

RESPONSE TO THE LETTER TO PARTIES AND NON-PARTY STAKEHOLDERS FROM THE HIGH-LEVEL CHAMPIONS OF GLOBAL CLIMATE ACTION

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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 share its reflections on the current state of climate action and to provide feedback on how to improve the Marrakech Partnership for enhancing ambition. The ITF will continue to support the MP-GCA as a focal point for transport and to identify areas of synergies across our respective programme of work.

The ITF's responses to the High-Level Champions of Global Climate Action are shown as follows.

Q1. 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?

The definition of success of the Marrakech Partnership could be determined by the following factors.

- A stronger partnership established between Parties and non-Party stakeholders, where there is regular sharing of information, knowledge and data.
- An inclusive group of Marrakech Partnership partners that represent different geographical locations and interests within the existing seven thematic groups.
- Progress made in the speed of policy implementation – Marrakech Partnership could provide tool kits, technical assistance, guidelines and policy recommendations.
- Increase in the scope of actions considered by Parties as indicated in their NDCs.
- Parties adopt a clear climate action pathway as part of their national strategies.
- The cross-cutting approach of the Marrakech Partnership is also reflected in the NDCs.
- Parties' needs are shared and used to guide the development of Marrakech Partnership products and tools.
- Horizontal integration and vertical coordination are achieved.

Q2. 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?

One of the greatest values of the Marrakech Partnership lays within the inclusion of seven thematic groups, which has provided opportunities to design cross-cutting activities and policy dialogues that have created synergies. Collaboration among the seven thematic groups should be further enhanced and move beyond events planning. Key policy messages produced as an outcome of joint activities should also be shared with Parties to help them design cross-cutting strategies as part of their national climate goals. All sectors are required to contribute in order to advance the goals of the Paris Agreement and the Marrakech Partnership would need to ensure that synergies across all sectors and thematic groups can be efficiently captured and conveyed to Parties, which will then help accelerate the transformation of all sectors.

Q3. How can the High-Level Champions enhance collaboration between Parties and non-Party stakeholders to further catalyze global climate action?

The High-Level Champions need to recognise the importance of the exchange of knowledge and information between Parties and non-Party stakeholders and to facilitate and enhance an inclusive dialogue between them. This could be conducted within the existing UNFCCC processes and / or beyond. Parties' priorities should also be shared with non-Party stakeholders in order for non-Party stakeholders to help advance the goals of the Paris Agreement. The High-Level Champions also need to recognise the fact that Parties are still mostly represented by ministries of environment or foreign affairs, and not other line ministries.

Collaboration could be further enhanced through the invitation of Parties to MP-GCA meetings, events and review of products, e.g. Climate Action Pathway. Joint activities could also be organised in the form of a technical workshop, seminar or high-level policy dialogues throughout the year and not just at COP. Concrete outputs from such activities will also need to be identified and subsequently developed that will be impactful for the Parties involved. Hence, joint projects and the identification of appropriate funding could follow as concrete outputs.

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?

Parties can benefit from the movement through the broad scope of knowledge gained and support from non-Party stakeholders, which will include additional resources to help meet their climate goals. More importantly, they should be able to use the tools developed, e.g. Climate Action Pathway, to design their own national climate strategies and to increase the ambition of their NDCs. The Marrakech Partnership also serves as a platform of information and knowledge exchange where Parties can also learn from each other, from other sectors and other stakeholders.

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

Although transport ministries are technically considered as Parties, they are rarely included in the COP process in many countries. In fact, COP 25 was the first COP where a COP Presidency declared a high-level event for transport (together with energy and finance) in the official COP Programme. Horizontal integration within countries need to be encouraged and COP and the UNFCCC process could serve as a platform that will enable greater horizontal integration. The current range of Global Climate Action activities at COP has been successful in conveying key messages across different sectors, especially with the cross-cutting events. However, events could be designed to foster greater interactions between different ministries in high level roundtables that will allow cross-sectoral dialogues to occur. The mobilisation of line ministers, such as transport, energy and finance, to COP is an opportunity to allow greater horizontal integration to happen, in addition to sectoral ministerial events.

Parties will need to be informed of the activities at COP and other UNFCCC events, and to be given the opportunity to provide feedback as early as during the planning process prior to COP. Key outputs from each event should also be used to guide the next global moment, so that there is consistency that could then contribute to the policy process and to ensure that each event is not organised in isolation. Similarly, events at COP should reflect key outputs from other global events, so that there is continuity and progress made at each event over time.

Parties should be reminded that they need to adopt an inclusive approach and environment ministries consult other line ministries when developing outputs for COP and other UNFCCC processes.

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?

The High-Level Champions and the Marrakech Partnership partners could help contribute to the Global Stocktake as they continue to work with all stakeholders and to provide platforms to share knowledge on best practices, as well as the use of current tools (e.g. NAZCA, GCA Yearbook) to help Parties document their climate actions, track progress and 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 will again need 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 60 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.

Decarbonising Transport Initiative and Transport Climate Action Directory

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. A Transport Climate Action Directory (www.itf-oecd.org/tcad) was launched in 2020, to provide decision makers with an online database of transport CO₂ reduction policy measures. It contains more than 60 different mitigation measures along with the evidence-base needed to assess their effectiveness. This tool will help decision makers to translate their decarbonisation ambitions into actions and achieve their climate objectives.