



The Placencia Ambition Forum

Rapporteur Template

Session Title/Theme	4B Enhancing ambition: regional opportunities for ambitious low-carbon development and adaptation: Transport
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5 Key Points/Takeaways

1. Transportation networks are the physical corridors that enable a country to maintain economic growth and social cohesion. In SIDS particularly, adapting these highly vulnerable networks to climate change is often ignored, relative to mitigation which focusses on a longer time scale. There needs to be an equal weighting to both mitigation and adaptation if we are to be better prepared for climate-related system disruption than we were for COVID-19.

2. Similarly, in the context of SIDS, maritime and aviation sectors are hugely important but often neglected in NDC representation relative to land transportation. Also, logistics, and the movement of cargo must be considered, not just the movement of people. There needs to be a holistic approach in policy formulation.

3. There does not have to be a conflict between emission reduction/sector reform and economic development. Transport emission reductions generally reduce costs as well, particularly on an operational scale. However initial capital outlay can be substantive and this can be a barrier to finance provision.

4. In terms of the private vehicle, Electric Vehicles (EVs) are increasingly looking like the most economically viable option in a post Internal combustion engine world. However for broad EV buy in to occur incentives have to be put in place to ensure it is affordable and convenient.

5. Look for the opportunities for synergy. Because transport is so integral to all aspects of everyday life and the functioning of societies, the co-benefits that transport reform delivers need to be better defined and leveraged in order to access the not inconsiderable funding required to pursue these efforts.

Please send the initial 5 Key Points to the following contacts within **1 hour** of the end of your session, making sure to cc in your Chair Support: tyrone.hall@aosis.org; katie.craske@wtvglobal.com; josh.tuveri@wtvglobal.com; patrick.allen@wiltonpark.org.uk.

Session Overview

This session sought to discuss and identify available tools to support transitions to decarbonisation in the transport sector and brainstorm solutions to overcome challenges and increase ambition across AOSIS and beyond.

Across case studies presented from Maldives, Cabo Verde, Singapore as well as general insights from leading transportation policy experts, particularly in the maritime space, consistent themes and policy recommendations for SIDS that emerged are as follows:

- More serious consideration must be given to raising the adaptive capacity of transport networks given the critical role this type of infrastructure plays in the economic and social health of a nation. Mitigation is also important however we must be cognizant that transportation networks are also a victim of climate change, not just a culprit.
- Key factors for all transport networks within SIDS going forward: resiliency, flexibility, adaptive capacity and redundancy.
- There needs to be improved data collection as a basis for evidence based interventions and a systems approach that more holistically addresses core problems.
- Short term emergencies consistently hamper smaller countries from implementing their longer term plans budgeted for transformative transport projects. This can be overcome with dedicated funding from international agencies. In that regard NDCs need to be clearly defined to have a better chance of accessing international funding.
- Maritime and domestic aviation sectors are hugely important but often neglected in NDC representation relative to land transportation. Also, logistics, and the movement of cargo must be considered, not just the movement of people. There needs to be a holistic approach in policy formulation.
- There needs to be an integration of social and economic aspects. As far as possible SIDS must try to incorporate locally appropriate technology that works best for each country's unique context. This can boost local manufacturing and help guard against maladaptation.
- There does not have to be a conflict between emission reduction/sector reform and economic development. Transport emission reductions generally reduce costs as well, particularly on an operational scale. However initial capital outlay can be substantive and this can be a barrier to finance provision.
- Another barrier to change however, aside from prohibitive capital outlay, is simply status quo interests have no incentive to change e.g. ship owners and employ powerful lobbying interests in this regard. To combat this, SIDS need to strengthen partnerships and maintain a unified front in international fora to ensure a strong negotiating position.
- In terms of the private vehicle, Electric Vehicles (EVs) are increasingly looking like the most economically viable option in a post Internal combustion engine world. However for broad EV buy in to occur incentives have to be put in place to ensure it is affordable and convenient. In this regard, there must be charging infrastructure available and accessible and the electrical grid must be improved so that it is able to support the extra load. Institutional strengthening and regulations to keep up with technology also critical.
- Look for the opportunities for synergy. Because transport is so integral to all aspects of everyday life and the functioning of societies, the co-benefits that transport reform delivers need to be better defined and leveraged in order to access the not inconsiderable funding required to pursue these efforts.

Thematic Commitments/Announcements

- Peer-reviewed flood risk assessments to inform the locating of key transport infrastructure completed in St. Lucia and Jamaica.
- High Speed Public Ferry Network for inter-island transport in Maldives utilising fuel efficient standardised hybrid boats and with major co-benefits to accelerate social and economic growth and achieve other UN SDGs.
- Cabo Verde – Electric Mobility Policy – All vehicles to be electric by 2050, 54% by 2030. Currently at 17%.
- Singapore – Sustainable Land Transport System – Internal combustion engine vehicles to be completely phased out by 2040. Walk Cycle Ride (WCR) so that anywhere in the city can be reached within 40 mins and in towns within 20 mins.
- Norway provides a good model for SIDS to follow in the reform of the maritime sector to reduce emissions.
- International Maritime Organization - the shipping industry has proposed a fund on R&D for alternative fuels, financed by few dollars per ton of fuel and expected to raise 1/2 billion USD per year. Such a fund could potentially be expanded to also include R&D for port adaptation in SIDS and developing countries.

Thematic Gaps and Opportunities

- Insofar as adaptation financing is concerned, it is important to recognise that there is sometimes a mismatch between the benefits of flexible, adaptive and responsive solutions that we increasingly recognise are needed to accommodate climate change uncertainties, and financing criteria that sometimes drive countries towards 'once and for all' solutions that bring a high risk of maladaptation.
- Resiliency and adaptation does not always require capital intensive investments. Instead funding can be provided for the technical studies that are critical to increase preparedness and avoid maladaptation.
- Covid-19 has delayed the implementation of the High Speed Public Ferry Network in the Maldives as funds had to be diverted from the project for emergency reasons. This is typical of the difficult balancing positions SIDS increasingly find themselves in particularly as the impacts of climate change will continually worsen in the short term.
- Tourism is an critical sector in the SIDS' economy and very dependent on aviation. We should explore ways to reduce this dependency e.g. promote longer stays by tourists, or transfer to other transportation modes e.g. maritime.
- Biofuels too challenging for SIDS; electrification of transport is the more viable option.

Takeaways and Island Priorities for COP 26 Priorities

- NDC Transport Campaign 2020 on @SLoCaTOfficial launching soon in preparation for COP26