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COP 22 –Championing a top GCAA!

The innovative LPAA process was an integral part of the COP 21 success.

In Paris, the LPAA objective was to identify and help emerge inspirational, non-State initiatives in 12 action areas. The 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.

At COP 22, the spirit must live on and the ambition can be raised. Two objectives could be met:

- **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
- **Expand the 2015 “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
 - (a) 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
 - (b) make governments feel comfortable with a new round of more ambitious NDCs in 2018global transformation roadmaps to 2050⁺ must rapidly gain support and facilitate collaborative, innovative, structured action.

The Transport Sector is working on both points.

It is proposed to strengthen coordination of sectoral Initiatives through the creation of Sectoral Action Agenda Facilitation Platforms (SAAFP).

The notion of SAAFP stems from the PPMC Transport Platform example (PPMC – Paris Process on Mobility and Climate). PPMC was created last year 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 15+ Transport Initiatives and steers a multi-stakeholder effort to design an action plan towards 2050-2070 decarbonization (including a global road map on transport sector decarbonization and a series of quick wins to mobilize pre-2020 action).

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. Based on the COP21 Decision it would seem most logical that the SAAFP mandates be provided by the High Level Champions.

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, for instance, to the NDCs as well as Global Roadmaps for decarbonization and Quick Wins. Having secured effective interaction with state actors, SAAFPs could more efficiently embark on constructive dialogues with sectoral national and international governmental bodies, sectoral business coalitions, cities and NGOs; they could also help the Initiatives advance with coordinated guidance, cover broader territories and gain stronger support from both public and private decision makers.

In the case of the Transport sector, the PPMC 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.

Marrakesh should in our view be the place to discuss, announce and install governance evolutions as discussed above. It would be a way of ensuring that the Action Agenda process gets momentum towards Marrakesh and that action does not then get slowed down but, quite the contrary, gets boosted following Marrakesh.

To highlight the growing expectations from the GCAA, Marrakesh should at minima replicate the Paris time allocation and opportunities for the sectors, to showcase their action and innovation.

We would welcome the decision to have “thematic/sector days” in Marrakesh built around sectoral action plans and sectoral Initiatives. At least for those sectors which are ready. They should also include dialogs with selected state actors. The Transport sector is ready for that and has plenty to deliver to contribute to the success of COP 22.

We would also recommend that sectors participate more actively in each other's action areas. Such cross-sectoral efforts could, in the case of Transport, focus on interacting sectors like Transport/Energy, Transport/Agriculture, Transport/Cities.

To really highlight the quintessence of sectoral achievements the Action Day should be positioned at the end of the COP session. If this were the case, the substantive outcome of the Action Day could be presented as a full-fledged result of COP, just like the diplomatic results that people and journalists are used to expect from a COP.

We look forward to helping you.

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