



Bridging the gap

Pathways for transport in the post 2012 process

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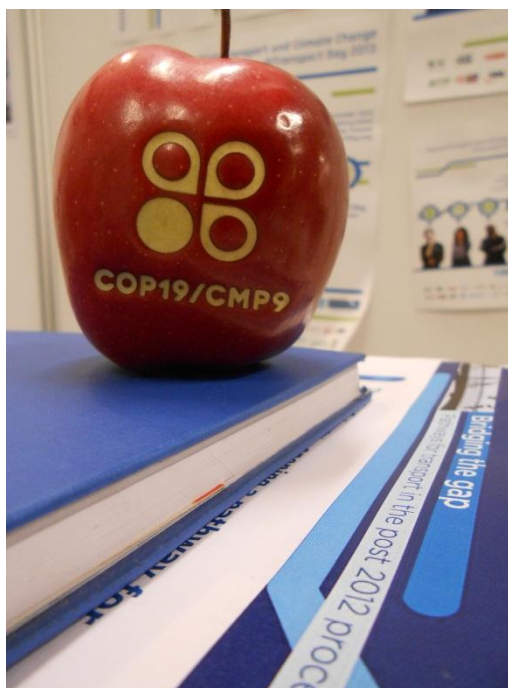
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Sustainable transport on course while Warsaw wobbles



(Image source: TRL)

A summary of the proceedings from the United Nations Climate Change Conference (COP 19) in Warsaw, Poland, and progress on the post 2015 sustainable development agenda and their significance for land transport

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Bridging the Gap is a multi-stakeholder initiative to link climate change and land transport more closely and gain better recognition of its potential in mitigating GHG emissions. The SLoCaT Partnership promotes the integration of sustainable transport in global policies on sustainable development and climate change.

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Note: This report complements a Bridging the Gap analysis of the UNFCCC COP 19 Climate Change Conference and the implications for land transport entitled

Warsaw climate change conference in slow gear.

<http://www.transport2020.org/publicationitem/3059/new-cop-19-analysis-warsaw-climate-change-conference-in-slow-gear>



Glossary of Terms

AOSIS	Alliance of Small Island States
ADP	Ad Hoc Working Group on the Durban Platform for Enhanced Action
ASI	Avoid-Shift-Improve
CDM	Clean Development Mechanism
COP	Conference of the Parties
CO ₂	Carbon Dioxide
CTNC	Climate Technology Centre and Network
DESA	Department of Economic and Social Affairs
ECF	European Cyclists' Federation
GCF	Green Climate Fund
GEF	Global Environment Facility
GFEI	Global Fuel Economy Initiative
GHG	Greenhouse Gas
GIZ	German International Cooperation Agency
Gt	Gigatonne
ICCT	International Council for Clean Transport
IISD	International Institute for Sustainable Development
IPCC	Intergovernmental Panel on Climate Change
ITF	International Transport Forum (OECD)
LDCs	Least Developed Countries
LEG	LDC Expert Group
LEDs	Low emission development strategies
LMDC	Like Minded Developing Countries
MDB	Multi-lateral Development Banks
MDGs	Millennium Development Goals
MRV	Reporting and Verification
NAMAs	Nationally Appropriate Mitigation Actions
NAPs	National Adaptation Plans
NDEs	Nationally Designated Entities
NGOs	Non-Governmental Organizations
NHC	National Habitat Committees
ODI	Overseas Development Institute
OWG	Open Working Group
REDD	Reducing Emissions from Deforestation and Forest Degradation
SDGs	Sustainable Development Goals
UNEP	United Nations Environment Program
WEDO	Women's Environment and Development Organisation
WRI	World Resource Institute
WUF	World Urban Forum



Executive Summary

As international efforts to address climate change and a post-2015 framework for sustainable development advance, there are an increasing number of opportunities for sustainable transport to contribute to both agendas. The Bridging the Gap initiative and the Partnership on Sustainable Low Carbon Transport have jointly been working to increase the evidence, visibility and understanding of sustainable transport and to provide a useful dissemination platform for the wider sustainable transport community. This report brings together the output from the recent UNFCCC nineteenth edition of the Conference of the Parties (COP) international climate change conference held in November 2013 and the efforts to include sustainable transport in the development of the sustainable development goals. A more focussed analysis of COP 19 can be found on the Bridging the Gap website: <http://www.transport2020.org/publicationitem/3059/new-cop-19-analysis-warsaw-climate-change-conference-in-slow-gear>

COP 19 took place half way between COP 17 in Durban and COP 21 in Paris, and despite the mild weather in Warsaw the atmosphere of the negotiations was relatively chilly. Progress was considered to be procedural and slow and a lack of ambition, urgency and trust seriously limited progress to reach the levels agreed in Copenhagen to reduce greenhouse gas emissions and maintain a global average temperature rise to below 2 degrees C.

Despite this seeming lack of progress, the COP 19 did manage to agree on a total of 37 outcomes to help keep it somewhat on track to formalising a climate change agreement at COP 21 in Paris in 2015. Crucially, the COP decision from the Ad Hoc Working Group on the Durban Platform for Enhanced Action (ADP) framed a deadline for input from Parties to modify the 2015 draft text. However, the downgrading of 'commitments' to 'contributions' indicated a shift towards the use of a weaker language. The agreed bottom up approach, under which countries base their emission reduction targets on their own circumstances rather than what is required to prevent a greater than 2 degree C global temperature rise, is also likely to reduce the mitigation ambition by Parties. However, the acknowledgement of the potential of city and subnational level action to contribute to international emission reduction targets was a significant positive outcome of COP19.

It is clear that in order to keep a 2 degree C global climate change agreement on track, COP 20 in Lima, at the end of 2014, must make substantive progress.

Limited progress was made in mobilising finance and new pledges to the Adaptation Fund enabled it to reach its US\$ 100 million target. Guidance was also agreed for the Green Climate Fund for it to become operational in 2014, despite concerns that pledged funds might not materialise. The Warsaw mechanism on Loss and Damage which aims to help developing countries deal with the extreme impacts of climate change and compensate them was formulated. However, no clear financing arrangements were agreed upon for this new mechanism.

There was an increased presence and opportunity for land transport at the COP in Warsaw, including the joint BtG and SLoCaT Transport Day. The 'Warsaw Statement on Low Carbon Transport and Sustainable Development' was effectively used to mobilise support on sustainable, low carbon transport from over 100 organizations and 400 individuals. Sustainable transport was presented as a 'high potential' mitigation sector in the ADP workshop where the role of cities and subnational entities on implementing actions was highlighted.

COP 19 showed continued progress in NAMAs, including those related to transport, with a move towards transformational NAMAs that are sector wide rather than project based. The development of guidance on MRV (measuring, reporting and verification) will benefit transport NAMAs as well. The NAMA facility announced that it will be funding two transport NAMA projects.



However a greater spotlight on the growing evidence of the vulnerability of transport systems to the extreme weather events associated with climate change was apparent, highlighting that more work on adaptation is needed.

By comparison with the climate change agenda, recent progress on developing the post 2015 agenda for sustainable development seems much more robust. Presently there are two areas of on-going activities of interest to the sustainable transport community. Firstly, the development of the Sustainable Development Goals (SDGs) that are expected to replace the Millennium Development Goals is going through an international consultation process. Secondly, the UN Secretary General is advancing a process to forward his action agenda which includes (sustainable) transport as one of its building blocks. In addition, the high level Climate Summit being organised by the Secretary General in September 2014 offers good possibilities to promote climate change and transport within the context of sustainable development.

This report concludes with a number of recommendations of actions to be carried forward by BtG and SLoCaT and the wider sustainable transport community, both related to the climate change agenda and the sustainable development agenda. Outreach to relevant Parties and organisations will be important within both areas. In terms of climate change, there is a need to build interest and awareness of the high mitigation potential of low carbon transport and forge stronger links with the ADP work stream 2 and subnational groups. Making Transport Day an annual event (2014 and 2015) is a crucial part of these efforts. With regard to the sustainable development agenda, the "Transport Delivers" campaign and reports commissioned by SLoCaT on a results framework and poverty reduction should be developed further and be widely promoted.



Climate change and its relevance to transport

Weather is defined as the state of the atmosphere with respect to wind, temperature, cloudiness, moisture, pressure and generally refers to short-term variations on the order of minutes to about 15 days¹. Climate, on the other hand, is usually defined as the statistical description of the mean and variability of weather over a period of time ranging from months to thousands or millions of years. Climate change (meaning significant changes in average temperatures, in precipitation and patterns, unseasonal extremes and variations including ice and snow) is occurring globally².

The world is on track for a rise in global average temperature of anything between 1.1–6.4°C by 2100³ and there is a growing body of evidence to suggest that climate change is now a reality. The latest report from the Intergovernmental Panel on Climate Change (IPCC) published by the global scientific community in September 2013 confirmed that it is 95 per cent certain that human influence is the dominant cause of global warming and climate change. Previous predictions of the rate of climate change, sea level rise and ocean acidification now appear cautious and it is likely that the effects of climate change may be worse than initially thought.

A wide range of impacts on environmental systems and society are being observed, affecting many sectors and resulting in the displacement of people. As changes in the climate also affect those relying on precarious livelihoods in particular, even quite small climatic variations increase existing vulnerabilities and deepen socio-economic imbalances.

There appears still time to avoid dangerous climate change and keep to a 2 degree C (2C) average increase – but only if we commit to scale up our efforts. We are just two years from COP 21 (2015) in Paris, where governments are scheduled to adopt a new legally binding agreement.

The transport sector⁴ currently accounts for nearly 20% of world energy use⁵, of which approximately 40% is used in urban transport alone; 13% of global greenhouse gas (GHG) emissions or 23% of energy-related carbon dioxide (CO₂) emissions. Transport has the highest projected emissions growth rate⁶. Global demand for mobility is growing and the number of vehicles is set to triple to over two billion by 2050. Emissions from transport are on track to increase by 120% by then⁷, with much of this growth taking place in the developing world.

The potential for land transport to play a more prominent role in climate change actions is strengthening. Indeed, the United Nations Environment Program (UNEP) in their flagship report on the gap between the deep cuts in global emissions required "*so as to hold the increase in global temperature below 2 degrees Celsius*" and those that are presently pledged by countries estimates an emission reduction potential for the transport sector (including shipping and aviation) of between 1.7 and 2.5 gigatonne (Gt) per year CO₂ equivalent⁸.

Apart from mitigation actions, there is also a growing awareness of the importance of adaptation to climate change in the transport sector, especially as a large proportion of the world's transport infrastructure can be found along coastal regions and near river beds, making it quite vulnerable to changes in sea or river levels.

¹ IPCC, 2007a.

² <http://www.transport2020.org/publicationitem/3/the-doha-gateway-opening-a-pathway-for-sustainable-transport>

³ <http://www.ncdc.noaa.gov/cmb-faq/globalwarming.html>

⁴ All modes

⁵ <http://www.iea.org/publications/freepublications/publication/name,39940,en.html>

⁶ IEA (2009) Transport, Energy and CO₂: Moving Toward Sustainability; available at

<http://www.iea.org/publications/freepublications/publication/transport2009.pdf>

⁷ http://www.uitp.org/news/pics/pdf/MB_Decarbonisation.pdf

⁸ http://www.unep.org/publications/ebooks/emissionsgap2012/Portals/50143/Emissions_Gap_Presentation_Ch4.pdf



1 COP 19 Outcomes

1.1 An overview of COP 19 in Warsaw⁹

Prior to the conference COP 19 in Warsaw was nicknamed '*the finance COP*'. In reality it was nothing of the sort and its outcomes were considered to be largely procedural rather than substantive. Despite this, the COP still managed to keep countries on the pathway to a new global climate agreement at COP 21 in Paris in 2015, providing 2014 is a year of significant progress.

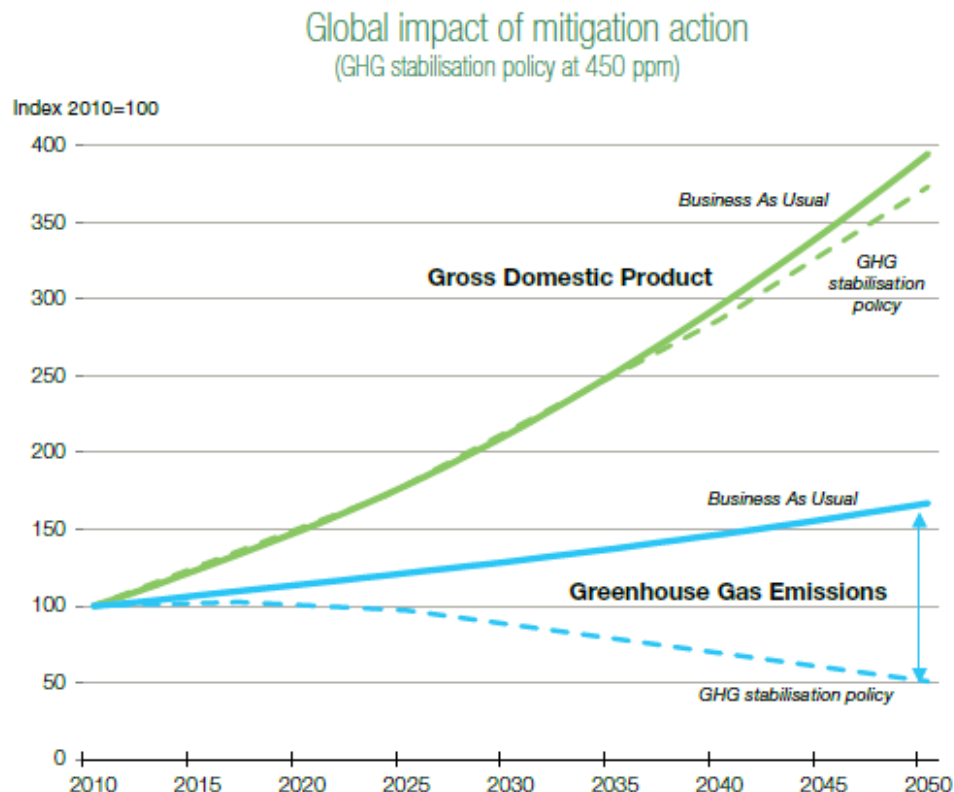


Figure 1: 450 limit scenario: Global emissions and cost of mitigation¹

The 2013 Warsaw Conference of the Parties (COP 19), needed to deliver a clear road map for preparing the negotiations of COP 21 (2015) and the lead up to the new global climate change. The aggregated reduction pledges put forward since Copenhagen still fall well short of the required amounts to ensure no more than a 2 C increase in the future. According to the OECD in their '450 scenario' limiting GHG concentrations to 450ppm (Figure 1) the cost would be roughly 5.5% of global GDP in 2050.

Once again a great divide in expectations between developing and developed countries was clearly apparent. Indeed some countries did nothing to help build a trusting negotiating atmosphere in Warsaw by reneging on their past commitments. The chasm of mistrust further widened with the decision by Australia, Canada and Japan to reduce their emission reduction targets. Japan's new target now allows for an increase in emissions of 3.1 per cent by 2020 compared with 1990 levels instead of a reduction of 25 per cent by 2020 relative to the 1990 levels.

Before Warsaw, Nauru on behalf of the Alliance of Small Island States (AOSIS) submitted a proposal to establish a "Warsaw Workplan" that would identify and evaluate different technological and policy options to abate greenhouse gas emissions, with a view to

⁹ Further information and analysis on COP 19 and its outcomes can be had from Bridging the Gap report Warsaw climate change conference in slow gear.



upscaling. A specific focus was to be laid on options to increase the deployment of renewable energies and increase energy efficiency including the hotly debated topic of the removal of fossil fuel subsidies and addressing international bunker fuels¹⁰. The proposal received positive feedback from many industrialized countries including the United States and the EU and the UNFCCC prepare a technical paper on this¹¹.

The language in the final outcome document¹² from Warsaw provides little, if any, clarity on the architecture for a new global climate change agreement. There was the usual positioning by different country groupings. The developing world continued to call on the developed world to commit to real emission reductions and to follow through on earlier promises for additional funding. Europe and the US seemed to share a common position with Europe talking about a commitment from their largest member states to make deep cuts in their emissions by 2015 and the United States stated that it is committed to a new climate plan by early 2015.

The main decisions and outcomes from COP 19 as listed below are:

- Within the outcome document of the ADP, 'Further advancing the Durban Platform', Parties 'decide' to encourage greater mitigation ambition through voluntary cooperation in areas with high mitigation potential and the participation at city and sub-national levels.
- The Warsaw Mechanism on Loss and Damage means that losses that occur due to extreme weather-related disasters can be considered unrelated to adaptation and can access separate finance accordingly.
- Some progress was made on finance with the replenishment of the Adaptation Fund and the operationalization of the GCF. However developed countries refused to set a quantified interim goal for the ramping up of climate finance. This was moved forward to COP 20 in 2015. Agreement on a results-based finance to halt deforestation was accompanied by some US\$ 280 million of support from Norway, the UK and the US.
- Some progress was made on Measurement, Reporting and Verification (MRV) of national level emissions and the MRV of voluntary Nationally Appropriate Mitigation Actions (NAMAs) undertaken by developing countries.

1.2 Ad Hoc Working Group on the Durban Platform for Enhanced Action (ADP) Outcomes

The ADP sought progress in both its work streams: the first working towards a new 2015 legal agreement, and the second working to increase pre-2020 mitigation ambition via voluntary actions that can be implemented in this period. The COP 19 decision 'Further advancing the Durban Platform' outlines a process for meeting the deadline for a 2015 climate change agreement by COP 21 in Paris in 2015. However the final wording of the COP decision that the world's largest economies set out their 'contributions' rather than commitments, underscores a shift to use weaker language generally. This lack of clarity, process and timelines means significant progress needs to be made by COP 20 in Lima, with this in view Parties have agreed that a draft text should be ready no later than May 2015.

¹⁰ AOSIS 2013. Submission by the Republic of Nauru on behalf of the Alliance of Small Island States (AOSIS) - Information, views and proposal from Parties and observer organizations on actions, initiatives and options to enhance ambition, including through the workplan on enhancing mitigation ambition, and on further activities for its plan of work in 2014 and proposals for a more balanced, focused and formal mode of work indicated in paragraphs 5 and 6 of the ADP conclusions. 1 September 2013. Available online at http://unfccc.int/files/documentation/submissions_from_parties/adp/application/pdf/adp_aosis_workstream_2_20130911.pdf

¹¹ Updated compilation of information on mitigation benefits of actions, initiatives and options to enhance mitigation ambition, FCCC/TP/2013/8, 30 October 2013.

¹² <http://unfccc.int/2860.php#decisions>



1.2.1 Work Stream 1: The new post 2020 agreement

In Durban (2011), the Parties agreed that the post-2020 agreement would take the form of *'a protocol, another legal instrument or an agreed outcome with legal force under the Convention applicable to all Parties'*. A key outcome of Durban was that the post-2020 agreement would not differentiate between developed and developing countries – a major difference compared to the Kyoto Protocol, which sets binding emission targets for the developed and none for the developing countries.

Leading up to Warsaw, there was talk of a hybrid approach, which would allow countries to unilaterally define the content of their mitigation commitments (following international rules) and present them prior to Paris to allow others to assess their *'adequacy and fairness'*.

Within the work stream 1, mandated to develop this new legal agreement, discussions centred on the Parties individual submissions to the next agreement, the timing, what form these actions might take and what information should be included.

A significant outcome reflected in the ADP decision *'Further advancing the Durban Platform'*, is the shift in language from *'commitments'* to *'contributions'*, removing any differentiation between developed and developing countries in terms of emission reductions¹³. This is the outcome of the debate between developed countries, who argued that everyone should contribute; and developing countries, who argued that developed countries should have binding commitments (relating to historic responsibility) and developing countries should be asked to make voluntary actions¹⁴. This discussion led to a cumbersome compromise in the text where Parties are now *'called on to initiate or intensify domestic preparations for their intended determined contributions and to communicate them 'well in advance of Paris''*; in parenthesis *'by the first quarter of 2015 by those Parties ready to do so'* – presumably allowing those that are not ready not to do so.

No formal process to review the Parties contributions was agreed upon, but it calls for a decision in Lima (2014) to give more detail on the information that should be provided and clarity on how to assess the different contributions. Developed countries are being encouraged to provide support to developing countries to help them develop their *'intended contributions'*.¹⁵

1.2.2 Work Stream 2: Raising ambition before 2020 and current level of ambition to tackle climate change

Emission reduction pledges from developed (and developing) countries are nowhere near what is required to keep us to a 2 degree C future; and reduction targets need to be scaled up to close the *'gigatonne gap'*. The gap represents how much countries have pledged to reduce CO₂ emissions and what science demands to avoid catastrophic climate change. So far, the weak mitigation pledges from all the Parties do not bridge this gap and in that respect work stream 2 did not make much progress in Warsaw.

The annual UNEP Emission Gap report is of interest not just because it clearly shows the gap in emission reductions that exists between what is needed and what has been pledged, but it also highlights the contribution that different sectors can make to close the gap. Figure 2 shows UNEP's updated information.

¹³ <http://www.c2es.org/docUploads/c2es-cop-19-summary.pdf>

¹⁴ http://www.boell.org/downloads/Schalatek_COP_19-Warsaw_Outcomes.pdf

¹⁵ <http://www.c2es.org/docUploads/c2es-cop-19-summary.pdf>

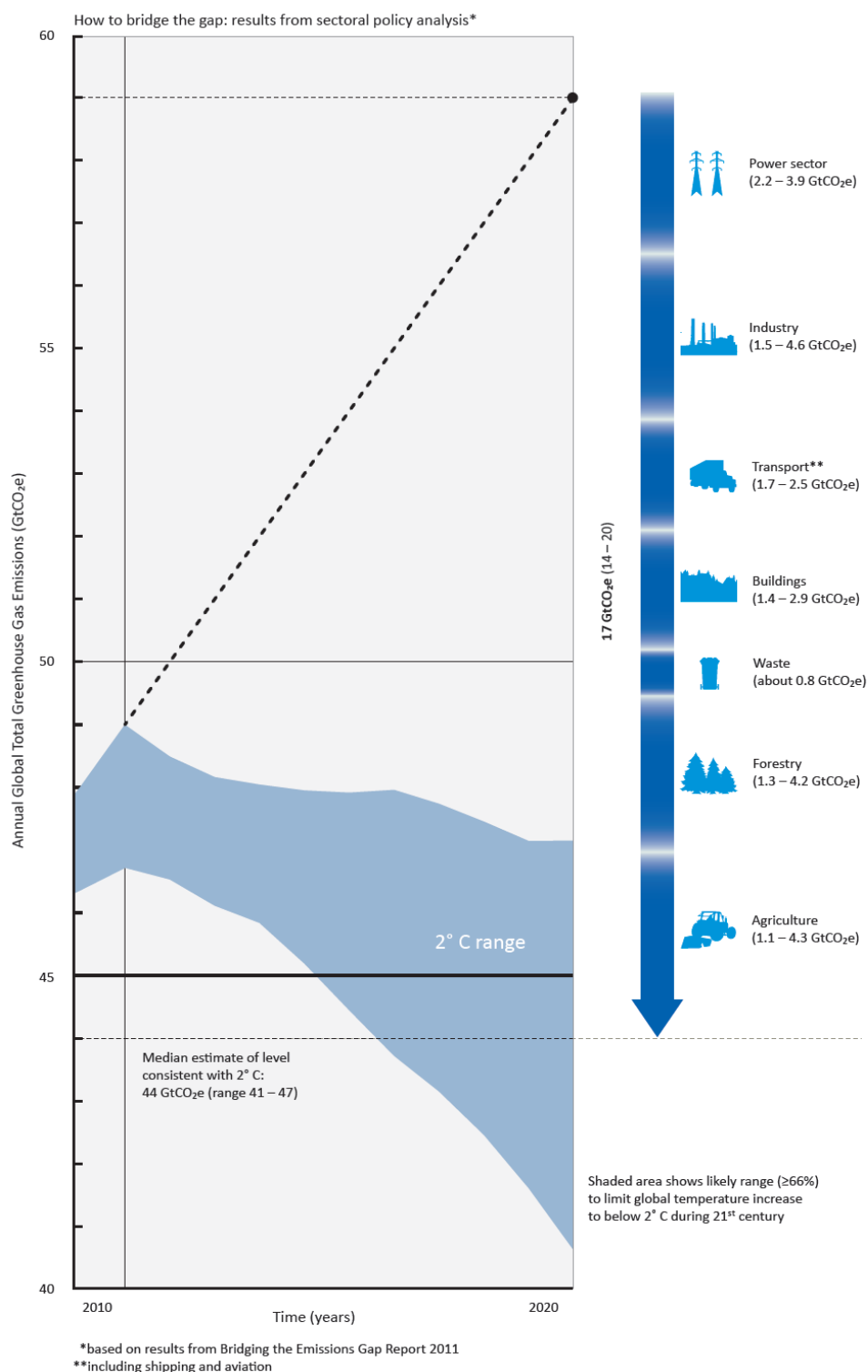


Figure 2: UNEP's Emission gap report showing the potential of transport to reduce global emissions by between 1.7 and 2.5 Gt CO₂e¹⁶

Key Parties - Japan, Australia and New Zealand - all took steps backwards in terms of their emissions targets. Under the 2010 Cancún Agreement, Japan had announced that it would reduce its emissions by 25 per cent by 2020 relative to the 1990 levels. It surprised everyone in Warsaw by saying that it would reduce its emissions by only 3.8 per cent from its 2005 level by 2020, which is actually an increase of 3.1 per cent over

¹⁶ UNEP (2013) Emissions Gap Report 2013; http://www.unep.org/pdf/UNEP_EmissionsGapReport2013.pdf



the 1990 levels. Australia had agreed to reduce its emissions by up to 25 per cent with respect to the 2000 levels by 2020 if countries like India and China pledged mitigation actions. India and China have put forward their pledges, but Australia now wants to reduce its emissions by only 5 per cent¹⁷.

The EU and US also lacked any forward momentum with the EU refusing to revise 2020 emission targets despite actual reductions having already exceeded them¹⁸. The US, unsurprisingly, has decided not to do much and keep its target of reducing emissions between 0 per cent and 3 per cent below the 1990 levels by 2020.

India asked for developed countries to reduce their emissions by 40 per cent below the 1990 levels by 2020 which is highly unlikely to happen.

The ADP decision refers to contributions as 'nationally determined'¹⁹, indicating the apparent consensus between Parties that pledges will be bottom-up only, based on countries' own national circumstances rather than the need for urgent global emissions reductions²⁰. This builds on discussions in previous COPs and is a radical shift compared to the Kyoto Protocol, which adopted a top-down approach in which a globally agreed reduction target was distributed between countries. A bottom-up approach means it is less likely that the deep emission reductions, needed to stay within the 2 degree scenario, will be realised.

In recognition of the current lack of ambition, the ADP decision '*resolves to enhance ambition in the pre-2020 period*'²¹ in a number of ways. Firstly, it 'urges' those Parties that are yet to make emission reduction targets to make them, and specifically 'urges' developed countries to implement their targets 'without delay', and revisit targets with the intention of adjusting them (to increase their ambition). Developed countries are encouraged to increase the support they provide to developing countries to enable them to increase their mitigation ambition.

Within the outcome document, the Parties also 'decide' to encourage greater mitigation ambition through voluntary cooperation in areas with high mitigation potential and the participation at city and subnational levels. This shows recognition of actions already undertaken at this level and the potential for this to feed into national and international levels, through the sharing of experiences and best practices. An opening for transport to be more prominent in Parties mitigation actions can be considered in this respect.

1.3 Progress on mobilising finance

Identifying sources of finance for the GCF was high on the agenda. As part of the Cancun Agreements from COP 16, developed countries committed to mobilising US\$100 billion per year from 2020 to finance the GCF²²; some of which would be dispersed via the GCF. However, presently, the GCF currently consists of only US\$6.9 million donated by ten countries²³. In Warsaw, developing countries expressed concern that the funds originally pledged will not materialise, and called on the developed world to indicate when they would be providing this initial funding²⁴.

As the GCF is not yet fully operational²⁵ and its procedures still unclear, some developed countries said they were reluctant to place funds into the GCF at present. When this

¹⁷ <http://www.iisd.ca/vol12/enb12594e.html>

¹⁸ <https://germanwatch.org/en/download/8629.pdf> (a new EU Energy package was announced early 2014)

¹⁹ http://unfccc.int/files/meetings/warsaw_nov_2013/decisions/application/pdf/cop19_adp.pdf

²⁰ http://www.boell.org/downloads/Schalatek_COP_19-Warsaw_Outcomes.pdf

²¹ http://unfccc.int/files/meetings/warsaw_nov_2013/decisions/application/pdf/cop19_adp.pdf

²² http://unfccc.int/key_steps/cancun_agreements/items/6132.php

²³ <http://www.iisd.ca/vol12/enb12594e.html>

²⁴ <http://www.theclimategroup.org/assets/files/cop-19-warsaw-thoughts-and-expectations4.pdf>

²⁵ the headquarters in Songdo were formally opened on December 4th



becomes more clear, several developed countries did indicate their willingness to pledge funds and the Republic of Korea came forward to pledge US\$40 million to it fund²⁶.

Some progress, however, was made with Parties agreeing on new guidance to the GCF. The guidance is primarily operational, but it also calls for 'ambitious and timely contributions' from developed countries by COP 20 in Lima to enable the GCF to become operational in 2014, i.e. being able to commence the initial resource mobilisation process²⁷. This underlines the expectation that a meaningful level of finance will be coming into the GCF over the next 12 months. The UNFCCC secretariat will be organising workshops covering strategies and approaches for scaling up finance, and a biennial high level ministerial dialogue on finance will begin in 2014 and conclude in 2020, in an attempt to encourage greater financial support.

However it looks as if the UNFCCC process will follow rather than lead international climate finance efforts. US\$27 billion²⁸ was delivered in climate finance by six major multilateral banks last year alone (the World Bank; African Development Bank; Asian Development Bank; the European Bank of Reconstruction and Development, the European Investment Bank and the Inter-American Bank)²⁹. Transport was one of the largest sectors benefitting.

Another positive outcome from COP 19 was the increase in finance for the Kyoto Protocol's Adaptation Fund. This fund was set up to finance adaptation projects and programs in developing countries, and was partially funded by a levy from the Clean Development Mechanism (CDM) projects. With the fall in the price of carbon³⁰ and for other reasons, this had not delivered as much as it had been hoped for. At COP 19 seven European countries pledged US\$72.5 million³¹, resulting in the fund reaching its US\$100 million goal. However, this is still a relatively small amount in terms of adaptation needs. Putting it into perspective, two natural disasters in US in 2012 (Hurricane Sandy and Midwest/Plains drought) cost US\$100 billion³². It should be noted that this would come under the new mechanism of loss and damage rather than from the adaptation fund, as the support was given post events.

The costs of damage caused by natural disasters have increased and the contribution of climate change to these costs is projected to further increase in the future. Curbing this trend will require significant effort in mitigation and adaptation.

The G77+China - a group of over 130 developing countries— had demanded a separate mechanism to compensate for loss and damage arising out of the impacts of climate change. They consider loss and damage to be beyond adaptation and feel that those who have little capacity to adapt are more vulnerable and are likely to bear the majority of the losses. Many developed countries, including the US and Canada, opposed having a separate mechanism preferring that loss and damage be addressed under existing mechanisms like the Adaptation Framework set up under the 2010 Cancún Agreement.

Building on the legal mandate set out at COP 18 to establish institutional arrangements, a text was agreed in Warsaw: the Warsaw Mechanism for Loss and Damage associated with climate change impacts³³. The aim of the new mechanism is to help developing countries to improve their risk reduction and assessment, strengthen adaptation, and enhance capacity building to deal with slow-onset climate change impacts such as sea level rise or extreme events like typhoons, and compensate them.

²⁶ <http://www.iisd.ca/vol12/enb12594e.html>

²⁷ http://unfccc.int/files/meetings/warsaw_nov_2013/decisions/application/pdf/cop19_report_gcf.pdf

²⁸ <http://www.worldbank.org/en/news/feature/2013/11/14/mdb-climate-finance-report>

²⁹ BtG (2014) Transport Readiness for Climate Finance: Available at

<http://www.transport2020.org/publicationitem/3058/report-on-transport-readiness-for-climate-finance-has-been-published>

³⁰ In particular the level of market prices of certified emission reductions (CER)s

³¹ <http://www.iisd.ca/vol12/enb12594e.html>

³² <http://www.usatoday.com/story/weather/2013/01/24/global-disaster-report-sandy-drought/1862201/>

³³ https://unfccc.int/files/meetings/warsaw_nov_2013/decisions/application/pdf/cop19_lossanddamage.pdf



The new Warsaw Mechanism provides another new platform for the sharing of information and expertise. Although it aims to enhance action and technical support, it falls short of what many vulnerable developing countries were looking for³⁴. Financial support was not forthcoming and instead of the 'compensation' mechanism that Parties, such as the Alliance of Small Island States (AOSIS) were after (based on the historical responsibility of developed countries), the mechanism only 'requests' that developed country Parties provide developing countries with financial support, leaving it unclear as to the source of any finance³⁵.

1.3.1 Climate Technology Centre and Network (CTCN) and Technology

Technology transfer is still seen to be of great importance and was mentioned at various times (see AOSIS submission). Within the ADP meetings, the EU suggested using the 2015 agreement to promote technology support. The Like Minded Developing Countries (LMDC) led by Egypt called for a dedicated window for technology transfer in the GCF.

Unfortunately, due to procedural reasons, COP 19 was not able to adopt the modalities and procedures or the draft work programme for the next five years for the Climate Technology Centre and Network (CTCN) that had been agreed in Bonn in September 2013.³⁶ Despite no official agreement on the launch of CTCN and its work program, a side event organised by the UNFCCC Secretariat at COP 19 marked the CTCN's official opening. Developing countries can now submit requests for support through their Nationally Designated Entities (NDEs).

Bridging the Gap published a technology fact sheet in 2013, which also outlines opportunities for transport. This includes technology transfer and the development of technology roadmaps that could be centred on transport technologies.

1.4 Adaptation

Many Parties in COP 19 indicated that regarding adaptation, the 2015 agreement should:

- Reflect the urgency of adaptation to signal to international institutions, donor countries and the private sector the need for partnerships;
- Recognise Parties' on-going adaptation efforts;
- Contain a holistic review component assessing national and global actions and needs; and
- Strengthen the financial mechanism for adaptation.

The Parties examined how to strengthen the current Adaptation Framework and how it should be treated in the 2015 agreement (including a proposed global goal). Many countries recognized the central role of National Adaptation Plans (NAPs), and underlined the global, regional, national and local dimensions of adaptation.

The issues discussed in COP 19 related to adaptation are:

- A lack of funding for adaptation and financing for technology transfer.
- Strengthening the existing institutions addressing adaptation.
- The need for a global goal on adaptation (determined by estimating adaptation needs according to emissions scenarios).
- Strengthening the 'link between adaptation and sustainable development' and the link between adaptation and mitigation.
- Having a COP decision to highlight the importance of NAPs to the broader adaptation and development communities and improve the guidelines for their preparation.
- Engagement with the Adaptation Committee and other relevant bodies.

³⁴ <http://www.c2es.org/docUploads/c2es-cop-19-summary.pdf>

³⁵ <http://www.theclimategroup.org/assets/files/POST-COP19-v4.pdf>

³⁶ <http://www.huffingtonpost.com/ben-jervey/cop-19-warsaw-wrapup-when-b-4367857.html>



The decisions related to adaptation are as follows:

- implementation of its three-year work plan (three work streams: technical support and guidance to Parties on adaptation action, on means of implementation, and awareness-raising as well as outreach and sharing of information;
- encouraging the Committee to continue supporting NAPs;
- planning for adaptation should be based on nationally-identified priorities;
- preparing technical guidelines for the NAP process and the establishment of the NAP global support programme for the LDCs;
- encouraging the LDC Expert Group (LEG) to continue providing technical guidance to the Least Developed Countries (LDCs) on the NAP process;
- encouraging developed country parties, UN organizations, specialized agencies and others to enhance financial and technical support to the NAP process;
- encouraging UN organisations, specialized agencies and others to consider establishing or enhancing support programmes for the NAP process;

There is a growing body of evidence on this issue with respect to transport. The European Environment Agency has recently published a technical paper entitled 'Support to transport and environmental assessments – Adaptation to Climate Change in the Transport Sector (ETC/CCA Technical Paper 03/2013)'. This paper identifies national relevant actions, key barriers and policy challenges. This study concludes that current uncertainty about future changes in the climate and the scale of the transport sector hampers the technical consensus on 'reasonable boundaries'. General problems include knowledge gaps, the need for action at national level and limited guidance and regional support.

2 How COP 19 decisions connect with land transport

COP 19 took important decisions on long-time finance, loss and damage, protecting forests (REDD+), MRV and a number of additional technical issues. Though there is no direct decision related to land transport as the negotiations are not sector specific apart for forestry, many of the issues or decisions are related and either could have an impact on transport, or transport will affect the effectiveness of the action, measure or policy.

Key areas of opportunity for land transport and where Bridging the Gap and SLoCaT could focus attention include:

- The ADP, especially Work Stream two (on mitigation ambition) and the opportunities for subnational governments and cities;
- NAMA developments;
- Low emission development strategies (LEDS), and MRV-Systems; and
- Forging stronger partnership with other constituencies such as Women and Youth.

2.1 ADP Work Stream 2

The ADP held a series of workshops throughout 2013 with a focus on low emission development opportunities and mitigation and adaptation opportunities. This included the plenary workshop session at COP 19 on 'pre-2020 ambition: urbanisation and the role of governments in facilitating climate action in cities', providing an opportunity for sharing experiences of climate change action and policies within the areas of transport and buildings (in urban locations)³⁷. Cornie Huizenga, co-convenor of SLoCaT was able to bring the message of sustainable, low carbon transport to this session. This was possibly the first time that transport has had a dedicated plenary presentation to set out its contribution to climate change in this process outside of side events and the Transport Day.

³⁷http://unfccc.int/meetings/warsaw_nov_2013/workshop/7875.php



Key messages of this workshop were³⁸:

- City level action is a significant opportunity in terms of addressing climate change with 50.5% of the world's population living in urban areas in 2010 and this set to rise to 70% by 2050.
- The UNEP Emissions Gap Report 2013 highlights the high potential for the transport and building sectors within urban areas in terms of climate change mitigation action. A focus on these areas can boost international and national mitigation ambition / action.
- National governments need to provide the long term regulatory frameworks and financing mechanisms to enable sub-national governments to implement mitigation and adaptation policies and actions on a local scale.
- There are many opportunities for scaling up action already underway through the use of complementary policies and actions at all levels of government. These opportunities should be identified by Parties and addressed.
- Constraints on resources need to be addressed, for example increasing institutional capacity, raising awareness amongst decision makers and putting in place financial programmes to assist with the implementation by local governments of climate change action.
- There is an opportunity to develop new infrastructure that is both sustainable and resilient to climate change and the demands of a growing global urban population, promoting social inclusions and poverty reduction in urban areas.
- Cities are already taking a leading role in addressing climate change in many countries as national governments work closely with regional and local governments to tap into the potential of cities in terms of climate change action.
- The importance of engaging with the private sector with regards to complementing financial support provided by the Parties.
- The importance of engaging with civil society and promoting the importance of addressing climate change. Many international cooperative initiatives such as C40, ICLEI, the International Partnership for Energy Efficiency Cooperation, World Green Buildings Council, and SLoCaT are already publicising sustainable policies in the transport and buildings sectors with climate change benefits.

ADP discussions, especially in work stream 2, showed a growing recognition that implementing climate change policies will take place at local, that is to say, city and sub national levels, rather than national level. Warsaw saw the first COP '*Cities and Sub-national Dialogue*' which took place on 'Cities Day'. The event was organised by ICLEI, C40 and EURO CITIES to share experience and knowledge from projects already taking place at the city level, with the aim of gaining national and international support³⁹. The key message here was the potential for a bottom up approach whereby a platform for continuous dialogue between all levels from local/sub-national to national to international (UNFCCC Parties) facilitates the tackling of climate change by local governments. Transport Day and Cities Day could be aligned in Lima and the outcomes shared.

BtG and SLoCaT can benefit from the growing willingness of the ADP to consider external inputs to the ADP discussions. In its conclusions (FCCC/ADP/2013/L.4), the ADP invites parties and admitted observer organizations to submit information on opportunities for actions with high mitigation potential, including their mitigation benefits, costs, co-benefits and barriers to their implementation, and strategies to overcome those barriers, including finance, technology and capacity-building support for mitigation action in developing countries. The same ADP decision also requests the Secretariat to, inter alia:

³⁸http://unfccc.int/files/meetings/warsaw_nov_2013/application/pdf/adp2.3_ws2_workshop_on_cities_take_home_messages_gafoor.pdf

³⁹http://www.huffingtonpost.com/ben-jervey/cop-19-warsaw-wrapup-when_b_4367857.html



- Organise in-session workshops;
- Enhance the visibility on the UNFCCC website of quantified economy-wide emission reduction targets, quantified emission limitation and reduction commitments and nationally appropriate mitigation actions, as well as of actions with high mitigation potential, including actions of public and private entities with adaptation and sustainable development co-benefits;
- Organise technical expert meetings in 2014 to share policies, practices and technologies and address the necessary finance, technology and capacity-building, with a special focus on actions with high mitigation potential with the participation of parties, civil society, the private sector and cities and other subnational authorities;
- Prepare regular updates on actions with high mitigation potential; and convene a forum to share experiences and best practices of cities and subnational authorities in relation to adaptation and mitigation.

All of these relate directly to the objectives of BtG and SLoCaT with respect to climate change and the UNFCCC process.

2.2 Progress on NAMAs and transport NAMAs

NAMAs are an important tool used within the UNFCCC framework to support mitigation action in developing countries. They have the advantage over other instruments such as CDM in that they are more flexible and a variety of activities/projects can be implemented over a range of timescales.

NAMAs can comprise of comprehensive programs and thus have the potential to be a key transformational tool within both climate change action and sustainable development. Some examples of levers to help make activities transformational are shown in Figure 3.

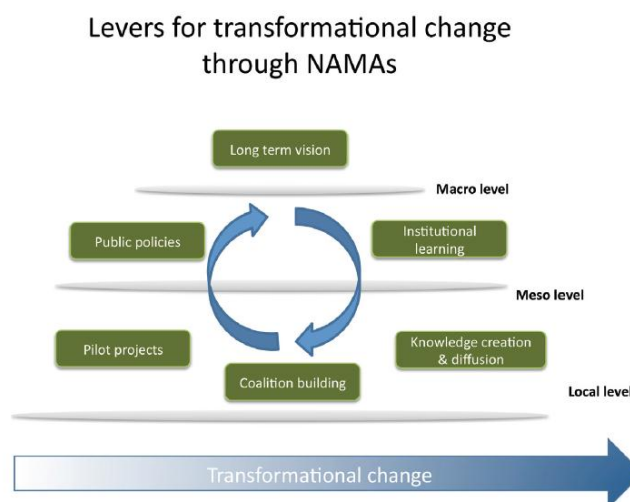


Figure 3: Types of transformational activities (Annual Status Report on NAMAs 2013)

The Annual Status Report on NAMAs 2013 shows that transport continues to make up 19% of all NAMAs, the second highest sector behind energy (which has 36%) and with the increasing amount of financial and technological support this should encourage the submission of more NAMAs.

As recognised in the UNEP Emissions Gap Report 2013⁴⁰, which focuses on 2020 emissions, the transport sector has a high potential to contribute to emissions reductions. These can be delivered via a combination of technology based efforts to decrease CO₂ emissions per vehicle kilometre for passenger cars and freight, behavioural changes such

⁴⁰ http://www.unep.org/pdf/UNEP_EmissionsGapReport2013.pdf



as modal shift and reducing transport demand⁴¹. Modelling by the International Council for Clean Transport (ICCT) estimates that this could contribute annual emission reductions of 5.8 Gt CO₂e in 2030^{42, 43}.

GIZ, a Bridging the Gap partner, chose Warsaw to launch their Transport NAMA database. This interactive web-based portal is embedded in the Ecofys NAMA Database and several other websites. (<http://www.nama-database.org>). It is currently in the early stages of development and information is continually being added and updated. Progress specific to transport NAMAs can be consulted via the database which was designed to enable countries to share and learn from information and experiences of others about how mitigation action can be undertaken the NAMA framework. Figure 4 gives examples of different aspects that could be considered for transport NAMAs.

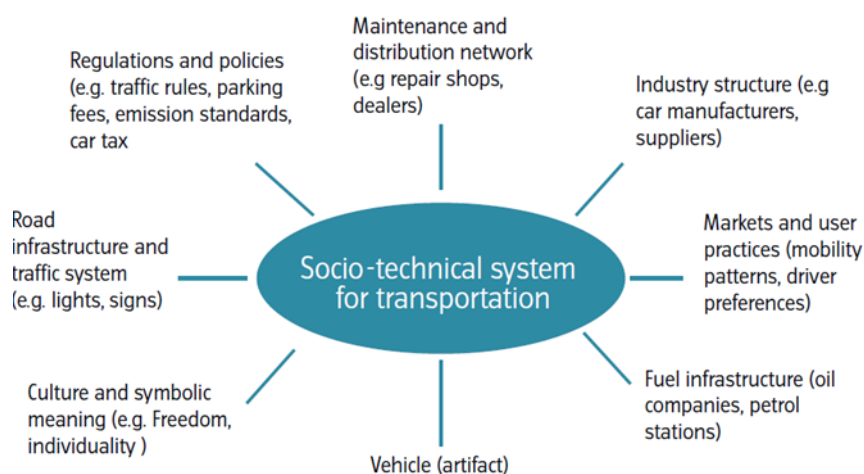


Figure 4: Examples of elements that define a socio-technical system for transport (Source: Annual Status Report on NAMAs 2013).

NAMAs can help to realize the emission reduction ambition of the 2015 agreement, in terms of the contribution of sector-wide reductions. To achieve this, NAMAs should be considered as sector-wide (transformational) with the potential to transform carbon emission in a whole economic sector such as transport, moving on from project based activities and combine policy and financial instruments thereby reducing the barriers to implementing low carbon strategies.

At COP 19 in Warsaw, the first NAMA support projects⁴⁴ funded through the NAMA facility were announced. The NAMA facility, a jointly established funding source from the German and UK governments of approximately €70 million (with another €50 million to be committed), confirmed the submission of 47 NAMA support projects following the first call for submissions between July and September 2013. From these, five have been pre-selected for funding including two transport NAMAs⁴⁵:

- Colombian Transport Oriented Development NAMA⁴⁶; and
- Indonesian Sustainable Urban Transport Program (SUTRI NAMA).

⁴¹ UNEP (2013) Emissions Gap Report 2013; http://www.unep.org/pdf/UNEP_EmissionsGapReport2013.pdf

⁴² ICCT (2012) Global transportation climate and energy roadmap; Available at <http://www.theicct.org/sites/default/files/publications/ICCT%20Roadmap%20Energy%20Report.pdf>

⁴³ More at <http://www.transport2020.org/newsitem/2162/official-side-event-in-cop-19-download-presentations-here>

⁴⁴ A NAMA support project is one that forms one part of a broader NAMA.

⁴⁵ http://unfccc.int/files/focus/mitigation/application/pdf/german-uk-embassies-in_mexico.pdf

⁴⁶ <http://ccap.org/colombia-transit-oriented-development-nama-selected-for-funding/>



The fact that two of the four of the pre-selected NAMAs are from transport shows recognition for action in the transport sector to address climate change, and also the potential for funding following the requirements set out in the facility.

There has also been the development of guidance on MRV (measuring, reporting and verification) of transport NAMAs as highlighted in the workshop on 'Roadmaps of MRV of Transport NAMAs', organised by the TRANSfer project in the framework of the International Climate Initiative on behalf of the German Federal Ministry of Environment (BMUB). This event launched the MRV specific work under the TRANSfer project including the establishment of a core group of MRV experts. By clarifying the process of MRV of transport NAMAs this should encourage developing countries to submit more NAMAs⁴⁷.

The NAMA Partnership also aims to provide best practice information and knowledge to assist developing countries with the preparation and implementation of their NAMAs.

2.3 LEDS and MRV-Systems

LEDS and MRV-Systems are the new pillars on which ambitious national mitigation architecture in developing countries rests. With regard to Low Carbon (or Emission) Development Strategies (LCDSs or LEDSS) the Cancun Agreement encourages developing countries to "develop low-carbon development strategies or plans in the context of sustainable development" to support sustainable economic growth, social development and environmental protection with low-carbon emissions⁴⁸.

There were several side events on LEDs in COP 19 including: (a) 'Advancing Climate Resilient Low Emission Development Through Innovative Peer Learning Platforms' which focused on raising awareness of collaborative activities and peer learning on climate resilient low emission development; (b) 'Addressing barriers to LEDS and NAMA implementation' which presented findings of a recently conducted study and highlighted the approaches used to address the barriers; (c) The 'Exchange of Knowledge and Experience for the Implementation of Low Carbon Strategies' discussed opportunities and challenges for implementing low carbon strategies in Poland and other EU Member States at the level of regions, cities and municipalities as well as business; (d) UNEP presented an event on 'Working towards low emissions climate resilient development' and its efforts in supporting developing countries on moving their economies towards low emissions climate resilient development pathways through technical and analytical support, including identifying and preparing NAMAs⁴⁹.

In some of the LEDS land transport has been addressed. For example, in the USAID funded program where EMBARQ/WRI is promoting the integration of sustainable transport. As LEDS develop, the particular focus on bottom-up approaches and the involvement of the corporate/private sector could provide opportunities for land transport to feature more strongly in their development.

Another positive outcome from COP 19 was the progress made in MRV (measuring/monitoring, reporting and verification), with the Parties finalising the MRV framework adopted in Copenhagen and Cancún. Parties have now agreed on a clear and transparent framework for verifying emissions reductions in developed and developing countries. This will help to assess pre-2020 emission reductions and those that will be incorporated into a 2015 climate agreement⁵⁰.

⁴⁷ <http://transportandclimatechange.org/wp-content/uploads/2013/04/NAMAs-and-MRV-in-the-Transport-Sector-by-Mr.-Stefan-Bakker.pdf>

⁴⁸ Annual Status Report on NAMAs 2013 (Mitigation Momentum, 2013); http://mitigationpartnership.net/sites/default/files/rgbpdf_-_mitigation_momentum_anual_status_report_2013.pdf

⁴⁹ More at: http://www.kape.gov.pl/new/docs/20131113/Workshop%20programme_Low%20Carbon%20Workshop%20-%20Warsaw%202013.pdf; <http://www.mitigationpartnership.net/mitigation-side-events-and-workshops-alongside-unfccc-cop-19>; and <http://www.unepiso.org/Newsbase/2013/11/UNEP-and-URC-host-events-at-COP-19>

⁵⁰ <http://www.wri.org/blog/4-issues-watch-cop-19-wraps>



One specific decision to come out of the COP was the adoption of the guidelines for MRV of domestically supported NAMAs by developed countries⁵¹. These guidelines are to be taken up voluntarily, building on MRV systems already in place within each country. By having this process in place, it will be easier for developing countries to measure the emissions reductions of the NAMAs and enable these reductions to be included in international emissions reduction targets.

The International Partnership on Mitigation and MRV is also working to make progress on MRV⁵² and provides a good platform for the exchange of experiences and the building of trust that feeds into the work on pre and post 2020 mitigation ambition by the ADP. The partnership met at the COP and highlighted the need for clarity within the mitigation pledges of all countries in relation to the work of the ADP (a 2015 agreement and pre 2020 ambition)⁵³.

The Partnership aims to support the practical exchange of information related to mitigation related activities⁵⁴ and a new MRV tool providing assistance on how to set up national MRV systems, the MRV of NAMAs and MRV support⁵⁵.

Indeed this topic was widely covered at the Transport Day with a suite of presentations given (<http://www.slocat.net/transportday2013/program-presentations>). There is increased clarity on the MRV requirements for NAMAs. This will be crucial for supported (and credited) NAMAs. Discussions at the Transport Day and several side events strongly support harmonising approaches to MRV that would ultimately lead to a standard which would allow efforts to be comparable by using the same metrics and can assess the efficacy of the measures more precisely.

The IPCC guidelines for National Inventories under the UNFCCC provides a tiered approach and countries can choose the level and detail according to their national circumstances. In transport it is also extremely important to map the causal chain – looking at the intended effects, out of boundary, short and long term, as well as any unintended effects of a measure or policy. This can have a large impact on the results of any project and ensure that the desired reductions of emissions are truly occurring. Both German International Cooperation (GIZ) and World Resource Institute (WRI) are actively developing tools to help Parties address this. These are appropriate for UNFCCC processes as well as other mitigation efforts outside the UNFCCC. GIZ established an expert group to facilitate MRV for Transport NAMAs, developing a blue print or road map for MRV of NAMAs.

One of the key conclusions from the Transport Day was that collecting consistent and standardised transport data and creating a MRV culture in transport would be crucial for tackling transport emissions. Performance indicators and targets would deliver more in the short and medium term rather than only focussing on delivering CO₂ emissions in absolute terms and the pilot projects and continual 'reality checks' will also be instrumental in testing new MRV methodologies – encouraging learning by doing.

2.4 Other opportunities for transport in new areas within the UNFCCC

There are a growing number of partnerships and platforms that can be useful to build stronger connections and promote low carbon sustainable transport. For example the action 'Momentum for Change'

(unfccc.int/secretariat/momentum_for_change/items/6214.php), documents climate actions that demonstrate positive results through innovative financing. An example is a project by women and the urban poor who launched a new initiative focusing on

⁵¹ http://unfccc.int/files/meetings/warsaw_nov_2013/decisions/application/pdf/cop19_domestic_mrv.pdf

⁵² <http://www.mitigationpartnership.net/>

⁵³ <http://www.mitigationpartnership.net/12th-meeting-international-partnership-mitigation-and-mrv-warsaw-november-2013-0>

⁵⁴ <http://www.mitigationpartnership.net/about-partnership>

⁵⁵ <http://mitigationpartnership.net/mrv-tool-how-set-national-mrv-systems>



contributions by the information and technology sector to curb emissions and increase adaptation capacity.

Building on the success in Doha where gender managed to get onto the agenda, progress on improving gender balance was made at COP 19. A number of areas were addressed, specifically those below as identified by the Women's Environment and Development Organisation (WEDO)⁵⁶: (a) Gender balance in the UNFCCC process; (b) Capacity building on gender sensitive policies and implementation; and (c) Gender-sensitive policy.

It should also be noted that WEDO was part of one of the opening plenary panels at Transport Day, where the importance of sustainable, low carbon transport to women was highlighted. Interest was also expressed by WEDO to work more closely with the sustainable transport community.

Transport Day also welcomed the interest from several delegates that represented youth – a YOUNGO representative was invited on the closing panel, several delegates in the audience and a school group (11-12 year olds) interviewed a wide number of the participants as part of a project on a vision of sustainable transport.



3 Sustainable development and climate change

3.1 Climate Change and the wider sustainable development agenda

Addressing climate change will be crucial to attain a global sustainable future; as its negative impacts can set back decades of human and economic development. Climatic changes affect economies and livelihoods through slow-onset effects, such as sea level rise and increasing temperatures, as well as by extreme weather events, such as sudden floods and droughts. It also represents one of the biggest threats to food security in the 21st century and has the potential to increase levels of poverty, a priority in the sustainable development agenda.

Climate change has especially been recognised as important since the World Summit on Sustainable Development in 2002. More recently the United Nations Conference on Sustainable Development held in 2012 (Rio+20) renewed the international community's commitment to dealing with climate change alongside poverty. The conference specifically highlighted the need for better integration of climate change into public and private investments, decision-making and planning of humanitarian, post-recovery, and development actions.

Since then there has been a slow convergence of the two agendas. It would seem obvious that the wide reaching effects of climate change should be integrated into solutions for poverty reduction, gender equality, and disaster risk reduction to ensure resilience and sustainable development. Climate change mitigation and adaptation actions (including those outside of the UNFCCC processes) are being increasingly incorporated into national and sub-national development processes.

⁵⁶ WEDO (2013). COP19 Gender Workshop: Summary of Gender Submissions from Parties and Observers. Key Challenges and Needs.



Addressing climate change is now seen as being critical to achieving sustainable development. Recognising this connection, the UN Secretary-General is now committed to action that both advances sustainable development and tackles climate change.

UN Secretary General Ban Ki-moon has made sustainable development one of five priorities⁵⁷ that make up his five-year action agenda (2012-2017). Within this, he intends to address climate change⁵⁸, which he refers to as '*the single greatest threat to sustainable development*'⁵⁹. This has been confirmed by his decision to host a high level world summit on climate change entitled 'Catalysing Climate Action' in September 2014. He has made sustainable transport one of six priorities⁶⁰ of his action agenda, with an initial focus on addressing congestion, pollution and poverty reduction.

Sustainable transport was referenced in the Rio+20 outcome document, 'The future we want', as one of the 26 cross cutting thematic areas. The outcome document noted "transportation and mobility are central to sustainable development".

Over the past five years, sustainable transport has entered more firmly into the action agendas of the United Nations. In Rio, some 17 voluntary commitments were made on transport, one of the highest numbers from any sector and SLoCaT was helpful in achieving a Joint Statement to make a voluntary commitment of US\$175 billion for more sustainable transport over 10 years by the world's 8 largest multilateral development banks.⁶¹ This was a milestone in increasing the visibility of sustainable transport in both the sustainable development and climate change debates. The 2012 Rio+20 Voluntary Commitments were followed by 6 additional commitments in 2013, which mostly focused on measuring sustainable transport.

3.2 Efforts to develop the new Sustainable Development Goals

The Sustainable Development Goals (SDGs) will replace the Millennium Development Goals (MDGs) upon their expiration in 2015. The new legally binding climate change agreement needs to be agreed in the same year, and the ADP is working to develop this post-2015 agreement.

At Rio+20 no detail was given on the goals but it was stated '*that the SDGs should be limited in number, aspirational and easy to communicate. The goals should address in a balanced way all three dimensions of sustainable development and be coherent with and integrated into the UN development agenda beyond 2015*'. There is no decision about the topics of the SDGs but there is strong consensus on the importance of some goals relative to the existing MDGs – such as education, health, gender and poverty⁶².

A key difference between the MDGs and the SDGs is that the latter should have targets and a set of indicators that will help to show progress. The SDGs and how they will be measured will therefore help shape the Post-2015 Development Agenda. There has been a robust process to gather input from all UN agencies, governments, business and industry, NGOs and civil society.

A 30-member Open Working Group (OWG) of the General Assembly is tasked with preparing a proposal on the SDGs. The SDGs should help stimulate 'focused and coherent action on sustainable development', building on the experience of the Millennium Development Goals. The next step in their development is a series of meetings on topics for the OWG; a set of issues papers by UN Agencies, including one on transport, the preparation of which was coordinated by UNEP, have been put together to cover the different outcomes and topics as background to this process:

⁵⁷ The other priorities on the Secretary General's five year action agenda are: prevention; building a safer and more secure world; supporting nations in transition; and working with and for women and young people.

⁵⁸ http://www.un.org/sg/priorities/sustainable_development.shtml

⁵⁹ <http://www.unric.org/en/latest-un-buzz/28783-un-secretary-general-climate-change-biggest-threat-to-sustainable-development->

⁶⁰ Together with energy, water, food and nutrition, oceans and Antarctica.

⁶¹ <http://www.slocat.net/rio20-VC>

⁶² ODI A rough Guide o emerging consensus and divergence in post-2015 goal areas.



<http://sustainabledevelopment.un.org/index.php?menu=1678>). SLoCaT and Bridging the Gap have been active in providing input to the issues paper on transport.

SLoCaT advocates 'Provide Sustainable Transport' as a Sustainable Development Goal. The SLoCaT community in relation to the key dimensions of sustainable transport: access, safety and environment is putting five targets forward.

- *Urban access*: Secure universal access by sustainable transport for urban populations by 2030.
- *Rural access*: Secure universal access by sustainable transport for rural populations by 2030.
- *Road safety*: Halve the burden of global road traffic crashes by 2030 compared to 2010.
- *Air Pollution and Human Health*: Halve years lost due to premature death and years lived with disability from transport-related air pollution by 2030 compared to 2010.
- *Greenhouse Gas Emissions*: Realise at least 1.6 to 2.5 Gt CO₂e reduction by 2020.

A draft SLoCaT Results Framework on Sustainable Transport was published early in 2014 with support from Department for International Development (DFID), GIZ and UN HABITAT. Further content based reports are in preparation such as one on the links between transport and poverty. SLoCaT also helped to develop the 'Friends of Sustainable Transport' group among Missions to the UN. This is led by the Dutch, Kenyan and Thai Ambassadors to the UN. SLoCaT is also associated with the UK Friends of Sustainable Transport, the initiative for which is being taken forward by the FIA Foundation and TRL.

3.3 Land transport as part of sustainable development

Transport and mobility are essential to sustainable development, contributing to economic growth and improving accessibility. Sustainable, low carbon transport achieves these goals while limiting the environmental footprint of mobility. Transport brings significant non-transport benefits (part of the co-benefits of sustainable transport) and it can help improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas⁶³.

A key method of achieving this is the Avoid-Shift-Improve (ASI) approach. It is agreed that there is a need to expand transport infrastructure and services, especially in developing countries. This should be done, however in a manner that avoids the need for motorized transport, especially by private or commercial vehicles (i.e by reducing demand) and that shifts the movement of goods and people to the most efficient mode. This is usually to public or non-motorised transport for passengers and rail or water transport for freight and by improving the environmental footprint of transport (via better fuels, new engine technologies and improving traffic management). The ASI approach requires effort in all three areas for it to be successful but it also ensures progress within the three sustainability pillars of economic, social and environmental⁶⁴.

There are also non-environmental benefits of the approach, which tie in with other areas of interest within sustainable development. By moving the focus from private to public and non-motorised transport, access is improved for low income and more vulnerable groups such as women and children, as well as those with mobility impairments. Congestion can be reduced and road safety improved. These in turn translate into economic savings and help to ensure that transport is affordable for all. In the long-term, sustainable transport also brings economic and social benefits such as improved health,

⁶³ http://www.un.org/ga/search/view_doc.asp?symbol=A/RES/66/288&Lang=E

⁶⁴ <http://sustainabledevelopment.un.org/content/documents/403brief13.pdf>



from improved air quality, and creation of sustainable, decent jobs, from increased investment in infrastructure, better spatial planning and system organisation⁶⁵.

4 Review of Bridging the Gap and SLoCaT activities

Both BtG and SLoCaT have been actively following both the climate change and sustainable development agendas since their inception (2008 and 2009). Both organisations work closely together but presently retain their separate identities (structure, process, website, funding etc). All partners of BtG are active members of SLoCaT.

Actions have focussed on four main areas:

1. Increasing the awareness and understanding of the benefits of sustainable transport as part of a fossil fuel dominated sector, highlighting the benefits and contribution it can make in both the climate and sustainable development arenas;
2. Building consensus and support from a wide number of interested parties internationally. This includes experts and professionals working on sustainable transport but also with development and major international agencies, funding and financing institutions, and professional associations;
3. Increasing the evidence base for sustainable transport as part of a sustainable future and a green global economy;
4. Successful outreach and partnerships building to maximise limited resources and visibility.

Bridging the Gap and SLoCaT are now recognised as being the voice of sustainable transport and being the point of contact and multiplying agent for the sector (sustainable land transport).

Both BtG and SLoCaT were active and visible during COP 19, representing the sustainable transport community's presence in UNFCCC and to increase awareness by Parties, negotiators and stakeholders of the critical role land transport can play in addressing climate change. BtG and SLoCaT have increased their visibility over a number of years – and now a surprising number of people recognise the names and connect them to land transport.

4.1 Warsaw Statement on Low Carbon Transport and Sustainable Development

The Warsaw Statement on Low Carbon Transport and Sustainable Development (<http://www.slocat.net/transportday2013/warsaw-declaration>) is the main outcome of Transport Day (TD) 2013. It was unanimously adopted by more than 110 organizations and 400 individuals at TD 2013 and was handed over to the UNFCCC Executive Secretary Cristiana Figueres on 20 November at her office in the COP 19 official venue in Warsaw.

The Warsaw statement will continue to be promoted in the period until September 2014 and the UN Climate Summit. Major events will be used to promote it such as the Transport Research Board (TRB) conference (January 2014), UN Open Working Group Open Working Group Meeting (New York, January 2014), and others following up with all SLoCaT and Bridging the Gap partners. Eventually it will be brought to COP 20 (Lima, December 2014).

⁶⁵ <http://sustainabledevelopment.un.org/content/documents/403brief13.pdf>



4.2 Transport Day 2013

The Transport Day 2013 (TD 2013, www.transportday.org) brought together more than 200 international transport and climate change experts, Parties, representatives of multilateral development banks, NGOs and civil society organizations to discuss and debate sustainable low carbon land transport within the context of climate change. It was supported by some 13 international organisations.

Secretary General Ban Ki-moon send a special message, which was read in the opening session by Nikhil Seth, Director of the Division for Sustainable Development, Department of Economic and Social Affairs (UN DESA) which referred to the need to change the way in which cities are planned and how goods and people are transported. He praised the efforts of BtG and SLoCaT and commented that their efforts at the Rio+20 conference had resulted in sustainable transport now being an important part of the discussion on the post 2015 development framework. He also called on the participants of Transport Day to provide inputs to the Climate Summit that the Secretary General will be organizing in September 2014. A personal video was sent by Dr Rajendra Pachauri, chairperson of the IPCC. The day was organised in plenary and breakout sessions and the presentations can be downloaded at: www.slocat.net/transportday2013/program-presentations

The following recommendations were presented from the discussions held at Transport Day:

Mitigation potential of transport:

- A need for strengthening links between mobility models and economic, demographic, equity models to demonstrate the clear mitigation potentials of the transport sector.
- Stronger outreach and cooperation in data sharing as well as impact assessments of mitigation measures to increase the credibility of mitigation potentials.
- Developing evaluations of sustainable development impacts of sustainable low carbon transport; to support for example the UNEP Gap Analysis on mitigation potential of transport sector; and link mitigation potential to MRV/NAMA development, (adding rigorous sustainability analysis to national and local low carbon action/development plans).

Policy making on sustainable low carbon transport in the developing world

- To use regulation to improve energy efficiency of transport better and to consider reducing fossil fuel subsidies with more appropriate policies for pricing energies.
- Support technology and use information and technology policies.
- To pay more attention to how transport shapes urban size and form (linking land use and transport planning better).
- To prioritise green freight and think from micro organization to macro-policies for freight transport.

Transformational change (Mitigation, NAMAs and Adaptation)

- Improve stakeholder involvement and engagement.
- Increase capacity building, involving decision makers, disseminating best practices lessons or knowhow.
- More multi-sectoral approaches.
- Develop robust, but simple, MRV, with improved data quality and scale-up (measurement) etc. especially important for ensuring effective transport NAMAs.
- Monetize co-benefits.



- Integrate adaptation into transport and gain access to adaptation funds for transport.

Finance for sustainable low carbon transport

- Capture more public money.
- Engage better with long term private (institutional) investors.
- Match financing with needs.
- Develop cost effective instruments and comprehensive integrated financial strategies to promote and mainstream sustainable transport.

4.3 Official side event and stand

BtG had a stand to distribute information and make contacts during the first week of COP and joined with ITDP and SLoCaT for an official side event on the potential of low carbon transport to deliver equitable sustainable development benefits. The panel included speakers from the Inter-American Development Bank, the IEA, the OECD, UC Davis (California), ICCT and UNDESA.



The joint side event and stand at COP 19

The annual BtG stand at COP now acts as a magnet for those interested in sustainable transport, and SLoCaT members were also welcome to use it as a base. The stand allows for the engagement with Parties and other COP delegates about low carbon transport and is now a key part of BtG's outreach efforts. More information at: www.transport2020.org

During COP19, SLoCaT and BtG distributed 2500 scarfs among the COP participants to promote Transport Day and the Warsaw Statement. The scarfs were well appreciated by the delegates and helped to increase visibility, allowing us to convey the sustainable transport message very directly and effectively to Parties, international delegates, non-governmental organizations (NGOs) and the UNFCCC. This action also helped to attract a lot of people to pass by the stand, and resulting in a significant increase in the number of contacts and email addresses for the further promotion of sustainable transport.

A short promotional bicycle ride was organised on 16 November in cooperation with the City of Warsaw and the European Cyclists' Federation (ECF) to support and promote Transport Day 2013. About 100 local cyclists and COP delegates joined the event.



5 Advancing a low carbon transport agenda internationally

5.1 Proposed areas of emphasis for the sustainable transport community 2013 – 2014 via SLoCaT and BtG activities

In its engagement with the international sustainable development process the sustainable transport community should prioritise:

- the positive message and **increasing evidence** of the medium and long term **economic benefits** of sustainable, low carbon transport infrastructure and services⁶⁶;
- develop compelling evidence-based arguments and demonstrate the transformation aspect of sustainable transport in urban (city-based) and rural development;
- Link sustainable transport with poverty reduction and improved quality of life for all – building the social pillar of sustainable transport
- Work on results based frameworks for measuring reporting and verifying the direct and indirect economic, social and environmental benefits of sustainable transport.

While progress in raising awareness of sustainable transport systems has been achieved largely by visionary cities, international and national NGOs, multi-lateral development banks (MDBs) and UN organisations; a more institutionalised approach now needs to be put in place. This may also be linked to the policies and financial frameworks that will facilitate implementation of ASI programmes and measures⁶⁷. Institutional actors should be encouraged to work together rather than in parallel. The involvement of governments is also considered to be key, particularly at sub national levels such as city and local authorities and the convening powers of SLoCaT and BtG with the sustainable transport communities and other partners can help to engender and leverage this.

As well as the global framework being worked on for the post 2020 climate change international agreement, mitigation and adaptation actions are being increasingly incorporated into national and sub-national development processes. Indeed a clear convergence of development plans and climate change actions can be observed. There is also wider acceptance and a better understanding that climate change has wide reaching effects and should therefore be integrated into solutions for poverty reduction, gender equality, and disaster risk reduction to ensure resilience and sustainable development. This creates several opportunities for sustainable transport systems and networks to be developed. Building sustainable cities, including the need to make transport sustainable, is identified as one of the 19 focus areas to be considered when drawing up sustainable development goals.

Information on the future risks of climate change for transport could be improved with joint and collaborative research projects that focus on climate change, extreme weather events and a better understanding of the links between climate and land transport. Europe and Asia could be seen to be taking some leadership on this, but more is required.

In general, data on transport overall is also lacking and especially data on the climate-related and more detail on the co-benefits of sustainable transport. There has been some progress in trying to address this and there are now approved methodologies for calculating the impact and mitigation potential, as well as a growing body of research on the topic. Many of the SLoCaT members are part of this work (UC Davis, IEA MOMO model, UNECE – FORFITS model, ICCT roadmap and TEEMP) and several presentations were made at TD 2013.

⁶⁶ http://www.slocat.net/sites/default/files/u10/jean_francois_gagne_cop19_transportday.pdf and <http://www.transport2020.org/newsitem/2162/official-side-event-in-cop-19-download-presentations-here>

⁶⁷ <http://sustainabledevelopment.un.org/content/documents/403brief13.pdf>



Financing of sustainable, low carbon transport is also a priority area. As previously mentioned there is a lot of activity on this outside the UNFCCC process. It is recognised that climate change financing can only play a limited role in facilitating or catalysing sustainable, low carbon transport projects but that this small but important stimulus can be used to generate wider action from Parties such as including sustainable transport in their development and climate change plans and strategies. However, mainstreaming sustainable, low carbon transport policies as part of NAMAs may depend on such catalyzing financial support.

There is also a need to determine and better understand the structure of financial support for the implementation of transport NAMAs via the UNFCCC processes and associated mechanisms⁶⁸.

The MDB \$175 billion Voluntary Commitment from Rio +20 for more sustainable transport infrastructure and services can be an important source of funding that should also be followed by this sector to ensure that there is transparency and coherence in implementing sustainable, low carbon transport in developing countries.

5.2 Priority actions on Climate Change related to the Sustainable Development Process

Global policy on sustainable, low carbon transport will be influenced by the outcome of the discussions on the post 2015 development agenda, especially the Sustainable Development Goals and their associated targets. To promote the integration of climate change in the post 2015 development framework BtG and SLoCaT can focus on following:

5.2.1 Ensuring the inclusion of Sustainable Transport in the SDGs

SLoCaT will continue to promote the integration of sustainable transport in the post 2015 goal framework. This would further the development and promotion of its results framework on sustainable transport. Climate change is one of five targets which is being promoted in this context:

Proposed Climate Change Target: Realise at least 1.6 to 2.5 GtCO₂e reductions by 2020.

Process Indicators (2030 compared to 2010)

- GHG emissions from the global vehicle fleet, in 2030 for all new vehicles compared to 2010 and by 2050 for the complete global fleet compared to 2010 (desired achievement both sub-indicators: 50%).
- Transport sector fossil fuel consumption/unit GDP by 2030 (desired achievement: 60% reduction).
- Black carbon emissions from transport by 2030 (desired achievement: 60% reduction).
- Public transport ridership, walking and cycling trips doubled globally by 2030 compared to 2010 (100% increase).

Implementation measures:

- Adopt fuel economy policies in all countries by 2020 with increase in new fleet fuel economy of 50% by 2030 compared to 2010.
- Reduce empty freight land transport distance travelled by 50% compared to 2010.
- Phase-out all motor vehicle fossil fuel subsidies by 2020 and institute motor

⁶⁸ <http://www.transport2020.org/publicationitem/3058/report-on-transport-readiness-for-climate-finance-has-been-published>; <http://www.sutp.org/en-dn-tp>; and <http://www.transport2020.org/publicationitem/18/factsheet-transport-namas>



vehicle fuel taxes in 90% of countries by 2030.

- Price transport so that travellers perceive the full social costs of their travel (on average), and implement other travel demand control measures in all cities with a population of 1M or more.
- Develop integrated and affordable public transport systems in all cities of over 1M people.
- Develop national transport programs for sustainable transport, build related institutional capacity, and foster sound transport pricing and demand management coordinated with land use are adopted by 30 countries by 2020 and by 90 countries by 2030.
- Adopt Transit Oriented Development Standards to manage development within market area of high capacity public transportation in all cities over 1 M by 2030.

Enabling measures:

- Monitor travel activity by mode, trip and user type, person including time and cost attributes to support policy making in all cities and countries.
- Develop transport specific climate change adaptation action plans at city and national level or ensure that transport is well integrated in economy wide climate change action plans.
- Remove barriers to introduction and dissemination of new low carbon technologies for vehicles with aim of lowering costs to users.

5.2.2 The UN Secretary General's Climate 'Solutions' Summit 2014

United Nations Secretary-General Ban Ki-moon has announced that he will host a climate summit of world leaders to be held in New York in September 2014. This will be a 'solutions' summit, complementing the UNFCCC negotiations, intended to mobilize action and ambition on climate change. It aims to (a) raise political will to achieve an agreement by 2015 and (b) catalyze action by governments, business, finance, industry, and civil society in areas for new commitments. It is hoped that these will be substantial, scalable and replicable contributions that will help the world shift toward a low-carbon economy. By doing this in ample time prior to COP 21 in 2015, the Secretary-General intends to build a solid foundation on which to anchor successful negotiations and sustained progress on the road to reducing emissions and strengthening adaptation strategies.

Discussions have started between SLoCaT and the Summit organizers on how transport can best contribute to the Summit. Successful examples of low carbon transport and related policy actions could be showcased among the business community, industries and city governments as well as encourage civil society to be aware and more active towards low carbon land transport. Organizing a high level event with UN-DESA on the day immediately preceding the Summit is currently being considered. SLoCaT is developing a special campaign TRANSPORT DELIVERS, which would include a number of new global commitments on sustainable, low carbon transport including a large capacity building initiative.

5.3 Priority actions related to the UNFCCC process

The UNFCCC process is in a stage where there are possibilities to influence process in favour of sustainable, low carbon transport. The transport community needs to lay out a clear strategy with targets and outputs for the coming years, especially until 2015 when



the new agreement should be forged. This should go hand in hand with developing a critical mass of expertise and capacity among the SLoCaT and BtG members.

There is also a need to seek deeper coordination, cooperation and integration specific bodies and persons in UNFCCC process. Changing attitudes and positions among country groupings offer opportunities to have more country/Party engagement on sustainable, low carbon transport and the UNFCCC. A strategy for a strong presence in Paris (2015) should also be considered.

An important role for SLoCaT and Bridging the Gap will be to develop an appropriate platform whereby the SLoCaT members can engage with the wider climate change community.

5.3.1 Mitigation

To promote the integration of land transport into the UNFCCC process (ADP work stream 2), SLoCaT and BtG will focus much of its attention on demonstrating the mitigation potential of the land transport sector. This is especially relevant considering the growing willingness in ADP to consider inputs from non-Parties.

The Avoid-Shift-Improve approach continues to be a useful framework to combine behavioural change with technological improvements. SLoCaT is part of an ITDP led effort which is modelling the emission reduction potential and impacts on other sustainable development indicators associated with the ASI approach as well as the Rio+20 Voluntary Commitments. This will help to shape SLoCaT's contribution to the mitigation assessment discussion.

There is significant potential for land transport in climate change mitigation. The UNEP Emission Gap Report 2013 suggests that recent developments in the transport sector could lead to possible increases in the potential emission reductions for 2020 (modest) and 2030 (potentially substantial)⁶⁹. Measures include implementation of vehicle efficiency policies, modal shift and activity reduction which could not only lead to a decrease in GHG emissions of 5.8 Gt CO₂e in 2030 compared to a business as usual scenario, but also contribute to sustainable development within cities⁷⁰. SLoCaT is in discussion with the authors of the annual UNEP emission gap report how SLoCaT and its members can contribute best to regular updates of the transport part of the Emission Gap reports.

A key opening for land transport lies within local, primarily city level actions. COP 19 agreed to advance the engagement of local governments in the global climate regime. This will involve cities and subnational authorities exchanging experiences and best practices of identifying and implementing climate change mitigation and adaptation opportunities. A specific forum as part of the UN Bonn Climate Conference in June 2014 will also be held⁷¹. SLoCaT and BtG will be able to contribute to this, possibly in coordination with ICLEI, which has an established role in this.

5.3.2 NAMAs

Transport NAMAs are presently a promising area and several SLoCaT members are in leadership positions in this field. SLoCaT and BtG will continue to promote transport NAMAs and in this context:

- i) Support and build on the TRANSfer/ BtG NAMA database.
- ii) Communicate progress on transport and transport related NAMAs.
- iii) Update reports (for example the BtG NAMA fact sheet and 5 NAMA case studies).

⁶⁹ UNEP (2013) Emissions Report 2013; Available at http://www.unep.org/pdf/UNEP_EmissionsGapReport2013.pdf

⁷⁰ ICCT (2012) Global Transportation Energy and Climate Road Map; Available at <http://www.theicct.org/sites/default/files/publications/ICCT%20Roadmap%20Energy%20Report.pdf>

⁷¹ <http://www.iclei.org/climate-roadmap/pressroom/news/news-details/article/warsaw-lays-down-the-path-for-engaging-local-and-subnational-governments-in-paris-2015-outcomes.html>



- iv) Pursue regional NAMA hubs to promote a stronger engagement by countries in the south in development and implementation of transport NAMAs

5.3.3 MRV

Several of the BtG and SLoCaT members are working on MRV. This activity is closely linked to a wider action to improve the quality and frequency of transport data available world-wide. A specific channel for this could be the MRV working group within the International NAMA Partnership. BtG partner GIZ is a member of this working group.

The TRANSfer project, led by GIZ, is expected to continue develop a core-group of MRV experts who will be making suggestions on practical MRV approaches.

The proposed regional transport NAMA hubs can help ensure that the actual on-the-ground experience in developing and implementing transport NAMAs is reflected in MRV approaches. Such regional hubs can promote knowledge and experience sharing; develop common approaches on MRV; identify lessons learned, and give feedback into the UNFCCC process as well as generate interest from international supporters to support the implementation of transport NAMAs.

5.3.4 Transport Days 2014- 2015 and continued presence at COP meetings

For 2014 -2015, there is expected to be an annual Transport Day, co-organised by BtG and SLoCaT on the Sunday in between the two negotiating weeks in the annual COP meetings.

The objectives of Transport Day are presently: (1) To demonstrate the contribution that transport can make to mitigation and adaptation, specifically in the context of sustainable development; (2) To promote the integration of transport in policy making on climate change mitigation and adaptation under the UNFCCC; and (3) To ensure that modalities for financing, capacity building, and technology transfer under the UNFCCC are appropriate for the transport sector.

In addition to Transport Day 2014 in Lima it will be important to start the planning soon for Transport Day 2015 in Paris.

In addition continued presence at the UNFCCC Climate Change meetings, it is desirable to better ensure that BtG and SLoCaT are informed on how the negotiations develop on a new climate change agreement as well as on new developments on NAMAs, MRV and Climate Financing..

5.4 Participation of the sustainable transport community in relevant international events in 2014 - 2016

5.4.1 Climate related events

a) The UN Secretary General's Climate 'Solutions' Summit 2014

See earlier description of this event.

b) COP 20 in Lima, Peru

As in COP 19 (Warsaw, 2013), BtG and SLoCaT can have strong presence and visibility in COP 20 (Lima, December 2014). Joint SLoCaT/BtG actions can be:

- A stand (booth)
- An Official Side Event
- A Transport Day



There will also be opportunities to work jointly with SLoCaT and others such as ICLEI and the non-traditional partners and communities that may be prioritised in the working programmes of both initiatives for 2014.

c) Paris 2015 Climate Agreement

Significantly more work over the coming two years is needed if a strong international climate treaty is to be signed at COP 21 in Paris in 2015. The transport community must have a strong voice and presence in Paris. UIC has already indicated that it might be able to host Transport Day 2015, which is the last of three Transport Day events to be organized by BtG and SLoCaT.

5.4.2 Non-climate events of interest

a) Open Working Group on SDGs

The OWG meets in January 2014 to discuss sustainable transport. It is expected however that the OWG will continue its deliberations until September 2015 when the UN General Assembly will meet to approve the final SDGs. It will be necessary for BtG and SLoCaT to continue their outreach to the OWG if they want to be successful at integrating sustainable transport into the post 2015 development framework and especially a climate change related target.

b) World Urban Forum 7

The 7th Session of the World Urban Forum (WUF 7) will be held in Medellin, Columbia, 5-11 April 2014. The main theme is "Urban Equity in Development - Cities for life". This provides some obvious linkages with low carbon transport especially non-motorised transport (NMT) and public transport oriented city development, mixed land use development, as well as increases in equity and the quality of life associated with liveable cities.

WUF 7 will have high level dialogue on the following six sub-themes:

- i. Equity in Urban Development Law
- ii. Urban Planning and Design for Social Cohesion
- iii. Basic Services: Local Businesses for Equitable Cities
- iv. Innovative Financing Instruments for Local Authorities
- v. Raising Standards of Urban Resilience
- vi. A Safe City as a Just and Equitable City

Various SLoCaT and BtG partners have plans to take part in WUF 7 and have submitted proposals for different types of events. Discussions are on-going at present regarding organization of a special one day official side event on sustainable transport and just cities. Climate change, including adaptation, can be part of such an agenda.

c) CODATU Conference

The next CODATU conference is entitled *Climate change, air quality and energy challenges: the role of urban transport policies and countermeasures in developing countries and emerging economies* and it will take place in Istanbul March 2015. The call for papers is now open and SLoCaT and BtG have good opportunities to promote the climate change advantages of sustainable transport at this international transport event.

d) HABITAT III (2016)

Habitat III is the 3rd UN Conference on Housing and Sustainable Urban Development due to take place in 2016. It will be one of the first global conferences after the Post 2015



Development Agenda; will provide opportunity to discuss new pathways in response to the challenges of urbanization and the opportunities for the implementation of the sustainable development goals.

Key elements to consider at Habitat III for creating sustainable growth are: national urban policy; laws, institutions and systems of governance; and the urban economy. 'Investment in urban basic services' is one of the operational factors to maximize the advantages of the urbanization process. Investment in urban basic services mentioned among others higher resilience, climate change mitigation and adaptation, pro-poor policies.

National Habitat Committees (NHCc) have been established in many countries to collaborate with UN-HABITAT in several major areas; of which transport fall into the following two:

- Improved economic and social efficiency of the city, **better mobility plans**, better water and sanitation services, better drainage and energy provision;
- National urban policy, including population growth forecasts, **transportation** and energy corridors, intermediate cities, market towns and small settlements and the promotion and formulation of a Global Housing Strategy

UN-HABITAT is an active partner and supporter of SLoCaT and it is expected that more complete information and opportunities on how best to actively participate in this event will be shared early in order to be able to plan joint activities.

5.5 Forge New Partnerships, expand themes and include new programmes

To be effective in raising low carbon transport in the context of the global discussions on sustainable development and climate change it is key to have strong partnerships, both within the transport community and with wider stakeholders.

There are a range of possible partnerships that can be invested in over the next few years that would help ensure that the common objective of mainstreaming low carbon transport is achieved. These concern both established players such as the OECD, the International Transport Forum (ITF) and new and non-traditional partners such as women and youth.

Additional efforts may be focussed around specific themes and a few are outlined below:

- **Fossil fuel subsidy reform**

According to the OECD removing fossil subsidies world-wide would reduce global GHG emissions by more than 6%⁷² in 2050 compared to a 'Business as usual scenario' and countries undertaking such reforms would also benefit from other co-benefits and improved economic efficiency. Analysis by the Overseas Development Institute (ODI) and the International Institute for Sustainable Development (IISD) shows that these subsidies in 42 countries world-wide amounted to US\$ 630m in 2012 alone. If a wider interpretation was applied that included preferential taxes and other incentives, some 172 countries are included and IMF numbers show in that case a total of around US\$1.9 trillion. The research shows that actually only 8 per cent of these subsidies benefit 20 per cent of the poor.

- **Fuel economy**

There are a number of initiatives that are working on improving fuel economy. This includes the Global Fuel Economy Initiative (GFEI), which is coordinated by the FIA foundation. Improving fuel economy is a key part of the *Improve* component of the Avoid-Shift-Improve Approach.

⁷² OECD source Brochure on Climate Change actions



- **Partnership on Clean Fuels and Vehicles**

This partnership coordinated by UNEP was instrumental in the phase out of leaded gasoline and is now focusing on the introduction of low sulphur gasoline and diesel. In addition it also has activities focusing on reducing black carbon, which has proven to be an important contributor to global warming. .

- **Road safety and Decade of Road Safety**

Road safety is high on the political agenda and the decade of road safety has helped to generate actions. Improving road safety is one of the most likely actions that will be associated with the vision of a sustainable future and is linked to the development of the SDGs. SLoCaT has highlighted this topic as a key component of the transport related SDG.

- **Global Environment Facility (GEF-6)**

Many stakeholders lack the knowledge and tools necessary to make low-carbon investment decisions. The 'GEF-6 Climate Change Mitigation Strategy' encourages and assists countries to seek synergistic opportunities to address global environmental concerns. It encompasses opportunities that combine technologies, systems, financial and organizational mechanisms, policies, and best practices that help countries move towards innovative, rapid, and transformational change in addressing climate change.

The GEF-6 Climate Mitigation Strategy has the following three objectives:

- a) Promote innovation, technology transfer, and supportive policies and strategies;
- b) Demonstrate mitigation options with systemic impacts; and
- c) Foster enabling conditions to mainstream mitigation concerns into sustainable development strategies.

Given the rapid increase of GHG emissions from the transport sector, sustainable transport in developing countries urgently requires the timely development, demonstration, and financing of low-carbon systems and supportive policies. Options considered for GEF support include:

- fuel and road pricing;
- policies and strategies to improve fleet fuel efficiency;
- support for alternative fuels and advanced engine technology pilots;
- demonstrations of smart transport grids; and
- ICT applications for travel demand management.

The GEF-6 Climate Change Mitigation Strategy introduces a new program (Program 3: Promote integrated low-carbon urban systems) to address low carbon development needs at the city level. This program builds on transport and urban investments supported in GEF-5. Cities have responsibility in managing sectors with significant GHG emissions, including transportation, electricity, waste management, and have an innovative and practical role at the local level to address the global challenges.

Examples of projects eligible for support under Program 3 include:

- Land use management, planning, and zoning, including the integration of land use planning with transport planning and transit-oriented development, for sustainable cities to reduce energy demand, enhance climate resilience, and improve living standards.
- Innovative policies and mechanisms for freight and logistics services with the engagement of the private sector.
- Support for urban sustainable transport infrastructure and systems to reduce the demand for car travel through catalytic approaches, including road and parking policies and pricing, zoning and street/urban design codes, and congestion charging, that are particularly relevant for urban, low carbon development.



- Support for sustainable freight and logistics services to address the supply chain, including development of logistics platforms, reverse logistics, and low-emission zones.

Many of these areas are highly relevant for mainstreaming low carbon transport.

6 Conclusions and recommendations – an approach that adds up

There is a new landscape of opportunities for low carbon sustainable transport. Warsaw was the midpoint of the period between Durban and Paris (COPS 17 and 21) and 2014 will also be a defining year for the development of the sustainable development goals. This presents a suite of opportunities for sustainable transport to be recognized and supported by both processes. It has also been demonstrated that joining forces and partnerships deliver more than any one organization is able to do.

Building on the progress made over the past two years and the strengths of both initiatives, the following recommendations cover areas that present the highest potential for action that could be undertaken by both BtG, SLoCaT and other ad-hoc partnerships (created from either) that may be in a good position to further the case for sustainable transport as part of the international sustainable development agenda and/or the climate change process. In addition it is recommended that effort to build alliances with non-traditional groups such as women and youth is made as well as developing links with complementary themes such as those working more deeply on road safety, health, poverty alleviation etc.

The ultimate goal is not to let this moment pass without concerted effort to ensure that sustainable transport is better positioned to deliver the 'future we want' and the low carbon transformational change in transport that is required to keep to a 2 degree C (or less) mean global temperature rise.

6.1 Recommendations for climate related actions

The lack of progress in Warsaw underscored the distance still to be covered on major issues: namely the legal character of the new agreement and the different obligations between developed and developed countries. Transport still does not feature prominently in UNFCCC discussions. Yet, it is clear that for a new global agreement on climate change to be effective it will need to be able to encourage action in all sectors, including transport, that can help to realize the 2 degree scenario. There is a growing awareness that transport is one of those sectors. To help ensure transport's engagement BtG and SLoCaT will:

- i) Increase outreach to Parties and to the negotiating groups to build interest, capacity and awareness especially in respect to the mitigation potential of low carbon transport.
- ii) Forger stronger links with ADP work stream 2 and subnational groups such as cities
- iii) Promote and communicate on transport NAMA development, and other tools or experience from SLoCaT and BtG members working on climate change and land transport.
- iv) Stimulate more attention to the needs for financial support for sustainable transport from climate and carbon funds.
- v) Increase the understanding of climate resilient road and rail infrastructure in respect to adapting to new climatic patterns.



6.2 Recommendations for sustainable development related actions

In comparison to the international climate change process, progress in the international sustainable development agenda and the Sustainable Development Goals seems to be more robust and on track. There has been a greater willingness in this process to consider and discuss sectorial issues, including sustainable transport. The recent (January 2014) Open Working Group meeting demonstrated this. To ensure transport inclusion in the post-2015 development framework BtG and SLoCaT will:

- i) Increase outreach to the UN, other international bodies, national governments and negotiating groups to continue to build interest, capacity and awareness of low carbon, sustainable transport in the development of the SDGs.
- ii) Promote the new SLoCaT Transport Delivers campaign widely.
- iii) Communicate and use the reports commissioned by SLoCaT on a Results framework and poverty reduction widely.






















If we aspire to a more sustainable, inclusive and prosperous future, transport in its present form will need to be addressed from the sustainable development as well as the climate change perspective. A Business as Usual approach will impact our present economies and lifestyles in a negative manner and ambitious, transformational change is required. SLoCaT and Bridging the Gap are well positioned to do this and can help transport to be part of a green revolution rather than evolution.



7 Annexes








7.1 List of decisions from COP 19 (with links)

COP 19











-  Further advancing the Durban Platform**
-  Warsaw International Mechanism for Loss and Damage associated with climate change impacts
-  Report of the Green Climate Fund to the Conference of the Parties and guidance to the Green Climate Fund
-  Arrangements between the Conference of the Parties and the Green Climate Fund
-  Work programme on long-term finance
-  Report of the Global Environment Facility to the Conference of the Parties and guidance to the Global Environment Facility
-  Report of the Standing Committee on Finance to the Conference of the Parties
-  Fifth review of the financial mechanism
-  Work programme on results-based finance to progress the full implementation of the activities referred to in decision 1/CP.16, paragraph 70
-  Coordination of support for the implementation of activities in relation to mitigation actions in the forest sector by developing countries, including institutional arrangements
-  Modalities for national forest monitoring systems
-  The timing and the frequency of presentations of the summary of information on how all the safeguards referred to in decision 1/CP.16, appendix I, are being addressed and respected
-  Guidelines and procedures for the technical assessment of submissions from Parties on proposed forest reference emission levels and/or forest reference levels
-  Modalities for measuring, reporting and verifying
-  Addressing the drivers of deforestation and forest degradation
-  Work of the Adaptation Committee
-  Nairobi Work Programme on impacts, vulnerability and adaptation to climate change
-  National adaptation plans
-  Work of the Consultative Group of Experts on National Communications from Parties not included in Annex I to the Convention
-  Composition, modalities and procedures of the team of technical experts under international consultation and analysis
-  General guidelines for domestic measurement, reporting and verification of domestically supported nationally



appropriate mitigation actions by developing country Parties **

-  Sixth national communications from Parties included in Annex I to the Convention
-  Work programme on the revision of the guidelines for the review of biennial reports and national communications, including national inventory reviews, for developed country Parties
-  Revision of the UNFCCC reporting guidelines on annual inventories for Parties included in Annex I to the Convention
-  Modalities and procedures of the Climate Technology Centre and Network and its Advisory Board
-  Budget performance for the biennium 2012–2013
-  Programme budget for the biennium 2014–2015
-  Dates and venues of future sessions

CMP 9

-  Report of the Adaptation Fund Board
-  Second review of the Adaptation Fund
-  Guidance relating to the clean development mechanism
-  Review of the modalities and procedures for the clean development mechanism
-  Guidance on the implementation of Article 6 of the Kyoto Protocol
-  Guidance for reporting information on activities under Article 3, paragraphs 3 and 4, of the Kyoto Protocol
-  Modalities for expediting the establishment of eligibility for Parties included in Annex I to the Convention with commitments for the second commitment period whose eligibility has not yet been established
-  Compliance Committee
-  Supplementary information incorporated in sixth national communications submitted in accordance with Article 7, paragraph 2, of the Kyoto Protocol
-  Programme budget for the biennium 2014–2015