

# SLOCAT Partnership United Nations Framework Convention Climate Change (UNFCCC) Engagement Strategy 2021 - 2025

Final - January 2022

Working Document

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## Part One - SLOCAT Partnership supporting the Paris Agreement implementation process.

### I - Rational for SLOCAT's UNFCCC Engagement Strategy 2021 - 2025

Supporting low carbon transport is central to the SLOCAT Partnership's mission. "Accelerating and scaling up ambition and implementation" is one of the 3 intended strategic impacts of the Partnership's 2020-2022 Strategic Development Plan. This UNFCCC engagement strategy is a major element of the Partnership's workstream "Advocacy and engagement".

As a major area of high profile work of the Partnership and a priority for many partners and funders a specific strategy is necessary to guide our multiple interactions with the UNFCCC process.

The UNFCCC process moves slowly and is heavily impacted by politics and events. To provide stability and clarity for the SLOCAT Partnership's engagement in the UNFCCC process over the next years this document sets out our approach to UNFCCC Engagement for the period 2021 - 2025.

Whilst most climate action will be taken at the local and national level, the strategy addresses what the SLOCAT Partnership will do at the global and regional levels and should help inform and enhance SLOCAT's Partners' engagement in supporting climate action.

While many aspects of the UNFCCC work are relevant for transport, the main focus of this strategy is the implementation of the 2015 Paris Agreement.

The strategy covers SLOCAT's engagement in the formal UNFCCC processes e.g. official events, consultations, conferences, Regional Climate Weeks, MPGCA, technical workshops. The strategy duration matches that of the first Paris Agreement implementation "cycle" 2021-2025. (We should note that activities elsewhere e.g. G7, may well be important for advancing PA implementation but are outside of the scope of this strategy).

### Process

The draft strategy was initiated by the SLOCAT Secretariat in the framework of the SLOCAT UNFCCC



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Engagement Task Force which gathers a small group of SLOCAT Partners Members traditionally heavily engaged in UNFCCC processes in the spring/summer of 2021. The elaboration of the Strategy followed open consultation processes with the members of this Task Force, as well as other SLOCAT Members in September 2021. It will be reviewed in light of the next SLOCAT Strategic Development plan expected in 2023 and revised as and when necessary.

## II - The Paris Agreement

The 2015 Paris Agreement (PA) is the global response to climate change, and reducing transport emissions is essential to achieve the PA's objectives.

The Agreement establishes a 5 year cycle for universal action to address climate change. There will be 6 of these cycles until 2050, with the first period 2020-2025. The timeline for the first cycle is: Communication of NDCs and LTS in 2020 (delayed due to the COVID pandemic), implementation (2020-2025), Global Stocktake (2023), national review and revision of NDCs (2024- 2025)).

Through these cycles, there will be growing knowledge and experience of climate change, which needs to inform the Paris Agreement process. Achieving the PA objectives will require positive feedback (e.g. through the Global Stocktake) from successful implementation action to stimulate enhanced ambition (the ambition mechanism) and better policy.

## III - SLOCAT's role as UNFCCC Marrakech Partnership Global Climate Focal Point

There are two dimensions to SLOCAT's work on the UNFCCC process:

- a) Engaging with and on behalf of SLOCAT Partners and,
- b) Acting as UNFCCC MPGCA Transport Focal Point

In its Focal Point role SLOCAT (along with the International Transport Forum ITF) supports the engagement of the whole transport sector in the UNFCCC process (not "just" the SLOCAT Partners) and co-ordinates with the High Level Climate Champions appointed by the COP hosts (currently Nigel Topping (UK), nomination of Egyptian Champion pending)

SLOCAT's role as Transport Focal Point is separate but complementary to this SLOCAT Partnership Engagement Strategy.

## IV - Successful engagement

To successfully influence the UNFCCC process our engagement must be:

1. **Consistent** over time and across engagement activities
2. **Competent** having the right information and conveying it in the right way
3. **Timely** - linked to the topics/issues under discussion at any particular time during the 5 year cycle



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4. **Relevant** - to the real circumstances faced on the ground
5. **Related** - to broader global context (e.g. pandemic recovery, G7, national politics)
6. **Equitable and Inclusive** - more global coverage (e.g. equitable conversation on transport decarbonization agenda for both Global South and North)
7. **Robust** - not overly dependent on any one event, relationship or activity. (Recent years have highlighted just how much circumstances disrupt the UNFCCC process. (e.g. Chilean social unrest in 2019 (COP25) and global pandemic in 2020/2021 (COP26).

In addition to be successful the SLOCAT Partnership needs to be:

- Credible** - be recognised as a serious, reliable and trustworthy partner,
- Connected** - to key actors (e.g. UNFCCC Secretariat, COP Presidency, transport community)

## Part II - The SLOCAT Partnership's UNFCCC Engagement Strategy 2021 - 2025

### V - Objectives of SLOCAT Partnership Engagement 2021 - 2025

#### Overall Objective

- Ensure effective and consistent engagement of the transport sector stakeholders to accelerate the implementation of the Paris Agreement on Climate Change in order to achieve the 1.5 degree Celsius objective and catalyse sustainable transport.

#### Four Specific Objectives:

##### 1. More attention to transport

As the fastest growing sector with a risk of significant growth in emissions, transport needs to be increasingly addressed across the process. We specifically aim for a **positive impact on the treatment of transport in Nationally Determined Contributions (NDC) and Long Term Strategies (LTS)** compatible with sustainable development.

**Approach:** This will involve making sure we have the **right people talking about the right issues in the right way at the right time to the right audiences.**

For impact we will aim to **demonstrate transport climate action success and quantify its benefits**, telling well curated success stories and improved understanding of costs and benefits to build confidence and encourage more and faster action and constantly advance the “new normal” for transport climate action. We will go beyond “technical” success stories but also politically possible and successes in governance and financing.



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To support policy making we will **identify barriers and present solutions**, based on experience and possibly concrete examples, bring the barriers to transport climate action to the attention of national and international actors and present specific solutions) to accelerating action.

## 2. Greater diversity of perspectives and experiences

The UNFCCC is a Party run process. Accelerating transport action requires a diversity of insights and experience including non-Party perspectives (e.g. cities, companies) especially those from the Global South, that may otherwise find it difficult to get their voices heard.

**Approach:** We will use the diversity of our Partnership to ensure we have a balanced and diverse perspective in our engagement. We will work with non Party actors to facilitate vertical policy coherence.

## 3. Stronger alliances and more partners

All human activity creates demand for transport services - we need to recruit more partners and more and stronger allies from the transport sector and beyond to adopt our vision and speak up for transport climate action.

**Approach:** We will provide a clear vision for the transformation of the sector that galvanizes and strengthens the Partnership's UNFCCC engagement and inspires allies, funders and potential Members. We will bring new partners/sectors to contribute to the transport transformation, exploiting common interests and synergies across sectors (as we have started doing with urban, energy and health constituencies).

## 4. Providing Intellectual leadership

Leveraging our knowledge of the UNFCCC Process and the expertise and knowledge of the SLOCAT Partnership to provide intellectual leadership on transport issues.

**Approach:** Using the depth and knowledge across the Partnership and leveraging available research and analysis to provide convincing intellectual leadership to tackling transport's climate problems.

## VII - Engagement Strategy Implementation

For impact, SLOCAT Partnership engagement activities should be in tune with the **themes** of the UNFCCC debates. We will use a variety of **activities** across different **opportunities** to implement our strategy.

### Engagement Themes

In what is a highly political process, facts alone rarely change positions or stimulate action. Overly technical discussions on specific modes or topics ALONE are unlikely to influence debate but need to tell



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a story relevant to the major UNFCCC debates. The themes should link with the “transformational elements” being prepared by the Task Force (S2 2021).

The following initial themes have been identified as currently the most relevant for our objectives.

- Good governance (including Transparency and Policy coordination)
- Economics and Finance (including Market Based Mechanisms)
- Fairness and just transition
- Choices and lifestyles
- Transformational changes e.g. ICE Phase out
- Ambition (including Targets)

The priority themes may well need to be adjusted as the UNFCCC process evolves.

### Engagement Activities

We will use a mixture of conventional and innovative activities to implement our strategy. The following is a non-exhaustive list of the types of engagement activities that can be used to implement the strategy.

- Bi-lateral meetings
- Peer to Peer exchanges (e.g. Minister to Minister; city to city)
- Ministerial meetings
- Webinars
- Advocacy messaging + tools, materials
- Social Media
- Campaigns
- Networking activities
- Exhibition
- Site visits/experience
- Videos
- Events
- Position Papers / reports

### Engagement Opportunities

We will select the best physical and virtual opportunities to deliver our strategy cost effectively. Including inter alia:

- Technical Sessions
- Annual Climate Conference (COP)
- Regional Climate Weeks
- Global Stocktake
- Capacity Building
- Presidency Hosted activities
- MPGCA track

## Part C - Engagement and Impact Indicators

To help assess engagement and impacts the following Engagement and Impact Indicators are proposed:

**Table 2: Engagement Indicators**

	Current situation	Mid Level Ambition for 2025	High Level Ambition for 2025
<b>I - More attention to transport</b>			
IA - Level of speakers / engagement in transport activities	Mid level / occasionally Ministers	CEO/Mayors/Ministers regularly	Heads of State often
IB - Involvement of Transport Ministers	Occasionally / small number	Regularly / increased number	Large group regularly and meaningfully engaged
IC - Content of discussions	Basic concepts e.g. ASI, passengers and freight	Broad understanding	Comprehensive and deep debate
ID - Positioning of Transport activities	External/Green Zone sometimes Blue Zone	Mainly Green Zone / often Blue Zone	Mainly Blue Zone
IE - Meaningful dialogue with Parties	Rarely	Regularly	Sustained interactive dialogue with a large and diverse group of Parties
<b>II - Greater diversity of perspectives</b>			
IIA - Discussion of Global South perspectives	Weak	Regularly discussed	Fully represented in debate
IIB - Diversity of perspectives (e.g. women, youth)	Weak	Strengthened	Fully integrated
<b>III - Stronger alliances and more partners</b>			

IIIA - More joint work with other sectors	Regularly working with Urban and Energy sectors	Regularly working with 3 more sectors	Regularly working with 6 more sectors
IIIB - More Partners actively involved in our UNFCCC engagement	8 - 10 Partners actively involved in strategy	+5 Partners actively involved in strategy	+10 Partners actively involved in strategy
<b>IV - Other indicators</b>			
IVA - Consistency	Mainly COP focussed	COP and Regional Climate Weeks	Consistent efforts throughout the year

<b>V - Impact Indicators</b>	<b>Current situation*</b>	<b>Mid Level Ambition for 2025</b>	<b>High Level Ambition for 2025</b>
V1 - Transport sector targets in NDC's and LTS	39 % have transport targets	70 % have transport targets	100 % have transport targets
V2 - Transport mitigation measures in NDC's and LTS (quantity)	79% have transport measures	90% have transport measures	100% have transport measures
V3 - Transport mitigation measures in NDC's and LTS (quality)	Vague, some elements, strong bias towards passenger transport and improve measures	Specific, most elements, passengers and freight, better ratio between A-S-I	Specific, all elements, equal ratio between A-S-I

\*Situation as in October 2021 - from SLOCAT/GIZ Tracker of Climate Strategies for Transport:  
<https://changing-transport.org/tracker/>