



COP29
Baku
Azerbaijan
UN CLIMATE CHANGE CONFERENCE

Transport Community Engagement at COP29

2024 United Nations Climate Change Conference (COP29)

11th - 22th November 2024 | Baku Olympic Stadium

Frequently Asked Questions



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Background on the UNFCCC and COPs

1. What is the UNFCCC?

The UN Framework Convention on Climate Change (UNFCCC) is an intergovernmental treaty developed to address climate change. The Convention entered into force in 1994. Currently, it has a near-universal membership and the countries that ratified the convention are referred to as Parties. The Parties under the UNFCCC continue to adopt decisions, review progress and consider further action through regular meetings of the Conference of the Parties (COP). COP is also supported by two subsidiary bodies, the [Subsidiary Body for Implementation \(SBI\)](#) and [Subsidiary Body for Scientific and Technological Advice \(SBSTA\)](#). The SBI was created to develop recommendations to assist the COP in reviewing and assessing implementation of the Convention and in preparing and implementing its decisions. The SBSTA supports COP by providing timely information and suggestions on scientific and technological matters.

2. What is the UN Climate Change Conference COP?

The Conference of the Parties, or COP, is the annual climate change conference organised by the United Nations since 1995. The COP is also the main decision making body of the UNFCCC. The Parties consist of the countries that are signatories to the UNFCCC. The decision making body of COP is assigned with the key task of reviewing the national commitments and emission inventories submitted by the parties to assess the effects of measures taken and progress made by the parties towards mitigating climate change. Further, an Adaptation Committee was also established by COP to promote the implementation of enhanced action on adaptation. The first COP climate conference was held in 1995.

At COP, you can expect new or updated international climate agreements, countries announcing new climate policies and funding, and presentations of the latest scientific climate assessments. There are also workshops and panels on specific climate topics, opportunities for partnerships and networks, and engagement through media coverage and outreach activities.

Read more about COP [here](#).

a. What is the Paris Agreement?

The Paris Agreement is a legally binding international treaty on climate change. On 12 December 2015, it was adopted by 196 countries at the UN Climate Change Conference (COP21) in Paris, and it entered into force on 4 November 2016. The overarching goal of the Paris Agreement is to curb 'the increase in the global average temperature to well below 2°C above pre-industrial levels' and channel efforts 'to limit the temperature increase to 1.5°C above pre-industrial levels.' The Paris

Agreement is the latest effort to strengthen global action towards climate change. Before it, the Kyoto Protocol, which was ratified in 2005, agreed to set binding emission reduction targets.

The Conference of Parties serves as the meeting of Parties to the Paris Agreement (CMA). The CMA oversees the implementation of the Paris Agreement and takes decisions to promote its effective implementation.

Read more about the Paris Agreement [here](#).

b. What is happening for COP29?

COP29 will be hosted in Baku, Azerbaijan on 11-22 November at the Baku Stadium. The COP29 Presidency's vision focuses on two "pillars" of priorities: **enhancing NDC ambition** and **enabling action through climate finance**. The COP29 Presidency has the following expectations:

- Parties to submit **ambitious plans and targets** with **Nationally Determined Contributions** and **National Adaptation Plans**.
- Global financial institutions and the largest economies in the G7 and G20 to **signal their commitment to enhance ambition and enable action** in their respective meetings and summits.

The COP29 lead negotiator has highlighted the following elements for successful climate diplomacy: ambitious national plans, robust transparency, fair climate finance goals, and enhanced ambition and enabling action.

Read more about the COP29 Presidency [here](#).

c. What happened at COP28?

At COP28, the [Global Stocktake \(GST\)](#) played a pivotal role in assessing progress under the Paris Agreement. The GST, a process to occur every five years, aims to evaluate where Parties are making strides towards Paris Agreement goals and identify areas needing improvement. The first GST concluded at COP28, marking a critical moment for climate action. During the Bonn sessions in June 2023, the third Technical Dialogue allowed stakeholders to contribute essential inputs to better understand global efforts and prioritise actions towards sustainable, low carbon transport. Organisations like SLOCAT emphasised the importance of focusing on transport sector targets, bridging the technical and political phases of the GST process, and moving from quantifying transport finance needs to implementing practical solutions like pricing high-carbon transport externalities and phasing out fossil-fuel subsidies.

SLOCAT submissions: [Technical Dialogue 1.1](#) | [Interventions at Technical Dialogue 1.1](#) | [Technical Dialogue 1.3](#) | [Outputs phase of GST1](#)

See the section “What were the transport outcomes of COP28” below.

3. What is the value of engaging in COP?

Engaging in the UN Climate Change Conference provides a unique opportunity to influence the text that will be negotiated, ensuring that key issues are addressed in the global climate agenda. It also allows for the building and cultivation of strategic alliances that can support future work, while showcasing your organisation's successful case studies to a global audience. Additionally, participating offers valuable insights into the workings of intergovernmental negotiations, all while creating opportunities to raise funds to further your mission.

4. What is the Marrakech Partnership for Global Climate Action (MPGCA)?

The [Marrakech Partnership for Global Climate Action \(MPGCA\)](#) supports implementation of the Paris Agreement by enabling collaboration between governments and the cities, regions, businesses and investors that must act on climate change. The aim of the partnership is to strengthen collaboration between governments and key sectoral stakeholders to lower emissions and increase resilience against climate impacts. These actions are guided by the long-term goals of the Paris Agreement and undertaken in the context of the 2030 Agenda for Sustainable Development.

Within the MPGCA, the [Climate Action Pathways](#) are a vital tool to enhance climate action. These Pathways consist of various thematic areas, including transport. SLOCAT is the official focal point for transport sector engagement in MPGCA, along with the International Transport Forum (ITF) at the OECD. SLOCAT was first appointed as focal point in 2016 and then re-appointed in the summer of 2020 following an open consultation by the UNFCCC with the transport stakeholders in the MPGCA. SLOCAT's role as co-focal point consists of the following:

- Providing a conduit for the exchange of information among transport stakeholders, the UNFCCC, and other thematic groups
- Facilitating high-impact inputs into the process
- Facilitating planning and activities of Thematic Group stakeholders

SLOCAT therefore facilitates the engagement of the wider transport sector, which also includes aviation and maritime transport.

Read more:

- [MPGCA Transport Thematic Group](#)
- [Marrakech Partnership Work Programme 2024](#)

a. What were the transport initiatives engaged in the UNFCCC via MPGCA?

Inspired by the call to action by UN Secretary General Ban Ki-moon in September 2014 and followed up by the Lima Paris Action Agenda, [15 transport initiatives](#) established by non-state actors in the

transport sector were showcased at COP21 in 2015. COP21 also decided to appoint High-Level Champions to facilitate voluntary efforts, initiatives and coalitions. Following the appointment of the first two High-Level Champions and the COP22 in Marrakech, the action agenda was renamed as Marrakech Partnership for Global Climate Action (MPGCA) in November 2016. From 2017 to 2018, 11 more transport initiatives have joined the initial core group showcased via the MPGCA. By 2018, 26 transport initiatives engaged in the UNFCCC via the MPGCA, covering both passenger and freight transport and touch on all transport sectors and modes.

An overview of the transport initiatives as of 2018 was included in the [Annex to the Climate Action Pathway: Transport](#). SLOCAT, on behalf of the Paris Process on Mobility and Climate, released progress reports on the transport initiatives in [2016](#), [2017](#) and [2018](#).

In 2021 at COP26 in Glasgow, the UK COP26 Presidency supported the launch of three transport related initiatives. These initiatives focused on [international aviation](#), [green shipping corridors](#), and [accelerating the transition to 100% zero emission cars and vans](#). Following this, in 2022, the Egyptian COP27 presidency launched the [Low Carbon Transport for Urban Sustainability \(LOTUS\)](#) initiative to 'improve and decarbonise the urban mobility systems.' LOTUS has now become a part of the COP27 initiative [Sustainable Urban Resilience for the Next Generation \(SURGe\)](#).

SLOCAT and Transport community engagement in COPs

1. What is SLOCAT's thematic engagement in COPs?

SLOCAT has played a central role in the COP process for many years, supporting the overall engagement of the wider sustainable, low carbon transport community in key elements of the COP. Below are a number of mechanisms through which SLOCAT facilitates the engagement of partners and other actors within the ecosystem, in addition to its role in the above-mentioned MPGCA.

Guided by the SLOCAT Advocacy Task Force (formerly known as the SLOCAT Task Force on Transport community Engagement) as well as the thematic priorities of the Presidencies, SLOCAT provides avenues for transport engagement in COPs. These avenues include a variety of products, campaigns and platforms that seek to impact specific aspects of the transport dimension of the climate change process.

Visit our [Transport Community Engagement at COP29 webpage](#) and check out previous engagement webpages [here](#).

a. What engagement is SLOCAT Planning for and leading up to COP29?

The success of each COP requires strategic communication and outreach activities that start immediately after the previous COP. SLOCAT usually prepares a dedicated webpage for the event

that is open to the public about 3 months before COP and which provides summary information not only on Transport Community Engagement at COP, but also on SLOCAT's specific role in the process with specific activities to be hosted or co-hosted. Some of SLOCAT's knowledge products that are quite recent and closely related to the themes to be discussed at the COP are also showcased on the webpage.

The communication campaign is undertaken on our social media channels ([LinkedIn](#), [Facebook](#), [Twitter](#)) through advocacy messages that follow a well-defined publishing schedule prepared by the communication and advocacy team. This communication campaign will be launched about 3 months before COP.

Read more in the [SLOCAT at COP29 infopackage](#) updated regularly.

b. How do I find out about transport events at COP29?

The SLOCAT Event Tracker is an online platform board that keeps track and compiles transport-focused events at COPs, including SLOCAT-led and supported events, events organised by SLOCAT's partners, the wider transport community and the COP Presidency.

The SLOCAT Event Tracker will be featured on the SLOCAT COP29 webpage and will be available to the general public.

Stay tuned for further news on Transport Community Engagement at COP29 at www.slocat.net.

2. What is the SLOCAT Advocacy Task Force (formerly known as the SLOCAT Task Force on Transport Community Engagement)?

The [SLOCAT Advocacy Task Force](#) was established in 2021 jointly with SLOCAT partners. Its primary objective is to guide the work and engagement of SLOCAT in the wider climate change process.

Currently, the Task Force is guided by the *SLOCAT Five Year Strategy for Engagement in UNFCCC 2021-2025*, which does the following:

- Focuses on multiple interactions in the process and aligns activities with the five-year cycle of the Paris Agreement
- Operates on the basis of eight principles for *Consistent, Competent, Timely, Relevant, Related, Equitable, Inclusive* and *Robust* engagement
- Focuses on the whole year-long UNFCCC process rather than on specific meetings, with a wide variety of engagement methods
- Recognises that SLOCAT's role as co-Focal Point for the engagement of the transport sector in the Marrakech Partnership for Global Climate Action is separate but complementary to the strategy

a. SLOCAT Advocacy and Engagement Plan 2023-2024

This Plan outlines the areas of impact relevant towards a more robust engagement in the UNFCCC and wider sustainability processes and delivers on the *SLOCAT Five Year Strategy for Engagement in UNFCCC 2021-2025*. Through three core impact areas, the Plan seeks to enhance SLOCAT's engagement in intergovernmental processes through:

- Structured multi-stakeholder dialogue and political impact on the intersection between climate, sustainability and transport
- Capacity building towards the next round of NDCs (and LTS) for submission in 2025
- Alignment of transport and mobility investments with the principles of the Paris Agreement and SDGs

Read more about [SLOCAT Advocacy and Engagement Plan 2023-2024](#).

3. What were the transport outcomes of COP28?

The transport outcomes at COP28 were notable. The UAE Consensus marked a significant milestone with nearly every country agreeing to “transition away” from fossil fuels to reach net zero. It also set ambitious targets to triple renewables and double energy efficiency by 2030, with organisations like SLOCAT committed to supporting these goals through launching the [Call to Action on #Fossil-Free Transport](#) and joining the [3x Renewables by 2030 campaign](#). Despite frustrations over a lack of a clear “phase-out” call for fossil fuels, the presidencies of COP28 (Dubai), COP29 (Azerbaijan) and COP30 (Brazil) announced initiative to reduce fossil fuel dependency. Brazil joined OPEC+ and its COP30 host city, Belém, endorsed the [Fossil Fuel Non-Proliferation Treaty](#). Additionally, a fund to address climate change loss and damage was operationalised; though developing countries express disappointment over the lack of new financial commitments. Financial architecture reform gained momentum, recognising the role of credit rating agencies and calling for increased concessional and grant finance. The launch of [ALTÉRRRA](#) (the UAE's USD 30 billion private finance vehicle) aims to mobilise USD 250 billion for global climate action, reflecting the transport sector's growing importance in climate discussions.

Read more on [transport in COP28 outcomes](#).

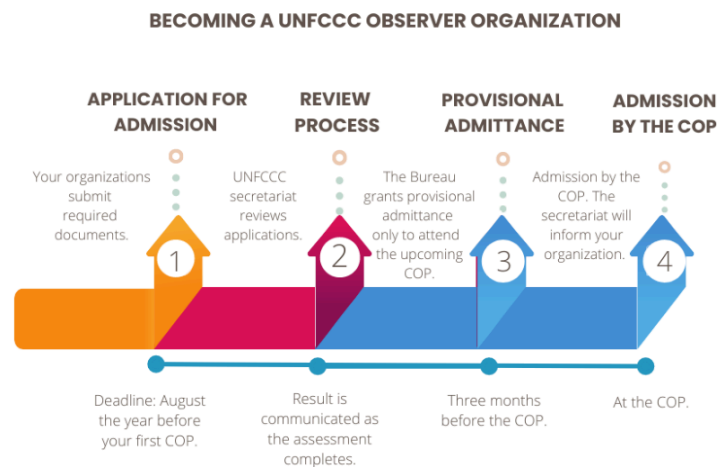
Information on accreditation and general COP activities and events

1. Who can attend COP and how do we get accredited?

There are three categories of participants at meetings and conferences in the UNFCCC process: representatives of [Parties to the Convention and Observer States](#), members of the [press and media](#),

and representatives of observer organisations. Combating climate change requires the effort of everyone. That is why in adopting the Paris Agreement, Governments further recognised the importance of civil society and other stakeholders in finding solutions to the impact of climate change. These non-Party stakeholders or observers, whose inclusion dates back to [the United Nations Conference on Environment and Development \(Rio de Janeiro, 1992\)](#), play a crucial role in achieving global climate change objectives. Their roles include proposing and implementing more ambitious national climate plans, raising public awareness, analysing the impact of plans, accelerating climate finance, and developing and transferring technology.

Observers organisations in the UNFCCC process are diverse and categorised into three types: the [United Nations System and its Specialized Agencies](#), [intergovernmental organisations \(IGOs\)](#), and [non-governmental organisations \(NGOs\)](#). The NGOs represent a broad spectrum of interests, and include representatives from business and industry, environmental groups, farming and agriculture, indigenous populations, local governments and municipal authorities, research and academic institutes, labour unions, women and gender and youth groups. IGOs and NGOs can register



delegates once they have received observer status. The figure below illustrates the steps to obtain an observer status.

For additional details on the procedure to obtain observer status, please refer to the [UNFCCC website](#).

ATTENDING EACH SESSION ONCE ADMITTED (OR PROVISIONALLY ADMITTED)



Once admitted as an Observer, every organisation can then nominate its staff member to the platform as soon as it is open. The call for nomination usually opens 2-3 months prior to COP. Around 1 week after the nomination deadline, a quota will be assigned to the observer organisation. Based on the number of slots, the organisation can confirm the nominated delegation (or add new data).

a. How is MPGCA stakeholder accreditation arranged?

This is an **entirely different process** to the one for 'standard badges.' As co-Focal Point for transport in the process, SLOCAT can access a number of badges for transport stakeholders to support the further engagement of the sector in COPs. Still, the UNFCCC has vetting capacity and priority is given to the speakers and entourage of the Marrakech Partnership events who will not be able to be accredited otherwise. The final outcome is communicated by UNFCCC later than for the standard badges, which can create a certain climate of uncertainty.

Contact Information

Angel Cortez, Project Officer - Analysis (angel.cortez@slocatpartnership.org)

2. What are the different types of activities organised around COPs?

a. Official side events and exhibits

Side events and exhibits are organised by observer organisations (NGOs and IGOs), Parties partnering with observers, UNFCCC divisions, UN organisations and specialised agencies. Through side events, these organisations present their work or foster discussions on key issues, often engaging the audience in interactive sessions.

Exhibits, in turn, enable participants to network around many different climate-related topics in a dynamic and diverse environment.

Please refer to the [official side events page](#) for more information, as well as for details on the application process and procedures.

b. Pavilions

The Blue Zone pavilions serve as a space for Parties and non-Party stakeholders to host events, showcase their work, and hold informal conversations with COP attendees. Applications for Pavilion spaces are open for UNFCCC accredited parties and organisations through a portal usually six months prior to COP.

c. Receptions and networking events

Apart from the official events, Parties and non-Party stakeholders offer informal networking receptions either within one of the zones or off-site.

What is the Blue Zone at COP?

COPs are organised into two zones: the official Blue Zone and the public Green Zone. The Blue Zone is a high security area managed by the UN. Access to the Blue Zone is restricted to government officials, and individuals and organisations that are accredited as official observers to the UNFCCC. The primary purpose of the Blue Zone is to facilitate international negotiations over climate agreements and actions. Within the Blue Zone, Party and non-Party stakeholders organise pavilions where they showcase priorities for climate action.

What is the Green Zone at COP?

The Green Zone is the host-country managed space where the general public, youth groups and other civil society organisations can conduct events, workshops, and talks to promote climate action.