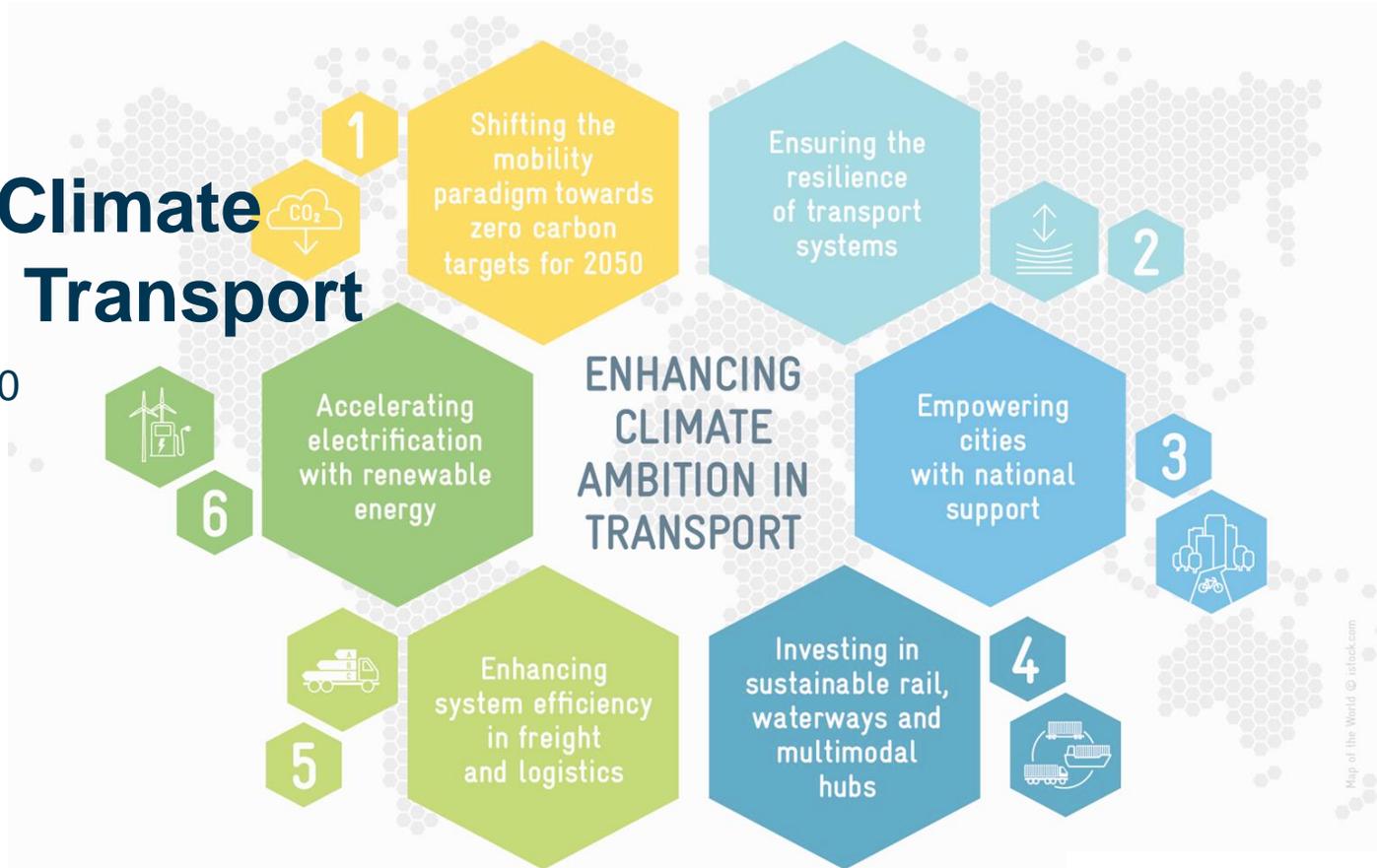


# Enhancing Climate Ambition in Transport

Webinar, 22 April 2020



# Housekeeping: Functions of the control panel

**Grab Tab:** From the Grab Tab, you can

1. Hide the Control Panel,
2. View the webinar in full screen,
3. Change language.

**Questions Pane:**

4. Type questions to the presenters and click „send“.



**You're auto muted during the webinar.**

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File View Help

Audio

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MUTED

Headset Microphone (Plantroni...)

Headset Earphone (Plantronics...)

Talking: Nadja Taeger

Questions

Welcome to our webinar on enhancing climate ambition in transport.

[Enter a question for staff]

Send

## **Agenda** (max. 60 minutes)

### **1. Introduction and overview of transport and NDCs**

Nadja Taeger (GIZ)

### **2. Study: Six action recommendations for policymakers**

Marion Vieweg (Current Future)

### **3. NDC Transport 2020: NDC database & analysis and advocacy campaign**

Mark Major (SLOCAT)

### **4. Questions and Answers**

# Today's panelists

**Marion Vieweg**, Founder, Current Future



Marion is a senior consultant on energy and climate strategies working in Berlin, Germany. She specializes in the analysis of energy and climate policy, mitigation options, climate finance and the link to sustainable development with 18 years of experience in fair trade, the private sector and climate policy.

You can reach Marion at [marion.vieweg@current-future.org](mailto:marion.vieweg@current-future.org)

**Mark Major**, Senior Advisor, Partnership for Sustainable, Low Carbon Transport (SLOCAT)

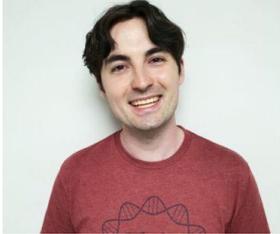
Mark provides support and advice to SLOCAT, in particular in relation to global sustainable development processes and developing action agendas. He is also a Visiting Professor at the Chinese Academy of Transport Science in Beijing and contributes to the University of Oxford course on the 'Global Governance of Transport'.

You can reach Mark at [mark.major@slocatpartnership.org](mailto:mark.major@slocatpartnership.org)



## Today's panelists

**Nikola Medimorec**, Senior Researcher, Partnership for Sustainable, Low Carbon Transport (SLOCAT)



Nikola supports SLOCAT on research and data collection for various topics related to sustainable transport and climate change. Nikola has been a lead researcher for the Transport and Climate Change Global Status Report. Nikola also serves as SLOCAT lead in maintaining an ongoing electric-mobility summary to track trends and targets by countries, states/provinces, cities, and manufacturers.

You can reach Nikola at [nikola.medimorec@slocatpartnership.org](mailto:nikola.medimorec@slocatpartnership.org)

**Nadja Taeger**, Junior Advisor, GIZ

Nadja works at GIZ for the IKI project 'Advancing Transport Climate Strategies' (TraCS) on transport and climate change related topics. She is supporting partner country officials in NDC implementation in the transport sector. This includes capacity development on mitigation actions and monitoring and reporting of GHG emissions of transport activities.

You can reach Nadja at [nadja.taeger@giz.de](mailto:nadja.taeger@giz.de)



# Overview of transport and NDCs

# The role of transport globally

“Emissions are growing faster than in any other sector”

**24%** = **8** possible increase until 2050 to > **20**  
share today (energy-related emissions) GtCO<sub>2</sub>eq GtCO<sub>2</sub>eq

**1,700,000,000** vehicles in **2035**

Estimated costs of **\$70-100** billion annually for adaptation (overall, incl. transport)

Sources: IEA (2019), Gota et al. (n.d.)/SLOCAT Knowledge Base, World Bank (2010), ITF Transport Outlook (2017)

# The Paris Agreement – a framework for climate action in transport

To reach Paris Agreement objectives to limit global warming to well below 2 degrees Celsius, the transport sector needs to be decarbonised in the second half of this century.

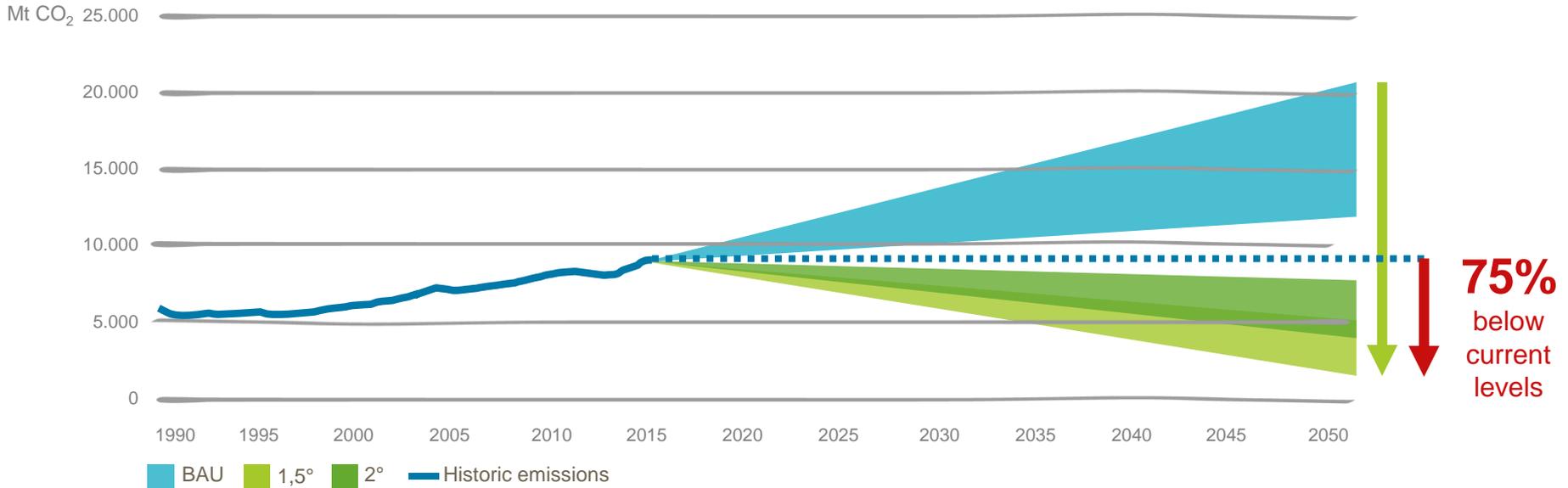
- We need a **reduction of more than 75%** below current levels
- Increasing ambition in the NDCs every 5 years
- Coming up with a long-term strategy for transport decarbonisation to meet long-term target



# Transforming transport is fundamental

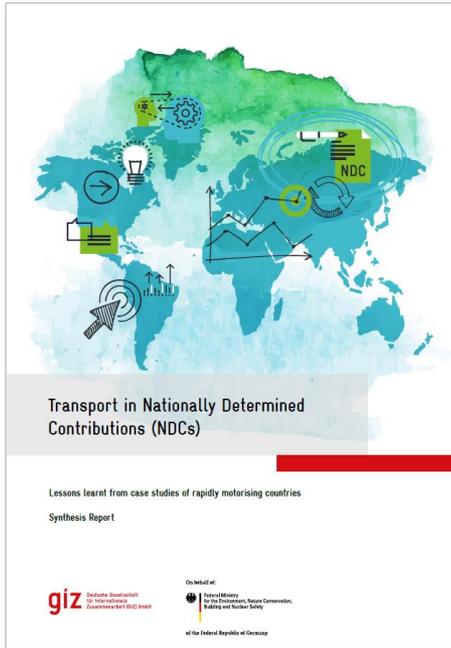
Global transport emissions 2018: ca. **8 Gt CO<sub>2</sub>**

Business-as-usual (BAU) and required reductions under 2°C and 1.5°C scenarios (simplified)



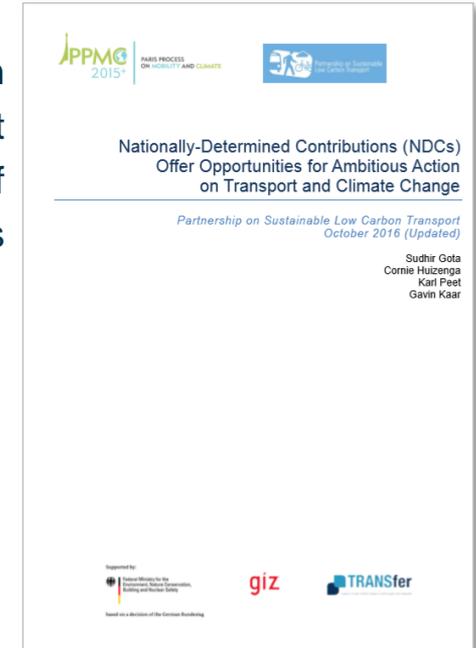
Source: Authors' figure, historic emissions based on data from IEA (2016), projections based on data from Gota et al. (n.d.)/SLOCAT Knowledge Base.

# Two studies on transport commitments in first round of NDCs



Shortly after COP21, the Partnership on Sustainable Low Carbon Transport (SLOCAT) conducted an analysis of transport commitments in NDCs

In 2017, GIZ conducted an updated review of transport commitments in the final NDCs



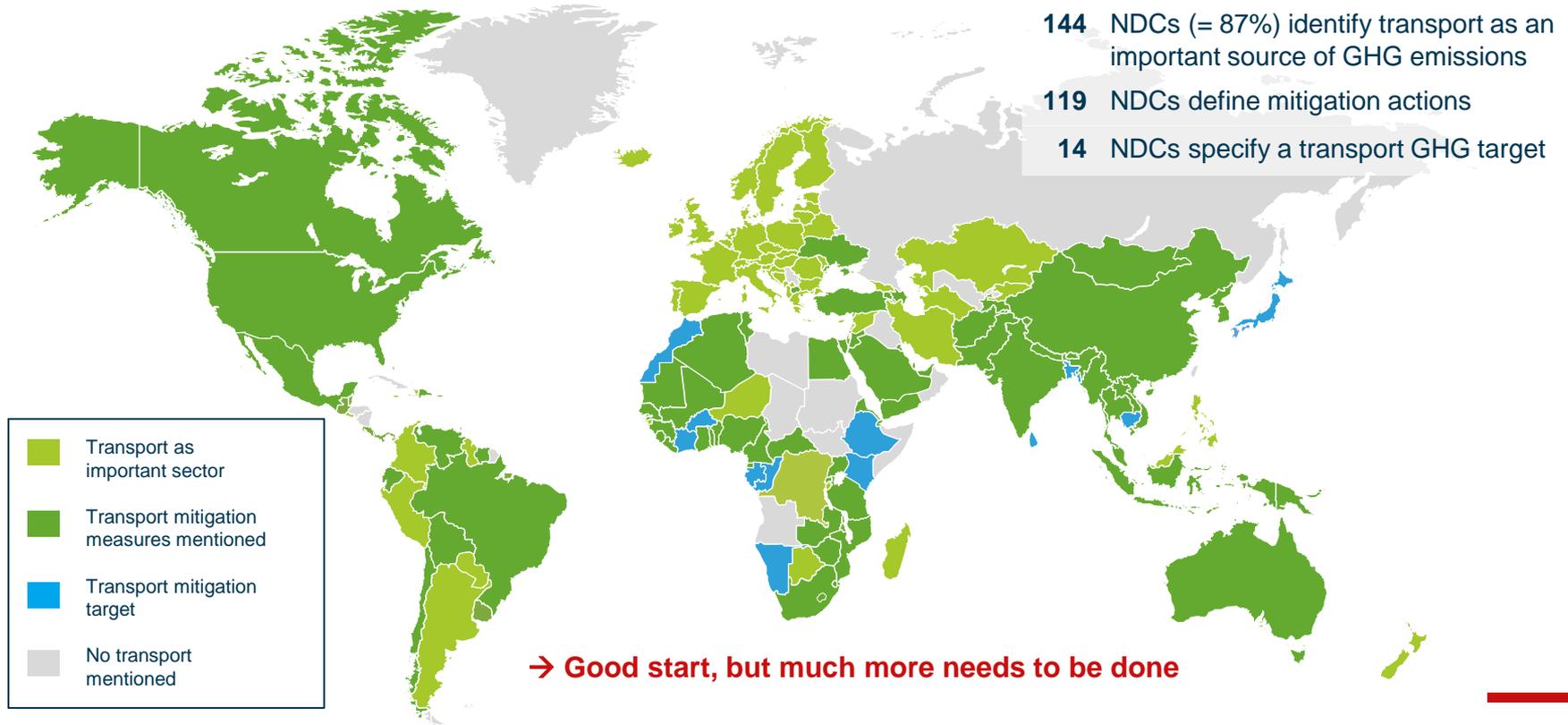
Please find the study here:  
<https://bit.ly/2RR5UFp>



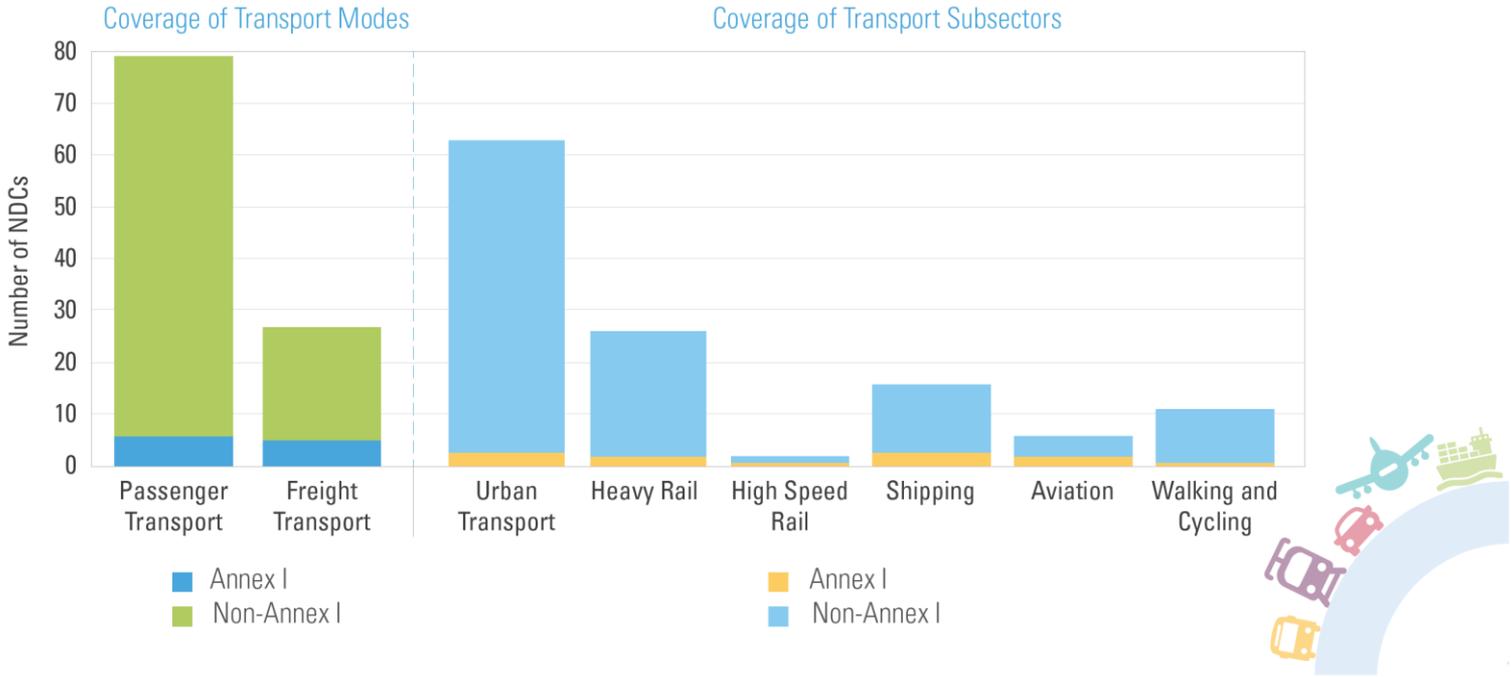
Please find the study in English here:  
<https://bit.ly/2KglLZV>  
Available in Spanish here:  
<https://bit.ly/2VI9GsY>



# Transport in (I)NDCs in 2015



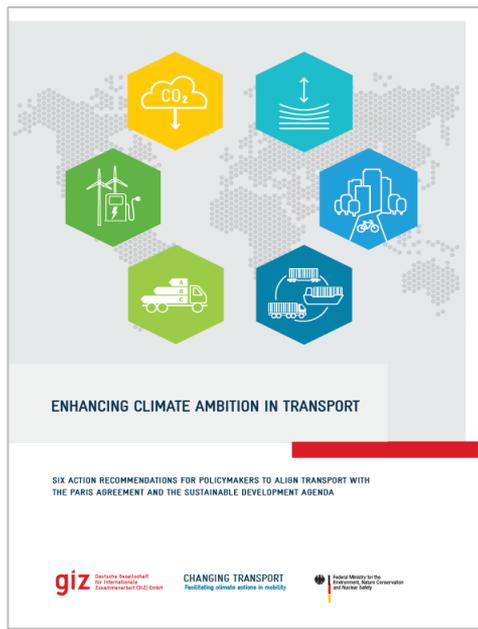
# Transport in (I)NDCs in 2015



Source: SLOCAT & PPMC (2016). Nationally-Determined Contributions (NDCs) offer opportunities for ambitious action



# Six action recommendations for policymakers to align transport with the Paris Agreement and the Sustainable Development Agenda



**ENHANCING CLIMATE AMBITION IN TRANSPORT**

SIX ACTION RECOMMENDATIONS FOR POLICYMAKERS TO ALIGN TRANSPORT WITH THE PARIS AGREEMENT AND THE SUSTAINABLE DEVELOPMENT AGENDA

**giz** Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH  
**CHANGING TRANSPORT** Facilitating climate actions in mobility  
**Federal Ministry for the Environment, Nature Conservation and Nuclear Safety**

## ENHANCING CLIMATE AMBITION IN TRANSPORT

Six Action Recommendations for Policymakers to Align Transport with the Paris Agreement and the Sustainable Development Agenda



- ### 1 Shifting the paradigm towards zero-carbon targets for 2050

  - An international long-term approach is necessary to align 2050 climate and mobility scenarios and flight strategies
  - A strong step towards the required reduction of emissions and towards the delivery of a zero-carbon transport system by 2050 is required to decarbonize global aviation and sea freight transport from feasible, sustainable and safe
- ### 2 Ensuring the resilience of transport systems

  - An integrated "climate change" risk assessment should be conducted to assess the vulnerability of transport systems, infrastructure, and services
  - Climate and adaptation may be threatened in coastal regions, high-altitude and low-latitude regions, and in mountainous areas
  - Attention on all levels needs to consider climate risks in transport planning and investment to create great transport services and infrastructure
- ### 3 Empowering cities with national support

  - Urban transport is associated with significant emissions in cities and is the largest emitter, with 20% of cities already exceeding climate goals
  - Due to its complexity, urban areas are increasingly becoming the most transport-related areas that require national support
- ### 4 Investing in sustainable rail, inland shipping and multimodal hubs

  - Investing in clean and efficient rail infrastructure and multimodal hubs is critical to support the decarbonization of global passenger and freight transport
  - Multimodal hubs are key to linking road with the other modes of transport
- ### 5 Enhancing system efficiency in freight and logistics

  - Transportation should seek to shift demand to rail and waterborne freight to increase the use of sustainable fuels, to promote the uptake of efficient vehicles, and to further optimize by streamlining transport flows
  - Multimodal hubs can be developed and should focus on using low-carbon energy and sustainable fuels in the urban freight system
- ### 6 Accelerating electrification with renewable energy

  - The decarbonization of the use of electric vehicles depends not only on renewable electricity to power them
  - Large-scale use has not emerged in transport systems due to the lack of charging, the relatively high cost, and the high energy density storage solutions available
  - The freight sector should explore electric vehicles, particularly for applications that are well-suited to electric powertrains in long-haul freight
  - Decarbonization also requires reforming oil and coal markets and can substantially reduce overall system costs

**CHANGING TRANSPORT**  
Facilitating climate actions in mobility

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[www.changing-transport.org](https://www.changing-transport.org)

**giz** Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH  
 Please find the study here.

On behalf of:  
**Federal Ministry for the Environment, Nature Conservation and Nuclear Safety**  
 of the Federal Republic of Germany



<https://www.changing-transport.org/publication/enhancing-climate-ambition-in-transport/>

# Study: Six action recommendations for policymakers



## CHANGING TRANSPORT

Facilitating climate actions in mobility

## Bringing communities together...

**Climate actions in transport = GHG objectives**

e.g. fuel economy standards

**Transport actions = transport objectives**

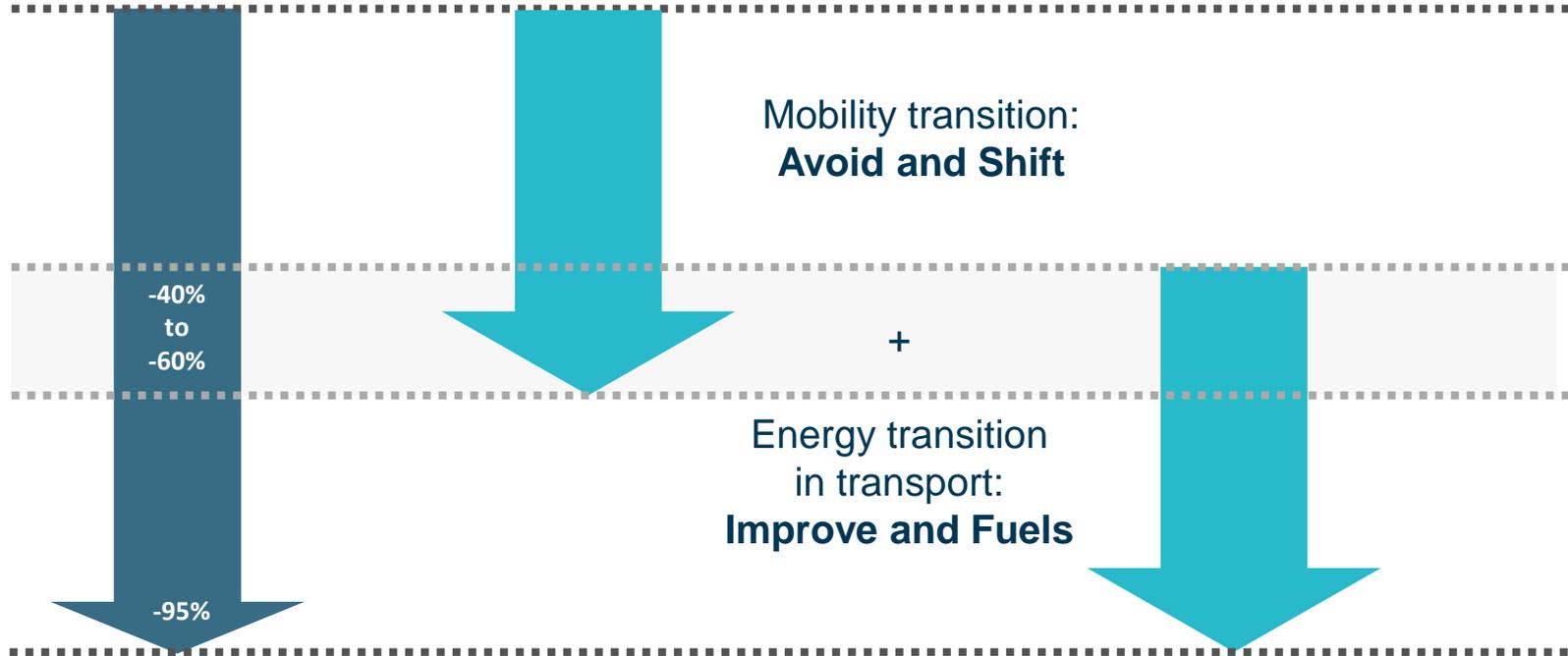
e.g. road construction

*may increase emissions*

# Sector targets for sustainable development



# Ambitious targets require comprehensive actions



## Core benefits: Sustainable development

Climate actions in the transport sector contribute to achieving 7 out of 17 SDGs

A set of 17 goals for the world's future, through 2030

Backed by a set of 169 detailed targets

Negotiated over a two-year period at the United Nations to succeed the MDGs which ended in 2015



# Core benefits: Sustainable development

Climate actions in the transport sector contribute to achieving 7 out of 17 SDGs



2 ZERO HUNGER

## Target 2.3

Double the **agricultural productivity** and income of small scale food producers (access to markets)



3 GOOD HEALTH AND WELL-BEING

## Target 3.6

Halve number of global **deaths and road injuries** from traffic accidents

## Target 3.9

Reduce deaths and illnesses from **pollution**



7 AFFORDABLE AND CLEAN ENERGY

## Target 7.3

Double the global rate of improvement in **energy efficiency**



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

## Target 9.1

Develop sustainable and **resilient infrastructure**



11 SUSTAINABLE CITIES AND COMMUNITIES

## Target 11.2

Provide **access** to safe, affordable, accessible and sustainable transport systems for all

## Target 11.6

Reduce the adverse environmental **impact of cities**



12 RESPONSIBLE CONSUMPTION AND PRODUCTION

## Target 12.c

Rationalise inefficient **fossil-fuel subsidies**



13 CLIMATE ACTION

## Target 13.1

Strengthen **resilience**

## Target 13.2

Integrate climate change measures into **national plans**

# Six Action Recommendations for Policymakers

to Align Transport with the Paris Agreement and the Sustainable Development Agenda



## CHANGING TRANSPORT

Facilitating climate actions in mobility



1



Shifting the  
mobility paradigm  
towards zero  
carbon targets for  
2050

Shifting the mobility paradigm towards zero carbon targets for 2050

Ensuring the resilience of transport systems

Empowering cities with national support

Investing in sustainable rail, waterways and multimodal hubs

Enhancing system efficiency in freight and logistics

Accelerating electrification with renewable energy

***“The many behavioural changes induced by the transition [to a zero-carbon transport system] will require an almost complete change of mindset for all”***

Transport Decarbonisation Alliance (2018): Decarbonising Transport by 2050

- A comprehensive long-term approach is necessary to avoid, shift, improve and electrify in passenger and freight transport.
- Moving away from the marginal reduction of emissions and towards the creation of a zero-carbon transport system by 2050 is essential for reaching global climate goals – and for making transport more equitable, sustainable and safe.
- Long-term national zero-carbon targets for the transport sector should be translated into suitable intermediate targets. Fulfilling these targets should be made legally mandatory.



2

# Ensuring the resilience of transport systems



Shifting the mobility paradigm towards zero carbon targets for 2050

Ensuring the resilience of transport systems

Empowering cities with national support

Investing in sustainable rail, waterways and multimodal hubs

Enhancing efficiency in freight and logistics

Accelerating electrification with renewable energy

***“Left unmanaged, climate change will significantly affect the operational, financial, environmental and social performance of transport.”***

Paris Process on Mobility and Climate 2017: A Global Macro Roadmap Outlining an Actionable Vision Towards Decarbonized, Resilient Transport

- ⬡ Services and infrastructure may be threatened by slow-onset impacts, such as sea level rise and increasing temperatures, or by extreme climate events.
- ⬡ Governments must ensure that resilient transport solutions are developed at all levels of transport planning. This is essential for handling the effects of a changing climate and ensuring the mobility of passengers and goods.



3



Empowering cities  
with national  
support



***“A National Urban Mobility Policy or Investment Programme aims at effectively enabling local governments to tackle urban mobility challenges.”***

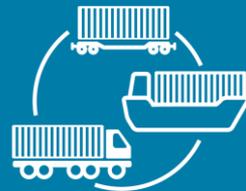
MobiliseYourCity (2017): National Urban Mobility Policy Factsheet

- 
 The world’s population predominantly lives in urban areas and important aspects of the transport transformation will take place in cities.
- 
 In many places, urban transport is associated with significant impairments to quality of life due to congestion, noise and poor air quality, among other factors.
- 
 While the main responsibility for action lies with city governments, national policymakers should actively support cities in building sustainable urban transport systems.





Investing in  
sustainable rail,  
waterways and  
multimodal hubs



4



***“In a sector poised for change, it is incumbent on transport policy makers to endeavour to anticipate the changes to come, but also – and perhaps more importantly – to determine how they plan to respond to these changes.”***

OECD International Transport Forum: Transport Outlook 2019

-  Infrastructure investments are essential for increasing the availability of mobility options while drastically reducing energy demand in long-distance passenger and freight transport.
-  When combined with increased electrification and innovative zero-emission technologies for shared mobility, trucks and ships, these investments will enable cleaner, healthier and safer transport.
-  Investments should go hand-in-hand with the phasing out of fossil fuel subsidies.



A green freight train car is shown on tracks, with gravel and overhead power lines visible in the background. The train car is the central focus of the image.

# Enhancing system efficiency in freight and logistics

5





***“Build consolidation centres and exchange platforms with a focus on multimodal transport to avoid fragmented supply, production and distribution chains, and to foster private sector participation in investment and in the operation of logistics hubs.”***

Sustainable Mobility for All (2019): A Global Roadmap of Action Towards Sustainable Mobility

- 
 The movement of freight is integral to modern economies, but it also contributes to greenhouse gas emissions, air pollution and congestion, among other negative effects.
  
- 
 Policymakers should seek to shift demand to rail and waterborne freight, to encourage the use of multimodal hubs, to promote the adoption of efficient vehicles, and to optimize logistics (e.g. by avoiding inefficient trips).
  
- 
 Governments need to guide development and investment in the long-term sustainability and competitiveness of the overall freight system.



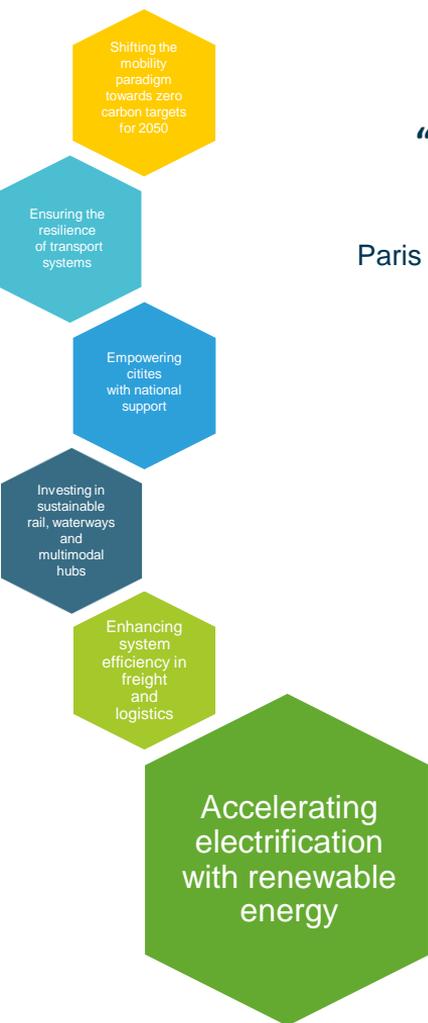
Accelerating  
electrification  
with renewable  
energy



6

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***“The successful transformation of the transport sector’s energy supply will require a much closer alignment of energy and transport strategies.”***

Paris Process on Mobility and Climate (2017): A Global Macro Roadmap Outlining an Actionable Vision Towards Decarbonized, Resilient Transport

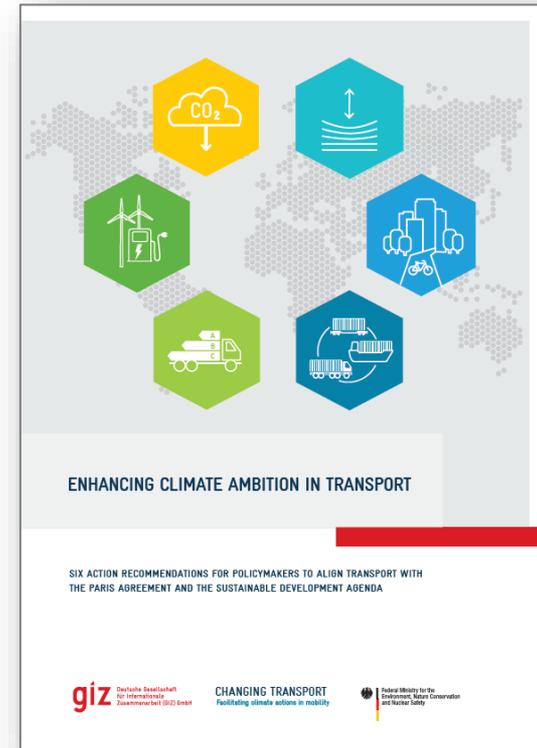
- For decarbonization, the use of electric vehicles powered exclusively by renewable electricity is crucial.
- Every country can start electrifying its transport system now and work on decarbonizing the electricity mix in parallel.
- The freight sector should become electric wherever possible, but e-fuels and hydrogen may be needed to supplement electrification in long-haul transport.
- Electrification could also massively reduce air and noise pollution and can substantially reduce overall system costs



# Thank you!

**Download:**

<https://www.changing-transport.org/publication/enhancing-climate-ambition-in-transport/>





# NDCs and Transport 2020

## Database and Analysis Advocacy Campaign

22<sup>nd</sup> April 2020

Mark Major  
Senior Advisor



# Database and Analysis

- A joint activity by GIZ and SLOCAT Partnership
- In collaboration with partners, such as the **International Transport Forum (ITF)**, **Institute for Transportation and Development Policy (ITDP)** and the **World Resources Institute (WRI)**

## Planned features



Open data allowing individual analysis



Online platform with regular updates



Improved data collection (possible to search and filter information)



# NDC Database to Capture:

General  
transport-related  
information

Passenger and  
freight transport

Urban and rural  
transport

Transport modes

Transport NDC  
characteristics

GHG mitigation  
target for transport

Supportive transport  
targets

Long-term vision

Governance,  
implementation  
and finance

Stakeholder  
engagement

Integration with local  
authorities

Investment volumes  
and needs

Transport  
mitigation

Measures to reduce  
emissions

Structured by Avoid-  
Shift-Improve

Transport  
adaptation

Measures to increase  
resilience



# Database and Analysis

- Analysis will give us the following insights:

Coverage of transport  
in NDCs

Comprehensiveness  
of action on transport

Comparison of  
ambition and action  
stated in first  
generation of NDCs



- Analysis to be published once majority of NDCs are in - aiming for end of 2020/early 2021
- Findings will also be integrated in SLOCAT's 2020 Transport and Climate Change Global Status Report





# Key Characteristics of Advocacy Campaign

- Goal to increase transport ambition in NDCs
- Emphasis on including specific transport targets and objectives
- Targets countries and other stakeholders working on NDC development
- Coordinated by SLOCAT, GIZ, ITDP and WRI, with inputs from Alstom, the Climate Group, UITP, UIC, and Walk21

10

10 Key Recommendations



Tools and resources



Examples to illustrate feasibility and applicability



Tracking of progress

#enroutetoCOP26,  
#COP26 and others



# NDC Advocacy Campaign

Social media campaign  
English and Spanish

Outreach to countries

Results of updated  
database shared on  
social media

**Please join us!**



# Raising Ambition for Transport in your Nationally Determined Contributions

## Join Us!



[www.slocat.net/ndcs](http://www.slocat.net/ndcs)



#enroutetoCOP26 #COP26

### 01 Mitigation Targets

Include specific transport sector CO<sub>2</sub> mitigation targets supported by sustainable transport measures.



### 02 Engagement

Work with cities and regions, companies, civil society and academia to develop robust and implementable targets.



### 03 Maximise Impacts

Align and integrate sustainable low carbon transport strategies with your Paris Agreement Long-Term Strategy and wider sustainable development priorities.



### 04 A-S-I

Incorporate Avoid, Shift, and Improve strategies to reduce the negative environmental impact of transport and increase equitable access.



### 05 Finance & Investments

Shift finance towards low carbon and resilient transport priorities, eliminate fossil fuel subsidies and phase out internal combustion engines.



### 04 Planning & Tools

Integrate urban, transport and land use planning policies and tools to support the achievement of your transport targets



### 07 Adaptation

Set goals and plans for the adaptation and resilience of transport systems.



### 08 Electrification

Accelerate electrification of buses, cars, vans, and 2- and 3-wheelers accompanied by low carbon electricity supply and advanced grid integration.



### 09 Freight

Address freight transport emissions, which account for 40% of energy use in the transport sector.



### 10 Aviation and Maritime

Include goals on aviation and maritime transport - two of the fastest growing sectors.



This campaign was developed by:



In collaboration with:

**CHANGING TRANSPORT**  
Facilitating climate action in mobility



With contributions from:



## Key Message 1 - Mitigation Targets



“Include **specific transport sector carbon dioxide (CO<sub>2</sub>) mitigation targets** supported by **sustainable transport measures**”

each message supported with:

**Explanation + Case Studies + Resources**



## Key Message 4 - A-S-I

“Incorporate **Avoid, Shift, and Improve** strategies to reduce the negative environmental impact of transport and increase equitable access.”

### Avoid

Avoid and reduce the need for motorised travel

### Shift

Shift to more environmentally friendly modes

### Improve

Improve environmental impact and accessibility



## Key Message 5 - Finance & Investments



“Shift financing and investment towards low carbon and resilient transport priorities, while making plans to eliminate transport sector fossil fuel subsidies and working to phase out internal combustion engines by the earliest date possible.”

## Explanation + Case Studies + Resources

This campaign was developed by:



In collaboration with:



With contributions from:





All information available at:

[www.slocat.net/ndcs](http://www.slocat.net/ndcs)

[www.changing-transport.org](http://www.changing-transport.org)





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Partnership on Sustainable,  
Low Carbon Transport

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For questions regarding the campaign:

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## Questions & answers

ENHANCING  
CLIMATE  
AMBIITION IN  
TRANSPORT



Want to revisit the  
webinar?  
Find the recording on:



[www.changing-transport.org](http://www.changing-transport.org)



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