

Created in 2015, [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. PPMC is a driving force behind bringing together transport actors and helping them make a lasting impact at the UN Climate Change Conference (COP25).

Welcome to Volume 1 of the COP25 newsletter elaborated by the secretariat of the SLoCaT Partnership! Every other day, we bring you the latest in sustainable, low carbon transport news and events. COP25 must deliver additional parts of the Rulebook to implement the Paris Agreement – including shaping carbon markets and defining common timeframes for NDC revisions – and transport decarbonisation will play a critical role.

Today's newsletter highlights how to achieve mobility and transport for an equitable 1.5°C planet.



Expectations for the Transport Sector during COP25

COP25 must expand upon a number of key negotiation topics emerging from the COP24 [Katowice Climate Package](#), the mid-year Bonn Climate Change Conference, and pre-

COP25 in Costa Rica. These include the following topics, which will be framed within the key messages introduced above:

- Increasing commitments to raise transport ambition in next NDCs through science-based targets.
 - Strengthening linkages between gender and effective transport climate action.
 - Adopting the Paris Rulebook following resolution on Article 6 on carbon markets and common timeframes for increasing ambition in NDCs.
 - Increasing resilience and enabling adaptation for transport systems worldwide.
 - Identifying opportunities to address loss and damage within the transport sector.
 - Increasing number of countries pledging extension of the MPGCA mandate.
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Key Messages on Mobility and Transport for a 1.5°C Planet

The following [key messages](#) on low carbon transport (produced by SLoCaT on behalf of PPMC) will form the basis of bi-daily reports to frame the intended outcomes for the transport sector during COP25:

1. Safe, efficient, affordable, and low carbon mobility is a powerful driver for positive, systemic transformation of our societies.
 2. Without transport decarbonisation, the objectives of the Paris Agreement will not be achieved. Countries must enable comprehensive action on transport in their Nationally Determined Contributions (NDCs).
 3. Concerted acceleration of low carbon transport policy, investment, technological innovation and behaviour change measures is a must. Tested solutions are available.
 4. Clear roadmaps for net decarbonisation of the transport sector by 2050 are feasible.
 5. Steep changes for meaningful, long-term investments in sustainable, resilient mobility and transport are required.
 6. Integrated mobility approaches can promote people-centred, planet-sensitive solutions.
 7. The sustainable transport and mobility community is committed to transformation – join us!
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Key Message

Safe, efficient, affordable and low carbon mobility is a powerful driver for positive, systemic transformation of our societies. It:

- Increases equitable access to jobs and socio-economic opportunities for people of all ages and abilities.
- Powers a just transition in a circular economy.
- Reduces climate impacts.
- Improves urban air quality and benefits public health.
- Reduces congestion, fuel imports and infrastructure costs.
- Powers livelihoods in urban and rural areas, within the carrying capacity of Earth's ecosystems.

Sustainable transport is a cross-cutting theme central to the achievement of at least 8 of the 17 Sustainable Development Goals (SDGs) of the [2030 Agenda for Sustainable Development](#). It also makes contributions to at least 13 SDG targets. However, several trends pose challenges to meeting sustainable development objectives through transport. These include rising rates of car ownership and use in many countries and growing aviation and shipping emissions. A presentation at an EU Pavilion event discussed the new European Commission's ambition to act by reducing allocations of free allowances to airlines and by also including maritime emissions in the EU's Emission Trading Scheme (EU ETS).

These challenges exacerbate climate-driven extreme weather patterns and events that impact transport systems and hence the overall access to socio-economic opportunities and quality-of-life of all people. To minimise disruptions and delays due to infrastructural damage, the scientific community calls for efficient [adaptation to impacts, risks and vulnerabilities](#) across different transport modes for improved livelihoods, prosperity, and global trade. An event on managing climate risk in the transport sector organised by GIZ and the Islamic Development Bank emphasised the need to make financing climate-resilient transport more attractive to investors.

Low carbon mobility systems are a powerful tool in tackling climate change and achieving overall sustainable human development. They also provide an opportunity for cities to boost their economies by developing transport systems that enhance access to jobs, opportunities, improve urban air quality, and facilitate better health and social equity for all, as exemplified in a sustainability mobility campaign in Ibagué, Colombia supported by the EUROCLIMA+ programme funded by the European Union.

↻ Partnership on Sustainable, Low Carbon Transport Retweeted



UITP Press Office @UITPpress · 18h

Replying to @UITPpress @UITPnews and 25 others

📢 The @uic @UITPnews @ITF_Forum side event @COP25CL continues with @MedMezghani 🗣️: "We need to have a holistic approach to the #mobility issues we face...its about how we move people more efficiently. Give the space to people and not vehicles." 👍 #COP25Madrid 🇪🇸
#TimeForAction

Through sustainable mobility actions, Ibagué, Colombia wants to change both the well-being of its citizens and the whole perception of the city.



L to R: Mónica Kelly Johanna Camacho Charry, Director Development Planning and Coordinator of EUROCLIMA+ Project "Public electric assisted bike sharing system", Alcaldía de Ibagué; Colombia; Lorena Alejandra Sanabria Céspedes, Fundación Entándem, Ibagué, Colombia. (Photo Credit: SLoCaT)

Key Message

The urgent acceleration of low carbon transport policies, investments, innovation and behaviour change is essential.

- Low carbon, cost-effective solutions for road, rail, maritime and active passenger and freight transport are available at scale and can be immediately implemented.
- Balanced enabling frameworks are needed to primarily avoid unnecessary transport, while shift to low carbon modes and improve vehicle design, fuel efficiency and energy sources.
- Collaboration between the public and private sectors is a growing reality that must be further facilitated.
- Governments and financiers must guide public and private investment in low carbon transport systems.
- Behavioural change and social innovation must be incentivised by all levels of government including with economic instruments, without unduly burdening the most vulnerable.

The IPCC notes that a 1.5 degree pathway for transport is possible; however, the transformation of mobility and transport systems will require new priorities in policy, regulatory, and fiscal frameworks, supported by an unprecedented effort by national and sub-national stakeholders. While transport mitigation commitments and action are so far insufficient for realising the Paris Agreement 1.5DS target, cost-effective low-carbon measures are available and tested at scale. Innovative solutions – including a combination of business models driving behavioural changes; operational strategies to increase mode

shift, and low-carbon technologies – can help achieve transport sector decarbonisation by 2050.

Transport contributes roughly a quarter of global energy related GHG emissions. Without intervention, it could reach a share of [40% of energy-related CO2 emissions](#) in the next 20 years. Despite this urgency, needed ambition-raising for 2020 showed mixed progress during 2019. At the G20 Summit, [France and China united](#) to reiterate their commitment to updating their NDC pledges. However, at a June EU meeting the Czech Republic, Estonia, Hungary and Poland [blocked a proposal](#) for a net-zero emission target for 2050. Realising Paris Agreement targets depends on local actions as well as national commitments. Sustained action on urban transport for both passenger and freight movement is essential to net decarbonisation.



L to R: Young Tae Kim, Secretary General, International Transport Forum (ITF); Mohamed Mezghani, Secretary General, International Association of Public Transport (UITP) and SLoCaT Board member; François Davenne, Director General, International Union of Railways (UIC), and SLoCaT Board member; Karen Vancluysen, Secretary General, Polis Network. (Photo Credit: UIC)

Strengthening Transport Climate Action among Parties and other Stakeholders

The Transport Event hosted by the Marrakech Partnership for Global Climate Action and co-organised by ITF and SLoCaT as Co-Focal Points, is taking place on 7 December. It will showcase the efforts of transport stakeholders to create the building blocks for a low carbon, sustainable pathway to 2050. It will focus on adaptation measures, as well as cross-cutting issues such as gender and accessibility. Click [here](#) for more!

The [Climate Action Pathway on Transport](#), recently published by the Marrakech Partnership, outlines the longer-term vision for a 1.5°C degree climate-resilient world and sets out actions and milestones. Under the leadership of the High-Level Champions, the pathway on transport was developed by key members of the sustainable transport community, with contributions by other sectors of the wide climate action community engaged in the Marrakech Partnership. The Pathway complements the [Yearbook of Global Climate Action](#) and the [Global Climate Action Portal \(NAZCA\)](#), which track, report and

recognise climate action, by presenting forward-looking actions towards fully implementing the Paris Agreement.

🔄 Partnership on Sustainable, Low Carbon Transport Retweeted

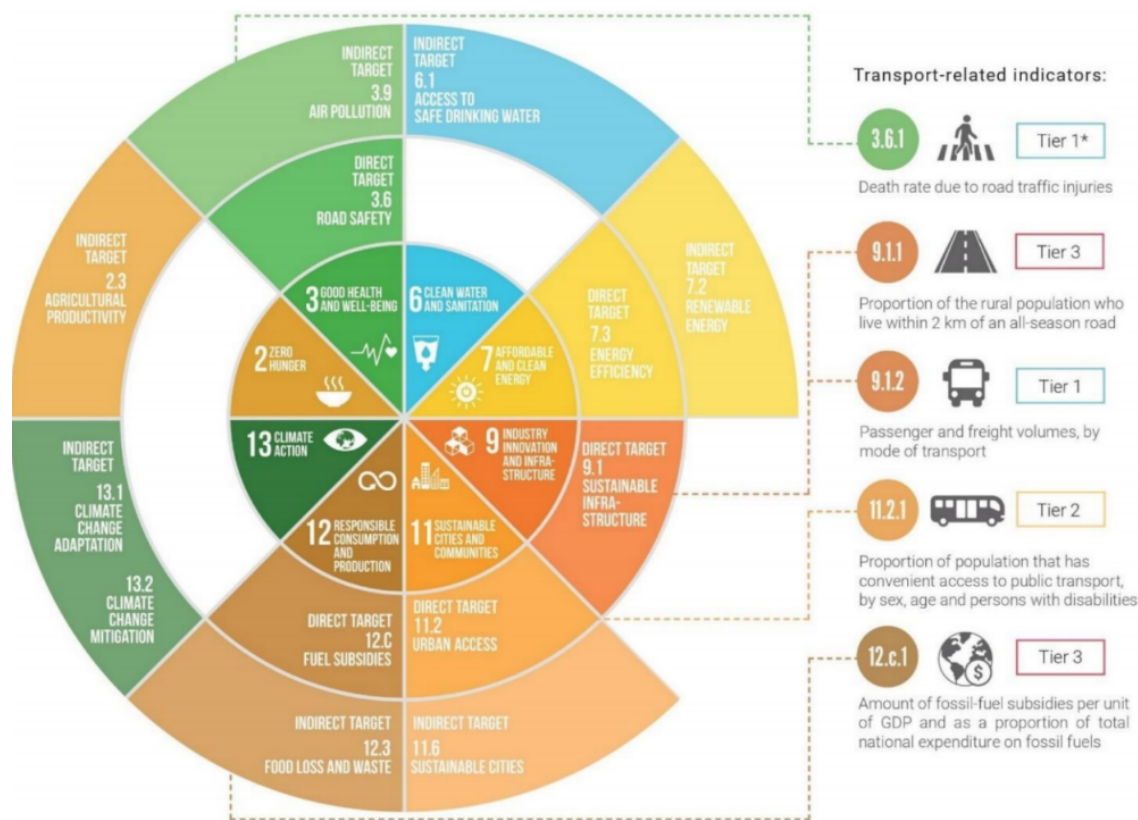


RailSust-UIC @SustRail · 18h

"To move forward with sustainable transport we need a change in mindset & make democracy instrumental" says Mr. Davenne

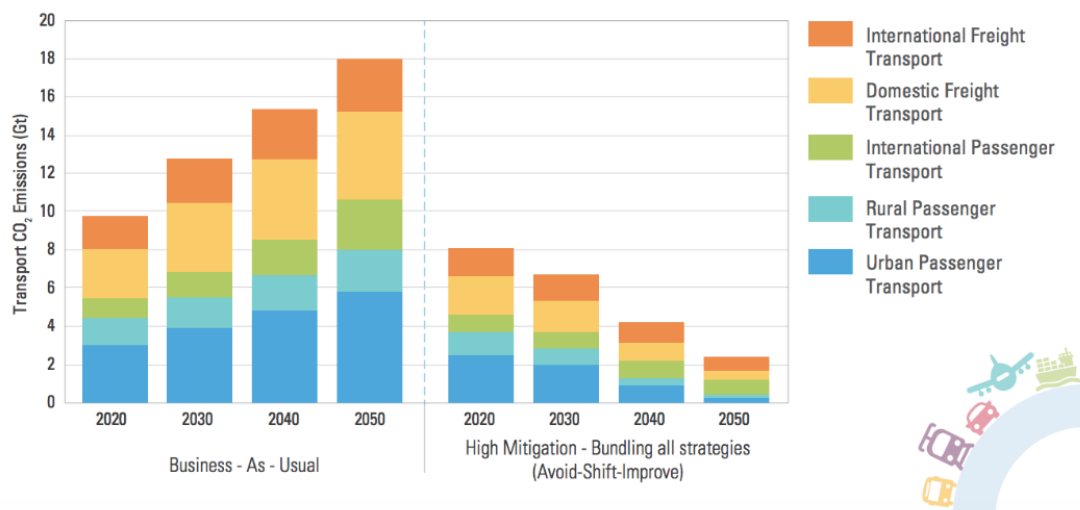
Low Carbon Transport Facts and Figures

As seen in the [infographic](#) below, achieving high mitigation pathways in the transport sector could have tremendous impacts on SDG13 and a number of complementary SDGs.



Source: [SLoCaT, Sustainable Transport: A Critical Driver to Achieve the Sustainable Development Goals Report](#)

Achieving net decarbonisation will require [more emphasis on low-carbon freight transport](#), and domestic freight transport and urban passenger transport are [poised to increase emissions significantly by 2050](#) under a business-as-usual scenario. Achieving a low-carbon trajectory will require significant reductions from both international and domestic freight transport and urban and rural passenger transport.



Source: [SLoCaT, Transport and Climate Change Global Status Report, 2018](#)

Calls to Action

At the UN Secretary-General Climate Action Summit in September 2019, Chile announced the [Climate Ambition Alliance](#), a group of countries, cities, regions, businesses, and investors committed to upscaling climate action by 2020. As of late November, the Alliance included 65 countries and the EU, 10 regions, 102 cities, 93 businesses and 12 investors, and other actors working towards net zero CO2 emissions by 2050. The High-Level Climate Champion for Chile, Gonzalo Muñoz is harnessing this call to action to reach new coalitions and initiatives with aims that match the Alliance’s criteria and which have a credible validation process in place.

The High-Level Climate Champion has published a [letter](#) inviting actors to be recognised as part of the Climate Ambition Alliance at COP25. New signatories to the Climate Ambition Alliance will be announced at a high-level event on 11th December.

“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

5 December:

- 14:00 – 14:30, Meet the Author (Jari Kauppila, ITF Transport Outlook 2019), ITF Exhibit Stand, Booth 9. Organised by ITF.
- 15:00 – 15:45, Cities in the Energy Transition, Action Hub. Organised by REN21.
- 15:00 – 15:30, Meet the ITF Secretary General Young Tae Kim, ITF Exhibit Stand, Booth 9. Organised by ITF.
- 16:00 – 17:30, [Raising Urban Mobility Ambition in Nationally Determined Contributions \(NDC\)](#), EUROCLIMA+ Pavilion. Organised by EUROCLIMA+.
- 16:00 – 16:30, Spotlight on the ITF Summit 2020 “Transport Innovation for Sustainable Development”, ITF Exhibit Stand, Booth 9. Organised by ITF.

6 December:

- 8:30 – 13:30, [Transport Day 2019](#), Chilean Pavilion. Organised by the COP25 Presidency, GIZ and SLoCaT, on behalf of Paris Process on Mobility and Climate.
- 13:15–14:45, GEF Experience in Mitigation–Promoting Urban Sustainability Through the Scaling of Electric Mobility, Room 3. Organised by UEMI, Wuppertal Institute.
- 13:45 – 15:15, Global Dialogue for Sustainable Transport: National Pathways and Transport Actions, Chilean Pavilion. Organised by ITF, the Ministry of Environment of Chile and the Association of Generators of Chile.
- 18:30–20:00, Advancing Sustainable Cities: Renewables as the key to the climate, energy and mobility transition, Room 4. Organised by UEMI, Wuppertal Institute.

Please visit the PPMC website for a full listing of [sustainable transport events at COP25](#).

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