



Transport at COP25

A make or break moment for an equitable 1.5°C planet

**SLOCAT Partnership on Sustainable, Low Carbon Transport
on behalf of the Paris Process on Mobility and Climate**

What did the transport sector accomplish at COP25?

Six weeks before showtime, COP25 was cancelled in Santiago due to social unrest triggered by raising metro fares, highlighting the social and political significance of affordable, accessible transport. Days later, the COP was rescheduled in Madrid, through the tenacity of the Chilean COP Presidency and the UNFCCC Secretariat, and the generosity of the Government of Spain.

As we have been doing since 2010, the SLOCAT Partnership proudly brought the voice of the sustainable, low carbon transport movement into the climate change process. We were also honoured to fulfill one more year our mandate as Focal Point for transport in the Marrakech Partnership on Global Climate Action (MPGCA).

At COP25, supported by the commitment to collaborating with and ensuring the engagement of so-called Non-Party actors of the Chilean Presidency and the remarkable leadership of High-Level Champion, Mr. Gonzalo Muñoz, the actions of the transport community pivoted around:

Knowledge and policy analysis perspectives, on why and how to enable mobility and transport for a 1.5 °C Planet, with:

- One more edition of [Transport Day](#), which was part of the Chilean Presidency Programme and featured representatives from both within and beyond the transport community across the public and private sectors and emphasised balanced approaches across the Avoid-Shift-Improve Framework.
- Perspectives from socio-economic transport actors in the real economy, through the Marrakech Partnership on Global Climate Action [Transport Initiatives](#), and [Pathways documents](#).
- A special focus on the way forward for gender sensitive mobility (in the [MPGCA Transport Action Event](#)).
- Emphasis on balanced mitigation and adaptation action in the transport sector (in the [MPGCA Transport Action Event](#)).

Advocacy initiatives, with:

- [Advocacy messages](#) by the sustainable, low carbon transport movement.
- Contributions towards the coherence across different UN processes - Connecting to the outcomes of the UN Secretary General's Climate Action Summit, in particular the [Action towards Climate-friendly Transport \(ACT\) Initiative](#) and the [Climate Ambition Alliance](#); linking to the plans for the [Second Global Sustainable Transport Conference](#) (in the [MPGCA Transport Action event](#)), and engaging with the United Kingdom as COP26 incoming Presidency.

Dialogue and networking among stakeholders within and beyond the transport community, with:

- Discussions among countries, cities and companies interrogating how to best enable their collaboration (e.g. [TDA Transport Decarbonisation Alliance](#) or the [International Transport Forum's Decarbonising Transport Initiatives](#)).
- Offering genuine support to multi-stakeholder dialogue and engagement.

As COP25 edged into overtime and negotiations [fell short](#), stakeholder voices grew louder in stressing the urgency of collective climate action. The following pages describe key lessons for the transport sector to take away from COP25 and underscore suggested focus areas towards COP26.



PARIS PROCESS
ON **MOBILITY** AND **CLIMATE**

A joint initiative by



Created in 2015, the Paris Process for Mobility and Climate [PPMC](#) brings together the diverse ecosystems of the SLOCAT Partnership and Movin' On - a mix of public and private sector entities.

The [SLOCAT](#) Partnership on Sustainable Low Carbon Transport, on behalf of the PPMC, produced a set of [COP25 key messages](#) on low carbon mobility and transport for an equitable 1.5 °C planet. These messages formed the basis of COP25 [newsletters](#) we released along the two weeks of COP.

50+ [transport events](#) were organised at COP25, covering a vast array of topics including:



Passenger



Freight



Road



Aviation



Maritime



E-mobility



Renewables



Mitigation



Adaptation



Gender

Organised by:



Transport sector



Energy and Finance sectors



National, city and regional governments



NGOs, think tanks, development banks, UN agencies and private sector

The [High-Level Plenary Event of the Marrakech Partnership for Global Climate Action \(GCA\)](#) offered the following transport-relevant outputs:

- UN Secretary General Antonio Guterres underscored the importance of transport in achieving Paris Agreement goals. One of the outcomes of the [UN Secretary General's Climate Action Summit](#) held in September 2019 was the [ACT Initiative Action towards Climate-friendly Transport](#).
- International Space Station Commander Luca Parmitano echoed transport's critical contribution to addressing climate change, offering a big picture perspective.
- Highlights of the transport chapters in the MPGCA [Yearbook](#) and [Pathways](#) documents, which ground decarbonisation pathways in specific sectoral actions and targets and identify transformations already taking place by socio-economic actors in the field, were presented.
- Some Parties delivered statements in support of extending the MPCA mandate (e.g. Belize on behalf of the Small Islands and Developing States, Finland on behalf of the European Union, Japan) - despite the prevailing "absence" of Parties at GCA events.
- One of the key decisions of COP25 was the actual extension of the MPGCA mandate for 5 additional years. Transport is one of the sectors engaged through the MPGCA. SLOCAT (since 2014) and the International Transport Forum ITF (since 2016) are the official MPGCA Co-Focal Points for the transport sector.

Transport Initiatives Engaged in the MPGCA



What lessons did the global mobility and transport community learn at COP25? What are some potential focus areas towards COP26?

Transport must collaborate and co-create with other sectors to achieve radical decarbonisation and just transition objectives.

Greater dialogue and networking among stakeholders within and beyond the transport sector is essential to increase equity and decrease emissions at the needed pace and scale. Transport must strengthen ties with the following sectors to:



Energy

Renewables are essential to powering decarbonised transport and harnessing the ongoing impetus towards e-mobility shown by many governments and private sector actors.



Finance

Behavioural change and social innovation must be incentivised by all levels of government including with economic instruments, without unduly burdening the most vulnerable.



Health

Walking and cycling offer improved public health outcomes and reduce air pollution.



Gender

Women account for 70% of global public transport users but only 17% of the workforce dedicated to imagining mobility systems.



Labour

Manufacturing electric buses and low emission vehicles can drive employment and lower environmental impacts.

Intergovernmental negotiations have limited capacity to translate ambition to action.

There is plenty of work ahead as we start our path towards COP26 preparations. A key goal of COP25 was to resolve **unfinished business on a number of issues from the [Katowice Climate Package](#)**. Progress in these areas was at best a mixed bag.

- **Carbon markets:** Lack of resolution on [double counting](#), [Kyoto carryovers](#), and [adaptation share](#). More efficient markets can fund more sustainable transport projects.
- **Common timeframes:** Vulnerable countries call for 5-year cycles for Nationally-Determined Contributions [NDCs](#). Major polluters push for ten. Sustainable travel behaviour and innovative transport solutions cannot wait and viable solutions exist.
- **Long-term finance:** Talks postponed to 2020 after eleventh-hour standoff, while sustainable transport funding needs are rapidly rising, particularly in the Global South.

Sub-national actors must be empowered to break through the global deadlock - Top-down negotiations must be coupled with bottom-up actions to drive decarbonisation and adaptation at the speed and scale required for transformational change. Special attention to the following areas must continue towards COP26:

- [Institutional, legal and financial enabling environments](#) to fast-track transport decarbonisation and adaptation actions by sub-national governments.
- Regional carbon markets including transport (e.g. [Transport and Climate Initiative](#))
- Increased transport ambition through sub-national commitments (e.g. [We Are Still In](#)).
- Vertical Integration and coordination of different levels of government, local, regional and national to accelerate transport solutions.

En route to COP26, the approach of landing climate change discussions into specific thematic areas should be the new normal.

- COP26 should feature ministerial dialogues, including on transport, building on the approach of ministerial dialogues for energy and finance introduced by the COP25 Chilean presidency.
- Against the national context experienced by Chile, the originally planned COP25 transport ministerial dialogue was cancelled. Still, Chile leveraged its Presidency weight in support of the transport sector and set a new bar by featuring [Transport Day 2019](#) in the official Presidency Programme and hosting this event at Chile's Pavilion.

We need to connect the experience and wisdom of thematic areas of the Marrakech Partnership to concrete commitments for creating a resilient and net-zero world by 2050.

- Gonzalo Muñoz, High-Level Climate Champion for Chile



The groundswell of multi-stakeholder action by socio-economic actors must be further enabled, beyond the rigid tiered structure of COP Parties and non-Parties.

There is a critical need to facilitate and support **“coalitions of the willing”** mixing all levels of governments and non-state actors.

- [Santiago Ambition Plan](#)
- [Marrakech Partnership for Global Climate Action \(MPGCA\)](#)
- The half-day [MPGCA Transport Action event](#) brought ministers, local policymakers, advocates and practitioners to the same stage.



The COP25 decision document - [Chile Madrid Time for Action](#) - extends the **mandate of the Marrakech Partnership for Global Climate Action to 2025**, including the practice of COP presidencies appointing High-Level Champions. While MPGCA activities are significant, it is insufficient to yield net transport decarbonisation. Bringing the MPGCA to optimal form en route to COP26 will require thought leadership from the mobility and transport community, jointly with other sectors in 2020.

Knowledge and solutions must be context specific. A stronger focus on context-adapted cost-effective solutions for emerging and developing economies must be championed.

The **UNFCCC Regional Climate Weeks (RCWs)** offer the opportunity to think globally and act regionally, allowing greater peer-to-peer learning. RCWs can therefore fill in the gaps in Non-Party engagement which are evident in the tiered COP structure. En route to COP26, the transport community can capitalise on [RCWs 2020](#) by:

- Tapping into and profiling regional and national low-carbon transport practices.
- Engaging regional/national actors and highlighting South-South cooperation.
- Creating better spaces for public/private sector discussion to drive needed innovation and finance in the transport sector.

The transport community was well represented at [RCWs in 2019](#):



CLIMATE WEEK
Accra, Ghana 18 - 22 March 2019

Organised various technology, policy and finance sessions
with CCAC, ICLEI, ITDP, REN21, UN-Habitat



CLIMATE WEEK
Salvador, Brazil 19 - 23 August 2019

Co-led Transport thematic block
with UN Environment, GIZ, EUROCLIMA+ Programme, C40 and LEDS LAC

Supported Cities thematic block
with WWF, Global ABC, GCoM, CAF, Regions4, UNEP, WMO and ICLEI

Organised Workshop on Urban Mobility in the Next Generation of NDCs
with EuroClima+, GIZ and AFD



CLIMATE WEEK
Bangkok, Thailand 2-6 September 2019

Co-led Transport thematic block
with CDP Worldwide, ITDP, UNDP, UNESCAP, UNOPS, and WRI

Supported Cities thematic block
with GlobalABC, UNESCAP, UNDP, UN-Habitat, Nepal, Global Covenant of Mayors, CDP, UNOPS, and REN21

Increased attention to the most vulnerable populations and assets is a moral obligation and a smart socio-economic investment.

- Impacts to transport infrastructure are projected to increase significantly through the growing climate emergency. [Transport decarbonisation roadmaps](#) are emerging to create resilient low-carbon transport systems in the world's most vulnerable areas:



[Morocco roadmap](#)



[Africa roadmap](#)



[India roadmap](#)

- COP25 prioritised [loss and damage](#), which promised to address vulnerabilities for transport and other sectors, but [expectations eclipsed agreements](#). The new [Santiago Network on Addressing Loss and Damage](#) can extend dialogue, and mobility and transport must be front and center.
- It is essential to expand [South-South cooperation](#) so scalable low-carbon transport solutions flow in every direction. The [Climate Vulnerable Forum](#) and the [Local Communities and Indigenous Peoples Platform](#) are essential voices in translating roadmaps to reality.



Light a fire to increase transport decarbonisation ambition and drive action – now!

- Global negotiations must meet with direct actions** to make urgent change at the required pace and scale. Yet, ambition has so far been overshadowed by stalling tactics.
 - The European Union [agreed](#) to a “climate neutral” target for 2050, joining 73 other countries. Such ambition is needed to drive net transport decarbonisation by 2050.
 - [80 countries](#) have plans to enhance Nationally-Determined Contributions NDCs in 2020; these total only 10.5% of global emissions. Large emitters should follow suit in decarbonising transport and other sectors.
 - Many large carbon polluters oppose obligatory NDC revisions in 2020. Continued investment in high-carbon transport creates lock-in effects.
- Sustainable, low carbon transport solutions must be scaled up to achieve intergenerational justice.** Youth voices at COP25 were clear and solutions-oriented, These voices and actions must be amplified and enabled further - and joined by many others - to hold governments accountable.



A two-month, youth-led sailing think tank pushing for fair and sustainable travel.

Youth demanding greater action for climate justice at COP25

