

AMBITIOUS ACTION
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Climate Change
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Transport @COP21 Paris

DAY THREE – 2 December 2015



Opening Perspectives

In this Daily Report we will shed some light on the ADP Process. The UNFCCC’s Ad Hoc Working Group on Durban Platform for Enhanced Action (ADP) was established at COP17 Durban in 2011, and is organized along two primary workstreams. ADP Workstream 1 (WS1) focuses on post-2020 climate action, with a mandate to develop a global climate agreement in 2015, to take effect from 2020. ADP Workstream 2 (WS2) focuses on pre-2020 ambition, noting the significant gap between Parties’ mitigation pledges by 2020 and the emissions pathways required to hold global temperature within a 2DS; WS2 thus constitutes a work plan to enhance mitigation efforts by identifying actions to help close the ambition gap.

COP21 represents a critical period for the ADP process, with the current draft negotiating text emerging from ADP 2-11 in Bonn in October, and the ADP 2-12 session that opened on Sunday in Paris will have strong implications for sustainable transport. Progress in WS2 is essential to ensure that efforts by national and sub-national actors in the next five years yield transport infrastructure and services that are developed along low-carbon pathways and avoid lock-in effects from carbon-intensive development patterns. And the ultimate agreement that is crafted

through WS1 will in large part determine the degree of attention and resources given to sustainable transport beyond 2020 through INDCs and other mechanisms.

Time is tight with the goal of ADP 2-12 to complete substantial changes by the end of the first week of COP21, in order to guarantee convergence on an agreement well in advance of the end tape. ADP spin-off groups and “informal informals” in areas such as adaptation; mitigation; finance; technology development and transfer; and pre-2020 ambition are closely aligned with the six areas highlighted by the PPMC [We Are Transport](#) campaign. Therefore, a successful outcome of the ADP process has the potential to put sustainable transport on the fast track.

KEY FOCUS AREAS ON TRANSPORT AND CLIMATE CHANGE

Throughout COP21, the SLoCaT Partnership will report on progress in the following six areas as featured in negotiations and other events, to reflect the structure of the recently launched [We Are Transport](#) campaign. The campaign brings together all transport modes and sub-sectors under the common purpose of combating climate change.

Decarbonization of the Transport Sector:

The ADP process is central to decarbonization on a broad scale. According to the ADP 2-12 draft text, ambition, progression and clarity should be three pillars of countries' nationally determined contributions mitigation commitments. This is particularly relevant for the development and scaling up sustainable transport infrastructure and services that have significant mitigation potential and clear emissions saving goals. Further investment in such infrastructure and services will progressively increase the decarbonization effect in the sector and enable countries reach the long-term temperature goal set out in the negotiating text. Although developed countries maintain their opposition to a text that incorporates differentiation, transport's capacity to contribute towards emission reduction will rely on a dynamic approach to differentiation that recognizes changing levels of development and capability. This is because the decarbonization of the transport sector will need to take into account the needs of those developing countries that are particularly vulnerable, recognizing the particular vulnerabilities of the LDCs and SIDS.

The International Transport Forum (ITF) organized a side event on mitigating the climate change impacts of urban travel. An ITF study for 10 Indian and Chinese cities concluded that changes in CO₂ emissions show that land use and transport scenario generates greater benefits than robust governance alone, and that it will be difficult to reduce demand on oil in coming years, despite reductions in supply. However, it was noted that 33 Gt total CO₂ can be reduced by 2050 if fuel economy is improved, and 25 Gt CO₂ can be reduced in a high shift scenario by locking in lower development patterns.

Disruption and innovation present new opportunities to generate great changes in transport, and 18-30% reductions in CO₂ emissions can be achieved using today's technologies by organizing shared mobility properly. While light duty vehicle fleets are expected to triple by 2050, it is possible to halve the average vehicle use through better technologies as long as proper policies and regulations are in place. Finally, land use has a strong linkage to urban transport and its improvement along various metrics (e.g. vehicle-kms traveled, CO₂ reduction cost reduction) is apparent where policy is appropriately implemented.

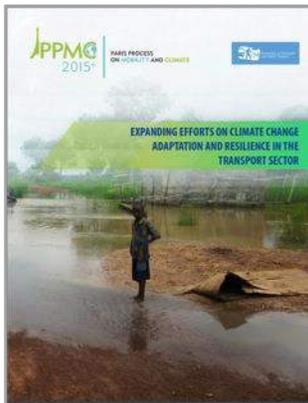
“Korea’s well known island Jeju will transition into a carbon free island by replacing its entire fleet of cars with electric vehicles, meeting 100 per cent of its energy needs through renewable energy sources.”

- Her Excellency Ms. Park Geun-hye, President of the Republic of Korea

Adaptation and Climate Resilience in the Transport Sector

The ADP spin-off group on adaptation will play a crucial role in this area. The ADP draft text underscores the need for a global goal or long-term vision on adaptation and for stronger links between mitigation and adaptation. This has significant implications for the development of sustainable transport infrastructure development as countries will have to build in appropriate levels of adaptive capacity in such investments in order to strengthen resilience and reduce vulnerability to climate change. The mitigation potential of sustainable transport investments will also impact future adaptation efforts, needs and costs, especially in developing countries.

Adaptation in the transport sector is necessary for both developed and developing countries, as transport systems worldwide are vulnerable to the increasing impacts of extreme weather, and rapid motorization increase the potential for catastrophic impacts. Crucially, sustainable transport systems must adapt to climate change to maintain reliability to enable transport’s role in economic and social development. Yet despite rising needs for climate adaptation, relatively little comprehensive work has been done to systematically document potential measures on adaptation in the transport sector, as well national and global policy commitments on adaptation for transport. Also, while much work has been accomplished on climate finance in the transport sector, the majority is on mitigation and only a small fraction relates to adaptation.



It is encouraging, however, that building blocks for greater action on adaptation in the transport sector are being developed, with substantive work on the development of a knowledge base, guidelines and toolkits in process, and initial steps are being taken to increase the profile of climate adaptation in national climate policies and in the transport portfolios of international financing institutions and climate finance instruments. Importantly, such adaptation initiatives for transport can also contribute substantially to achieving the recently adopted sustainable development goals, as consistent with strategies for inclusive growth in developing countries.

These efforts are described in a PPMC knowledge product entitled [Expanding Efforts on Climate Change Adaptation and Resilience in the Transport Sector](#), which is to be released during COP21.

Urgency and Timeliness of Action on Transport and Climate Change

ADP Workstream 2 is a central instrument for raising pre-2020 ambition. The ADP 2-12 negotiating text resolves to ensure the highest possible mitigation efforts in the pre-2020 period and recognizes the social and economic value of voluntary mitigation actions and their co-benefits for adaptation, health and sustainable development period. These provisions reinforce the importance of several voluntary transport initiatives, including the C40 Bus Declaration,

Global Fuel Economy Initiative, Global Green Freight Action Plan, the Low-Carbon Rail Transport Challenge, and MobiliseYourCity, as organized under the Lima Paris Action Agenda (LPAA).

Enabling policies and financing for these initiatives - which cover both mitigation and adaptation - will be key in implementing ambitious action on climate change and keeping to the required 2DS. The text also urges developed countries to enhance the provision of finance, technology and capacity-building to support the highest possible emission mitigation by developing country Parties and other Parties in need of support, including countries with economies in transition. Such support is particularly applicable to delivering integrated, sustainable solutions for transport and promoting the shift to low-carbon infrastructure in order to achieve countries' pre-2020 emission reduction targets.

A COP21 side event discussed the role of climate clubs in making rapid emissions reductions to support pre-2020 mitigation actions. Climate clubs are smaller arrangement than big multilateral agreements and thus have an important role to push innovative ideas to promote sustainable development and to make faster progress towards low-carbon development, including in the area of sustainable transport.

Climate clubs provide an opportunity to congregate like-minded countries who see the benefits of participation as both shareable and excludable, and with each passing COP, Climate Clubs have become more relevant to bring about more rapid and tangible efforts to tackle climate change. COP21 has already seen the launch of a [global solar alliance](#) of 120 countries; a [global clean energy initiative](#) of 20 countries and 29 venture capitalists, and the [Carbon Pricing Leadership Coalition](#), as referenced further below.

The Indian Institute of Technology and the University of South Pacific highlighted the need for global mobilization of financial resources, to build capacity and invest in innovative technologies. The latter explained that Small Island Developing States have an urgency to tackle climate change and name transport as a key sector in order to do so, specifically through innovative solutions for shipping and aviation, which could have significant impacts for the Pacific region.

Transport's Connectivity and Accessibility

Links to ADP are less direct in the area of connectivity and accessibility, which may rely more heavily upon other global mechanisms such as the post-2015 development agenda. However, INDCs as spelled out in the ADP draft decision text are a primary avenue to achieve connectivity and accessibility as crucial co-benefits in the process of tackling climate change targets.

TRF and ITDP organized a side event focused on linking ambition to action to advance low carbon development pathways in the transport sector. Panelists noted that a wide variety of INDCs from the majority of the world's countries recognize the transport sector's key role for sustainable development and climate change mitigation. INDCs support country-level implementation of sustainable low-carbon transport to support not only carbon emission reductions but also support more sustainable development patterns, and co-benefits such as improved air quality. Thus, INDCs provide an implementation mechanism for both a potential new climate agreement and the Sustainable Development Goals as set forth in the post 2015 development agenda.

Specific interventions proposed by CODATU and their partners to achieve sustainable mobility in an initial 100 cities through the "[MobiliseYourCity](#)" campaign provides a practical way to support sub-national actions to reduce emissions, improve safety and improve accessibility with significant macro-economic benefits. INDCs and Mobilize Your City and similar level city-level actions cover the full dimensions of sustainable transport (urban access, rural access, national

and regional connectivity, safety, GHG emissions and air and noise emissions) as in the current SDGs and targets and as supported SLoCaT's Results Framework for Sustainable Transport.

The international community can support the development and financing of INDCs with different climate funds including GCF and Official Development Assistance – well-structured INDCs can mobilize private sector funding needed to significantly scale-up sustainable transport.

Technological Dynamism and Innovation for Transport

In support of ADP processes, key decisions have been reached by the Technical Examination Committee (TEC) to enhance access to climate technology, finance and support for the development of national systems of innovation. This comes as an opportunity for the transport sector in developing countries to leapfrog their counterparts in developed countries. The Climate Technology Centre and Network (CTCN) already has 100 network members providing technical assistance to developing countries, although less than 10% of the members work on transport and none of the technical assistance has focused on mobility. But this opens a window of opportunity for the transport sector. Stakeholders are looking with interest at the work being done by the CTCN. More consultation and networking is needed to push transport initiatives as part of their technical assistance.

Technical dynamism was apparent in the launch of the Africa Renewable Energy Initiative (AREI), a breakthrough, which could help Africa leapfrog into low-carbon development. AREI is a collaborative effort of The African Ministerial Conference on the Environment, the New Partnership for Africa's Development, the African Group of Negotiators, the African Development Bank and UNEP, who have all worked together to bring this initiative off the ground.

The goal of AREI is to create at least 100 GW additional renewable energy generation capacity by 2020, and 300GW by 2030, which would double the current generation of the African continent. This capacity creates strong opportunities for further incorporating renewable energy into the transport sector, which can be used to power electric tuk-tuks and cargo bikes in urban and rural areas, to increase the functionality and sustainability of these and other mobility options.

Finance for Low Carbon Transport and Economy-Wide Gains

The ADP spin-off group on finance considered the current scale of international climate finance and how to scale up commitments. ADP should follow the recommendations of the Standing Committee on Finance (SCF), a parallel body under the UNFCCC, to fine-tune the timeline for the preparation and delivery of climate finance flows. Another of the SCF recommendations is to continue and strengthen linkages and relations between the Adaptation Committee and other institutions, including the Global Environmental Facility (GEF) and the Green Climate Fund (GEF), to support mitigation and adaptation actions.

At COP21, the World Bank joined with Norway, Sweden, Germany and Switzerland to announce the [Transformative Carbon Asset Facility](#). The goal of the facility is to help developing countries transition from planning to implementing mitigation policies using carbon pricing mechanisms and other policies that can have a lasting impact on mitigating climate change.

Country partners expect to commit more than \$250 million next year to open the facility, which will remain open for additional contributions until an initial target of \$500 million is reached, with which the facility will leverage more than \$2 billion in financing from the World Bank Group and other sources. This facility is an important complement to the [Carbon Pricing Leadership Coalition](#), as

it creates new incentives to shift toward low carbon development, including sustainable transport options such as public transport, electric mobility, and non-motorized transport.

Transport Champions of the Day

Throughout COP21, SLoCaT daily reports will highlight progress in the transport sector at national levels, as reflected in national-level transport measures in Intended Nationally-Determined Contributions (INDCs) and by subnational actors through a number of [transport commitments](#) linked to the Lima Paris Action Agenda (LPAA).

Transport-Focused INDC of the Day

Belize has set a conditional target to reduce 24 million metric tons of CO₂e over the period 2014-2033. In order to achieve this economy-wide target, Belize has set a transport sector target of at least a 20% reduction in conventional transport fuel use by 2033, by promoting energy efficiency in the transport sector through a range of policies and investments.

Proposed transport measures in Belize's INDC include undertaking a traffic management study to reduce traffic congestion in urban areas and along highways; upgrading the bus and industrial fleet; improving public transport scheduling; and promoting the use of bio-fuels. Furthermore, Belize has proposed conducting a vulnerability assessment to make its transport infrastructure more resilient to climate change.

Belize's INDC can be viewed [here](#), and SLoCaT's transport-focused analysis of INDCs can be viewed [here](#).

Transport Initiative of the Day

Inspired by the call to action by Secretary General Ban Ki-moon in September 2014, the Climate and Clean Air Coalition (CCAC) put together an Action Plan which provides a global framework to dramatically reduce emissions of carbon dioxide, black carbon and other pollutants in the freight sector by 2025, while targeting fuel savings and cost reduction for business.

Under the motto, "Reducing the climate and health impact of goods transport," the Global Green Freight Action Plan aims to align and enhance existing green freight through knowledge sharing, peer-to-peer partnerships, and government industry exchanges that will build a bridge between policy makers, business leaders and civil society at the global level. It also focuses on expanding and improving green freight in interested countries and identifying ways to incorporate black carbon, particulate matter and other air pollutant emission reduction calculations in green freight programs.

Since United Nations Secretary General's Climate Summit in New York in September 2014, 13 new countries have committed to establish a green freight program or initiative. Efforts include convening a biennial Global Green Freight Summit, fostering new regional level programs in every continent by 2020, and engaging the top 100 international carriers and shippers in green freight programs by 2025.

For more information, please see the [Global Green Freight Action Plan](#).

Best Practice Climate Action in Transport (80 Days Campaign)

The “Around the World in 80 Days Campaign” documents and communicates climate actions in the transport sector. The 80 Days Campaign is an initiative of the Netherlands government and the Paris Process on Mobility and Climate (PPMC). It references the famous Jules Verne novel to create a time-bound process prior to COP21.

On the third day of COP journey, we would like to take our readers to Muscat, Oman to present Green Award-Certification for maritime and inland waterway vessels.



Third stop. Oman. Muscat. December 2, 2015

Green Award-Certification for maritime and inland waterway vessels www.Greenaward.org



The Green Award procedure is carried out by the Bureau Green Award, which is the executive body of the independent, non-profit Green Award Foundation. The certification procedure consists of an audit of the office of the operator (to verify procedures and processes) and an audit

of each individual ship applying for certification. The assessment focuses on crew, operational, environmental and managerial elements, amongst others.

For more information on the transport climate action, please go to [here](#).

Closing Thoughts

As noted by the [Third World Network](#), negotiations taking place under the ADP are filled with meetings, spin-off groups and other sessions where Parties are engaged in serious negotiations, drafting texts, bridging proposals and narrowing options contained in the current draft text. Delegates are under pressure to conclude their work by the evening of 3 December, to arrive at a revised version of the draft negotiating text, which is to be considered on 4 December. Parties are thus working late into the night with the goal of producing a negotiating text with clearer options for ministers to consider in the second week of the Paris talks.

Thus, in the next 24 hours, there is much at stake for sustainable transport, and the linkages described in the six areas above must be further strengthened in the ADP process to help to drive transformational change in the transport sector.

Announcements and Upcoming Transport Events

The SLoCaT Partnership would like to invite interested parties to attend the Clean Mobility Reception Thursday December 3rd, organized by the Paris Process on Mobility and Climate Change (PPMC). If you would like to join the Clean Mobility Reception, kindly contact Talya Enriquez Romano at Talya.enriquezromano@slocatpartnership.org.

Other forthcoming transport-related events include the following:

- “Lima-Paris Action Agenda (LPAA) Transport Focus.” Organized by UNFCCC. (December 3, 10:15 – 13.30, Hall 4 Room 12) ([Link](#) to live press conference; 9:00-10:00)
- “The world’s leading market for EVs – lessons to be learned from the Norway case.” Organized by Bellona Foundation. (December 3, 9:15-10:30, Bellona-CICERO Pavilion Room 13, Hall 3)
- “[GHG Mitigation in the Transport Sector – Roadmap for India](#)” Organized by Indian Railways. (December 4, 10:00-13:00, India Pavilion-Blue Zone)

Please visit the PPMC [Transport Events at COP21](#) website for a full listing of forthcoming transport events.

Today's Blog Post

Please see the following blog on [Translating National Climate Commitments into Local Action for the Transport Sector](#) from Holger Dalkmann and Alyssa Fischer of the World Resources Institute, in support of the #WeAreTransport campaign.

In addition, we would like to invite you all to join the **We Are Transport** social media campaign we have launched on Twitter. PPMC invites everyone to support the We Are Transport Campaign and join the discussion on Twitter using hashtag #WeAreTransport. For more information, please visit <http://ppmc-cop21.org/common-messages/>.

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