

**UNFCCC COP 24
Katowice, Poland**

**Outcome Document
Action Event: Transport**

Marrakech Partnership for Global Climate Action

Friday, 7 December 2018
15:00 – 18:00

Organised by the Transport Thematic Group

Section 1 – Outcomes of the Action Event at COP 24

Key Messages

The key messages of the Transport Action Event at COP 24 were derived from four separate segments all focused on scaling up climate action in the transport sector, where recurring themes that are often cross-cutting were captured. These four segments were, 1) strategic visions and tools; 2) urban transformation for passenger and freight transport; 3) low carbon energy strategy for transport, and 4) improve modal shift and system efficiencies.

The Transport Action Event highlighted the fact that only 60% of NDCs have included any kind of transport measures and these measures often lack a comprehensive approach to address the challenges in reducing carbon emissions in passenger and freight transport. In addition, there are many other transport initiatives that have not been captured in NDCs, especially in emerging economies, where NDCs are often not aligned with national transport plans. It is recognised that governments will continue to have a significant role to play and the policies and measures they implement will determine the direction of where the sector and its many stakeholders need to go. The transport sector has to start acting fast to provide the enabling framework for the sector to scale up action, by using available cost effective solutions to significantly reduce transport emissions, create co-benefits and change behaviour through the provision of reliable, safe and affordable services at the same time.

Impacts and progress showcased

The Action Event addressed three impacts previously identified in the Action Tracker, namely, 1) urban transformation for passenger and freight transport, 2) low carbon energy strategy for transport and 3) improve modal shift and system efficiencies. Initiatives highlighted in the event included the Global Fuel Economy Initiative (GFEI), Global Green Freight Initiative, the Transportation Decarbonization Alliance (TDA), and the ITF's Decarbonising Transport initiative.

Specific solutions presented included leapfrogging technologies while building upon existing infrastructure and services, developing concrete policy pathways, finding better ways to communicate the implementation of short term low carbon measures and the benefits of various policies, and collaborating across sectors to learn from failures and share success, increase investment on research and technology, develop strong coalitions and science based policies. Comprehensive and innovative strategies are required in areas such as financing, urban planning, electric mobility, modal shift, public transport improvement, railway infrastructure increase, shared mobility, non-motorised transport, and aviation for both passenger and freight transport. Transport needs to be re-organised with the use of less vehicles to deliver the same level of accessibility, yet to be affordable and mindful of just transition at the same time. It is critical to bring in political leadership from the transport sector into the climate change policy process together with the environment ministries. The sector needs to decide what will be included in the NDCs for transport and what is truly important for the sector.

Section 2 – Outcomes of the work of The Thematic Area in 2018

Overview of progress in 2018

In 2018, political developments were observed in the shift of political attention to transport as the political pathway to decarbonising the power sector becomes clearer. There is also recognition that the sector is off track in realising its decarbonisation goals and there is a growing sense of urgency to align common objectives and increase collaboration across sectors.

Economic development included the continuous growth in electric vehicle sales, which are accelerating. China currently has the largest market for electric vehicle sales (more than half of global sales), followed by Europe and North America. Global electric vehicle stock has also surpassed 4 million in 2018.

As for social developments, the sector has observed the rapid expansion of micro-mobility services, i.e. electric scooters that are providing affordable and efficient transport services in major cities of the world.

Impacts and progress showcased

Electric Vehicle Initiative

Accelerate the introduction and adoption of electric vehicles worldwide In 2010, EVI was one of several initiatives launched under the Clean Energy Ministerial (CEM), a high-level dialogue among Energy Ministers from the world's major economies. The EV30@30 Campaign was launched in 2017 by the Clean Energy Ministerial (CEM) to speed up the deployment of electric vehicles and target at least 30 percent new electric vehicle sales by 2030. In 2018, the United Kingdom joined the campaign, followed by 7 private sector partners. The Campaign supports the market for electric two- and three-wheelers, passenger cars, light commercial vans, buses and trucks (including battery-electric, plug-in hybrid, and fuel cell vehicle types). It also works towards the deployment of charging infrastructure to supply sufficient power to the vehicles deployed. The EV30@30 Campaign also promotes city-level action, and the EVI Global EV Pilot City Programme (PCP) was launched in 2018, with an initial membership of 30+ cities across the World.

Global Strategy for Cleaner Fuels and Vehicles

In 2017, the Soot-Free Clean Bus Industry Partnership was launched. Four global bus and engine manufacturers, Scania, BYD, Volvo Buses, and Cummins, voluntarily committed to make their portfolio of soot-free engine technologies available to 20 targeted megacities. ICCT launched the campaign on Soot-Free Transport Monitoring and reporting The CCAC Heavy Duty Vehicles Initiative develops new data and tools to both motivate and demonstrate progress towards deployment of soot-free diesel engines. Activities include annual reporting on global progress as well as visibility of the Global Strategy to address clean diesels worldwide. In 2018, the first Global Progress Towards Soot-Free Diesel Engines report was released:

<http://ccacoalition.org/en/resources/global-progress-toward-soot-free-diesel-vehicles-2018>

UITP Declaration on Climate Leadership

This initiative supports the goal to double the market share of public transport by 2025. Its objective is to double the market share of public transport by 2025 and implement 350 commitments to climate action made by UITP members. In 2018, this initiative formed a Partnership Agreement with UNFCCC for COP24 and became partner of the Climate and Clean Air Coalition. Approximately 200 workshops, trainings, study tours and conference will have been held over 2018 that will help scale up quality public transport interventions. A 2018 report on implementation of actions pledged under the UITP Declaration was also published. Of the 350 actions pledged by UITP members at the 2014 UN Climate Summit, examples of implementation could be reported in 86% of cases in 2018. An increase of 25% compared with this time last year, representing over 300 projects.