



Subject: High-Level Champions and the Marrakech Partnership for Global Climate Action

Submission by International Union of Railways

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The International Union of Railways (UIC) is an accredited Observer organization to UNFCCC as an NGO and has engaged in several COP meetings, individually and as part of the BINGO constituency. UIC is also a member of the Marrakesh Partnership for Global Climate Action, under the Transport working group, and has recently enhanced its collaboration with the High-Level Climate Champions team by seconding a part-time employee, to the HLCC team, as a Land Transport Specialist.

UIC, or the International Union of Railways, is a global organization representing the railway sector. Founded in 1922, it serves as the worldwide professional association for railway operators and infrastructure managers. UIC's primary objectives include promoting rail transport globally, Developing technical standards and specifications for railways, Fostering innovation and research in the rail sector, Addressing key issues such as safety, security, and environmental sustainability. With its technical background, UIC brings the body of knowledge from rail companies from around the world to advocate for the role of railways as a climate solution. Global transport emissions have bounced back from COVID-19 pandemic and trends show that emissions for this sector have not yet peaked.

In climate dialogues, emphasis has been given to electrification of vehicles and addressing 'hard-to-abate' modes like shipping and aviation. Less focus is given to opportunities in promoting modal shift to already low-emissions modes like active travel, public transport and rail freight that have the potential to reduce drastically emissions while having positive effects health and urban life quality. UIC sees the importance of shifting priorities to solutions that not only reduce emissions, but also address SDGs more generally and produce more positive externalities.

1. How can the High-Level Champions and the Marrakech Partnership add the most value and complement existing efforts to accelerate climate action and drive implementation?

We believe that both MPGCA and HLCC have done a great job in building a platform for non-party stakeholders to gather and build a consistent body of work that sets high ambitions, catalyzes action and support in different workstreams. Nevertheless, this great set of knowledge is staying within the echo chambers of the own MPGCA and HLCC environment and not being fully captured by Parties and the negotiated outcomes of meeting like COPs. We see the following points as being opportunities for enhanced effectiveness:

- Increased and simplified communication on what the mandates and roles of the MPGCA and HLCC are, so that Parties and the whole ecosystem can clearly understand the outputs and outcomes produced by each (e.g. pathways, 2030 Breakthrough agenda, Race to Zero, etc).
- Further coordination between MPGCA and HLCC to create more synergies and avoid competition in an already crowded space.
- Platforms for outcomes of the work under MPGCA and HLCC to be delivered to Parties in a structured and effective manner: at the moment there are not many opportunities for sectoral dialogues, which are key to ensure that action meets level of ambition.

2. *How can the High-Level Champions enhance collaboration between Parties and NPS to advance the outcomes of the first GST?*

In the case of the transport sector, the outcomes of the First Global Stocktake mention “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”. UIC is keen on supporting countries in raising ambition in the development of rail infrastructure as a way to reduce emissions from road transport. As part of UIC’s contribution to COP29, we are developing two key knowledge products:

- **Rail NDC Template:** a guide to help countries in expanding the role of rail in NDCs through effective target setting in the updated cycle of NDCs due in 2025. Based on the Rail NDC Template, UIC will also be working on the development of a capacity building offering to work with countries who wish to improve NDCs for transport. This is a joint effort with UITP and PATH Coalition who have similar NDC templates for public transport and active travel respectively.
- **Carbon Market Opportunities for the Rail sector:** a paper that shows the potential of carbon credit markets, especially looking into Article 6 of the Paris Agreement and its Internationally Transferrable Mitigation Outcomes (ITMOs) Rail and public transport infrastructure, despite their substantial positive impact on health and emissions reduction, often face financial profitability challenges and require specialized financing schemes that monetize their positive externalities. This could be particularly helpful for low and low-middle income countries that have an opportunity to decouple economic growth from transport emissions, through investments in rail transport.

Through sectoral dialogues between HLCC and MPGCA stakeholders and Parties could provide organizations like UIC with the platform to showcase these products and promote effective collaboration that enhances ambition grounded in best practices and solutions.

3. *How can the Marrakech Partnership be enhanced to support Parties in achieving the goals of the Paris Agreement, including through new and existing tools?*



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Raising awareness among Parties about the different outputs of the MPGCA could be a starting point for building closer ties between MPGCA and Parties. One recommendation for strengthening these efforts could be using regional dialogues/ regional climate weeks, or the pre-COP meetings at Bonn as strategic platforms for MPGCA working groups to collaborate with Parties on its products. This can facilitate deeper collaboration and more effective implementation by consistently and continuously giving space for NPS in the official agenda. Not only as side events which create a competitive environment but through dedicated space in main agenda for interactive work – following the example of the World Cafe sessions held at the consultation processes for the GST.

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