Housekeeping: Functions of the control panel

**Grab Tab:** From the Grab Tab, you can

1. Hide the Control Panel,
2. View the webinar in full screen,
3. Change language.

**Questions Pane:**

4. Type questions to the presenters and click „send“.

You’re auto muted during the webinar.
Agenda (max. 60 minutes)

1. Introduction and overview of transport and NDCs
   Nadja Taeger (GIZ)

2. Study: Six action recommendations for policymakers
   Marion Vieweg (Current Future)

3. NDC Transport 2020: NDC database & analysis and advocacy campaign
   Mark Major (SLOCAT)

4. Questions and Answers
Today’s panelists

**Marion Vieweg**, Founder, Current Future

Marion is a senior consultant on energy and climate strategies working in Berlin, Germany. She specializes in the analysis of energy and climate policy, mitigation options, climate finance and the link to sustainable development with 18 years of experience in fair trade, the private sector and climate policy.

You can reach Marion at marion.vieweg@current-future.org

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**Mark Major**, Senior Advisor, Partnership for Sustainable, Low Carbon Transport (SLOCAT)

Mark provides support and advice to SLOCAT, in particular in relation to global sustainable development processes and developing action agendas. He is also a Visiting Professor at the Chinese Academy of Transport Science in Beijing and contributes to the University of Oxford course on the ‘Global Governance of Transport’.

You can reach Mark at mark.major@slocatpartnership.org
Today’s panelists

**Nikola Medimorec**, Senior Researcher, Partnership for Sustainable, Low Carbon Transport (SLOCAT)

Nikola supports SLOCAT on research and data collection for various topics related to sustainable transport and climate change. Nikola has been a lead researcher for the Transport and Climate Change Global Status Report. Nikola also serves as SLOCAT lead in maintaining an ongoing electric-mobility summary to track trends and targets by countries, states/provinces, cities, and manufacturers.

You can reach Nikola at nikola.medimorec@slocatpartnership.org

**Nadja Taeger**, Junior Advisor, GIZ

Nadja works at GIZ for the IKI project ‘Advancing Transport Climate Strategies’ (TraCS) on transport and climate change related topics. She is supporting partner country officials in NDC implementation in the transport sector. This includes capacity development on mitigation actions and monitoring and reporting of GHG emissions of transport activities.

You can reach Nadja at nadja.taeger@giz.de
Overview of transport and NDCs
The role of transport globally

24% share today (energy-related emissions) = 8 possible increase until 2050 to > 20 GtCO₂eq

1,700,000,000 vehicles in 2035

Estimated costs of $70-100 billion annually for adaptation (overall, incl. transport)


“Emissions are growing faster than in any other sector”
The Paris Agreement – a framework for climate action in transport

To reach Paris Agreement objectives to limit global warming to well below 2 degrees Celsius, the transport sector needs to be decarbonised in the second half of this century.

➔ We need a reduction of more than 75% below current levels
➔ Increasing ambition in the NDCs every 5 years
➔ Coming up with a long-term strategy for transport decarbonisation to meet long-term target
Transforming transport is fundamental

Global transport emissions 2018: ca. 8 Gt CO₂

Business-as-usual (BAU) and required reductions under 2°C and 1.5°C scenarios (simplified)

Source: Authors’ figure, historic emissions based on data from IEA (2016), projections based on data from Gota et al. (n.d.)/SLOCAT Knowledge Base.

75% below current levels
Two studies on transport commitments in first round of NDCs

Shortly after COP21, the Partnership on Sustainable Low Carbon Transport (SLOCAT) conducted an analysis of transport commitments in NDCs.

In 2017, GIZ conducted an updated review of transport commitments in the final NDCs.

Please find the study in English here: https://bit.ly/2KglLZV

Please find the study here: https://bit.ly/2RR5UFp
Transport as important sector
Transport mitigation measures mentioned
Transport mitigation target
No transport mentioned

→ Good start, but much more needs to be done

144 NDCs (= 87%) identify transport as an important source of GHG emissions
119 NDCs define mitigation actions
14 NDCs specify a transport GHG target

Source: Ricardo Energy & Environment, GIZ (2017). Transport in Nationally Determined Contributions (NDCs)
Transport in (I)NDCs in 2015

Coverage of Transport Modes

Source: SLOCAT & PPMC (2016). Nationally-Determined Contributions (NDCs) offer opportunities for ambitious action.
Six action recommendations for policymakers to align transport with the Paris Agreement and the Sustainable Development Agenda

Study: Six action recommendations for policymakers
Bringing communities together...

**Climate actions in transport** = GHG objectives
- e.g. fuel economy standards

**Transport actions** = transport objectives
- e.g. road construction

*may increase emissions*
Sustainable development actions
= GHG and transport objectives

Sector targets for sustainable development

- NDCs
- National & subnational transport strategies
- National development plans
- Low carbon development strategies
- SDG implementation
Ambitious targets require comprehensive actions

- Mobility transition: Avoid and Shift
  -40% to -60%

- Energy transition in transport: Improve and Fuels
  -95%

Source: Martin Schmied, 2015
Core benefits: Sustainable development

Climate actions in the transport sector contribute to achieving 7 out of 17 SDGs

A set of 17 goals for the world’s future, through 2030

Backed by a set of 169 detailed targets

Negotiated over a two-year period at the United Nations to succeed the MDGs which ended in 2015
Core benefits: Sustainable development

Climate actions in the transport sector contribute to achieving 7 out of 17 SDGs

- **Target 2.3**
  Double the agricultural productivity and income of small scale food producers (access to markets)

- **Target 3.6**
  Halve number of global deaths and road injuries from traffic accidents

- **Target 3.9**
  Reduce deaths and illnesses from pollution

- **Target 7.3**
  Double the global rate of improvement in energy efficiency

- **Target 9.1**
  Develop sustainable and resilient infrastructure

- **Target 11.2**
  Provide access to safe, affordable, accessible and sustainable transport systems for all

- **Target 11.6**
  Reduce the adverse environmental impact of cities

- **Target 12.c**
  Rationalise inefficient fossil-fuel subsidies

- **Target 13.1**
  Strengthen resilience

- **Target 13.2**
  Integrate climate change measures into national plans
Six Action Recommendations for Policymakers to Align Transport with the Paris Agreement and the Sustainable Development Agenda

CHANGING TRANSPORT
Facilitating climate actions in mobility
Shifting the mobility paradigm towards zero carbon targets for 2050
“The many behavioural changes induced by the transition [to a zero-carbon transport system] will require an almost complete change of mindset for all”

Transport Decarbonisation Alliance (2018): Decarbonising Transport by 2050

- A comprehensive long-term approach is necessary to avoid, shift, improve and electrify in passenger and freight transport.

- Moving away from the marginal reduction of emissions and towards the creation of a zero-carbon transport system by 2050 is essential for reaching global climate goals – and for making transport more equitable, sustainable and safe.

- Long-term national zero-carbon targets for the transport sector should be translated into suitable intermediate targets. Fulfilling these targets should be made legally mandatory.
Ensuring the resilience of transport systems
“Left unmanaged, climate change will significantly affect the operational, financial, environmental and social performance of transport.”


- Services and infrastructure may be threatened by slow-onset impacts, such as sea level rise and increasing temperatures, or by extreme climate events.

- Governments must ensure that resilient transport solutions are developed at all levels of transport planning. This is essential for handling the effects of a changing climate and ensuring the mobility of passengers and goods.
Empowering cities with national support
A National Urban Mobility Policy or Investment Programme aims at effectively enabling local governments to tackle urban mobility challenges.”

MobiliseYourCity (2017): National Urban Mobility Policy Factsheet

- The world’s population predominantly lives in urban areas and important aspects of the transport transformation will take place in cities.
- In many places, urban transport is associated with significant impairments to quality of life due to congestion, noise and poor air quality, among other factors.
- While the main responsibility for action lies with city governments, national policymakers should actively support cities in building sustainable urban transport systems.
Investing in sustainable rail, waterways and multimodal hubs
“In a sector poised for change, it is incumbent on transport policy makers to endeavour to anticipate the changes to come, but also – and perhaps more importantly – to determine how they plan to respond to these changes.”

OECD International Transport Forum: Transport Outlook 2019

- Infrastructure investments are essential for increasing the availability of mobility options while drastically reducing energy demand in long-distance passenger and freight transport.

- When combined with increased electrification and innovative zero-emission technologies for shared mobility, trucks and ships, these investments will enable cleaner, healthier and safer transport.

- Investments should go hand-in-hand with the phasing out of fossil fuel subsidies.
Enhancing system efficiency in freight and logistics
“Build consolidation centres and exchange platforms with a focus on multimodal transport to avoid fragmented supply, production and distribution chains, and to foster private sector participation in investment and in the operation of logistics hubs.”

Sustainable Mobility for All (2019): A Global Roadmap of Action Towards Sustainable Mobility

- The movement of freight is integral to modern economies, but it also contributes to greenhouse gas emissions, air pollution and congestion, among other negative effects.

- Policymakers should seek to shift demand to rail and waterborne freight, to encourage the use of multimodal hubs, to promote the adoption of efficient vehicles, and to optimize logistics (e.g. by avoiding inefficient trips).

- Governments need to guide development and investment in the long-term sustainability and competitiveness of the overall freight system.
Accelerating electrification with renewable energy
“The successful transformation of the transport sector’s energy supply will require a much closer alignment of energy and transport strategies.”


- For decarbonization, the use of electric vehicles powered exclusively by renewable electricity is crucial.
- Every country can start electrifying its transport system now and work on decarbonizing the electricity mix in parallel.
- The freight sector should become electric wherever possible, but e-fuels and hydrogen may be needed to supplement electrification in long-haul transport.
- Electrification could also massively reduce air and noise pollution and can substantially reduce overall system costs.
Thank you!

Download:

Database and Analysis

Advocacy Campaign
Database and Analysis

- A joint activity by GIZ and SLOCAT Partnership
- In collaboration with partners, such as the International Transport Forum (ITF), Institute for Transportation and Development Policy (ITDP) and the World Resources Institute (WRI)

Planned features

- Open data allowing individual analysis
- Online platform with regular updates
- Improved data collection (possible to search and filter information)
NDC Database to Capture:

- General transport-related information
  - Passenger and freight transport
  - Urban and rural transport
  - Transport modes

- Transport NDC characteristics
  - GHG mitigation target for transport
  - Supportive transport targets
  - Long-term vision

- Governance, implementation and finance
  - Stakeholder engagement
  - Integration with local authorities
  - Investment volumes and needs

- Transport mitigation
  - Measures to reduce emissions
  - Structured by Avoid-Shift-Improve

- Transport adaptation
  - Measures to increase resilience
Database and Analysis

- Analysis will give us the following insights:

  - Coverage of transport in NDCs
  - Comprehensiveness of action on transport
  - Comparison of ambition and action stated in first generation of NDCs

- Analysis to be published once majority of NDCs are in - aiming for end of 2020/early 2021

- Findings will also be integrated in SLOCAT’s 2020 Transport and Climate Change Global Status Report
Key Characteristics of Advocacy Campaign

- Goal to increase transport ambition in NDCs
- Emphasis on including specific transport targets and objectives
- Targets countries and other stakeholders working on NDC development
- Coordinated by SLOCAT, GIZ, ITDP and WRI, with inputs from Alstom, the Climate Group, UITP, UIC, and Walk21

10 Key Recommendations

Tools and resources

Examples to illustrate feasibility and applicability

Tracking of progress

#enroutetoCOP26, #COP26 and others
Please join us!

NDC Advocacy Campaign

Social media campaign
English and Spanish

Outreach to countries

Results of updated database shared on social media
Raising Ambition for Transport in your Nationally Determined Contributions

01 Mitigation Targets
Include specific transport sector CO2 mitigation targets supported by sustainable transport measures.

02 Engagement
Work with cities and regions, companies, civil society and academia to develop robust and implementable targets.

03 Maximise Impacts
Align and integrate sustainable low carbon transport strategies with your Paris Agreement Long-Term Strategy and wider sustainable development priorities.

04 A-S-I
Incorporate Avoid, Shift, and Improve strategies to reduce the negative environmental impact of transport and increase equitable access.

05 Finance & Investments
Shift finance towards low carbon and resilient transport priorities, eliminate fossil fuel subsidies and phase out internal combustion engines.

04 Planning & Tools
Integrate urban, transport and land use planning policies and tools to support the achievement of your transport targets.

07 Adaptation
Set goals and plans for the adaptation and resilience of transport systems.

08 Electrification
Accelerate electrification of buses, cars, vans, and 2- and 3-wheelers accompanied by low carbon electricity supply and advanced grid integration.

09 Freight
Address freight transport emissions, which account for 40% of energy use in the transport sector.

10 Aviation and Maritime
Include goals on aviation and maritime transport – two of the fastest growing sectors.

Join Us!
www.slocat.net/ndcs #enroutetoCOP26 #COP26

This campaign was developed by:
SLOCAT Partnership on Sustainable, Low Carbon Transport
In collaboration with:
CHANGING TRANSPORT Facilitating climate actions in mobility
With contributions from:
ALSTOM THE CLIMATE GROUP
Key Message 1 - Mitigation Targets

“Include specific transport sector carbon dioxide (CO₂) mitigation targets supported by sustainable transport measures”

each message supported with:

Explanation + Case Studies + Resources
Key Message 4 - A-S-I

“Incorporate Avoid, Shift, and Improve strategies to reduce the negative environmental impact of transport and increase equitable access.”

Source: SLOCAT (2018), Transport and Climate Change Global Status Report 2018
Key Message 5 - Finance & Investments

“Shift financing and investment towards low carbon and resilient transport priorities, while making plans to eliminate transport sector fossil fuel subsidies and working to phase out internal combustion engines by the earliest date possible.”

Explanation + Case Studies + Resources
For questions regarding the database:

- nadja.taeger@giz.de
- nikola.medimorec@slocatpartnership.org

For questions regarding the campaign:

- emily.hosek@slocatpartnership.org
Questions & answers
Want to revisit the webinar?
Find the recording on:

www.changing-transport.org
Changing Transport