

AMBITIOUS ACTION  
on Transport and  
Climate Change  
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## Transport @COP21 Paris

DAY NINE – 8 December 2015



### Opening Perspectives

With only three full days remaining at COP21, negotiations are intensifying, and in an effort to build momentum toward a Paris agreement, the French government and the UN have set up **five groups** headed by 14 ministers to focus on resolving sensitive issues, as described in the paragraphs below. These issues are closely correlated to the six areas of the PPMC [We Are Transport](#) campaign, and thus each is highly relevant to transport in a number of ways.

(1) Resolution on **financing, technologies and capacities** will be necessary to ensure that the transport sector has sufficient resources to maximize mitigation potential and increase resilience. Significant transformational investments amounting to trillions of dollars are needed over coming decades to shape sustainable, low-carbon transport systems, especially in the developing regions such as Africa, Asia and Latin America. Historically, public sector spending has been the major source of finance for transport but the private sector and international climate finance will be increasingly important in closing the sustainable transport funding gap. Furthermore, reducing emissions from the transport sector relies on harnessing new technologies as well as deploying innovative approaches to transport demand management and improving the efficiency of existing transport options to reduce emissions in the immediate term.

(2) **Differentiation** among Parties to the UNFCCC based on “common but differentiated responsibilities and respective capabilities” is a defining feature of international climate change governance and negotiations. The issue of differentiation has particular relevance to the transport sector, as the majority of projected growth in the transport sector is expected to take place in developing countries. The potential to decouple transport emissions growth from economic growth in developing countries will determine in large part transport’s ability to make a proportional contribution to economy-wide mitigation targets as set forth in INDCs. As sustainable transport is a strong enabler of other sectors such as education, health and the economy to reduce poverty, there is also significant motivation to facilitate sustainable low carbon transport investments in developing countries to help to achieve both climate change targets and sustainable development objectives.

(3) The degree of **mitigation ambition** determined in a forthcoming Paris agreement will have great impact on the future shape of transport systems worldwide. Transport emissions in 2030 must be below 2010 levels in order to be in line with 2DS scenario; however, based on current emission trajectories, expected LCS projections and transport emission targets, the mitigation ambition in current INDCs will not be sufficient to achieve a 2DS within the transport sector by 2030. A SLoCaT analysis shows an emission gap in 2030 of about 3.4 Gt (a 42% gap) between BAU and 2DS projections, and thus, to address this projected emission gap, low carbon transport policies (incorporating ‘Avoid,’ ‘Shift,’ and ‘Improve’ strategies) must be scaled up and accelerated to approach a 2DS within the sector. Moving beyond a 2DS to a 1.5 degree target would challenge the transport sector even further.

(4) The scale and scope of **pre-2020 actions** will in large part determine whether projected emissions gaps can be closed and whether a 1.5/2DS can be achieved under the required timeframe and at a reasonable cost. The urgency to address climate change has never been stronger, as according to the IPCC we need to stabilize and start reducing GHG emissions by 2020 when a Paris agreement would be fully adopted. As transport accounts for about 60% of global oil consumption, 27% of all energy use, and around a quarter of energy-related CO<sub>2</sub>, the sector must also be the focus of concerted and accelerated mitigation actions. The role of cities and non-state actors as well as national governments is key to achieving accelerated action on transport, and the low carbon transport commitments linked to the LPAA must be expanded and mainstreamed on a global scale to meet short-term emission reduction requirements.

(5) Finally, more balanced attention to **adaptation** measures to complement mitigation actions will also have important implications for transport infrastructure and services around the globe. While countries are investing massively in transport infrastructure – an estimated global spending of \$1.4 to 2.1 trillion per year – very few are aware of the impact climate change will have on these infrastructure investments. Ensuring proper funding to mainstream resilience measures into existing and planned transport investments will help to protect these investments and in turn to increase mitigation potential by maintaining reliable and attractive sustainable transport systems. Thus, sources of adaptation finance such as the Green Climate Fund and the Adaptation Fund must be quickly capitalized and must treat transport projects equally with other sectors.

These are some of the key issues that the SLoCaT team will focus on in its analysis of the negotiations in the coming days and in its overall analysis of COP21. Additional issues that we will strive to summarize and integrate in the remaining days of the COP21 negotiations include such questions as (a) the potential role of market-based approaches (e.g. to offset rapidly-increasing emissions from the aviation and maritime sectors but also through application of carbon pricing for land transport), (b) whether to include a commitment that parties implement their INDCs (e.g. to ensure that planned transport mitigation and adaptation measures are not

merely voluntary), (c) what is the most effective transparency and accountability system; and (d) whether to include a post-2020 finance goal that scales up from the \$100 billion goal set in Copenhagen (e.g. through emerging areas of consensus such as carbon pricing and fossil fuel subsidy reform).

With these questions in mind, we will give a lighter touch in this issue to our traditional six areas, to allow our reporting team to conduct more substantive analysis in the coming days (and to catch up on some much needed sleep!).

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## KEY FOCUS AREAS ON TRANSPORT AND CLIMATE CHANGE

Throughout COP21, the SLoCaT Partnership is reporting on relevant progress across the six areas of the recently launched [We Are Transport](#) campaign, as reflected in negotiations and side events. The campaign brings together all transport modes and sub-sectors under the common purpose of combating climate change.

### Decarbonization of the Transport Sector

A side event enumerated strategies to reduce emissions through **green freight and logistics**. As one of a growing number of transport initiatives intended to reverse the trend of rising emissions in the sector, [Lean and Green Europe](#) was started in 2008 with the goal to reduce 400,000 tons of CO<sub>2</sub> emissions in five years. The organization is currently made up of 450 companies, based on collaboration between the members who are sharing good transport practices, with plans to expand to additional European countries and other regions of the world.

Freight is a transport sub-sector that requires mitigation solutions in the face of rising global consumer demand, and thus it is necessary to find ways to decouple freight emissions from development and growth. According to the Organisation for Economic Co-operation and Development (OECD) much of projected growth from freight will come from the Asia-Pacific region, with growth anticipated in other regions as well.

A broad spectrum of measures can be applied to decarbonize the freight transport sector, which include advanced vehicle technologies, alternative fuels, vehicle maintenance, eco-driving, vehicle labeling, routing, scheduling, and modal shift. The 'TIMBER framework' has been developed to help freight and logistics companies to reduce their GHG emissions from external factors (i.e. Technology, Infrastructure, Market, Behavior, Energy, Regulation). Additional examples of global decarbonization efforts on freight and logistics were presented by the Smart Freight Centre, which emphasized collaboration as a key element in reducing global emissions.

### Urgency and Timeliness of Action on Transport and Climate Change

The purpose of a **side event on non-state actors** was to give specific recommendations on sustainable transport in discussion with state actors and international institutions. The World Resources Institute (WRI) discussed the potential to leverage urban transport to improve cities' growth and reduce climate impact. WRI stressed that sustainable transport systems underpin countries' economic growth, and that in tackling climate change, it is also possible to improve road safety and reduce local air pollution. The majority of transport trips - 60 per cent of all kilometers travelled globally - occur within cities, which make cities a significant source of global

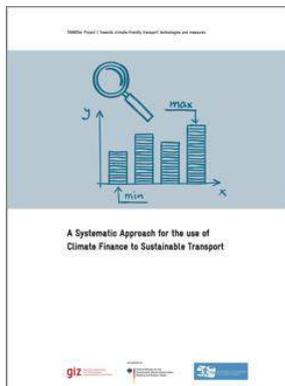
transport-related carbon emissions, and also present an opportunity to focus mitigation efforts.

WRI's presentation was followed by six short interventions from non-state actors on different modes of transport: Walk 21 on the importance of walking and pedestrian amenities; World Cycling Alliance on cycling; The FIA Foundation on global fuel economy; UITP on the importance of public transportation systems; PIANC on waterborne transport infrastructure; and IATA on the aviation industry. Non-state actors directed their messages to governments on specific issues, including developing and enforcing effective policies, expanding approaches to intermodality, using market measures to reach transport objectives, and focusing on investments in sustainable transport that will result in broader returns.

Among four respondents to these messages, the Prime Minister of Aruba showcased its strategy on hybrid buses, electric vehicles and solar energy in parking lots; the World Bank stressed the importance of increasing the mobilization of non-state actors in developing countries to energize demand for sustainable transport options; the Islamic Development Bank a willingness to work with the initiatives presented through country-driven requests; and the European Commission explained that while it could set certain policy directions, implementation has to come at national level. Thus, policy support for the initiatives will have to come largely from national governments.

Recommendations of the discussion were presented to the Dutch Minister of Environment, who promised to consider them in preparing for her European Union Presidency in 2016.

## Finance for Low Carbon Transport and Economy-Wide Gains



The SLoCaT Partnership, in conjunction with the GIZ TRANSfer project, has launched a [new report](#) on how to systematically use international climate finance (ICF) to expand and improve the quality of sustainable, low-carbon transport. ICF, described simply as official development assistance (ODA) directed to mitigation and adaptation, has not yet had a catalytic effect in transforming the transport sector to demonstrate low carbon impacts, increase resilience and support sustainable development; however, it has the potential to assume this role.

ICF is much smaller than ODA, and dedicated multilateral climate funds, such as the Global Environment Facility, the Climate Investment Funds, the Nationally Appropriate Mitigation Action (NAMA) Facility and the newly operational Green Climate Fund are not yet able to provide the amount of finance needed or the financial instruments that could assist such a transformation.

Consequently, the report identifies a four-pronged strategic approach for using ICF to advance sustainable transport:

1. Support climate-friendly transport policy development
2. Build investment pipelines to improve the flow and quality of sustainable transport
3. Unlock more private investment using climate finance instruments
4. Increase relevance of technical assistance and capacity building

Meeting the financing needs for scaling-up sustainable transport will depend on funding from national governments and expanded investments from the private sector. Policymakers should explicitly promote the development of low carbon transport measures, policies and programs. ICF should be used more systematically to address the particular characteristics of the transport

sector, the diversity of types of sustainable transport and leverage the potential for climate action and significant co-benefits from sustainable transport.

More leadership by the development finance institutions (DFIs), including multilateral development banks, bilateral DFIs and other domestic DFI partners, is needed to accomplish a required shift in funding to the transport sector and the use of both ICF and ODA.

Please follow this [link](#) to read the full report.

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## 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

Cote d'Ivoire has set a target of a 28% reduction in GHGs below the 2030 business-as-usual (BAU) scenario described in their INDC. For the transport sector a 5.73% reduction of GHGs has been targeted below the 2030 BAU scenario. Proposed transport measures in Cote d'Ivoire's INDC include integrating climate in territorial planning documents in order to limit travel distances, efficient transport policies, advancing the urban transport plan development (e.g. urban train in the district of Abidjan) and facilitating the purchase of low-emission vehicles which scrapping high-emission vehicles through stricter standards and incentives.

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

## Transport Initiative of the Day

The Low Carbon Road & Road Transport Initiative (LC2RTI) of the World Road Association (PIARC) provides guidance to all road stakeholders in adapting the road network to climate change and mitigating the climate effects of road transport. Under the motto, "Green roads – clean growth," the initiative aims, amongst others to help road authorities to define or adapt sustainable national strategies and reduce the carbon footprint of road construction, maintenance and operation. It also intends to develop a worldwide basic facts database on roads to allow assessing progress in climate change adaptation and mitigation in the road sector.

The LC2RTI also focuses on Developing road networks in line with new vehicle technologies (electric propulsion, autonomous cars, road/vehicle and vehicle/vehicle interactions, etc.) and enhancing intermodal cooperation.

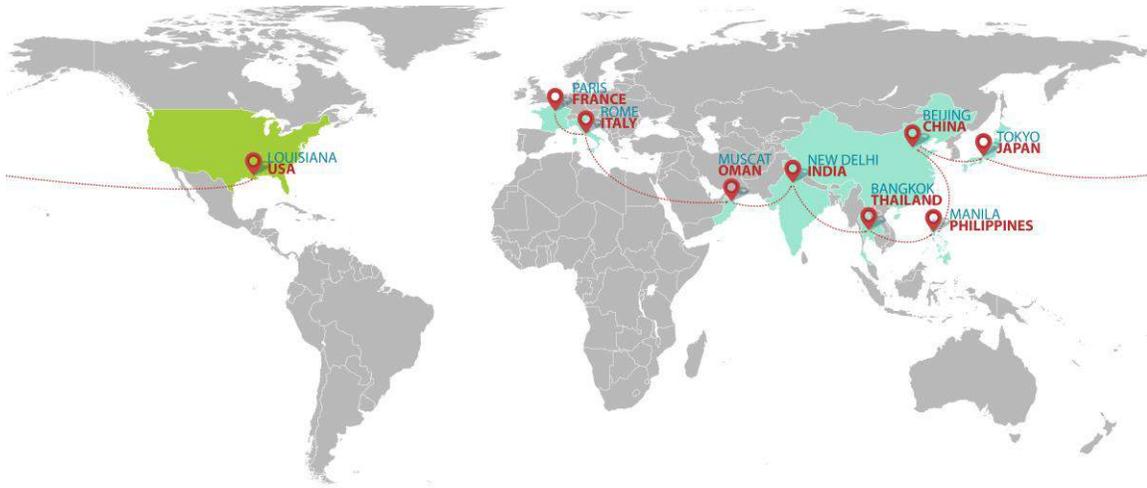
For more information, please see the [LC2RTI initiative page on the PPMC website](#).

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## 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 ninth day of the COP21 journey we would like to take you to Louisiana, United States of America, for the Atchafalaya River Island Beneficial Use Project:



### ***Ninth stop. USA. Louisiana. December 8, 2015***

Engineering with nature, [Atchafalaya River Island Beneficial Use Project](#), Louisiana.



During the 1990s, placement of shoal material dredged from Horseshoe Bend occurred at eight wetland development sites located along the river’s bank adjacent to the channel. The capacity of these placement sites was nearly exhausted by 1999. Thus, to meet the anticipated disposal requirements for future channel maintenance, the US Army Corps of Engineers strategically deposited dredged material at mid-river open water placement sites immediately adjacent to the navigation channel and upriver of a small naturally forming sandbar to investigate the impacts of mid-river placement on shoaling trends downriver of the site. The practice of deliberately placing dredged sediments upriver of a naturally occurring sandbar was conducted to aid the sandbar’s growth, which produces greater environmental and economic benefits than would otherwise result from more conventional dredged material placement practices.

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

See also related projects [Chargepoint](#) and [Environmental Port Index](#).

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## Closing Thoughts

The next three days of negotiations at COP21 will have significant implications for the way the world will address climate change at least the next 15 years, and indeed for the decades to come. Progress in areas such as financing and technology, differentiation, mitigation ambition, pre-2020 actions, and adaptation can help to bring about a Paris agreement to unify global action on climate change, and ideally to empower the transport sector to quickly scale up low carbon options to keep the world on a 1.5- or 2-degree course. For those who face growing climate impacts around the world, such an agreement can't come quickly enough.

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## Announcements and Upcoming Transport Events

Forthcoming transport-related events include the following:

### December 9

- [“Morning Debate: Is Urban and Regional Growth Possible Without Public Transport?”](#)  
Organized by Fer de France (December 9, 09:45 – 10:30, Solutions Gallery)
- [“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 (December 9, 13:00 – 16:00, Espace Generations Climat, Room 3)
- [“Climate Adaptation in the Transport Sector: Accelerating Global Efforts”](#) Organized by PPMC and MDB (December 9, 16:00 – 17:30, The Netherlands Climate Pavilion, Hall 3)

### December 10

- “Translating National Ambition into Local Implementation – Experiences in Mobility and Transport in Latin America” Organized by ITDP (December 10, 10:00-11:30, Peruvian Pavilion)
- [“Subnational Cooperation on Clean Resilient Transportation through Zero Emission Vehicles and More”](#) Organized by George Town University (December 10, 15:00 – 16:30, Observer Room 03, Blue Zone)

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

Please see [here](#) for a featured blog post by Mary Williams from Brake, the Road Safety Charity.

Please see the following link for a video clip of the SLoCaT Partnership’s Heather Allen

discussing sustainable mobility in the COP21 [Climate Change Studio](#).

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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