

Feedback to the Letter of the High-Level Champions on Global Climate Action

February 2019

As a focal point for transport and an active partner of the Marrakech Partnership for Global Climate Action (MP-GCA) since its inception, the International Transport Forum (ITF) appreciates the opportunity to provide feedback regarding possible improvements to the 2019 work program. This submission only documents questions that are most relevant and applicable to the ITF's experience as a MP-GCA partner in 2018. The ITF will continue to support the MP-GCA as a focal point for transport and to identify areas of synergies between our respective activities.

1. Priorities

The priorities identified for the 2019 MP-GCA work programme are essential to accelerate pre-2020 action. Specific sets of actions for each priority will also need to be developed. The interaction between Parties and non-Party stakeholders could be better defined along with the actions that could help achieve this goal. MP-GCA's activities will better reflect Parties' priorities and needs if such information were provided to non-Party stakeholders. This could also be done by thematic or cross-cutting areas. Parties could be invited to provide feedback in the planning process and encouraged to engage with non-Party stakeholders prior to the scheduling of events. It could be beneficial that stakeholders, including non-environment ministries, be invited to contribute to the climate change policy dialogue. The MP-GCA is already a source of relevant experts and resources for Parties, and can continue to support Parties in the implementation of the Paris Agreement by providing tools that can identify specific pathways that will help Parties achieve their climate targets and goals.

2. Thematic and Cross-Cutting Areas

Cross-cutting areas have been helpful in encouraging the development of policy dialogues among stakeholders. The cross-cutting areas identified have not been specifically linked to any one of the seven thematic areas in the form of an activity at COP. Therefore, instead of just having cross-cutting events with two or three thematic areas, it could be valuable to also link thematic areas with the cross-cutting areas for an event or topic for the Yearbook that could be supported by case study examples, e.g. transport – gender – industry or transport – resilience – human settlements. It would be helpful if the priority needs of Parties were provided to the MP-GCA as guidance for the development of different MP-GCA tools, activities or outputs (e.g. NAZCA or Yearbook).

3. Marrakech Partnership Activities at COPs

The current format of the high-level action events, round tables, as well as the use of the Action Hub at COP 24 were helpful in conveying key messages across different sectors. In the case of the Oceans and Transport Round Table at COP 24, it also served as a platform to invite diverse stakeholders who would otherwise not be present at COP. However, some of the events could be used to foster greater interactions between different ministries. There could also be a stronger link between what Parties need to know and what the MP-GCA activities can offer. Parties need to be informed of the activities and given the opportunity to provide feedback as early as during the planning process prior to COP. In addition, the outcome documents prepared after each MP-GCA event could be used to guide the next event, so that there is consistency in general that could then contribute to the policy process and to ensure that each event is not organised in isolation.

4. The United Nations Secretary-General's Climate Summit in 2019

The high-level champions and the Marrakech Partnership can already contribute to the Secretary-General's Climate Summit by highlighting the key messages derived from the series of COP 24 outcome documents provided by each thematic area. In addition, the high-level champions can emphasise the need for stronger co-operation and collaboration in order to raise ambitions and implement stringent policies. This would include co-operation among governments, businesses and civil society, as well as the combination of horizontal and vertical integration in governance. Hence, the participants in the Secretary-General's Climate Summit should ideally represent all seven thematic areas of the MP-GCA.

5. Post-2020 Outlook

The high-level champions, together with the MP-GCA will still be relevant post-2020, and in fact could play a more important role as Parties start to implement the "Paris Rulebook" and this implementation process will require greater co-operation and collaboration among Parties and non-Party stakeholders. The high-level champions and the MP-GCA partners could help contribute to the Global Stocktake in 2023, as they continue to work with all stakeholders and to provide platforms to share knowledge on best practices, as well as tools to help Parties achieve their climate targets. The ITF will be able to provide inputs for decarbonising transport actions. However, the dialogue between Parties and non-Parties stakeholders needs to be facilitated and enhanced by the high-level champions.

About the ITF

The International Transport Forum 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. The ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous.

The ITF Decarbonising Transport initiative (www.itf-oecd.org/decarbonising-transport) was launched in 2016. It provides decision makers with tools to select carbon mitigation measures that deliver on their climate commitments. The Decarbonising Transport initiative helps governments and industry to translate climate ambitions into actions.