



**Responses to the UNFCCC high-level climate champions questions on  
“how the Marrakech Partnership can most effectively support  
pre-2020 action and what its future could be after 2020”**

**Prepared by the Partnership on Sustainable Low Carbon Transport  
(SLoCaT)\***

**February 2019**

**Preamble:** These responses have been prepared by the SLoCaT Secretariat in consultation with our Members who have been most active in the Marrakech Partnership: International Union of Railways (UIC), Institute of Transportation and Development Policy (ITDP), International Transport Forum (ITF) and International Association for Public Transport (UITP).

We would like to thank the UNFCCC high-level climate champions for this opportunity to contribute to the strengthening and further development of the Marrakesh Partnership. We consider effective co-operation and co-ordination between Parties and non-Parties essential to achieving the objectives of the Paris Agreement up to and beyond 2020. The transport sector is not on track to reduce its emissions and adapt to the challenges of climate change. We hope that the MP can contribute to the significant increase in effort required to successfully implement the Paris Agreement.

Our responses to the questions are set out below.

## 1 Priorities

**Q1. Do the above priorities adequately reflect what needs to be done to accelerate pre-2020 action and support enhanced ambition, adaptation, resilience and support? If not, how could they be refined? In the context of the priorities, could specific actions be taken to achieve the desired outcomes?**

- Strengthening **meaningful** interaction between Parties and non-Party stakeholders is a key priority. For example: the NDCs Dialogues being organised at Regional Climate Weeks can offer a good platform for this, provided there is meaningful engagement of Parties.
- Need to urgently develop a methodology and possibly funding to **engage emerging and developing countries much more comprehensively** in the Marrakech Partnership (MP).
- There is a great need to **expand participation beyond the “usual suspects”** engaged in the MP and those who can afford to participate regularly in the annual Conference of the Parties (COPs). The Regional Climate Weeks offer an opportunity for the MP to facilitate and enable the engagement of regionally-relevant actors beyond MP usual suspects.
- Engagement with Parties is often limited to Foreign Ministry officials that represent Parties internationally - we need to improve contacts with the **government officials more directly involved with implementation** of climate action such as Environment Ministry, city and regional officials.
- A central priority should be to support the Agenda 2030 principle that “no one will be left behind” and to “endeavour to reach the furthest behind first”. So, the MP should enhance the social and economic dimensions of its work and facilitate the connection with the “just transition” narrative.
- **MP Communication needs to be improved** to ensure
  - a) the messages are understandable especially to those with little or no knowledge of the UNFCCC or the MP processes,
  - b) should reach far beyond the specialised climate policy professionals,
- An essential objective and practice of the MP should be **more continuity and coherence of the MP process** between the major climate process milestones. Further work towards this objective would be welcome. For example, the RCW offer a good platform to support this objective. Further clarity on how the outcomes of RCWs will be agglomerated and support the process (including how they will input into the COP) would work towards this objective.

**Q2. How could interaction and communication between Parties and non-Party stakeholders be enhanced? How could the high-level champions contribute to that enhancement?**

- To enhance regional implementation, it would be helpful to **designate regional MPs focal points or regional facilitators** to make it easier for regional Parties and non-Parties to communicate and work together between the major meetings - and build more regional momentum for climate action.
- Each Party could **outline priority sectors for MP engagement**.
- Each Party could nominate a **MP “focal point” for each priority sector**.
- HL Champions could **actively facilitate contacts between Parties and non-Party stakeholders** on specific operational priorities. For example:
  - a) the HL Champions could facilitate “town hall” formats between Parties and non-Party stakeholders and
  - b) RCW could include focused expert dialogues between regional “implementers” and the sectors.
- Venues/activities of Parties and non-Party stakeholders could be **better integrated** (e.g. not physically separated as they were at COP22 and COP23).

**Q3. What obstacles and barriers do you face in taking enhanced action and engaging stakeholders?**

- The general **lack of commitment and engagement of Parties in the MP** activities makes it difficult to maintain commitment and engagement of non-Party actors. For example, at some high profile events high-level participants from non-Party actors faced almost empty rooms and no questions/interaction or follow up from Parties.
- Only “richer” non-Party stakeholders can participate in the process/activities (especially global conferences and events) - contributing to **a significant geographic imbalance in climate action**. Care is also needed to ensure all non-Party stakeholders have a say in the MP to ensure a balanced debate - there is a risk that some interests e.g. private entities get a disproportionate voice.
- Too **late and unclear engagement opportunities** make it difficult to schedule stakeholder participation, especially high-level speakers who are not available at short notice.
- There is a **lack of connection** between the national representatives negotiating in the international UNFCCC process and the policy “implementers” working at the national/regional and local levels.
- There’s a general **lack of follow up of events** (e.g. who agrees to do what? when?) and **an overall lack continuity** in the discourse with Parties over time.

#### **Q4. What could the high-level champions and the Marrakech Partnership do to increase Parties' access to relevant experts and resources?**

- The MP should recognise that while some Parties have good NDC's many are weak and **clearly need technical support** (e.g. access to experts, examples, peer support, workshops). This could be organised sector by MP sector - the Transport sector is prepared to contribute.
- **Develop clear "quick wins" for each sector** (e.g. as compiled in a [transport-focused quick win report](#)) along with details of possible partners/initiatives and funders.
- Continue to **facilitate interlinkages** among sectors with common goals to increase efficiencies and create synergies (e.g. stronger nexus between electro-mobility and renewable energy).
- Clarify the interaction between constituency groups (BINGO, ENGO, TUNGO, LGMA, etc) and the MP process.

#### **Q5. How can non-Party stakeholders best support Parties and vice versa in the implementation of the Paris Agreement?**

- Support the Parties in their efforts towards creating a **knowledge-policy-practice** interface:
  - Bring successful experience and knowledge to the Parties who need/want support.
  - Inform parties of implementation challenges and identify measures to address these challenges (e.g. enacting national enabling legislation).
- Support the Parties to incorporation of **integrated (non-siloed) and systems-thinking approaches**.
  - Collaborate across constituencies and non-Party stakeholder groups.
  - Incorporate nexus approaches: e.g. climate-food-water-energy nexus; transport-energy-climate nexus, etc.
  - Connect Parties to international support networks/initiatives.
- **Support the smaller Party delegations with technical knowledge,**
- We particularly support the use of **Webinars** (as a cheap and effective tool to reach people all over the world and that can be recorded for later viewing) and **in person region technical "implementation" workshops**.

## 2 - Thematic and cross-cutting areas

**Q6. Considering each of the thematic areas, cross-cutting areas, SDGs and priorities outlined in the indicative work programme, should any specific high-impact topics that address the greatest needs of Parties be discussed?**

- A number of **cross cutting themes** should be selected.
  - One of the cross-cutting areas should be **inequality/leave no one behind** as this is central to a people-centred climate action.
  - **“Meaningful and consistent engagement”** is another priority cross-cutting area.
  - **“Resilience”** is a critical focus area that cuts across different thematic angles, and to maximise impact of this area, efforts must be made to increase data availability and collection (e.g. estimated costs of climate change impacts/avoided costs with resilience measures; infrastructure resilience indices etc.).
- The MP needs to build **more synergy and coherence with other key processes**, especially the 2030 Agenda, but also with other key international sustainability agreements, like the Sendai Framework for Disaster Risk Reduction and the New Urban Agenda.

## 3 - Regional climate weeks

**Q7. Why do you attend the regional climate weeks and what would incentivize you to participate regularly?**

- **To get closer to the specialised national, regional and local officials** more directly involved in “implementation” - not only the more generalist officials involved in the delegations.
- The transport community is **keen to engage in regional climate implementation efforts** if they provide more meaningful fora for engagement and scaling up ambition around climate action.
- The RCWs are potentially a good tool to support regional action.
- We would like the RCW to provide opportunities to **strengthen linkages between national-level policymakers and local-level implementing and operating actors**. To motivate and maintain partners commitment to participate in RCW it is essential that there is **meaningful engagement with regional Parties** leading to sustained fruitful relationships.

#### **Q8. Who would you like to meet at such events?**

- **Decision makers from the relevant sectoral ministries** (e.g. Ministries of Transport) along with their climate-focused colleagues (e.g. Ministries of Environment and Energy).
- **Regional and local level officials** involved in implementation.
- Regional **companies and cities** committed to taking action on transport and climate change.
- **Funding agencies** with a specific interest in the target regions.
- Key **participants from other (peer) regions** to help carry messages and processes directly from region to region (and not exclusively through the MP).
- Key **participants from other relevant processes** (SDGs, Sendai, UNSG Climate Summit) **to foster greater process and policy coherence**; as well as interaction between their respective stakeholder ecosystems.

#### **4 - Technical examination processes on mitigation and adaptation**

#### **Q9. Are the messages and recommendations in the summaries for policymakers useful and clear? How could they be enhanced and made more effective?**

- From a sustainable low carbon transport perspective, the definition of themes for 2018-2020 and the messages and recommendations are **not tapping into the potential for transformative action offered by the transport sector**.
  - The energy-transport-climate nexus is essential to meaningful sustainable mobility, including e-mobility.
  - The challenges and opportunities in both urban mobility and connectivity for rural areas are crucial to reducing the GHG footprint of human settlements.

#### **5. Tracking and reporting voluntary action**

#### **Q10. Is the Yearbook, as currently formatted and presented, a useful tool for Parties? Are the key messages clear and useful? How could it be improved?**

- Suggest a specific **consultation of Parties to assess** if the Yearbook has successfully helped them scale up climate action.
- As climate action expands - it will become increasingly difficult to capture all the activities in an annual document/report.

- The utility of the Yearbook could be enhanced by **highlighting specific themes/activities** each year (as is done in the annual review of the SDG's)

**Q11. What is your feedback on the revamped NAZCA portal? Is the information useful for Parties? What other types of information and features should be added? What do you need to promote NAZCA and help mobilize non-Party stakeholders and initiatives to register their actions?**

- **Interactive map of actions is well-organised** and clearly demonstrates linkages between local actors in global efforts (e.g. Global Covenant of Mayors for Climate & Energy).
- **Interactive map useful in filtering actions** by (one or more) individual sectors; will be helpful to see addition of quantitative data (currently in preview stage).
- There is need to make further efforts towards the **simplification of communications and processes**. It is difficult for the non-UNFCCC process insiders to understand the synergies and delineation between the different ongoing streams/platforms/avenues for non-Party Stakeholders engagement.

## **6. - Marrakech Partnership activities at COPs**

**Q12. Are the high-level and action events and round tables held at the COPs in their current format useful? How could they be made more impactful and accessible?**

- So far, the **participation of Parties in these events has been weak**.
- We hope that the Regional Climate Weeks will offer increased and deeper interaction between Parties and non-Party stakeholders.
- **Cross-cutting roundtables are useful** in strengthening common priorities across sectors, but it is proving difficult to move away from non-interactive formats (eg. sequence of speakers in crowded panels. **New formats are needed**).
- The development of **more structured follow-up of the conclusions and agreed follow up actions of Parties and non-Parties** would help to increase continuity and impact.

## **7 - The United Nations Secretary-General's Climate Summit in 2019:**

**Q13. How can the high-level champions and the Marrakech Partnership best contribute to the Secretary-General's 2019 Climate Summit?**

- Ensure **meaningful engagement of non-Party stakeholders** and non-UN member state stakeholders in both the preparations towards the Summit and at the Summit.
- **Highlight the geographical imbalance** in climate action (mitigation and adaptation).
- Support the engagement of **private sector finance** in climate action **and connect it with public sector sources**.
- Ensure **cities/regions** have a significant space in the summit and can showcase their good practices and experiences.
- Ensure **accountability through follow-up and review** tools and mechanisms **for any commitments** announced at the Summit.
- Secure a **seat for the High-Level climate champions** in the Summit's Steering Committee.

## **8 - Post-2020 outlook**

**Q14. Is there a need to discuss the possibility of a post-2020 role for the high-level champions? How could the current champions facilitate such discussion?**

- Yes, as the issues facilitated by the high-level champions and the MP will have continued relevance after 2020. **The goal should be to build global momentum - consolidating, adapting and strengthening climate action.**
- Increase emphasis on need for **stronger linkages** between Parties (in increasing ambition in revised NDCs) and non-Party actors (in implementing NDCs).
- Need to also **champion increased climate finance** e.g. the Green Climate Fund.
- Following this consultation, we suggest that the champions **develop specific proposals, consult MP stakeholders and then make specific proposals to Parties** for the post-2020 arrangements.



**Q15. Could the high-level champions be more helpful in the implementation of the Paris Agreement beyond 2020 and Q16. What key functions of the high-level champions would be useful to take forward beyond 2020?**

- **Party and non-Party cooperation needs to be significantly enhanced.** The high-level champions as they have a key role to play to achieve that.
- The role of the champions should evolve from being a “bridge” between Parties (including regional and local governments) and Non-Parties to being **facilitators / enablers**.
- Suggest a stronger focus on **highlighting to Parties solutions that work**.
- Suggest a focus on identifying **what is NOT working** and bringing solutions to the attention of Parties.
- **Connect global agendas and its processes** in the spirit of an integrated approach for sustainable human development.
- **Call out areas of incoherence** between processes or policy approaches.
- **Maintain political momentum** across different typologies of Parties.
- Review and **report on the effectiveness of Party / non-Party stakeholder cooperation**.
- Bringing in **climate finance and the private sector** to support MP action.

For any questions about these responses please contact Mark Major, Senior Advisor, Partnership on Sustainable Low Carbon Transport: [mark.major@slocatpartnership.org](mailto:mark.major@slocatpartnership.org)

\*The SLoCaT Partnership on Sustainable Low Carbon Transport is a multi-stakeholder partnership of over 90 organizations (representing UN organizations, Multilateral and Bilateral development organizations, NGOs and Foundations, Academe and the Business Sector). It promotes the integration of sustainable transport in global policies on sustainable development and climate change and leverages action in support of the implementation of the global policies.

The thematic scope of the Partnership is land transport in developing countries, including freight and passenger transport. Both motorized and non-motorized transport are included. The policies proposed by SLoCaT are universal but the geographical scope of the Partnership is mainly for developing countries. The Partnership’s current focus is Asia, Latin America and Africa.

[www.slocat.net](http://www.slocat.net)