



WWF Submission to the Second Global Dialogue of the Mitigation Work Programme

October 06, 2023

In response to the call for submissions from Observers, WWF is pleased to submit for consideration the following inputs **to the Second Global Dialogue of the Mitigation Work Programme (MWP)**. This submission outlines WWF's recommendations on ways forward from the first Global Dialogue of the MWP on energy, and our views on the second Global Dialogue of the MWP on transport.

Summary

- WWF suggests that the second Global Dialogue of the MWP should aim to develop, as outputs across each of the 4 sub-topics, regional and global system transformation strategies to:
 - Accelerate transitions
 - Secure green transitions
 - Secure fair transitions
 - Finance transitions
- WWF also suggests the consideration of a new topic for the 2nd Dialogue: *Shifting the urban transport pyramid to prioritize people.*

1. *Reflecting on the first Global Dialogue of the MWP on the Just Energy Transition*

WWF had the chance to participate in the First Global Dialogue of the Mitigation Work Programme in Bonn this year on behalf of ENGOS. Our view is that this was a great opportunity to present ideas and views on equal footing with parties in a dialogue setting. We agree with the points made by many parties in the four sessions in Bonn dedicated to the MWP: the dialogues were constructive. We however agree with the point raised by parties that most countries had

indicated negotiators rather than technical specialists to attend, and that "having the right people in the room" could enhance the contributions to the dialogues. We would like to see broader participation of civil society representatives as well.

The lack of connection between the investment-focused event and the previous two days of discussions was also highlighted by some parties and WWF shares this concern. We hope those issues will be addressed and improved for the Second Global Dialogue. We would also like to suggest that the UNFCCC supports regional discussions around the themes of the MWP Global Dialogues. Virtual workshops and regional climate weeks could be opportunities to be explored.

WWF once again calls on Parties to prioritize the discussion of activities that will accelerate the global energy transition and further global progress towards a net zero energy system, with consideration for national circumstances and equity. **We see the MWP outcomes as part of a globally agreed plan to equitably phase out all fossil fuels. Other elements of this plan, to be agreed in other processes inside and outside the UNFCCC, are targets for renewable energy deployment, energy efficiency and implementing SDG7 (clean and affordable energy for all) on energy access.** We would like the discussions on a Just Energy Transition for the Transport Sector to be integrated into this broader picture.

2. Recommendations for the second Global Dialogue of the MWP on transport

Much attention has been given to engine and fuel technologies to mitigate GHG emissions from the transport sector, population dynamics, finance and economic systems, urban form, culture, and policy also drive emissions from the sector (WGIII, 10-13). Governments have a strong understanding, therefore, on how technologies and social changes have the potential to accelerate trends to low carbon economies in their respective contexts, and results are already being observed. For instance, the IPCC 6th Assessment report notes that *'decoupling of transport emissions and economic growth is already happening in developed and developing countries'*.

The 6th Assessment report observed that mitigation technology options and social changes are converging and, in combination, they have potential to accelerate trends toward a low carbon transport transition. **Phasing-out internal combustion engines and using electric vehicles offer the greatest mitigation potential in the sector.** In addition, demand-side interventions, such as shifting transport modes (e.g. to walking and using public transport), will be essential in the context of rethinking mobility. With this in mind, the Global Dialogue on transport must adopt these findings and turn to discussions on exploring strategies for accelerating national, regional and global systems transformation.

Tackling emissions within Parties' borders results in a, unnecessarily fragmented, siloed, and limited global effort. Globally and transnationally, economic sectors share common technologies, suppliers, markets and have similar challenges and opportunities. This is starkly true for many aspects of the transport sector, including shipping, freight and aviation. Coordinated regional or global strategies can unlock opportunities, leverage large scale transformations, and achieve economies of scale. In this context, the second Global Dialogue of

the MWP should aim to develop, as outputs across each of the 4 sub-topics, regional and global system transformation strategies to:

1. *Accelerate transitions*

There is a need to accelerate planning and implementation for the significant expansion of low-carbon energy infrastructure and addressing fossil-fuel dependency in mobility including increasing access to clean energy. This will involve exploring coordinated strategies to faster develop and deploy technologies, as well as shift users to lower carbon alternatives, depending on respective contexts.

For instance, compact and connected cities, including by implementing urban and transport planning geared towards energy-efficient, low-carbon transportation connectivity can help shift short haul freight, and passenger vehicle demand to rail networks through coordinated implementation.

2. *Secure green transitions*

With reference to the Technical Dialogue of the First GST, measures to implement systems transformations in transport must '*rapidly reduce process and energy emissions*', while avoiding strategies which could lead to negative outcomes in other development areas, including environmental impacts and health and equity. This finding sets clear parameters for discussions on how to explore core objectives for a green transition in this Second Global Dialogue.

3. *Secure fair transitions*

Shifts to sustainable mobility requires modification of structural and behavioural choices that drive transport-related GHG emissions, such as time and cost and personal demand factors. Again, access and deployment of clean energy will be an important defining factor for increasing equity in this sector as well as access to safe, frequent and reliable public transport options. As in other transitions, there are plentiful equity co-benefits to be realised but this depends on the degree of prioritisation and focus by government policy and the availability of international support in some contexts. Areas such as aviation have a big equity problem which should be considered in this Global Dialogue.

4. *Finance transitions*

Infrastructure investments in short and long distance public transport must be prioritised over road infrastructure to build strong, resilient and equitable transport systems. Transforming policy and public investments to align with this is key in the short term. For example, progress on targeting taxation and subsidies towards the transport sector's low emission transition is crucial. Funding strategies can also explore new and unexplored sources of finance. Ending fossil fuel subsidies will especially benefit the sector's transition, as most subsidies in this sector go directly to road transport. As the transition becomes increasingly underway, remaining subsidies provide a source of public funds which can be re-routed to support and accelerate just transitioning. Rapidly reducing emissions from international shipping, aviation and freight

transportation will require more effective international cooperation on sustainable fuels, energy-efficient design, data analytics and other solutions.

A list of suggested outputs for each of the potential subtopics which could shape discussions are provided in the below table.

Outputs from the MWP 2nd Global Dialogue on transport to support systemic changes

	<i>Accelerate Transitions</i>	<i>Green Transitions</i>	<i>Secure fair transitions</i>	<i>Finance transitions</i>
(a) Deploying and shifting to collective and non-motorized modes of transport (rail, urban public transit, cycling, etc.);	<ul style="list-style-type: none"> - strategies to shift flights / road to rail for passenger and freight - strategies to prioritise public transport attractiveness measures - strategies to prioritise building or improving bicycle infrastructure over motorised transport (per 1000/pkm car infrastructure costs 1.5bn US\$ compared to cycle infrastructure at 10.4 mio US\$) 	<ul style="list-style-type: none"> -to rapidly reduce process and energy emissions - to ensure rapid uptake of electric public transport vessels -to reduce soil sealing, especially in urban areas, considering the impact of road, highway and parking infrastructure -to encourage more densification when transport is planned in cities at the human scale 	<ul style="list-style-type: none"> - Strategies to prioritise public transport in public infrastructure investment decisions - principles to shift private car centered subsidies to public transport centered ones (e.g. shift from tax breaks on (bio)diesel to tax breaks on transport tickets -Strategies that prioritise walking/ cycling at the top of the (urban) transport pyramid are inherently more fair, as they have fewer financial costs. Still, infrastructure should also support those with limited mobility (e.g. elderly, children, handicapped) 	<ul style="list-style-type: none"> - explore innovative financing through cross-border and climate finance 'mobility partnerships' - explore regional urban planning, financing and connectivity
(b) Energy and resource efficiency in the transport sector (design improvements, circular economy and material changes, vehicle vintage, carpooling, etc.);	<ul style="list-style-type: none"> - See modal shift 	<ul style="list-style-type: none"> - to address fossil-fuel dependency in mobility and increase access to clean energy - strategies for 2nd life for batteries - better repair / eco design requirements 	<ul style="list-style-type: none"> - focusing on design improvements of public transportation modals and vehicles 	<ul style="list-style-type: none"> - ways forward to develop innovative funding models such as transport services/packages - coordinated R&D

		- addressing supply chains and vehicle disposal processes		
<i>(c) Electrification of vehicles (infrastructure, batteries and minerals);</i>	-strategies to harmonize grid and charging port accessibility, connectivity and maintenance	- addressing supply chains and sustainably sourcing critical minerals	- Principles and support for development of global sustainable and just critical mineral supply chains - strategies to support mode shift in passenger vehicles, including second hand markets	Creating incentives for electrification, including redirecting fossil fuels subsidies
<i>(d) Shifting to low- or zero-carbon fuels (hydrogen, biofuels, biogas, compressed natural gas).</i>	- for coordinated efforts on R&D investment to explore/develop zero carbon options in hard-to-abate transport sectors - prioritise zero and near zero GHG emission aviation and shipping fuels - Shipping needs rapidly scaled up production of such fuels, especially e-fuels including green ammonia and green methanol	- prioritise instruments for electrification of road and rail transport -prioritise synthetic fuels based on green hydrogen over biobased fuels -to establish [limited and time-bound] exceptions to electrification, including acceptable technologies and their applications - ensure effective criteria as to what sectors should have priority access to certain types of fuels and direct low carbon fuels to hard-to-abate transport modes, such as aviation and shipping over road transport which can be electrified.	The International Maritime Organization has set a net zero target by 2050 for shipping along with 2030 zero/near zero fuel and energy and emissions targets which now require agreement on effective fuel standards and carbon pricing measures to achieve. Companies should adopt science based targets aligned with 1.5C and drive demand for zero and near zero emissions fuels and efficiency measures and alternative energy sources. -	Exploring carbon pricing mechanisms and redirecting subsidies.

Finally, WWF would like to suggest a new potential topic for discussion: **Shifting the urban transport pyramid to prioritize people.**

The transport sector is responsible for circa [25% of carbon emissions](#), with much of daily transportation and consequent emissions occurring in and around urban areas. In cities, transportation choices are largely influenced by urban planning and policy. Many cities allocate [more than half of public spaces](#) to roads, highways and vehicle parking, which tends to prioritize private vehicles. City planners need to shift to more sustainable urban planning and transportation which prioritizes and facilitates low-carbon, energy-efficient transportation choices, which can also support the physical greening of cities when space is reallocated for other purposes.

Sustainable urban mobility requires a shift in the urban transportation pyramid – prioritizing pedestrians and bicycles, followed by public transportation, support for e-vehicles and car-sharing, and lastly, private vehicles where other options are not possible. Tackling private vehicle dependence has multiple benefits: addressing air pollution and congestion, improving equity through accessibility, expanding biodiversity in cities, or even increasing productivity, when lengthy commutes in private vehicles or public transportation are minimized.

Some measures to be discussed under this extra topic include:

- Breaking from fossil-fuel dependency including in energy, buildings, mobility, and food systems and increasing access to clean energy
- Encouraging compact and connected cities, including by implementing urban and transport planning geared towards energy-efficient, low-carbon transportation modes – prioritize walking, cycling and public transportation
- Ensuring that urban planning and infrastructure (e.g. public transport, green spaces, park access) prioritize equity and accessibility to encourage more resilient communities

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