

UITPs Key Messages for the Global Stocktake at COP27

Sustainable urban mobility, built on a backbone of public transport and active mobility, will accelerate global climate action through cost effective emissions reductions and will help to scale-up adaptation and resilience efforts in urban areas.

Public transport must be seriously prioritized for investment, especially in developing countries worldwide, as it is an investment in a complete, inclusive, equitable climate solution. This will simultaneously contribute to achieving the Sustainable Development Goals, that is consistent with long-term climate strategies and inclusive growth.

The public transport sector is committed to act and deliver the carbon emissions reductions needed now, and lead by example in the transition to a net-zero pathway in our cities.

Mitigation – prioritise public transport to decarbonise urban mobility

- Public transport has a critical role to play in the economy reaching net-zero emissions and overcoming the most pressing environmental challenge of our time. Climate change cannot be stopped without decarbonising transport. To reach net-zero emissions by 2050 or sooner, we need a fundamental transformation in the way we move about in our cities.
- Shifting people to more public transport with improved connectivity is one of the fastest and most cost-effective ways to reduce urban emissions and decarbonise people’s daily mobility. This approach must be at the heart of urban transport policy and central to our transition to net-zero transport in all cities and countries so that they can fulfill their pledges and commitments towards the objectives of the Paris Agreement
- The sector’s goal is to achieve net-zero emissions public transport by the mid-century or sooner in a cost-efficient manner. The opportunities and benefits are significant but unlocking them will require a step change in critical investments in public transport.

Adaptation – make cities more resilient with public transport

- The public transport sector is committed to accelerate and strengthen efforts to prepare for and adapt to the intensifying impacts of climate change while delivering safe, resilient networks and fit for purpose services. A resilient public transport system will reduce the vulnerability of human settlements and will make them more resilient to disruption. In doing so, it will provide their economies and societies with a reliable and cost-efficient transport service.
- To enhance global action on adaptation, cities need to become more resilient. Including adaptation early in project development is cost effective and will save financial resources in the long run. It is critical to raise financial and technical resources to support and scale up the development of resilient public transport projects, notably in developing countries.

- By designing, developing, and implementing public transport projects that will meet current and future climate conditions, it will help to de-risk investments and ensure that cities will continue to be at the forefront of global action. We must increase the profile of resilient public transport in national climate policies and in the transport portfolios of international financing institutions and climate finance instruments.

Finance – scale up investment in public transport

- Critical financing flows need to support climate action in public transport, particularly in the Global South; as well as putting an end to inefficient fossil fuel subsidies that encourage unsustainable travel behaviours. Governments should reallocate this funding to infrastructure that enables walking, cycling and public transport.
- Countries should voluntarily cooperate with each other to achieve emission reduction targets with public transport as set out in their Nationally Determined Contributions (NDC). Public transport remains the most frequently cited means of mitigating emissions from transport in the Global South and by supporting these mitigation outcomes through enhanced flows of appropriate finance, it will not just help more countries meet climate targets, it will promote increased equitable NDC ambition.
- Local and regional governments should be engaged in market and non-market mechanisms of the Paris Agreement to support sustainable, integrated urban and territorial development, built on a backbone of public transport, and advance cooperation through finance, technology transfer, and capacity building. Climate finance should be provided directly to local and regional governments in support of public transport.

Collaboration – raise the level of ambition with public transport actors

- State and Non-State Actors must unite to limit global warming to well below 2 degrees and work hard to keep the 1.5 degrees target alive. The current set of NDCs are not ambitious enough but countries with the most ambitious goals detail how they will reduce emissions in the transport sector with public transport.
- We need to build upon and enhance the interconnectedness between climate action of the public transport sector and national governments and their climate goals. The public transport sector is leading by example in the transition to a net-zero pathway in cities. The plans and strategies they are delivering on the ground hold true and go beyond the pledges set out in their country's NDCs.
- To urgently address the need to accelerate ambition and implementation, all countries should incorporate public transport actor's climate action in their NDCs. This multi-level collaborative approach with the public transport sector is the key to advancing implementation and reviewing ambition in NDCs towards a zero emissions and resilient urban transport that will deliver the transformational change needed to build a more sustainable, equitable future.