



Partnership on Sustainable, Low Carbon Transport (SLoCaT) Submission on:

**Opportunities to enhance engagement of non-Party stakeholders in the UNFCCC process**  
**The SBI invited Parties, observer organizations and interested United Nations agencies to submit their views on opportunities to further enhance the effective engagement of non-Party stakeholders with a view to strengthening the implementation of the provisions of decision 1/CP.21.**

**FCCC/SBI/2016/8, paragraph 164**

### **Introduction**

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) is a multi-stakeholder initiative with 90 organizations representing multi-, and bilateral development organizations; UN Organizations; Representative bodies from the transport sector; Business sector; academe and civil-society. For a full list of members of the SLoCaT partnership supporting this submission see Annex1.

The main objective of the SLoCaT Partnership is to promote the integration of sustainable transport in global policies on sustainable development and climate change.

Over the last two years the SLoCaT Partnership, together with Michelin Challenge Bibendum, acting as convenors of the Paris Process on Mobility and Climate (PPMC) were the focal points of the Transport Action Area in the Global Climate Action Agenda (GCA) in COP21 and COP22.

This submission was developed by the Secretariat of the SLoCaT Partnership, with active support from a number of SLoCaT members<sup>1</sup> and is made on behalf of the full SLoCaT membership listed in Annex 1.

### **Main Messages of Submission**

- SLoCaT welcomes the Marrakech Partnership on Global Climate Action and in particular the desire expressed therein to forge closer links and cooperation between Parties and non-State actors in support of ambitious action on climate change;
- SLoCaT believes that an increased Thematic and sector focus is increasingly necessary to deliver on the Paris Agreement; without an active contribution of all sectors it will not be possible to keep temperature increases to well below 2 Degree Celsius. We welcome the opportunity to suggest how to engage non-State actors in the post Paris processes. We feel that such engagement by non-State actors, should be in part

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<sup>1</sup> SLoCaT Secretariat thanks CONCITO and Walk 21 for providing inputs to the development of this submission

organized by theme (including transport), in addition to being organized by what in UN terminology is known as the “major groups” approach;

- It is important to clarify the roles of the High Level Champions vis-à-vis the UNFCCC Secretariat in facilitating the engagement of non-State Actors.

**Specific suggestions on behalf of the transport and development community:**

SLoCaT and its members suggest that greater involvement of non-State actors can:

- Provide assistance (through an annual meeting, early each year) to the focal points in the UNFCCC Secretariat co-ordinating non-State action of key Thematic Areas to discuss planning for the year with the aim to make progress in the sector and strengthen coordination and cooperation between Parties and non-State actors.
- Provide the non-State actors representing each thematic area, including the transport sector, with the opportunity to submit an annual report on actions that are being taken at both national and local levels on their thematic area;
- Provide the non-State actors with an opportunity to present to, and discuss with, Parties a consolidated vision on the national policies and measures for the transformation of their sector. It is important in that context to combine short term views with a medium-, long-term perspective and stimulate coordinated activities between pre and post 2020 action. This will serve both the scaling up of ambition of NDCs and the development of long term emission reduction strategies;
- Establish annual pre COP Thematic meetings of interested State and non-State Actors to review progress and needs of each sector and make specific thematic recommendations to COP.

SLoCaT and its members believe that greater engagement of non-State actors in UNFCCC processes would benefit from:

- Acknowledgement of the principle of self-organization (under which non-State actors in a given sector agree amongst themselves how to engage collectively in the UNFCCC process) by respective, acknowledged thematic areas. Such self-organization, meeting certain criteria in terms of representativeness, will work better if there is continuity over multiple years.
- Acknowledgement by Parties of contributions made by non-State actors on each thematic area, including the transport sector.
- Recognised thematic representatives able to speak on behalf of a Thematic area and a clear focal point within the UNFCCC who could help engender better linkages between Parties and thematic areas.
- Provide each Thematic area 10 entry badges for each UNFCCC session to facilitate the participation of non-State sector experts to be allocated to relevant individuals, rather than organizations.
- Greater predictability on the contributions of non-State actors in the UNFCCC processes, beyond side-events, in the May sessions and the annual COPs. Giving a greater role to non-State actors in shaping the respective Technical Expert Meetings (TEMs), including the possibility to have regional TEMs in different thematic areas.

### Annex 1: Members of the Partnership on Sustainable, Low Carbon Transport (SLoCaT)

<ol style="list-style-type: none"> <li>1. African Development Bank</li> <li>2. African Transport Policy Program</li> <li>3. Agence Française de Développement</li> <li>4. Alstom</li> <li>5. Asian Development Bank</li> <li>6. Association in Peace with the Environment (Guatemala)</li> <li>7. Brake</li> <li>8. Bus Rapid Transit Centre of Excellence</li> <li>9. CAF-Development Bank of Latin America</li> <li>10. Center for Clean Air Policy</li> <li>11. Centre for Green Mobility</li> <li>12. Center for Science and Environment</li> <li>13. Center for Sustainable Transport Mexico</li> <li>14. Center for Transportation and Logistics Studies, Gadjah Mada University</li> <li>15. Centre for Environment Planning &amp; Technology Ahmedabad</li> <li>16. China Urban Transport Research Centre</li> <li>17. Clean Air Asia</li> <li>18. Clean Air Institute</li> <li>19. Climate Bonds Initiative</li> <li>20. Climate Works</li> <li>21. CODATU</li> <li>22. Concito</li> <li>23. Despacio</li> <li>24. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)</li> <li>25. Dopplemayr</li> <li>26. EMBARQ, The WRI Ross Center for Sustainable Cities</li> <li>27. European Bank for Reconstruction and Development</li> <li>28. European Cyclists' Federation</li> <li>29. European Institute for Sustainable Transport</li> <li>30. European Investment Bank</li> <li>31. FIA Foundation</li> <li>32. First African Bicycle Information Organization</li> <li>33. Ford Foundation</li> <li>34. Global Urban Development</li> <li>35. Global Environmental Facility</li> <li>36. Green Mobility Institute</li> <li>37. Grutter Consulting</li> <li>38. Health Bridge</li> <li>39. Hewlett Foundation</li> <li>40. Innovation Center for Energy and Transportation</li> <li>41. Institute for Global Environmental Strategies</li> <li>42. Institute for Transportation and Development Policy</li> <li>43. Institute of Transport Studies, University of California, Davis</li> <li>44. Institute for Transport Studies, University of Leeds, UK</li> <li>45. Institute of Urban Transport India</li> <li>46. Inter-American Development Bank</li> </ol>	<ol style="list-style-type: none"> <li>47. International Association for Public Transport</li> <li>48. ICLEI-Local Governments for Sustainability</li> <li>49. International Energy Agency</li> <li>50. International Road Assessment Program</li> <li>51. International Road Federation</li> <li>52. International Transport Forum</li> <li>53. International Union of Railways</li> <li>54. Islamic Development Bank</li> <li>55. Korean Transport Institute</li> <li>56. Michelin Challenge Bibendum</li> <li>57. National Center for Transportation Studies, Philippines</li> <li>58. Nordic Development Fund</li> <li>59. Polis Network</li> <li>60. REN 21</li> <li>61. Renewable Energy and Energy Efficiency Partnership</li> <li>62. Research for Community Access Partnership</li> <li>63. Ricardo Energy &amp; Environment</li> <li>64. Smarter Than Car</li> <li>65. Stockholm Environment Institute</li> <li>66. Sustainable Transport Africa</li> <li>67. The Energy and Resources Institute</li> <li>68. Transport and Environment</li> <li>69. Transport Planning and Research Institute</li> <li>70. Transport Research Laboratory</li> <li>71. Uganda Road Sector Support Initiative</li> <li>72. UNIFE-The Association of European Rail Industry</li> <li>73. United Nations Centre for Regional Development</li> <li>74. United Nations Development Program</li> <li>75. United Nations Department for Economic and Social Affairs</li> <li>76. United Nations Department for Economic and Social Affairs for Asia and the Pacific</li> <li>77. United Nations Economic Commission for Europe</li> <li>78. United Nations Economic Commission on Latin America and the Caribbean</li> <li>79. United Nations Human Settlement Program</li> <li>80. United Nations Industrial Development Organization (UNIDO)</li> <li>81. University Capetown</li> <li>82. Victoria Transport Policy Institute</li> <li>83. Volvo Research and Education Foundations</li> <li>84. Walk 21</li> <li>85. World Bank</li> <li>86. World Business Council on Sustainable Development</li> <li>87. World Cycling Alliance</li> <li>88. World Health Organization</li> <li>89. Wuppertal Institute for Climate, Environment and Energy</li> <li>90. World Wide Fund For Nature International</li> </ol>
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