

The Paris Process for Mobility and Climate (PPMC), a joint initiative of Movin' On and the SLoCaT Partnership on Sustainable Low Carbon Transport, is a driving force behind bringing transport actors together and helping them make a lasting impact at COP25.

Welcome to Volume 3 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 negotiations and events. If you missed Volume 2, you can [read it here](#).

Today's newsletter focuses on unfinished business from COP24, which include carbon markets and common timeframes for increasing ambition in NDCs. Also discussed are actions needed to support implementation of low carbon transport measures through climate finance and capacity building.

Key Message

Clear and feasible roadmaps for net decarbonisation of the transport sector by 2050 are needed. They should:

- Identify phased approaches and a long-term vision for comprehensive sustainable national and urban mobility plans, with science-based targets.
- Take into account local circumstances and capacities and include the informal sector.
- Enable the holistic transformation of mobility systems, including coordinated land and transport planning, fair pricing, and technology deployment at scale.
- Coordinate efforts by all levels of government and across departments and disciplines, with meaningful engagement of stakeholders.

To meet Paris Agreement goals, the transport sector must rapidly decarbonise from the current 7.7 Gt emissions/year to 2–3 Gt by mid-century. This transition requires the adoption of clear roadmaps at national and regional levels with comprehensive and feasible visions supported by science-based targets (e.g. through the [Science Based Targets initiative](#) and [Transport Decarbonisation Alliance](#) among others).

The [Global Macro-Roadmap](#) (GMR) put forward by the Paris Process on Mobility and Climate (PPMC) provides a framework along [eight components for action](#), to be assessed and operationalised at regional levels across all modes of transport (road, railway, aviation, waterborne; urban and rural). Since 2017, PPMC has been working towards the development of regionally-adjusted GMR versions responding to specific regional and national characteristics, needs, and opportunities. Ongoing workstreams include GMR adaptation plans developed for [Africa](#), [Europe](#), and [France](#), India, Kenya, and [Morocco](#).

Coordinated efforts are required in terms of comprehensive policy measures, increased mitigation investments, accelerated technological innovation, and behavior change. Coordination must occur across all levels of government (national, regional and urban), departments and disciplines to achieve the “net zero-emission economy” transport vision. Meaningful engagement of stakeholders and the consideration of local circumstances and capacities plays an essential role in the success of these efforts.

A key element to support long-term roadmaps is establishing a [common timeframe](#) for increasing ambition within NDCs, in order for the transport sector to fully leverage its overall mitigation and adaptation potential. Apart from synchronising efforts through a more integrated and balanced approach to transport mitigation, a common timeframe can help spur action across all sectors.



IDDRI/IISD event on deep decarbonisation and private sector engagement around freight, France Pavilion. Speakers from left to right: Sita Holtslag, Senior Advisor, Sustainable

In events over the past days, decarbonising freight transport was highlighted as a key challenge to achieving zero emission targets. While freight represents a small percentage of overall road traffic, it contributes disproportionately to overall CO2 emissions. While low carbon freight solutions exist, they must be scaled, which has proven a significant challenge. This was discussed in a Transport Decarbonisation Alliance event, in which representatives of cities, countries, and companies discussed ways to improve collaboration and communication across sectors to overcome key challenges.

“Frontrunners encounter similar barriers in urban freight. They cannot find solutions alone. The TDA brings these frontrunners together to create a common vision and concrete actions around the issue.”

Mariette van Empel, Chair of Transport Decarbonisation Alliance and Director of Sustainable Mobility, Ministry of Infrastructure and Water Management, the Kingdom of the Netherlands

Key Message

Substantial changes for effective, long-term investments in sustainable, resilient mobility and transport must be achieved with:

- Investments in low carbon mobility systems, which offer financial savings and quality-of-life benefits beyond the scale, time and budget of the investments themselves.
 - The adaptation of transport systems to extreme weather conditions and sea-level rise to improve resilience and increase long-term returns on investment.
 - Appropriate institutional and policy frameworks to drive public spending, stimulate private investment and innovative financing models, and facilitate access to funding by sub-national governments.
 - Meaningful carbon pricing, rapid elimination of fossil fuel subsidies and tax exemptions and, where appropriate, the offsetting of transport emissions.
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More than half of NDCs include, among their proposed measures, carbon markets, which have the potential to offset more than 50% of emissions with no added costs. However, carbon markets can also be detrimental to Paris Agreement targets in two primary ways. The first involves double counting reductions for the same action or offset by two different countries, and the second involves claiming pre-2020 emission reductions as a basis to reduce ambition in post-2020 action.

With the potential to drive cheaper emissions reductions, establishing rules and reaching agreement on carbon markets in the transport sector (and others) is central to COP25 negotiations. Investments in low carbon mobility have financial savings and quality-of-life benefits beyond the scale, time and budget of the investments themselves. Adoption of appropriate institutional and policy frameworks plays a crucial role in driving public spending, and stimulating private investment and innovative financing models for promoting low carbon transport. To improve resilience and increase long-term returns on investments, transport systems must be adapted to extreme weather conditions and sea-level rise.



Young Leaders push for mainstreaming gender needs in transport sector

An Action Hub event on gender and sustainable, low carbon transport organised by the SLoCaT Partnership and the International Transport Forum (ITF) highlighted the need to better integrate gender differences in transport policies and planning. Common issues that emerged from various global perspectives included gender differences in travel behaviour, poor access to transport finances for women, and security concerns in accessing and using public transport, particularly in the global South. ITF highlighted the gender gap in transport workforce and called to diversify globally.

In the latter part of the session, participants took a closer look at how Global North and South can engage and collaborate in adopting gender responsive approaches for a future that is more climate resilient and gender equitable. Enhancement of public transport services, greater collaboration across sectors and departments, and addressing gender-specific safety concerns were among strategies discussed.



MPGCA Transport Action Day

The MPGCA Transport Action Day on 7th December entitled “More Ambitious Climate Actions for Low Carbon, Resilient and Inclusive Transport” was co-facilitated by MPGCA transport co-focal points ITF and SLoCaT. The event showcased the efforts made by various transport stakeholders to create the building blocks for a low carbon, sustainable pathway aligned to the targets of the Paris Agreement. It focused on both mitigation and adaptation measures, as well as cross-cutting issues such as gender and accessibility.

A high-level panel, which included the Under-Secretary General of UNDESA, the Executive Director of UN-Habitat, the High-Level Champion of Chile, and the Secretary General of SLoCaT, discussed key actions necessary to raise ambition in transport in the coming year. Major milestones in 2020 were also highlighted, including the second UN Global Sustainable Transport Conference in China, the ITF Summit, and COP26, as well as the follow up from transport discussions at COP25.



Global leaders in sustainable development discuss key milestones for building momentum for increased action in the transport sector in 2020 at MPGCA Transport Action Day.

From L to R: Ms. Mary Crass, Head of Institutional Relations and Summit, International Transport Forum; Mr. Liu Zhenmin, United Nations Under-Secretary-General for Economic and Social Affairs; Ms. Maimunah Mohd Sharif, Executive Director, UN-Habitat; Ms. Maruxa Cardama, Secretary General, SLoCaT Partnership; Gonzalo Muñoz, COP25 High-Level Champion, Chile.

Low Carbon Transport Facts and Figures

Meaningful, long-term investments in sustainable transport support many sustainable development objectives. These include quality-of-life benefits beyond the scale, time and budget of the investments themselves, and the stimulation of private investment and innovative financing models. Case studies from SLoCaT’s [quadrennial report](#) on transport in Voluntary National Reviews illustrate these objectives.

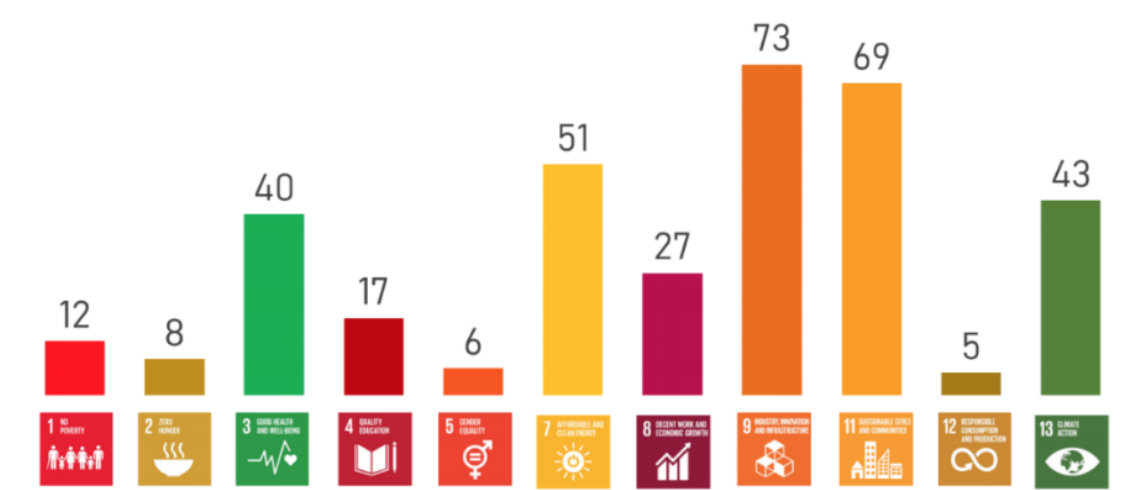


Tanzania (2019)

The Tanzania Rural and Urban Roads Agency was established in 2017 to improve road infrastructures in order to enhance access for farmers, boost agricultural productivity and facilitate the transport of crops to markets. Medium to long-term investments were made in roads, railways and other infrastructure to facilitate movement of goods and people with other neighbouring land locked countries (e.g. Burundi, Rwanda, Uganda and the Democratic Republic of the Congo), thus improving trade and economic development.

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

Clear roadmaps for net decarbonisation of transport are key to accomplishing long-term, 2050 goals, as they enable a holistic transformation of mobility systems. A key roadmap guiding policy actions for sustainable development is the 2030 Agenda. It mobilises efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that “no one is left behind.” This infographic depicts the correlation of 2016–2019 Voluntary National Reviews to various Sustainable Development Goals (SDGs):



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

The [Zero Emission Freight Vehicle call to action](#) seeks to act on the substantial demand and need for zero-emission freight vehicles. Initiated by the [Transport Decarbonisation Alliance](#) (TDA), and led by countries, cities, and companies, its goal is to stimulate the accelerated production of zero-emission freight vehicles through collective and collaborative action.

A total of 77 organisations have currently signed the call to action. Vehicles covered are as follows:



108,136 vehicles below 3.5 tonnes



29,285 vehicles between 3.5 and 7.5 tonnes

Total of 187,333 freight vehicles



49,912 vehicles above 7.5 tonnes

With this call, the TDA aims to amplify the demand for zero-emission freight vehicles by indicating the number of commercial vehicles in the signatories' fleets that could be replaced with zero-emission alternatives while maintaining cost-effectiveness and customer satisfaction, and by identifying like-minded entities to promote joint procurement opportunities for zero-emission freight vehicles.

Sign the Call for Zero Emission Freight Vehicles [here!](#)

Upcoming Transport-Focused Events at COP25

10 December:

- 09:30 – 17:30, [The 10th Annual Sustainable Innovation Forum 2019](#), Novotel Madrid Campo de las Naciones. Organised by Climate Action (BMW Group).
- 10:45 – 12:00, Key challenges and solutions in the transition to electric mobility, Korea Pavilion. Organised by IEA, Korea Environment Corporation (KECO) and Korea Environment Institute (KEI).
- 11:00 – 12:30, Power-to-X: The missing building block for full decarbonisation, German Pavilion. Organised by BMU, GIZ (TraCS) and Öko-Institut.
- 14:45 – 15:55, Niulakita Declaration for the decarbonisation of the shipping sector: Maritime sector contribution to the global efforts to address climate change, French Pavilion. Organised by France.

- 15:00 – 17:00, Implications of the sustainable mobility ecosystem in climate action, India Pavilion. Organised by the Ministry of Railways, Government of India, Federation of Indian Chambers of Commerce and Industry.
- 17:30 – 19:00, Economics of climate change in Latin America and the Caribbean and green fiscal policy as an instrument for decarbonisation, EUROCLIMA+ Pavilion. Organised by EUROCLIMA+ and UN Economic Commission for Latin America and the Caribbean (UNECLAC).
- 18:30—20:00, Climate resilient transport infrastructure for sustainable trade, tourism and development in SIDS, Room 5. Organised by UNCTAD and UNEP, with support from Germany and in collaboration with OECS Commission, Commonwealth Secretariat, UNFCCC, and ISO.

11 December:

- 09:30 – 17:30, [The 10th Annual Sustainable Innovation Forum 2019](#), Novotel Madrid Campo de las Naciones. Organised by Climate Action (BMW Group).
- 13:15 – 14:45, Gender-responsive urban climate policies and NDCs, Room 3, Blue Zone. Organised by GenderCC, Equidad and Despacio/Women in Motion.
- 16:00 – 17:30, Preparing bankable projects: Financing NDCs in Latin America, EUROCLIMA+ Pavilion. Organised by EUROCLIMA+, GIZ, INCAE Business School and UN Economic Commission for Latin America and the Caribbean (UN ECLAC).

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

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