

AMBITIOUS ACTION  
on Transport and  
Climate Change  
FEASIBLE NOW



## Transport @COP21 Paris

DAY ELEVEN – 10 December 2015



### Opening Perspectives

As the negotiations are moving forward to a hopefully successful and timely ending on Friday, the SLoCaT team would like to share with you its last Daily Report from Paris. Our next report will be sent out on Tuesday next week and this will be an overall assessment of COP21 from the transport sector.

SLoCaT came to Paris with the hope that we would have an ambitious agreement that empowers the transport sector to take more ambitious action. As mentioned in our first Daily Report last week Monday “Paris is not Copenhagen.” We are happy to see that our optimism of last week was [likely] [possibly] [probably] not misplaced, but with the negotiations not finalized things could still go wrong.

Our continued optimism relates to the following references of the draft agreement:

- **Increased ambition:** moving to a target of well below the 2DS is strong call to action for the transport sector to accelerate action on decarbonizing the transport sector. As indicated in yesterday’s Daily Report not an easy task but having such an explicit, ambitious target it

should help the transport sector to shift from an incremental approach in mitigating climate change to a truly transformational approach;

- **Adaptation:** the draft text puts added emphasis on adaptation, amongst others by including a global goal on adaptation. As explained in this daily report this provides the transport sector with much needed cause for accelerated action on adaptation and resilience;
- **Technology:** intensified action on mitigation and adaptation requires, apart from changes in planning and modal shift also more action on technology. This Daily Report explains that through amongst others the [80 Days Campaign](#) the transport sector is well placed to make increased contributions on to the technology track of the UNFCCC process;
- **Capacity building:** much of SLoCaT's work is focused on the developing world where motorization is growing the fastest and where the need for action is greatest for both mitigation and adaptation. The suggested establishment of the Paris Committee on Capacity Building as well its proposed work program offer the Transport sector with great opportunities to help build much needed capacity among governments, as well as in the business sector, in support of scaled up action on mitigation and climate change;
- **Pre-2020 Action (workstream 2):** The continued emphasis on maximizing action on mitigation and adaptation before 2020 when the expected new agreement is scheduled to come in force is of special relevance to the transport sector. Much of the BAU growth in the transport sector will be linked to ongoing motorization and associated infrastructure development, which can result in lock-in of emission patterns that is not sustainable. It is good therefore that the draft Agreement puts emphasis on pre-2020 action.

It is key as well for the transport sector that the draft agreement specifically mentions the contribution of non-Party stakeholders both in context of pre-2020 action as well as more generally in support the implementation of the new agreement. As in other sectors, non-Party stakeholders including the business sector, cities and civil society have a key role to play in scaling up and mainstreaming of low carbon transport, not only for passenger transport but especially also for freight transport;

- **Continuation of LPAA Process:** the Lima Paris Action Agenda has been key in mobilizing the transport sector in support of action on Transport and Climate Change. This resulted 15 initiatives that were presented during COP21. This, together with the December 3 Transport Focus, has contributed to greater visibility of transport in the UNFCCC process. It is good news therefor for the transport sector that the draft Agreement suggests a continuation of the process with High Level events as well as 2 High Level Champions.

Starting COP21 we explained our optimism by pointing at action on transport in the INDCs, the wide range of transport initiatives by the transport sector and the growing embrace of low carbon transport by the business sector. The references from the Agreement listed above have the potential to support and strengthen all these three elements further. Our overall optimism is slightly tempered by the lack of detail on next steps on the INDCs, including their review and funding.

It is clear that ambitious action in the transport sector in most of the cases will require pro-active leadership from the public sector. The INDCs have the potential to communicate and operationalize such leadership. While we have a good start with the INDCs submitted it is clear that in the transport sector, as in the case of other sectors, considerable additional work is required to ensure that the INDCs will indeed become the instruments of transformational change that they are intended to be.

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## 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. This issue highlights progress each of these areas in recent transport-related side events.

### Adaptation and Climate Resilience in the Transport Sector

#### *How we see the draft Paris Outcome document*

Recognizing the growing importance of adaptation, the Parties of the UNFCCC over the years have established a number of instruments, bodies, work plans and support mechanisms on adaptation under the Convention. With rising temperatures and more intense climate impacts, the urgency of adaptation has become a priority for Parties to the UNFCCC, which is reflected in the strong component on adaptation included in the draft Paris Outcome document.

The draft Agreement calls to “Increase the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions development, in a manner that does not threaten food production”.

The draft Agreement establishes that all countries should present nationally determined contributions on adaptation, and that in accordance with the Agreement, they should include specific provisions on adaptation. The decision underscores the need to enhance action on this topic.

The draft Agreement recognizes the adaptation efforts of developing countries as well as the need for adaptation regardless of the level of mitigation reached, as a greater level of mitigation can reduce the need for additional adaptation efforts. This is particularly true for sustainable transport solutions that can combine increases in the mitigation potential with resilience as a mutual benefit.

The draft Agreement calls for countries to engage in the implementation of adaptation planning processes and actions, including development or enhancement of relevant plans, policies and contributions which includes adaptation actions, national adaptation plans, nationally determine prioritized actions. Each party shall submit an adaptation communication, which may include priorities, support needs, plans and actions.

The importance of adaptation in COP21 was also illustrated by a series of financial announcements. The Adaptation Fund received USD 75 million from Germany, Italy, Sweden and Walloon Region of Belgium. France also announced that by 2020 it will triple its annual adaptation finance to EUR 1 billion. Ireland has ensured EUR 175 million over the period of 2016-2020, mainly for adaptation. Other countries like the United Kingdom will increase its climate finance to GBP 5.8 billion between 2016-2020, aiming to spend half on adaptation. The ADB as part of efforts by the multilateral developments banks, will double its annual climate finance to USD 6 billion by 2020, where USD 2 billion will be focused on adaptation.

The draft Agreement also requests parties to strengthen cooperation on adaptation by establishing regional centers and networks, reporting progress on their implementation of their national adaptation plans every two years and encouraging them to work closely with non-party stakeholders to catalyze efforts to strengthen adaptation actions.

SBI and SBSTA should launch a technical examination process on adaptation in the period 2016-2020 that would help increase understanding and implementation of adaptation actions.

#### ***How commentators view progress in this area***

The Climate Action Network (CAN), in its [ECO NGO newsletter](#), calls for a real mechanism to increase ambition on all fronts—including adaptation and means of implementation—by 2018. This can create the basis for a transparent Measuring, Reporting and Verification (MRV) system, as without enhanced action on adaptation before 2020, the door to a 1.5°C pathway would close. CAN concludes that Parties can enhance resilience through the Paris Outcome with strong provisions on adaptation.

According to the [Third World Network](#), South Africa, on behalf of the G77/China, recommended scaling up climate finance from the 2020 base level of USD100 billion with a revision upwards every 5 years and equal allocation between mitigation and adaptation. Likewise, the Third World Network advocates that adaptation maintains equal priority with mitigation.

[ECO](#) also mentioned that the Agreement must ensure that no one is left behind, making an Adaptation goal necessary to the Paris agreement to keep people and the planet safe in the view of rising impacts. The agreement must increase adaptation finance, with a balance between mitigation and adaptation, aiming to reach 50:50 balances by 2020 under the US 100 billion pledge.

And last but not least, they asked to ensure resilience can be achieved in the Paris Outcome through strong provisions on adaptation.

#### ***SLoCaT's assessment of implications for sustainable, low-carbon transport***

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. Trillions of USD are invested in the development of transport infrastructure, and the impact of weather event has considerable cost due to maintenance, repair and construction disruption. For example the impacts of flooding due to rising seas in developed countries will have climate impacts on coastal roads, railways, transit systems, tunnels and runways, and intensified flooding and landslides will increase the risk of disruption on road transport, particularly for public transport in the developing world. Yet only 13% of the INDCs submitted consider transport related adaptation and 4% of the countries identify transport-specific adaptation strategies. This is in line with that although work on adaptation has been in the Convention agenda since the second COP, little has been done regarding transport.

In order to strengthen cooperation for enhancing action on adaptation on the transport sector, and having a number of knowledge providers as partners, the Partnership on Sustainable, Low Carbon Transport (SLoCaT), is proposing a Program on Accelerated Action on Adaptation in Countries, Cities and Companies (A3C3), that may complement the activities set on the adaptation item of the Agreement. A3C3 would function as a knowledge hub for capacity building, promoted policy dialogue, and gather the necessary tools that can be useful to the countries.

SLoCaT finds it encouraging 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, 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 (IFIs) and climate finance instruments, including the World Bank (WB), the Nordic Development Fund (NDF), and the Global Environmental Facility (GEF). The MDB community launched the Paris Commitments on Climate Finance, which recognizes the importance of resilience and prioritizes greater action on adaptation, including the transport sector.

The Nordic Development Fund (NDF) is also offering practical lessons from adaptation efforts in the road transport sector. NDF is currently supporting eight transport adaptation projects in Asia, Africa, and Latin America, allocating EUR 3-5 million to each project as a grant, which in turn is linked to USD 160 million of lending through partnering with MDBs. NDF has concluded that an integrated approach is more fruitful than a standalone one; that technical assistance offers more sustained support than financial assistance; and that developing the capacity of local authorities is crucial to mainstreaming adaptation features in transport infrastructure projects.

Furthermore, the GEF is increasing its support for adaptation in the transport sector, within a USD 1.3 billion allocation for adaptation, which is intended to leverage other funds. GEF supports the process of developing National Adaptation Plans (NAPs) as well as strengthening their climate information services -- including 36 LDCs, having a pipeline of more than 80 projects that help more than 60 countries reduce near-term losses related to climate impacts. In addition, GEF is currently funding two implementation projects related to transport and adaptation, one on enhancing resilience of the port infrastructure of Morocco and another on climate proofing development in the Pacific.

Importantly, climate adaptation initiatives for transport can simultaneously contribute substantially to achieving the recently adopted sustainable development goals (SDGs) by working on the target identify in the goals related to health, energy, infrastructure and urban issues, as consistent with long-term strategies of inclusive growth in developing countries.

### Transport's Connectivity and Accessibility

During an event on **translating national ambition into local implementation** for mobility and transport in Latin America, it was stated that approximately 16 per cent of Latin America's emissions are caused by the transport sector, while 39 per cent of emissions are related to fuel use. While trends show that transport emissions has an average annual growth of five per cent in the region, the sector also has a very high potential for emission reduction by scaling up sustainable transport strategies.

Sustainable transport is being advanced through various programs among Latin American countries. Colombia has developed a Low Emissions Development Strategy (LEDS), transport-related INDCs and three NAMAs on transit-oriented development, freight and non-motorized transport/TDM), as well as a series of policies (Consejo Nacional de Política Económica y Social (CONPES) and a Development Plan) that include transport measures in addition to public transport (e.g. TDM and cycling). Brazil has developed a Green Fund to support solar-grid electric cars, bike sharing and campus vans. Mexico, Brazil and Colombia have created national funds for transport; however, since most funding is received at a national level, securing climate finance is an ongoing challenge to fund sustainable transport measures in Latin American cities.

A separate event on **youth and mobility** organized by PPMC and other organizations staged a game of 'Transport Bingo' to engage and educate the audience in an interactive format (e.g. the Green City Projekt noted that up to eleven private cars in the Netherlands can be replaced by one shared car). The audience stressed the importance of focusing on active transport, such as walking and cycling, and to build infrastructure for people rather than vehicles. It was also observed that promoting electro mobility would play a vital role in addressing climate change.

Among other organizations represented, the Youth for Public Transport (Y4PT) campaign is advocating for sustainable transport from the perspective of a new generation of transport users. Pole to Paris underscored the urgency of creating smart cities with safe transport systems and stressed the importance of using social media in order to engage the younger generation to take a more active stance in fighting climate change.

## Technological Dynamism and Innovation for Transport

### *How we see the draft outcome document*

The Paris discussions were framed by a set of [key messages](#) prepared for the COP on technology. These are in part reflected in the draft Paris Agreement and COP21 Decision, which underscores the importance of technology development and transfer by amongst others strengthening the Technology Needs Assessment (TNA) Process. This would be aided by a Technology Framework, which amongst others would (a) facilitate the undertaking and updating of TNAs in developing country Parties; (b) facilitate various options for enabling developing countries' access to technologies; (c) facilitate the [undertaking of technology assessments][conducting of regular assessments [on][of] technologies that are ready for transfer]; and (d) establish a list of ready-to-transfer technologies.

Technology has not featured extensively at this COP, overshadowed by other more pressing issues – at least there is consensus on the need for technology, but the delivery via a Technology Framework (paragraph 81) and financing mechanisms needed to be significantly strengthened. Finance for the Climate Technology Centre and Network (CTCN) has not been forthcoming and this has hampered the development of the mechanism. Many countries have got caught in the vortex of negative exchanges around how intellectual property is treated – in other non-transport related sectors such as agriculture this has a greater significance.

The draft Agreement does include a call for improving policy frameworks to remove present barriers to encourage and accelerate the transfer of technology.

The approach to technology remains country led and technical needs assessment (TNAs) will be continued and strengthened. Transport featured highly in the first round of TNAs, but less so more recently, with the CTCN receiving few requests for transport support.

### *How commentators view progress in this area*

Questions can be asked on the guiding role of the UNFCCC in Technology Development and Transfer. It has been observed that there is progress on climate change related technology and innovation outside the UNFCCC process. 20 of the largest world economies launched an [ambitious programme](#) during COP21 to more than double their investments in R&D on clean energy entitled Mission Innovation (to fast track the availability and take up of clean energy technologies. This is in line with the ambitions of some development banks such as the African Development Bank that has '[Powering Africa](#)' as one of its development pillars.

Civil society has expressed concerns ([ECO](#)) that climate technologies need to be of the highest social and environmental integrity. This will encourage far more countries to ratify the Paris Agreement and can thus enter into force and facilitate early action, which is essential to avoid dangerous warming.

According to [Third World Network](#), developing countries will not be able to switch to a low-carbon pathway without adequate financial support and technology transfer. South Africa on behalf of the G77/China emphasized that developing countries can only undertake ambitious mitigation and adaptation action without the provision of finance and the transfer of technology. Third World Network notes that for a good and fair agreement developed countries must commit to provide financial resources and support for technology transfer and development instead of merely embracing voluntary and unaccountable “partnerships”.

The [Bottom Line](#) newsletter notes that the private sector has already showed the willingness to help combat climate change, with technology innovation being one of the means. A clear outcome of the Paris COP is an acknowledgement of the need for the private sector to be involved and for a greater attention to collaborative research and development. Some countries, such as the US and Japan, find this uncomfortable and are not encouraging a collaborative approach, as they feel this might threaten their leadership (perceived or real) in some sector domains. This is nonetheless of some importance in terms of how intellectual property rights can be treated in the transfer of technology.

### ***SLoCaT's assessment of implications for sustainable, low-carbon transport***

Dynamism and innovation was one of the PPMC six key messages for the transport and the developments in this area will help transport to go 'green'.

Changes in transport towards a more climate friendly paradigm will in part be delivered through new technological innovations in relation to infrastructure, vehicles, fuel and probably the highest potential comes from the ICT sector and using it in increasingly 'smart' ways. This latter element cannot be emphasised strongly enough as with the use of smart phones and digital connectivity, existing capacity in the transport sector can be maximised without the need to build new infrastructure. New technologies in adaptation will both increase the resilient of the transport and are especially appropriate for the developing world, with a focus more on adapting infrastructure.

One example from transport is the treatment of diagnostics and maintenance – as vehicles become more electronically complex their maintenance requires good computer systems for the mechanics to identify any problems – obviously this is linked to the proprietary soft ware of that vehicle brand which may exclude some of the poorest countries from using more environmentally clean vehicles and fuels. In addition there is no clarity on how this mechanism will be financed and this is certainly required for scaling up technology transfer and effectiveness.

The [PPMC 80 days campaign](#) has highlighted a variety of new and exciting developments across the sector – including examples on 3D printing, greening of logistics and freight for road and inland waterways, last mile connectivity, new fuels and vehicles and electric mobility (infrastructure and vehicles). A few of these also include using technology for adaptation in transport.

In addition a number of the 15 transport initiatives presented in the context of the LPAA are technology based – such as The [Zero Emission Vehicle Declaration](#), the [Urban Electric Mobility Initiative](#), and the [C40 Clean Bus declaration](#). These and also other initiatives like the [Green Deal Zero Emission Urban Logistics](#) all lead us in the right direction for transport. These examples

highlight the commitment of the private sector to deliver affordable and viable options in the technology space – despite a slight lack of clarity at government levels.

It is clear that in transport there are many opportunities for countries to take up new and existing technologies – however the rate that this will happen via the UNFCCC processes is worryingly slow and is unlikely to deliver the technological revolution in transport. Historically, it has been shown that it is very difficult to gauge the speed and success of technology take up – fuel cell buses were hailed as a game changer in the sector 10 to 15 years ago – but this technology has not been widely adopted.

On the other hand electric mobility in a period of 5 years has become more widespread, accelerating uptake in an impressive way as new technologies come on board to extend range and reduce charging times. Sales of electric two wheelers have grown exponentially. But we need to remain pragmatic in this context as all 4-wheeled electric vehicles sold in the world represent less than 1% of 88 million vehicles sold and there is still a long way to go.

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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

Gabon has targeted at least a 50% reduction from a business-as-usual (BAU) scenario by 2025, and has set a target of 20% below BAU for the transport sector. Proposed transport measures in Gabon's INDC include increased investment in sustainable transport infrastructure; expansion of public transport services to reduce congestion in Libreville; and restrictions on importation of vehicles more than three years old.

Gabon'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 UN Secretary-General's Climate Summit in September 2014, the Urban Electric Mobility Initiative was developed by UN-Habitat with the specific objective of achieving the widespread adoption of electric vehicles in cities to reach a target where travel by electric vehicles makes up 30% of total urban travel by 2030.

Under the motto, "Harnessing technological innovations and better urban planning to promote low carbon transport," the initiative aims to increase the market share of electric vehicles in cities to at least 30% of all new vehicles (including cars and motorized 2-3 wheelers) sold on annual basis by 2030 while simultaneously developing the enabling infrastructure for their effective use.

Through increased use of electric mobility for passenger transport (both private and public) as well as freight transport combined with measures, the initiative contributes to reduce the need for

individualized motorized transport and increased the use of public transport and non-motorized to transport in order to achieve a 30% reduction of CO2 emissions in urban areas by 2030.

For more information, please see the [Urban Electric Mobility Initiative 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 last day of the COP21 journey, we would like to bring you to London, United Kingdom, for a transport climate action on Piloting LED Street Lighting on Transport for London (TfL)’s Road Network:



### *Eleventh stop. UK. London. December 10, 2015*

Invest to Save – Piloting [LED Street Lighting](#) on Transport for London (TfL)’s Road Network



TfL is responsible for street lighting on the Transport for London Road Network (TLRN), which comprises routes of strategic importance such as trunk roads, as well as specific street lighting on a small number of remote or segregated footways. TfL provides street lights to reduce the

number/severity of accidents at night, reduce crime (and the fear of crime), and facilitate the safe and reliable transport of all road users on the TLRN.

As part of a trial, TfL replaced current streetlight luminaires in selected locations with LED lighting. By introducing LED lighting, TfL hopes that the introduction of LED will help to reduce CO2 emissions, energy and maintenance costs, and disruptions to the road network.

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

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## Closing Thoughts

The draft Paris Agreement and COP21 decision seems to have much to offer for transport. As the clock ticks down at COP21, will the remaining questions be resolved and last [ ]'s removed?

One area where the draft Agreement is not providing guidance is on international aviation and shipping. After being included in earlier drafts of the Agreement all references to these growing sectors of emissions have been removed. Many feel that this is a cause for concern. Successes in the mitigation of climate change in the land transport sector might be compromised if they are not mirrored by equally ambitious and transformative action on international aviation and shipping.

We remain hopeful that the crucial elements to empower the transport sector for ambition action on climate change contained in the current draft will remain and be further developed in the draft decision text, as indeed our common future depends on it. Stayed tuned for an initial retrospective of Transport@COP21 next Tuesday.

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## Announcements

All [transport-related side events at COP21](#) at COP21 are now complete; many thanks for your interest and attendance!

Please see the following link for information on the [Green Deal Zero Emission Urban Logistics](#) initiative from Stichtung Connekt.

Please see the following link for the [Chairs Summary](#) of COP21 High level Event on Zero Emission Vehicles.

Please see the following link for a World Resources Institute blog on [Accelerating Collaborative Action on Transport and Climate Change at COP21](#).

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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