Concept for a Transport Day at UNFCCC COP 19, Warsaw, Poland

Why is it important to have a Transport Day?

Transport is a key issue that is not yet in fully integrated into the climate change debate. Yet it is the fastest growing source of CO₂ emissions, contributing to 13% of global emissions and 23% of all energy related emissions.

Within the UNFCCC international negotiations, the mitigation potential of land transport still does not get enough attention. The efforts of the multi stakeholder initiatives Bridging the Gap¹ and the Partnership on Sustainable, Low Carbon Transport² have however moved the topic forward considerably over the past 4 years and it is believed that there is now a growing support and a better understanding of the potential for low carbon transport. Transport is for example the second largest sector when it comes to Nationally Appropriate Mitigation Actions (NAMAs) under development and submitted to UNFCCC.

The coming years will be important in the global discussions on Climate Change:
- The Ad-hoc Working Group on the Durban Platform (AWG-ADP) will develop by 2015 the draft text for a new global climate agreement (with more ambitious emission reduction targets) to become effective by 2020
- The implementation of the outcome of Ad-hoc Working Group on Long Term Cooperative Action will result in new initiatives on climate change mitigation and adaptation;
- Detailed guidelines for the Monitoring, Reporting and Verification (MRV) of NAMAs will be finalized and agreed upon along with financing guidelines for NAMAs;
- Various sources of climate mitigation and adaptation financing will be further developed and operationalized. These include the Green Climate Fund (GCF), the

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¹ Bridging the Gap is a multi stakeholder initiative of GIZ, ITDP, KOTI, TRL, UITP and Veolia Transdev. More information can be found on the website www.transport2020.org

² SLoCaT is a multi-stakeholder partnership with over 80 members representing United Nations Agencies, Multilateral Development Banks and other development organizations, NGOs, academe, and the private sector. More information can be found on the website www.slocat.net
Global Environmental Facility (GEF), the Clean Technology Fund (CTF), and the Clean Development Mechanism (CDM).

If land transport is to be a significant piece of climate change mitigation and adaptation efforts, the sector will need to be an integral part of the discussions in all these four areas.

Until now the sustainable transport community has conducted its outreach through reports, relevant studies, the hosting of side events and exhibition stands at UNFCCC COP meetings and other climate events, bilateral discussions with negotiators and by dissemination of other information via the BtG and SLoCaT websites.

This strategy has proven useful to gain attention to the climate potential for land transport. There is, however, a growing shared awareness on the need to raise the profile of sustainable transport in the UNFCCC process and especially at the annual COPs. The timing is right as GHG emissions from transport are growing globally at a significant rate. Double-digit growth can be found many of the fast growing emerging economies of the developing world, where there is lot of opportunity to develop climate friendly transport options.

Therefore a higher profile for land transport within the negotiations and efforts to move to low carbon transport pathways globally become more relevant and urgent. The past decade has seen significant progress in terms of analytical studies on the mitigation potential of transport, data collection, the development of greenhouse gas assessment methodologies for the transport sector, and pilot t-NAMAs.

The need for discussions within the transport community is increasingly being replaced by the need to have discussions between the transport community and the wider climate change and sustainable development community. This means getting more attention from negotiators and those that can influence the negotiations so that this topic is no longer just included as part of energy.

Learning from others

The concept of a high profile – Transport Day at COP 19 is based by the experience of the annual Forest Day, which started in Bali in 2007 and which, was held for the last time at COP 18 in Doha, Qatar. These Forest Days, which were typically organized on the Sunday in the middle of the two weeks of COP attracted between 600-800 persons. (www.forestday.org).

Forest Days are believed to have made a significant contribution to the integration of forestry issues in the climate change negotiations and the subsequent adoption of REDD+.

33 A transport or transport related NAMA
“Forest Day was designed to help put forests on the climate change agenda — and I think we can say that this mission has been completed.”

Peter Holmgren, CIFOR Director General.

“I will miss forest day because it has had a profound influence and impact on the negotiations throughout the years."

Tony La Vina, UNFCCC negotiator for the Philippines and REDD Facilitator.

“Forest day has made historic progress in helping to raise awareness of forests within the climate change agenda.”

Wu Hongbo, Under-Secretary-General for Economic and Social Affairs, United Nations Department of Economic and Social Affairs

An important element of the success of Forest Days was that for a period of 6 years it was an annual recurring event. It provided a focus for all stakeholders involved with the discussions on forestry issues. It provided these stakeholders with a platform to develop and test ideas and concepts on forestry and climate change before they were formally introduced in the negotiations.

At first Transport Day organized during COP 18 in Doha, Qatar. The participants in this small scale event concluded that it was desirable to have an annual and larger scale Transport Day during the annual UNFCCC COPs.

Therefore it is felt that the sustainable transport community could usefully adopt the idea of an annual Transport Day at the COP, at last for the period 2013 – 2015 in order to more efficiently achieve the objectives outlined above.

Scope and Objectives Transport Day at COP 19

To attract a broad audience to Transport Day it is proposed that Transport Day should focus on both climate change mitigation and adaptation aspects of transport. It should cover land transport as well as marine transport and aviation and consider both freight and passenger transport.

BtG and SLoCaT have consistently argued that it is important to consider low carbon transport in the wider context of sustainable development. As 2012 saw the progress of sustainable transport in the Rio+20 process it will be important to maintain this broad understanding of sustainable, low carbon transport and the inter-linkages between the two components.

A challenge of the Transport Day at COP 19 in Warsaw, Poland will be to familiarize the climate change community with the concept and content of a Transport Day. Until now
transport has only been dealt with in various side events, not in a whole day except for the before mentioned initial Transport Day at COP 18 in Doha.

The actual objectives of the Transport Days in 2013, 2014 and 2015 are directly in line with the objectives of BtG and SLoCaT:

a) To demonstrate the contribution that transport can make to mitigation and adaptation, specifically in the context of sustainable development;

b) To promote the integration of transport in policy making on climate change mitigation and adaptation under the UNFCCC;

c) To ensure that modalities for financing, capacity building, and technology transfer under the UNFCCC are appropriate for the transport sector.

It is proposed to adopt for each of the Transport Days in the coming years a few specific areas of attention. The choice for these will be guided by the stage that the climate change negotiations are in. For the 2nd Transport Day (Warsaw) the following themes are going to be discussed:

- Mitigation potential of the transport sector
- Policy making on sustainable, low carbon transport in the developing world
- Ensuring effective transport Nationally Appropriate Mitigation Actions (NAMAs)
- Financing of sustainable, low carbon transport
- Integrating adaptation in transport policies.

**Format Transport Day**

Transport Day will take at Hyatt Regency Warsaw on 17 November 2013 as a one day event. This will be the Sunday between the two weeks of COP when there are no formal meetings. Typically there are some other side events organized by specific interest groups at the weekend but this is not seen to conflict.

For Transport Day to be successful and effective in realizing its objectives, it is critical that the participants are a good mix of transport experts, civil society and policy makers on climate change and sustainable development from national governments. The participation by members of national delegations who are conducting the negotiations will be important.

A full programme of plenary and breakout sessions is currently being drafted. The day will start off with a plenary session, followed by break out sessions. Coffee breaks and lunch will be combined with a networking or market place for organizations and persons working on, or interested in sustainable, low carbon transport. The afternoon session will include break out-sessions and will end with a plenary session. Transport Day will be concluded with a networking cocktail reception.

The output of the event would be a joint statement or document that can be used by Parties and others to include in the negotiations. A jointly agreed output of some kind will help ensure that progress can be monitored year on year and differing threads of effort can also be brought together on an annual basis, underpinning the common goal.
Transport Day is co-organized by the BtG initiative and SLoCaT Partnership in association with SLoCaT members who are able to provide financial support or to commit sizable in-kind resources. The current supporters are: DINA, EMBARQ; the European Cyclists’ Federation (ECF); the European Rail Industry (UNIFE); Fia Foundation; German International Cooperation (GIZ); Inter-American Development Bank (IDB); the International Association for Public Transport (UITP); the International Railway Union (UIC); Institute for Transportation and Development Policy (ITDP); Smart Freight Centre, United Nations Human Settlement Program (UN-HABITAT) and the World Bank.

SLoCaT and BtG will seek out the advice of the UNFCCC Secretariat on how to make Transport Day a success, not only in 2013 but also in 2014 and 2015.

Active efforts will need to be made to interest the media in Transport Day.
Annex 1:

Bridging the Gap Transport Day, 29th November 2012
COP 18 Climate Change Conference.

Introduction

The first full Transport and Climate Change Day at a COP took place on 29th November 2012 at the Qatar Science and Technology Park organised by the Bridging the Gap initiative and with the support of the TRL offices in Qatar. Despite the less than ideal transport access to the site around 35 people attended and several Parties stayed all day.

Key Note Speech

HM Ambassador to Qatar (UK) Michael O'Neill gave the opening keynote speech (picture below). He provided an overview of the transport situation in Qatar and also the key role that research institutions were playing in developing options for sustainable transport. He outlined that UK was actively engaging with the UNFCCC climate negotiations and that the Embassy in Qatar had a climate change officer that was helping to identify opportunities for connecting this with the present interest in this across the Gulf region. He supported the need to link up the UK government with sustainable transport and also recognised the work of TRL in this area. He hoped to further links with TRL and other key research organisations that were located in Qatar in the near future.

Workshop Sessions

Other speakers throughout the day gave interesting and thought-provoking presentations, and stimulated some great debate.

- Funding

The morning session focused on funding, with Tyrrell Duncan, Director, East Asia Transport Division and Practice Leader for Transport of the Asian Development Bank explaining why the pledge made at the RIO +20 conference in June of 175 billion US$ by seven major Multilateral Development Banks is here to stay.

Geraldine Ang of the OECD brought their work on a Green Investment Policy Framework and promoted the need to integrate land-use and transport planning. She also highlighted the amount of infrastructure that will be built in the next decade and
the importance that this should be done according to more sustainable and green principles.

A moderated debate was held on how funding streams can be brought together and how a low carbon sustainable transport financing facility possibly in respect to the Green Climate Fund and linking this to the Sustainable Development Goals that are presently being worked on by the United Nations as a key outcome of the RIO +20 conference and to replace the Millennium Development Goals and how this could be developed.

- Developing countries perspectives
National representative gave some insightful presentations of their experiences in Asia, Indonesia and Chile. Participants debated how to get the environment and the transport ministries working together, and useful insights as informal statements were given by Ethiopia and Mexico.

- Railways
Some attention was given to the different mode choices and UIC gave an interesting picture of the ambitious plans for developing rail from Turkey across to the Gulf region. ITPS also showed the potential of High speed Rail and Professor Yoshitsugu Hayashi of Nagoya University, Japan is seen here reaching for some ambitious targets! (see picture).

- NAMAs
Embarq Mexico showed how it is making inroads in the key challenge of MRV (Measurement, Reporting and Verification) and how this will help support those countries interested in supported and credited NAMAs and a ‘carbon-free’ video presentation was made by UNECE on their comprehensive, but data hungry ForFits tool.

- Discussion on desirability of future transport days at COP
Participants debated how the transport sector can learn from the experience of the Kyoto and also on how the sustainable transport community might learn from other sectors. The forest sector for example holds a successful Forest Day each COP and this has developed over the years into a rather large event which helped to realize the setting up of REDD+.

There was much enthusiasm for the first Bridging the Gap Transport Day and participants agreed to the idea of a second Transport Day to be held in the middle weekend of the two week COP 19 conference in Warsaw, Poland.

A big ‘Thank You!’ was made to all the supporters of the day GIZ, ITDP, ADB, ITPS, UIC, Embarq Mexico, WCTR for their financial contributions and also to Akin Adamson of TRL Qatar who was a tremendous help and without whom it could not have gone ahead.

The presentations are now on the Bridging the Gap website www.transport2020.org.