

MP-GCA Transport Thematic Group Response to the Letter to Parties and Non-Party Stakeholders from High Level Champions for Global Climate Action

July 2020

These responses have been compiled by the International Transport Forum (ITF) and the SLOCAT Partnership on Sustainable Low Carbon Transport in their capacity as transport co-focal points on behalf of the MP-GCA Transport Thematic Group representing more than 20 initiatives and organisations.¹ The feedback was received in the form of written inputs, contributions to the dialogue in virtual gatherings and bilateral conversations with the stakeholders.

The Transport Thematic Group would like to thank the High-Level Champions for Global Climate Action, Mr. Gonzalo Muñoz of Chile and Mr. Nigel Topping of the United Kingdom for this opportunity to reflect on the current state of climate action and to gather feedback on how to enhance ambition for the Marrakech Partnership.

The transport sector needs to be on track to reduce its emissions and adapt to the challenges of climate change. Effective co-operation and co-ordination between Parties and non-Parties is essential to achieving the objectives of the Paris Agreement up to and beyond 2020, including agreements to address emissions from aviation and shipping.

We believe the Marrakech Partnership can serve three key functions; catalysing action and connecting stakeholders, capacity building and tracking and reporting progress. The main recommendations from the transport stakeholders for each function are presented in Table 1.

¹ Full list of organisations in the Transport Thematic Group under the Marrakech Partnership are presented in the Annex.

Table 1: Key Functions of the Marrakech Partnership in 2021-2025 period

| Key Functions | Recommendations from Transport Stakeholders |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Catalysing | <ul style="list-style-type: none">- Broaden representativeness of the MP-GCA stakeholders- Build and keep on increasing momentum on climate action- Strengthen existing initiatives and facilitate linkages between different sectors |
| Capacity building | <ul style="list-style-type: none">- Create opportunities for Party and non-Party dialogue on NDC enhancements- Promote sectoral pathways as roadmaps for implementation of the NDCs- Build synergies between the Paris Agreement and the 2030 Agenda |
| Reporting and tracking | <ul style="list-style-type: none">- Track progress of GCA stakeholders and thematic initiatives on the ground- Monitor the ambition loop and work with GCA stakeholders to close the gap- Build platforms for Parties to share regular feedback with GCA actors |

We hope that the Marrakech Partnership can contribute to the significant increase in ambition and action required to successfully implement the Paris Agreement. The transport sector is ready and willing to support the Marrakech Partnership community.

1. How would you define success of the High-Level Champions and the Marrakech Partnership in terms of enhancing ambition in the next 5 years and beyond?

Success will depend on fulfilling three key functions; namely (1) catalysing action and connecting stakeholders, (2) capacity building and (3) reporting and tracking.

Catalysing Action and Connecting Stakeholders

- **Broadened representativeness** and hence legitimacy of MP-GCA stakeholders through:
 - Increased **participation from the Global South**.
 - **Expanded base of thematic constituencies** including gender equality, youth, indigenous peoples, persons with disabilities, and others.
 - **Widened sub-sectoral representation** from all transport sub-sectors (e.g. waterborne transport including inland waters, supply chain and logistics).
 - **Balanced focus on mitigation and adaptation**, with more organisations working on transport adaptation and resilience issues.
 - **Strengthened engagement of the private sector particularly from industry and finance** in each thematic area to support Parties in the achievement of the goals of the Paris Agreement, including the implementation of the Nationally Determined Contributions (NDCs) and existing agreements to address emissions from aviation and shipping.
- **Boosted efficiency and effectiveness of MP-GCA stakeholders meetings** with;
 - Opportunities for engagement of stakeholders from different geographies when determining time and duration of meetings, and if necessary, organising multiple meetings targeting different time zones.
 - Increased space for diverse region-specific priorities and discussions.
 - Sufficient time for preparation of substantial inputs from stakeholders.
 - Regular meetings throughout the year to maintain momentum beyond the calendar moments related specific to annual COPs or Subsidiary Bodies meetings in Bonn.
 - Creating dedicated time for cross-thematic area cooperation to increase synergies between different sectors, such as transport and energy.
 - Building upon existing achievements and global agreements to explore higher ambition and greater action.
- **Increased global momentum on climate action**, through new initiatives or existing ones, with accelerated targets and concrete, actionable deliverables, building upon the recently introduced approach of campaigns developed by the Champions, which go beyond COP with a multi-year horizon.
- **Shifted advocacy paradigm** from “ambition advocacy” to “implementation advocacy and facilitation of action”. From enhancing ambition in the mobilisation of non-Party Stakeholders to also enhancing implementation by nurturing essential links and ties between Parties and non-Parties Thematic Group.
- **Improved Climate Action Pathways** which are acknowledged and used as “implementation roadmaps” for the NDCs.

Capacity Building

- **Enhanced input and impact on NDCs** supporting the inclusion of smart, achievable and impactful targets both for transport adaptation and resilience and for the reduction of emissions from all forms of transport, while recognising other goals and targets beyond the NDCs. The MP-GCA is recognised as a source of knowledge that can support Parties when necessary and provide technical assistance, capacity building and information sharing.
- **Strengthened commitment and engagement of Parties in Marrakech Partnership activities**, including bolstered interaction between Parties and non-Party Stakeholders throughout the year, leading to on-the-ground results.
- **Deeper understanding and appreciation in Parties** towards the value of non-Party Stakeholders as partners in the implementation of the NDCs and the implementation of actions not included in the NDCs undertaken by transport authorities for both national and international transport.

Reporting and tracking

- **Rigorous monitoring of progress of the Global Climate Action stakeholders' actions and thematic initiatives** on-the-ground to empower further climate action.
- Reporting on the **progress for increasing sector specific targets** in the revised NDCs and this can be further quantified with **measurable goals**; *e.g. a third or more of the revised NDCs will have transport specific targets or mode-specific target, such as "walking is included in x % of NDCs"*.
- **Track progress of climate related outcomes of other mechanisms and processes within the UN system** e.g. UN Secretary General's Climate Action Summit.
- **Feedback from Parties is provided on a regular basis** and could be collected in a biannual or annual survey of responses.

2. How can the High-Level Champions and the Marrakech Partnership add the most value and complement existing efforts to drive ambition and transformation in the next 5 years and beyond?

Working through the three key functions with the following focus areas:

Catalysing Action and Connecting Stakeholders

- **Build and keep momentum** - consolidating, adapting and strengthening climate action, and maintaining the momentum between key events, keeping in mind the importance of inclusivity of all stakeholders, Global South representatives and under-represented constituencies including those **who are most affected by the impact of climate change**, such as women, children, persons with disabilities and older persons.
- **Work with existing initiatives** and strengthen their capacity and effectiveness by bringing them resources and **foster new initiatives** where necessary to fill gaps and increase synergies (e.g. constituencies, sub-sectors, etc.).
- **Facilitate interlinkages** among sectors and sub-sectors with common goals to increase efficiencies and create synergies for the development of high impact actions (e.g., stronger nexus between

electro-mobility and renewable energy, access to low-carbon transport modes and gender, air quality, transport and health).

- **Build on the complementary global processes to the UNFCCC** (e.g. UN Climate Action Summit, UN Global Sustainable Transport Conference) where new initiatives set up in a systematic manner for different thematic groups/sectors have been established to impulse concrete actionable results.
- **Increase dialogue and radical collaboration between public decision makers** (on global, national and local levels), responsible for legal and regulatory frameworks to unleash innovation and accompany transition **and private sector actors** focused on innovation of products, services and business models.
- **Utilise the High-Level Champions' personal background in the private sector as an inspiration** when appropriate to increase the active engagement of private sector actors in the Marrakech Partnership; across thematic areas (but not just as a cross-cutting sector).

Capacity building

- **Build stronger linkages** between Parties (in increasing ambition in revised NDCs) and non-Party actors (in supporting increased ambition, as well as implementing NDCs) around specific technical aspects for the NDCs and the Long-Term Strategies (LTSS), as well as stronger linkages between States and non-State actors to address emissions from **all modes of transport including aviation and shipping**.
- **Mobilise finance sector actors** to engage in dialogue and concrete initiatives towards the required climate action financing and investment revolution.
- **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.

Reporting and tracking

- **Create mechanisms to measure progress and pace of the climate action** taken by the thematic stakeholders to encourage the global community to increase ambition and accelerate speed as needed.
- **Monitor the ambition loop** and work with the stakeholders to create pathways targeted towards closing the gap.

3. How can the High-Level Champions enhance collaboration between Parties and non-Party stakeholders to further catalyse global climate action?

- **Transform their role** from being a **'bridge'** between Parties (including regional and local governments) and non-Party Stakeholder to being **'facilitators or enablers'** of actionable interaction between these groups.
- **Enhancing the transparency of the Marrakech Partnership, as well as the visibility of its actors**, organisations, focal points and stakeholders towards the Parties.

- **Build more regional momentum** for climate action, through designating **regional MPs focal points or regional facilitators** to make it easier for regional Parties and non-Parties to engage, communicate and work together between major meetings.
- **Amplify and multiply the work carried out by the non-Party Stakeholders** on-the-ground, by **building understanding** in the Parties about how it offers knowledge about practical and feasible solutions and what is the replicability and scalability potential.
- **Create opportunities for Party-non-Party dialogue on NDC enhancements**, for non-state actors to offer parties sector specific technical-political support, especially line ministers revising and implementing their NDCs through:
 - ‘Town hall’ like meetings between Parties and non-Party stakeholders.
 - ‘Virtual regional dialogues’ with regional relevance and focus.
 - COP high-level events co-conceptualised and co-delivered jointly between MP-GCA stakeholders and Parties.
 - Dialogues between line ministries, the UNFCCC system and non-Party stakeholders.
 - Utilising existing global platforms to strengthen public/private partnerships for sectoral implementation of the NDCs.
- **Encourage Parties and non-Party Stakeholders to work together in response to COVID-19** to build back better by making existing mobility systems more sustainable, resilient and responsive to future crises, such as by restoring air connectivity with policies that will also mitigate climate change, preventing backslide on public transport, promoting active mobility and re-spacing of cities, which was at the heart of urban mobility interventions during the COVID-19 pandemic and to also ensure the sustainable flow of freight movement through international railway transport.
- **Promote linkages between the Paris Agreement and the 2030 Agenda**, highlighting that it is possible for Parties to address both needs with the right measures (i.e. low carbon, sustainable urban transport policies can address SDGs on climate change, air pollution and road fatalities).

a. How can Parties benefit from the action resulting from the Global Climate Action movement and how can this action best be reflected in the work of the High-Level Champions?

- **By receiving technical knowledge and support for NDC and LTSs revision and implementation** through **access to experts, examples, peer support, workshops** from an array of sectoral areas. The transport sector is ready and willing to contribute.
- **By interacting with non-Party stakeholders** with an approach based on a **knowledge-policy-practice** interface which will:
 - Bring successful experience, solutions and knowledge to the Parties who need/want support.
 - Inform Parties of implementation challenges and identify measures to address them (e.g., enacting national enabling legislation).
- By learning more about **integrated (non-siloed) and systems-thinking approaches that would allow Parties to:**
 - Access collaboration opportunities across thematic areas, constituencies and non-Party stakeholder groups.

- Access knowledge on how to incorporate nexus approaches to their climate policies, e.g. climate-food-water-energy nexus, transport-energy-climate nexus and transport-air pollution-health nexus etc.
- Connect to international support networks/initiatives with direct on-the-ground activities and know-how.
- **By actively engaging in sector-specific discussions with non-Party Stakeholders** who represent socio-economic actors in the real economy.
- **By learning about cross border cooperation** (Avoid, Shift and Improve strategies) by Parties and Non-Parties to reduce transport greenhouse gas emissions.
- **By designating in their Party delegation, a Marrakech Partnership focal point for each priority sector for the country.**
- **By integrating the concrete science base and on-the-ground solutions and learnings stemming from the GCA movement into their policy-making and implementation processes.** This can be further strengthened through dialogue between different levels of government and between different thematic departments of government.
- By working with the UNFCCC secretariat to **incorporate in COP agendas sufficient dedicated and officially scheduled dialogue moments for Parties** to engage directly with Non-Parties actors.
- **By promoting and securing the participation of Party representatives at the sectoral MP-GCA Action Events as a norm;** as well as by designing event formats that focus on sharing practical and concrete tools and case studies to support the implementation of Paris Agreement objectives.

b. How can the COP and the UNFCCC process be more effective in the collaboration between Parties and non-Party stakeholders to further catalyse global climate action?

- **By providing clear engagement opportunities at an early preparation stage,** allowing ample notice to enable high-level representatives from both Parties and non-Party stakeholders to participate in the process (at and between COP events). Advance planning is also a key factor in making sure representatives from the Global South have enough time to prepare and engage in these events.
- **By encouraging Parties to participate in high-level, key sectoral events organised** by the Marrakech Partnership stakeholders during the year so as to maintain dialogue around Parties' priority sectors.
- **By building connections between** the national representatives negotiating in the international UNFCCC process and the policy 'implementers' working at the national/regional and local levels.
- **By encouraging horizontal integration within countries,** where Parties who are typically represented by Environment Ministries can interact and develop joint efforts with other line ministries.
- **By formalising the discussions between Parties and non-Party Stakeholders** and creating more structured **follow-up to conclusions and agreed actions** (e.g. by incorporating these into the final

outcomes from COP and UNFCCC activities). This will help to increase continuity and impact of the collaborations.

- **By developing new, interactive formats for cross-cutting roundtables** to spark more proactive and impactful discussions to reach agreed outcomes.
- **By working with COP Presidencies to have, at every COP, better integrated venues/activities** of Parties and non-Party stakeholders (e.g., not physically separated as they were at COP22 and COP23).

c. How could the High-Level Champions through their work in accelerating action and ambition of non-Party stakeholders most effectively contribute to the global stocktake of the Paris Agreement?

- **By developing a compilation of ‘preview’ global stocktake** activities from non-Party stakeholders using the thematic groups. The Champions could create a structure and mechanism where the MP-GCA stakeholders can feed it with data and analysis on how the Paris Agreement commitments are being implemented at the national and local levels.
- **By kicking-off the ‘MP-GCA-led stocktake’** over the course of 2021 or 2022 with the aim to initiate dialogue with the Parties over the course of 2023. Non-Party Stakeholders can support Parties with technical expertise and fill in the gaps between their commitments and implementation.
- **By further utilising existing tools such as NAZCA or Yearbook** by boosting their effectiveness and user-friendliness and using them as platforms for the showcase of activities, knowledge products, outcomes from non-Party stakeholders in the run up to the Global Stocktake.

4. On the basis of experience so far, how can the Marrakech Partnership be improved for enhancing ambition, including through new and existing tools?

- **Pathways** - In the enhancement of the pathways it is important to **maintain the agreed, comprehensive narrative giving the whole roadmap for each sector**. While it is possible for Champions to highlight some aspects of the Pathways on an annual basis in alignment with priorities of the COP Presidency, it should be emphasised that **systemic transformation can only be achieved through implementing all the components of the Pathway (e.g. through balanced Avoid-Shift-Improve frameworks to transport transformation)**.
- **Yearbook** - The utility of the Yearbook could be enhanced by **highlighting specific themes/activities** each year. Adopting the method from review of the SDGs, the UNFCCC Secretariat could decide on a rotation of themes/activities on an annual basis and publish more focused documents. As climate action expands and ambition increases, a rotating focus might address the potential challenge of not being able to capture all activities in one single, encompassing annual report.
- **NAZCA** - There is a 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 Stakeholder engagement.

- **MP-GCA Meetings** - The GCA community needs to move forward from the tendency of meetings for conceptualisation and discussions to effective meetings focused on concrete action.
- **Establish Communities of Practice** to serve as an incentive to bring in a wider/target audience and influential stakeholders to disseminate works/tools, spread messages and enhance ambition more efficiently.

Annex: List of organisation and initiatives in the MP-GCA Transport Thematic Group

- Air Transport Action Group
- Airport Carbon Accreditation
- Airports Council International Europe
- ATEC ITS France
- C40
- Climate and Clean Air Coalition
- European Cyclists' Federation
- FIA Foundation
- ICLEI
- Institute for Sustainable Development and International Relations (IDDRI)
- International Association of Public Transport (UITP)
- International Civil Aviation Organization (ICAO)
- International Energy Agency
- International Transport Forum (ITF)
- International Union of Railways (UIC)
- ITS 4 Climate
- MobiliseYourCity Partnership
- Movin'On by Michelin
- Paris Process on Mobility and Climate Change
- PIARC the World Road Association
- SLOCAT Partnership on Sustainable, Low Carbon Transport
- Smart Freight Centre
- Taxis4SmartCities
- The Climate Group
- TOPOS
- Transformative Urban Mobility Initiative (TUMI)
- UN-Habitat
- Walk21
- World Association for Waterborne Transport Infrastructure (PIANC)
- World Business Council for Sustainable Development (WBCSD)
- Wuppertal Institute for Climate, Environment and Energy
- ZEV Alliance