

AMBITIOUS ACTION
on Transport and
Climate Change
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Transport @COP21 Paris

DAY TEN – 9 December 2015



Opening Perspectives

A new [draft decision document](#) emerged this afternoon at COP21, which reduces the length of the previous version by nearly a third. This slimmed-down version of the text offers the outline of a global agreement that will empower the transport sector to take more ambitious action on climate change. While key outstanding issues await final resolution, rays of sun and rays of hope have broken through after an overcast Tuesday.

In response to the draft document, and following up on the structure introduced in yesterday's report, we will explore in detail today the transport implications for decarbonization and finance, and will cover adaptation and technology in tomorrow's report.

KEY FOCUS AREAS ON TRANSPORT AND CLIMATE CHANGE

Throughout COP21, the SLoCaT Partnership is reporting on progress in six areas as featured in negotiations and other events, reflecting 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

Decarbonization is a central goal of a forthcoming Paris agreement, and as COP21 negotiators converge around a draft decision, it is essential that decarbonization efforts in the transport sector go beyond short-term actions, but instead embody long-term systemic shifts.

How we see the draft outcome document

On the topic of decarbonization, the current draft outcome document focuses largely on collective long-term qualitative goals (e.g. carbon neutrality) as well as presenting options for both 1.5- and 2-degree Celsius scenarios (1.5/2DS). While quantitative goals are not yet resolved, the language contained in the current draft document is useful in determining direction, setting broad ambition levels, and establishing a general recognition of the necessity of increased economy-wide mitigation actions, including in the transport sector, to reach determined target in a forthcoming outcome document.

Regarding collective and country-level efforts toward decarbonization, the current draft decision “notes with concern that the estimated aggregate greenhouse gas emission levels resulting from the INDCs in 2025 and 2030 do not fall within least-cost 2 °C scenarios, and that much greater emission reduction efforts...will be required in the period after 2025 and 2030 in order to hold the temperature rise to below 2 °C or 1.5 °C above pre-industrial levels.” This observation reflects a transport-specific analysis from the SLoCaT Partnership, which is described further below.

To **raise ambition of submitted INDCs**, the draft decision proposes a timeframe up to 2025 (or 2030) to communicate by 2020 (or 2021) a new INDC (or substitute) and to do so every five years, an improvement over a previously included option of 10 years, to ensure that mitigation ambition is optimized. In terms of compliance and transparency, the draft decision requires the submissions of a synthesis report to the UNFCCC Secretariat at least 9-12 months in advance of the review with a view to facilitating the clarity and transparency of the INDC. This is important language to ensure that good intentions are backed by good implementation practices.

Regarding **pre-2020 ambition**, the draft decision “emphasiz[es] that enhanced pre-2020 ambition can lay a solid foundation for enhanced post-2020 ambition, and also emphasizing the enduring benefits of ambitious and early action, including major reductions in the cost of future mitigation and adaptation efforts.” The decision further “recogniz[es] the urgent need to enhance the provision of finance, technology and capacity-building support by developed country Parties, in a predictable manner, to enable enhanced pre-2020 action by developing country Parties,” noting ongoing issues of differentiation in the implementation of planned mitigation actions. In addition, the draft decision “invites the IPCC to provide a special report in 2018 on the impacts of global warming of 1.5 °C ... and related global greenhouse gas emission pathways,” marking the crucial acknowledgement of the need to reassess impacts and potential actions in the pre-2020 period

Also notable is the shift in the COP21 negotiating process away from prioritizing technological measures and toward more comprehensive approaches and systemic changes. This reflects a general trend in country-level INDCs, as illustrated in the following section for transport-specific measures. Nevertheless, [a recent UNFCCC document for policy makers](#) reflects for the first time Avoid and Shift measures, and the UNFCCC’s Global Environmental Facility has moved squarely in the direction of funding Avoid and Shift measures among its transport sector mitigation projects, as well as increasing its attention toward projects intended to increase the resilience of transport assets.

How commentators view progress on this issue

Regardless of final outcomes in the agreement, COP21 has to this point shown increased consensus on scaling up levels of ambition from an expanding set of Parties. In recent days, additional countries have expressed support for a 1.5DS including a new [“high ambition coalition”](#) consisting of 79 African, Caribbean and Pacific countries, the US and all of EU member states, thus marking an important expansion of this position among developed as well as developing countries. This is a strong result, as recent assessments by a range of international bodies have concluded the current INDCs will not be sufficient to achieve a 2DS. This trend sends a clear message to transport and other sectors that there is a need for disruptive change in the area of decarbonization, as incremental approaches will not be sufficient to make needed strides in this direction.

The Climate Action Network, in the [ECO NGO newsletter](#) continues to advocate for a 1.5DS to protect not only the less affluent citizens of LDCs and SIDS, but also the more well-heeled populations of developing countries metropolises such as New York, Naples, and Osaka. To reach this threshold, ECO notes the imperative of phasing out all fossil fuel emissions by 2050, and balks at the proposed use of generating and achieving offset credits to achieve national emission reductions. ECO has long make a case to NGOs and negotiators alike not to settle for a 2DS, and it appears at this stage of the negotiation that their efforts may be paying off.

According to [The Bottom Line](#) newsletter, the COP21 business community is calling for the following four points in a forthcoming agreement to send needed signals to the private sector: addressing all Kyoto greenhouse gases and short-lived climate pollutants; combining INDCs (with strong and regular review cycles) and pre-2020 ambition; defining an endpoint “well before the end of this century”; and targeting and achieving a 2DS, and preferably a 1.5DS. The newsletter notes that “business needs a straightforward long-term goal,” and in this respect, what’s good for business is good for us all.

As negotiations near the finish line, it is encouraging to see that NGOs and the business community are converging on key points, which sends a ray of hope that will ideally be felt by country delegations during the remaining COP21 plenary sessions.

SLoCaT’s assessment of implications for sustainable, low-carbon transport

Historic transport sector emissions growth in Annex I countries averaged 0.5% from 1990 to 2012, and non-Annex I countries averaged 4.8%, and it is expected that by 2016 or 2017, transport emissions from non-Annex I countries will be larger than those from Annex I countries. Crucially, growth in transport emissions can be decoupled to some extent from economic growth. Annex I Parties in particular have limited transport emissions growth to well below GDP growth rates, and even non-Annex I Parties have also kept transport growth below GDP growth over this 12-year period (albeit by a much narrower margin). Such decoupling must be achieved in developing as well as developed countries to make progress toward collective reductions to meet a 1.5/2DS.

INDCs represent a unique opportunity to increase bold mitigation and adaptation measures in transport and other sectors. Maximizing national mitigation actions will require optimizing contributions from transport in existing INDCs through mechanisms to increase mitigation ambition in successive evaluation periods.

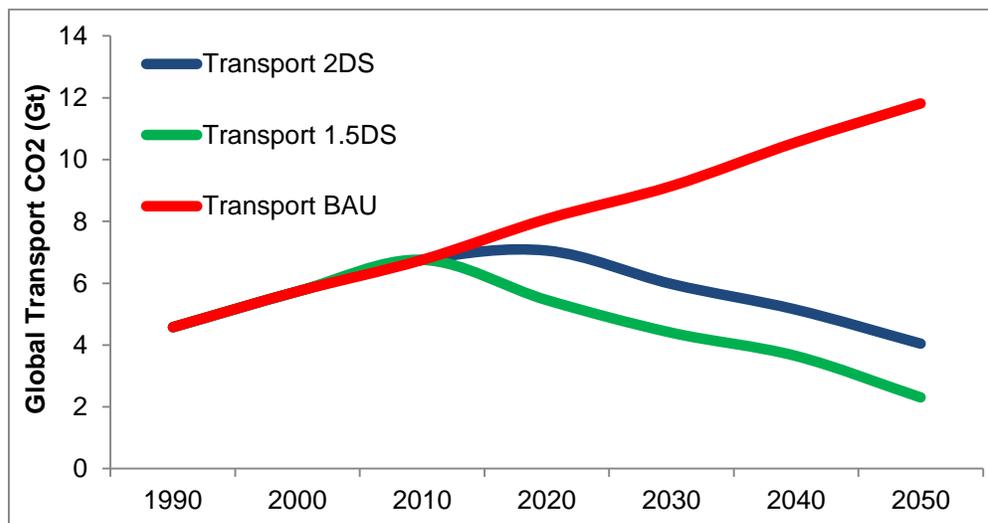
INDCs do not fully capture mitigation potential of the transport sector, based on an analysis of more than 350 mitigation potential studies. Developing countries have demonstrated high ambition for transport within their INDCs, as evidenced by submissions from Bangladesh, Gabon,

Morocco and others. INDCs are largely skewed toward passenger rather than freight emissions, which are growing more quickly, and tend to rely heavily on Improve strategies, and thus could incorporate a more balanced share of Avoid and Shift strategies to increase mitigation potential.

As economy-wide ambition levels increase, it is clear that transport must do its share to make strides toward an eventual 1.5- or 2-degree target. As transport is among the fastest growing sectors for carbon emissions in percentage terms, it is essential that the sector make a proportional contribution to mitigation action (acknowledging that proportionality spring from dynamic baseline, and that mitigation trajectories in other sectors are also evolving).

A recent SLoCaT analysis explores the **2030 mitigation potential of the transport sector** in comparing BAU and LCS in the context of a 2DS, as a commonly accepted reference scenario. The global transport CO₂ emissions are projected to grow from 6.7 Gt in 2010 to 9.1 Gt in 2030 and 11.8 Gt in 2050 under business-as-usual scenario (BAU). In order to reach 2DS scenario, a deviation of about **35% by 2030** and 66% by 2050 from BAU scenario is needed from the transport sector.

With broader calls at COP21 for a more stringent 1.5DS, this proposed reduction in the transport sector would need to be further increased to **51% by 2030** and 81% by 2050 from BAU. To meet a 1.5DS, the transport sector would roughly need to reach 1990 levels by 2030, as shown in the following graph.



However, a recent analysis by SLoCaT shows that there could be significant emission gap between the BAU and the low carbon scenario (LCS). It has been estimated that by 2030, a **24%** deviation from BAU could be achieved if all proposed low carbon measures in individual countries are ultimately implemented. 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 would require in the short and medium much deeper reductions from other sectors which may not be possible or cost effective, thus substantially increasing the difficulty of an economy wide transitioning to a 2DS pathway.

Thus, while SLoCaT absolutely agrees in ethical terms with the need to set the average temperature threshold as low as possible to protect the world's most vulnerable population, we also acknowledge that moving the dial from 2DC to 1.5C would involve even more disruptive changes in the transport sector and thus would require even greater political commitments across

the world to move away from traditional auto-oriented models of transport development, and to more fully embrace a more balanced set of Avoid, Shift and Improve strategies in local, national, and regional transport planning efforts. Making such leaps would require moving quickly from project-based to more programmatic approaches; in essence, to fire on all cylinders, as well as no cylinders, as electric mobility is scaled up for personal cars, public transport and two-wheelers.

Non-state actors have gained significant stature in the past year in the UNFCCC process. At COP20, the potential role of non-state actors was tenuous in the Lima outcome document, though the emergence of the NAZCA portal helped to establish a greater foothold for non-state actors in the framework. Due in large part to the leadership of LPAA in the past 12 months, at COP21 there has been a clear recognition from national governments of the essential roles of non-state actors in achieving and even guiding mitigation efforts in various sectors. This is established in the [Paris Declaration](#) in which cities are committing to strong reduction targets, though these at present these targets are not necessarily broken down by sector. Para 127 of the draft decision “encourages Parties to work closely with non-Party stakeholders to catalyze efforts to strengthen mitigation and adaptation action,” further strengthening this nexus.

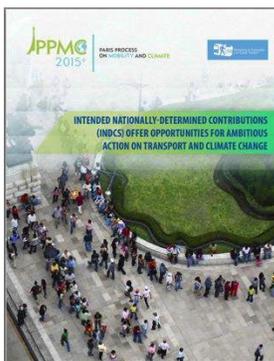
More direct contributions to mitigation from the transport sector have come in the form of LPAA-linked transport initiatives, which take different approaches to quantifying mitigation ambition, including GFEI (100 countries for 50% fuel use reduction by 2050), UIC (quantified reductions in energy use and emissions for freight and passenger rail), UITP (double the market share of public transport by 2025), among others.

Though these initiatives mark crucial efforts of non-state actors to decarbonize in the pre-2020 period, it is difficult to assess whether levels of ambition are sufficient to reach a 1.5/2DS, and thus forthcoming initiatives of this type should be calibrated to long-term targets.

To fully capitalize on the mitigation potential of the transport sector, we need to frame the conversation in different ways. We need to stop talking about mere ‘mitigation’ (which implies incremental and superficial activity) and start talking about decarbonization (which suggests more disruptive and sustained impact). We must move beyond demonstration projects like single BRT lines and move toward more systemic changes to meet the rising ambition of negotiators in contemplating a 2DS or 1.5DS in a forthcoming Paris agreement.

The global sustainable transport community could support countries in shaping detailed implementation plans for general mitigation and adaptation strategies proposed in INDCs. Global expertise could be leveraged to help refine and expand country context-sensitive transport specific mitigation and adaptation strategies.

Urgency and Timeliness of Action on Transport and Climate Change



SLoCaT and PPMC has recently published a new report, “[Intended Nationally-Determined Contributions \(INDCs\) Offer Opportunities for Ambitious Action on Transport and Climate Change](#)” to assess the role of the transport sector in mitigation and adaptation in recently submitted INDCs to the UNFCCC.

The report finds that among the 133 INDCs representing 160 countries that were submitted as of mid-November, 77% explicitly identify the transport sector as a mitigation source, and more than 61% of INDCs propose transport sector specific mitigation measures. In addition, 10% of INDCs include a transport sector emission reduction target, and 14% of INDCs include assessments of country-level transport mitigation potential.

Among the 200+ transport measures proposed in the INDCs there is a strong bias towards passenger transport, which is included in 89% of INDCs. Urban transport measures are mentioned in 86% of INDCs, while strategies such as high-speed rail (2%), and walking and cycling (12%) have received relatively less attention. While freight transport contributes about 40% of CO₂ emissions it is mentioned in only 31% of the INDCs that propose transport measures.

Although it has generally received less attention than mitigation, adaptation is mentioned in an economy-wide scope in the 133 submitted INDCs. The transport sector is mentioned in general terms among climate adaptation measures in 17% of INDCs, and 5% of countries identify transport-specific adaptation strategies (including Bangladesh, Belize, Gambia, Madagascar, Maldives, and Moldova), which focus mainly on vulnerability assessments and infrastructure resilience planning.

In summary, INDCs represent a unique opportunity to increase bold mitigation and adaptation measures in transport and other sectors, as for the first time in history, countries are communicating their intended actions to reduce emissions and increase resilience on sectorial scales in the context of the UNFCCC system. Maximizing national mitigation actions will require the optimization of contributions from transport in existing INDCs through mechanisms that increase mitigation ambition in successive evaluation periods.

The full version of the report is available [here](#).

Transport's Connectivity and Accessibility

The Secretary General's **High Level Advisory Group on Sustainable Transport (HLAGST)** gave a COP21 briefing to provide an update on its progress. The group shared perspectives and key messages for sustainable transport for a Paris agreement and the sustainable development agenda. The group aims at finishing a report that recommends raising the level of ambition in the transport sector and will host an international conference to bring visibility to the subject.

Mayor of Santiago, Carolina Toha, co-chaired the meeting, calling for an ambitious mandate to give centrality to the transport sector within the UNFCCC process and to leverage the sector as a key component of the sustainable development agenda. She noted that there are many challenges in deploying transport for climate mitigation and adaptation but she expected the group to seize the opportunities use sustainable mobility to build better societies.

Among other speakers, Milka Bajic-Brkovic, President of the International Society of Urban and Regional Planners emphasized the importance of working to influence transport policy at the local level and bridging the HLAGST's recommendations on adaptation and resiliency strategies with science, and Nancy Young, Vice-President, Environmental Affairs, Airlines for America, stressed the need to build bridges across different modes of transport through bold innovation and partnerships with the private sector.

A side event entitled '**Exploring the Co-Benefits of Climate Finance for Development**' discussed the issues countries such as Belize and Cambodia are facing and the actions they are taking to build greater climate resilience. Participants put emphasis on the need to link the Sustainable Development Goals (SDGs) with climate finance, especially concerning the Alliance of Small Island States (AOSIS). Belize made it clear that carbon finance must also deliver to more vulnerable populations.

The New Climate Economy's '[Better Growth, Better Climate](#)' study was presented, which shows multiple benefits of low carbon growth, such as the improvement in air quality, road safety and traffic congestion. The United Nations Development Programme (UNDP) Assistant Secretary General mentioned that climate finance empowers climate action and boosts sustainable

development, as low carbon urban development brings multiple benefits and pushes forward economic growth in cities.

Private financing must be incorporated, since public finance will not be able to meet all of the needs of developing countries. Local governments must be funded appropriately, because they are the ones responsible for improving transport resilience. Thus, the UNFCCC has developed a mechanism to allow local governments to access the necessary funds to take action without creating a conflict between them and the national governments.

Technological Dynamism and Innovation for Transport

Air passenger travel is expected to double by 2030, so urgent action is needed on aviation emissions as this growth in demand relies on network expansion. The International Transport Forum (ITF) has assessed aviation demand based on passenger travel, with [initial findings](#) showing considerable increase of emissions until 2030.

At the **Flying Clean side event**, ICAO reaffirmed that one of its three main goals is reducing the impact of aviation GHG emissions, along with reducing noise and limiting aviation's impact on air quality. The ICAO Sector Goal, as agreed by 191 member states, is for carbon neutral growth from 2020. ICAO noted that the largest potential reductions would come from improvements in aircraft technology and operations well as the adoption of sustainable alternative fuels and market based measures (MBMs). ICAO has developed an MBM for emissions trading in international aviation and there are opportunities to incorporate MBMs for domestic aviation via INDCs.

The GEF has also pledged to strengthen capacity building within the ICAO Buddy programs to help member states prepare their action plans to address CO₂ emissions from international civil aviation.

Finance for Low Carbon Transport and Economy-Wide Gains

How we see the draft outcome document

Finance post 2020 is one of the key issues for the negotiations. The expectations of developing countries are high, but developed countries show some reluctance to commit funds. In the 2010 Cancun commitment, developed countries committed to mobilizing \$100 billion per year in climate finance by 2020 to address the needs of developing countries. The current draft outcome document “strongly urges developed country Parties to scale up their level of financial support, with a concrete roadmap to achieve the goal of jointly providing USD 100 billion annually by 2020 for mitigation and adaptation, and significantly increasing adaptation finance from current levels.” Earlier wording on new or additional funds appears to be removed. The USD 100 billion per year starting 2020 appears to not be assured.

Reference to increasing the amount of committed funds above USD 100 billion per year from 2020 in a predictable and transparent way is made observing a principle known as ‘progression’. This is in contrast to previous COPs where the discussion was the mobilization of USD 100 billion by 2020. The role of the Green Climate Fund to support implementation is highlighted. As part of an accelerated implementation process starting in 2016 and continuing until 2020, the review of the adequacy of financial resources for accelerated implementation is described. Importantly, statements are made that the provision of financial resources would aim to achieve a balance between adaptation and mitigation compared to a past focus mainly on mitigation.

In line with what appears to be achieving greater transparency and accountability, currently included is a clause stating, “Parties should mobilize enhanced results-based payments for verifiable achieved emission reductions related to existing approaches under the Convention”. There is an optional statement on mainstreaming that “parties should integrate climate considerations, including resilience, into international development assistance” which while apparently innocuous would actually be quite significant if it means that all assistance would have a specific climate consideration.

A significant clause in the current document refers to the importance of “...pricing of greenhouse gas emissions as an important instrument for the reorientation of investment and finance flows consistent with a pathway towards low emission and climate resilient economies”. No more detail than that is provided in regards timing, the rate of implementation or how prices may be set or vary regionally. If this clause would lead to a global agreement on pricing it could have far reaching implications. The draft outcome document makes no reference to the need for removal of fossil fuel subsidies yet these have the opposite effect to carbon pricing. Many countries in both the developed and developing world have extensive fossil fuel subsidies.

How commentators view progress on finance

Overall, commentators feel that for the overall negotiations there is a positive mood and something meaningful on finance will be included. Climate Change News (Dec 7) identifies that a make or break issue is would developing countries accept [tough transparency conditions](#) in return for more than USD 100 billion per year. Professor Daniel Bodansky has highlighted finance as one of the ‘crunch’ issues and he highlighted a dispute about what counts as climate finance and whether it is additional to current Official Development Assistance (ODA), or any other financing.

IISD reported that the head of the committee on Means of Implementation indicated progress on post-2020 finance, as did a developing country member (Gabon). The representative noted progress toward possible common ground on, inter alia provision of support and mobilization of climate finance. IISD also reported that finance “seemed to occupy much of the time in the informal ministerial consultations on MOI (Means of Implementation).

[ECO-NGO Newsletter of December 8](#), advocated strengthening of provisions on climate adaptation and providing predictable finance to the UNFCCC’s adaptation fund (targeting USD 100 million for 2015) to expand on the 50 projects currently underway. ECO also advocates setting targets for climate finance post 2020 to provide predictability but also moving “all money out of dirty, polluting energy.”

As mentioned above, leading businesses and investors at COP21 support strengthening financial commitments every five years, enacting meaningful carbon pricing, new and additional carbon finance and transparency and accountability. It appears that in contrast to last week, there would be support for a 1.5 degrees Celsius or below 2 degree Celsius as part of an agreement. Taka Hiraishi, a seasoned COP observer, notes that while this development is welcome it would require far higher mitigation actions at a higher investment cost.

SLoCaT’s assessment of implications for sustainable, low-carbon transport

For today we cover carbon pricing as well as the issue of fossil fuel subsidies.

The value of carbon pricing for shaping demand and addressing externalities and raising finance for new low carbon investment is recognized by economists, environmentalists, investors, businesses and the international community. There seems to be broad-based support by business for a universal and predictable carbon price to set a clear signal for investment in low carbon technologies.

Is pricing of carbon enough and can it substitute for regulatory action or other measures to moderate transport demand to reduce congestion and emissions and at the same time raise revenues for low carbon activities? If a predictable carbon price exists, would this obviate the need for new regulation on vehicle exhaust emissions or carbon emission standard?

CO2 emissions from transport go down with progressive increases in emissions standard. Such standards cannot be replaced by carbon pricing because the likely weak link between fuel prices and vehicle use. A price of carbon of [EUR50 per tonne of GHG](#) would translate to a pump price for petrol of about Euros 0.12 per litre or about 5% of the pump price per litre in much of Europe. This price level may not influence individual driving behaviour very much. However, many years of experience shows that higher fuel prices do influence the type of vehicles (mass and fuel efficiency) that consumers buy and that manufacturers therefore produce.

Similarly, carbon pricing is not a solution to compensating for the impacts of congestion and externalities and its and its temporal and locational impacts. Fuel use only varies weakly with congestion. Congestion charging and other demand management measures would be more effective and efficient instruments for moderating travel demand.

Subsidies lowering the price of fossil fuels are known to be perverse and damaging. In direct financial terms they are estimated to amount to USD 500 billion per year (International Energy Agency estimate) and 10 times that including the monetized impacts of externalities (International Monetary Fund). While a global carbon price is seen to be a very efficient instrument for mitigating climate change as contained in the draft outcome document, subsidies work in the other direction – the USD 500 billion is five times of what appears to be the annual commitment to climate funds. Half of these subsidies are in developing countries with the other half in developed countries.

Many nations have historically advantaged road transport operations compared to other modes by subsidizing diesel fuel and tolerating aged and polluting truck fleets. While the distortionary effects of these direct and indirect subsidies are well recognized, many governments find these policies difficult to abandon due to their appeal to vested interests. Approximately 40 countries, approximately 20% of all countries surveyed, were assessed by GIZ in 2010/2011 as having very high diesel fuel price subsidies. Many billions of dollars are provided in subsidies thereby encouraging unsustainable energy consumption practices that have clear negative effects in terms of GHG emissions and air pollution.

Ian Parry, Principal Environmental Fiscal Policy Expert of the International Monetary Fund (IMF), speaking at a COP21 side event said IMF have estimated the removal of subsidies globally would lead to a reduction of 11% in GHG emissions and if the savings are invested in renewables and other clean industries, up to an 18% reduction in GHG emissions would be realised.

In the current era of low oil prices several countries are taking the opportunity to wind back subsidies. Currently, 13 countries propose removal of subsidies in their INDCs and another 28 have some sort of pricing/ taxation instrument. Several countries propose the use of financial savings for investment in renewables showing great potential for the future.

Rational energy pricing including fossil fuel subsidy reform is important to mobilize public resources for green investment and shift behaviour to support climate action and sustainable development and support INDC pledges for transport and other sectors. But much more work needs to be done to bring this pricing to fruition and the current draft COP21 outcome document is silent on the work that needs to be done. Pricing of carbon particularly for coal and fossil fuel rich countries as diverse as Germany, the USA, China, and Australia has been problematic in the

past and has been subject to domestic political division so the challenges of universal carbon pricing should not be underestimated.

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 INDCs of the Day

Dominica has set an economy wide target of a 44.7% reduction below 2014 levels by 2030. For the transport sector a target of 16.9% below 2014 levels by 2030 has been set.

Proposed transport measures in Dominica's INDC include a tax on imported vehicles, ranging from 1% of total value on vehicles less than 5 years to EC\$3,000 on vehicles more than 5 years old; replacing all government vehicles with a hybrid fleet at their time of replacement; and incentives for the private sector to buy hybrid vehicles when replacing vehicles.

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

Transport Initiative of the Day

Launched in 2009 by the FIA foundation, the International Transport Forum (ITF), the International Energy Agency (IEA) and the United Nations Environment Program (UNEP), the Global Fuel Economy Initiative (GFEI) aims at doubling the fuel efficiency of global light duty fleet of vehicles by 2050, which would result in a cumulative reduction of over 30 gigatons of CO₂ by 2050.

Reduction of light-duty vehicles' fuel consumption can be achieved through the adoption of best standards, ban on imports of old vehicles, labeling schemes and various implementation measures. Additionally, a combination of weight reduction, optimized aerodynamics, improved powertrains (hybrid or electric) and tire-rolling resistance is required to achieve envisaged improvements in fuel economy.

Since the 2014 New York Climate Summit, GFEI has triggered a strong momentum worldwide by engaging private partners as well as 40 new countries committed to work towards developing policies and regulations that improve fuel economy of light-duty vehicles. Under the motto, "100 countries for 50 by 50," the initiative aims for 100 countries to commit to contributing to GFEI's fuel economy improvement goals. Countries are committing to support a 50% improvement in fuel economy, to develop and adopt national policies, and to dedicate time and resources to supporting GFEI's work.

For more information on the initiative, please consult the [Global Fuel Economy](#) 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 tenth day of the COP21 journey, we will bring you to Reykjavik, Iceland, for a transport climate action turning CO₂ into sustainable liquid fuel:



Tenth stop. Iceland. Reykjavik. December 9, 2015

Turning CO₂ into sustainable liquid fuel: [Carbon Recycling International \(CRI\)](#)



Carbon Recycling International (CRI)’s technology uses a well-established technology to convert water into hydrogen with electricity. The CRI hydrogen electrolysis cells are among the largest in the world. Hydrogen is combined with carbon dioxide, which would otherwise be emitted into the atmosphere by a power plant, to form methanol, a liquid fuel that can be added to EU gasoline supplies. With minor modifications, gasoline engine cars can run on high blends of methanol, where the renewable fuel replaces most or all of the gasoline.

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

Closing Thoughts

Just two days from the close of COP21, negotiations are continuing late into Wednesday evening. As delegates work to further flesh out this afternoon's draft decision, we can hope that ambition levels in areas such as mitigation, adaptation, technology and finance are maintained, and that the inclusive nature of the agreement with specified roles for non-state actors and non-Party stakeholders persist into the final Friday text. With such a result, the future of sustainable transport could look very bright indeed.

Announcements and Upcoming Transport Events

Forthcoming transport-related events include the following:

December 10

- “Translating National Ambition into Local Implementation: Experiences in Mobility and Transport in Latin America” Organized by ITDP (December 10, 2015, 10:00-11:30, Peruvian Pavilion)
- “[Subnational Cooperation on Clean, Resilient Transportation through Zero Emission Vehicles and more](#)” Organized by Georgetown University and Climate Action Reserve (December 10, 2015, 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 follow this [link](#) to recent publications from the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), which include the following:

- 2nd edition Handbook Navigating Transport NAMAs.
- Transport NAMA Monitor
- Full NAMA Concept Document TRANSPerú
- Sustainable development benefits of low-carbon transport measures
- Discussion Paper: A Systematic Approach for the use of Climate Finance to Sustainable Transport

In addition, 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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