

UNFCCC COP 27

Outcome Document

Action Event: “Transport Action Event”

Marrakech Partnership for Global Climate Action

Wednesday, 16 November 2022

12:30 – 14:30 EET

Organised by SLOCAT / ITF

MPGCA “Transport”

Section 1 - Action Event

Key Messages:

The COP27 Action event discussed the challenges and opportunities for

- Just and equitable transition to sustainable, low carbon transport; and
- Financing the implementation thereof.

Just Transition: Speakers raised **three (3) key challenges & proposed solutions** that ought to be addressed:

1. Upskilling and training transport workers to be fit for the 21st century:
 - a. 2 million seafarers to work with new fuels and
 - b. tens of millions of drivers, operators informal transport workers to work with new Zero Emission Vehicles, adapt existing value chains and adopt new operational models.

By addressing knowledge gaps, training expenses and opportunity/transition costs.

2. Assisting industry to shift to cleaner fuels through national level transition strategies for the maritime sector and spreading investments in SAF plants across different geographies.
3. Enhance understanding of existing market structures & labor impacts through the enhancement of knowledge creation and local-level collaboration with labor and unions.

Financing Implementations: Speakers raised three (3) key challenges & proposed solutions that ought to be addressed: [Ahmed Samir](#)

1. Establish **common taxonomy** between investors, policymakers and financial services to bridge language gap, facilitate transport partnership with public private sector and accelerate towards implementation
2. Develop an **integrated transport network** to transition behaviour of passengers to cleaner transport choices through intermodality, ticketing and subscription mechanisms. This will attract the right level of investment to realise the infrastructure need
3. **Convene a board of independent regulators** to enforce contractual obligations, drive implementation at the right scale and pace and hold contractual parties accountable for delivery

Outcomes:

1. *Endorse and drive action aligned with the Marrakech Partnership Climate Action Pathways*

Just Transition

- *Train and upskill workers focusing on hard and soft skills*
- *Embed human focused interventions by setting up support mechanisms addressing health, social and working conditions. Increasing understanding of informal workers through labour impact assessments*
- *IMO looking the role of sea farmers to enable a human centered decarbonisation approach and this will form part of the Greenhouse gases decarbonisation strategy*
- *Amplify the role of active mobility and retrain traffic engineers to build a connected transport network*

Finance:

- *Introduce policies to ensure fair competition between modes that price costs to society, bridge language gaps through a common taxonomy and establish an ecosystem of regulators, governments and non state actors to drive towards implementation*

2. *Generate Convergence around campaigns, Race to Zero, Race to Resilience, Race to Zero breakthroughs*

- *IMO working towards a greenhouse decarbonisation strategy*
- *Enhance collaboration on a local and local scale to give workers an opportunity to shape a human centered decarbonisation pathway*
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3. *Strengthen the quality and depth of dialogues and collective action between non-Party stakeholders and governments*

- *Need for common taxonomy between stakeholders to drive implementation and build relevant infrastructure*
- *Ecosystem of regulators, governments and NPS to manage investments and implementation of programmes*

4. *Demonstrate action and evidence of transformation across diverse parties of the NPS community*

- *ITF developing policies and resources to address training and retraining challenge*
- *ITF have undertaken 5 labour impact assessments to build awareness of the informal transport workplace*
- *IMO developing an ambitious Greenhouse Gas strategy to put shipping on trajectory to a Paris aligned pathway*
- *WEF announced that 300 SAF plants are needed to get to 10% SAF by 2030*

Section 2 - Progress and Outlook

Overview of progress in 2022

Progress in 2022:

COP26 launched 4 global initiatives for transport decarbonisation:

- ***Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans.*** Since COP26, the membership of the declaration has grown significantly from an initial 120-130 signatories to more than 200 national and local governments, OEMs, fleet owners and other entities by October 2022.
- ***Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles.*** 16 countries from Europe, the America and Oceania have signed the Global MOU during COP26 in 2021 and ITF Summit in 2022. In addition, over 60 sub-national governments and businesses have since endorsed the MOU.
- ***Clydebank Declaration for Green Shipping Corridors.*** A total of 24 country signatories
- ***International Aviation Climate Ambition Coalition.*** Membership stands to 59 countries

Barriers impacting thematic areas:

- *Today only 18% of NDCs have a specific emission target for transport and even less on modal shift. NDCs can be used as tools to drive local and regional strategic plans to drive modal shift*
- *Opportunities in SAF fuels not recognised by markets - develop a global framework incentivise new markets to produce SAF by demonstrating environmental benefits with economic case and creation of green job opportunities*

Section 3 – Action during 2023

In 2023, we need to focus on:

1. *Transforming cities and connecting communities*
2. *Using clean energy and technology innovations*
3. *Promote intermodality and seamless connections*

To deliver these priorities we need to continue and accelerate collaboration between the private and public sector and engage in transparent dialogue to share success stories, challenges and resources.

Shape discussions to show the real value of urban mobility as a cost effective solution to reduce carbon emissions and clearly demonstrate wider societal, environmental and economical benefit.

Set precedence on the Avoid and Shift framework by establishing a clear North Star Metric to direct the transport community towards a clear vision.