Template for non-Party stakeholders' inputs for the Talanoa Dialogue

Question 1 – Where are we?

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.

Where are we?

The commitment (planned and/or announced) as well as the actions taken so far that are in line with aims of Paris Agreement, the 1.5/2 degrees' goal and the transition towards a net-zero emission society by this mid-century [Maximum 300 words]

EV100 brings together global companies committed to the transition to electrified road transport.

To join, companies are invited to make a public commitment to one or more of the following areas with a 2030 target date:

- Integrating electric vehicles into directly owned or leased corporate fleets
- Placing requirements in service contracts for electric vehicle usage
- Supporting staff to use electric vehicles by installing charging infrastructure at all premises
- Supporting electric vehicle uptake by customers by installing charging infrastructure at all premises

EV100 applies to battery electric vehicles, plug-in hybrids/extended range (minimum 30 miles/50km electric) and hydrogen fuel cell vehicles.

The initiative was launched in September 2017 and as of now (March 2018) has 16 global members, including Aeon Mall, Askul, Air New Zealand, Baidu, Deutsche Post DHL Group, EDF Group, Heathrow Airport, HP Inc., IKEA Group, LeasePlan, Mercury, Metro AG, PG&E, Royal Haskoning DHV, Unilever and Vattenfall.

Companies involved are at different stages of their journey towards these commitments (see examples below). An annual reporting cycle will be launched later this year to provide a publicly available overview over their individual and collective progress.

Progress made so far against the above commitments, including success stories, case studies and gaps [Maximum 300 words]

- Aeon Mall has already installed 751 EV chargers at 135 malls in Japan, and 348 chargers at six malls in China.

- Air New Zealand has already transitioned 100% of its light vehicle fleet and more than half of its heavy airport service vehicles to EVs
- Baidu is already offering EV charging and electric transit buses for their staff.
- Deutsche Post DHL has invested in its own auto manufacturer StreetScooter to provide electric vehicles for its fleet. It operates the largest EV fleet in Germany with over 5,000 StreetScooters on the road as well as 10,5000 e-bikes and e-trikes.
- HP INc. already has 120 charging stations installed at offices in Germany, India, Israel, the UK and US.
- IKEA Group already has EV charging installed at over half of its 355 stores worldwide and is trialling EV trucks in the US and China.
- LeasePlan has committed to transitioning its own employee vehicle fleet by 2021.
- Metro AG already has charging stations installed at its headquarters as well as 100 further charging points at stores around the world.
- PG&E operates one of the cleanest fleet in the energy industry with nearly 1600 electric-based vehicles, including a pioneering hybrid-electric bucket truck.
- Royal HaskoningDHV has committed to transition its staff fleet in the Netherlands to full battery electric vehicles by 2021.
- Vattenfall is on its way to transition its staff fleet to EVs by 2022.

Quantitative impact so far with respect to mitigation, adaptation, resilience and/or finance [Maximum 300 words]

Full details on progress made as well as the quantifications of the climate impact made will be available from the annual EV100 reporting cycle later this year.

Question 2 - Where do we want to go?

Where do we want to go?

Vision of the future for your organization and/or sector in terms of its possible role in achieving the 1.5/2 degrees' goal and a net-zero emission world by this mid-century [Maximum 300 words]

Road transport is one of the largest, and fastest-growing sources of GHG emissions. If powered from renewable sources, electric vehicles offer the opportunity to entirely eliminate these emissions.

Companies can play a major role in driving the market transition, both through their own demand and through the example they set (and enabling conditions they create) in their interface with staff and customers. By setting out their future purchasing requirements at an ambitious time scale, companies can drive mass roll-out and make electric cars more rapidly affordable for everyone around the world.

Over the coming years, EV100 aims to further grow the group of companies involved, aiming to create a critical mass of outspoken voices and concrete demand signals to move the market to scale.

Possible and potential new commitments and pledges of to achieve the 1.5/2 degrees' goal and a net-zero emission world by this mid-century [Maximum 300 words]

Over the coming years, EV100 aims to further grow the number of companies involved and making commitments to transition their fleets and/or install charging infrastructure by 2030.

Foreseen positive impact of these commitments once they are realized, including contributions to the sustainable development agenda [Maximum 300 words]

EV100 particularly contributes to the following Sustainable Development goals:

- 3) good health – through the significant potential of electric vehicles to reduce dangerous air pollution
- 7) renewable energy – through the mutually reinforcing quality of renewable energy and electrified road transport, where renewable electricity makes electric vehicles a zero emission solution. Also, the energy storage capacity inherent in electric vehicles, with smart management, can contribute to balancing an energy grid with increasing shares of volatile and decentralized renewable energy inputs
- 8) good jobs and economic growth/ 9) industry, innovation and infrastructure – by driving innovation and securing future-ready jobs in the automotive industry
- 11) sustainable cities and communities – by contributing to healthy, liveable city centres
- 13) climate action – by reducing or entirely eliminating (if powered from renewable sources) GHG emissions from road transport

Question 3 - How do we get there?

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 currently accounts for 23% of global energy related GHG emissions. Additionally, it is the fastest growing source of emissions, making it a crucial focus for governments looking set national targets aligned with climate science. While about 63% of current NDCs propose transport sector mitigation measures, strategies are not always comprehensive and only 9% have set transport sector emission reduction targets.

The UN Climate Change process should make further efforts to highlight the role and potential of transport measures in the conversation and encourage governments to prioritize transport, including electro-mobility, within their climate strategies.

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]

Key policy measures that have proven crucial in driving action from companies and other stakeholders include:

- ZEV mandates
- Measures setting out a long term trajectory of government ambitions such as setting end dates for the sale of internal combustion engine vehicles, setting increasingly stringent emissions standards, limiting access to city centres for polluting vehicles
- Measures that reduce total cost of ownership of electric vehicles to cost parity in the interim period while markets are moving to scale (monetary measures such as subsidies and tax exemptions/reductions as well as benefits such as free parking, access to fast/bus lanes, …)
- Planning for and Investment in the development of EV charging infrastructure as well as reading electric grids for the increasing integration of EVs

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 Climate Group is currently exploring opportunities to increase collaboration between companies as well as sub-national governments and cities in order to accelerate the transition through aligned and mutually reinforcing actions.

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*

Key policy measures that have proven crucial in driving action from companies and other stakeholders include:

- *ZEV mandates at national or sub-national level.*
- *Measures setting out a long term trajectory of government ambitions such as national of sub-national governments setting end dates for the sale of internal combustion engine vehicle or driving the market towards low-emission solutions through increasingly stringent emissions standards*
- *Low emission zones in cities with limited access for polluting vehicles, which also provides a positive vision for how electro-mobility can lead to healthier, more liveable cities for all*
- *Measures that reduce total cost of ownership of electric vehicles to cost parity in the interim period while markets are moving to scale (monetary measures such as subsidies and tax exemptions/reductions as well as benefits such as free parking, access to fast/bus lanes, …); within these measures, governments may also want to consider support to the second hand market for EVs as a means to increasing residual value of electric vehicles and enabling broader parts of the population to participate in the transition.*
- *Sufficient EV charging infrastructure is crucial to enable easy transition to electric vehicles. Governments at all levels most support and collaborate on their development, through their own planning and investment, especially for fast charging corridors and on street facilities, as well as by removing regulatory barriers for the installation of infrastructure by private entities.*
- *For full climate benefit, electrification of road transport must go hand in hand with continued growth in renewable energy supplies. Both technologies are highly complementary, and the charging capacity inherent in electric vehicles can be a resource to help balance an increasingly a future energy system to accommodate increasing amounts of decentralized and intermittent renewable sources. Governments and regulatory entities need to plan early for the needs of the future and build out systems and set up new regulatory frameworks to support solutions like smart charging and vehicle-to-grid technologies to enable an overall smart, connected and efficient energy and transport system.*

- *Collaboration/cooperation opportunities*

- *Both States and Regions and cities are showing significant leadership on EV policy, and through their actions make a major contribution to unlocking private sector leadership as well. Further acceleration is possible by all three stakeholder groups working together to align policy frameworks and investment plans to meet their joint ambitions.*

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

- *A major obstacle for companies wishing to invest in electric vehicles remains their difficulty to resource the required vehicles, either because convincing electric versions are not yet offered for certain types of vehicles, or because they are not yet available or not in sufficient quantities in the relevant markets. While a lot of positive momentum has been seen with new announcements made over the past couple of years, further policy signals such as ZEV mandates and the setting out of clear trajectories towards the phase out of polluting vehicles are crucial to incentivize automakers to accelerate the market introduction and ramp up production capacity for a broad range of electric vehicles.*

- *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*