

Fundación Ecología y Desarrollo inputs on the Second Dialogue of the Sharm el-Sheikh mitigation ambition and implementation work program

About Fundación Ecología y Desarrollo (ECODES)

ECODES is a Spanish Foundation that has been working for 30 years creating accomplices between public administrations, academia, the private sector and citizens to accelerate the transition towards a carbon neutral, inclusive, responsible and circular economy framed in a new governance, through innovation and the creation of bridges and alliances.

ECODES articulates its action along three complementary lines:

- Regulatory frameworks and effective policies in key sectors such as mobility, construction or energy are essential to promote the transition towards the new production and consumption model we need.
- Promote a greener market: consolidate a more sustainable supply of goods and services and encourage a conscious demand, especially by supporting the financial sector to assess the climate risks in their portfolios and thus enable the transition towards socially and climate-responsible production and investment models.
- Encourage behavioural, social and cultural changes congruent with a more sustainable lifestyle: individuals, communities and public and private organisations need to change our mindset, adopt new habits, new practices and new values if we are to achieve a more sustainable society.

Our inputs on the Second Dialogue of the Sharm el-Sheikh mitigation ambition and implementation work program

As this second global dialogue will address the theme of accelerating a just energy transition in transport systems, we would like to submit our views on opportunities, best practices, actionable solutions, challenges and barriers.

ECODES has played a pivotal role in **promoting and facilitating pioneering Energy Communities (ECs)** in Spain, specifically designed to **include vulnerable demographics** like single mothers, migrants, the elderly, and the long-term unemployed who are often underrepresented, in such initiatives such as the project Actur Barrio Solar. ECODES' ongoing initiative aims to accelerate the development of impactful energy communities by creating **an enabling ecosystem that fosters knowledge and experience sharing, networking and collective intelligence in order to enhance ECs' social role in energy transition**. Hence we consider that the **energy transition in transport must be primarily a just transition that leaves no one behind**.

We are already witnessing the opportunities and challenges at major global events, such as the recent Clean Energy Ministerial Conference in Goa in India, where there seemed to be universal recognition of the need for rapid and substantial action, as well as concern that **the world is falling far behind the pace needed to meet the targets set out in the international Paris Agreement on climate change**. There is still an opportunity to make big, rapid and inclusive changes towards a new way of generating and consuming energy that improves lives and protects the environment. But to do so, we need to go beyond the still conceptually anchored talks. **It is time to go deeper and chart the way forward**.

Discussions at the G20 energy transitions working group in India and at the clean energy ministerial meeting spoke of the critical need for action, as happened at COP27 and SB58 Bonn this year, but **relatively little urgency was placed on rapid implementation to keep the world within the 1.5°C threshold set by the Paris Agreement**. Moreover, the formal summary document of the event did not support that ambition. **We need longer-term perspectives on how new energy systems will**

be financed, implemented and sustained. Conversations on the energy transition are bifurcated: either look to the carbon-free future or to the immediate investment opportunity that lies ahead. As a result, current conversations about the energy transition represent only a subset of the conversations needed to make massive cultural and economic changes. **A broader, more holistic perspective can avoid the same patterns of insistence on energy supply and energy security and instead adopt other strategies to create new carbon-efficient and energy-productive energy economies.**

Regarding transport and mobility we advocate for electrification (coming from renewable energies) of the sector as it is the most green source of energy today.

In most European countries **cars currently occupy 65-70% of public space.** Electrification of cars and private vehicles is a first step in a shift of model. But to reverse this situation, tactical urban planning must be used to incorporate the first changes and analyse the options and the most appropriate development of the area to be delimited. Once evaluated, the necessary street and infrastructure reform can be carried out, including, depending on each particular case and its suitability: **pedestrianisation, traffic restriction, trees, vegetation, benches, fountains, children's play areas, active sports** facilities taking into account the needs of unique populations.

It is crucial to discourage the use of private vehicles in consolidated urban centres by **reducing the number of on-street car parks and concentrating them in specific facilities or areas.** This is why the implementation of Low Emission Zones, progressively moving towards **Zero Emission Zones** must be seen as a tool to advance in the transformation of urban mobility, in the reduction of emissions, in the protection of health thanks to the improvement of air quality and in modal shift. It must be accompanied by a **restriction of polluting vehicles**, with a progressive development that ends with access only to **zero-emission vehicles**. It should go with the construction of **economically, socially and environmentally viable**

park-and-ride facilities, whether high rise, surface or underground. Priority in the beginning should be given to their installation at the ends and main access points to the city, and appropriate locations in specific neighbourhoods or areas can be studied to balance the loss of on-street parking spaces once the urban interventions of reconfiguration and greening of public space have been carried out. They include connection to the main **public transport networks and active mobility infrastructures**, with a single transport card for instance. Public planning should give more importance to charging points for electric vehicles, in sufficient numbers and power, public toilets, parking areas for bicycles and personal mobility vehicles, and collection points for parcels. One cannot forget **shared mobility services** at urban level, like renting electric cars while prioritising motorbikes and bicycles, with their own parking space.

Working on private vehicles should be done at the same time as **electrification of public transport fleets** (buses), reserved lanes and modernisation. For public policies it is pertinent to take into account **climate, welfare, safety and health criteria**. For instance, for school environments, it has a positive generational impact by encouraging active travel at an early age, increasing the likelihood of continued walking and cycling in later life. It protects the health and safety of schools and their exteriors. To prioritise the choice of public transport, this should include a **reconfiguration of lines to improve their efficiency, the extension or implementation of reserved lanes, an improvement in frequencies and their adaptation to general working and educational timetables, services, special events**, etc.

As one tends to focus on urban areas when considering the shift of the mobility model, it is a key aspect to also take into account **rural areas**. There should be a deployment of charging points for electric vehicles throughout the country. Apart from that, these spaces are still **not enough served by public transports and not connected to urban areas**, so the reduction of cars and private transports is really difficult. As cities cannot accommodate everyone and **countries need to be rehabilitated so that there**

is no desertification of people, providing public services (such as education, healthcare and transports) must be a priority.

As we talk about infrastructures, shift of model and electrification it is so crucial to talk about **justice, inclusion and equity**. To be sustainable, we need **a just transition that leaves no one behind**. It means taking into consideration **economic, territorial and cultural differences** when planning infrastructures and mobility plans. A common example would be the **application of socio-economic criteria** in travel passes, free travel for certain age groups and **guaranteed transfers to different lines and neighbourhoods within a defined time**. Another one is **empowering precarious people to access electrified cars with grants and subsidies so that they have the same access to mobility**. **Rehabilitating public transport**, especially electric one, in rural areas would be another just transition we already approached. But the most important point when talking about electrified transport is the use of natural resources. Technological innovation will be one of the key components in achieving a world with clean, reliable and affordable energy. But it is important to understand that it is not the only part of the equation. While new technologies are exciting and potentially game-changing, we must be careful about the impacts of these technologies, which alone cannot be miracles. **We are living a depletion of every resource on the planet, this is why we must approach electrification in an even more careful way to ensure that it is sustainable**. For batteries we are talking about **lithium, nickel, manganese, cobalt and graphite, that comes from mining and extractive activities and in many cases from countries of the Global South**. **This is why we must think in terms of a circular economy which involves sharing, leasing, reusing, repairing, refurbishing and recycling** such as with the stimulation of the second-hand market with electric vehicles.