

# TRANSPORT AT COP23 BONN

## COP23: TRANSPORT BUILDING MOMENTUM TO RAISE AMBITION AND DEFINE IMPLEMENTATION PATHWAYS

FINAL REPORT NOVEMBER 2017



### PARTNERSHIP ON SUSTAINABLE, LOW CARBON TRANSPORT (SLOCAT)

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**Partnership on Sustainable,  
Low Carbon Transport (SLoCaT)**



PARIS PROCESS  
ON MOBILITY AND CLIMATE



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The PPMC Team With Representatives from SLoCaT Partnership and Movin'On

## About the Partnership on Sustainable, Low Carbon Transport (SLoCaT) and the Paris Process on Mobility and Climate (PPMC)

*The Partnership on Sustainable, Low Carbon Transport (SLoCaT) promotes the integration of sustainable, low carbon transport in global policies on sustainable development and climate change. SLoCaT is the largest multi-stakeholder partnership working on sustainable transport with more than 90 member organizations including multilateral development banks, bilateral development agencies, transport operators, civil society, the private sector, and academe.*

*The Paris Process on Mobility and Climate (PPMC) was created in early 2015 to strengthen the voice of the sustainable transport community in the UNFCCC process. The PPMC is a joint initiative led by SLoCaT and Movin'On (previously known as the Michelin Challenge Bibendum). PPMC is an inclusive platform of organizations and initiatives that support effective action on transport and climate change to join. It brings together over 150 organizations working on sustainable mobility representing multi- and bilateral development organizations, financing institutions, civil society and foundations, academe and the business sector.*

*By bringing together different stakeholders in the transport community, PPMC will enable the transport sector to speak with one voice on the important contribution that sustainable mobility can make to the mitigation of, and adaptation to climate change.*

## List of Abbreviations

1.5DS	1.5 Degree Celsius Scenario
2DS	2 Degree Celsius Scenario
AEs	Accredited Entities
ARC	African Risk Capacity
BMUB	Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety
BMWi	Federal Ministry for Economic Affairs and Energy
COP	Conference of the Parties
EU	European Union
EV	Electric vehicle
FFSR	Fossil fuel subsidy reform
GAP	Gender Action Plan
GCA	Global Climate Action
GCAA	Global Climate Action Agenda
GCECA	Global Centre of Excellence on Climate Adaptation
GCF	Green Climate Fund
IEA	International Energy Agency
IPCC	International Panel on Climate Change
IRENA	International Renewable Energy Agency
ITF	International Transport Forum
LPAA	Lima Paris Action Agenda
LPCC	Livelihood Protection Policy
MDB	Multilateral Development Bank
MPGCA	Marrakech Partnership for Global Climate Action
NDA	National Designated Authorities
NDC	Nationally Determined Contribution
NGO	Non-governmental Organisation
OECD	Organisation for Economic Co-operation and Development
PPMC	Paris Process on Mobility and Climate
SDG	Sustainable Development Goal
SLoCaT	Partnership on Sustainable, Low Carbon Transport
SuM4ALL	Sustainable Mobility for All
TCC-GSR	Transport and Climate Change Global Status Report
TDA	Transport Decarbonisation Alliance
TEM	Technical Expert Meeting
TEP	Technical Examination Process
UIC	International Union of Railways
UITP	International Association of Public Transport
UN	United Nations
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change



*Bonn Zone of COP23 Welcomes Participants*

## Overview

The 23rd Conference of the Parties (COP23) to the United Nations Framework Convention on Climate Change (UNFCCC) was convened in Bonn, Germany in November 2017 to build upon the pledge of action established at COP22 Marrakech, and to emphasize the need for clear action and rapid progress toward a 1.5-degree Celsius scenario (1.5DS), which is the Paris Agreement on climate change. This summary report is a culmination of a series of daily reports on COP23 by the Partnership on Sustainable, Low Carbon Transport (SLoCaT) under the Paris Process on Mobility and Climate (PPMC) to highlight implications for sustainable transport in the UNFCCC process and to emphasize opportunities for greater engagement in this process for non-Party actors, including the global transport sector.

COP23 was a groundbreaking event, as for the first time a small island developing state, namely Fiji, presided over the annual conference hosted in Bonn with the support of the German government. With its focus on gender and indigenous people, loss and damage, and the relationship between climate change and oceans, COP23 increased emphasis on those most vulnerable to the effects of climate change.

COP23 held two centers of action: The Bula Zone, which hosted official negotiations under the Conference of Parties (COP) banner as a hub of activities tailored to country delegates; and the Bonn Zone, in which non-Party stakeholders (e.g. those representing cities, companies and civil society rather than country delegations) showcased ideas in side events and held discussions under the banner of the Global Climate Action (GCA) agenda. Together, the two zones created a global hub for more than 20,000 people to join forces on climate action, though the distance between the two zones (in both process and location) posed challenges to linking the action taking place in each.

For the first time at COP23, two high-level thematic days were organized to link climate action under the UNFCCC to the Sustainable Development Goals (SDGs): one with a focus on SDG 2 (Zero Hunger), bridging transport, agriculture and climate resilience; and the other on SDG 11 (Sustainable

Cities and Communities), combining transport with cities and the energy sector. Though these discussions were intended to create closer linkages between global climate change and sustainable development processes (and to stimulate cross-sector dialogue for increased collaboration and integrated solutions, e.g. by creating a stronger nexus between e-mobility and renewable energy), they did not define a clear path for aligning common implementation and assessment efforts, which is essential if transport is to meet its Paris Agreement targets.

The importance of climate action by non-Party actors was the focal point in the high-level closing session of the three days of Global Climate Action (GCA) events. All speakers present highlighted the key role non-Party actors (e.g. by non-Party actors in the United States under America's Pledge, described further below). As Inia Seruiratu, Climate Champion and Fijian Minister for Agriculture and Rural and Maritime Development, stated: "Non-Party stakeholders are at the forefront of innovation and implementation of climate action." In one session United Nations (UN) Secretary General António Guterres, remarked: "The engagement of non-Party stakeholders is a basic condition for the Paris Agreement to succeed." While there is growing recognition and understanding of the essential role of non-Party actors in the post-Paris processes, many Parties still do not fully embrace and support the GCA, and thus linkages between Party and non-Party actors must be strengthened in forthcoming sessions.

At the High-Level Segment beginning on November 15, heads of state, ministers and other heads of delegations provided concluding statements on COP23, with many countries emphasizing concrete plans of implementation action, and some making direct references to decarbonizing transport (e.g. Argentina and Vietnam). The presence of Emmanuel Macron of France and Angela Merkel of Germany in the segment indicated commitment from some of Europe's leading economies. In their statements, Macron promised that Europe would cover US contributions held back from the International Panel on Climate Change (IPCC) and called for others to join France in ensuring the IPCC continues to be



financially sound, stressing that all climate action needs to be grounded in science. Merkel acknowledged that her country was off track for reaching its domestic 2020 emissions target but remains committed to the process.

Under the Fijian Presidency there were solid gains at COP23, which was eventually gavelled as Draft Decision 1/CP.23 (dubbed “Fiji Momentum for Implementation”) in the early hours of Saturday November 18. Parties endorsed the so-called “Talanoa Dialogue” – an “inclusive, participatory and transparent” process based on a Fijian traditional approach

The Fijian Presidency simultaneously highlighted social and ocean issues with the successful adoption of the UNFCCC Gender Action Plan, operationalization of the Local Communities and Indigenous Peoples Platform, and the launch of the Ocean Pathway Partnership. Above all was the progress of the Paris Agreement ‘rulebook’, resulting in facilitator draft texts on the Paris rules and the process for the ongoing negotiations. Party efforts will need to intensify, however – most immediately at the upcoming Bonn intersessional (April 30 - May 10, 2018) – to ensure robust rules by COP24.



*High-Level Segment of COP23 with World Leaders*

to discussion to be held throughout 2018 to take stock of the adequacy of climate action against country pledges and explore options for enhanced action with support from non-Party actors, opening new opportunities for the global transport community in the months ahead. A set of COP decisions aims to accelerate pre-2020 action, including one to maintain the Adaptation Fund under the Paris Agreement. The Fund reflects the call by Parties that the Paris regime support countries to decarbonize as well as adapt and build resilience to climate change.

COP23 felt to many like an intermediate, but necessary stop between COP21 and COP24. In the Paris Agreement, countries agreed upon the need for climate action and set long term targets which require collaborative efforts, while at COP24 the world will assess collective progress toward these targets. The following pages describe the outcomes of this “transitional COP” by describing general COP23 outcomes with implications for non-Party actors including the transport sector; transport-specific outcomes in the areas of mitigation, adaptation, and finance; and potential action steps for the global transport community in 2018 en route to COP24.

- 1 <http://unfccc.int/resource/docs/2017/cop23/eng/l13.pdf>
- 2 <http://enb.iisd.org/download/pdf/enb12714e.pdf>
- 3 <http://www.wri.org/blog/2017/11/despite-some-major-bumps-bonn-climate-summit-got-job-done>
- 4 <https://www.carbonbrief.org/cop23-key-outcomes-agreed-un-climate-talks-bonn>
- 5 [http://www.globalcarbonproject.org/carbonbudget/17/files/GCP\\_CarbonBudget\\_2017.pdf](http://www.globalcarbonproject.org/carbonbudget/17/files/GCP_CarbonBudget_2017.pdf)

## General COP23 Outcomes

As noted above, the COP23 draft decision document<sup>1</sup> contains three major outcomes on the Paris Agreement work programme, the Talanoa Dialogue, and pre-2020 implementation and ambition. These are complemented by a number of broader outcomes, which hold important implications for non-Party actors in general, and for the transport sector in particular:

- **Progress toward the Paris Agreement work programme must accelerate to remain on track for COP24.** The five main elements under the work programme, which include mitigation, adaptation communication, transparency framework, global stocktake, and compliance, moved at an uneven pace. However, progress in discussions on items such as common timeframes for Nationally Determined Contributions (NDCs) and public registries have potential to keep progress moving in a more balanced manner.<sup>2</sup> Progress on transparency was another bright spot; however, negotiations also revealed tensions among developed and developing country Parties, especially on issues of equity in regular global stocktakes.<sup>3</sup> These items will need resolution to keep implementation moving full steam ahead for rapid scale-up of low carbon transport measures to contribute to a 1.5-degree Celsius target, which may require an additional negotiating session in September 2018.<sup>4</sup> A recent Global Carbon Project report revealed increased global emissions last year following three years of neutral growth, lending urgency to the negotiations and underscoring the need for further action.<sup>5</sup>
- **The “Talanoa Dialogue” invites participation of Party and non-Party actors.** The Fijian presidency of COP23 produced the Talanoa Dialogue (built on the Paris Agreement call for a “facilitative dialogue”), which reflects

a process of inclusive, participatory and transparent dialogue. The COP22 and COP23 presidencies have posed three key questions for the Talanoa Dialogue (as outlined in an informal note): (1) “Where are we?” (2) “Where do we want to go?” and (3) “How do we get there?”. The Talanoa Dialogue described in Annex II of the COP Decision includes two segments -- a “preparatory, or technical, phase” from now until COP24 and a “political phase” to be held at COP24, both jointly led by Fiji and Poland as the outgoing and incoming COP Presidencies. COP23 negotiations have defined specific entry-points for non-Party actors to engage in the preparatory phase (as described in detail in the “Way Forward” section below).

- **The Partnership on Sustainable, Low Carbon Transport (SLoCaT)** and other transport actors can take advantage of these entry-points to the Talanoa Dialogue to support Parties to take stock and enhance ambition in the pre-2020 period. In doing so there is a key role for the newly announced PPMC/SLoCaT-led Transport Decarbonisation Alliance, described in further detail below. In addition, the transport sector can potentially support the process of enhancing ambition in the NDCs by providing technical support in regional Technical Expert Meetings (TEMs) (as described further in the ‘Way Forward section’) or join initiatives such as the NDC Partnership to increase collaboration between Party and non-Party actors to raise mitigation ambition (as ICLEI did during COP23<sup>6</sup>).
- **The COP23 decision<sup>7</sup> has created a renewed focus on pre-2020 implementation and action.** A call from developing countries for the developed world to make on commitments to reduce emissions and meet climate financing commitments led to a decision to promote the ratification of the Doha Amendment to the Kyoto Protocol, which is focused on pre-2020 action. The decision also establishes the need for a global stocktake at COP24 and COP25, to be informed in part by the Marrakech Partnership for Global Climate Action (MPGCA), which coordinates and intensifies involvement of non-Party actors, and calls for Parties to submit reports on climate finance in 2018 and 2020.<sup>8</sup>



SLoCaT Senior Advisor Mark Major Speaking at Talanoa Space at COP23

The Talanoa Dialogue focus on pre-2020 action also creates opportunities for engagement of non-party stakeholders,<sup>9</sup> and thus creates an opportunity for the transport sector to support implementation of MPGCA transport initiatives and transport “quick-win actions” developed by the PPMC on a global scale, including support to Parties outside the UNFCCC specific meeting context, yet still crucially included in the process.

6 <http://www.iclei.org/details/article/iclei-and-the-ndc-partnership-bring-forward-multilevel-climate-action.html>

7 <http://unfccc.int/resource/docs/2017/cop23/eng/l13.pdf>

8 <https://www.carbonbrief.org/cop23-key-outcomes-agreed-un-climate-talks-bonn>

9 LGMA final COP23 update, Yunus Arikani email, 20 November 2017



- **An action plan included in the final COP23 decision reinforces mainstreaming of gender in global climate action.**<sup>10</sup> The Gender Action Plan (GAP) emerging from COP23 draws on six previous gender-related COP decisions and aims to strengthen gender considerations in all aspects of Paris Agreement processes, including the priority areas of (among others) increased participation and women’s leadership; improved capacity building and knowledge sharing, and gender-responsive budgeting and implementation; and reporting. As this relates to transport projects there is growing evidence that the travel needs of women are not necessarily taken into account in current transport systems and policies, which undermines the broad uptake of sustainable transport options and places women at higher risk.
- **The establishment of new climate partnerships provides momentum and leadership for accelerated implementation.** The growing convergence underscored in the COP23 Transport Thematic Day culminated in the establishment of the PPMC/SLoCaT-led Transport Decarbonisation Alliance (TDA), which by bringing together leading countries, cities and companies will help quickly scale up action towards a systemic transformation of the transport sector through coordinated action and national, sub-national and corporate leadership and action. The TDA has brought together an initial set of countries (i.e. Costa Rica, France, Netherlands, Portugal), companies (e.g. Alstom, Itaipu Binacional, Michelin), and cities (forthcoming) to lead the decarbonisation of the transport sector, not just by example but by action. The TDA will be formally launched in 2018, and through political leadership (e.g. in the UNFCCC process), is to be expanded to quicken the pace and broaden the scope of climate action in concert with climate change related action under Sustainable Mobility for All (SuM4All) and other partnerships.
- **Sectors are increasingly coming together to connect the dots on transport and climate change.** For the first time at the COP, two thematic days were organized to link climate action to development goals with a focus on SDG 2 (Zero Hunger), bridging transport, agriculture and climate resilience; and SDG 11 (Sustainable Cities and Communities), combining transport with cities and the energy sector. Though this convergence is a helpful start, there is at present no clear follow-up in the UNFCCC process analogous to the annual review of SDGs through the High-Level Political Forum, which is essential to allow transport to be better reflected in more specific and ambitious NDCs (e.g. by creating a stronger nexus between e-mobility and renewable energy) to contribute to Paris Agreement targets.
- **Non-Party stakeholders are increasingly leading the charge on implementation and raising the alarm on the urgency of climate action.** A full-day session on Climate Summit of Local and Regional Leaders, organized by ICLEI and the Global Task Force of Local and Regional Governments, discussed new global frameworks and models for action, integrated planning and sustainable investment in cities and regions, and the joining forces for action in climate vulnerable regions. The event resulted in the Bonn-Fiji Commitment, which was adopted by more than 300 local and regional leaders, and calls on the global finance community to prioritize capacity building, technology transfer, project preparation, and strategic investments for low-emission, resilient urban development. The commitment also refers to BMZ’s Transformative Urban Mobility Initiative to advance global climate action and provide more equitable transport access to urban residents.<sup>11</sup> Notably, the Declaration was included in the official UNFCCC COP23 press release, underscoring the commitment of the UNFCCC to facilitate implementation of the Paris Agreement at all levels of government.<sup>12</sup>

The call for increased action by United States-based non-federal actors was also visible in the large and active “We Are Still In” initiative organized through the United States Climate Action Center. The initiative comprises governors, mayors, businesses and university leaders standing in solidarity with the international call to climate action, in response to the Trump Administration’s stated intention to pull out of the Paris Agreement. At COP23, California Governor Jerry Brown, co-convenor of America’s Pledge on non-Party climate action offered a series of critical observations of today’s transport systems, such as “transport is really just dis-use of feet,” and that “motorization cannot be the model for a planet of nine billion people”. These initiatives show that non-Party actors are increasingly central players in accelerating action on transport and climate, as 20 states and cities in the U.S. with over 1,400 businesses with U.S. operations representing USD 25 trillion in market capitalization and nearly 1.0 gigatonnes of GHG emissions per year are engaged in the Pledge, which are equivalent to the third largest economy in the world if these non-federal actors were a country.<sup>13</sup> A key step on the road to enhanced action in 2018 will be the Global Climate Action Summit<sup>14</sup> to be hosted inter alia by Governor Brown in San Francisco in September 2018.

10 <https://www.devex.com/news/cop23-endorses-mainstreaming-of-gender-in-climate-action-91584>

11 <https://cop23.unfccc.int/news/bonn-climate-conference-becomes-launch-pad-for-higher-ambition>

12 LGMA final COP23 update, Yunus Arikan email, 20 November 2017

13 <https://www.bloomberg.org/press/releases/americas-pledge-co-chairs-mike-bloomberg-governor-jerry-brown-reaffirm-u-s-commitment-paris-agreement-climate-change-present-report-u-s-climate-action-un-talks/>

14 <https://globalclimateactionsummit.org/>

## Transport-Focused COP23 Outcomes

COP23 underscored the fact that transport not only has a seat at the UNFCCC table, but increasingly has a place on the agenda. This was reflected in the numerous engagement opportunities for transport through official UNFCCC events, panels and roundtables; Party pavilion events; and unofficial side events (including daily talk shows on transport and climate change) during the proceedings in Bonn, which

extended SLoCaT's traditional "Transport Day" into a string of "Transport Days." Transport-specific activities and outcomes at COP23 can be loosely clustered around four primary themes: transport under transport and mitigation, transport and adaptation, and transport and finance.

## Transport under Global Climate Action (GCA)

The Lima Paris Action Agenda (LAAA) was established to coordinate non-Party climate action spanning COP20 Lima and COP21 Paris. The agenda was subsequently renamed the Global Climate Action Agenda (GCAA), and following the appointment of two High Level Champions at COP22 Marrakech, the action agenda evolved to the Marrakech Partnership for Global Climate Action (MPGCA) in November 2016. The agenda was referred to during COP23 in November simply as the Global Climate Action (GCA).

The GCAA Transport Action Thematic Day at COP23 marked a historic moment in which transport moved from outside to inside the UNFCCC process, and this momentum continued in the convergence of state and non-Party actors in the Transport Thematic Day at COP23. The event was organized by the UNFCCC (through the MPGCA) and supported by invited non-Party actors in the transport sector: the International Transport Forum (ITF), the PPMC, the International Union of Railways (UIC) and the International Association of Public Transport (UITP). It was designed to take stock of what the sector has achieved since COP22, and to announce plans for continued transport climate action in 2018.

Six parallel sessions were organized on sustainable freight, clean vehicles, shifting personal mobility, maritime transport,

infrastructure adaptation, and policy making to assess how the global transport community can support existing commitments to sustainable transport and contribute to scaling up ambitions in NDCs and long-term emission reduction strategies. A number of state actors participated in the sessions, including Argentina, China, Ecuador, France, Germany, Netherlands, Portugal, Uganda, and Vietnam, marking significant steps from last year's event. "More ambitious and coordinated action on transport is required to deliver on the Paris Agreement," said José Gomes Mendes, Deputy Minister of Environment, Portugal, in a press event to kick off the Thematic Day.

Inspired by the call to action by Secretary General Ban Ki-moon in September 2014 and followed up by momentum established by the LAAA, 15 transport initiatives were developed by non-Party actors in the transport sector that were showcased during COP21 Paris. In 2017, six new transport initiatives were formed, as announced through the GCA Transport Thematic Day. **There are now 21 MPGCA Transport Initiatives which include both passenger and freight transport and touch on all major transport sectors and modes.** The Second Progress Report (2017) on the MPGCA Transport Initiatives: Stock-take on action toward implementation of the Paris Agreement and the 2030 Agenda on Sustainable Development was released by SLoCaT/PPMC



Opening of the GCA Thematic Day on Transport

during COP23 to give an overview of these initiatives, how they measure progress and their alignment with the Paris Agreement and the Sustainable Development Goals.

During COP23, the global transport community also participated in the high-level events on SDG 2 (Zero Hunger) and SDG 11 (Sustainable Cities and Communities); the Global

## Transport & Mitigation

**With the NDCs not reaching the goals of the Paris Agreement, pre-2020 action will be needed to further raise ambition.** The 2017 Emissions Gap Report<sup>15</sup> released by the United Nations Environment Programme (UNEP) set the scene before the start of COP23 by emphasizing that current ambition in the NDCs fails to reach the temperature goals set out in the Paris Agreement. However, positive intentions to further decarbonise the transport sector were seen at COP23, for example, in remarks from Argentina and Vietnam who outlined increased ambition for transport in NDCs coupled with concrete implementation plans, though specific transport targets are exceptions, as noted in a recent report by Agora Verkehrswende and GIZ on transport mitigation ambition in NDCs. Nevertheless (as reflected in the COP23 decision document),<sup>16</sup> enhanced action in the pre-2020 period and beyond will be needed to close the emissions gap, for transport and in other sectors, which will be informed in part by the forthcoming IPCC Special Report on warming of 1.5 degrees Celsius.

With the **establishment of the TDA** at COP23, the PPMC sets a new step towards collaborative action between Party and non-Party actors to lead decarbonisation of the transport sector. Initiated by the PPMC, and supported by the governments of Costa Rica, France, the Netherlands, and Portugal, the idea is to connect Party and non-Party stakeholders to establish transformational change in the transport sector. The spirit of the TDA is aptly summarized by the Wuppertal Institute's description of "[P]ioneer alliances, in which nations (and sub-national stakeholders) join forces, bring forward new ideas which otherwise would have no chance against the resistance of procrastinating states. A sectoral approach, which breaks down the challenges associated with the transformation of whole national economies into individual sectors is particularly valuable."<sup>17</sup> Having TDA member countries prepared to speak up for transport in the Talanoa Dialogue in 2018 (or to contribute relevant inputs to the Paris Agreement work programme) can help to ensure transport is given the right attention in the process, and facilitate inclusion of non-Party actor expertise and experience to help develop high quality and ambitious treatment of transport in NDCs.

Centre of Excellence on Climate Adaptation (GCECA) launch event; the establishment of the TDA; among other events, as described elsewhere in this report and in other SLoCaT COP23 daily reports.

COP23 also featured the release of the **first-ever national adaptation of the PPMC global macro roadmap** for transport decarbonisation, based on the framework defined in the PPMC global macro roadmap outlining an actionable vision towards decarbonized, resilient transport. The Morocco roadmap for sustainable mobility intends to stimulate transformational change in the sector by around 2050. Although regional versions of the PPMC global roadmap are underway for Africa and Europe, the Moroccan roadmap is the first country-specific roadmap, with a roadmap for India expected to follow. The roadmap considers the specific circumstances of the country (e.g. geographic, climatic, economic), and extends to a range of transport modes: rural and urban mobility; electric mobility and renewables; energy efficiency; logistics, and climate adaptation. As well as helping define a long-term vision, the PPMC roadmap process build consensus amongst actors and helps coordinate action across the wide range of actors necessary to transform the transport sector.

**Electric mobility** has become more viable with each passing year, and targets for the roll-out of e-mobility are being revised upward; for example, the EV30@30 campaign was launched in June 2017, moving from a target of 20 million electric vehicles (EVs) by 2020 to a 30% market share by 2030. Various discussions at COP23 centered on strategies to achieve these ambitions, including new options from vehicle manufacturers; the expansion of the charging network; integration of EVs with the grid; and incentives for corporate EV use, as well as the adoption of electric two-wheelers to help jumpstart electric mobility in developing countries.

To substantially reduce emissions, electric mobility must be deployed in concert with increased use of renewables both directly and indirectly connected to transport systems in every corner of the world, and **countries are embracing the increasing momentum for renewable energy**, as reflected in two new programs at COP23. The International Energy Agency (IEA)'s Clean Energy Transitions Programme<sup>18</sup> is supported by 13 countries helping countries, in particular major emerging economies, in clean energy transitions. The Powering Past Coal Alliance,<sup>19</sup> comprising 25 countries, aims to accelerate the phase-out of existing coal power plants

15 [https://wedocs.unep.org/bitstream/handle/20.500.11822/22070/EGR\\_2017.pdf?sequence=1](https://wedocs.unep.org/bitstream/handle/20.500.11822/22070/EGR_2017.pdf?sequence=1)

16 <http://unfccc.int/resource/docs/2017/cop23/eng/l13.pdf>

17 [https://wupperinst.org/fa/redaktion/downloads/publications/COP23\\_First\\_Assessment\\_en.pdf](https://wupperinst.org/fa/redaktion/downloads/publications/COP23_First_Assessment_en.pdf)

18 <https://www.iea.org/newsroom/news/2017/november/iea-launches-the-clean-energy-transitions-programme-to-support-clean-energy-devel.html>

19 <http://sdg.iisd.org/news/countries-launch-powering-past-coal-alliance/>



and only build new ones with carbon capture and storage technologies. A broader conversion to renewable energy is needed to support improvements in transport technology, in combination with strategies to reduce the length and frequency of transport trips, and to shift existing trips to more efficient modes.

Despite advancements in electric mobility and renewables, **NDCs have often less ambitious renewables targets than national energy plans and strategies.** A report from the International Renewable Energy Agency (IRENA)<sup>20</sup> launched at COP23 shows that while many countries cover renewable energy in their NDCs, nearly half of the countries do not include quantified targets. There is significantly more cost-effective potential for renewable energy as currently reflected in the NDCs for G20 countries (which could be linked to transport as noted in a recent report by Agora Verkehrswende and GIZ on transport mitigation ambition in NDCs). Thus, realizing untapped potential in NDCs could also help attract global investments to reach these targets.

## Transport & Adaptation

The formal launch of the **Global Centre of Excellence on Climate Adaptation (GCECA)**<sup>22</sup> at COP23 highlighted new momentum for the need for climate adaptation. The GCECA hosted by the Netherlands and also supported by Japan and UN Environment, aims to mobilize knowledge institutes, businesses, non-governmental organizations (NGOs), local and national governments, international organisations, and the financial sector to share climate adaptation excellence among each other. Especially in the areas where adaptation action is most prominently required, the GCECA will be supporting countries, organisations, and businesses with advice to support adaptation to the impacts of climate change. Initial themes for the centre are Cities, Deltas, Transport, and Infrastructure and the Food/Energy/Health

**While domestic aviation and maritime transport are covered by countries NDC, emission reduction commitments from international aviation and maritime transport are still not clear.** Many different initiatives were highlighted in a number of events at COP23 that could further increase decarbonisation efforts for international aviation and maritime transport, such as carbon pricing, market-based mechanisms and energy efficiency efforts, but none will be sufficient in isolation to accomplish the significant emission reductions necessary to meet Paris Agreement targets. With further growth projected in terms of shipping and aviation volumes, an ambitious set of integrated technical, operational and offsetting measures will be needed to decarbonise both sectors in the short and medium term. COP23 saw its focus on the relationship between oceans and climate change materialize with the launch of the Ocean Pathway Partnership,<sup>21</sup> which includes a specific reference to “support existing priorities that affect and are impacted by ocean and climate including; sustainable transport” among other priorities.

Nexus. This is vital for both SDG 2 and the transport sector, as increasing resilience is key for long-term food security and transport infrastructure. SLoCaT is a GCECA launch partner and transport knowledge provider.

A GCECA high-level day combined discussions on resilience to climate change impacts with a focus on SDG 2 (Zero Hunger). A roundtable on the potential role of **climate resilient, low emission food transport systems** in achieving food security brought together these topics and demonstrated how SDG2 can be addressed through adaptation, resilience and risk-reduction responses to rural transport that also help mitigate. Transport that is sustainable, accessible and adaptive is a critical ingredient in ensuring food security and achieving



Launch Event of Global Centre of Excellence on Climate Adaptation (GCECA)

20 <http://www.irena.org/publications/2017/Nov/Untapped-potential-for-climate-action-NDC>

21 <https://cop23.com.fj/the-ocean-pathway/>

22 [www.gceca.org](http://www.gceca.org)



*Bicycles in front of Bonn Zone of COP23. Various Mobility Options (e.g. E-Shuttle, E-Taxis, Bike-Sharing) Were Offered To Travel Between Both Zones*

climate action. According to a the UN Food and Agriculture Organization (FAO), if food loss and waste were a country, it would be the third largest carbon emitter on the planet. Thus efficient, reliable, and resilient transport is essential across the food production chain: from field to village to national road; from city to port to shipping container; and in the last-mile delivery to the end consumer.

Transport is inextricably linked to land-use, whether in urban or rural areas. Until relatively recently, multilateral development banks (MDBs) used to allocate a major part of their funding to rural roads – this has since then in part shifted to urban mobility projects, as urbanization has dramatically increased. Yet while the bulk of transport-related discourse at COP23 centred on urban mobility, rural roads were nevertheless recognized as a critical link to food security and sustainable livelihoods for many of the world’s most vulnerable people, but also as unexpected mechanisms for building climate resilience.

**Rural transport networks are essential to rural transformation, without which the achievement of SDG 2 (Zero Hunger) is not possible.** Roads are key mechanisms by which farmers gain access to markets, but an inefficient cold chain – an element critical to the sustainable transport narrative – is implicated in some 30% of global food production being lost to waste (and 90% of food waste in developing countries). Thus, discussion on ending global

hunger must involve sustainable and resilient rural transport infrastructure and services.

Speakers in the rural transformation roundtable also noted an urgency to increase access to the African Risk Capacity (ARC) fund, a specialized agency of the African Union to help member states improve planning, preparation and response to extreme weather events and natural disasters, therefore enhancing food security of vulnerable populations.

Climate risk insurance aims to save lives, protect livelihoods, and safeguard development gains. At COP23, a programme was launched, which offers **affordable insurance and other financial protection cover to millions of vulnerable people.** The new InsuResilience Global Partnership is a scaling-up on an initiative started at COP21 by the G7 group of nations. It aims to meet the pledge of providing support to 400 million vulnerable people by 2020. COP23 also awarded to the Livelihood Protection Policy (LPP) a UNFCCC Momentum for Change award.<sup>23</sup> The LPP, a project of the Munich Climate Insurance Initiative, targets vulnerable and low-income communities and pays out to policyholders when they are hit by strong winds or heavy rainfall during hurricanes and tropical storms. By the same token, collective assets including transport systems should be protected to safeguard access and mobility for urban and rural populations.

## Transport & Finance

Only **limited progress could be reported on how to safeguard delivery of long term finance of USD 100 billion per year by 2020** to developing countries, let alone how to increase the transfer in the subsequent years. Major issues such as how to ensure transparency and verification

of transfers were postponed to coming meetings. However paying closer attention to finance was part of the enhanced focus on pre-2020 Action. Two assessments of progress on climate finance will be presented at high-level ministerial dialogues in 2018 and 2020.

<sup>23</sup> <https://ehs.unu.edu/media/press-releases/momentum-for-change-award.html>



The One Planet Summit is to be organized by French President Emmanuel Macron on the second anniversary of the Paris agreement (with the UN, UNFCCC, World Bank, We Mean Business, Covenant of Mayors, Bloomberg Philanthropies, C40, the European Union (EU) and the Organisation for Economic Co-operation and Development (OECD) as official partners), to focus attention on finance required for transformative climate action. The main event will take place on December 12, with finance-oriented side events in the days preceding and following.

Another key agreed issue was to **approve that the Adaptation Fund can as an additional mechanism for the Paris Agreement**. This can provide support for NDCs, and thereby also measures in transport. Moreover, the Adaptation Fund's total funding increased to USD 93 million, exceeding its target of USD 80 million goal for 2017 following COP23 funding announcements by Germany, Ireland, Italy, Sweden, among others.<sup>24</sup>

Several funding announcements were made during COP23, as noted above for the Adaptation Fund and in more detail here. **New financing instruments are also emerging such as the Invest4Climate platform**, a joint initiative of the UN and the World Bank. The platform emphasizes freight and logistics targets in the Efficiency pillar of the SuM4ALL. It is also mentioned that the platform may be used for accelerating investments in green areas such as large-scale battery storage and electric vehicles.

Project selection criteria for the Green Climate Fund (GCF) have traditionally considered generally higher abatement costs for transport but have not reflected co-benefits, and thus have not approved a single transport project to date. During COP23, **the GCF launched the so-called simplified application process** to improve funding access for small, scalable projects involving low social and environmental risks. Mitigation as well as adaptation projects are eligible, and "low emission transport" is mentioned explicitly as one of four areas on the mitigation side. It is hoped that this process will help to quickly bring sustainable transport projects into the GCF project list.

**Fossil fuel subsidy reform (FFSR)** is another critical issue that must be addressed to meet the targets of the Paris

Agreement. According to the 2017 UNEP Emission Gap report released during COP23, fossil fuel subsidies in 2015 exceeded USD 300 billion, equivalent to roughly 0.4 percent of global GDP.<sup>25</sup> Fossil fuel subsidies were discussed during COP23 in discussion led by the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB) and the Federal Ministry for Economic Affairs and Energy (BMWi), to advance facilitative approaches and national reform efforts in developed and developing countries, as an area ripe for international cooperation.



*Discussion on Decarbonisation of Urban Transport Systems at WWF Pavilion*

In the final days of COP23, a major announcement came from the Norwegian central bank, which runs the world's largest sovereign wealth fund that it would divest its current holdings in oil and gas companies, to avoid financial risk associated with a permanent drop in oil prices.<sup>26</sup> The combination of fossil fuel divestment, subsidy reform, and the rapid scale-up of electric mobility have the potential to create a positive tipping point for transport with lasting implications for non-fossil fuel-based mobility. However, this will involve further political leadership to raise mitigation ambition for transport, which currently falls far short of potential (for instance, in a recent European Commission announcement which undermines ambitious vehicle emission standards, despite appeals for higher ambition from many European Union member states.

<sup>24</sup> <https://www.adaptation-fund.org/adaptation-fund-contributors-came-fund-cop-23-record-support-climate-vulnerable/>

<sup>25</sup> [http://wedocs.unep.org/bitstream/handle/20.500.11822/22070/EGR\\_2017.pdf?sequence=1&isAllowed=y](http://wedocs.unep.org/bitstream/handle/20.500.11822/22070/EGR_2017.pdf?sequence=1&isAllowed=y)

<sup>26</sup> <https://www.theguardian.com/business/2017/nov/16/oil-and-gas-shares-dip-as-norways-central-bank-advises-oslo-to-divest>





Launch of Transport Decarbonisation Alliance (TDA) at French Pavilion

## 10 Action Steps for the Transport Sector En Route to COP24

Discussions and negotiations in Bonn have underscored 10 action steps for the global transport community, to ensure that additional momentum created for transport during COP23 continues throughout 2018 through strong, concerted action by Parties and non-Party stakeholders.

### 1. Engage in Talanoa Dialogue process

The Talanoa Dialogue is essential in specifying a more defined role for non-Party actors to support Parties in taking stock of progress and enhancing ambition in the pre-2020 period. This role is spelled out in specific entry-points for non-Party actors to engage in the preparatory phase of the Dialogue, which include the following:

(1) "Parties, stakeholders and expert institutions are encouraged to prepare analytical and policy relevant inputs to inform the dialogue and submit these and other proposed inputs... by 2 April 2018 for discussions in conjunction with the May [2018] session and by 29 October 2018 for discussions in conjunction with COP24;"

(2) "The May [2018] discussions will be used to explore the three central topics informed by inputs by various actors and institutions, including from the Technical Examination Process and Global Climate Action, with the support of the high-level champions;" and

(3) "...non-Party stakeholders are invited to cooperate in convening local, national, regional or global events in support of the dialogue and to prepare and make available relevant inputs."<sup>27</sup>

Global transport actors can take advantage of these entry-points to support Parties in the overarching objectives of the Dialogue, specifically through the Technical Examination

Process (TEP) and engagement with COP24 High-level Champions, as noted.

The **Technical Examination Process (TEP)** represents an opportunity for stakeholders to suggest improvements to the knowledge supporting the NDCs. Parties have drafted a decision to assess TEPs on mitigation and adaptation (COP23 Agenda item 15) – which when adopted would foster deeper channels for support by non-Party stakeholders to Parties via regional Technical Expert Meetings (TEMs) and provide reports to the UNFCCC Secretariat as inputs to the TEP. The transport community should seek opportunities to engage directly with **COP24 High-level Champion Inia Seruiratu** of Fiji, and incoming champion **Tomasz Chruszczow** of Poland (former Chair of the UNFCCC Subsidiary Body on Implementation) who has been endorsed by ICLEI as a fitting candidate to advance momentum of the GCA<sup>28</sup>. Specifically, the transport community should engage as possible with the High-Level Champions by January 2018, when the proposed work plan for the TEP with proposed meeting topics up to 2020 will be submitted, to ensure that transport remains a central theme of the GCA.

### 2. Engage in pre-2020 mitigation efforts

A second major pillar of the COP23 decision document, pre-2020 mitigation, can only be efficiently accomplished with dedicated participation of non-Party actors. For example, the decision document invites Parties to submit by 1 May 2018 additional information on progress in implementing the Paris Agreement section on enhanced action prior to 2020,<sup>29</sup> as implementation fundamentally takes place at a local level, input from sub-national actors is needed to characterize progress at a national level. Similarly, the decision calls for planned stocktakes on pre-2020 implementation and ambition at COP24 and COP25 to draw upon "the work of the Marrakech

<sup>27</sup> <http://unfccc.int/resource/docs/2017/cop23/eng/l13.pdf>

<sup>28</sup> LGMA final COP23 update, Yunus Arian email, 20 November 2017

<sup>29</sup> <http://unfccc.int/resource/docs/2017/cop23/eng/l13.pdf>

Partnership for Global Climate Action, including the summaries for policymakers of the technical examination processes and the yearbooks on climate action prepared by the high-level champions," which as noted in the GCA closing rely crucially on non-Party actor support. Efforts will need to be made to enhance the policy value of the MPGCA Yearbook in 2018 and beyond.

As previously noted, current NDCs still generally lack detailed transport measures and targets.<sup>30</sup> Parties seeking solutions to enhance NDC transport components and make rapid reductions in transport emissions can leverage a set of 20 transport "quick wins" that span policy, regulatory and operational solutions for both human mobility and freight movement, thus providing a balanced toolbox to ramp up needed actions across transport themes and modes, and to initiate without delay and at relatively low cost, actions or decisions preparatory to full implementation of a global decarbonisation roadmap (see further detail below). Further, the **NDC Partnership** emerged from COP22 as a focal point for increasing mitigation ambition for a subset of country leaders from all regions and levels of development, facilitating technical assistance, and promoting enhanced financial support for NDC implementation. SLoCaT has contributed an expert perspective on transport and climate change to the Partnership, and the global transport community can engage further by supporting regional capacity building efforts to expand NDC transport measures and targets.

- 3. Seek channels for input to Paris Agreement work programme.** Agreed elements to be addressed for completion of the Paris Agreement work programme are a third key outcome within the COP23 decision document. These elements are to be detailed in an online platform to be managed by the UNFCCC secretariat, and contain a number of items which would benefit from input from non-Party actors, including use of public registry for NDCs and adaptation measures, impact of the implementation of response measures, matters relating to the global stocktake (inputs/modalities), and enhancing the implementation of education, training, public awareness, public participation and public access to information.<sup>31</sup>

If no opportunities are presented to non-Party actors to engage directly with these elements of the Paris Agreement work programme, this may be achieved indirectly through numerous events between now and COP24, such as the One Planet Summit in Paris in December 2017, the Global Climate Action Summit in September 2018,<sup>32</sup> and potentially through an additional negotiating session that may take place between the May 2018 Bonn sessions and COP24. This may be

achieved through on-going engagement with the Parties represented in the TDA. The TDA is expected to be expanded further in the months ahead, and it is anticipated that this will help to fill the overall gap in political leadership on transport evident at COP23.<sup>33</sup>

#### **4. Further develop the Transport Decarbonisation Alliance (TDA)**

The TDA brings together frontrunner countries, cities and companies in the field of sustainable transport to provide political leadership in their peer communities and create a new narrative for coordinated action among relevant transport stakeholders. The TDA was established at COP23 with the active support of Costa Rica, France, the Netherlands, and Portugal, marking an important next step within the process to accelerate climate action for the transport sector by connecting state and non-Party actors. The TDA will provide leadership and raise the profile of transport decarbonisation in key political processes in the year ahead, including through a planned meeting in Portugal at the end of February 2018.

In the near future, as the TDA takes shape, other actors will be encouraged to join the alliance to ensure it represents a range of actors necessary to achieve large scale action on decarbonizing transport, and encouraging other countries to rise to the same level of transport ambition as these frontrunners. A detailed work program will be discussed and developed for the Alliance (with Lisbon as a tangible milestone) to maximize the impact of transport's knowledge and experience in processes such as the UNFCCC in 2018-2019.

Through the active involvement of the French government in the TDA, it is likely that transport will get specific attention during the upcoming One Planet Summit being hosted by French President Emmanuel Macron in concert with other partners in December 2017.

#### **5. Support and Implement MPGCA Transport Initiatives**

Under the MPGCA, 21 transport initiatives were established to represent a broad range of multi-stakeholder coalitions to cover diverse modes of transport through decentralized action to reduce transport greenhouse gas emissions and strengthen the resilience of transport infrastructure. The MPGCA transport initiatives also demonstrate implementation and the considerable co-benefits of climate action on transport (e.g. improved air quality, decreased road deaths, increased access to goods and services). PPMC plans to continue to play a role in coordinating and convening the initiatives to assure that the current 21 initiatives are strengthened where possible, expanded

30 <http://www.ppmc-transport.org/wp-content/uploads/2015/06/NDCs-Offer-Opportunities-for-Ambitious-Action-Updated-October-2016.pdf>

31 <http://unfccc.int/resource/docs/2017/cop23/eng/l13.pdf>

32 <http://www.wri.org/blog/2017/11/despite-some-major-bumps-bonn-climate-summit-got-job-done>

33 [https://wupperinst.org/fa/redaktion/downloads/publications/COP23\\_First\\_Assessment\\_en.pdf](https://wupperinst.org/fa/redaktion/downloads/publications/COP23_First_Assessment_en.pdf)





*Transport Initiatives Networking Lunch during GlZ's Event on Decarbonising Transport in Germany and Abroad*

where appropriate, and restructured where necessary to make real and immediate contributions to scaling up sustainable transport measures and scaling back transport sector emissions.

More efforts are needed to expand the geographic scope of the initiatives, in particular in developing countries. A key task in 2018 will be to enhance linkages between the overall elements and outcomes of the GCA (including the MPGCA Transport Initiatives, among others) and the different UNFCCC Paris Agreement implementation processes outlined here to sustain the GCA (and in turn to maximize application of the Transport Initiatives leaders' experience and expertise to the implementation process).

#### **6. Engage in the IPCC Special Report on 1.5DS**

Under the Paris Agreement, the COP invited the IPCC to prepare a special report on the impacts of warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways. The IPCC Special Report on 1.5DS (SR 1.5), is expected for release in October 2018 and as noted in the COP23 outcome document, a dedicated space will be provided in the Talanoa Dialogue to facilitate understanding of the implications of the SR1.5.

The SLoCaT Partnership has submitted for publication a paper entitled "Decarbonising the Transport Sector to Meet Paris Agreement Targets," which concludes that the transport sector has the mitigation potential to approach a 2-degree Celsius scenario by 2050 and that if all countries collectively maximize efforts to implement comprehensive low-carbon solutions, the sector could

achieve reductions approaching a 1.5-degree Celsius scenario. If accepted for publication, this analysis can be used as input to the transport chapter of the forthcoming SR 1.5, by underscoring the mitigation potential of a low-carbon transport scenario, in contrast to the risks posed by a business-as-usual emission trajectory.

#### **7. Expand and regionalize PPMC global macro roadmap**

The PPMC global macro roadmap links policy, investment, behaviour, and technology, with the goal to put transport onto a path to decarbonisation early in the second half of the century, while strengthening short- and medium-term adaptation efforts. The transport community has an opportunity to build upon the successful launch of the Moroccan roadmap at COP23 by supporting further development of the Moroccan roadmap and linking it to the analytical work that will be done in Morocco to model the impacts of a full suite of transport mitigation measures. The next national adaptation of the global roadmap is planned for India, and regional roadmaps for Africa and Europe are also underway. Efforts will be made to expand national roadmaps linking SDGs and NDCs, which may be mainstreamed through a broad alliance such as SuM4All (as described below) supported with expertise of PPMC and others.

#### **8. Engage in Global Centre of Excellence on Climate Adaptation**

The GCECA, established by the Netherlands, Japan and UN Environment, is bringing together a network of international partners (including the European Investment Bank, the Global Environment Facility, and



the World Resources Institute) to increase the ability of countries and cities to adapt to the consequences of climate change. The GCECA was officially launched during COP23, with transport one of the initial core themes of the Centre's work. The SLoCaT Partnership is the transport-focused knowledge partner of the organization, and will continue to support development of the transport activities under the GCECA, and the broader transport community can strengthen engagement with GCECA to advance discussions on transport and adaptation. Joint GCECA/SLoCaT activities on transport and adaptation are already planned for the Transportation Research Board meeting in January 2018 and at the 9th World Urban Forum in February 2018.

#### **9. Advance Development of Transport and Climate Change Global Status Report (TCC-GSR) and Sustainability for All (SuM4All) Initiative**

SLoCaT is leading production of a transport and climate change global status report (TCC-GSR) to provide central knowledge base to facilitate greater action on low carbon transport in the context of global agreements, and to provide a resource for national and sub-national policy-makers to increase transport ambition in climate action plans including NDCs and long-term emission reduction plans. In this context, the TCC-GSR can help to inform TDA participants for the Talanoa Dialogue and the Paris Agreement work programme.

The TCC-GSR can serve as an important input to the SuM4ALL initiative led by the World Bank Group. The SuM4All Global Mobility Report focused discussion on

what should be done to achieve sustainable mobility, as measured by four global goals: universal access, efficiency, safety and green mobility. SUM4All has also taken initial steps to advance the discussion of gender in transport, starting with a special session on gender in the SuM4All consortium meeting at COP23. SLoCaT/PPMC are co-conveners (along with the World Resources Institute) of the Green Mobility working group in support of SuM4All, and PPMC is providing further support in the form of a global macro roadmap, which is to be further adapted at regional and country levels (described above) through the SuM4All framework.

#### **10. Increase coordinated climate action in the global transport sector**

COP23 has helped to further raise the profile of transport in UNFCCC processes, but much more important work remains to be done. PPMC, SLoCaT and SuM4All are useful platforms to build upon common and consolidated actions emerging from discussions in Bonn, and meetings of these initiatives in January 2018 in Washington, D.C. can help to prioritize key strategies and identify possible champions to take these strategies further. Effective action on transport and climate change also requires greater inclusiveness and participation, particularly from the global South, which is often underrepresented in these discussions, and which has great potential for future mitigation and adaptation action, in conjunction with support and coordination from the global North and the broader transport community.

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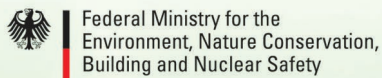
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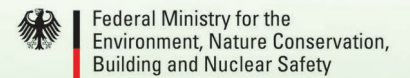


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