

THE ROAD MAP FOR GLOBAL CLIMATE ACTION

As a passionate champion of sustainable urban mobility, the **International Association of Public Transport (UITP)** is internationally recognised for its work in advancing the development of this critical policy agenda. UITP has a long history to its name, and is the only worldwide network to bring together all public transport stakeholders and all urban sustainable transport modes.

UITP has **1,400 member companies** giving access to over **16,000 contacts** from **96 countries**. Our members are public transport authorities and operators, policy decision-makers, research institutes and the public transport supply and service industry, such as public transport vehicle manufacturers.

UITP would like to thank the high-level champions, Her Excellency Ms. Laurence Tubiana and Her Excellency Ms. Hakima El Haite, for giving us the opportunity to provide our input to the road map for their global climate action agenda. Below are our responses to the questions put forward.

1. The current situation

The sense of urgency that led to the Paris Agreement and sustained the work on workstream 2 (pre-2020 ambition) throughout the whole of 2015 must be sustained. The high-level champions need to make sure that we do “more, faster and now” on enhanced pre-2020 action. Pre-2020 action is a key element for the implementation and success of the Paris Agreement, equally for adaptation, mitigation and means of implementation. Notably, there is a need to quick-start implementation with a sense of urgency and ambition; create an interface with the real world and solutions, particularly the involvement of non-Party stakeholders; and maintain the political momentum.

Is this general presentation an accurate description of the current state of play? If not, what can we do more?

UITP fully agrees on the sense of urgency to act on climate change. We do need to do “more, faster and now”. The 'lock-in' effects of infrastructure investments notably in the transport sector means that we need to make the right decisions today if we are to meet the ambitions of the Paris Agreement.

At the UN Climate Summit in 2014 and at COP21 as part of the Lima Paris Action Agenda (LPAA), UITP launched its Declaration on Climate Leadership where our members make a commitment to enhanced pre-2020 action and pledged to double the market share of public transport by 2025. By doing so, this would allow us to cater for ever increasing demand for urban transport, - decreasing per capita urban transport emissions by 25% (global

average) – about 500 million tonnes annually, which is over and above what technological solutions can achieve alone.

We agree on the need to do “quick-start implementation” but we also need to ensure the scale and quality of these investments if we are to scale up ambition and lock us in a low carbon development pathway. This is where cooperative initiatives such as UITP’s can play a key role in ensuring, helping to build the right partnerships that will mobilize climate action today so that we can realize the objectives Paris Agreement.

2. The role of the high level champions

As champions of global climate action, we believe that we need to be an interface between action on the ground and the UNFCCC negotiation process, between non-Party stakeholders and Parties. We intend to track implementation of existing initiatives to demonstrate credibility, promote best practices and enhance delivery. We will also support new initiatives focusing on adaptation, with a view to broadening the country coverage and including more initiatives coming from developing country Parties and non-Party stakeholders.

Is this an accurate description of the role the high-level climate champions should play with regard to the mobilization of non-state actors? Is there anything else they should do, or are there things mentioned here that they should not do?

UITP’s Declaration was also a commitment to support governments at all levels to provide them with technical support and capacity building through lessons learned from delivering action on the ground. As such and in support of our Declaration, over 110 of our members pledged over 350 actions to fight climate change. These ranged from the development of bus rapid transit systems, to trialling and full roll out of zero emissions buses, metro extensions, technological innovations as well as alternative sustainable transport solutions to such as walking and cycling initiatives. Promoting these best practices to Parties will be key.

What is important is that these actions will be in the process of being implemented or will have been delivered in the pre-2020 period and reflect many of the public transport interventions contained in around 70 of the Intended Nationally Determined Commitments (INDC’s). What is also important is that many INDC’s that have been put forward by Parties are dependant not just on financial support but also technical and capacity support. This is what UITP can provide based on the experiences of implementing the actions pledged as part of our Declaration. Parties need to be made aware of this.

What is also worth noting is that our members will be required to deliver on the public transport interventions pledged under the INDCs. So - UITP can help to build partnerships necessary to deliver quality national pledges and support the technical and capacity building that these INDC’s are dependent on. Again, Parties should be made aware of this.

So one of the key roles of the high level champions would be to focus on existing initiatives under the LPAA (now the Action Agenda (AA)), particularly those with a direct connection with the INDC's that can support the quality and scale needed through technical and capacity building. Secondly, by giving initiatives confidence of visibility at COP22 will be just as important so that their messages of support can be heard. This is because many Parties are confused as to what is an existing initiative under the AA (which have gone through a vetting process) and do not know what the initiatives can do to help them. So, an additional key role will be about bring Parties and relevant non-state actor initiatives closer together and needs to be further promoted.

3. Transparency and tracking

We need to help non-Party stakeholders achieve the recognition they seek. At the same time, we owe it to the integrity of the UNFCCC process to make sure that these initiatives and coalitions achieve the targets they set for themselves; that these targets are truly consistent with the long-term goals of the Paris Agreement; and that the participants in initiatives and coalitions are actually doing what it takes to achieve the commitments they made. Therefore we intend to work on improving transparency of action and tracking of implementation to demonstrate the credibility of their work.

How do we assess the initiatives? What would be the ideal set of criteria? Who would assess them? What should be the role of the Non-State Actor Zone for Climate Action (NAZCA)?

A one size fits all approach to tracking the initiatives under the AA will not work. Rather it should be up to the initiatives to determine the best method to report based on the commitments that they pledged. The criteria used for COP 21 were sufficient and placing additional criteria now would add an unnecessary administrative burden on initiatives who have already gone through this process. Rather the focus should be on implementation so that case studies of action can be demonstrated to help show to Parties what works and how initiatives can support them. This is even more important as many initiatives will not be able to show substantive progress as they have only just been announced.

In terms of who should oversee transparency and tracking, it will be important to ensure that a non-political body do this, such as an UN Agency. This will ensure that a political bias is not given to one initiative over another and ensure that the role of the Champions is focused on building the necessary linkages with state and non-state actors in all sectors.

With regard to the NAZCA Platform, with over 11,500 initiatives pledged it clearly shows a commitment to action from the global community. At the same time, the sheer number means that it is not possible to see how Parties can identify serious cooperative initiatives that can support them deliver on their INDCs. As such, UITP would recommend a new platform dedicated to initiatives under the AA so as to provide transparency to Parties on those

initiatives which have gone through the vetting process and will allow initiatives to communicate to Parties how they can support them and what they are doing to achieve the commitments they made.

4. High Level Event

The high-level climate champions will facilitate, through strengthened high-level engagement in the period 2016–2020, the successful execution of existing efforts and the scaling-up and introduction of new or strengthened voluntary efforts, initiatives and coalitions. The high level event at the Conference of the Parties (COP) is now the main annual showcase of climate action.

What do Parties and non-Party stakeholders expect from the high-level event at COP 22? To have a real impact at COP 24 in 2018, the Climate Action Summit showcasing the results of non-state actor initiatives would need to take place sufficiently in advance. Should it be organized in the summer of 2018?

It will be essential that initiatives have early confidence of visibility from any high level event at COP 22. This is so that they can mobilise as many CEOs from both the private and public sector to action. It will also be important to retain a sectoral approach to initiatives as this will ensure the visibility of as many relevant initiatives as possible. This is important as the INDC's, while economy wide, also identify the key sectors where they will take action, including transport.

The success of COP 21 was the thematic days dedicated to specific sectors. This ensured that the transport sector received an unprecedented level of attention. It is essential that this sector continues to have visibility as it accounts for approximately 23% of total energy related CO₂ emissions and is one of the only sectors that is projected to increase its emissions substantially in the future. Solutions to this sector must be given visibility as there is a risk that if it is subsumed by other cross cutting issues, it will be side-lined.

UITP would therefore recommend that any high level event occurs on the second week of COP 22 as this is when most Ministers will be in attendance. We recommend to retain a thematic focus and that sectoral Ministers, as well as climate Ministers, are invited to attend. Lastly, UITP would recommend that any high level event be focused on the interventions identified in the INDC.

To have a real impact at COP24 in 2018, it will again be important to demonstrate the results of initiatives. Rather than a one off cross-sectoral event in the summer of 2018, UITP would recommend to have a series of events, focused on thematic areas. This will also support the transparency and tracking of initiatives which is a key role of the high level champions.

5. The role of the TEMS

We intend to use the tools created by Parties for the enhancement of climate action prior to 2020, such as the technical expert meetings (TEMs). These meetings have a whole new role to play in the dynamic and should be more concrete, focused, and connected to initiatives of the action agenda.

Do you share the belief that the format of the TEMs should evolve in the light of the Global Climate Action Agenda? How could we ensure that the TEMs are more solution-oriented?

The TEMs are an essential tool to help enhancement of climate action. UITP participated at the first transport TEM in May 2016 in Bonn which proved an invaluable opportunity to engage with Parties on what works. It will be important to continue to engage with this process which UITP is committed to support.

One key means to ensure that the TEMs evolve in the right direction is to ground them on the interventions in the INDCs. This will ensure that they are more solutions oriented and engage initiatives that will support delivery. One observation from the transport TEM was that many of the Parties in attendance were from developed nations with little or no participants from developing nations, particularly those which have identified public transport interventions in their climate plans. It will be important to correct this as they are the ones that are asking for the technical and capacity building support that TEMs can provide. In addition, it will be important that TEMs are more of a two-way dialogue with state and non-state actors to allow them to be more concrete, focused, and connected to initiatives of the action agenda.