

Sharm el-Sheikh Mitigation Ambition and Implementation Work Programme Global Dialogues for 2024

Inputs by SLOCAT on possible topics for 2024 global dialogues - 1 February 2024

[SLOCAT](#) is the international, multi-stakeholder partnership powering systemic transformations and a just transition towards equitable, healthy, green and resilient transport and mobility systems for the people and the planet. We deliver on our mission through co-creation, co-leadership and co-delivery across knowledge, advocacy and dialogue activities in the intersection between transport, climate change and sustainability. Our multi-sectoral Partnership engages a vibrant and inclusive ecosystem across transport associations, NGOs, academia, governments, multilateral organisations, philanthropy and business; and a large community of world-class experts and change-makers. Going where others do not or cannot go individually, our Partnership is leveraged to set ambitious global agendas and catalyse progressive thinking and solutions for the urgent transformation of transport and mobility systems worldwide. Since 2016, SLOCAT has been the official Focal Point for the transport sector in the Marrakech Partnership for Global Climate Action and in that role facilitates the engagement of transport stakeholders.

SLOCAT participated (Secretary General, Maruxa Cardama was an invited resource person) **in the Second Global Dialogue of the Sharm el-Sheikh Mitigation Ambition and Implementation Work Programme** which took place in Abu Dhabi on 15 - 17 October 2023 and focused on the topic of accelerating the just energy transitions, including in transport systems. Our experience is that the global dialogues present a critical opportunity to shed light on and catalyse effective solutions for reducing emissions, providing lessons learnt from success stories and challenges within countries and to build bridges to other important stakeholders beyond the UNFCCC.

SLOCAT welcomes this opportunity to submit views on possible topics to be discussed at the global dialogues of the Mitigation Ambition and Implementation Work Programme in 2024. **While noting that successive dialogues should cover different topics, below are some suggested topics that can build on the discussions at 2023 global dialogues. These topics also provide opportunities for connecting transport with other critical sectors in transversal and nexus approaches.**

Technology and Capacity Building Towards Integrated Land, Transport and Energy Planning: In addition to conflicting policies or lack of investments at scale, deficiencies in administrative structures and limitations in institutional capacities are frequent challenges that hinder integrated transport and mobility planning efforts.

Capacity building needs for climate mitigation are diverse and cover a range of different levels but can be fostered by national and local governments. At the individual level, transport experts are required to possess not only technical and economic skills but also abilities in areas such as reform

support, negotiation management and financing to solve everyday transport issues while ensuring long-term sustainable mobility. The concept of lifelong learning is already being actively embraced, particularly in dynamic fields such as mobility, where innovation cycles are becoming shorter. At the city level, urban areas must manage the financing of transport infrastructure, establish reliable governance structures and consider a broad spectrum of environmental and societal requirements. At the state level, governments – particularly finance, transport, planning, and local self-government ministries – have the responsibility to establish appropriate regulatory frameworks for sustainable urban mobility.

To achieve a meaningful, lasting and more ambitious impact on sustainable transport, it is imperative to better understand the strengths and needs for capacity building programmes, identify gaps and tailor interventions to meet the evolving needs of planners and climate change professionals, sub-national and national governments and other stakeholders. Addressing technological and capacity-building needs through international cooperation, including with non-Party stakeholders, and provision of support to developing countries will be critical to raising the level of understanding and skills on integrated planning and transport for climate mitigation.

Climate Finance: Despite significant pledges to increase multilateral financing through various low-carbon mechanisms, only a small share of these funds cover transport decarbonisation projects. An estimated USD 2.7 trillion in annual investment (USD 40.5 trillion in total) will be needed globally between 2016 and 2030 to achieve low carbon transport pathways, with 60-70% of the investment occurring in emerging economies. Reducing emissions through low carbon urban mobility would require investments totalling USD 1.83 trillion (around 2% of global GDP), which would result in estimated savings of USD 2.8 trillion in 2030 and nearly USD 7.0 trillion in 2050.

Achieving the needed reductions in greenhouse gas emissions in transport i.e. 59% reduction in transport-related CO₂ emissions by 2050, compared to 2020 levels will require strong regulations and fiscal incentives as well as large investments in infrastructure beyond what is currently in place. Addressing the finance gap requires reassessing public sector funding priorities and exploring new opportunities to mobilise large-scale private investment towards development objectives. Thus, local, national or transnational financing — drawn from public, private and alternative sources of financing — will be critical to support mitigation actions that will address climate change. To make this happen, it is critical to overcome the obstacles to climate finance and to understand how these financial resources can be mobilised to mitigate emissions from transport.

Fossil Fuel Free and Just Energy Systems: Despite increasing electric mobility and global renewables uptake, the transport sector continues to depend heavily on fossil fuels. Fossil fuels continued to account for nearly all (96%) of energy used in transport in 2021 – a share that has barely changed over the past decade, mainly due to rising transport demand and accounted for 20.7% of global fossil fuel carbon dioxide (CO₂) emissions in 2022. In parallel, the share of renewable energy was only 4.1% of the total final energy demand in transport.

At the same time, energy efficiency savings continued to be outweighed by rising transport emissions due to the overall growth in transport demand and modal shift towards higher-emitting transport. It is therefore critically important to understand what actions need to be taken at a global scale to

accelerate efforts that drive the transition away from fossil fuels in energy systems, in a just, orderly and equitable manner. These measures are paramount for climate mitigation efforts.

A Just Transition of the Workforce: A just transition secures the future and livelihoods of workers and their communities during the transition to a low-carbon economy. While a handful of countries acknowledge economic benefits such as job creation and enhanced work opportunities associated with sustainable transport in their Nationally Determined Contributions (NDCs), concrete plans and policy measures for a just transition for transport workers are conspicuously absent.

Policies and regulations aimed at achieving a decarbonised and resilient transport system must encompass a just transition for the workforce from the outset. Incorporating the voice and knowledge of workers into policy and planning for climate action and sustainability – from infrastructure to services; from operators to management; from shifts in transport modes to sustainable fuels and smart technologies - is fundamental. Workers have the on-the-ground knowledge that is crucial for shaping approaches. They are the ones who will operate future systems. It will therefore be critically important to identify the key strategies and best practices on just transition of the workforce and creation of decent work and quality jobs, focusing on challenges and opportunities from the implementation of low emission policies and strategies on sustainable transport, thereby aiding climate mitigation efforts.

Climate Change and Human Health: The Intergovernmental Panel on Climate Change (IPCC) highlighted the nexus between transport, climate and health in its Sixth Assessment Report, released in 2022. The IPCC notes that many strategies for mitigating climate change in the transport sector also have health benefits, including from air quality improvements, reduced fatalities, equitable access to transport services and reduced stress.

Governments are acknowledging the growing health impacts of climate change on communities and countries and the large benefits to people's health from stronger climate action, including by reducing air pollution and lowering health care costs. At the same time, negative health impacts associated with transport are typically felt more acutely by people in vulnerable situations (including those in lower-income groups, older people, children and people with disabilities) due to greater exposure to air pollutants and lower access to safer transport options. Inaccessibility to transport can reduce opportunities for people to get the healthcare services they need, and at times even discourage them from seeking care.

Urban and national decision makers can choose from an increasing number of policy tools to promote better climate and health-focused transport systems. Better understanding the range of opportunities and action that is needed and the nexus of climate and health is required (including building more climate-resilient health systems, strengthening cross-sectoral collaboration to reduce emissions across key sectors like transport and maximise the health benefits of climate action) as they need to be integrated into future mitigation efforts and implemented in local contexts.

Subnational Governments and Local Stakeholders: Urban transport accounted for 8% of global CO₂ emissions and around 40% of global transport emissions in 2020. Many cities around the world are taking action on urban mobility by implementing policies related to public transport, active mobility, transit-oriented development, parking regulation and access management (for example, through

low- and zero emission zones). Sub-national governments are also fundamental to achieving national goals and turning national ambition into on-the-ground action. As such, they can provide valuable insights and experience in implementing measures and empowering other actors.

Supportive national policies and incentives are needed to ensure that cities have the resources at hand to deliver the policies and measures needed to raise the level of climate ambition and address rising transport demands and emissions. It is therefore critical to better understand how to work collaboratively with subnational governments to unlock and realise mitigation action opportunities at the subnational level and determine the avenues for subnational action to contribute to national mitigation commitments and strategies, and their subsequent implementation and monitoring.

Youth in Climate Mitigation: It is essential to build bridges between the climate and transport community and young people, in order to explore new perspectives by creating an interface between knowledge and policy. It will also raise the capacity of young people and provide them new skills in evidence-based policy analysis for sustainable transport.

Young people are recognised as the torchbearers of sustainable development and the vanguards in the struggle against climate change, yet their input to climate policy remains limited. They can play a critical role in leading the charge and championing more urgency, faster action, and greater ambition. It is therefore critical that there is a seat at the table for all stakeholders, and in particular children and young people in the design, development, and implementation of climate action policies that will facilitate the implementation of national pledges on sustainable transport.

Role of the Global Stocktake (GST) in the next round of NDCs: The level of ambition on transport (i.e., targets and actions) in second-generation NDCs remains insufficient to achieve the goals of the Paris Agreement, and implies a further 11% increase in transport greenhouse gas emissions by 2030. As such, there is a clear need to better address the transport sector in the next round of NDCs.

The GST decision¹ adopted at COP28 encourages countries to submit economy-wide NDCs by 2025, with an emphasis on sectoral action on transport. This now requires NDCs to become more ambitious in this context to further enhance climate mitigation efforts and to identify the pathways, policies and measures to implement through the setting of clear and actionable targets for sustainable transport.

Reference:

- SLOCAT (2023), Global Status Report on Transport, Climate and Sustainability – 3rd edition, www.tcc-gsr.com

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¹ 28. (g) Accelerating the reduction of emissions from road transport on a range of pathways, including through development of infrastructure and rapid deployment of zero- and low-emission vehicles.