

## TRANSPORT @COP22 MARRAKECH

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### TRANSPORT: THINKING, DREAMING, AND ACTING BIG DAYS SIX AND SEVEN – 12-13 November 2016

#### OPENING PERSPECTIVES

Saturday and Sunday brought the second and third legs of the COP22 “transport triathlon.”

On Saturday, PPMC and SLoCaT as appointed Focal Points led the GCAA Transport Thematic Day, working directly with the French and Moroccan governments. The day started with a press event (as described in the previous report) attended by High-Level Climate Champion and Moroccan Minister of Environment Hakima El Haité, and continued with a Transport Showcase Event where the progress of the 15 transport initiatives since COP21 was presented, along with their plans for 2017. The afternoon GCAA Transport Dialogue Event provided an opportunity for a more formal exchange with the Champions and governments.

Sunday brought the fifth SLoCaT-organized Transport Day, an off-site event to bring together the global transport community with several goals. These include developing perspectives for transformative action for transport in support of the 2DS/1.5DS targets; building bridges between transport and other sectors for integrated action on climate change and sustainable development, and supporting the Moroccan Presidency in realizing its COP22 objectives to create global implementation plans for the Paris Agreement, to accelerate pre-2020 solutions for Africa, and to increase focus on climate adaptation and the role of women in climate action.

In the GCAA Transport Showcase Event Prince Albert of Monaco paid a surprise visit and pledged his support to transport decarbonisation, an ‘obligation to change a sector producing 30% of GHG emissions, but most importantly, because mobility is the first and foremost individual liberty. It is what establishes links between human beings’. And Transport Day opened by inviting participants to “think big and *dream* big” about what a more ideal vision of transport might be. These aspirational goals were a fitting start to ideas discussed during the midpoint of COP22.



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## Global Climate Action Agenda - Transport Thematic Day

The GCAA Thematic Day offered a chance for detailed discussions on the contribution of transport in the official UNFCCC program. As one of nine thematic areas, with a strong program and many active participants, transport has clearly arrived in the UNFCCC process.

Saturday's **GCAA Transport Showcase Event** the transport initiatives reported on their progress since COP21 and presented future plans for the sector. Two key questions were raised: how can needed emissions reductions be achieved in the short while strengthening resilience and improving economic conditions, especially in Africa? And how can climate action be linked to wider frameworks such as the Sustainable Development Goals and the New Urban Agenda?

The Intergovernmental Panel on Climate Change (IPCC) began with the bold statement that 'all transport activity is ultimately economic activity' and thus the sector must be vigilant on issues affecting global trends in migration, health, international security, and natural disasters. The Secretary-General of the International Transport Forum (ITF) stated that business must also adapt not only to the climate, but also to shifting consumer trends, and should harness the preferences of younger generations towards sharing rather than owning.

Michelin Challenge Bibendum (MCB) made clear that the transport sector cannot wait for governments to act, and the transport business sector must mobilize to kick start action before 2020. On the final point, PPMC and SLoCaT elaborated on the status of the 15 GCAA transport initiatives (with representatives) in context of the Macro Roadmap and Quick Wins.

New successes included a recent agreement to expand MobiliseYourCity into India, Morocco, Senegal, and Tunisia. And the Global Fuel Economy Initiative has begun operating in 40 new nations this year, making use of existing low cost technologies to improve the efficiency of vehicles and mitigate emissions.

The Netherlands surpassed its goal of putting 1 million zero emission vehicles on the road by 2020 at the end of 2015, targets zero emissions city logistics by 2050, and will buy only zero emissions buses from 2025. Paris is reducing parking space for privately owned vehicles by 30%, while introducing free parking for electrical and low emission cars. And, 14 US states have joined the Zero Emissions Vehicles (ZEV) alliance, pledging to have 100% ZEVs by 2050.

The European Cyclists' Federation (ECF) and World Cycling Alliance called for the adoption of an officially designated World Bicycle Day by the United Nations. Under a high shift scenario, increased cycling could reduce 20% of all transport GHG emissions. The CEO of the International Union of Railways echoed this call for integration, noting that 'new key word is collaboration, not competition,' and stating that transport must harness the 'young minds' of universities, youth collectives, and start-up industry, to bring new energy to older and larger organizations.

Finally, event attendees were treated to a surprise appearance from His Highness Prince Albert of Monaco who noted that 'forums of dialogue and exchange' such as COP22 are crucial to bringing about the 'change our civilization dearly needs.' SLoCaT hopes that other heads of state, policy makers, and corporate leaders can take heed of the enthusiasm, ambition, and optimism of Prince Albert who took time from his schedule to come and provide his support for this work.

In closing the event, Michelin emphasized the important social factor inherent to decarbonisation, stating that 'these actions are going to create jobs'. This sentiment was echoed by SLoCaT who

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stated that ‘this is not just about decarbonisation; this is about creating better and sustainable economic and social development.

The **GCAA Transport Dialogue Event** brought together over 50 diverse participants representing all modes in a round table discussion on short, medium and long-term transformations in transport through scaled-up, joint efforts by Parties and non-state actors in support of the proposed Global Macro Road Map and the identified Quick-Wins.

Several opportunities and challenges for contributions by different parties were discussed during the event. The Climate Bonds initiative and a representative of the New York State pension fund, which represents 200 billion USD of investments, pointed out a clear mismatch between supply and demand: while investors benefit from the ‘green label’ from buying bonds in climate-friendly transport projects, the pipeline of bankable projects is constrained. Further, the transport sector must take a proactive attitude towards de-risking projects, which may be achieved through public-private partnerships (PPPs). Also highlighted was the need to scale up “land value capture” to capitalize on opportunities to use a share of the increase the value of property benefiting from public investments in transport – to finance the investment.

On vehicle emissions, Climate Network Australia noted that transport accounts for 10% of national ambitions, which presents an opportunity for raising standards. A speaker from the CAF – the development bank for Latin America, remarked that increasing the biodiesel mixture for private vehicle fuels cannot be seen as long-term decarbonisation strategy, as public transport should be favored over private vehicle usage. For example, Bus Rapid Transit can move almost as many people as subways, for 10% of the costs, and thus is a highly effective alternative.

For example, the popular “Lean and Green Freight” initiative currently rewards companies who voluntarily commit to saving 20% energy in five years. This “self-interest” is key to driving systematic change within the private sector. On the other side of the spectrum, consumer behavior must be considered so it has an enabling rather than disabling effect on change; e.g., despite some benefits of autonomous cars many people fear this represents a loss of control.

Finally, the moderator ended by remarking that the non state transport actors wants to provide all possible support to governments to help the implement the Paris Agreement. One practical route would be in connecting transport indicators with NDCs and linking them with financial flows for good projects; the SLoCaT and the Michelin Challenge Bibendum communities (PPMC) have the ability to help make this a reality.

The Wuppertal Institute side-event on **boosting sustainable mobility in Europe, Asia, and Latin America** with city-to-city cooperation analyzed the transport systems of specific cities around the world. In Beijing, the municipal authority has plans to introduce congestions charges and a Low Emissions Zone. The Indian city of Gurgaon organizes a Raahgiri Day every Sunday of the week, in which a section of a street or road is kept closed to motorized vehicles, and opened exclusively for walking, jogging, cycling, skating, exercising, whilst in Rajkot, 12,500 auto-rickshaws are serving people’s mobility needs. Brazil is expanding Bus Rapid Transit (BRT); there are already 200 BRTs in operation worldwide, with 141 under construction. Projects like these can only lead one to dream of livable cities with affordable mobility for all - free of fossil fuel powered vehicles.

Electro mobility is a key part of sustainable urban mobility. Polish delegates discussed plans to put over a million electric vehicles on the road across the nation -- especially in Warsaw, which

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has the largest number of fossil fuel powered cars per capita of any European capital. A system of both the implementation of infrastructure and incentives, including the replacement of current public buses and cooperation with the bus industry, is pushing forward innovative solutions in urban passenger transport. Fully electric, hybrid buses, trolleybuses, and compressed natural gas buses are all being rolled out, a variety which is reflected by the number of charging solutions available: plug-in charging, pantographs, and induction. This diversity means that municipal governments need lose no time in choosing from a menu of options in order to effectively tailor mobility solutions to their city.

Speakers also highlighted the importance of linking urban planners with transportation planners, particularly within the New Urban Agenda, as what cities will look like in the future will greatly influence the development of transport as well; will there be big cities with big suburbs and big congestion problems, or a different sort of city. Holger Dalkmann of WRI and SLoCaT Co-Chair said that change must not only be good, but better, and be disruptive – especially in order to break social trends currently exacerbated by urban transport inefficiency, such as obesity. If all cities are made more livable, CO<sub>2</sub> levels will be able to be cut in half.

## Transport Day Marrakech

### Opening Session

COP22 Transport Day began bright and early, with more than 150 enthusiastic attendees, on the grounds of the Es Saadi Palace and Resort. The opening panel saw stirring words as SLoCaT Secretary General Cornie Huizenga urged participants to ‘dream big and disruptive’ in order to ‘strategize what we need to do for second week of COP.’ SLoCaT Co-Chair and Director, Strategy And Global Policy at World Resources Institute Holger Dalkmann summarized some inspiring announcements of the first week: the decisions of Australia, Italy and Pakistan to ratify the Paris Agreement, and Germany’s announcement of plans to fully decarbonize by 2050.

However, Mr. Dalkmann stressed that these causes for optimism are not reasons to become complacent. With the combined efforts of all current NDCs still projected to lead the world towards a disastrous 3.5DS future, more focus needs to be given particularly to the neglected areas of urban planning, walking, and cycling. Furthermore, transport is not just about climate change; it must ultimately be about mobility and access for all to ensure that no one is left behind. Michelin CEO Jean-Dominique Senard stated candidly ‘A few years ago, who would have thought that transport would be seen as a model in terms of sector, and ahead of others in terms of converging its thoughts?’ He echoed Mr. Dalkmann in stressing that ‘there is no difference between mobility, clean mobility and growth,’ and while some sectors try to portray transport as ‘the naughty sector,’ events such as Transport Day are demonstrating that is indeed the opposite.

However, Mr. Senard also stated gravely that if the world does not quickly establish a price for carbon, we will face more hurdles in future, and stating frankly that ‘It disappoints me greatly’ that COP22 has not brought this issue onto the agenda. While on the one hand some actors are calling strongly for a carbon price, other are already using the US election result to drag their heels against change, with American auto manufacturers writing a letter to the president elect calling for an end to fuel efficiency standards. Thus it is vital that the transport sector (and the climate movement as a whole) craft common strategies to work within this new political reality.

On this note, Transport Director of the African Development Bank Amadou Omarou took to the floor. Mr. Oumarou reminded the audience that Africa is one of the continents hardest hit by

climate change, despite being one of the least emitting areas. To combat this, global synergies and partnerships must be leveraged to attract more finance towards low carbon transport infrastructure in Africa and other developing nations. Developing nations will experience 85% of the world's future population growth, and thus have a significant role to play in achieving real climate successes – and with much of their infrastructure yet to be built, they can provide the world a brilliant opportunity to go about future development in a sustainable, carbon neutral way.

### **First Plenary**

The opening plenary of Transport Day presented the emerging understanding within the transport and climate communities of the transformation required to decarbonize transport emissions to achieve a 1.5/2DS both through short term action (e.g. Quick-Wins) and medium-long term action (e.g. Global Roadmap). The session positioned these efforts vis-à-vis follow-up mechanisms in COP21 decisions such as the facilitative dialogue, global stocktake, and next generation NDCs.

The International Energy Agency (IEA) seeks to raise the profile of energy in the COP process, asserting that we can't have a secure energy system in a "climate gone wild," and without the full participation of all countries. IEA called the need to focus on urban energy systems to achieve synergies, and to optimize Avoid-Shift-Improve strategies supported by reliable and affordable energy systems to ensure that climate goals are complementary to global economy goals.

The Institute of Transportation Studies pointed out that meeting a 1.5DS is almost twice as hard as a 2DS, and that we need solid baselines for countries with different characteristics (e.g. some landlocked, some shipping-dependent). ITS suggested that roughly half of transport reductions must come from Avoid and Shift strategies, and that there is potential to cut energy intensity of all modes in half while working toward a zero-carbon energy system. As car-based systems are highly inequitable, we need more pedestrian zones, car-free days, and shared mobility services.

The SLoCaT Partnership reported that transport emissions under a BAU scenario could more than double by 2050, and thus that it is essential to get the next round of NDCs right, as current NDCs are predominantly 'Improve'-oriented, and freight is generally neglected. Meeting a 1.5DS requires annual emissions of 0.2 tons/capita (equal to 3 km per day in conventional car); thus, real action is required and low carbon-scenarios suggest that radical transformation is possible.

Michelin suggested that we must unleash the potential for innovation and ensure that the public and private sectors and transport consumers have a common vision. Transport must be able to count on a supply of decarbonized electricity and clean hydrogen, must reorganize distribution chains, and must start offsetting and compensating. Finally, Michelin stated that we have enough knowledge on sustainable transport; now we need to organize this knowledge and make change.

A panel discussion offered several approaches to dreaming big. First, we can't decarbonize transport without decarbonizing energy, and we are running out of low-hanging fruit so we need to work together. Second, cities are growing rapidly, so we must move in the right direction now, with CO2 a fringe benefit of livable cities. Third, reducing carbon emissions will lead to economic dynamism and job creation, and improved public health and sound lifestyles. Finally, while several years ago 2DS seemed impossible, now the numbers show that a two-degree-or-better scenario is really achievable. In summary, we know what we need to do, so let's do it!



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## Breakout sessions

The break out session on **multimodality: converging paths towards low carbon cities** showcased best practices to demonstrate how the integration of the different modal options helps to optimize mobility whilst reducing the environmental impact of transport. The session was moderated by CODATU, and featured speakers from the CAF Development Bank, MobiliseYourCity, and French regional government. Urban transport already accounts for 50% of transport-related GHG emissions and these emissions are expected to rise. In very fast growing developing cities, the challenge consists of limiting the expected increase in emissions in a context where individual motorization rates rise faster, together with the rise in economic development. Developed cities, on the other hand aim for a drastic reduction in urban transport related emissions. Speakers noted that dual pronged action is needed in which whilst developed cities are encouraging modal shifts to get people out of the car, developing countries are introducing new and sustainable transport modes so that people need not get into car dependent lifestyles. This calls for a change in behavior, which can in part be facilitated through new information technologies.

In the session on **making freight transport fit for a low-carbon future**, speakers focused on an area that is underrepresented in transport and climate policy, in part due to the slow acceptance that freight contributes disproportionately to emissions vis-à-vis passenger transport. Although freight represents 10-20% of vehicles on the road it produces as much as 40% of GHG emissions, and over 50% of particulate emissions. Thus, speakers from Bangladesh, Chile and the African Northern Corridor elaborated on how it is necessary to look at health and other aspects such as social and economic benefits. Sustainable freight plans include reducing transport and emission intensities, optimizing supply chains, and improving fuel efficiency. However, longer-term public policy will be needed to completely decarbonize in the long term, and thus the freight sector must avoid and shift to other modes, as much as improving efficiency. Finally, many concrete options already identified and are beginning to reform the sector; the success of the Chinese Green Freight Initiative stands as a positive example of how pilot examples may be scaled up to national level, and UNCTAD have released a report with 200 measures and specific actions that can be taken, in which data has been used to consider both socio-economic and environmental dimensions.

Following the likely impact of the United States elections may have on emission, the transport **adaptation and resilience session** made clear that adaptation is now even more important than ever, and therefore must build a community distinct from the mitigation community. Speakers noted that a Global Transport Adaptation Leadership Forum would be useful in providing adaptation with its own space and leadership. Governments must also become better at managing risk, economic factors are not an excuse, as initial costs are far outweighed by the economic costs associated with post disaster loss and damaged when risk has been mismanaged.

The breakout session on **fuel economy** provided updates on the progress of electric vehicles and fuel economy in heavy-duty vehicles, with speakers from the FIA Foundation, UC Davis, and the Department of Energy, Botswana. Once again, Africa has to potential to become a global leader in this area due to the relative simplicity of introducing new, sustainable vehicles to areas where other vehicle forms have not already established dominance.

The breakout session on **gender** consisted of a majority female panel and audience; the gender imbalance in the audience is in itself symbolic of the reasons it is crucial to have sessions

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focused on tackling mobility issues, which disproportionately affect women. Speakers discussed how globally, women are less likely to have access to transport, and thus opportunities and services; likewise, women are more likely to have responsibility for familial care and the collection of water and food, work which climate change increasingly makes more difficult. That women are far more likely to face physical and sexual violence is exacerbated in many contexts by their lack of access to motorized transport or poorly designed public transport; these concerns in turn exacerbate female isolation from economic opportunities when accessible mobility is considered. Thus designing transport modes to take women's safety and access into consideration can have powerful enabling impacts.

In modeling of very **low carbon transport pathways**, the International Transport/Energy Model Comparison (iTEM) Project discussed 12 different global transport models. Bringing the models to COP has been valuable, as it has showed that countries often face the same kinds of modeling issues, and it was suggested by speakers that ITEM be expanded further. No one has yet attempted a 1.5-degree scenario within models of the transport sector, and modelers are interested in doing so. Avoid-Shift strategies are hard to model, so improve strategies are more effective in terms of certainty of outcomes.

In the **electric mobility and the energy-transport nexus** breakout session, local government and civil society representatives agreed that the technology exists to make a large scale shift to renewable energy powered transport possible, yet behavioral and economics provide the largest barriers. Electricity needs to decarbonize over time by incorporating renewable energy, and yet again Africa was highlighted as a good opportunity to introduce electric mobility from scratch, and transform the energy/transport nexus before it has had chance to take hold; furthermore, electric energy storage has the co-benefit of tackling the issue of poor energy access.

In session on **linking Nationally Determined Contributions (NDC) and Nationally Appropriate Mitigation Action (NAMAs)**, important 'lessons learned' were highlighted by representatives from Paraguay, South Africa, Chile and Vietnam. A comparison was made between a bottom-up and top-down approach to formulating NAMAs; South African representatives remarked that their work facilitated by existing climate policy structures introduced in the nation's NDC, and thus perhaps a top-down approach is to be preferred. GIZ drew up three hypotheses that should improve the linkages between NAMAs and NDCs: more consistent transport data collection, greater consideration of co-benefits when promoting NAMAs to relevant bodies, and greater local capacity building.

Finally, the breakout focused on **transport and climate change in Africa** highlighted recent developments such as Cairo's cycling measures and the BRT of Dar Es Salaam. A rapid scale-up of sustainable transport is critical to the future of African cities, which are expected to add over 300 million residents over the next 15 years. However, the necessary methods to enable the sharing of best practices are not yet in place. Projects could also be more inclusive; in Cairo, women's metro cars are to be introduced, but how can gender concerns be integrated within other modes? Likewise, road projects need to be designed to be fully inclusive of cyclists and pedestrians.

## **Second Plenary**

Africa is a rapidly changing continent and deserves special attention when it comes to action on sustainable low carbon transport, which it received during the **second plenary**. There is no universal recipe for transport mitigation, and special solutions will be needed for Africa. Though Africa's transport emissions are currently low, Africa's urban population will grow creating a need

for local transport planning strategies and contemplation on how to leapfrog from a “no transport infrastructure” situation directly to a “sustainable transport infrastructure” solution. This offers tremendous opportunities as well being a huge challenge.

Some of the problems in developing sustainable low carbon transport in Africa include data collection, -meaning the collection of standardized data with the appropriate indicators-, the difficulty of increasing efficiency of informal modes of transport, the need for capacity building and dialogue, and the need for capacity building with local transport authorities ministries.

On the brighter side, there are quite some initiatives already in place to improve transport in Africa; The International Association of Public Transport (UITP) mentions that Africa needs to leverage on existing frameworks such as the Northern Green Freight Corridor, and share knowledge on these successful initiatives. CETUD mentioned its initiatives on refinancing minibuses in Dakar. ALSTOM raised the point that Africa actually has a lot of great innovations, including the launch of a train without CO<sub>2</sub> emissions.

Overall, the plenary provided a good balance of challenges and opportunities for sustainable low carbon transport in Africa, and clarified the pathway that Africa will need to take into the future to develop sustainable transport systems.

### **Pecha Kucha Session**

Between the afternoon plenaries, a Pecha Kucha session was held to allow brief updates on emerging projects and initiatives in sustainable low carbon transport.

GIZ presented the initiative Transport Volume of Compendium of Baselines and Monitoring, which is an effort coordinated by the UNFCCC secretariat and consists of a compilation of different methodologies for GHG quantification in mitigation actions. It covers all IPCC sectors and the transport section is coordinated by GIZ. The initiative has recently released a [draft report on the transport](#) sector providing guidance on which tools are best suited to which purposes, with other sectors to follow.

Rallye Aïcha des Gazelles du Maroc presented the Rallye Aïcha Initiative, which consists of a women-only rally with no speed goal and using no GPS. The objective of the rally is to travel from the start to the finish in the shortest possible distance (regardless of time), therefore promoting CO<sub>2</sub> economy. The organization has taken several initiatives to include sustainability in its programme, including tracking emissions to reward the most sustainable team, including electric vehicles during the rally, and circulating environmental newsletters for the members.

*Tous au transport vert* consists of a program to encourage students to use bicycles as a mode of transport for travelling to and from their universities. The pilot was started on the campus of Université Félix Houphouët-Boigny in Côte d'Ivoire. The project has been supported by several African celebrities, including football player Didier Drogba.

Finally the Pikala project was presented. This project is oriented towards the promotion of cycling in Marrakech, by bringing bicycles from the Netherlands, which would otherwise have been discarded and fixing them with support from the community. The project also included training locals to give bike tours and therefore promoting eco-tourism while creating local jobs. As part of the pilot project there is also a free bicycle workshop to teach locals how to repair their bicycles.

### **Closing Plenary**

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During the closing plenary of the day, expert panelists from the Agora Verkehrswende, EU Commission, Entreprises pour L'Environnement, IRENA, WHO, WWF, and the World Bank were challenged by questions based around that idea that it is not enough for transport to dream big, but that the sector must also *act* big.

The first issue discussed was carbon pricing, starting with the premise that many people have been disappointed that an issue that garnered so much enthusiasm at COP21 seemed to have lost momentum. Entreprises pour l'Environnement said that it is a difficult proposition, as business sees it as a tax and politicians see it as an election risk, though Spain was raised as an example where fuel taxes are four times higher than elsewhere in Europe, and have precipitated a shift to other modes. Other speakers were optimistic that the second week of COP22 may still see carbon pricing be tackled head on, with many NDCs proposing carbon pricing as a measure. It was proposed to arrive at COP23 with a clear proposal for the UNFCCC.

The second issue was the transport-energy nexus, and a significant concern is what transport needs to do to link more effectively with the energy sector, with WWF noting that despite the importance of energy to transport, “most renewables discussions end up in the power sector after five minutes.” IRENA said that the options for the sector are threefold: create modal shifts, increase fuel efficiency, and increase the use of EVs and biofuels, noting that biofuels need to undergo much work if they are to become a major component of long-term decarbonisation strategy. WHO said that the sector “must create a shift in demand that’s independent of Mr. Trump” remarking that we stand at the “brink of real change” in the health sector due to a growing acknowledgement of the need to improve air quality through cleaner transport options.

The next question posed was whether decarbonization is the responsibility of developing nations, or should be tackled by wealthier, developed nations alone. The World Bank said that countless historical examples show that the “pollute first, fix later” model is problematic for growth and ineffective for sustainability, and that the responsibility lies with all governments to decarbonize, while taking into account relative financial capacities. Also discussed was the importance of engaging political leaders outside of the transport sphere, including finance ministers.

Next, the focus turned to India and China, who are soon to become the world’s largest consumers of transport and other sectors, and yet are not being incorporated effectively within global dialogue on decarbonization. Representatives agreed that the transport sector must work together to interact more effectively with these nations and their businesses, as there is potential for China to take the lead on the global path towards decarbonisation, and huge ambition from the Indian public for leaders to shift towards sustainable and climate friendly transport. A potential global carbon market could double from US\$50 to 100 billion with Chinese participation.

A number of key themes throughout the day re-occurred in the panelists’ final statements. The representative from Entreprises pour L'Environnement mentioned that she experiences the gender bias in mobility in the fact that her granddaughters are not encouraged to dream of becoming train drivers or pilots in the same way that boys are. And the World Bank echoed the concerns of the Climate Bond Initiative that the transport sector suffers not from the lack of ability to do projects, but the lack of a robust project pipeline.

Finally, an attendee galvanized the panel and audience as to the huge potential for sustainable communities in business to communicate through culture, and make full use of the thousands of



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artists, filmmakers, actors, and other influential individuals invested in environmental concerns. This was followed by the sobering point that the amount the WB spends on transport every year is roughly equal to the 24 billion USD spent by the automobile industry on advertising alone. On these final notes, tired but invigorated attendees left for a well-deserved drink at the reception, and the promise of bringing the dreams of sustainable transport to action in future fora.

## Transport & Adaptation

### COP22 Declaration on Accelerated Action on Adaptation in Transport

The Adaptation Declaration recognizes the critical need for surface transport systems and services to be more resilient to climate change. On 17<sup>th</sup> November, the Declaration will be presented to the High Level Champions and UNFCCC Executive Secretary Espinosa.

This is the one of a series of daily pitches to give you the opportunity to join our list of signatories. The Declaration is open to signatures from both individuals and organizations, and SLoCaT and the PPMC **welcome you to join us by [signing here](#)**.

Individuals joined so far: **273**  
Organizations joined so far: **30**  
New signatories: **UITP, Michelin**

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## Closing Thoughts

At the midpoint of COP22, there is much work still to be done. As we look ahead to the coming week, we must strive to connect actors to make the change that is needed for transport and complementary sectors. And we need to leverage the forum of COP22 if we are to inform the 2018 facilitative dialogue to raise ambition in the 2020 NDCs and the 2023 global stocktake.



Prince Albert recapped his GCAA statement with the assertion that clean mobility 'is a reality now, not simply a utopia'. Thus, we need not only to think big and dream big, but also to *act* big.

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## Quick Win Actions of the Day

The recent adoption of the 2030 SDGs and the signing of the Paris Agreement on climate change have set clear long-term goals to improve human well-being, and have added a new level of urgency to implementing long-sought but little-realized steps toward these ends. [A list of 20 transport quick win actions](#) have been proposed for implementation at scale in the pre-2020 period.

Throughout COP22, we will present these quick wins to showcase the pre-2020 actions which 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 structuring efforts.

	<p><b><i>Modernize Rail Fleets</i></b></p> <p>Older train fleets tend to be based on older, less efficient technologies. In today’s context it would be inappropriate to use them for a period of over 30 years, but basic economics often prevents them from being replaced before the end of their natural life spans. However, these systems can be modernized by retrofitting newer technologies, especially newer traction power systems that are more powerful and more efficient; this transition can be accomplished quickly and at a relatively low cost.</p> <p>For more information on the quick win, please go <a href="#">here</a>.</p>
	<p><b><i>Stricter Speeding Regulations</i></b></p> <p>Introducing lower speed limits on motorways and urban roads can lead to significant reductions in road accident deaths and also reduce fuel consumption, noise pollution, CO2 and air pollutant emissions. The magnitude of reductions depends on a number of factors including vehicle fleet composition, technologies deployed, driving behavior, frequency and magnitude of speeding, congestion, and traffic diversion due to reduced speed.</p> <p>For more information on the quick win, please go <a href="#">here</a>.</p>

For more information on the Quick Win Actions, please visit <http://www.ppmc-transport.org/quick-win-actions/>. A report on the development and assessments of the Quick Win Actions is also available [here](#).

## GCAA Transport Initiatives of the Day

Inspired by the call to action by Secretary General Ban Ki-moon in September 2014 and followed up by the Lima Paris Action Agenda (LPAA) 15 transport initiatives were developed by non-state actors in the transport sector that were showcased during COP21 at the [Transport Focus event](#) on December 3rd, 2015.

COP21 also decided to appoint High Level Champions (HLC) to “facilitate through strengthened high-level engagement in the period 2016–2020 the successful execution of existing efforts and the scaling-up and introduction of new or strengthened voluntary efforts, initiatives and coalitions”. Following the appointment of the first two High Level Champions in May 2016 and with a long-



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term view on non-state action, the LPAA was renamed the Global Climate Action Agenda (GCAA).

Throughout COP22, we will introduce the 15 GCAA transport initiatives to demonstrate the various targets, actions, and achievements taken up by different stakeholders in the transport sector.

### **C40 Clean Bus Declaration**

#### ***Raising ambition and catalyzing markets***

The [C40 Clean Bus Declaration](#) is led by the C40 Cities Climate Leadership Group (C40). It is aimed at influencing manufacturers, public transport operators, leasing companies, multilateral development banks and other funding agencies to support city ambitions to decarbonize urban mass transport.



#### **Key Success in 2016:**

As a result of showcasing strong global demand for clean buses through the Declaration, the price of hybrid buses has reduced by over 10% for London.

#### **Plans for 2017:**

Initiative will support signatory cities in scaling up clean bus plans in multiple ways, including a Finance Academy in April 2017 in London, focused on clean bus financing.

For more information on the transport initiative, please visit <http://www.ppmc-transport.org/c40-clean-bus-declaration/>.

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## **PPMC Transport and Climate Change Knowledge Product of the Day**

**An actionable Vision of Transport Decarbonization - Implementing the Paris Agreement in a Global Roadmap Aiming At Net-Zero Emissions Transport**



PARIS PROCESS  
ON MOBILITY AND CLIMATE



**AMBITIOUS ACTION**  
*on Transport and*  
*Climate Change*  
**FEASIBLE NOW**

AN ACTIONABLE VISION OF TRANSPORT DECARBONIZATION  
IMPLEMENTING THE PARIS AGREEMENT IN A GLOBAL ROADMAP  
AIMING AT NET-ZERO EMISSIONS TRANSPORT  
Prepared by the Paris Process on Mobility and Climate (PPMC)  
on behalf of the Global Climate Action Agenda Transport Team  
Discussion Paper

The Paris Agreement in particular sets an overall long-term direction for climate change policy, and sends a clear message to all sectors that there is need for disruptive change, as incremental approaches will be insufficient to realize needed reductions in greenhouse gas (GHG) emissions in line with the ambitious target of limiting temperature increases 'well below 2°C' above pre-industrial levels, and to aim for a temperature increase of not more than 1.5°C'. Therefore, each sector of human activity, including the Transport sector. This report outlines the way to move forward for implementation of the Paris Agreement in the transport sector.



The full report is available for download [here](#).

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## Upcoming Transport Events

November 15 and 16 will feature the following transport-related events:

- **Climate change & mobility, main issues and financing of the energy transition in the road transportation sector**  
Organized by BIPE  
  
(Nov 15, 09:00-10:30, Green Zone room Tensift)
- **Fleets for the early deployment of electric vehicles**  
Organized by ZEV Alliance & Paris Process on Mobility and Climate (PPMC)  
  
(Nov 16, 13:00-14:30, Green Zone room Tensift)
- **Aviation and Shipping after Paris: has anything changed?**  
Organized by European Federation for Transport and Environment (T&E); European Climate Foundation (ECF); Oeko-Institut (Institute for Applied Ecology e.V.)  
Berlin; Réseau Action Climat – France (RAC-F)  
  
(Nov 16, 11:30-13:00, Blue Zone Bering Room)
- **Contribution of the road transport sector to the reduction of the CO2 emissions – Which policies to further reduce its impact?**  
Organized by BIPE  
  
(Nov 16, 11:00-11:45, Green Zone Pavilion C374)



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Please visit the PPMC [Transport Events at COP22](http://www.ppmc-transport.org/) website for a full listing of upcoming transport events.

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