



27<sup>th</sup> September 2016

## **Climate Chance**

Nantes, France

26-28th September 2016

## **Forum Mobility and Transport (CODATU-PPMC)**

### **Statement by the Paris Process for Mobility and Climate (PPMC)**

#### 1. Introduction

This statement is made on behalf of the participants in the Paris Process on Mobility and Climate (PPMC). These responses are based on the PPMC's experiences working to support the LPAA (now Global Climate Action Agenda (GCAA)) and the developing implementation of other global sustainable development processes such as the 2030 Sustainable Development Agenda (including the SDG's) and Habitat III's New Urban Agenda.

#### 2. Main messages

##### **I - The innovative LPAA process was an integral part of the COP 21 success.**

The LPAA process generated strong enthusiasm among involved entities and was a strong encouraging success on two fronts:

1. the sectoral approach proved to be a smart way to unleash bolder, more operational ideas than through "all-sectors-included" thinking
2. dynamic initiatives emerged, with certain robust commitments and a clear determination to move forward.

##### **II - Build on progress at COP22 with raised ambition.**

To do this there should be two objectives:

1. **Consolidate the “Initiatives movement”** through a proper, stable governance geared at helping existing Initiatives deliver more (in particular in connection with NDCs), adding more Initiatives (existing ones cannot claim to cover the entire necessary field of action), and ensuring an effective and well coordinated reporting process to measure and encourage real progress
2. **Expand the 2015 Global Climate Action Agenda** to encompass shared sectoral macro-visions of phased actions towards meeting the Paris agreement objectives, and foster their implementation. The contributions of the existing initiatives will be leveraged for this purpose. In order to start action before 2020 through a wider mobilization of non-state actors, including the development of a series of quick wins that can help realize pre-2020 mitigation ambition make governments feel comfortable with a new round of more ambitious NDCs in 2018 global transformation roadmaps to 2050<sup>+</sup> must rapidly gain support and facilitate collaborative, innovative, structured action.

The Transport Sector needs to show that we are working on both points.

### **III - Strengthen coordination of sectoral Initiatives through Sectoral Action Agenda Facilitation Platforms (SAAFP).**

The notion of SAAFP stems from our experience with the PPMC Transport Platform.

#### **1. Mandate**

To act with legitimacy and efficiency, SAAFPs should have multi-year facilitation mandates that enable them to develop capacity that goes beyond the individual COP Presidencies. We propose that SAAFP mandates be provided by the High Level Champions.

#### **2. Interaction with State actors**

We acknowledge that the LPAA (now the GCAA) is and will remain essentially a non-State actor process. Yet it is important to find effective ways for the SAAFPs to interact with state actors on issues relating to transport de-carbonization e.g. NDCs.

### **IV – Overall objectives**

We believe there are three main objectives for the transport sector sectoral action:

#### **1. Deliver on Paris Agreement**

The primary objective is to ensure that the transport sector collectively delivers its contribution to the Paris Agreement. The PPMC is supporting and coordinating 18 specific action initiatives on the transport sector (see Annex I) and working to support and expand the initiatives.

## **2. Building consensus**

The transport should embark on constructive dialogues with sectoral national and international governmental bodies, sectoral business coalitions, cities and NGOs to build a broad common consensus on how the transport sector needs to deliver on the Paris Agreement.

PPMC has created an informal coordination mechanism that after COP 21 greatly facilitated exchanges with the relevant international Transport organizations. This concept proved satisfactory for all; it could be expanded and structured, with great benefits. UN representatives from relevant agencies could be part of the dialogs with SAAFPs. It is suggested in this context that the SAAFPs could also develop a structural cooperation with expert groups (incl. TEMs), on progress stocktaking and organizing high-level events.

## **3. Support ambitious Nationally Determined Contribution**

Through enhanced dialogue with States, leveraging the experience from action initiatives the transport sector needs to discuss with States increased ambition of transport in NDC's and facilitate delivery of national action on transport.

## **V – Transport sector short-term deliverables**

The transport sector is currently drafting a list of Quick Wins to encourage short term action to kick start the transformation of the transport sector in the period 2016 – 2020, which have substantial sustainable development and climate change benefits, have been tested at scale, are replicable across regions, contribute to long term transformation, and are cost effective with positive economic returns:

### ***Policy/Pricing Solutions***

- *Accelerate global phase-out of fossil fuel subsidies*
- *Introduce carbon pricing for transport sector*
- *Introduce congestion/road charging in major global cities*

### ***Technical/Regulatory Solutions***

- *Tighten fuel economy standards for passenger and freight vehicles*
- *Accelerate deployment of tighter fuel quality standards to reduce black carbon emissions (SLCPs)*
- *Modernise ageing rail fleets and traction systems to increase efficiency*
- *Ramp up charging infrastructure to expand electric vehicle fleets*

### ***Operational/Capacity Solutions***

- *Expand city transport official training programs to build local capacity among global cities*
- *Establish open Sustainable Urban Mobility Planning processes in large and medium-sized global cities*

- *Implement eco driving programs*
- *Maximise travel on 3-star or better roads and modes for all road users*

#### **Transport Modes – Passenger Transport**

- *Integrate public/non-motorized modes and fare systems for seamless mobility*
- *(Re)allocate roadspace for walking/cycling/transit*
- *Promote increase of bus based public transport (e.g. high-quality, including BRT, bus systems)*

#### **Transport Modes – Freight Transport**

- *Reduce empty load running by freight trucks*
- *Develop sustainable freight recognition schemes to reward proactive carriers and shippers*
- *Promote zero-emissions urban (last-mile) freight delivery*
- *Invest in rural road construction/maintenance to reduce global food loss/waste*

#### **Transport Modes – Aviation/Maritime Transport**

- *Continuous climb and descent operations for aviation*
- *Slow steaming to reduce fuel consumption in maritime transport*

### **VI – Open invitation**

The transport sector will be judged on what we deliver, to do that we need to work together, the PPMC is on open platform to work together in concert to improve delivery. **All transport actors committed to enhanced action to tackle climate change are invited to join us.**

**END**

Patrick Oliva (Michelin) and Cornie Huizenga (SLoCaT) on behalf of the Paris Process on Mobility and Climate

#### **Contact:**

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#### **About the PPMC**

PPMC was created in 2015 to enable the co-organization of the LPAA Transport focus. It represents a public/private consortium of more than 150 actors in the field of transport/mobility. It proved successful in bringing the Transport Initiatives together. Since COP21, it has been effective in providing further coordination (e.g. on reporting by the Transport Initiatives). In preparation for Marrakesh, and in close cooperation with the French Presidency, this “facilitation platform” coordinates the 18 Transport Initiatives.

## **Annex I**

### **The 18 current PPMC Transport Initiatives (August 2016)**

1. Global Green Freight Action Plan
2. Navigating a Changing Climate
3. Shipping : part of the climate solution
4. UIC Low Carbon Sustainable Rail Transport Challenge
5. UITP Declaration on Climate Change Leadership
6. Voluntary Cycling Commitment
7. Low Carbon Road and Road Transport Initiative (LC2RTI)
8. ITS for Climate
9. ICAO/ATAG Climate Action in Aviation
10. Airport Carbon Accreditation
11. MobiliseYourCity
12. Urban Electric Mobility Initiative
13. Vehicle Fuel Efficiency Accelerator
14. International Zero-Emission Vehicle Alliance (ZEV Alliance)
15. C40 Clean Bus Declaration
16. Paris Declaration on Electro-Mobility and Climate Change
17. Worldwide Taxis4SmartCities Initiative
18. Call for the electric vehicle at a cost bellow 7000 €