Submission to the First Global Stocktake
28 February 2022

The International Transport Forum (ITF) is pleased to submit this document on decarbonising transport to the Global Stocktake referred to in Article 14 of the Paris Agreement, in order to support the long-term goals of the Paris Agreement. The information provided in this document addresses specific guiding questions for the Global Stocktake in the Mitigation[1] and Crosscutting[2] categories.

The ITF Decarbonising Transport initiative[3] promotes carbon-neutral mobility to help stop climate change. It provides decision makers with tools to select carbon dioxide (CO_2) mitigation measures that deliver on their climate commitment. The Decarbonising Transport initiative helps governments and industry to translate climate ambitions into actions via the provision of quantitative evidence on the effectiveness of transport decarbonisation measures. Specifically, it:

- Builds a catalogue of effective CO_2 mitigation measures: the Transport Climate Action Directory.
- Provides targeted analytical assistance for countries and partners to identify climate actions that work.
- Gathers and shares evidence for best practices that will accelerate the transition to carbon-neutral mobility.
- Shapes the climate change debate by building a global policy dialogue and by bringing the transport perspective to the broader climate change discussions.

[1] Questions 6: What information is needed for countries to strengthen domestic emissions reductions and removals in line with Paris Agreement goals and what recommendations can be developed to increase ambition?

[2] Question 22: What is the overall effect of Parties' nationally determined contributions and overall progress made by Parties towards the implementation of their NDCs, including the information referred to in Article 13, paragraph 7(b), of the Paris Agreement (para 36(b))?
Question 23: What are good practices, experience and potential opportunities to enhance climate action, including international cooperation, on mitigation and adaptation and to increase support under Article 13.5 of the Paris Agreement (para36(g)? Which of these can be transferable or replicated by others? How effective was sharing good practices and experiences on climate action and support, including on enhancing the implementation of adaptation action (Article 7.14(b))?
Question 25: What efforts have been made towards enhance understanding and addressing the social and economic consequences and impacts of response measures, including while implementing mitigation policies and actions towards the achievement of the Paris Agreement goals and relevant support systems? (Article 4.7, and para 6(b))?
Question 30: What additional information is needed to enhance ambition, both of actions to take and support needed to achieve the long-term goals of the Paris Agreement, including by enhancing international cooperation for climate action?
Question 32: What opportunities can be seized to further bolster cooperation and support for mitigation and adaptation?

[3] ITF Decarbonising Transport initiative, www.itf-oecd.org/decarbonising-transport.

International Transport Forum
2 rue André Pascal
F-75775 Paris Cedex 16
+33 (0)1 73 31 25 00
contact@itf-oecd.org
www.itf-oecd.org

In addition, the ITF has made progress in each of the following five workstreams of the Decarbonising Transport initiative.

- **Tracking progress:** The initiative evaluates how current mitigation measures contribute to reaching objectives for reducing transport CO_2.
- **In-depth sectoral studies:** The initiative identifies effective policies for decarbonising urban passenger transport, road freight transport, maritime transport, aviation and inter-urban transport.
- **Focus studies:** The initiative analyses specific decarbonisation issues and feeds the results into other work streams.
- **National pathways:** The initiative assesses available policy levers for decarbonising transport from a country perspective. Projects may also examine regional or sub-national levels.
- **Policy Dialogue:** The initiative organises global dialogue on transport and climate change through high-level roundtables, policy briefings and technical workshops. It acts as a conduit for transport sector input to climate change negotiations.

Nationally Determined Contributions Review

The ITF reviews countries' greenhouse gas (GHG) reduction commitments in their Nationally Determined Contributions (NDCs) and assesses these commitments for the transport sector[4]. In addition, a Transport NDC Tracker[5] was also developed to monitor how transport appears in NDCs.

The transport-related commitments made in the first-round NDCs were found to be insufficient in meeting the goals of the Paris Agreement. A review of the 2015 NDCs by the International Transport Forum missed "clear pathways and measures". It concluded that the "Paris climate agreement must still be translated into concrete actions for the transport sector". Second-round NDCs were due for the 26th Conference of the Parties (COP26) in Glasgow in November 2021, offering an opportunity to take stock of progress in transport decarbonisation commitments since Paris. Three high-level indicators help to capture progress made since 2015. Firstly, do NDCs mention transport? Secondly, do they list concrete transport decarbonisation measures? Thirdly, do they include a CO_2 reduction target for the country's transport sector? Use of the term "transport" in an NDC Is counted as a mention. A measure is an announced intervention to reduce transport emissions, such as increasing the availability of charging infrastructure or investing in public transport. Also counted are mitigation objectives for transport sub-sectors, for instance "reducing CO_2 emissions of new vehicles by X per cent". A target is a quantified reduction objective for overall national transport CO_2 emissions. All three indicators point towards an increased commitment to transport decarbonisation. Since COP21, the number of countries mentioning transport has risen by 19 percentage points, those who list measures by 22 percentage points and those setting targets by eight percentage points.

The number of countries that propose concrete measures to reduce their transport-sector CO_2 emissions has risen significantly. In 2015, only little more than half (57%) of countries proposed transport decarbonisation measures in their first NDC. With the second round of NDCs for COP26, this share has risen by half to 80% of all NDCs. The actions evoked range from increasing the share of alternative fuels in road transport to scaling up public transport.

[4] ITF (2021) Transport CO_2 and the Paris Climate Agreement: Where are We Six Years Later? https://www.itf-oecd.org/transport-co2-paris-climate-agreement
[5] Transport NDC Tracker, https://www.itf-oecd.org/ndc-tracker/en.

Some countries propose specific CO_2-reduction targets for sub-sectors of transport, such as phasing out cars with combustion engines or reaching a certain share of electric vehicles by a specific date.

The updated commitments are still not enough - but they would bring into reach a pathway to containing global warming. Feeding the transport-related information from the latest available NDCs into the International Transport Forum's global transport models reveals how transport CO_2 emissions would develop if all commitments made in the second round of NDCs were implemented. In the NDC scenario, transport CO_2 emission levels fall by 2030, unlike in the "Recover" scenario, which is an extrapolation of the world's transport decarbonisation efforts as known in 2020. The NDC scenario reduces transport CO_2 only marginally less than the "Reshape" scenario, which assumes ambitious decarbonisation policies beyond those in place in 2020 and would bring the 1.5°C goal into reach. Under current NDCs, transport's carbon footprint on a national level would decrease from 5532 million Metric tons CO_2 equivalent ($MtCO_2e$) in 2020 to 5073m $MtCO_2e$ in 2030, equalling two-thirds of the reduction under the "Reshape" scenario. This requires that all 2030 NDC targets are fully implemented.

Four recommendations are proposed, which include, 1) setting clear mitigation targets for the transport sector, 2) ensuring national decarbonisation plans are fully reflected in the NDCs, 3) breaking down silos between transport and related sectors, and 4) enhancing co-ordination of climate policy across national ministries.

ITF Transport Outlook 2021 (Executive Summary)[6]

Background

The ITF Transport Outlook 2021 presents scenarios for global transport demand over the next three decades to 2050. It covers passenger and freight transport and all transport modes. The scenarios include detailed projections for transport's CO_2 emissions under different conditions, allowing an assessment of the potential impacts of future transport activity on climate change.

This edition analyses the impact of the Covid-19 pandemic on transport systems and their role in social equity and human well-being. The scenarios model potential long-term changes caused by the pandemic and link them to challenges and opportunities for decarbonising transport. The Transport Outlook identifies policy actions that are critical to ensure an effective and equitable transition to sustainable mobility on an urban, regional and global level in the wake of the pandemic.

Three different scenarios were modelled. The Recovery scenario represents the world's current efforts, extrapolated to 2050. The Reshape scenario assumes governments will implement ambitious decarbonisation policies beyond those currently in place. In the Reshape+ scenario, governments in addition leverage opportunities for transport decarbonisation created by the Covid-19 pandemic.

Findings

Total transport activity will more than double by 2050 compared to 2015 under the trajectory reflecting current efforts. Passenger transport will increase 2.3-fold. Freight transport will

[6] The ITF Transport Outlook 2021, https://www.itf-oecd.org/itf-transport-outlook-2021.

grow 2.6-fold. Total demand growth is slower than projected in the previous Transport Outlook edition, when a trifold increase was expected. The slower demand growth over the coming decades reflects less optimistic projections for economic growth and new decarbonisation commitments made in 2018/19. Future transport demand will reflect the uncertain path of recovery after the Covid-19 pandemic, which makes robust projections difficult. However, continuing economic development and a growing world population will translate into more demand for transport overall.

Current transport decarbonisation policies are insufficient to pivot passenger and freight transport onto a sustainable path. CO_2 emissions from transport will increase by 16% to 2050 even if today's commitments to decarbonise transport are fully implemented. The expected emissions reductions from these policies will be more than offset by increased transport demand.

By contrast, more ambitious transport decarbonisation policies could reduce transport CO_2 emissions by almost 70% in 2050 compared to 2015. Such a reduction would bring the goal of the Paris Agreement to limit global warming to 1.5˚C into reach. It would require more and better-targeted actions to reduce unnecessary travel, shift transport activity to more sustainable modes, improve energy efficiency, and rapidly scale up the use of electric vehicles and low-carbon fuels.

Cities could cut their CO_2 emissions from urban mobility by as much as 80% compared to 2015 levels under ambitious decarbonisation agendas. Their high density of people, services and infrastructure puts cities in a frontline position to shift to low- or zero-emission transport options and implement effective demand management that could avoid 22% of urban transport activity compared to the current trajectory.

Regional and inter-city passenger transport is difficult to decarbonise. Yet by 2050, its CO_2 emissions could be less than half of those in 2015 with the right policies. Managing demand for air travel, longer car trips or regional rail travel is more challenging than for urban mobility. Measures to shift demand to sustainable modes where possible, enhanced vehicle efficiency and improved fuel technologies must all play a role in reversing the growth trend of non-urban passenger emissions.

The strong growth of freight activity calls for an increased focus on decarbonising goods transport. Freight's absolute CO_2 emissions will be 22% higher than 2015 by 2050 under current policies and its share of all transport emissions will continue to grow, albeit slowly. By contrast, absolute freight emissions could be 72% less than 2015 with policies to boost freight consolidation, enhance collaboration in supply chains, advance standardisation, and promote low-carbon technologies across the sector.

Encouraging behavioural change and harnessing stimulus packages for economic recovery from the pandemic to fast track the decarbonisation of transport will greatly accelerate the transition to sustainable mobility. Linking economic recovery with transport decarbonisation would bring the climate goals of the Paris Agreement within reach faster and with more certainty.

Decarbonisation policies should not put disproportional burdens on some citizens. Implementing policies carefully to avoid negative distributional effects is essential. Less well-off groups and regions bear most of the costs of climate change and the negative externalities created by the mobility choices of more prosperous parts of the population.

Climate action should not make the vulnerable worse off, but aim to enhance social equity. A strong focus on improving accessibility will help to achieve both: making mobility more efficient and thus less emitting, and making it easier for citizens to access opportunities.

Policy insights

Align Covid-19 recovery packages to revive the economy, combat climate change and strengthen equity

In the wake of the pandemic, transport policies should pursue a threefold objective: aiding economic recovery, reducing harm to the environment and ensuring fair and equitable societal outcomes. Aligning these goals will build public support for such significant interventions. It will also make them more cost effective and easier to implement fast. Recovery from the Covid-19 crisis offers a singular chance to combine economic development with shifting mobility behaviour and scaling up low-carbon technologies, while increasing opportunities for citizens by improving access through better mobility solutions.

Implement much more ambitious policies that will reverse the growth of transport CO_2 emissions

Transport CO_2 emissions will continue to rise under current policies, not fall. A growing world population and increasing prosperity create new transport demand that will outstrip projected emissions reductions. The right policies can break the link between economic growth and transport emissions, however. Such policies will create incentives to avoid unnecessary travel, shift mobility to sustainable transport options, and improve vehicle technologies and alternative fuels. In the 2021 revision of the Nationally Determined Contributions under the Paris Agreement, governments must set ambitious targets, underpin them with concrete policies, and reinforce them by leveraging Covid-19 recovery packages to accelerate and deepen transport decarbonisation.

Target different transport sectors with strategies that reflect their specific decarbonisation potential and challenges

Different parts of the transport sector require different approaches to decarbonisation. Not all strategies to "avoid, shift, and improve" are applicable across the sector in the same way. Urban passenger transport can employ all three approaches to drastically reduce emissions by shortening travel distances, offering non-motorised options and achieving high user volumes on public transport. Decarbonising regional and intercity transport, in turn, will rely more on technological improvements, as demand for non-urban transport is difficult to manage. Freight transport can best reduce demand and emissions through low-carbon technologies, consolidation of loads, shorter supply chains and rapid digitalisation and standardisation of processes and technologies.

Support innovation to accelerate the technological breakthroughs needed to decarbonise transport

Technological advances are critical to effectively decarbonise transport, especially in otherwise hard-to-decarbonise areas. Reducing energy consumption of motorised travel requires investment in cleaner vehicles and fuels. Increasing the price of carbon-intensive transport will encourage a shift to low-carbon alternatives. Investing in charging

infrastructure for road transport will increase consumer confidence in zero-emissions vehicles, and purchase subsidies can accelerate the transition by making clean mobility more affordable. Digital innovation will help the more efficient operation of public transport, other shared mobility services and freight logistics.

Shift the priority to improving accessibility

Shifting the focus of policy from increasing mobility to improving accessibility will better deliver on several goals, from climate change mitigation to sustainable development and human well-being. Transport planning tends to conflate increased capacity with improved accessibility. Yet travelling more and further does not mean citizens have easy access to where they need to go. Transport planning that serves citizens considers their desired destinations and focusses on how well transport options connect them.

Intensify collaboration with non-transport sectors and between public and private actors

Transport decarbonisation is inseparable from developments in other sectors. Most notably, sustainable mobility is only possible with clean energy production. A green electricity grid is crucial so electric vehicles can be truly emissions-free. In turn, low-carbon transport is central to sustainable trade and tourism. Digitalisation of transport services offers opportunities for more efficient routing, shared use of assets and better data to inform decisions. Close co-operation between governments and private actors in new mobility markets is imperative to maximise the social benefits of new services and minimise external costs. Finally, integrating land-use decisions and transport planning can reduce transport demand while improving accessibility for citizens

The ITF Transport Climate Action Directory (TCAD)[7]

The Transport Climate Action Directory is an online database of transport CO_2 reduction policy measures. It provides targeted analytical assistance for countries and partners to identify climate actions that work, gathers and shares evidence for best practices that will accelerate the transition to carbon-neutral mobility, and shapes the climate change debate by building a global policy dialogue and by bringing the transport perspective to the table. It currently contains 80 mitigation measures along with the evidence-base needed to assess their effectiveness. It helps decision makers to translate their decarbonisation ambitions into actions and achieve their climate objectives. It also provides them with a range of options that can deliver concrete decarbonisation outcomes for transport in their specific context. The directory presents decarbonisation measures for five different categories as shown below.

- Improved design, operations and planning of transport systems
- Electrification
- Low-carbon fuels and energy vectors
- Mode shift and demand management
- Innovation and up-scaling

Decision makers can filter all measures by measure type, policy outcome, transport mode, geographic scope, and activity type. The directory is a work in progress, as additional measures are reviewed and added continuously.

[7] Transport Climate Action Directory, www.itf-oecd.org/tcad.

Decarbonising Transport: Driving Implementation Actions (DT Implement)[8]

The ultimate objective of the DT Implement project is to foster transport decarbonisation through the creation of a platform for key stakeholders by offering visibility to commitments on transport decarbonisation action, facilitating decision making for key policy interventions, leveraging on successful existing experiences, and identifying barriers to policy intervention and how to overcome them. It has a specific focus on "hard to abate" transport modes, including heavy-duty road freight transport, shipping and aviation. As of today, 31 countries have joined this project to form an international coalition for effective climate change policy implementation in the transport sector, to strengthen the environment for the implementation of sustainable transport policies, to adopt concrete policy actions, and to scale up innovative transport solutions.

Pathways Development for Regions, Countries and Cities

The ITF has developed possible transport decarbonising pathways for regions, countries and cities, working closely with regional, national and sub-national governments.

On a regional level, the Decarbonising Transport in Europe (DTEU)[9] project enabled the modelling of transport activity in Europe and provided detailed quantitative evidence on the actual impact of CO_2 mitigation measures. This allows European decision makers to identify and assess realistic pathways towards decarbonising transport to 2050 and to help the European Union to achieve its CO_2 reduction ambitions for the transport sector.

Ten recommendations for transport decarbonisation in Europe have been developed and shown as follows.

Act now, do not delay policy decisions.

New solutions and policies take time to implement. They take even more time to produce a sizeable effect. The world has reached a point at which there is no time left to lose if we want to stop global warming.

Set policy and build infrastructure so it adapts to changing conditions. Invest in multiple solutions and contingency plans.

Europe should prepare for inevitable uncertainties that exist. It should also avoid dependence on a narrow set of decarbonisation solutions. Some technologies may not reach market soon enough to make the required difference in time, for instance ultra-high-speed rail. Others may materialise differently than currently thought. Unforeseen disruptions could also alter the course of developments in the transport sector and beyond, just as Covid-19 caught the world off guard. Policies and infrastructure investments should therefore be designed in ways that allow adjustments when needed. Policies could have mechanisms for regular, and potentially frequent, updates. Infrastructure could be designed for easy capacity adjustments.

Create cross-sectoral governance structures with the power to address decarbonisation challenges.

[8] DT Implement, https://www.itf-oecd.org/dtimplement.
[9] DTEU, https://www.itf-oecd.org/decarbonising-transport-europe-way-forward.

The interlinkages between transport and other sectors hold great opportunities for decarbonisation. They also often present enormous barriers. The sensors used to combat human trafficking and fight illegal fishing could be used in smart logistics systems to make freight transport more efficient, for example. And cutting costs along the supply chain of sustainable biofuels could dramatically increase their use in aviation. On the other hand, a shift to electric mobility would merely displace transport emissions if the electricity is not produced in sustainable ways. Integrated governance structures should therefore be created to align decarbonisation action across sectors. Addressing the interconnectedness of the energy and transport sectors is particularly important. It must be ensured that emissions are not shifted from transport to power generation and that the energy sector can provide transport with renewable energy affordably and at scale. Such innovative governance structures will enhance the mutual understanding of sectoral needs, help spread effective solutions to other sectors and generally foster innovation.

Use decarbonisation to make transport more resilient, sustainable, accessible and equitable.

Transport decarbonisation relies not least on creating sustainable alternatives to traditional, fossil fuel-powered transport modes. Done the right way, new mobility options can also improve citizens' access to opportunities, for example by alleviating congestions and providing more and cheaper alternatives to private vehicle use, and better account for, and reduce, the many externalities of transport activity. Policy measures should be well assessed and designed for such potentials to materialise. This will result in enhanced transport system resilience and sustainability, and ensure that the transition to low-carbon transport is fair and leaves no one behind – whether this concerns specific social groups, geographic areas, people with reduced mobility or genders.

Communicate the wider benefits of transport decarbonisation to ensure citizens' acceptance and involvement.

Transport choices are individual choices. The uptake of new solutions and hence a successful transition to sustainable mobility will depend on each of us accepting new ways of travelling and different price structures. A redesigned, carbon free transport system will bring many benefits, from more liveable cities to improved access to opportunities. Clearly communicating these will accelerate the acceptance of new solutions and motivate people to re-assess their travel behaviour and the way goods are moved.

Increase support for innovative technologies and services and ensure new solutions are introduced where they have most impact.

New technologies and services often become available in limited areas, e.g. in urban cores where the high number of users and above-average incomes make them profitable for operators. However, the less affluent and less dense areas often have greater decarbonisation potentials, as citizens there lack alternatives to their own car. Therefore, governments should target support to ensure these areas also benefit from innovative transport technologies and services. Support for innovation can take various forms and should address transport users, service operators, as well as solution developers and manufacturers.

Empower local authorities to take transport decarbonisation actions that correspond to local specificities.

Local policy makers must be able to shape climate action in their area of responsibility. Differences in culture, local practices, infrastructure, incomes, housing situation and mobility needs and many other factors create specific conditions that require corresponding approaches to encourage sustainable transport behaviour and operations. Top-down measures may not always be able to account for important differences and may lead to unintended results or opposition to climate action.

Invest in digital transport infrastructure and use the decarbonisation opportunities that digitalisation has to offer.

Digitalisation provides policy makers with a powerful lever for reducing transport emissions. Digital technology can make transfers easier for transport users, thereby facilitating multimodal travel and related payments, and lowering emissions per trip. In freight transport, it can help to optimise loads and reduce the number of empty runs. Digitalisation is also critically important for implementing effective congestion charging and access restrictions, for instance by differentiating between vehicle types and their emission levels and facilitating payments systems. Not least, digital tools help the acceptance of electric mobility, e.g. by optimising charging operations. Many decarbonisation opportunities thanks to digitalisation are likely to develop. Policy makers should stay abreast of such developments, support them and ensure their best use to make transport sustainable.

Design stimulus packages for economic recovery from the pandemic to accelerate the transition to low-carbon transport and energy generation.

Increased public spending to support economic recovery after the pandemic should prioritise investments that support the transition to a low-carbon economy. Its backbones must be sustainable transport and a green energy generation. Stimulus packages should therefore focus on the rapid roll-out of alternative vehicle fuels and the massive scaling-up of renewable energy sources more generally. The latter is important to ensure not only that alternative energy is available to power transport activity, but also to ensure that new vehicle technologies are climate-neutral over their life cycle. Other investment priorities include the creation of digital transport infrastructure, the attractiveness of public transport and encouraging citizens to walk and cycle. Support for transport operators should be conditional on concrete sustainability commitments.

Help transport sector companies to accelerate the uptake of green solutions by reducing uncertainty through transparency and collaboration.

The transport industry's business decisions and investment plans are shaped not least by the visibility and predictability of government policy. Information on how economic policy will develop, what regulatory measures are in the pipeline or which support programmes are under consideration reduces uncertainty. Less uncertainty enables bolder decisions, for instance to embrace new technologies and business models that can achieve deep and timely emission cuts. The higher the degree of uncertainty, the more incremental changes towards sustainable transport will tend to be and the more time and opportunities for meeting climate goals will be lost.

On a national level, the ITF is supporting transport decarbonisation in Argentina, Azerbaijan, India and Morocco. The ITF's Decarbonising Transport in Emerging Economies (DTEE)[10] project helps governments of emerging nations to identify ways to reduce their transport CO_2 emissions and meet their climate goals. It is designing a common assessment framework for transport emissions that will cover several transport sub-sectors and transport modes. Country-specific modelling tools and policy scenarios will help the participating governments to implement ambitious CO_2-reduction initiatives for their transport sectors. Stakeholder workshops, training sessions, briefings for policy makers and mitigation action plans will stimulate further research and the development of policies beyond the duration of the project.

Lastly, on a city level, the ITF Decarbonising Transport in Latin American Cities (DTLA)[11] project aims to help policy makers in three Latin American cities (Bogotá, Buenos Aires and Mexico City) to achieve their CO_2 reduction ambitions for the transport sector. In collaboration with the Inter-American Development Bank (IDB), the ITF provided local policy makers with better quantitative evidence on the actual impact of CO_2 mitigation measures. ITF has developed strategic transport models for each of the three cities, which will allow decision makers in the cities to test and select the most effective policy pathways for achieving their transport CO_2 reduction goals to 2050. This project also encompasses systematic and inclusive policy dialogue. This dialogue aims to encourage the implementation of collectively-developed mitigation pathways and will bring together Latin American governments, private sector, sectorial organisations, multilateral development banks and research institutions. Project findings support the need for rethinking decarbonisation policies to consider their potential for achieving other benefits related with improving the quality of the transport services, closing gender equality gaps, and improving financial sustainability of current business models.

Policy Dialogue on Transport and Climate Change

Transport stakeholders, including transport ministers, have been largely missing from COP meetings and other climate change policy processes since the creation of the Convention in 1994. In fact, the transport sector has often been coupled with the energy sector at COP meetings, where transport mitigation actions under discussion were limited to alternative fuel sources. However, the transport sector has been progressing in innovative ways where mitigation measures have gone far and beyond energy-related solutions. Initiatives to decarbonise the sector while allowing for more inclusive mobility include managing transport demand and mode shift using economic instruments, infrastructure improvements, shared mobility services, traffic management, integrated land use and transport planning and changes in regulatory frameworks, including parking and vehicle restrictions. These transport measures are effective climate action and support the advancement of national climate goals while building more ambition.

The ITF has created opportunities to develop a global dialogue on transport and climate change since 2015 and to help mobilise transport ministers to engage in the broader climate change policy processes. A special Transport Ministers Meeting with a roundtable discussion was attended by more than 20 transport ministers, leaders of international organisations and CEOs at COP26 in Glasgow[12]. It was the first high-level transport event seen at a COP meeting. Outputs from this meeting will contribute to the International

[10] DTEE, https://www.itf-oecd.org/dtee.
[11] DTLA, https://www.itf-oecd.org/dtla.
[12] ITF (2021) Keeping 1.5°C Alive: Transport at COP26, https://www.itf-oecd.org/transport-cop26.

Transport Forum (ITF) Ministers' Roundtable on "Transport and Climate Change: Moving forward from COP26" during the ITF Summit in May 2022. The Roundtable will form a sequence of high-level dialogues with transport ministers, building a momentum of increasing ambition to be carried forward at COP27.

The transition to zero carbon will require transport ministries to form deep and radical partnerships with non-transport line ministries such as energy, industry, human settlements, and urban development. Multi-stakeholder engagement within the transport sector also needs further strengthening for more ambitious transport action. High-level transport and climate change policy dialogues at the ITF Summit 2021 and COP26 reveal that international collaboration is a consistent theme and priority for transport ministers. Greater co-operation will align standards and set goals for the private sector across the world to enable an equal playing field to decarbonise transport. Covid-19 recovery also needs to be coupled with transport sector decarbonisation targets. Building upon the discussion outcomes on transport and climate change at COP26, preparation for COP27 could include better integration of high-level transport and climate change policy dialogues into other transport related events led by the COP Presidency and the UNFCCC to create a more focused and cohesive narrative. Links across thematic areas could also be captured and reflected in the official COP27 Programme and MP-GCA events. For example, in addition to dedicated thematic days, cross-cutting themes, such as gender, finance, resilience, public-private partnerships, non-Party stakeholder engagement, just transition, and governance could be further highlighted across sectors and reflected in individual thematic days. Horizontal integration between line ministries within countries will continue to be a critical requirement to advance the goals of the Paris Agreement and achieve more ambitious targets and NDCs. Transport ministers will therefore need to continue to play a role in climate change policy processes, participate at COP27 and contribute to the development and implementation of transport action. Lastly, the Transport Ministers Meeting at COP26 could serve as a model for other sectoral ministers to discuss specific climate action topics. These events are not a negotiating forum but are instead focused on sector-specific priorities, including implementation strategies.

About the ITF

Who we are

The ITF at the OECD is an intergovernmental organisation with 63 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous.

What we do

The ITF works for transport policies that improve peoples' lives. Our mission is to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion and to raise the public profile of transport policy.

How we do it

The ITF organises global dialogue for better transport. We act as a platform for discussion and pre-negotiation of policy issues across all transport modes. We analyse trends, share knowledge and promote exchange among transport decision-makers and civil society. The ITF's Annual Summit is the world's largest gathering of transport ministers and the leading global platform for dialogue on transport policy.