

A close-up photograph of a person's hands holding a paint palette and a brush. The palette is filled with various colors of paint, including red, blue, green, and yellow. The person is wearing a dark blue shirt. The background is blurred, showing more of the person's arms and the paint palette.

REVISED V2.0
SLOCAT Messaging Framework
Transformational Elements for
Sustainable, Low-Carbon Transport

Painting the bigger picture

Stefanie Sohm, 28/09/2021

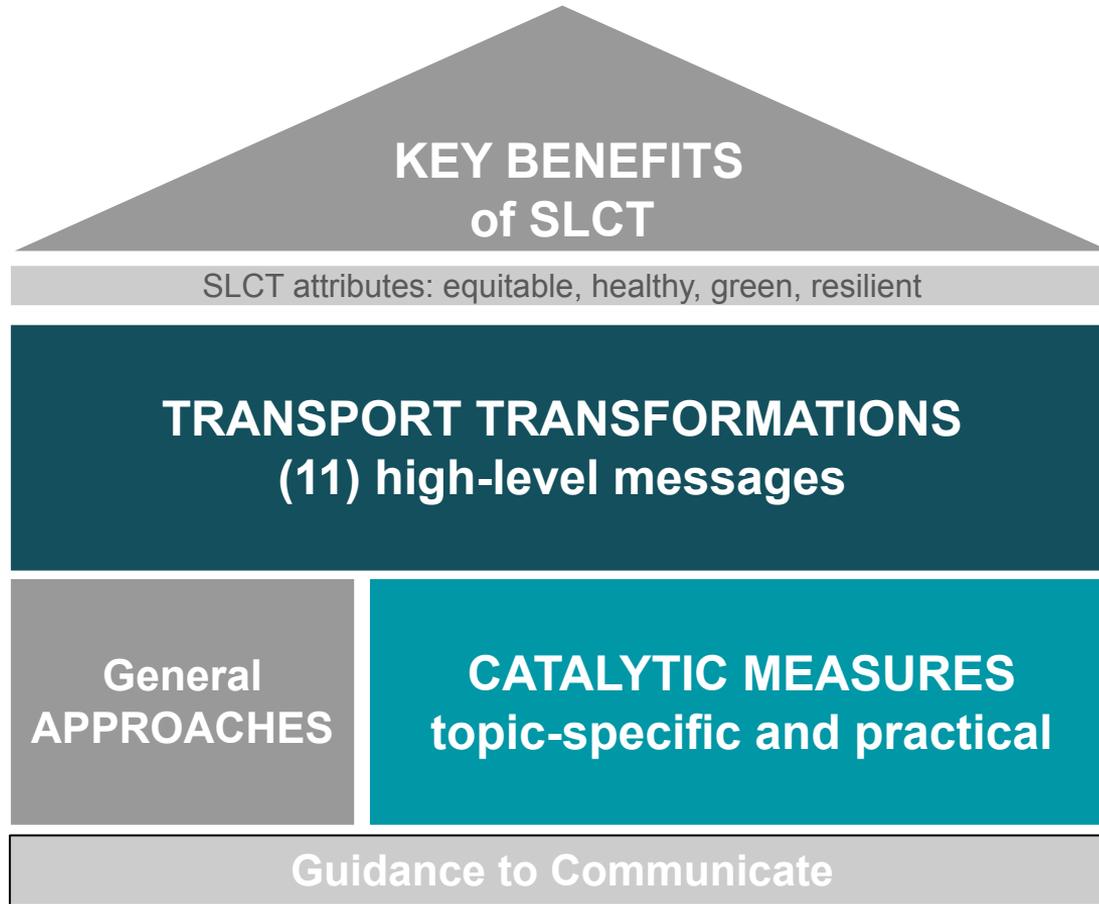
Background and objectives

As part of SLOCAT's efforts around the international climate process, the SLOCAT Secretariat has gathered a core group of partners into the SLOCAT Task Force for UNFCCC Engagement. This group is organising a number of joint activities, one of which focuses on the elaboration of messaging on the 'transformational elements' of sustainable, low carbon transport.

As per the ToRs approved by the Task Force:

- The messaging aims to convey the key 'transformational elements' towards sustainable, low carbon transport for a 1.5°C planet, especially considering the availability of solutions and the urgency with which action must be taken to mitigate the worst impacts of the climate crisis and deliver on sustainable, low carbon transport.
- The messaging will connect sustainable, low carbon transport matters to the ongoing wider socio-economic transformations towards a sustainable, low carbon future.
- In alignment with SLOCAT's mission and focus, **this narrative will focus on land transport** and have strong resonance for the Global South.
- The narrative will be based on and build upon existing narratives used by SLOCAT.
- It will be utilised by the SLOCAT Partnership to underpin its advocacy and outreach activities.
- While tailored to reach a broad audience, the narrative will primarily target officials working in national ministries of transport, finance and environment, as well as other national level negotiators and policy makers engaged in the global climate and sustainability processes.

V2: Towards a Messaging Framework



V2: KEY BENEFITS of sustainable, low-carbon transport

SLOCAT Wheel on Transport and the SDGs



Sustainable, low carbon transport is a powerful driver for positive, systemic transformation of our societies.

The SLOCAT Wheel on Transport and the SDGs aims to articulate the breadth of positive interactions between sustainable, low carbon transport and mobility and the 2030 Agenda. We have identified four cross-cutting themes — Equitable, Healthy, Green and Resilient — to present these interactions.

Under each theme, fundamental notions related to socio-economic and environmental systems on which sustainable, low carbon transport can affect positive change are highlighted.

For details on the refreshed SLOCAT Wheel on Transport and the SDGs as launched in 2020, please visit: <https://slocat.net/transport-sdgs/>

V2:TRANSFORMATIONS (I-VI)

I

Transport works for people and prosperous societies as a system of multiple modes and services.

II

Cities are compact and managed for access to socio-economic opportunities, health, and equity for all.

III

Rural and interurban mobility services are low in emissions and focus on users' needs.

IV

Public transport, biking, and walking get priority.

V

Well-managed transport demand reduces kilometers and car use.

VI

Electrification supports the use of the most sustainable modes and puts “easy-to-electrify” segments first

V2:TRANSFORMATIONS (VII - XI)

VII

Digital technologies increase transport and mobility access and efficiency

VIII

Pricing, fiscal policy and finance channel public and private funds towards the most sustainable transport services.

IX

Freight systems efficiently combine different modes, share capacities and rely on sustainable first and last mile delivery.

X

Industry, trade, and transport are shaped to support short and circular value chains, and local value creation.

XI

Transport systems and services are fit to be resilient in extreme weather events and other shocks.

V2: TRANSFORMATIONS detailed

I

Transport works for people and prosperous societies as a system of multiple modes and services.

Transport systems are designed to create access for people and goods.

Offering and connecting multiple modes and services to an efficient system that serves all users equally, with the largest socio-economic benefit and at the lowest social and environmental cost is the overarching goal of sustainable transport policy.

II

Cities are compact and managed for access to socio-economic opportunities, health, and equity for all.

The way we design and manage cities determines their capacity for social and economic prosperity: compact cities, with mixed land use and short distances to jobs and amenities reduce the need for motorised trips and nourish social cohesion. They make better and more efficient use of space and spending on infrastructure. They reduce road crashes and air pollution, and time and productivity lost in travel and congestion.

Transport and cities planning and management support each other to provide access, protect health and increase equity of a growing urban population.

V2: TRANSFORMATIONS detailed

III

Rural and interurban mobility services are low in emissions and focus on users' needs.

Rural and interurban mobility hold particular challenges in different regions: whereas the Global North has grown a strong car-dependency, the Global South lack roads and transport services. For both, on-demand transport services can provide connections to larger transport hubs; safe facilities for walking and cycling allow people getting around locally. Electrifying light and very light vehicles can well be combined with distributed production of solar electricity.

To foster car-independent rural and interurban access, mobility service programs need to replace just road building, and be designed with users' needs in mind.

IV

Public transport, biking, and walking get priority.

Public transport, biking, and walking are the most efficient modes in terms of use of space, energy consumption, and emissions - and have the biggest social value per dollar spent.

They provide access that is affordable for everybody, increase local economic activity, promote health and strengthen community living. Investing in public transport and safe and secure spaces for biking and walking that connect neighbourhoods, commercial centers and suburbs is to be made a priority; even more so for rapid recovery.

V2: TRANSFORMATIONS detailed

IV

Well-managed transport demand reduces kilometers and car use.

Managing transport demand means shaping mobility behaviour so that transport works best for all people and for the planet. It implies, among others, allocating space, managing flows and pricing modes, roads and parking in ways to discourage inefficient modes, like the use of individual cars. It also requires working with actors who can shape transport demand - large employers, centers of social and commercial activities, receivers of freight - towards solutions that allow sharing transport systems' capacity over time and in the most efficient way.

VI

Electrification supports the use of the most sustainable modes and puts “easy-to-electrify” segments first.

Electrifying transport with renewable sources is essential to decarbonise transport. With the right priorities, benefits go well beyond climate protection: electrification reduces local air and noise pollution; it opens up opportunities to replace and prevent the use of cars and vans with electric bikes and cargo-bikes; it can be powered with locally produced electricity, reducing energy dependency.

As the electrification of different modes and for different uses varies in complexity and costs for society, “easy-to-electrify” segments are to be put first. These include bikes, 2- and 3-wheelers, commercial and public fleets of high-mileage vehicles and buses for public transport.

V2: TRANSFORMATIONS detailed

VII

Digital technologies increase transport and mobility access and efficiency.

Digital technologies outside transport can provide access to jobs and services without the necessity to travel, such as teleworking, digital public services, medical consultations and education. Inside transport, they can contribute to greater efficiency through smarter planning and integration, and sharing of capacities and vehicles. They can provide more inclusive services and better information and experiences to users.

Yet, some applications bear the risk of adverse effects, such as adding vehicle kilometers, increasing energy demand and excluding certain socio-economic groups. The transport and the digital community must ensure that technologies are put to work in support of sustainable and low-carbon mobility systems.

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VIII

Pricing, fiscal policy and finance channel public and private funds towards the most sustainable transport services.

Financial instruments and policies can set the right frameworks that enable investors and users to provide and request the most sustainable transport services. Their timely adaptation will prevent lock-in into soon-to-be-obsolete and carbon-intensive infrastructure and technologies; as well as avoid sunk cost for industry and society.

Subsidies to fossil fuels in transport need to be phased-out urgently and funds collected from inefficient and polluting modes be used to support people-centered and low-emission mobility solutions.

V2: TRANSFORMATIONS detailed

IX

Freight systems efficiently combine different modes, share capacities, and rely on sustainable first and last mile delivery.

A freight system's capacity to connect goods, markets and consumers determines the socio-economic development of countries and regions; and it is closely linked with industry and trade policies. For long-distance freight, modes of high and shared capacity bring down energy consumption per unit. Efficient operations integrate various modes and across borders; policies encourage the use of the most sustainable ones.

First and last mile delivery has the biggest potential to reduce energy-consumption, cost and overall the negative effects of transport, particularly in urban environments. Smart logistic operations and low-emission light vehicles that consume little space are to become the new normal of urban deliveries.

VIII

Industry and trade are shaped to support short and circular value chains, and local value creation.

The transport sector's ability to reduce its consumption of energy and resources, and to curb emissions is conditioned by the transport demand it has to satisfy. More circular and local economies, less de-fragmented value chains and dispersed production sites will allow transport to operate more efficiently.

The transport industry can operate its value chain more sustainably by using resources efficiently and designing components, vehicles and infrastructure for easy and local production, maintenance and recycling. Trade of polluting and unsafe second hand vehicles and components, often exported from the Global North to the Global South, is an irresponsible transfer of negative effects and must be terminated.

V2: TRANSFORMATIONS detailed

X

Transport systems and services are fit to be resilient in extreme weather events and other shocks.

Transport systems have to stay operational in moments of disaster and under changing climate conditions. Priority for adaptation must be given to the most critical, most sustainable systems. Design of new transport systems must be updated for resilience. Critical value chains and mobility services should be identified and dependency on single modes and single points of access, e.g., a single road, be eliminated. National and cross-border coordination must work towards ensuring connectivity of critical value chains and functionality of infrastructure and services.

The Global South, where many transport systems still have to be developed, now has the opportunity to adopt new, resilient and low-carbon transport systems design, and avoid sunk investments and costly retro-fitting in the near future.

V2: CATALYTIC MEASURES

Examples of catalytic measures:

- Allocate more safe space to walking and biking
- Promote first and last mile light electric vehicle use
- Subsidise e-bikes
- Manage and price parking
- Engage employers in sustainable mobility schemes
- Price CO2
- Regulate access by emissions
- Introduce 30 km/h speed limit
- Develop on-demand mobility services
- Regulate vehicle export/import based on emissions and safety

**A box of
most effective
catalytic
measures feeding
Transformations**

**Tagged
Practical**

Example: CATALYTIC MEASURE

“Allocate more safe space to walking and biking”

feeds

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Rural and interurban mobility services are low in emissions and focus on users' needs.

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Public transport, biking, and walking get priority.

V

Well-managed transport demand reduces kilometers and car use.

VI

Electrification supports mode shift and puts “easy-to-electrify” segments first

Example: CATALYTIC MEASURE

“Allocate more safe space to walking and biking”

feeds

VII

Digital technologies increase transport and mobility access and efficiency

VIII

Pricing, fiscal policy and finance channel public and private funds towards the most sustainable transport services.

IX

Freight systems efficiently combine different modes, share capacities and rely on sustainable first and last mile delivery.

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V2: General APPROACHES

1. Put people first, not vehicles and technology
2. Co-create and communicate a compelling vision and targets
3. Guide short- and medium-term action with clear, coherent political messages
4. Combine push and pull measures: Regulate and incentivise
5. Link policies within and beyond transport for synergies
6. Prioritise resources by social and sustainable value for money
7. Engage, empower and coordinate stakeholders across government levels and sectors
8. Build capacity and improve data
9. Implement pilots to learn and share, then roll out at scale

**apply
across modes
across sub-sectors
over time**

A close-up photograph of a person's hands holding a circular paint palette and a brush. The palette is filled with various colors of paint, including red, blue, green, and yellow. The person is wearing a dark blue apron. The background is dark and out of focus.

THANK YOU

Stefanie Sohm, 28/09/2021