since 1990	
Norway			Yes	Zero-emission Transport incentives, CO2 tax, motor vehicle registration tax	
Palestine					
Saint Lucia (on behalf of CARICOM) (Submission)					Extreme rainfall events cause damage to critical infrastructure, including transportation
Saint Lucia (on behalf of CARICOM) (Workshop Summary)					
Saudi Arabia on behalf of Arab group					

Annex II – Talanoa Dialogue Inputs by Transport Stakeholders

Organization/ Initiative/ Stakeholder	Q1 Where are we?	Q2 Where do we want to go?	Q2 How do we get there?	Summary of Transport Mitigation Measures	Summary of Transport Adaptation Measures
Climate Action Network (CAN) and International Coalition for Sustainable Aviation (ICSA)	Yes	Yes	Yes	Clean aviation technology, low-carbon fuels, operational efficiency improvements, ICAO CO ₂ standard	
Climate Action Network (CAN) and Clean Shipping Coalition (CSC)	Yes	Yes	Yes	Clean shipping technology, alternative fuels, long-term decarbonization pathway	
EV100	Yes	Yes	Yes	Uptake of e-mobility in businesses	
ITF (Question 2 and Question 3)	Yes	Yes	Yes	Land use, parking, E-mobility, public transport deployment, walking, cycling, fuel efficiency	
MobiliseYourCity	Yes	Yes	Yes	Raise ambition level of local governments in sustainable urban mobility through forming coalitions, south-south and north-south partnerships	
SLoCaT	Yes	Yes	Yes	Large spectrum of balanced ASI measures and call for increased ambition	Transport Adaptation needs stronger emphasis in NDCs and national plans

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Transport Decarbonisation Alliance (TDA)	Yes	Yes	Yes	Decarbonisation of transport by phasing out fossil fuels, fuel economy standards, walking, cycling, e-mobility etc.	
UIC	Yes	Yes	Yes	Railway development, electrification of rail, lower carbon intensity and increase efficiency	Resilient and adapted railways
UITP	Yes	Yes	Yes	Public transport market share increase, low emission buses	
WRI			Yes	Strengthen or add transport GHG mitigation target as well as non-GHG target	Enhance adaptation content with short-term plans and long-term goals
ZEV Alliance			Yes	E-mobility	

Annex III – Talanoa Story of the TDA

Besides the written submissions, Parties and non-Party stakeholders were engaged in Talanoa Dialogue events during UNFCCC's May session. Holger Dalkmann, the Interim Secretary General of the Partnership on Sustainable, Low Carbon Transport, represented the Transport Decarbonisation Alliance at the Talanoas on May 6 and shared the following story on Question 2 "Where do we want to go?"³:

First a story I learned from my friends in Mexico: A person called Marta lives in Mexico City but works far outside the city. She had to change 5 times and travel 2 hours in a single direction in order to get to her work. It was an uncomfortable situation until Mexico City took action in many areas but in particular by improving the bus system. It changed the life of Marta. The city created a clean, affordable and efficient public transport system. It introduced a bus rapid transit system, where buses travel on bus-only lanes and avoiding car congestion. Bus rapid transit systems have been introduced in many cities around the world (Bogota, Curitiba, Jakarta, Seoul, Guangzhou, Dar es Salaam etc.). Thanks to this new bus system and a comprehensive set of measures, Marta has a shorter commute, is more efficient at work and has more time with family and for other activities. Transport is about people and transport is about ALL people.

1.2 million people die in road crashes, 7 million people suffer from air pollution and the reason here can be found in transport and climate change. Transport is responsible for 25% of CO2 emissions due to fuel combustion. It is the only sector which has growing greenhouse gas emissions. The Transport Decarbonisation Alliance (TDA), consisting of countries, cities and companies, has the vision to make transport affordable, efficient and clean. It will take urgent action on decarbonising the transport sector and accelerate the worldwide transformation of the transport sector towards a net-zero emissions mobility system.

Countries have to step up. Only around 9% of countries have a sectoral GHG emission reduction targets for transport and few have comprehensive sustainable mobility plans. The TDA country members Costa Rica, Finland, France, Luxembourg, the Netherlands and Portugal aim to be front runners and scale up the national ambition for the transport sector. Cities have to increase action as well as they are the major growth centers and they host the majority of people. There are many success stories of cities implementing sustainable transport and the TDA city members Gaia, Lisbon, Matosinhos, Porto and Rotterdam will contribute to better and cleaner transport systems. We see many companies introducing new mobility services and products, for example the bike sharing revolution in China, various new

³ The recording can be found here: https://www.youtube.com/watch?v=71qUfLIY_qg

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transport solutions and clean vehicles for passenger and freight transport. Companies such as Alstom, CEiiA, EDP, Itaipu Binacional, Michelin and PTV Group will participate in the TDA.

All these actions have to come together and the TDA aims to work together on creating a common vision and enabling an environment to support transport in NDCs and short-term action. We want to invite everybody participating in the Talanoa Dialogues to be part of the journey. We want to remind you that transport is part of the solution. Without tackling transport in a more holistic manner, we won't be able to achieve the targets of the Paris Agreement and tackle climate change.