

THE ROAD MAP FOR GLOBAL CLIMATE ACTION – COP 26

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 **1,800 member companies** giving access to over **100 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 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.

Q1. How would you define success of the High-Level Champions and the Marrakech Partnership in terms of enhancing ambition in the next 5 years and beyond?

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. This is especially important due to the immediate impacts of the Covid pandemic.

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 under the Marrakesh Partnership 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.

By bringing like-minded State and non-state Parties together via the Champions (facilitated by the UNFCCC) – particularly in Annex 2 countries – to share technological knowledge and capacity building we can ensure quick start implementation, technical assistance and deliver action on the ground over the next 5 years. That would define success for the High-Level Champions and the Marrakech Partnership.

Q2. How can the High-Level Champions and the Marrakech Partnership add the most value and complement existing efforts to drive ambition and transformation in the next 5 years and beyond?

In addition to bringing like-minded State and non-state Parties together via the Champions (facilitated by the UNFCCC) – particularly in Annex 2 countries – to share technological knowledge and capacity building we can ensure this quick start implementation and deliver action on the ground. The sharing of best practice and two-way dialogue is also essential. While Regional Climate Weeks are clearly useful and successful, not all Marrakesh Partners have the resources to attend and participate in the events. Facilitating dialogues between Ministers and non-state actors at the COPs (and throughout the year through UNFCCC processes e.g. through more frequent transport dedicate TEMs, webinars ets) would add great value given the range of stakeholders that will be at the same place at the same time given our current circumstances.

Q3. How can the High-Level Champions enhance collaboration between Parties and non-Party stakeholders to further catalyze global climate action? a) How can Parties benefit from the action resulting from the Global Climate Action movement and how can this action best be reflected in the work of the High-Level Champions?

b) How can the COP and the UNFCCC process be more effective in the collaboration between Parties and non-Party stakeholders to further catalyze global climate action?

c) How could the High-Level Champions through their work in accelerating action and ambition of non-Party stakeholders most effectively contribute to the global stocktake of the Paris Agreement?

In addition to the above, as Champions of global climate action, UITP believes that Champions need to be the interface between action on the ground and the UNFCCC negotiation process, between non-Party stakeholders and Parties. Champions should track implementation of existing initiatives that can specifically linked to NDC interventions to demonstrate credibility, promote best practices and enhance delivery in relation to the global stocktake and raise awareness of this to stakeholders who have a focus on transport. UITP also believes that Champions should 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.

In terms of UITP's Marrakesh Partnership initiative (UITP Declaration on Climate Leadership) the actions pledged back in 2014 are being implemented in the pre-2020 period and reflect many of the public transport interventions contained in around 70 of the Nationally Determined Commitments (NDC's). What is also important is that many NDC'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 as the actions can be an inspiration for further action and ambition post 2020. The Champions must therefore actively promote this to Parties.

What is also worth noting is that UITP members will be required to deliver on the public transport interventions pledged under the NDCs. So - UITP can help to build partnerships necessary to deliver

quality national pledges and support the technical and capacity building that these NDC's are dependent on. Again, Parties should be made aware of this through the Champions and this engagement should be facilitated by the official processes.

So one of the key roles of the high level champions would be to focus on existing initiatives, particularly those with a direct connection with the NDC's / COP priorities (which should include clean transport/sustainable urban mobility so as to provide a golden thread between COPs, including COP26) that can support the quality and scale needed through technical and capacity building. Secondly, giving initiatives confidence of visibility at COP26 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 Marrakech Partnership can do to help them. So, an additional key role will be about bring Parties and relevant non-state actor initiatives closer together and this needs to be further promoted through joint events, UNFCCC processes and Technical Working Groups, particularly in the transport sector where emissions continue to rise.

Finally, it will be essential that initiatives have early confidence of visibility from any high level event at COPs. 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 NDC's, while economy wide, also identify the key sectors where they will take action, including transport.

UITP would therefore recommends that any high level events (inc. a dedicated Ministerial event, including essential/relevant non-party stakeholders) on transport occurs on the second week of COPs 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, finance, energy Ministers etc, are invited to meet alongside non-state actors. This will be an opportunity to show how parties and non-parties are working together to provide technical assistance and support for NDC implementation.

Q4. On the basis of experience so far, how can the Marrakech Partnership be improved for enhancing ambition, including through new and existing tools?

COP26 in some shape or form should occur at the earliest opportunity – noting the postponement to November 2021 - so as to maintain momentum, especially now that the climate weeks have been postponed. This does not have to be linked to the formal negotiated process, rather a transport related event linked to COP26 could provide the opportunity to undertake a stocktake of action and provide more of a dialogue between state and non-state parties to identify ways to increase ambition in the build up to the talks (this reflects the fact that while formal COP26 meeting has been postponed, the formal UNFCCC processes/timelines remain intact).

We must all recognise that the COVID-19 issue has changed the way that we live, work, interact so perhaps this is an opportunity to change the formal COP26 process into a more informal dialogue with parties rather than putting pressure on agreeing a formal negotiated outcome (while recognising the strict process for changing such things). While the above maybe ambitious, I think that it presents itself with an opportunity to provide the partnership with a new way of thinking/approach as now is the right time given the opportunity that we now face to do things differently, while respecting the confines of the UNFCCC process.

We must focus on 'building back better' so that we don't invest in high polluting industries but rather low solutions that will drive a green economy that will get us out of any economic crisis faster and better. This would therefore give us the opportunity to discuss how the Marrakesh Partnership can support the NDC process to achieve this. This can also help to provide a new impetus to the Partnership and attract a wider range of initiatives.

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