



**World Conference on Transport Research Society (WCTRS)  
Special Interest Group on Transport, Climate Change and Clean Air  
Inputs for the Talanoa Dialogue**

**A Talanoa Dialogue Event on Transport, Climate Change and Clean Air**

**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]*

*The World Conference on Transport Research Society (WCTRS) Special Interest Group on Transport, Climate Change and Clean Air facilitates the exchange of ideas in this topic among researchers. On June 21 and 22, 2018, a conference on transport, climate change and clean air to organised to present the latest research in this area, including the application of scientific methods on impact assessment or evaluation that will provide policy insights on efficient mitigation and adaptation measures for the transport sector (<https://www.iip.kit.edu/1740.php>). The outputs of this event provide evidence based policy suggestions that will reduce carbon emissions from the transport sector.*

*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]*

*Reducing carbon emissions from the transport sector requires a mix of policies. This event was focused on two main types of policies, 1) integrated land use and transport planning and 2) electrification for passenger and freight transport.*

*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]*

*A stronger collaboration among stakeholders, such as the research community, national governments, cities, and the private sector will be able to develop more ambitious NDCs that reflect local transport actions in national targets.*



*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*

### ***Integrated land use and transport planning***

- *Multi-modal integration - The share of multi-modal trips should increase to at least more than 15%.*
- *Changes in urban form - A dedicated plan of urban sustainable development should exist for all cities.*
- *New mobility patterns – The collection and quality of transport data needs to be improved.*

### ***Electrification for passenger and freight transport***

- *Increase adoption, develop adoption pathways.*
- *Cost effective technologies for freight – Decrease the share of internal combustion engine vehicle based transport.*
- *Changes in energy mix (e.g. renewables) – Assure that all electricity for electric vehicles come from renewables.*

### ***Other***

- *Increase vehicle efficiency through the implementation of the Zero Emission Vehicle (ZEV) mandate by 2030 and to set political target of 80% EV market share by 2050.*
- *Fuel switch – Through ZEV mandate, low carbon fuel standard (life cycle carbon intensity), diversification of fuel, e.g. biofuel, natural gas, hydrogen, decrease energy demand, materials, and taxation.*
- *Reduce motorised travel*
  - *Increase awareness of push policies among policy makers and through the use of transport demand management measures and taxation (internalisation of externalities).*
  - *In order to reduce car driving, push policies making car driving slower and more expensive need to be implemented.*
  - *The most successful strategies are integrated strategies, in which push policies and pull policies are combined.*
- *Different pathways need to be developed for different countries - Targets for EVs, mode share, CO<sub>2</sub> emissions (so that private sector can follow and act accordingly) by 2030 and including transport targets in NDCs to develop national targets.*

- *Collaboration/cooperation opportunities*

- *In order to achieve integrated strategies, fast and co-ordinated action by municipalities, regional and state governments is required.*
- *International cooperation will be beneficial due to the globalisation of the automobile industry so as to rip off the benefits of learning by doing but severe industrial issues can be expected along the way (e.g. countries with different sizes and industrial capabilities, national automobile makers are not equally advanced in the transition, potential dependence on production of key components such as batteries from China).*
- *Coordination among cities (e.g. C40) will be a strong lever given the increased awareness of the*



*negative environmental impact due to urban transport.*

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

### ***Integrated land use and transport planning***

- *In most cities, non-motorized and public transport services are still far below their potentials. We need the right policies to support these modes.*
- *Increase urban density, reduce urban sprawl and identify land parcels that could be used as heat or carbon sinks.*

### ***Electrification (passenger and freight)***

- *Electrification is not the only solution, but together with green electricity, it is one measure to reduce transport emissions.*
- *It is hard to find the right combination of policies and regulations.*
- *Driving behaviour and attitude differ widely among countries, therefore we need individual solutions for each jurisdiction.*
- *Infrastructure has a significant long-term impact on modal choice. Electrification of passenger cars needs few public charging facilities because main charging of vehicles happens at home.*
- *We need further development of vehicle technology (i.e. battery) and a higher diversification of available vehicle models.*

### ***Climate co-benefits***

- *Non-motorised transport can have substantial benefits on human health.*
- *Reducing the number of cars will decrease congestion and reduce travel time delays; reallocating road space for public transport and non-motorized modes can reinforce these impacts and limit rebound.*

- *Public and private financing models*

- *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*