



COP26 Outcomes for Sustainable, Low Carbon Transport

Authors: Maruxa Cardama, Christopher Dekki, Emily Hosek, Mark Major, Nikola Medimorec, Karl Peet and Arturo Steinvorth (SLOCAT Secretariat)

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About the report

The SLOCAT Report “COP26 Outcomes for Sustainable, Low Carbon Transport” identifies key open questions on the implications of various transport-relevant outcomes at COP26. These open questions are intended to help capitalise on the advancements and identify areas requiring further work in the run-up to COP27. The report provides a critical analysis of the transport-relevant content of the Glasgow Climate Pact, the official outcome document of COP26. It also offers a preliminary analysis of the major transport initiatives and commitments that were launched on the occasion of the Conference, cross-referencing them with the new NDCs submitted by countries which signed up to these initiatives. This preliminary analysis shows that overall the NDCs of signatory countries are not aligned with the initiatives they have signed up to. With no aspiration of honouring the multitude of transport events that took place - thanks to the impressive mobilisation and engagement of SLOCAT Partners and the wider transport community; last but not least, this report includes summaries of a select number of events.

Available at

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Table of Contents

Foreword

Taking Stock of COP26 Outcomes and Looking Ahead 2

Part I

Transport-Relevant Content of the Glasgow Climate Pact 6

Part II

Transport Commitments and Initiatives Launched at the UN Climate Change Conference (COP26) 16

- Overview and Assessment of Transport Commitments and Initiatives Launched at COP26 16
- Preliminary Analysis of Coherence Between Transport Commitments and Initiatives Launched at COP26 and the NDCs of signatory countries 22

Part III

Overview of a Select Number of Transport Events at the UN Climate Change Conference (COP26) 28



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Foreword

Taking Stock of COP26 Outcomes and Looking Ahead

After some very busy months at the SLOCAT Secretariat, we have finally had a moment to reflect on the implications of the UN Climate Change Conference 2021 (COP26) outcomes through the lens of the urgent transition towards sustainable, low carbon transport. We are proud to present to you our **SLOCAT Report “COP26 Outcomes for Sustainable, Low Carbon Transport”**.

The report identifies key open questions on the implications of various transport-relevant outcomes at COP26. These open questions are intended to help capitalise on the advancements and identify areas requiring further work in the run-up to COP27. The report provides a critical analysis of the transport-relevant content of the [Glasgow Climate Pact](#), the official outcome document of COP26. It also offers a preliminary analysis of the major transport initiatives and commitments that were launched on the occasion of the Conference. With no aspiration of honouring the multitude of transport events that took place - thanks to the impressive mobilisation and engagement of SLOCAT Partners and the wider transport community - last but not least, this report includes summaries of a select number of events.

In many ways, **the decarbonisation of transport was more central to COP26 than any COP before. However, there is still much to be done in terms of expanding the scope** of discussions to ensure that fundamental issues to the sustainable decarbonisation of transport receive a balanced focus in the UNFCCC arena. Some of these issues include public transport, paratransit, cycling, walking, shared mobility, integrated land use planning, freight transport, clean renewables-based transport electrification, and the transport and health nexus; as well as fossil fuel subsidies and climate finance for transport. **The geographic focus** of discussions also **must expand to address the unique and urgent challenges of transitioning to sustainable, low carbon transport in the Global South.**

In order to reach the 1.5°C target of the Paris Agreement and provide equitable access to transport and mobility for all, the urgent transformation of transport is necessary. With the next COP, COP27, taking place next year in Africa, it is as essential as ever to curate balanced sustainable transport decarbonisation discussions towards this transformation. The SLOCAT Secretariat will be building upon the [SLOCAT Key Transformations for Sustainable, Low Carbon Land Transport](#) to offer holistic narratives at the service of balanced discussions. This SLOCAT messaging framework articulates the 11 key transformations necessary to enable sustainable, low carbon land transport; especially considering the availability of solutions and the urgency with which action must be taken. Under each of the 11 key transformations, connections with ongoing wider socio-economic transformations towards a sustainable, low carbon future are outlined.

COP26 has shown that global pledges to reduce carbon emissions are currently far from being in line with the **1.5°C target of the Paris Agreement**. The upcoming [Global Stocktake](#), which officially began at COP26, will also assess how much progress has been made not just in raising ambition, but also in terms of implementation of the measures needed to reach Paris Agreement targets. **Details of this Global Stocktake process**, including how progress will be measured and where sectoral input - including for transport - will be integrated, **are critical to ensuring it provides a comprehensive and accurate assessment of global progress towards climate targets**. Other critical questions include how to strengthen the linkages between UNFCCC Regional Climate Weeks and the next COPs, in order to **enhance the integration of regional considerations into global climate discussions**.

This stocktake, along with **COP26's request for Parties to submit more ambitious NDCs by next year - which was central to keeping the Paris Agreement target alive -** may provide the impetus needed to raise countries' ambition enough to get us in line with 1.5°C. However, **the question remains if this ambition will turn into action**. With transport emissions continuing to rise exponentially, the inclusion of specific transport ambition and measures in Nationally Determined Contributions (NDCs) and Long-Term Strategies (LTS) will be essential to Parties successfully reaching their climate ambition.

The SLOCAT Secretariat will be engaging in the Global Stocktake. We will also regularly update the [SLOCAT Report "Climate Strategies for Transport: An Analysis of Nationally Determined Contributions and Long-Term Strategies"](#) as more NDCs and LTS are submitted. Moreover, we will be elaborating additional targeted analysis and recommendations, including with a focus on the 2022 Regional Climate Weeks.

COP26 saw the [launch of a record number of commitments and initiatives related to transport](#), speaking of the increased attention that transport has been gaining at COPs. The [preliminary analysis by the SLOCAT Secretariat shows that overall the NDCs of signatory countries are not aligned with the initiatives they have signed up to. Important questions remain](#). These include, among others, whether countries will revisit their NDCs in 2022 to align ambition with the commitments and initiatives they have signed up to; and support these commitments and initiatives through domestic targets in national policies and regulations. How efforts to expand the number of signatories will unfold and what UNFCCC mechanism will be used to monitor and assess the actual implementation and impact of these commitments over time are equally important open questions.

Overall, the commitments and initiatives that were launched at COP26 presented a **notable lack of emphasis on the central role of public transport and walking and cycling** (the main mobility modes of billions of people worldwide) in decarbonising transport and building more equitable societies. **Remarks** recognising the need to support holistic approaches to transport systems, including active travel, public transport and shared mobility, were **added at the last-minute** to the UK COP26 Presidency-led [Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans](#) **following** the **strong mobilisation** of stakeholders, as well as public statements by some COP Parties. **It remains to be seen whether COP Parties and future presidencies will capitalise on this mobilisation**, in order to **enable systemic approaches to transport transformation across different geographies**.

In the run up to COP27, the SLOCAT Secretariat will further elaborate our preliminary analysis of these commitments and initiatives; as well as conceptualise approaches to monitoring their evolution and implementation.

What we do in partnership as a sustainable, low carbon transport community matters. **We must work together to capitalise on the progress made at COP26.** This means **supporting governments and other stakeholders in both increasing ambition** for climate action in transport **and accelerating progress on implementation.** It also means curating **accountability mechanisms** for ensuring that **critical financing flows go to support climate action in transport, particularly in the Global South;** as well as continuing to push for the **end to fossil fuel subsidies in our sector.**

While we await further information on the UK's programme of activities for its Presidency tenure in 2022, the preparations for the engagement of our community next year at the Regional Climate Weeks, up to COP27 Sharm-El-Sheik and beyond, have already started at the SLOCAT Secretariat. We are doing so in co-creation with our Partners, in the framework of the **SLOCAT Task Force for the Transport Community Engagement in UNFCCC** and the **Five-year Strategy for Engagement** it adopted - which in the coming weeks will be supplemented by a 2-year implementation roadmap for 2022-2023.

In parallel, we will continue delivering on our role as **official co-focal point for the engagement of the transport sector in the Marrakech Partnership** for Global Climate Action, with a view to facilitating its enhancement as a mechanism to bridge action by so-called State and non-State actors for an impactful implementation of the Paris Agreement.

The SLOCAT Partnership on Sustainable, Low Carbon Transport was founded twelve years ago to curate the sustainable, low carbon transport movement and bring its voice into international climate change and sustainability processes. **COPs have therefore always been and will continue to be an important venue for our Partnership to [power the sustainable, low carbon transport revolution with ambitions, solutions and collaboration.](#)**

This is also the moment to acknowledge and **applaud the efforts of SLOCAT Partners and many other actors from the wider transport ecosystem** in nourishing sustained engagement over the past decade. In the SLOCAT Secretariat **we are looking forward to a 2022 marked by the further co-creation with our Partners** of SLOCAT knowledge products and advocacy activities to enable the engagement of the sustainable, low carbon transport community in the UNFCCC process.

Maruxa, on behalf of the SLOCAT Secretariat Team

Maruxa Cardama

Secretary General - SLOCAT Partnership



UN CLIMATE CONFERENCE

IN PARTNERSHIP WITH ITA



Photo from UNFCCC (2021)

Part I

Transport-Relevant Content of the Glasgow Climate Pact

The 2021 UN Climate Change Conference (commonly referred to as COP26) convened in Glasgow, Scotland following a year's delay due to the COVID-19 pandemic. In its official outcome document, the [Glasgow Climate Pact](#), COP26 conference yielded important steps forward in some areas and underscored remaining differences among countries in other areas. This section summarises areas of substantive progress and those in need of further work en route to COP27 in Sharm El-Sheikh, Egypt in 2022. It also highlights the relevance of key outcomes for accelerating action on sustainable, low carbon transport, and raises a number of open questions.

1. Fossil Fuels

Phasedown: For the first time in COP history, the [Glasgow Climate Pact](#) (the official outcome document of COP26) made a specific call to Parties to reduce the use of fossil fuels, by “accelerating efforts towards the phasedown of unabated coal power and phase-out of inefficient fossil fuel subsidies.” However, original language which called on Parties to “*phase-out*” coal power was eventually weakened to “*phasedown*,” and to offer loopholes. These loopholes are reflected in its call for a “phasedown of *unabated* coal power” (which leaves untested technologies like carbon capture and storage as an alternative to reducing coal use) and the “phase-out of *inefficient* fossil fuel subsidies” (which leaves the definition of “inefficient” open to broad interpretation). Central to the political discussions is also the necessity of a just transition away from fossil fuels, especially in countries like India which employs a large mining workforce. An eventual coal phase-out requires expanding effective just transition strategies, as demonstrated in countries such as Ethiopia, South Africa, and Spain ([BBC](#)). Despite these weaknesses, the outcome document demonstrates increasing political will to address this principal cause of climate change.

Global Coal to Clean Power Transition Statement: COP26 also yielded a [Global Coal to Clean Power Transition Statement](#), whose signatories include countries and organisations committed to phasing out coal (by 2030 for major economies and by 2040 for others). Many of the top coal-producing nations are notably missing from this list. However, a growing set of accelerated targets and shifting markets demonstrate that time is running out for coal. And with COP26's significant focus on transport electrification, successful reduction in coal use and the removal of fossil fuel subsidies will be critical to maximising the decarbonisation potential of electric mobility.

Glasgow Climate Pact, Paragraph 36: “The Conference of the Parties...Calls upon Parties to accelerate the development, deployment and dissemination of technologies, and the adoption of policies, to transition towards low-emission energy systems, including by rapidly scaling up the deployment of clean power generation and energy efficiency measures, including accelerating efforts towards the phasedown of unabated coal power and phase-out of inefficient fossil fuel subsidies, while providing targeted support to the poorest and most vulnerable in line with national circumstances and recognizing the need for support towards a just transition;” ([UNFCCC Decision -/CMA.3](#))

While the inclusion of text on reducing global dependence on fossil fuels is significant, important open questions remain on how and when this will occur:

- Which policy measures and regulatory tools will be needed to support a just transition, (with emphasis on its social aspects) away from the use of fossil fuels?
- To what extent will the current emphasis on transport electrification be maximised to accelerate the scale-up of renewables?
- What can wealthier countries do to spur increased ambition on the part of key Global South countries (e.g. in light of the new German government's [updated net zero commitments](#) phasing out coal power and introducing 15 million electric vehicles by 2030; generating 80% of electricity with renewables within a decade).
- Will this unprecedented mention of fossil fuels phasedown in a COP decision set further momentum in future COPs (i.e. in parallel to the incremental tightening of the [Montreal Protocol on Substances that Deplete the Ozone Layer](#))?

Some SLOCAT Knowledge Products

[SLOCAT Transport and Climate Change Global Status Report - 2nd Edition](#), particularly [Section 3.8. Electric Mobility](#) and [Section 3.9. Renewable Energy in Transport](#).

Stay tuned for the forthcoming SLOCAT-REN21 issues brief and country factsheets on best practices in fossil fuel phase-out and renewables phase.

2. Ambition towards the goal of staying within 1.5°C above pre-industrial levels

Global climate ambition: Nationally Determined Contributions (NDCs) are frameworks and strategies outlining specific country targets and actions to reduce emissions. NDCs communicate planned mitigation and adaptation actions by countries, including plans to achieve resilient, low carbon transport systems ([SLOCAT TCC-GSR](#)). To date, global climate ambition has been much lower than required to stay within the 1.5°C target of the Paris Agreement. Current 2030 targets put the world on track for a temperature rise of 2.5°C by 2100. Further, when including net-zero targets, the most optimistic scenario projects a temperature rise of 1.8°C by 2100 ([Climate Action Tracker/IEA](#)).

The Glasgow Climate Pact “...requests Parties to revisit and strengthen the 2030 targets in their nationally determined contributions as necessary to align with the Paris Agreement temperature goal by the end of 2022,” and also “urges” Parties that have not done so to submit or update their long-term strategies (LTS) by COP27 ([Carbon Brief](#)). Though non-binding, this call presents a critical window for countries to raise their ambition for mitigating transport emissions, as only 14% of second-generation NDCs (as of 12 October 2021) contain a transport greenhouse gas (GHG) mitigation target. While the percentage of non-GHG transport targets (e.g. vehicle electrification targets, renewable energy targets) has increased in second-generation NDCs, the percentage of targets for more sustainable modes (e.g. walking, cycling, and public transport) declined significantly between the first and second generation of NDCs. ([GIZ and SLOCAT Tracker of Climate Strategies for Transport](#))

Common time frames for nationally determined contributions: The Paris Agreement established the need to increase mitigation ambition in NDCs over time, but did not specify a timeframe for doing so. A [corollary decision](#) to the Glasgow Climate Pact “*encourages*” all Parties to submit new, more ambitious pledges every five years, starting in 2025 covering the period from 2031 to 2035. Importantly, this provision also establishes common end dates for NDCs, which were previously unaligned due to the *ad hoc* process that characterised NDC submissions ahead of COP21 ([Carbon Brief](#)). Such five-year timeframes - linked to transport targets in NDCs - are critical to scaling up sustainable transport measures quickly and avoiding new investment in carbon-intensive transport infrastructure and vehicles that will lock in high-emissions transport trajectories over the coming decades.

Global Climate Ambition

Glasgow Climate Pact

Paragraph 29. “...requests Parties to revisit and strengthen the 2030 targets in their nationally determined contributions as necessary to align with the Paris Agreement temperature goal by the end of 2022, taking into account different national circumstances;” ([UNFCCC Decision -/CMA.3](#))

Paragraph 24. “Welcomes efforts by Parties to communicate new or updated nationally determined contributions, long-term low greenhouse gas emission development strategies and other actions that demonstrate progress towards achievement of the Paris Agreement temperature goal;” ([UNFCCC Decision -/CMA.3](#))

Paragraph 32. “Urges Parties that have not yet done so to communicate, by the fourth session of the Conference of the Parties serving as the meeting of the Parties to the Paris Agreement, long-term low greenhouse gas emission development strategies referred to in Article 4, paragraph 19, of the Paris Agreement towards just transitions to net zero emissions by or around midcentury, taking into account different national circumstances;” ([UNFCCC Decision -/CMA.3](#))

Paragraph 35. “Notes the importance of aligning nationally determined contributions with long-term low greenhouse gas emission development strategies;” ([UNFCCC Decision -/CMA.3](#))

Common Time Frames

Common time frames for nationally determined contributions referred to in Article 4, paragraph 10, of the Paris Agreement

Paragraph 2. “Encourages Parties to communicate in 2025 a nationally determined contribution with an end date of 2035, in 2030 a nationally determined contribution with an end date of 2040, and so forth every five years thereafter.” ([UNFCCC Decision -/CMA.3](#))

Some open questions following from these decisions include

- Will Parties who have not done so over the past couple of years and major emitters now raise their ambition dramatically by next year? Will the Global Stocktake process officially kicked-off at COP26 provide the additional pressure needed for Parties to finally raise ambition and couple it with public policies and investment for systemic transformation?
- How will Parties be held accountable for meeting the higher levels of ambition expressed in second- and third-generation NDCs? What role will non-Party actors be officially given in the UNFCCC process in that regard?
- Will the new clarity on common time frames for NDCs enable comparability of climate ambition among Parties, and hence contribute to constructive peer pressure?
- What support is needed for countries to more closely align the creation and implementation of their NDCs and LTS?
- Will a proliferation in submissions of LTS help to raise mitigation ambition of short- and medium-term strategies in NDCs?

SLOCAT Knowledge Products

[SLOCAT Analysis Report of NDCs and Long-Term Strategies](#)

[GIZ-SLOCAT Tracker of Climate Strategies for Transport](#)

[SLOCAT 10 recommendations to raise transport ambition in Nationally Determined Contributions](#), in collaboration, in collaboration with partners

[SLOCAT Transport and Climate Change Global Status Report - 2nd Edition](#), particularly [Section 2.3: Low Carbon Transport Pathways](#) and [Section 3.1: National Policy Frameworks for Transport and Climate Change](#).

[SLOCAT Secretariat expert review](#) of the Second Order Draft of the contribution of Working Group III to the Intergovernmental Panel on Climate Change's 6th Assessment Report (IPCC AR6), elaborated in collaboration with Partners.

3. Finance

As central as ever a topic, COP26 was the stage of the ongoing inequity among nations and the subsequent mistrust from Global South countries as to whether Global North countries will deliver on pledges

Climate Finance: In 2009, Global North countries agreed on a plan to create a funding stream of USD 100 billion annually by 2020 to finance climate mitigation and adaptation projects in Global South countries. This commitment was renewed with the Paris Agreement in 2015; yet, in the run-up to COP26, it became increasingly clear that pledging Parties would collectively fall short of this goal, with annual contributions to date totaling less than USD 80 billion. October 2021 saw the release of the [Climate Finance Delivery Plan](#) by the UK COP26 Presidency, which sought to clarify a pathway for Global North countries to meet the climate finance goal by 2023 ([UK Government](#)).

Despite this roadmap, many Global South leaders drew attention to this shortfall in the opening days of COP26, expressing concerns about a breakdown of trust among Parties on this issue. While the final text, after long negotiations, “*urges*” Global North countries to meet the target “*urgently and through to 2025*,” it lacks specificity on making up the projected shortfall for the years 2020-2022. ([Carbon Brief](#)). To address this shortfall and accommodate growing financing needs, Global North Parties agreed on a process to create a more robust climate finance goal for 2025 ([WRI](#)).

Planned delivery and expansion of climate finance is particularly critical for the transport sector. Climate finance for sustainable transport continued a downward trend since 2012, with only 16 new transport projects added to climate finance instrument pipelines between 2018 and 2020, amidst increasing needs, especially in the Global South. ([SLOCAT TCC-GSR: Section 4](#)).

Adaptation Finance: Adaptation projects have accounted for only 25% of climate financing to date. COP26 yielded a breakthrough in adaptation finance in *urging* Global North countries to double annual contributions to USD 40 billion and thus achieve greater parity with mitigation finance ([WRI](#)). Glasgow also saw record commitments to the Adaptation Fund, with more than USD 350 million in new support pledged, nearly tripling the goal of USD 120 million and increasing the size of the fund by 40%. In addition, more than USD 400 million was pledged to the Least Developed Countries Fund, which supports adaptation measures. ([Carbon Brief](#)).

Discussion among countries over a carbon trading tax led to the creation of an international system for issuing offsets, on which a 5 per cent tax will go to adaptation in Global South nations (though bilateral trading of carbon offsets will not be subject to the tax). ([UNEP](#))

Adequate adaptation finance is critical for transport systems, which are increasingly vulnerable to climate impacts worldwide. Climate risk and adaptation costs should therefore be embedded in finance decisions for all new transport investments. ([SLOCAT TCC-GSR: Focus Feature 3](#)).

Loss and Damage: The term refers to climate impacts which exceed the adaptive capacity of countries and systems ([Climate Analytics](#)). No agreement was reached regarding the establishment of a finance facility for loss and damage, although COP26 did yield an agreement for a dedicated dialogue on possible avenues towards a future facility. In addition, COP26 saw the first pledges to fund relief for loss and damage from [Scotland](#) (UK) and [Wallonia \(Belgium\)](#), and [a number of philanthropies](#) have expressed interest in pledging support for a prospective facility on loss and damage.

Despite these halting steps, a lack of substantive progress threatens to widen rifts between the Global North and South, with the latter particularly susceptible to loss and damage of infrastructure, including in the transport sector. Recent economic assessments of loss and damage to transport infrastructure (e.g. for vulnerable cities in [Cambodia, Thailand and Vietnam](#)) help set the stage for increased attention to this topic in the run-up to COP27.

Climate Finance

Glasgow Climate Pact

Paragraph 44: Notes with deep regret that the goal of developed country Parties to mobilize jointly USD 100 billion per year by 2020 in the context of meaningful mitigation actions and transparency on implementation has not yet been met, and welcomes the increased pledges made by many developed country Parties and the Climate Finance Delivery Plan: Meeting the US\$100 Billion Goal and the collective actions contained therein; ([UNFCCC Decision -/CMA.3](#))

Paragraph 46: Urges developed country Parties to fully deliver on the USD 100 billion goal urgently and through to 2025 and emphasizes the importance of transparency in the implementation of their pledges; ([UNFCCC Decision -/CMA.3](#))

Adaptation Finance

Glasgow Climate Pact

Paragraph 17: Welcomes the recent pledges made by many developed country Parties to increase their provision of climate finance to support adaptation in developing country Parties in response to their growing needs, including contributions made to the Adaptation Fund and the Least Developed Countries Fund, which represent significant progress compared with previous efforts; ([UNFCCC Decision -/CMA.3](#))

Paragraph 18: Urges developed country Parties to at least double their collective provision of climate finance for adaptation to developing country Parties from 2019 levels by 2025, in the context of achieving a balance between mitigation and adaptation in the provision of scaled-up financial resources, recalling Article 9, paragraph 4, of the Paris Agreement; ([UNFCCC Decision -/CMA.3](#))

Loss and Damage

Glasgow Climate Pact

Paragraph 73. Decides to establish the Glasgow Dialogue between Parties, relevant organizations and stakeholders to discuss the arrangements for the funding of activities to avert, minimize and address loss and damage associated with the adverse impacts of climate change, to take place in the first sessional period of each year of the Subsidiary Body for Implementation, concluding at its sixtieth session (June 2024); ([UNFCCC Decision -/CMA.3](#))

It remains to be seen whether Parties will follow through with actual funds, but it is clear that pressure on them to do so is ever increasing and is unlikely to get diluted towards COP27 - particularly as the reality of inequity in the ability to deploy COVID-19 recovery funds and access vaccinations compounds geopolitical complexities.

Some open questions related to the critical conversations about finance in the UNFCCC arena include:

- What further conditions and incentives are required for Global North nations to deliver on the USD \$100 billion annual climate finance target (and develop a more robust target), as well as to materialise adaptation funding pledges?

- What role can the UNFCCC play in holding Parties accountable to funding pledges?
- Where will revenues from the international carbon market be directed, and how much of these will flow to the transport sector?
- What are the levers towards achieving a breakthrough at COP27 on loss and damage funding?

SLOCAT Knowledge Products

[SLOCAT Transport and Climate Change Global Status Report - 2nd Edition](#), particularly [Section 4: Financing Climate Action for Transport](#) and [Focus Feature 3: Adaptation Policy Measures in the Transport Sector](#).

[SLOCAT input to public consultation on the revision of the European Investment Bank \(EIB\)'s Transport Lending Policy](#), to support Paris-alignment among multilateral development banks and other international financing institutions.

Stay tuned for the forthcoming TUMI Finance Fundamentals for the Decarbonisation of the Transport Sector, with contributions from SLOCAT.

4. Paris Rulebook

The so-called “Paris Rulebook” is the colloquial term used to refer to the guidelines required to implement the Paris Agreement. When the Agreement was reached at COP21 in 2015, Parties allotted three years to agree on these implementation guidelines. Though the majority of rules were agreed at COP24 in 2018, several open items remained, which were finally resolved at COP26 ([WRI](#)).

Article 6 on International carbon markets: COP26 helped to resolve several issues regarding international carbon markets that have been left open-ended since the Paris Agreement was struck in 2015. Crucially, COP26 closed the loophole on so-called “*double-counting*” (i.e. allowing the same set of carbon credits to be counted by multiple countries) through **Article 6.2 (“bilateral cooperation”)**, thus ensuring greater robustness of carbon credits henceforth ([WRI](#)). Furthermore, Article 6.2 requires adjustments in accounts for transfers: “for other international mitigation purposes...[and] shall apply a corresponding adjustment, for the first transfer of such mitigation outcomes.” ([Decision -/CMA.3 Guidance on cooperative approaches; Annex, Paragraph 16](#)) This clause helps ensure the robustness of carbon credits traded under the International Civil Aviation Organisation’s [Carbon Offsetting and Reduction Scheme for International Aviation \(CORSIA\)](#); as well as any future emissions trading scheme under the International Maritime Organisation.

Another significant outcome is improved clarity on **Article 6.8 (“non-market approaches”)**, which for the first time invites non-Party actors to help define the path forward for international carbon credits, an unprecedented development ([Decision -/CMA.3 Work programme under the framework for non-market approaches, Paragraph 6](#)). In addition, a decision on **Article 6.4 (“market mechanisms”)** requires that 5% of international carbon trading proceeds fund adaptation finance (as noted above).

On the downside, the Glasgow Pact allows for the carryover of some carbon credits from the Kyoto Protocol into the Paris Agreement process (thus weakening the Article 6 mechanism) and an Article 6.2 provision only “*strongly encourages*” (rather than strictly requiring) the use of carbon credits for adaptation finance. ([WRI](#))

Article 13: Enhanced Transparency Framework: With consensus at COP26 on the so-called Enhanced Transparency Framework, an international registry and reporting platform is expected to be established in 2022. Further, all Parties will have common biennial reporting requirements starting in December 2024. These include a greenhouse gas emissions inventory, a progress report toward NDC commitments, and an accounting of climate finance provided to, required and/or received by Global South countries. These common elements will replace a multitude of reporting strategies used to date ([UK Government](#)). Furthermore, all reporting will be subject to a “*technical expert review*” and a “*facilitative multilateral consideration of progress*” by country peers. ([Carbon Brief](#)).

The Enhanced Transparency Framework will thus require increased detail and uniformity in accounting and reporting for the transport sector, as refined NDCs contain increasing transport measures and targets. The Framework therefore offers the potential to drive more robust transport data collection to fill existing gaps (especially in the Global South), and to allow Parties to share a more regular and comprehensive set of data for transport and other sectors, which will be available in a publicly-accessible portal starting in December 2025 ([Current Future/GIZ](#)).

International Carbon Markets

Paris Agreement

Article 6.2: “Parties shall, where engaging on a voluntary basis in cooperative approaches that involve the use of internationally transferred mitigation outcomes towards nationally determined contributions, promote sustainable development and ensure environmental integrity and transparency, including in governance, and shall apply robust accounting to ensure, inter alia, the avoidance of double counting, consistent with guidance adopted by the Conference of the Parties serving as the meeting of the Parties to this Agreement.” ([UNFCCC Paris Agreement](#))

Article 6.4: “A mechanism to contribute to the mitigation of greenhouse gas emissions and support sustainable development is hereby established under the authority and guidance of the Conference of the Parties serving as the meeting of the Parties to this Agreement for use by Parties on a voluntary basis.” ([UNFCCC Paris Agreement](#))

Article 6.8: “Parties recognize the importance of integrated, holistic and balanced non-market approaches being available to Parties to assist in the implementation of their nationally determined contributions, in the context of sustainable development and poverty eradication, in a coordinated and effective manner, including through, inter alia, mitigation, adaptation, finance, technology transfer and capacity-building, as appropriate.” ([UNFCCC Paris Agreement](#))

Enhanced Transparency Framework

Paris Agreement

Article 13.7: “Each Party shall regularly provide the following information: a. A national inventory report of anthropogenic emissions by sources and removals by sinks of greenhouse gases, prepared using good practice methodologies accepted by the Intergovernmental Panel on Climate Change and agreed upon by the Conference of the Parties serving as the meeting of the Parties to this Agreement; and
b. Information necessary to track progress made in implementing and achieving its nationally determined contribution under Article 4. ([UNFCCC Paris Agreement](#)).

While COP26 managed to close the chapter of Paris Rulebook negotiations, some open questions remain on its design and operationalisation, including:

- Will the Enhanced Transparency Framework help to drive more robust transport data collection and transport policy transparency in practice? How will such reporting efforts be funded?
- Will the Enhanced Transparency Framework provide a mechanism to build capacity for data collection/reporting entities (beyond technical reviewers) for the transport sector?
- What will be the selection process for entities to be part of the technical expert review board that will assess the application of the Enhanced Transparency Framework?
- (How) will the implementation of the Enhanced Transparency Framework interface with the UNFCCC’s Global Stocktake process?
- Will there be any direct process linkages between reporting under the Enhanced Transparency Framework and the IPCC’s forthcoming Assessment Report cycles?

SLOCAT Knowledge Products

[SLOCAT Transport and Climate Change Global Status Report - 2nd Edition](#), particularly [Section 3.1: National Policy Frameworks for Transport and Climate Change](#) and [Focus Feature 7: Multi-stakeholder Mobilisation for Climate Action in Transport](#).

Current Future slides on the Enhanced Transparency Framework (Featured at the GIZ webinar: [Did Glasgow shift up gears on climate ambition in transport?](#); see [livestream](#) 45:00 - 53:30).



Photo from UNFCCC (2021)

Part II

Transport Commitments and Initiatives Launched at the UN Climate Change Conference (COP26)

COP26 saw an unprecedented number of commitments and initiatives on sustainable, low carbon transport. In this section we will take a closer look at some of them and provide a preliminary analysis of the degree of alignment between and the new NDCs submitted by countries which signed up to the initiatives.

1. Overview and Assessment of Transport Commitments and Initiatives Launched at COP26

A record number of commitments and initiatives related to transport were launched on the occasion of the UN Climate Change Conference COP26; speaking of the increased attention to transport at COPs that has been gaining over the years. The following table outlines them, their scope, signatories and some open questions regarding their potential impact. For a full list of signatories, please refer to the links and consult the figures included in the following pages of this report.

Initiative	Scope	Initiator(s)	Signatories (as of 22.11.2021)	Open Questions
COP26 World Leaders Summit - Breakthroughs Agenda				
Breakthrough Agenda - Road Transport	Establish zero emission vehicles as the new normal and accessible, affordable, and sustainable vehicles in all regions by 2030	COP26 World Leaders Summit	28 countries EU Five international institutions and initiatives The importance of the following global initiatives to making progress and coordinating activities is noted: Clean Energy Ministerial's Electric Vehicle Initiative Climate Group's EV100 and Route	What kind of supplementary commitments - to ensure robust regulation and supporting infrastructure - will be required to ensure this push to zero emission vehicles is successful? Will this COP26 Breakthrough be strong enough a signal to boost the alignment of international and domestic transport finance with Paris Agreement targets?

			<p>Zero First Movers Coalition</p> <p>Transport Decarbonisation Alliance</p> <p>Zero Emission Vehicle Transition Council</p>	
UK COP26 Presidency				
Initiative	Scope	Initiator(s)	Signatories (as of 22.11.2021)	Open Questions
International Aviation Climate Ambition Coalition	Support ambitious action on international aviation emissions, including a new global goal and promotion of cleaner fuels and technologies	UK COP26 Presidency	24 countries	By relying on the International Civil Aviation Organisation's (ICAO) offsetting scheme - considered as largely ineffective by many - and not calling for signatories to include aviation emissions in their national climate targets, will this Coalition put in motion transformative progress?
Clydebank Declaration for Green Shipping Corridors	Support the	UK COP26 Presidency	22 countries	<p>Will the declaration add pressure on the International Maritime Organization (IMO) to pursue more ambitious targets?</p> <p>Without a specific focus on the development and production of zero-emission powered vessels, will this declaration impact positively on real-economy actors and markets?</p>

Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans	<p>Work towards all sales of new cars and vans being zero emission globally by 2040, and by no later than 2035 in leading markets</p>	<p>UK COP26 Presidency</p>	<p>38 countries 44 cities, states and regional governments 11 automotive manufacturers 27 fleet owners and operators or shared mobility platforms 13 investors with significant shareholdings in automotive manufacturers 2 financial institutions 19 other signatories</p>	<p>What will be the impact of the absence of the world's three largest car markets - the United States of America, Germany and China; as well as France and Spain from the list of signatories?</p> <p>Is 2040 raising the ambition enough to reach the urgent goal of zero emissions by mid-century; particularly for countries which are enjoying enabling environments? Or is it a "minimum common denominator" approach?</p> <p>With remarks recognising the need to support holistic approaches to transport systems, including active travel, public transport and shared mobility, added last-minute following the strong mobilisation by stakeholders, as well as public statements by some Parties; will future COPs capitalise on this mobilisation, in order to enable systemic approaches to transport transformation across different geographies?</p>
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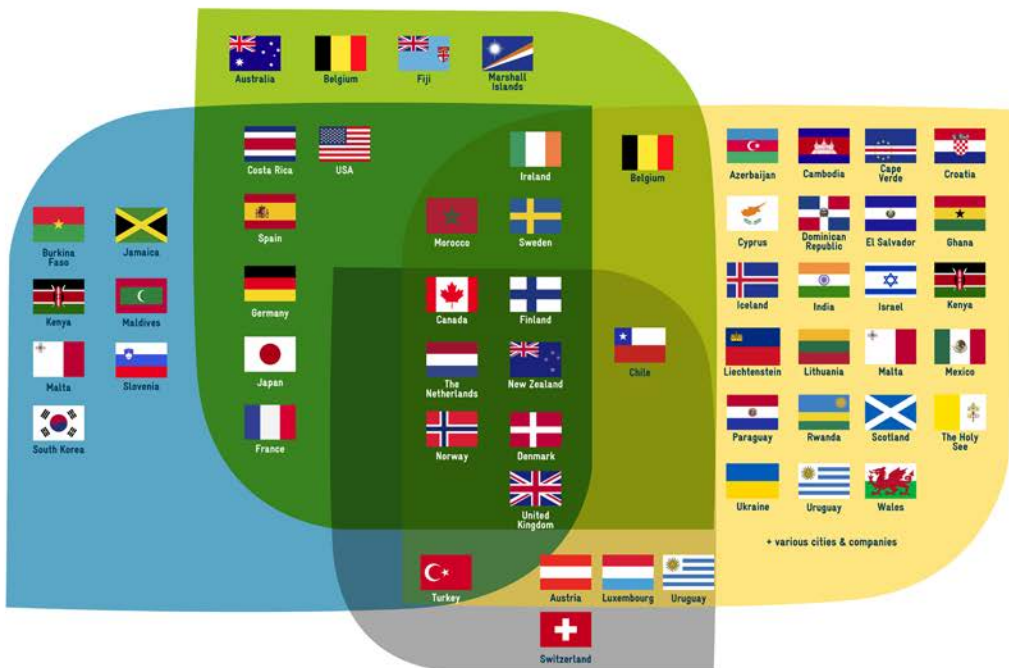
Transport Community Ecosystem

Initiative	Scope	Initiator(s)	Signatories (as of 22.11.2021)	Open Questions
COP26 Cycling Letter	Boost cycling levels to reduce carbon emissions and reach global climate goals quickly and effectively	European Cyclists' Federation A global coalition of over 60 pro-cycling organisations	350 organisations	In the ongoing context of heightened attention to transport electrification, will future COPs capitalise on this mobilisation in order to enable cycling's central role to decarbonisation across different geographies?
Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles	Enable 100% zero-emission new truck and bus sales by 2040 Interim goal of 30% zero-emission vehicle sales by 2030 To facilitate the achievement of net-zero carbon emissions by 2050	CALSTART's Global Commercial Vehicle Drive to Zero program and campaign The Netherlands	15 countries	Since this global memorandum covers road transport modes not covered in UK COP26 Presidency-led declarations, could it encourage a broader declaration at COP27 on trucks and buses with more signatories across different geographies? How will this Memorandum link with the work of the UK COP26 Presidency-led Zero Emissions Transition Council? How will the signatory countries drive action by vehicle manufacturers and their customers?

Call to Action: Charge Forward to Zero Emissions Transportation	Accelerate electric vehicle charging	Transport	37 signatories across countries; cities regions, states, and companies	<p>Could the focus on electric vehicle charging infrastructure distract from required action on the challenge of facilitating electric vehicle uptake?</p> <p>Will this call to action succeed in breaking this so-called chicken-egg dynamic?</p>
Zero Emission Bus Rapid-deployment Accelerator (ZEBRA)	Invest more than a billion US dollars in zero-emission public bus fleets in Latin America	C40 Cities The International Council on Clean	10 international investors	Can this initiative be replicated across other regions, especially where there is a general lack of public transport?
Beyond Oil and Gas Alliance (BOGA) Declaration	Limit oil and gas production and extraction and plan for a just, equitable, and managed phase-out of existing oil and gas production	BOGA Alliance	12 countries (either as core or associate members or friends of BOGA)	With none of the signatories being major oil and gas producers and no timeframe or specific target, will this declaration offer a reinforcing mechanism for the relevant aspects of the Glasgow Climate Pact?



Clydebank Declaration for Green Shipping Corridors



Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans



Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles

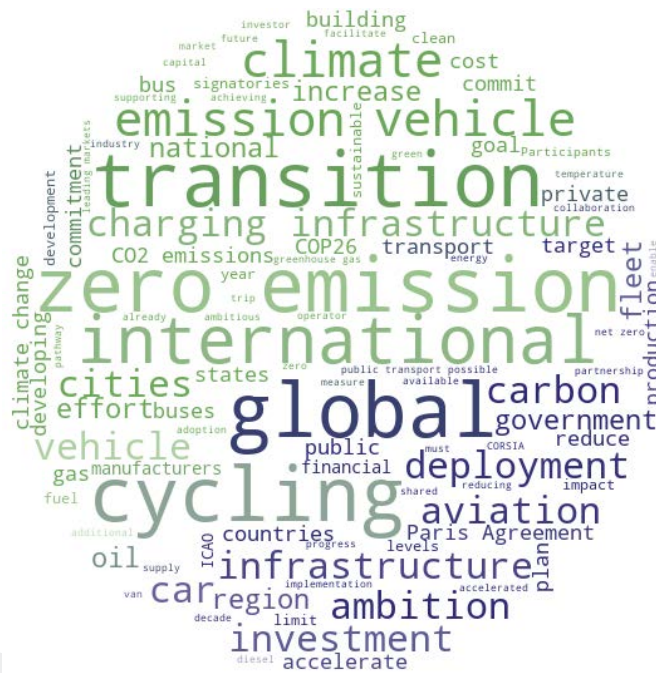


giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

On behalf of: Federal Ministry for the Environment, Nature Conservation and Nuclear Safety of the Federal Republic of Germany

Mapping by GIZ's Advancing Transport Climate Strategies Programme (TraCS)
Source: Received from GIZ TraCS

Content of Transport Commitments and Initiatives Launched at COP26



Word cloud by SLOCAT Secretariat. Font size expresses the frequency of the words mentioned, color and position have no meaning.

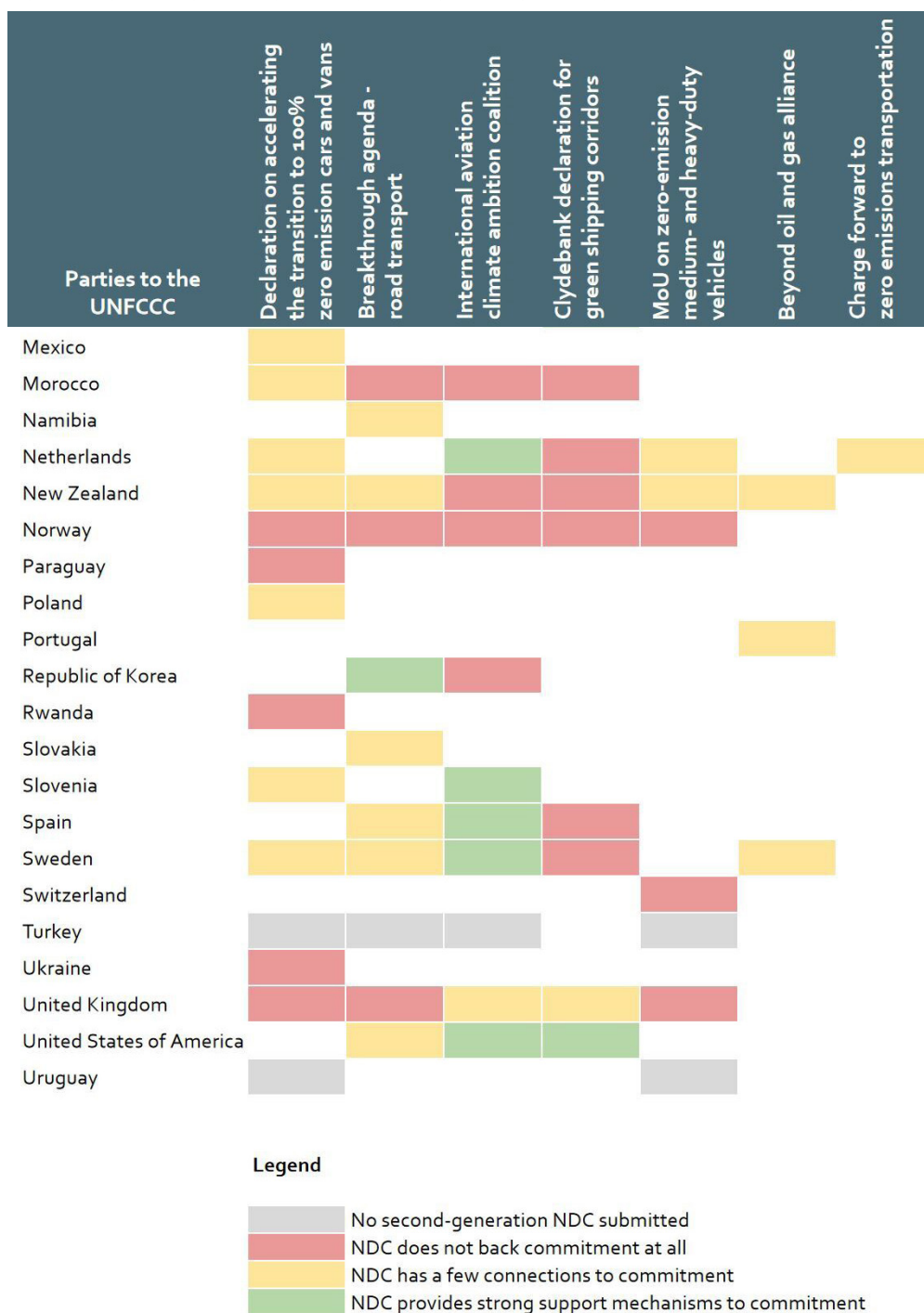
Some key findings:

- New **“zero emission road vehicles”** received a large focus (mentions to bus, van, cars, vehicles and fleet(s), charging infrastructure though much lesser, still enhancing this focus).
- **“Cycling”** achieved a large focus: The lack of cycling, walking and public transport prominence in the COP26 presidency programme was heavily criticised by NGOs ([Carlton Reid on Forbes](#)). Remarks recognising the need to support holistic approaches to transport systems, including active travel, public transport and shared mobility were only added to the UK COP26 Presidency-initiated Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans, following strong mobilisation by stakeholders, as well as public statements by some Parties.
- **“Transition”** received a large focus, with prominence in the Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans made.
- **“Global”** and **“international”** got a large focus, reflecting the nature of a UN Climate Change Conference COP.
- **“Aviation”** and **“ICAO”** received some focus, reflecting the need to increase the ambition to mitigate the climate impacts by the aviation sector.
- The references to **“national”**, **“government”**, and **“countries”** reflect the major signatories of the declarations.
- The references to **“cities”** and **“states”** reflect the support some of the initiatives enjoyed from sub-national entities; as well as the recognition of the important leading role of these governmental stakeholders.
- The references to **“manufacturers”**, **“companies”** and **“operators”** (including related words, such as **“market(s)”**, **“investor”**, **“private”**, and **“production”**) reflect the acknowledgement of the need to engage private sector and industry stakeholders.

2. Preliminary Analysis of Coherence Between Commitments and Initiatives Launched at COP26 and the NDCs of Signatory Countries

Are Nationally Determined Contributions (NDCs) aligned with the commitments and initiatives on transport announced on the occasion of COP26? The SLOCAT Secretariat has cross-referenced transport commitments and initiatives announced at COP26 with the new NDCs submitted by countries which signed up to the initiatives. **A preliminary analysis shows that overall the NDCs of signatory countries are not aligned with the initiatives they have signed up to.**

Parties to the UNFCCC	Declaration on accelerating the transition to 100% zero emission cars and vans	Breakthrough agenda - road transport	International aviation climate ambition coalition	Clydebank declaration for green shipping corridors	MoU on zero-emission medium- and heavy-duty vehicles	Beyond oil and gas alliance	Charge forward to zero emissions transportation
Australia		Red		Red			
Austria	Yellow				Yellow		
Azerbaijan	Grey						
Belgium	Yellow	Yellow		Red			
Burkina Faso			Red				
Cabo Verde	Green						
Cambodia	Green						
Canada	Green	Green	Red	Red	Green		
Chile	Green			Red	Green		
Costa Rica			Red	Red		Green	Green
Croatia	Yellow						
Cyprus	Yellow						
Denmark	Yellow	Yellow	Green	Red	Yellow	Yellow	
Dominican Republic	Yellow						
Egypt		Grey					
El Salvador	Grey						
European Union		Yellow					
Fiji				Green			
Finland	Yellow	Yellow	Green	Red	Yellow		Yellow
France		Yellow	Green	Red		Yellow	Yellow
Germany		Yellow	Green	Red			
Ghana	Red						
Guinea Bissau		Red					
Iceland	Red						
India	Grey	Grey					
Ireland	Yellow	Yellow	Green	Red		Yellow	
Israel	Yellow	Yellow					
Italy			Green	Red		Yellow	
Japan		Red	Red	Red			
Kenya	Red		Red				
Liechtenstein	Grey						
Lithuania	Yellow	Yellow					
Luxembourg	Yellow	Yellow			Yellow		
Maldives			Red				
Malta	Yellow		Green				
Marshall Islands				Green			



- **Only four (Burkina Faso, Fiji, Israel, and Japan) of the countries which signed up to at least one of the commitments have included specific transport GHG targets in their second-generation NDCs** (out of 18 countries with such a target) ([SLOCAT Climate Strategies for Transport](#)).
- **International Aviation Climate Ambition Coalition: The strongest alignment can be seen for this declaration.** Several NDCs express their intention to engage with ICAO or to tackle aviation emissions (in some cases it might be limited to domestic aviation emissions).

- **Clyde Declaration for Green Shipping Corridors: Fiji, the Marshall Islands and the United States of America are the only signatories of this declaration with mechanisms in their NDCs** to support the delivery of maritime transport decarbonisation.
- **Commitments and initiatives related to zero-emission vehicles:** There are **weak connections to the second-generation NDCs of signatory countries**. Cabo Verde, Cambodia, Canada and Chile stated strong e-mobility ambitions in their NDCs, while the EU emphasised a clean vehicle fleet. However, it is **worth noting that many of the countries signatories had already announced or publicly discussed targets to phase out fossil fuel-powered cars in previous years; some of them even with more ambitious targets** ([SLOCAT's e-mobility overview](#)). For example, Norway plans to ban sales of diesel and gasoline cars by 2025, Denmark, Israel, Netherlands, Slovenia, Sweden and the UK by 2030, Cabo Verde by 2035, Canada, France and Portugal by 2040.

Some additional open questions, across all the commitments and initiatives:

- To contribute to the goals of the Paris Agreement, it is essential that commitments and initiatives are supported by actual domestic targets set in national policies and regulations ([Transport & Environment](#)). Are the commitments sufficient to transition road transport, maritime transport and aviation towards a sustained decarbonisation pathway in line with the 1.5°C target of the Paris Agreement? To what extent do these commitments and initiatives signal a long-term determination to increase attention to climate action in transport policy?
- Countries should revisit in 2022 their NDC adaptation and mitigation actions for increased overall ambition, in coherence to the commitments and initiatives they have signed up to. Will this happen? What will be the UNFCCC mechanism to encourage positive mutually-reinforcing cross-fertilisation between these commitments and any eventual NDC updates in 2022?
- Will there be efforts to expand the number of signatories and if so, spearheaded by whom? What will be the UNFCCC mechanism to monitor and assess the actual implementation and impact of these commitments over time?
- The commitments focus on major polluting transport sectors (road transport, aviation and shipping) but they lack the support to public transport, rail, cycling and walking among others. A more balanced approach that goes beyond technologies would ensure greater impacts. Remarks recognising the need to support holistic approaches to transport systems, including active travel, public transport and shared mobility, were added last-minute to the UK COP26 Presidency-led Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans, following the strong mobilisation by stakeholders. Will COP27 and future COPs enable the development of commitments promoting public transport, walking, cycling and shared mobility? And the role in tackling climate change of “avoiding” unnecessary motorised transport - while ensuring access to transport and socio-economic opportunities? E.g. local economy, circular economy, 3D printing, proximity-based urban and transport planning, in-home services, video conferencing, car-free lifestyles, etc.
- Is there enough attention to transforming supply chains to ensure corporate net zero ambition can be delivered across the globe?

SLOCAT Knowledge Products

[SLOCAT Report “Climate Strategies for Transport: An Analysis of Nationally Determined Contributions and Long-Term Strategies”](#).

[SLOCAT Transport and Climate Change Global Status Report - 2nd Edition](#), particularly [Section 3.1: National Policy Frameworks for Transport and Climate Change](#).

[SLOCAT overview of e-mobility trends and targets](#): Tracker of publicly announced e-mobility targets of countries, regions, cities, companies and major automobile manufacturers.

Methodology and limitations of this preliminary SLOCAT analysis: The overall intention of the transport commitment and initiative has been compared to transport actions and targets in the NDC of the signatory country.

The content of the NDCs was compared to the overall scope of the commitment.

The existence of mentions to the topic of each commitment and initiative (zero emission vehicle, maritime transport, aviation and fossil fuel phase-out) in the NDC was examined. Data on the NDCs was obtained from the [SLOCAT and GIZ's Tracker of Climate Strategies for Transport Findings](#) were grouped in the three categories (see legend on the bottom of the figure).

The analysis used the second-generation NDCs as the main reference. The EU submitted a NDC on behalf of its member states, thus the scoring results are the same for every EU member. Countries might state their support to commitments in other strategies (for example, national transport strategies or long-term low greenhouse gas emission development strategies) or already have mechanisms in place to implement the goals of commitments.

Only transport commitments and initiatives with country signatories have been included.

As shown earlier in this report, cities, regions and states, as well as companies and international initiatives are among the signatories of these commitments and initiatives. They have been omitted for the purpose of this preliminary analysis due to the complexity of identifying for them a framework strategy equivalent to a country's NDC.

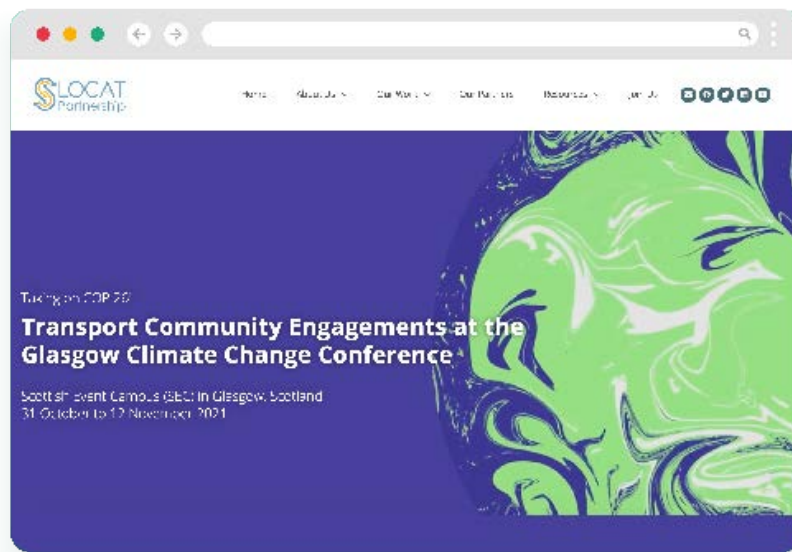


Photo from SLOCAT Secretariat

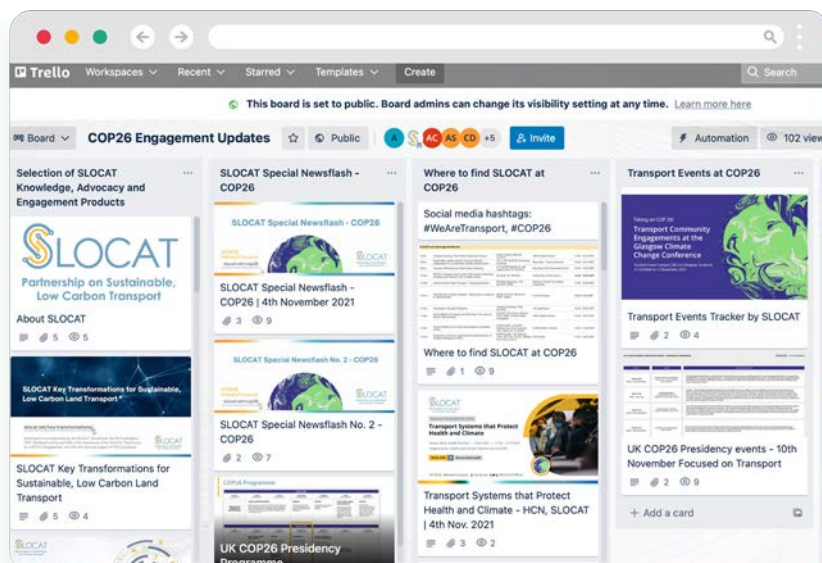
Part III

Overview of a Select Number of Transport Events at the UN Climate Change Conference (COP26)

With no aspiration of honouring the multitude of transport events that took place - thanks to the impressive mobilisation and engagement of SLOCAT Partners and the wider transport community; this section includes summaries of a select number of events.



Curious to see where SLOCAT engaged at COP26? Missed our first two newsletters? Check out this and more in [SLOCAT's Trello Board!](#)



Transport Ministerial Gathering **Hosted by the UK COP26 Presidency with the** **support of ITF and SLOCAT | 9 November 2021**



For the first time at a COP, transport ministers came together to discuss climate action in the transport sector. The Transport Ministerial and Stakeholder event was hosted by the UK Department for Transport to bring together Transport Ministers and international transport stakeholders on 9 November at COP26. With the support of the International Transport Forum (ITF) and the SLOCAT Partnership, this closed event created an opportunity for Transport Ministers to meet and discuss faster, more coordinated and comprehensive action for transport decarbonisation with key stakeholders in the transport sector. This gathering served as a continuation of the discussion that took place in the ITF Ministers' Roundtable on Transport and Climate Change in May 2021. Discussion outputs from this gathering will contribute to the ITF Ministers' Roundtable on Transport and Climate Change: Moving forward from COP26, which will be held in the context of the next ITF Summit on 18-20 May 2022.

Sustainable Mobility and Just Recovery: Radical **Collaboration for an Effective Transformation** **UITP, UIC, SLOCAT, Sustentar | 9 November 2021**



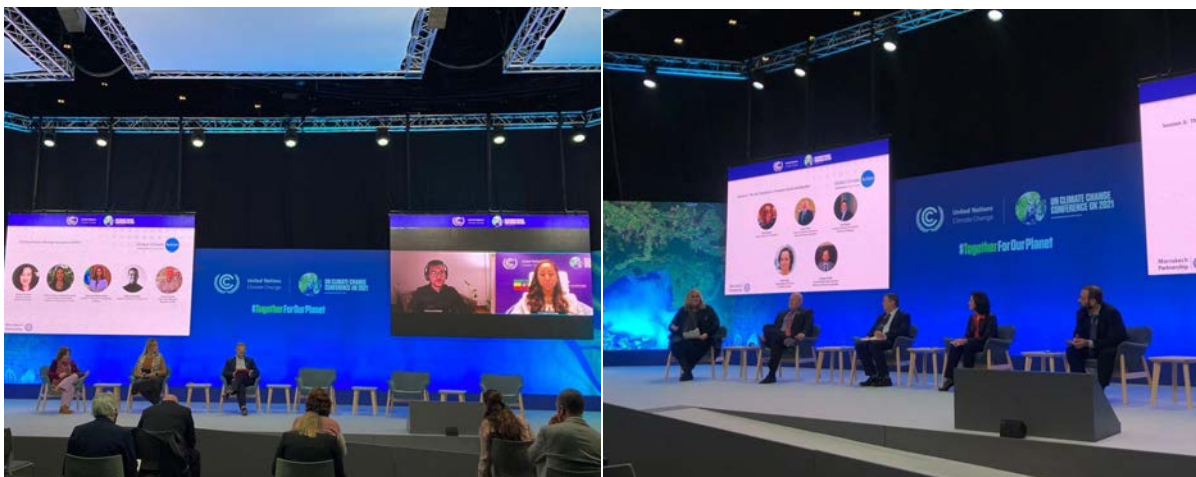
Speakers:

- Carolina Chantrill, Sustainable Mobility Work Group Manager, Asociación Sustentar (Moderator)
- Henk Swarttouw, President, European Cyclists' Federation
- Elisabetta Tromellini, Head of Sustainability Unit, FNM Group
- Frédéric Delorme, President of Rail Logistics Europe, SNCF
- Roberto Capuano, Director General, Metrobús
- Rana Adib, Executive Director, REN21

With rising global transport emissions, sustainable transport stakeholders discussed the factors for success in scaling up ambition and moving from concept to implementation of integrated and innovative low/zero carbon transport solutions needed for a resilient recovery that leaves no one behind. The event shared a variety of diverse perspectives and ideas discussed including the following:

- The articulation and communication among different modes and sectors; regulatory policy frameworks; capitalising on digital opportunities, and access to financing are essential elements for the decarbonisation of the transport sector.
- Citizens' voices and systemic approaches to solutions are key and must be considered from the beginning.
- We are facing global issues and questions that need local solutions, considering unique local needs and perspectives.
- Supporting public transport creates better, more inclusive and accessible cities.
- The prevalence of short car trips in cities provides an opportunity to shift to cycling and walking. Authorities should support this shift with greater investments in safe and secure infrastructure and regulation.
- The modal shift towards more sustainable freight transport solutions must be accelerated. Rail freight transport is immediately available in Europe. The transition will take time but will be more cost efficient in the long-term.
- There is an urgent need for strongly integrated approaches among the energy and transport sectors.

Action Event in the Framework of the Marrakech Partnership - Zero Carbon Transitions: Ambitions and Actions in the Transport Sector | 10 November 2021





Speakers:

- Peter Campbell, Financial Times (Moderator)
- Johan Rockström, Professor and Joint Director, Potsdam Institute for Climate Impact Research (virtual)
- Bernadette Kelly, Secretary, Department of Transport, UK
- Gloria Hutt, Minister, Ministry of Transport and Telecommunications, Chile (virtual)
- Young Tae Kim, Secretary General, ITF
- Keith Anderson, Chief Executive, ScottishPower
- Warren East, CEO, Rolls Royce
- Heather Thompson, CEO, ITDP (Moderator)
- Hanna Zdanowska, Mayor of Lodz, Poland
- Mohamed Mezghani, Secretary General, UITP
- Naveen Munjal, Managing Director, Hero Electric
- Josh Whale, Founder and CEO, Ampersand
- Ricardo Andrés Repenning Bzidigan, Co-founder and CTO, Reborn Electric Motors
- Stientje van Veldhoven, President and Regional Director for Europe, WRI (Moderator)
- Juan Carlos Salazar, Secretary General, ICAO (virtual)
- Francois Davenne, Director General, UIC
- Bronwen Thornton, CEO, Walk21

- Regina Asariotis, Chief, Policy and Legislation Section, UNCTAD (virtual)
- Eszter Tóth-Weedon, Director, Smart Freight Centre
- Sheila Watson, Deputy Director, FIA Foundation
- Steve Cotton, General Secretary, International Transport Workers Federation
- Guy Platten, Secretary General, International Chamber of Shipping
- Cecile Texier, Sustainability & CSR Vice President, Alstom
- Gustavo Rinaldi, Environment Impact Director, Ministry of Transport, Argentina
- Maruxa Cardama, Secretary General, SLOCAT Partnership
- Larissa Carolina Amorim dos Santos, Sustainability Undersecretary, Ministry of Infrastructure, Brazil
- Dagmawit Moges Bekele, Minister, Ministry of Transport, Ethiopia (virtual)
- Mohamed Hegazy, Director, Transport for Cairo L.L.P. (virtual)
- Gonzalo Muñoz, High Level Champion

SLOCAT and the International Transport Forum (ITF), as co-focal points of the Marrakech Partnership for Global Climate Action (MPGCA) Transport Thematic Group, together with representatives of the High-Level Champions Team, co-organised this high-level event. It brought together key actors from within the transport and other sectors, with the aim of reviewing ambitions and corresponding climate actions in the transport sector.

The event addressed priority actions in three main areas:

- Accelerating the electrification transition
- Identifying the most effective policies and tools to increase transport and supply chain resilience and support COVID-19 recovery and
- Delivering a just and equitable transition as the transport sector moves toward a zero-carbon future.

Key messages which reflect the objectives of each session include:

- Transport electrification coupled with clean energy transition is critical to decarbonise the transport sector, especially when implemented in combination with other technologies and mobility transitions that will trigger a systematic change in transport and mobility across all modes.
- The ongoing electrification debate is in sheer need of rebalancing from a Global South perspective.
- Ensuring the resilience of transport systems and supply chains in response to disruptions is a key priority especially in the wake of the COVID-19 pandemic.
- The transition to zero carbon transport must be fair and equitable, where transport workers need to be supported by governments and the private sector and mobility has to be sustainable, accessible and affordable for all users.

As at past COPs, the event served as a platform for multi-stakeholder engagement, including national and local governments, businesses, international organisations and multilateral development banks, NGOs, and youth representatives, to present their commitments and to identify targets and decarbonising tools for transport in existing and new NDCs. Finally, the discussion outputs will pave a more collaborative way forward to enable radical collaboration and cooperation among all stakeholder groups.

Decarbonising Freight Transport

We Mean Business, SLOCAT, Transport Decarbonisation Alliance, IDDRI | 10 November 2021



Speakers:

- Morna Cannon, Head of Innovation and Acceleration, Transport Scotland
- Alan McKinnon, Professor, Khune Logistics University
- Dr. Sydney Vergis, Division Chief, California Air Resources Board's Mobile Source Control Division (MSCD)
- Yann Briand, Research Fellow, Climate and Transport, IDDRI
- Frédéric Delorme, President of Rail Logistics Europe at SNCF
- Nicolas Beaumont, Senior VP Sustainable Development and Mobility, Michelin

Attracting 65 physical attendees and 133 people connected through live streaming, this event explored the options for decarbonising freight transport; the experiences of companies that have started to address this problem, and how these companies are being supported on their journey to net-zero freight transport emissions.

Panelists from California Air Resources Board, IDDRI, Kühne Logistics University, SNF, Michelin and IKEA expressed their points of view and opened an interactive discussion.

Accelerating the Shift to Electric Mobility: A New GEF-Supported Global Electric Mobility Programme

GEF, UNEP, IEA | 10 November 2021

Speakers:

- Mary Warlick, Deputy Executive Director, IEA
- Gustavo Alberto Fonseca, Director of Programs, GEF
- Nigel Topping, UK High Level Climate Action Champion
- Gevao Bondi, Executive Chairman, Environment Protection Agency Sierra Leone (ESP-SL)
- Francisco Javier López, Vice-Minister, Minister of Energy, Chile
- Harry Boyd-Carpenter, Managing Director of Green Economy and Climate Action, EBRD
- Josh Whale, Founder and CEO, Ampersand
- Inger Andersen, Executive Director, UNEP

To meet the targets of the Paris Climate Agreement and to reduce increasing air pollution, it is essential that low and middle-income countries are part of a global shift to zero-emissions electric mobility. The GEF, UNEP, IEA and partners have teamed up to accelerate this key transition, through the new GEF Global Electric Mobility Programme, together with leading international organizations and in collaboration with partners from the private sector, finance and academia. Global working groups on light duty vehicles, electric busses, electric two and three wheeled vehicles, charging, grid integration, renewable power supply, and batteries will represent a great opportunity to introduce electric mobility in the Global South.

SLOCAT has been invited to support the working group on electric two and three-wheeled vehicles with the aim of contributing to the establishment of a network and platform for global e-mobility advocacy, technology & policy advice and to the development of knowledge products for capacity building.

Acción climática en el sector de transporte y movilidad urbana

EUROCLIMA+, SLOCAT, MobiliseYourCity, Sustentar, GIZ, LEDS-LAC, FLACMA | 11 November 2021



Speakers:

- Carolina Chantrill, Sustainable Mobility Work Group Manager, Asociación Sustentar (Moderator)
- Paola Visca, Climate Change Advisor, Ministry of Housing and Territorial Planning, Uruguay
- Ana Lucía González, Deputy Mayor, Municipality of Montes de Oca, Costa Rica
- Nicolás Estupiñán, Executive Director, CREO Antofagasta
- Juan Palacio, Country Manager LATAM, Moovit

This event provided a space for national and sub-national government officials, the private sector and civil society to exchange experiences in implementing actions aligned to achieving transport ambition in NDCs. Cooperation between stakeholders, spaces to participate and clear governance and policies were mentioned as important enabling factors to deliver on transport climate ambition.

Active Mobility for Healthy and Safe Cities: The Case for Electric 2- and 3-wheelers

**SLOCAT, Sustainable Transport Africa, Institute for
Transportation and Development Policy, ClimateWorks
Foundation, NUMO, UN Environment Programme |
11 November 2021**



Chair:

- Shivam Ghai, SLOCAT Partnership on Sustainable Low Carbon Transport

Moderator:

- Gabriela Mora, Transport Decarbonisation Alliance

Speakers:

- Rebecca Fisher, ClimateWorks Foundation
- Mizandaru Wickasono, Institute of Transportation and Development Policy Indonesia
- Alexander Koerner, United Nations Environment Programme
- Nyaga Kebuchi, Sustainable Transport Africa
- Carlos Felipe Pardo, NUMO Alliance

With a discussion on how two and three-wheeled vehicles can support the transition towards more active and healthier cities, the case was made on how these vehicles will be an important tool for cities in their quest to reduce greenhouse gas emissions, while also favouring healthier and less polluted cities, more affordable and cost-efficient modes of transport, and better access for vulnerable populations. Aspects related to road safety and designs to accommodate these vehicles were mentioned as key concerns moving forwards.

Supporting Multi-level Cooperation for Transport in NDCs: Implementation from Global to Local

EUROCLIMA+, GIZ, MobiliseYourCity, SLOCAT | 12 November 2021



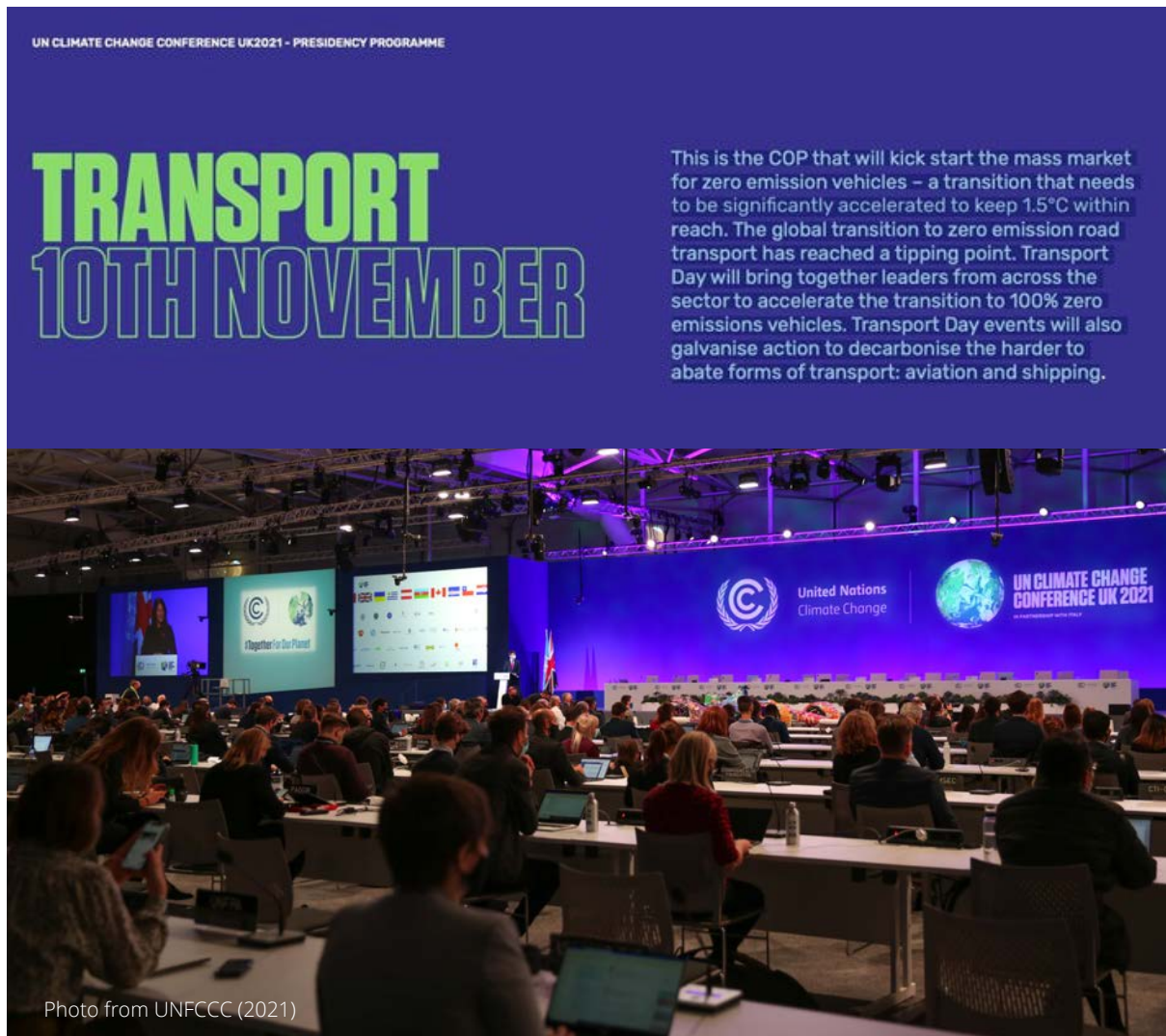
Speakers:

- Juan Carlos Muñoz, Professor, Department of Transport and Logistics Engineering at Pontificia Universidad Católica de Chile, Member of the Scientific Committee for Climate Change of the Ministry of Science of Chile (Moderator)
- Carolina Simonetti, Ministry of Transport and Telecommunication, Chile
- Hugo Pizarro, Regional Government of Antofagasta, Chile
- Esther Gacanja, Climate Change Desk Officer/Senior Economist at the State Department of Transport, Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works, Kenya
- Emily Hosek, Director, Knowledge Impact, SLOCAT Partnership
- Andrea Dávila, Chilean High-level Champions Team

The event opened a space for an interregional exchange of experiences on how to implement the NDCs at different levels of government. Defined governance structures that allow exchange with subnational governments and other stakeholders was a key message from the event and further commitments by national and subnational governments are a useful tool to create enabling conditions for the implementation of transport-related NDCs.

The Playbook for Zero Emissions Mobility LAC, made with the collaboration of the Race to Zero Team; UITP; SLOCAT, ICLEI; UN Environment programme; GIZ; TUMI; EUROCLIMA+ programme and C40, presented practical steps and resources for leaders in the region to refer to in their transport transition journey.

UK COP26 Presidency Events on COP Transport Day 10 November 2021



The UK COP26 Presidency hosted a series of events related to transport on “Transport Day” (see [full programme](#)), part of the Presidency’s programme of themed days at COP26. Transport Day brought together leaders from across the sector to accelerate the transition to 100% zero emissions vehicles, launching the [Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans](#).

Transport Day events also galvanised action to decarbonise the harder to abate forms of transport: aviation and shipping, and included the launch of the [Clydebank Declaration for Green Shipping Corridors](#) and the [International Aviation Climate Ambition Coalition](#).



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