

AMBITIOUS ACTION
on Transport and
Climate Change
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Transport @COP21 Paris

DAY EIGHT – 7 December 2015



Opening Perspectives

Today's report will explore the role of the two permanent subsidiary bodies to the convention: the Subsidiary Body for Scientific and Technological Advice (SBSTA) and the Subsidiary Body for Implementation (SBI), and the relevance of their work for the sustainable transport sector.

As its name suggests, the task of the SBSTA is to provide the COP with advice on scientific, technological and methodological matters. Two key areas of work in this regard are promoting the development and transfer of environmentally friendly technologies, and conducting technical work to improve the guidelines for preparing national communications and emission inventories.

The SBI gives advice to the COP on matters concerning implementation, which include examining information in the national communications and emission inventories submitted by Parties in order to assess effectiveness. The SBI reviews financial assistance given to non-Annex I Parties to implement commitments, and provides on guidance to the financial mechanism.

The COP21 SBSTA/SBI session wrapped up work last week, and the following analysis summarizes draft conclusions proposed by the SBSTA and SBI for consideration and adoption by the COP21 and their relevance to the transport sector. The SBSTA and SBI have concluded their work but three items remained unresolved: the 2013-2015 review; capacity building under the Convention and the Kyoto Protocol; and impact of the implementation of response measures.

KEY FOCUS AREAS ON TRANSPORT AND CLIMATE CHANGE

Throughout COP21, the SLoCaT Partnership is reporting 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. This issue highlights progress each of these areas within the context of the COP21 SBSTA/SBI sessions.

Decarbonization of the Transport Sector

The SLoCaT Partnership has launched a new report, "[Emission Reduction Potential in the Transport Sector by 2030](#)," to determine the magnitude of mitigation possible in the transport sector by 2030 through low carbon policies proposed to be implemented in individual countries. This study is the first known attempt to compare different transport related INDC scenarios against the two-degree scenario (2DS) of the International Energy Agency (IEA), which is generally recognized as a reference scenario for low carbon development within the transport sector.

Transport emissions in 2030 must be below 2010 levels in order to be in line with 2DS scenario. This analysis shows an emission gap in 2030 of about 3.4 Gt (a 42% gap) between BAU and 2DS projections for the 138 countries assessed in this report. Only about 10% of INDCs have



proposed a transport sector emission reduction target, and about 9% and 15% of INDCs, respectively, include estimates of country-level BAU projections and transport sector mitigation potential. The analysis concludes that based on current emission trajectories, expected LCS projections and actual transport emission targets, the mitigation ambition in current INDCs will not be sufficient to achieve a 2DS within the transport sector by 2030.

The outcome of the analysis is cause for concern. If the scenarios described in this document materialize it means that the transport sector would be not well placed to make a long-term contribution to the 2DS (i.e. by 2050 or 2100). Investments would have been made up to 2030 that would lock in emission patterns that, at least for the medium term, are not compatible with the 2DS. This will require in the short and medium term much deeper reductions from other sectors, which may not be possible or cost effective, thus substantially increasing the difficulty of an economy wide transition to a 2DS pathway.

To address the emission gap, low carbon policies (incorporating 'Avoid,' 'Shift,' and 'Improve' strategies) must be scaled up and accelerated to approach a 2DS within the transport sector. A

more aggressive implementation of low carbon policies (both in scope and intensity), would position the transport sector better to reach 2DS requirements, if not by 2030 then beyond.

The full version of the SLoCaT Partnership's 2030 emissions report is available [here](#).

Adaptation and Climate Resilience in the Transport Sector

Among its draft conclusions, the SBSTA recommended that the Technology Executive Committee, in collaboration with the Climate Technology Centre and Network, the Adaptation Committee and the Least Developed Countries Expert Group, consider how it can help Parties to align their technology needs assessments with the process to formulate and implement national adaptation plans. This revised TNA process will apply to adaptation commitments within the transport sector in order to make countries' transport infrastructure and services more resilient to climate change.

In addition, the SBSTA requested that the Adaptation Committee further strengthen cooperation with the Standing Committee on Finance and other constituted bodies under the Convention, with a view to enhancing coherence and collaboration regarding adaptation finance. Better collaboration on adaptation finance can help to target the development of resilient transport infrastructure and services.

The SBSTA also acknowledged new pledges to support the implementation of National Adaptation Programmes of Action (NAPAs) in addressing urgent and immediate adaptation needs, building capacity for medium- and long-term adaptation planning and implementation, and successfully undertaking the process to formulate and implements national action plans.

Urgency and Timeliness of Action on Transport and Climate Change

According to today's [ECO CAN newsletter](#), findings of the Structured Expert Dialogue (SED) process at COP21 reiterate the facts that we are not yet on a 2DS path, that 2°C warming would be dangerous, and that keeping warming to below 1.5°C would avoid many disastrous impacts. ECO argues for including a 1.5-degree Celsius goal in the new agreement based on common but differentiated responsibilities, and with the condition of strong financial support and technical assistance to developing countries. Notably, The EU said in SBI last Friday that limiting warming to a 2DS will not be sufficient for vulnerable countries, and the call for a 1.5 degree goal has been echoed by Germany, France, Italy and Australia in recent days.

To achieve a 1.5/2DS, it is not possible to wait for the next round of INDCs to increase mitigation ambition, and Parties should therefore agree to revisit INDCs through a facilitative dialogue in 2017 or 2018 so that they can work together to increase pledges before implementation period. For such a review to succeed, mitigation targets must be developed from a perspective of science and equity, and firmer commitments on mitigation and adaptation finance must be part of the mix.

The PPMC's [80 Days Campaign](#) offers examples of current climate actions in the transport sector that can make important contributions to pre-2020 emission reductions to make achieving a 1.5/2DS more feasible. The Ministry for Infrastructure and the Environment of The Netherlands organized an event showcasing the 80 Days Campaign, which highlighted some of the exceptional examples of Climate Actions in Transport, which have made sound business cases that show a substantial reduction of GHG emissions in the transport sector is already possible.

During the event, the State Secretary of the Ministry of Infrastructure and the Environment of the

Netherlands, Sharon Dijksma, presented the 80 days campaign - a joint project with the PPMC inspired by the Jules Verne 80 Days around the world story with more than 100 examples of transport and climate change actions can be accessed via the PPMC website. A [virtual publication](#) was presented at the event by the Minister that brings together all the examples under the campaign. Dijksma indicated that they would be taking up transport during the EU presidency in the first 6 months of 2016. Three examples from different transport areas were presented at the event: 1) [an innovative technology that produces ethanol from non food sources](#); 2) [the International Association of Public Transport's Declaration on Climate Leadership](#) with 350 pledges from 200 cities in more than 80 countries; and 3) [PIANC, the World Association for Waterborne Transport Infrastructure that highlighted how adaptation efforts](#) can also help build back natural reserve capital. One of the most interesting aspects of the 80 Days Campaign is seeing the commitment of the private sector and many partnerships being highlighted in the campaign database. The 80 days Campaign will later on be merged into the 365 campaign (www.365campaign.com) where 365 examples of climate actions in transport will be made available, including all the INDCs and NAMAs.

In another event, the Compact of Mayors also referred to the efforts of non-state actors - Minister Dijksma also announced an initiative on Delta cities where many people live but only occupy 5% of the land space (our adaptation message). The role of non-state actors is clear and the efforts that they are making cannot be denied in the level of ambition to mitigate or adapt to climate change. However few if any of the INDCs actually include this and maybe this could be a way to accelerate action. Joan Clos of UNHABITAT made a clear plea to change the development saying, "The heart of the problem whether for climate change or sustainable development is to change the present development model that we follow so that cities can leapfrog from where they are today to a more resilient and low carbon future." The Deputy Mayor of Shimla mentioned that he was trying to push through policies to manage car growth as Shimla is a beautiful and very walkable city that is being suffocated by cars - a new policy has been put forward to prevent people from being able to buy a car if they do have a designated parking place for it. In addition Bristol EU Green Capital has a new Climate Action plan which focused on buildings and transport.

Please see below for a daily example of 80 Days Campaign best practices in the transport sector.

Transport's Connectivity and Accessibility

Under the SBI, Least Developed Countries are actively engaged in the process to formulate and implement national action plans, many of which include proposals to develop transport infrastructure and services. At the same time, the SBSTA invited Parties to take into account climate risk screening of national development strategies and policies aimed at enhancing livelihoods and economic diversification, including efforts to develop transport infrastructure and services, to enhance climate resilience. In addition, new pledges made by Parties to the LDCF can be used to enhance the implementation of sustainable mobility strategies in the least developed countries to improve transport connectivity and accessibility.

The SBI also invited the secretariat to include information on relevant tools and methods to assess the environmental, social and economic benefits of involving men and women equally in climate change related activities, including mitigation and adaptation efforts. The SBSTA also recognized the need to achieve gender balance in technological processes, which is particularly relevant for enhancing transport connectivity and accessibility as men and women use transport infrastructure in different ways. It is thus necessary to explore further ways and means to integrate gender-responsiveness into sustainable mobility strategies and technology needs assessments in order to enhance their implementation in cooperation with relevant organizations.

Eco-mobility is a strategy that has the potential to make a city more livable, both by bringing social and environmental benefits to its inhabitants. In an event organized by ICLEI - Local Governments for Sustainability, the City of Johannesburg and the PPMC, high-level representatives from the cities of Bogota, Milan, New York, Oslo and Sydney presented the measures they are currently taking to adopt **eco-mobility strategies in cities** that will allow them to reduce GHG emissions and improve quality of life.

During the event, Oslo presented its just-released policy on making its city center car-free zone by 2019, and its strategy to reduce GHG emissions 50% by 2020 and 95% by 2030. New York City mentioned that 80% of its transport GHGs will be reduced by 2050 through energy efficiency measures, modal shift actions and electrification of the fleet. Milan presented its congestion-charging program for its city center and the benefits it has brought in the reducing CO₂ and black carbon emissions, as well as its collaborative mobility strategy that includes bike and car sharing. Finally, Bogota mentioned the extended capacity it is currently building for pedestrians and cycling, and its plan to electrify public transport to improve air quality.

In closing remarks, UNEP underscored the power that mayors have due to the amount of people living in cities, while also stressing that that power comes with huge responsibility to bring wellbeing to its inhabitants. WHO reports that seven million people suffer from premature death yearly due to air quality, and as transport is a key contributor to this issue, measures must be taken to reduce risk to urban populations. Reduced fossil fuel subsidies, improved city planning and South-South cooperation are vital to ensuring that transport is a key part of the solution.

Technological Dynamism and Innovation for Transport

The SBSTA highlighted the [joint annual report](#) of the Technology Executive Committee and the Climate Technology Centre and Network for 2015, which contains information on their respective activities and on the performance of their respective functions. Some of the key messages from this report are especially relevant to transport as both bodies call on Parties to create enabling environments to mobilize increased investment in climate technologies and to continue to provide financial and technical support for the activities of the Technology Mechanism. Scaling up sustainable transport will be enhanced by increased infrastructural investment and knowledge sharing of best practices on sustainable mobility through the Technology Mechanism.

The SBSTA noted that the TEC would elaborate guidance on the preparation of technology action plans and make it available in early 2016 to developing countries for use in informing the technology needs assessment process. The SBSTA also invited the CTCN to use the guidance developed by TEC when responding to requests from developing countries regarding the provision of assistance to enable the implementation of the results of their technology needs assessments. Sharing knowledge and best practices about the development of sustainable transport systems within this guidance will enhance the deployment of sustainable mobility strategies to contribute to mitigation efforts in developing countries.

Many opportunities to realize climate change and sustainable development goals in the transport sector can be achieved with existing solutions and technologies. The Global Fuel Economy Initiative (GFEI) has released a [COP21 video](#) summarizing the effectiveness and speed with which fuel economy standards can make positive change at both global and local scales.

According to GFEI, a near tripling of the number of cars on the planet is expected 2010 to 2050, the vast bulk in emerging economies. Improved fuel economy is essential if we are to address some of the negative implications of this growth, such as pollution, congestion, energy and

resource depletion, and environmental damage. By improving the fuel economy governments can save money, which can be spent on other sectors to improve development.

According to Andrew Steer, President and CEO, World Resources Institute, there is overwhelming evidence that passing good policies raising fuel efficiency standards to be raised brings new technology much faster than anticipated, so that increased resource efficiency and induced technological change can yield more growth, more jobs, and more competitiveness.

These assertions are echoed by sustainable development advocates from around the globe, as captured in the following statements:

It's absolutely essential that we do get cleaner fuels, so we do reduce that carbon footprint and that means using the fuels that we have in a better way.

- Amina Mohammed (Special Adviser, Post 2015 Development Planning)

It's clear that the cars of the future will have to be cleaner, will have to be more efficient, so it is vital that to have policy approaches, which actually communicate to the vehicle industry, that governments are serious about putting in place frameworks for fuel economy.

- Cornie Huizenga (Secretary General, SLoCaT Partnership)

For developing countries fuel efficiency means that your demand for energy products goes down, you have savings to do other things you need to do for development. For us this is a winner and we just see that this is the future.

- Kandeh Yumkella (CEO, Sustainable Energy for All)

Saul Billingsley, Director General FIA Foundation, expresses hope that at COP21, governments will take action to make the environmental agenda move forward. The Global Fuel Economy Initiative offers one very practical solution to help governments save trillions of dollars in fuel use, which could be spent on other things like hospitals and education and employment.

Please see GFEI's COP21 video [here](#).

Finance for Low Carbon Transport and Economy-Wide Gains

The SBI invited the Global Environment Facility (GEF) to continue to provide financial support to developing country Parties to conduct or update their TNAs and the SBSTA welcomed the full operationalization of the Green Climate Fund (GCF) in 2015. Through these two funds, countries can request climate technology financing for sustainable transport. Furthermore, deeper linkages between the Technology Mechanism and the Financial Mechanism, especially on long-term finance and technology transfer, as recommended by the TEC, can help to mobilize investment for sustainable mobility.

COP21 is a historic opportunity for nations to phase-out fossil fuel subsidies and should be expanded in national INDCs. There is an urgent need to avoid further 'lock-in' of high cost energy assets

An event organized by IISD brought together an expert and high-level panel highlighted **the damage of fossil fuel subsidies and the importance of their phase-out** in the global reduction in GHG emissions. Participants from Norway, Switzerland, Sweden, International Energy Agency, IISD and others provided their perspectives on this important topic.

Subsidies are perverse and damaging. They run to USD 500 billion per year and 10 times that including the monetized impacts of externalities. While a global carbon price is seen to be a very efficient instrument for mitigating climate change, subsidies work in the other direction, as USD 500 billion is five times the annual commitment to climate funds. Phase-out is estimated to contribute to be able to achieve an 11% reduction in GHG emissions from energy sources. With allocation of savings to renewables, savings of up to 18% or more are anticipated.

Norway's foreign minister pointed out how Norway was one of the first countries in the world to introduce carbon pricing and how it has made their economy more competitive. Switzerland said the global phase-out of fossil fuel subsidies is a cornerstone of its international cooperation. They are also taking action on reducing short-lived climate pollutants to improve both climate and air quality.



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

Canada has set an economy wide target of a 30% reduction in greenhouse gases below 2005 levels by 2030. Proposed transport measures in Canada's INDC include introducing more stringent greenhouse gas emission standards for passenger automobiles and light trucks, as well as regulations for heavy-duty vehicles. It is expected that 2025 model year passenger vehicles and light trucks will emit about half as many greenhouse gases as 2008 models.

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

Transport Initiative of the Day

The International Zero-Emission Vehicle Alliance (ZEV Alliance) is a collaboration of national and subnational governments working together to accelerate adoption of ZEVs. It aims to accelerate the adoption of zero-emission vehicles, including electric vehicles, plug-in hybrids and fuel-cell

vehicles, consistent with national, regional and city climate change commitments. The participants set ambitious, achievable targets for ZEV deployment, take actions to achieve those targets as appropriate in each jurisdiction, act together to achieve individual and collective targets, and encourage and support other jurisdictions in setting and achieving ambitious ZEV targets.

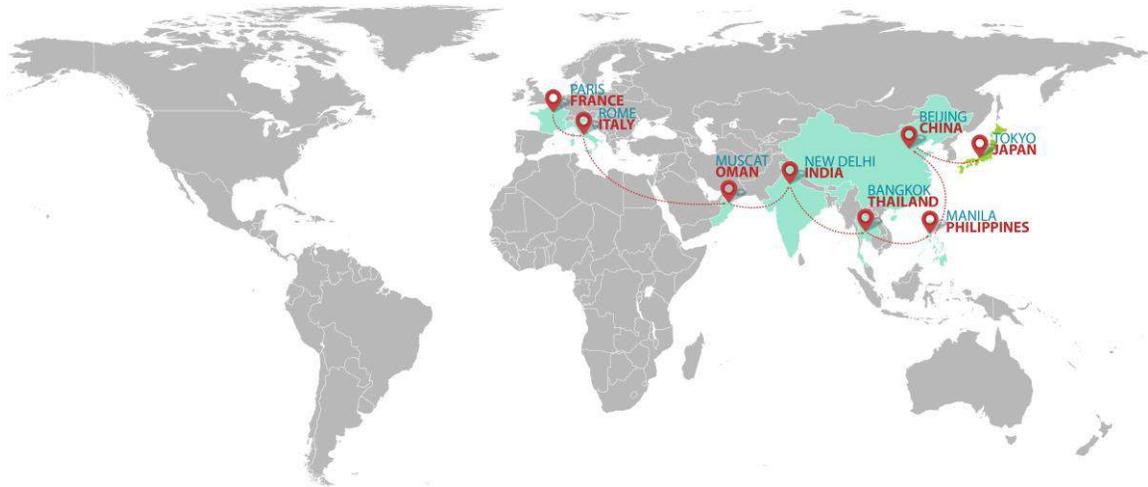
The Alliance partners, including the state of California, the countries of Norway, the Netherlands and the United Kingdom, commit to zero (local) emission vehicles making up 100% of passenger vehicle sales as fast as possible and no later than 2050.

For more information, please see the [ZEV Alliance website](#).

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 eighth day of the COP21 journey, we are bringing you to Tokyo, Japan, for a transport climate action on Placing Electric Vehicles at the Heart of an Integrated Urban System:



Eighth stop. Japan. Tokyo. December 7, 2015

[Integrated Urban Intelligence](#). Placing EVs at the Heart of an Integrated Urban System



A project in Toyota City, Japan, is piloting a system that places electric vehicles at the heart of an integrated urban system. The Ha:mo project is a multi-modal navigation system with the capability to incorporate different forms of transport into one route. This includes cars, trains, buses, taxis, power-assisted bicycles, and a network of over 100 shared ultra-compact electric vehicles intended for short journeys within the city.

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

Closing Thoughts

We must quickly make progress to ensure that the most damaging climate impacts are avoided for current and future generations. The SBSTA and SBI processes have made valuable contributions toward this end in the six areas highlighted by the We Are Transport campaign, and the transport sector is playing its part to reduce short-term emissions through test solutions such as increasing global fuel economy standards and emerging initiatives such as those illustrated by the 80 Days Campaign and among city-level eco-mobility strategies in many parts of the world.

This week marks the start of high-level negotiating segments at COP21, which hold the potential for both promise and peril in helping to expand the scope and accelerate the pace of the low carbon transport initiatives like the examples mentioned above. As the high-level segments progress, it is hoped that the ministers appreciate the urgency of crafting a global agreement that empowers transport and supportive sectors to achieve climate change and development goals.

Announcements and Upcoming Transport Events

Forthcoming transport-related events include the following:

December 8

- [“High-level briefing by Secretary General’s High-Level Advisory Group on Sustainable Transport \(HLAG-ST\)”](#) Organized by UN DESA (December 8, 13:15 - 14:45, Le Charente, Hall 6)
- [“High-Level Event on Zero-Emission Vehicles”](#) Organized by ZEV Alliance and International Energy Agency (December 8, 13:30-15:00, The Netherlands Pavilion, Hall 3)
- [“New Developments in Role of Climate Finance and ODA for Sustainable Transport”](#) Organized by SLoCaT Partnership, GIZ, Adenauer Foundation, and MDB Working Group on Sustainability (Dec 8, 16:00-17:30, The Netherlands Pavilion, Hall 3)

December 9

- “[Flying Clean: Limiting The CO2 Emissions From International Aviation](#)” Organized by ITF (December 9, 11:15 – 12:45, OECD Pavilion)
- “Fossil Independent Transports – Sweden's Target as a Base for Global Cooperation and Efficient Emissions Reductions” Organized by Fores, Sweden (December 9, 13:15-14:45, Le Bourget Exhibition Hall, Room 2)
- “[Youth and Mobility: Transport Futures – What's Yours?](#)” Organized by PPMC and Youth Organizations (Espace Generations Clima, Room 3)
- “Climate Adaptation in the Transport Sector: Accelerating Global Efforts” Organized by PPMC and MDBs (December 9, 16:00 – 17:30, The Netherlands Climate Pavilion, Hall 3)

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

Please find here a [video clip](#) from the Lima Paris Action Agenda (LPAA) Transport Focus event on December 3.

Please see the blog [Sustainable Transport: Building Equitable and Low-Carbon Cities](#) from Benoît Colin and Katherine Peinhardt of the World Resources Institute, in support of the #WeAreTransport campaign.

We would like to invite our readers 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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