SLoCaT Partnership´s response to the UNFCCC Climate Champions invitation for submissions on the Road Map for Global Climate Action.

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) thanks the Champions for the invitation to submit our views on the Roadmap for Global Climate Action. These responses are based on the Partnership´s experiences working to support the LPAA and the developing implementation of other global sustainable development processes such as the 20130 Sustainable Development Agenda (including the SDG´s) and Habitat III´s New Urban Agenda.

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?"

SLoCaT responses:

a) Early action is particularly important for transport in order to avoid "locking in" unsustainable transport patterns. Decisions taken in the short term on city planning and design and infrastructure will "lock in" transport patterns, for better or for worse, for decades to come.

We recommend that the Champions help highlight to States the priority areas for early action such as urban planning to reduce demand (Avoid), policy to shift demand to more efficient modes (Shift) and measures to improve technology, vehicles and fuels (Improve).

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b) There needs to be the correct balance between mitigation and adaptation in the different action areas and regions. The Champions should help facilitate each action area to define the right priorities in each region.

The Champions should recommend that each action area defines its mitigation/adaptation priorities for each region.

c) Effective early action will help build momentum and confidence for more ambition post 2020. Following a broad and inclusive approach the Transport action area has identified 23 "Quick Wins" to reduce transport greenhouse gas emissions. (See Annex I for list)

Through a consultative process these are now being reduced to just 12. By identifying, implementing and tracking quick wins in the next years – action areas can build confidence and ambition for post 2020 action.

The Champions should recommend that each action area builds consensus and action around "Quick Wins" for the next years.

d) Each action area needs to build consensus on a long term vision for the action area, the Transport Action area is developing a Global Roadmap – capable of gaining broad support to guide the necessary long term transformation.

The Champions should recommend that each action area to builds consensus on a long term Global Roadmap for transformation.

e) The Transport community will use the Quick Wins progress and Global Roadmap (when completed) extensively in communication and outreach activities to build confidence and ambition for more ambitious post 2020.

The Champions should recommend and support each action area to build support for more ambitious action post 2020 based on short term success and credible long term vision.

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?"

a) Whilst the individual initiative tracking and action area wide tracking should be the responsibility of the action area itself it is necessary that the lessons learnt are transmitted to the states to inform policy changes and increase impact.

> **The Champions should highlight the priority policy messages to States to support policy changes that will increase effectiveness and speed uptake.**

b) The experiences of the individual action area initiatives are a rich source of insights and understanding about policy and capacity barriers.

> **Based on lessons learnt from the individual action area initiatives the Champions should help build support for appropriate capacity building programs and support.**

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)?"

SLoCaT responses:

a) A "light touch" is recommended for the reporting of initiatives and action areas allowing each to determine its own level of detail and reporting structure. Monitoring should NOT be external/independent.

> **The Champions should foster "light touch" self-reporting from the action areas.**

b) Action areas and initiatives should be responsible for monitoring their own progress, but in order to ensure rigour and benchmarking (so that action areas can compare and learn from other action areas) there needs to be some common reporting structure.

The Champions should facilitate and disseminate minimum elements of a reporting methodology and structure.

c) Based on our experiences with the Paris Process on Mobility and Climate (PPMC) we have learnt about the importance of clear monitoring and differentiating between: **outputs, outcomes and impacts.**

The Champions should foster rigour in the self-evaluation of results.

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?"

SLoCaT responses:

a) The transport and development would propose to repeat the approach taken in Paris – where each action area had its own "High Level Event" and then there was a joint event later – this is necessary to give enough visibility to all the different initiatives/aspects. A single "Action Day" would NOT provide enough time/space.

Repeat the "Paris approach" – allowing plenty of time for each area to have its own event prior to a "joint" HL event.

b) A key feature of the action area activities in Marrakesh should be to motivate and inspire existing and new action partners.

In the design and delivery of High Level activities focus should be on motivating and inspiring new Non State actors to get involved.

c) Action area initiatives must be seen as supporting States to deliver on their NDC and increase ambition. Too often States see initiatives as a threat or not very relevant. To counter this the HL event must foster dialogue and the sharing of good examples of State/Non State co-operation for mutual benefit and enhanced action. The event must reassure States that are sceptical about Non State action/actors.

The HL event must foster dialogue between State and Non State actors on the mutual benefits of co-operating.

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?"

SLoCaT responses:

a) The Bonn 2016 summer session saw the first Transport TEM – this is a BIG step forward. This process must be used to showcase action initiatives to policy makers and link policy changes to lessons learnt.

6. Final statement

SLoCaT and the broader transport and development community is committed to offering any possible help or assistance to the Champions in their work. Should there be any questions or follow up required please do not hesitate to contact Cornie Huizenga (cornie.huizenga@slocatpartnership.org), Mark Major, (mark.major@slocatpartnership.org) or Patrick Oliva (patrick.oliva@michelin.com).

We thank you again for the chance to contribute to your work

7. About SLoCaT

The **Partnership for Sustainable Low Carbon Transport** (SLoCaT) which represents over 90 key actors in the transport and development community and advocates for the integration of sustainable transport in the global development processes.

Annex I – 23 Quick Wins to reduce transport greenhouse gas emissions

1.	Tighten fuel economy standards for passenger vehicles
2.	Implement zero-emissions (last-mile) urban freight through e-mobility and cycling solutions
3.	Expand car and (e-)bike sharing systems in primary and secondary cities
4.	Introduce policies to mandate optimal car and bicycle parking requirements in commercial and residential developments
5.	Accelerate deployment of tighter diesel fuel quality standards to reduce emissions of black carbon and other short-lived climate pollutants
6.	Increase availability, reliability, frequency, and efficiency of bus-based transit.
7.	Implement (ultra-) low emission zones, including car-free zones in city centers.
8.	Expand use of ICT applications for real-time travel information and route planning for walking, cycling, public transport and car sharing.
9.	Legislate and enforce stricter speeding regulations by operational and technical means to reduce emissions and road crashes.
10.	Provide and improve walking and cycling infrastructure (e.g. connected walking paths, protected cycle lanes), reallocating roadspace where necessary.
11.	Accelerate phase-out of fossil fuel subsidies
12.	Formulate Sustainable Urban Mobility Plans (SUMPs) in primary and secondary cities
13.	Expand sustainable freight recognition schemes to reward proactive carriers and shippers.
14.	Implement eco driving training (supported by on-board devices) for car, bus and rail fleet operators
15.	Modernize ageing rail fleets and traction systems to increase efficiency
16.	Expand city transport official training programs to build local capacity for sustainable transport in primary and secondary cities
17.	Introduce smart cards for integrated fares on public transport and shared mobility systems where they exist
18.	Introduce carbon pricing for the transport sector where (sub-)national carbon markets currently exist or are under development
19.	Introduce and scale up pricing for car-related travel options (e.g. congestion/road charging, parking pricing) in primary and secondary cities
20.	Introduce car-free days and ciclovías (temporary street closures to encourage cycling and walking) in primary and secondary cities to build support for longer-term policies
21.	Ramp up charging infrastructure to encourage expansion of electric vehicle fleets in primary and secondary cities
22.	Improve freight efficiency (e.g. reduce empty load running by freight trucks) through route optimization, asset sharing between companies, and increased use of ICT solutions.
23.	Invest in rural road maintenance and modern supply chains to reduce global food loss and waste

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