

# Response to the Letter to Parties and Non-Party Stakeholders from High-Level Champions for Global Climate Action

By SLOCAT Partnership on Sustainable Low Carbon Transport

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**Preamble:** This response has been prepared by the secretariat of the SLOCAT Partnership. It is based on previous responses submitted to the High-Level Champions, resulting from consultation with SLOCAT partners and members of the Marrakech Partnership Transport Thematic Group.

We would like to thank the UNFCCC High-Level Climate Champions for this opportunity to provide feedback on how to improve the Marrakech Partnership for enhancing ambition. We believe the Marrakech Partnership can serve three key functions, namely. 1. catalysing action and connecting stakeholders, 2. building capacity, and 3. tracking and reporting progress. We consider effective co-operation and co-ordination between Parties and non-Parties essential to achieving the objectives of the Paris Agreement up to and beyond 2024.

Transport emerges as a key sector for mitigation and adaptation strategies and targets as Parties update their Nationally Determined Contributions (NDCs) and implement the outcomes and agreements of the First Global Stocktake (GST) and the UAE Consensus. Moreover, financing sustainable, low carbon transport aligns with the agenda set forth by the Troika of COP Presidencies, exemplified by its commitments on global sustainable development and economic growth.

We hope that the Marrakech Partnership guided by the High-Level Champions can contribute to the significant increase in effort required to successfully implement the Paris Agreement.

## 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?

The HLC and the MPGCA can add the most value by fulfilling three key functions; namely (1) catalysing action and connecting stakeholders, (2) building capacity and (3) reporting and tracking.

### Catalysing Action and Connecting Stakeholders

- **Build and keep momentum** - consolidating, adapting and strengthening climate action, and maintaining the momentum between key events, keeping in mind the importance of inclusivity of all stakeholders, Global South representatives and under-represented constituencies including those **who are most affected by the impact of climate change**, such as women, children, persons with disabilities and older persons.
- **Work with existing initiatives** and strengthen their capacity and effectiveness by bringing them resources. Some initiatives that could be relevant for the Champions and driven by some members of the MPGCA’s Transport Thematic Group include:

Initiative	Description	Initiators/ signatories	Proposed collaboration with the HLC
<u>Call to double the share of energy efficient and fossil-free forms of land transport by 2030</u>	Conveys a clear and ambitious message about the powerful synergies between the transport and energy sectors, as historic momentum around renewables and energy efficiency targets was achieved. This Call is aligned with the COP28 Decision on the First Global Stocktake and the universal enablers	Co-initiated by SLOCAT and REN21, jointly with the Institute for Sustainable Development and International Relations (IDDRI), the Institute for Transportation and Development Policy (ITDP), the International Union of Railways (UIC), the International Association of Public Transport (UITP), and the World Resources Institute	Support in the dissemination and outreach for new signatories, participating in the capacity building activities and processes, referencing the forthcoming knowledge materials on the nine areas of action.



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	identified in the Call represent actionable pathways to deliver on both the mandates of the COP28 Decision and the pledges on global renewables and energy efficiency targets, as well as on “Roadmap to Mission 1.5°C”.	(WRI), and signed so far by 60+ signatories including Chile and Colombia	
<b><u>Manifesto for intermodal, low-carbon, efficient and resilient freight transport and logistics</u></b>	Underscores the urgent need for freight transport and logistics transformations to help our economies and societies respond to interconnected challenges and remain competitive, equitable and resilient, while keeping global warming to 1.5°C.	SLOCAT and the Kühne Foundation, together with CONCITO, IDDRI, International Transport Workers’ Federation, International Union of Railways (UIC) and Smart Freight Centre have co-initiated this manifesto.	Potential endorsement to the manifesto as signatory, cross-referencing to the manifesto and its compendium of policy and financing interventions in the Avoid-Shift Climate Solution 2030 and/or participation in the multi stakeholder dialogues with policy makers and practitioners.
<b><u>Takeaways for Decision Makers From Turbulence to Transformation: Navigating Challenges Towards Action on Transport, Climate and Sustainability</u></b>	Outlines a critical overview of key trends, challenges and opportunities in the intersection between transport, climate and sustainability. It aims to provide food for thought and action in support of decision makers interested in advancing the transformation towards sustainable, low carbon transport.	SLOCAT	Facilitate targeted policy dialogues and roundtables with decision-makers, industry leaders, and experts to address critical trends, challenges, and opportunities identified in the report, fostering collaborative problem-solving and policy innovation. Integrate the report's recommendations into existing climate and sustainability initiatives, such as the Race to Zero campaign.
<b><u>Global Status Report: Transport, Climate and Sustainability</u></b>	Tells the global and regional stories of where we are and where we need to get to urgently on climate and sustainability action for transport and mobility. It is a	SLOCAT	Advocate for governments to adopt open data practices, and facilitate networking and knowledge sharing among experts, policymakers, and



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	<p>one-stop shop for the latest available data, trends, targets and developments on transport demand, emissions and policies. With contributions from 100 world-class experts and organisations, the third edition of the GSR is a testament to the world-class knowledge and solutions available across the SLOCAT Partnership and the global transport community at large.</p>		<p>stakeholders. This can be achieved through webinars, workshops, and collaborative projects that leverage the report's findings and recommendations, promoting the implementation of sustainable transport policies.</p>
<p><b><u>Analysis report on Public Transport and NDCs</u></b></p>	<p>Provides an assessment of how well public transport is accounted for in NDC's. This report identifies a range of options for more ambitious NDCs, which can form the basis of an outline policy template for public transport and active mobility. Building capacity to support its adoption and implementation can provide the strong foundation necessary to progressively and effectively enhance climate ambition.</p>	<p>The International Association of Public Transport (UITP)</p>	<p>Emphasise the findings and recommendations in high-profile events and meetings, including COP sessions, to raise awareness among national governments and encourage the integration of more ambitious public transport measures in NDCs.</p>
<p><b><u>Deep Decarbonization Pathways network</u></b></p>	<p>Helps global and national decision-makers take actions towards a deeply decarbonised world with drastically reduced inequalities. It is an</p>	<p>Institute for Sustainable Development and International Relations (IDDRI)</p>	<p>Integrating it into the resources of the Avoid-Shift Climate Solution 2030.</p>

	<p>international collaboration of experts, who share common scientific methods to elaborate robust analyses and engage with stakeholders. They provide bottom-up insights on ambitious freight strategies for NDCs.</p>		
<p><b><u>Next-generation Climate Targets: A 5-Point Plan for NDCs</u></b></p>	<p>Comprehensive five-point plan in April 2024 for next-generation NDCs, aimed at galvanising government action towards the ambitious pace and scale of change required for effective implementation across all sectors, including transport.</p>	<p>World Resources Institute (WRI)</p>	<p>Leverage their diplomatic influence to engage directly with national governments, encouraging them to adopt the next-generation NDCs that align with the plan’s guidelines. The Champions could facilitate bilateral and multilateral meetings to discuss the specifics of the 5-Point Plan and support governments in translating these guidelines into actionable policies</p>

- **Facilitate interlinkages** among sectors and sub-sectors with common goals to increase efficiencies and create synergies for the development of high impact actions (e.g., stronger nexus between electro-mobility and renewable energy, access to low-carbon transport modes and gender, air quality, transport and health).
- **Build on global processes complementary to the UNFCCC** (e.g. UN Decade) where new initiatives set up in a systematic manner for different thematic groups/sectors have been established to impulse concrete actionable results.
- **Increase dialogue and radical collaboration between public decision makers** (on global, national and local levels), responsible for legal and regulatory frameworks to unleash innovation and accompany transition **and private sector actors** focused on innovation of products, services and business models.



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- **Utilise the High-Level Champions personal background in the private sector as an inspiration** when appropriate to increase the active engagement of private sector actors in the Marrakech Partnership; across each thematic sector (not just as a cross-cutting sector).

#### Building capacity

- **Build stronger linkages** between Parties (in increasing ambition in revised NDCs) and non-Party actors (in supporting increased ambition, as well as implementing NDCs) around specific technical aspects for the NDCs and the Long-Term Strategies (LTSs).
- **Mobilise finance sector actors** to engage in dialogue and concrete initiatives towards the required climate action financing and investment revolution.
- **Develop clear ‘quick wins’ for each sector** (e.g., as compiled in a [transport-focused quick win report](#)) along with details of possible partners/initiatives and funders.

#### Reporting and tracking

- **Create mechanisms to measure progress and pace of the climate action** taken by the thematic stakeholders to encourage the global community to increase ambition and accelerate speed as needed.
- **Monitor the ambition loop** and work with the stakeholders to create pathways targeted towards closing the gap.

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

- **Transform their role** from being a ‘bridge’ between Parties (including regional and local governments) and non-Party Stakeholders to being ‘facilitators or enablers’ of actionable interaction between these groups.
- **Enhancing the transparency of the Marrakech Partnership, as well as the visibility of its actors**, organisations, focal points and stakeholders towards the Parties.
- **Build more regional momentum** for climate action, through designating **regional MPs focal points or regional facilitators** to make it easier for regional Parties and non-Parties to engage, communicate and work together between major meetings.
- **Amplify and multiply the work carried out by the non-Party Stakeholders** on-the-ground, by **building understanding** in the Parties about how it offers knowledge about practical and feasible solutions and what is the replicability and scalability potential.



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- **Create opportunities for Party-non-Party dialogue on NDCs due for submission in 2025**, for non-state actors to offer parties sector specific technical-political support, especially the line ministers revising and implementing their NDCs through:
  - ‘Town hall’ like meetings between Parties and non-Party stakeholders.
  - ‘Virtual regional dialogues’ with regional relevance and focus.
  - COP high-level events co-conceptualised and co-delivered jointly between MPGCA stakeholders and Parties.
  - Dialogues between line ministries, the UNFCCC system and non-Party stakeholders.
  - Utilising existing global platforms to strengthen public/private partnerships for sectoral implementation of the NDCs.
- **Promote linkages between the Paris Agreement and the 2030 Agenda**, highlighting that it is possible for Parties to address both needs with the right measures (i.e. low carbon, sustainable urban transport policies can address SDGs on climate change, air pollution and road fatalities).
- **Activating NPS from all regions to implement the 2030 Climate Solutions**: these solutions are a that roadmap provide clear targets for mitigation and adaptation across key sectors, supporting enhanced NDCs. SLOCAT and ITF OECD as co-focal points of the Transport Thematic Group presented at the Marrakech partnership workshop held at the Bonn sessions in June 2024 a proposal for a new 2030 Climate Solution to double the share of energy efficient and fossil fuel free forms of transport. This proposal focuses on a modal shift to public transport, walking and cycling, and rail-based freight, underpinned by electric vehicles and railways.
- **Mobilising climate finance**: The High-Level Champions can highlight investment opportunities in sustainable transport and work towards redirecting finance from fossil fuels to renewable energy and zero-emission transport solutions. They should engage NPS in dialogues and investment-focused events to ensure financing channels support sustainable transport infrastructure and systems.
- **Organise and support capacity building workshops and facilitate cross-sectoral collaborations**: bringing together government officials, industry experts, and NPS to share best practices and innovative solutions in sustainable transport. These workshops aim to bridge knowledge gaps and promote the adoption of low-emission technologies. Additionally, encourage collaboration between the transport sector and other relevant sectors, such as energy and urban development, through joint projects and initiatives to achieve broader sustainability goals.



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

The Marrakech Partnership can be enhanced to support Parties in achieving the goals of the Paris Agreement by leveraging and optimising both new and existing tools through the following strategies:

1. **Prioritise Implementation over new tools:** Focus on making the best use of existing tools rather than continuously creating new ones. This includes refining and deploying the current mechanisms and resources to ensure they effectively address the needs of Parties.
2. **Utilise the COP29 Action Agenda:**
  - **MP Action Events:** Use these events to showcase successful case studies and best practices from various regions. Highlighting real-world examples of effective implementation can inspire and guide Parties in their own efforts.
  - **Implementation Labs:** Facilitate workshops that bring together experts and MPGCA transport stakeholders to co-create actionable, scalable solutions. These collaborative labs will develop strategies tailored to the specific needs of different regions and sectors, ensuring practical and replicable outcomes.
  - **Networking Opportunities:** Leverage COP29 to connect Parties with potential partners, investors, and other stakeholders. Building a robust network can facilitate knowledge sharing, resource mobilisation, and collaborative efforts.
- **Pathways** - In eventual forthcoming editions of the pathways it is important to **maintain the agreed, comprehensive narrative giving the whole roadmap for each sector**. While it is possible for Champions to highlight some aspects of the Pathways on an annual basis in alignment with priorities of the COP Presidency, it should be emphasised that **systemic transformation can only be achieved through implementing all the components of the Pathway (e.g. through balanced Avoid-Shift-Improve frameworks to transport transformation)**.
- **Yearbook** - The utility of the Yearbook could be enhanced by **highlighting specific themes/activities** each year. Adopting the method from review of the SDGs, the UNFCCC Secretariat could decide on a rotation of themes/activities on an annual basis and publish more focused documents. As climate action expands and ambition increases, a rotating focus might address the potential challenge of not being able to capture all activities in one single, encompassing annual report.
- **NAZCA** - There is a need to make further efforts towards the **simplification of communications and processes**. It is difficult for the non-UNFCCC process insiders to understand the synergies and delineation between the different ongoing streams/platforms/avenues for non-Party Stakeholder engagement.





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- **MPGCA Meetings** - The GCA community needs to move forward from the tendency of meetings for conceptualisation and discussions to effective meetings focused on concrete action.
- **Curate Cross-Sectoral Task Forces:** consisting of two or more thematic groups on key issues.