



## High Level Inputs for the Talanoa Dialogue

### Key Findings from ITF Ministers' Roundtable on Transport and Climate Change Question 3 - How do we get there?

*This template is meant to guide non-Party stakeholders (organization(s), coalition(s), initiative(s) and/or sector(s) etc.) in providing inputs that are relevant and impactful to the Talanoa Dialogue process. Using such the template is not mandatory, however, the High-level Champions encourage non-Party stakeholders to use such a structure to facilitate capturing and highlighting the key messages across the three questions.*

#### How do we get there?

*Ways in which the UN Climate Change process can help you achieve your vision and goals, and how your actions can help in expediting sustainable transitions to climate neutral societies [Maximum 300 words]*

*Transport Ministers and sector leaders gathered at the International Transport Forum (ITF) Annual Summit in Leipzig on May 23, 2018 to discuss progress in the transport sector towards meeting the goals of the Paris Agreement. The ITF Ministers' Roundtable (MRT) provides opportunities for Ministers and invited industry and international organisation leaders to participate in open and frank discussions on important and emerging topics related to transport. This MRT served as a platform for Transport Ministers to present and discuss existing transport conditions, specific goals and targets, as well as mitigation measures and actions with other sector leaders. It is the highest level dialogue conducted among Transport Ministers and leaders of international organisations and industry on transport and climate change and it also forms part of the inclusive policy dialogue component of the ITF's Decarbonising Transport initiative.*

*It is clear that transport will continue to play a critical role in advancing national climate goals within the Paris Agreement and beyond. The UN Climate Change process can help increase the awareness of key decarbonising transport priority measures among Parties, reflect existing transport measures and new initiatives in NDCs, align climate policy priorities between Transport and Environment Ministers and expedite sustainable transitions to climate neutral transport systems.*

*Concrete solutions that have been realized while implementing your commitments, including lessons learnt from success stories and challenges, and case studies that are in line with the 1.5/2 degrees' goal and can support the Parties in achieving their NDC goals, enable higher ambition and inspire engagement of other non-state actors [Maximum 300 words]*

*Concrete solutions for decarbonising transport that have been identified by nine Transport Ministers and six leaders of international organisations and industry include, 1) stronger co-operation and collaboration among sectors, within sectors, among countries, across different levels of government within countries, among public agencies, and between countries and cities; 2) raising ambitions for decarbonising transport and highlighting areas in which more stringent policies and initiatives are necessary; 3) application of innovation and technology with the goal to increase transport efficiency; 4) electrification of public transport; 5) improvement of public transport infrastructure and services and 6) infrastructure investment and financing.*



*Collaboration models with other stakeholders and, in particular, between non-Party stakeholders, national governments and the UN Climate Change process that have been successful in helping you, or can help you, achieve your commitments [Maximum 300 words]*

*The complexity of the transport and climate change challenge requires co-operation and collaboration among sectors, within sectors, among countries, across different levels of government within countries, among public agencies, and between countries and cities. Participants of the ITF MRT on Transport and Climate Change urged governments to work with businesses and civil society to ensure adequate support for more stringent policies and continuous research and development of best available technologies. Collaboration can also be in the form of sharing knowledge, skills and good practice, as well as capacity building. With the common goal of carbon neutrality by 2050, participants agreed that all stakeholders need to work together and support each other's goals.*

*Opportunities to further scale up action and means to address barriers that can enable even further action by non-Party stakeholders based on the actions you have taken to implement your commitments. ("We've made progress and have made new commitments as described above. This is what I need from national governments, other non-Party stakeholders and the UN Climate Change process to take even further action...") [Maximum 200 words for each item below]:*

- *Policy levers*

*There is an urgent need to raise ambitions for decarbonising transport and highlight areas in which more stringent policies and initiatives are necessary. Some examples include fuel economy standards, better freight management, increased use of biofuels for aviation, the need to develop clear national climate strategies, greater CO<sub>2</sub> emission reduction targets to achieve carbon neutrality, and specific transport sector strategies and action plans for 2030 and 2050. Participants (Ministers and leaders of international organisations and industry) also expressed their strong commitment to the Paris Agreement and identified the linkages between the Paris Agreement and the Sustainable Development Goals. They indicated little doubt that businesses can continue to flourish and strong economic growth can occur even with the implementation of climate measures, including that of a carbon tax.*

- *Collaboration/cooperation opportunities*

*Participating Ministers and leaders of international organisations and industry agreed that there is value in strengthening the level of co-operation and collaboration across sectors and sharing knowledge of potential solutions when addressing the problem of transport and climate change. A strong partnership among stakeholders, together with a common goal, will then enable the development of more ambitious targets and stringent policies, especially when all stakeholders participate in the planning process.*

- *Lessons learned based on the experience and progress so far*

*Although different countries and sectors have different priorities, it is clear from the discussion that they also recognise similar challenges and objectives. The MRT participants recognised that a new momentum for decarbonising transport has emerged since the creation of the Paris Agreement, and though many initiatives have been taken to reduce transport-related emissions, a new impetus for decarbonisation must be seized to better reflect these actions and their impacts in each country's Nationally Determined Contributions (NDCs). Next steps require strong co-operation among all stakeholders in both the public and private sectors along with civil society to integrate policy action across sectors. All transport modes will eventually need to be*



*included in this global decarbonisation effort.*

- *Public and private financing models*

*Reducing emissions can be facilitated through the use of technologies but it is also important to fund appropriate innovation and technology development, which entails close collaboration among governments, business, industry, research institutes, and other stakeholders to evaluate and develop new technologies that are truly effective and efficient in reducing emissions. It is also time to go beyond demonstration projects and start implementing technologies in existing or new infrastructure.*

*Infrastructure investment is also needed, particularly for electric buses, alternative fuels, electric roads, and to enhance public transport. Financing options are required for national governments to finance local public transport and infrastructure. National programmes can also be co-financed. The financing of transport will help steer the direction in which the sector will evolve.*

- *Impact on non-Party stakeholders if these actions by national level governments and the UN Climate Change process and other opportunities are implemented and how much further they could go*

*Strong co-operation among all stakeholders in both the public and private sectors along with civil society are necessary to integrate policy action across sectors and to raise ambitions. By including key transport priority measures that will reduce carbon emissions in NDCs and beyond, non-Party stakeholders will be able to work together with governments and support each other's goals.*

**Ministers' Roundtable on  
Transport and Climate Change: Moving forward from COP 23**

Held at the ITF 2018 Annual Summit in Leipzig, Germany on May 23, 2018

**Key Findings**

## 1. Introduction

The commitments made in the context of the United Nations Framework Convention on Climate Change (UNFCCC) 2015 Paris Agreement will continue to guide the development of the next two Conference of the Parties (COP) sessions until 2020, and there is now a greater sense of urgency among many of the Parties to complete the work programme set out under the Paris Agreement. Transport has been increasingly featured at the 22nd and 23rd sessions of the Conference of the Parties to the UNFCCC, held in Marrakech (COP 22) and Bonn (COP 23) in 2016 and 2017 respectively.

Since 2015, it has been clear that transport will continue to play a critical role in advancing national climate goals within the Paris Agreement and beyond. Transport Ministers and sector leaders gathered at the ITF Annual Summit in Leipzig on May 23, 2018 to discuss progress in the transport sector towards meeting the goals of the Paris Agreement. This document captures key findings of their exchange. The ITF Ministers' Roundtable (MRT) provides opportunities for Ministers and invited industry and international organisation leaders to participate in open and frank discussions on important and emerging topics related to transport under the Chatham House Rule<sup>1</sup>.

This MRT served as a platform for Transport Ministers to present and discuss existing transport conditions, specific goals and targets, as well as mitigation measures and actions with other sector leaders. It is the highest level dialogue conducted among Transport Ministers and leaders of international organisations and industry on transport and climate change and it also forms part of the inclusive policy dialogue component of the ITF's Decarbonising Transport initiative. The 2018 MRT on Transport and Climate Change was the third climate change session that the ITF has organised since 2016. The

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<sup>1</sup> "When a meeting, or part thereof, is held under the Chatham House Rule, participants are free to use the information received, but neither the identity nor the affiliation of the speaker(s), nor that of any other participant, may be revealed." Chatham House, *The Royal Institute of International Affairs*, 2018, [www.chathamhouse.org/chatham-house-rule](http://www.chathamhouse.org/chatham-house-rule).

outputs from the 2018 session will contribute to the greater UNFCCC policy dialogue process on transport and climate change in preparation for COP 24 in Katowice, Poland.

### **Key Policy Messages Emerging from the MRT**

Many transport sector stakeholders recognise the important role transport plays in reducing global carbon dioxide (CO<sub>2</sub>) emissions. During the ITF Summit 2018 MRT, participants shared their perspectives on the challenges of meeting transport sector targets that are imperative to reduce CO<sub>2</sub> emissions from transport activity going forward from COP 23 in Bonn to COP 24 in Katowice in 2018.

The MRT participants recognised that a new momentum for decarbonising transport has emerged since the creation of the Paris Agreement, and though many initiatives have been taken to reduce transport-related emissions, a new impetus for decarbonisation must be seized to better reflect these actions and their impacts in each country's Nationally Determined Contributions (NDCs). Next steps require strong co-operation among all stakeholders in both the public and private sectors along with civil society to integrate policy action across sectors. All transport modes will eventually need to be included in this global decarbonisation effort.

Below is a list of the key messages that emerged from the 2018 MRT discussions. The importance of and need for "co-operation and collaboration" followed by the current existence of or plans to implement "ambitious targets and stringent policies" for countries were identified as top priorities by the participants.

### ***Co-operation and Collaboration***

The complexity of the transport and climate change challenge requires co-operation and collaboration among sectors, within sectors, among countries, across different levels of government within countries, among public agencies, and between countries and cities. Participants urged governments to work with businesses and civil society to ensure adequate support for more stringent policies and continuous research and development of best available technologies. Collaboration can also be in the form of sharing knowledge, skills and good practice, as well as capacity building. With the common goal of carbon neutrality by 2050, participants agreed that all stakeholders need to work together and support each other's goals.

### ***Ambitious Targets and Stringent Policies***

There is an urgent need to raise ambitions for decarbonising transport and highlight areas in which more stringent policies and initiatives are necessary. Participants listed examples such as fuel economy standards, better freight management, increased use of biofuels for aviation, the need to develop clear national climate strategies, greater CO<sub>2</sub> emission reduction targets to achieve carbon neutrality, and specific transport sector strategies and action plans for 2030 and 2050. Participants also expressed their strong commitment to the Paris Agreement and identified the linkages between the Paris Agreement and the Sustainable Development Goals. They indicated little doubt that businesses can continue to flourish and strong economic growth can occur even with the implementation of climate measures, including that of a carbon tax. In this respect, MRT participants indicated that climate measures could also be economically positive.

## ***Innovation and Technology***

Innovation and new technologies to reduce emissions remained high on the priority list for most participants. These can apply to fuel, vehicles, infrastructure, urban planning, and fleet management systems, all with the ultimate goal of increasing transport efficiency. Reducing emissions can be facilitated through the use of technologies but participants also highlighted the importance of financing appropriate innovation and technology development, which entails close collaboration among governments, business, industry, research institutes, and other stakeholders to evaluate and develop new technologies that are truly effective and efficient in reducing emissions. It is also time to go beyond demonstration projects and start implementing technologies in existing or new infrastructure.

## ***Electrification***

The use of electric vehicles needs to be extended to public transport, notably in the form of electric buses, taxis and ferries, to reduce total carbon emissions in the transport sector. Other forms of electrification discussed include distribution trucks, waste collection vehicles and aircraft. The electrification of road transport includes both vehicles and their associated infrastructure, such as charging points and electrified roads. Participants who were actively developing electric mobility in their countries indicated the importance of working closely with key stakeholders and partners to identify technology and infrastructure requirements, for example, the private sector will need to continue to facilitate the development of electric vehicles and share more knowledge on cutting-edge technologies with authorities and cities.



## ***Public Transport***

MRT participants highlighted the improvement of public transport infrastructure and enhancement of public transport services as priority areas in urban transport action plans. Transit-oriented development and integrated transport and land use planning were cited as measures that will reduce transport emissions by changing mobility behaviour. Transport and urban planning need to be fully integrated and no longer carried out in separate planning frameworks. Participants also suggested that public transport vehicles need improvement, particularly as concerns vehicle and system design, increased vehicle capacity and speed for example.

## ***Infrastructure Investment and Financing***

Participants pointed to the need for infrastructure investment, particularly for electric buses, alternative fuels, electric roads, and to enhance public transport. Financing options were discussed, specifically as concerns national government financing of local public transport and infrastructure. It was noted that national programmes can also be co-financed. The financing of transport will help steer the direction in which the sector will evolve.

## **Conclusion**

Although different countries and sectors have different priorities, it is clear from this discussion that they also recognise similar challenges and objectives. Participating Ministers and leaders of international organisations and industry agreed that there is value in strengthening the level of co-operation and collaboration across sectors and sharing knowledge of potential solutions when addressing the problem of transport and climate change. A strong partnership among stakeholders, together with a common goal, will then enable the development of more ambitious targets and stringent policies, especially when all stakeholders participate in the planning process. Infrastructure financing

and the impact of technology remain as top priorities for countries. However, the need to change travel behaviour and policies that could encourage modal shifts were largely absent from this discussion. Changes in passenger and freight transport behaviour will not only reduce CO<sub>2</sub> emissions but also other transport externalities, such as air pollution, congestion and traffic fatalities, leading to more sustainable transport development.

## **Participants in the Ministers' Roundtable held at the 11<sup>th</sup> Annual ITF Summit, 23-25 May 2018 in Leipzig, Germany**

### Ministers:

Mr. Guillermo Dietrich, Minister of Transport, Argentina

Mr. Hiroshi Narahira, Vice Minister of Land, Infrastructure, Transport and Tourism, Japan

Mr. Mohamed Najib Boulif, Minister Delegate to the Minister of Infrastructure, Transport, Logistics and Water, in charge of Transport, Morocco

Ms. Julie Ann Genter, Associate Minister of Transport, New Zealand

Mr. Ketil Solvik-Olsen, Minister of Transport and Communications, Norway

Mr. Andrzej Adamczyk, Minister of Infrastructure, Poland

Mr. Joao Pedro Matos Fernandes, Minister of Environment, Portugal

Mr. Aleksandr Yurchik, Deputy Minister of Transport, Russian Federation

Mr. Tomas Eneroth, Minister for Infrastructure, Sweden

### International Organisations and Industry:

Mr. Young Tae Kim, Secretary General, International Transport Forum (ITF)

Ms. Violeta Bulc, European Commissioner for Mobility and Transport, European Commission

Mr. Umberto de Pretto, Secretary General, International Road Transport Union (IRU)

Mr. Martin Frick, Senior Director for Policy and Programme Coordination, United Nations Framework Convention on Climate (UNFCCC)

Mr. Florent Menegaux, Group Senior Executive Vice President and COO, Michelin Group

Mr. Niklas Gustafsson, Senior Vice President & Chief Sustainability Officer, Volvo Group