



## ENHANCING COLLABORATIVE AND AMBITIOUS CLIMATE ACTION IN THE TRANSPORT SECTOR

### CONCEPT NOTE

**DATE:** 22 MAY 2019

### BACKGROUND

It is estimated that global transport carbon emissions will need to be reduced to 2 to 3 Gt CO<sub>2</sub> per year by 2050 to meet Paris Agreement mitigation targets.<sup>1</sup>

Governments by and large recognise the need to reduce transport emissions, but this is rarely the measure that drives interventions in the transport sector.<sup>2</sup> On the other hand, local-level authorities see the promotion of cleaner, lower carbon transport, especially in the context of reducing air pollution and congestion, as a possible 'win' among voters and end-users. While the primary driver motivating low carbon transport is climate change, the primary drivers of implementing low carbon transport measures tend to be sustainable development benefits, which could also be carbon co-benefits. Interventions on the ground are mostly driven by other development concerns, such as the need to improve mobility/accessibility for a growing urban population, rural connectivity, more efficient logistics, and sometimes energy security (reduction of oil imports) and health (air quality, physical activity and road safety).

Reaching the goals of the Paris Agreement is only possible through collaboration: with concerted efforts by national, regional and urban policymakers, together with civil society and the private sector. Cooperation and multi-stakeholder partnerships, including cross-sectoral collaborations, can help lead to better coordination on policy, as well as more ambitious climate actions, especially around the avoid-shift-improve framework (avoid unnecessary trips, shift to more efficient modes, and improve vehicles and energy sources).

This cluster will highlight the importance of collaborative measures to better reflect transport in climate actions, as well as delve deeper into good examples that currently exist in the transport sector.

### OBJECTIVES

The cluster session aims to explore the critical role low carbon mobility can play in increasing the ambition necessary to achieve the goals of the Paris Agreement, as well as enable transformation towards a climate-friendly development path and cultivate ambitious climate action. It will bring together national-, regional-, and local-level stakeholders from the transport sector to discuss the challenges and opportunities in enhancing collaborative transport actions for climate mitigation and adaptation. The session will identify case studies, key enabling factors, and recommendations

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<sup>1</sup> [http://www.ppmc-transport.org/wp-content/uploads/2018/08/SLoCaT\\_COP24-final-report.pdf](http://www.ppmc-transport.org/wp-content/uploads/2018/08/SLoCaT_COP24-final-report.pdf)

<sup>2</sup> For example, in Accra, Ghana, climate change was omitted as an environmental sub-criterion for the assessment of sustainable urban transport projects, while air and noise pollution were retained. In Dhaka, Bangladesh, environmental criteria for sustainable urban transport include noise and air pollution, and it is not explicitly stated whether GHG emissions are included. In South Africa, decisions regarding the provision of transport are to be "consistent with national interests, such as meeting basic needs, growing the economy, developing human resources, and democratising the state and society, while also being environmentally and economically sustainable as well as financially

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on how to facilitate vertical integration between different levels of stakeholders on issues such as regional transport infrastructure, urban-rural synergies for sustainable transport, national urban transport policy and the inclusion of municipal governments, and multi-stakeholder approaches to low carbon mobility.

## ORGANISERS

The [Partnership on Sustainable, Low Carbon Transport \(SLoCaT Partnership\)](#) is an international multi-stakeholder partnership of over 90 members, representing transport sector organisations, UN entities, multilateral and bilateral development organisations, NGOs, philanthropy, academia, think tanks, and the private sector. Since its establishment 10 years ago, SLoCaT promotes the integration of all modes of sustainable, low carbon transport in global climate and sustainability policy frameworks. It also enables knowledge and action towards the realisation of sustainable, low carbon transport with a focus on developing countries in Asia, Latin America and Africa. SLoCaT develops its mission through knowledge and data analysis, policy advocacy, and multi-stakeholder dialogue and coalition building.

The [International Transport Forum \(ITF\)](#) at the OECD is an intergovernmental organisation with 59 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous. The ITF works for transport policies that improve people's lives. Its mission is to foster a deeper understanding of the role of transport in economic growth, environmental sustainability, and social inclusion, and to raise the public profile of transport policy.

**Contact focal point (SLoCaT):** Christopher Dekki, Senior Associate, SLoCaT Partnership ([chris.dekki@slocatpartnership.org](mailto:chris.dekki@slocatpartnership.org))

**Contact focal point (ITF):** Wei-Shiuen Ng, Advisor on Sustainable Transport and Global Outreach, ITF ([wei-shiuen.ng@itf-oecd.org](mailto:wei-shiuen.ng@itf-oecd.org))

## PROVISIONAL AGENDA

Time	Content	Method
14:00 - 14:25	<b>Welcome Remarks (5 mins)</b> ITF/ SLoCaT  <b>Scene-setting: role of low carbon mobility in achieving the goals of the Paris Agreement (10 mins)</b>  <b>Importance of vertical integration: collaborative action across national, regional, and local actors (10 mins)</b> National government representative	Short speech/ presentations
14:25 - 15:15	<b>Panel Discussion</b> (with country/ region/ local government representatives) <ul style="list-style-type: none"> <li>What was the contribution/role of each level (local, regional, national) to successful climate actions in the transport sector?</li> <li>What were the key factors for enabling collaborative climate action among levels of government?</li> </ul>	Moderated panel discussion

	<ul style="list-style-type: none"> <li>Which recommendations do you have for scaling up and speeding up climate action, especially with regard to collaborative action between the three levels?</li> </ul>	
<b>15:15</b>	<b>Q&amp;A</b>	
<b>15:30</b>	<b>Coffee Break</b>	
<b>16:00</b>	<b>Multi Stakeholder collaboration to support national/ local governments for urban transport climate actions (10 mins each)</b> (e.g. MobiliseYourCity Partnership, TUMI, EcoMobility Alliance)	Quick image-based presentations
<b>16:30</b>	<b>World Cafe - A sectoral approach (30 mins)</b>  <b>Groups will focus on one of the following topics -</b>  <b>1. Energy Transition</b> <b>2. Finance</b> <b>3. Resilience and Adaptation</b>  <b>Each group will then answer the overall guiding questions of ICCA2019 through the lens of each of those topics:</b> <ul style="list-style-type: none"> <li>What was the contribution/role of each level (local, regional, national) to successful climate actions in the transport sector?</li> <li>What were the key factors for enabling collaborative climate action among levels of government?</li> <li>Which recommendations do you have for scaling up and speeding up climate action, especially with regard to collaborative action between the three levels?</li> <li>Hurdles, key actions to overcome those hurdles, etc.</li> </ul>	Small group discussions
<b>17:00 - 15:30</b>	<b>Recommendations from each group (20 mins)</b>  <b>Closing Remarks (10 mins)</b>	