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Engagement of Transport Stakeholders in the United Nations Framework Convention on Climate Change Process



SLOCAT Partnership on Sustainable,
Low Carbon Transport

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The engagement of transport stakeholders in the United Nations Framework Convention on Climate Change (UNFCCC) process refers to several different but interconnected aspects: the intergovernmental negotiations on climate change; the national strategies elaborated by countries to contribute to the implementation of the Paris Agreement, the so-called Nationally Determined Contributions (NDCs) and the international multi-stakeholder initiatives that stem from annual UN Climate Change Conferences (Conferences of the Parties, or COPs).

Over the past 30 years, intergovernmental processes on climate have helped put a focus on shifting economic systems away from 200 years of dependence on fossil fuels. The transport sector is central to such a paradigm shift. Despite the recent rapid increases in electric vehicles and renewable power globally, as well as steady increases in biofuels, fossil fuels have continued to supply nearly all of the energy demand in transport (96% in 2021).¹ This share has barely changed over the past decade, due mainly to increasing overall energy demand in the sector (see *Section 4.1 Transport Energy Sources*).²

Many criticisms have been raised about the intergovernmental processes on climate change and their weaknesses. These include concerns about their painstakingly slow pace, insufficient political ambition, and lack of legally binding accountability, with many critics suggesting that the negotiations are simply “greenwashing talk shows” or a “polluting world tour of a climate circus.” Despite such (often legitimate) concerns, these intergovernmental processes have also helped catalyse new ways of thinking over the years that have resulted in positive impacts for people and the planet.

When the UNFCCC was signed in 1992, it triggered a wave of national legislation and policies across nearly all countries. In 1997, the Kyoto Protocol brought into the equation carbon markets and the crucial role of private sector investment. The Paris Agreement, agreed to at the 2015 UN Climate Change Conference in Paris

(COP 21) drew attention to the social interventions needed to secure workers’ rights and livelihoods as economies shift to paradigms of sustainability and climate action. This so-called just transition is central to the transformation of the transport sector.

At COP 21, negotiators also agreed that mobilising stronger and more ambitious climate action by all Parties, as well as by all other public and private actors, is urgently required to achieve the goals of the Paris Agreement. To that end, the 2016 UN Climate Change Conference in Marrakesh, Morocco (COP 22) gave birth to the [Marrakech Partnership for Global Climate Action](#), which brings together stakeholders working in key sectors and themes. Transport was recognised among the key sectors to spur enhanced climate ambition and action. The SLOCAT Partnership on Sustainable, Low Carbon Transport was officially appointed as the focal point for the engagement of the transport sector and has been reappointed since. In 2021, for the first time in the history of the UN climate negotiations, a specific call was made at COP 26 for countries to reduce the use of fossil fuels.

Over the past 30 years, intergovernmental climate processes have moved the needle in numerous ways, including having a critical impact on long-term global warming. Projections of the expected average global temperature rise over the long term have been lowered from warming of as much as 4 to 6 degrees Celsius (°C) before the finalisation of the Paris Agreement, to warming of around 1.8 to 2.7 °C now, assuming that countries will implement the pledges made at the COPs.³ Countries must not become complacent, however, as any projected warming above 1.5°C is still likely to be disastrous for people and the planet, and the need for greater action remains unquestionable and urgent.

Over the years, the transport dimension of UNFCCC processes has grown in intensity and impact, thanks to the increasing mobilisation and engagement of the global transport community in these processes (see Table 1).

TABLE 1. Key milestones of transport stakeholders' engagement in UNFCCC processes

1992

The [UN Framework Convention on Climate Change \(UNFCCC\)](#) was agreed on to serve as the fundamental platform for the negotiation and adoption of a series of protocols, modifications and agreements related to the Convention's mandate. It triggered a wave of national legislation and policies across countries.

1997

The [Kyoto Protocol](#) brought into the equation carbon markets and the crucial role of private sector investment. It shed light on a global, future issue (unusual at that time), resulting in growing demand and opportunities for research and initiatives for sectoral issues.

2013

The first [SLOCAT Transport Day](#) was organised in Warsaw, Poland at the fringe of COP 19. Under the theme, "Rethink Transport and Climate Change", the event brought together more than 200 stakeholders from the transport community and adopted the [Warsaw Statement on Low Carbon Transport and Sustainable Development](#), which was endorsed by 450 individuals and 145 organisations.

2015

The [Paris Agreement](#), agreed to at COP 21, drew attention to the social interventions needed to secure workers' rights and livelihoods as economies shift to paradigms of sustainability and climate action. This so-called just transition is central to the transformation of the transport sector.

At COP 21, negotiators called for mobilising stronger and more ambitious climate action by all Parties to the Paris Agreement, as well as by all other public and private actors.

The first [UN Climate Change High-Level Champions](#) were appointed to facilitate voluntary efforts, initiatives and coalitions.

Inspired by the [call to action by UN Secretary General Ban Ki-moon](#) at the 2014 Climate Summit, and followed up by the [Lima Paris Action Agenda](#), 15 transport initiatives established by non-state actors in the transport sector were showcased at COP 21. The SLOCAT Partnership, on behalf of the [Paris Process on Mobility and Climate](#), released progress reports on these transport initiatives in 2016, 2017 and 2018.

The [Paris Process for Mobility and Climate \(PPMC\)](#) was created to bring together the diverse ecosystems of SLOCAT and Movin'On (formerly Michelin Challenge Bibendum) – a mix of public and private sector entities – and to support their engagement at COPs.

2016

The Lima Paris Action Agenda – later renamed the [Marrakech Partnership for Global Climate Action \(MPGCA\)](#) was agreed to at COP 22, recognising transport as one of the thematic areas. SLOCAT was officially appointed as the focal point for the facilitation of the transport sector's engagement.

The [PPMC Global Macro Roadmap](#), an actionable vision for decarbonised, resilient mobility by 2050 and beyond, was produced and showcased at COP 22 as a UNFCCC-endorsed "discussion document" in the context of the MPGCA, with active support from the UN Climate Change High-Level Champions.

2018

At total of 38 countries from five continents and 1,200 companies and international organisations, representing more than 1,500 cities and regions and including SLOCAT, joined the [Driving Change Together: Katowice Partnership for Electromobility](#) convened by the Polish Presidency of COP 24.

SLOCAT continued actively engaging the global transport community through SLOCAT Transport Day at COP and the co-organisation of other multistakeholder discussions, including related to the new Regional Climate Weeks.

2019

The Marrakech Partnership (MPGCA) launched the first [Global Climate Action Yearbook](#) and the thematic [Climate Action Pathways](#). The [Transport Climate Action Pathway](#) reflected on existing climate action initiatives and activities and recognised the progress made by non-party stakeholders. It presented a vision of a climate-resilient world compatible with the Paris Agreement goal of keeping global warming below 1.5°C and laid out concrete actions for policy making, financing, technology, businesses and civil society by 2020, 2030 and 2050.

SLOCAT was invited by the Chilean Ministry of Transport and Telecommunications to join the Transport Core Group in support of the Chilean Presidency of COP 25.

The Chilean Presidency of COP 25 planned the first-ever transport ministerial meeting at a COP, as part of its vision to direct climate change conversations to specific economic sectors. Plans did not materialise due to the movement of the COP from Chile to Madrid. However, the approach of thematic ministerial meetings at COPs was part of the Chilean Presidency's legacy, and the transport focus was resumed in 2021.

2020

COP 26 was postponed due to the COVID-19 pandemic. Scheduled to mark one year before the postponed date, [En Route to COP26](#) was co-created and co-organised by SLOCAT and partners to empower action for zero-emission transport. The online event featured 11 sessions with a line-up of 150 speakers, attracting more than 1,000 registrations from audiences across the globe.

SLOCAT's mandate as the focal point for facilitating engagement of the transport sector in the MPGCA was renewed by direct appointment by transport sector peers, under a process conducted by the UNFCCC Secretariat.

The UN High-Level Climate Champions launched a series of thematic [Race to Zero Dialogues](#) to reflect the commitment and ambition of non-state actors to the climate process and to provide critical input to the 2020 UNFCCC Climate Dialogues in a year without a COP. The [Transport Race to Zero Dialogue](#) showcased how the MPGCA Transport Climate Action Pathway can be implemented in different regional contexts.

In its capacity as MPGCA focal point, SLOCAT facilitated a Transport Stakeholders' Task Force, which provided thought leadership on the enhancement of the [MPGCA Transport Climate Action Pathway](#).

2021

In the [Glasgow Pact](#) agreed to at COP 26, Parties coalesced on a historic call to "phase down unabated coal power and phase out inefficient fossil fuel subsidies".

An [unprecedented number of commitments and initiatives](#) on sustainable, low carbon transport were launched at COP 26, reflecting the increasing attention to transport at COPs over the years. These included:

- the [Breakthrough Agenda: Road Transport](#), an unprecedented international clean technology plan to help keep the 1.5°C goal in reach, with the aim of establishing zero emission vehicles as the new normal and accessible, affordable and sustainable vehicles in all regions by 2030;
- the [International Aviation Climate Ambition Coalition](#), established by the UK Presidency of COP 26 to support ambitious action on international aviation emissions, including a new global goal and promotion of cleaner fuels and technologies;
- the [Clydebank Declaration for Green Shipping Corridors](#), established by the UK Presidency of COP 26 to put the maritime sector on track to achieve net zero emissions by 2050;
- the [Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans](#), established by the UK Presidency of COP 26 to work towards all sales of new cars and vans being zero emission globally by 2040, and by no later than 2035 in leading markets;
- the [COP26 Cycling Letter](#), issued by the European Cyclists' Federation, a global coalition of more than 60 pro-cycling organisations, to boost cycling levels to reduce carbon emissions and reach global climate goals quickly and effectively;
- the [Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles](#), established by CALSTART's Global Commercial Vehicle Drive to Zero program and campaign, to work towards three goals: 1) enabling 100% zero-emission new truck and bus sales by 2040; 2) achieving 30% zero-emission vehicle sales by 2030; and 3) achieving net zero carbon emissions by 2050;
- the [Call to Action: Charge Forward to Zero Emissions Transportation](#) by the Transport Decarbonisation Alliance, which aims to accelerate electric vehicle charging infrastructure;
- the [Zero Emission Bus Rapid-deployment Accelerator \(ZEBRA\) Partnership](#), established by C40 and the International Council on Clean Transportation to accelerate the deployment of zero-emission buses in major Latin American cities; and
- the [Beyond Oil and Gas Alliance \(BOGA\) Declaration](#), established by Denmark and Costa Rica to promote the phase-out of oil and gas production in international climate dialogues and create an international community of practice.

The UK Presidency of COP 26 established the [Zero Emission Vehicles Transition Council](#) as the world's first political forum to discuss how to accelerate the global transition to zero-emission vehicles. The forum consisted of ministers and government representatives from the world's largest and most progressive auto markets, collectively accounting for more than half of all new car sales globally.

The SLOCAT Secretariat was invited by the UK Presidency of COP 26 to facilitate the Knowledge Sharing and Signposting Working Group under the Zero-Emission Vehicles International Assistance Taskforce of the ZEV Transition Council.

The [Just Energy Transition Partnerships](#) were launched as a new mechanism to help emerging economies accelerate the shift from fossil fuels to clean energy sources, including a USD 700 million agreement to support the development of climate-conscious transport infrastructure in five Indonesian provinces.

(For more information, see the [SLOCAT COP26 Outcomes for Sustainable, Low Carbon Transport](#), which provides an analysis of COP 26 outcomes from a transport and mobility lens. Events that SLOCAT helped organise at COP 26 can be found on this [Trello board](#).)

2022

The COP 27 [Sharm el-Sheikh Implementation Plan](#) made unprecedented reference to loss and damage and called for broad financial system reform. However, it failed to strengthen ambition toward the 1.5°C goal and fossil fuel phase-out, which are central to transport decarbonisation.

The [First Global Stocktake](#) was convened to assess the world's collective progress in achieving the Paris Agreement. Two meetings of the Technical Dialogue were conducted at the Bonn Climate Change Conference in June and at COP 27 in November, with the final meeting taking place in June 2023 (see [SLOCAT engagement and submissions to the First Global Stocktake](#)).

The [Independent Global Stocktake \(iGST\)](#) was established as a coalition of civil society analysts and advocates providing technical capacity and expertise to help the UNFCCC create a more robust global stocktake. At COP 27, the iGST joined forces with the Climate Action Network (CAN) to co-ordinate the informal global stocktake process on behalf of civil society actors.

On 17 November, the Egyptian Presidency of COP 27 convened the first-ever [Ministerial Meeting on Urbanisation and Climate Change](#), focusing on housing, urban development and multi-level action in relation to climate change.

Several new international multi-stakeholder initiatives on transport were launched at COP 27, including:

- The [COP27 Presidency flagship initiative Low Carbon Transport for Urban Sustainability \(LOTUS\)](#), which aims to activate systemic change to improve and decarbonise the urban mobility landscape, responding to the urgent need and willingness to move away from the legacy “mode-first” mindset. LOTUS was developed in a collaborative multi-stakeholder consultation process under the leadership of Egypt, jointly facilitated by the SLOCAT Secretariat and Boston Consulting Group.
- The [PATH \(Partnership for Active Travel and Health\) Letter to Governments and Cities](#) was issued, calling for greater investment in walking and cycling to achieve climate goals and improve people's lives.
- The [Transport Decarbonisation Alliance's Call to Support Active Mobility Capacity Building](#) calls on all UNFCCC Parties and global financial institutions to invest \$100 million in the training of 10,000 mobility professionals in the planning, design, operations, and promotion of walking and cycling.
- The [COP27 Global Commitment to Strengthening International Assistance for Emerging Markets and Developing Economies in the Road Transport Sector](#) was endorsed by Germany, Japan, the Netherlands, the Republic of Korea, Sweden, the United Kingdom and the United States.
- Developments related to the commitments and initiatives launched at COP 26 in 2021 included:
 - The [Global Memorandum of Understanding on Zero Emission Medium- and Heavy-Duty Vehicles \(MHDV\)](#), signed by 12 additional countries to reach 27 signatories.
 - The [Accelerating to Zero Coalition \(A2Z\)](#), originally launched at COP 26 as the Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans, reached more than 220 signatories, including 40 country signatories.

The [SLOCAT Transport Day at COP27](#) was focused on enabling meaningful investment across walking, cycling and public transport towards a transformative systemic shift in mobility. The event attracted nearly 100 in-person and online participants and a line-up of world-class experts to curate a multi-stakeholder trust space for peers in the transport community and beyond to exchange, learn from each other and collaborate.

(For more information, see the [SLOCAT COP27 Outcomes for Sustainable, Low Carbon Transport](#), which provides an analysis of COP 27 outcomes from a transport and mobility lens. Events that SLOCAT helped organise at COP27 can be found on this [Trello board](#).)



Transport ambition in national climate strategies in the framework of the Paris Agreement

Positive opportunities have emerged in the ways that countries address transport in their so-called Nationally Determined Contributions (NDCs), or the national strategies that they develop to contribute to global emission reductions and the implementation of the Paris Agreement.

Of the second-generation NDCs submitted as of 2022, 23 (or 16%) had a target for mitigating greenhouse gas emissions from transport, mostly for countries in Europe and Africa and for the year 2030 (see Figure 1).⁴ On average, the second-generation NDCs included more transport mitigation and adaptation actions than the first generation of NDCs. Each second-generation NDC featured nearly twice as many transport mitigation actions, as well as twice as many transport targets (109 targets total in 64 NDCs), compared to the first-generation NDCs.⁵ Adaptation in transport is still neglected, as few second-generation NDCs feature adaptation targets and actions. In both generations of NDCs, freight-related actions are barely mentioned (see Section 1.3.1. *Transport in National Climate and Sustainability Strategies to Achieve the Targets of the Paris Agreement and SDGs*).

SLOCAT analysis of the transport greenhouse gas mitigation targets in the second-generation NDCs shows that while the growth in transport carbon dioxide (CO₂) emissions will slow, overall emissions will not be reduced in absolute terms, due to the shortfall in NDC ambitions.⁶ The main reason is that many transport greenhouse gas mitigation targets in the second-generation NDCs are set against business-as-usual growth. Rather than reducing absolute transport CO₂ emissions, this just results in less growth than under business-as-usual projections (see Figure 2).⁷

Global Stocktake

The global stocktake was established as a central element of the Paris Agreement and is intended to take a “temperature check” of progress on a five-year cycle. It is a key element of the ratchet mechanism, which is intended to incrementally raise ambition on mitigation, adaptation and means of implementation to meet Paris Agreement targets. The first global stocktake operates on a two-year cycle, consisting of

an 18-month technical phase that kicked off in 2022, to be followed by a political phase in 2023.

The **First Technical Dialogue** (TD 1.1) of the First Global Stocktake took place at the Bonn Climate Change Conference (SB56) in June 2022. SLOCAT delivered [transport-focused technical interventions](#) at the TD 1.1 Roundtable 3, focusing on broadening shared electric mobility, expanding capacity building and phasing out fossil fuel subsidies to fill the financing gap.

The **Second Technical Dialogue** (TD 1.2) took place at COP 27 in November 2022, with transport issues being addressed in the “systems transformations” segment. The policy of inclusion of non-party stakeholders in these dialogues also allowed for the participation of fossil fuel lobbyists, which resulted in amplified calls to include strategies such as carbon capture and storage in outcome documents. These strategies are seen by many experts as a “false solution” to meeting Paris Agreement targets.

The **Third Technical Dialogue** (TD 1.3) took place at the Bonn Climate Change Conference (SB58) in June 2023 and allowed stakeholders to provide vital inputs to improve understanding of global efforts and priority actions towards sustainable, low carbon transport. Equity between recent and historic emissions continued to be a source of division among Parties during the discussions. Several Parties focused on technology and carbon capture and storage as a means to delay a fossil fuel phase-down/phase-out. A proposal was made for a Technical Annex to the global stocktake outcome to include regional and sectoral guidance towards more actionable outcomes. Although the proposal faced opposition from some Parties, SLOCAT advocates for such an Annex as it can enhance the substantive outcomes of the process and it supports more ambitious NDCs in 2025.

SLOCAT submissions to the First Global Stocktake:
[Input to TD 1.1 | Interventions at Technical Dialogue 1.1](#) | [Input to TD 1.3 | National Urban Mobility Policies and Investment Programmes in support of Climate Commitments in Latin America and the Caribbean](#)
| [Voces de América Latina y el Caribe sobre Acción Climática en el Transporte](#)

With the process of the official global stocktake still taking shape and its impact yet to be determined, a complementary avenue to take stock has been established in the **Independent Global Stocktake (iGST)**. Established in 2020 and endorsed by former UNFCCC Executive Secretary Christina Figueres, the iGST consists of a coalition of civil society analysts and advocates aiming to provide

technical capacity and expertise to help the UNFCCC create a more robust global stocktake that empowers countries to accelerate climate action.

The next Global Stocktake Synthesis Report is expected to be released in September 2023, with a workshop in October 2023 to frame the transition from the technical to the political phase of the dialogue. The United Arab Emirates Presidency of COP 28 has identified the global stocktake as a key priority. As countries continue to prepare for the next round of NDC submissions in 2025, the global stocktake will contribute to keep the Paris Agreement target alive.

Mitigation Work Programme

Parties established the **Mitigation Work Programme (MWP)** at COP 26 to “urgently scale up mitigation ambition and implementation” to help reach the Paris Agreement’s 1.5°C goal. At COP 27, Parties further fleshed out the MWP, to be operationalised between 2023-2026 through at least two annual global dialogues and investment-focused events.⁸ SLOCAT participated in the First MWP Global Dialogue at SB56 in June 2023 and [submitted input](#) on the critical challenges and opportunities in the transport sector, through the lens of a just energy transition.

Multi-stakeholder initiatives

The discussions and partnering spaces that occur outside the formal intergovernmental negotiations of a COP are setting agendas and sending market signals in clearer and faster ways than the formal negotiations. This is where the initiatives spearheaded by COP presidencies, countries, international organisations and non-governmental organisations around coalitions of the willing fit.

Over the years, there has been a substantial increase in the number and size of international multi-stakeholder initiatives stemming from or being launched on the occasion of the UN annual COPs. These initiatives recognise that transport is not only about negative climate impacts but also about access to socio-economic opportunities.

A panoply of multi-stakeholder transport initiatives began to emerge at **COP 21 in 2015**. Inspired by the [call to action](#)

by [UN Secretary General Ban Ki-moon](#) at the 2014 Climate Summit and followed up by the [Lima Paris Action Agenda \(LPAA\)](#), 15 transport initiatives established by non-state actors in the transport sector were showcased at COP 21.¹ At COP 22, the action agenda was renamed the [Marrakech Partnership for Global Climate Action \(MPGCA\)](#), and 11 more transport initiatives joined the initial core group of transport initiatives to engage in the UNFCCC via the MPGCA, covering both passenger and freight transport and touching on all transport sectors and modes. Together, these transport initiatives represented a broad range of multi-stakeholder coalitions for transport mitigation and adaptation; demonstrated on-the-ground transport actions that yield significant climate and sustainability impacts; and helped to scale up the ambition of NDCs in the sector.

SLOCAT, on behalf of the [Paris Process on Mobility and Climate](#), released progress reports on these transport initiatives in [2016](#), [2017](#) and [2018](#). An overview of the transport initiatives was included in the official [Transport Climate Action Pathway](#) released by the MPGCA in 2019.

In **2018**, the Polish Presidency of **COP 24** launched the Driving Change Together: Katowice Partnership for Electromobility, a dedicated framework for encouraging technological and organisational changes in the sector to further develop zero-emission transport.⁹ By the end of 2018, 38 countries from five continents and 1,200 companies and international organisations, representing more than 1,500 cities and regions, joined the partnership.¹⁰

At **COP 26 in 2021**, stakeholders launched an unprecedented number of commitments and initiatives on sustainable, low carbon transport, several of which have since expanded in scope and/or signatories (see [Section 1.3.1. Transport in National Climate and Sustainability Strategies to Achieve the Targets of the Paris Agreement and SDGs](#)). Both the [International Aviation Climate Ambition Coalition](#) and the [Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles](#) have gained a substantial number of new country signatories, whereas few new countries have joined the commitments on zero-emission vehicles and green shipping corridors.

Nonetheless, the commitments and initiatives launched at COP 26 presented a notable lack of emphasis on the central role of public transport and walking and cycling (the main mobility modes for billions of people worldwide) in decarbonising transport and building more equitable

¹ SLOCAT, on behalf of the [Paris Process on Mobility and Climate](#), released progress reports on the transport initiatives in [2018](#), [2017](#) and [2016](#).

societies. Remarks recognising the need to support holistic approaches to transport systems, including active travel, public transport, and shared mobility, were added at the last minute to the Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans, which was led by the UK Presidency of COP 26.

At **COP 27 in 2023**, multi-stakeholder initiatives featured an unprecedented emphasis on the central role of public transport, walking and cycling in decarbonising transport and building more equitable societies:

- ▶ As part of its 14 flagship initiatives, the Egyptian Presidency of COP 27 launched the [Low Carbon Transport for Urban Sustainability \(LOTUS\) initiative](#), which aims to activate systemic change to improve and decarbonise the urban mobility landscape. Responding to the urgent need and willingness to move away from the legacy “mode-first” mindset, this approach seeks to allow existing efforts to be scaled and replicated across modes and geographies.
- ▶ The [Partnership for Active Travel and Health \(PATH\)](#) appealed to national and city governments to commit

to prioritising investment in walking and cycling. PATH’s campaign at COP 27 led to the letter to governments being signed by more than 400 civil society organisations from around the world.

- ▶ The Transport Decarbonization Alliance (TDA) called on all UNFCCC Parties and global financial institutions to invest USD 100 million to train 10,000 mobility professionals in the planning, design, operations and promotion of walking and cycling through its [Call to Support Active Mobility Capacity Building](#).

In addition, countries, ports and companies made more than 40 announcements under the [Green Shipping Challenge](#) at COP 27, including commitments to establish green shipping corridors from the Netherlands with Norway, the United Kingdom and the United States.

These international multi-stakeholder initiatives stemming from annual climate summits demonstrate the increased attention to transport at COPs over the years, recognising that transport can reduce negative climate impacts and increase access to economic opportunities.

OPPORTUNITIES FOR TRANSPORT STAKEHOLDERS AT COP 28

1. Thematic priority

- ▶ The United Arab Emirates Presidency of COP 28 has identified the transport-energy nexus as its thematic priority for the transport sector. Upon request by the Presidency, the conversation opener [Advancing the Energy and Transport Transitions with Railways, Public Transport and Active Mobility: A Land Transport Perspective](#) was prepared, using the [Avoid-Shift-Improve](#) framework as a foundation and outlining key elements for mutually reinforcing transport and energy transitions. The paper was produced by a partnership of organisations, including the SLOCAT Secretariat, the International Union of Railways (UIC), the International Association of Public Transport (UITP), and the Renewable Energy Policy Network for the 21st Century (REN21), with contributions from the Institute for Sustainable Development and International Relations (IDDRI), the Institute for Transportation and Development Policy (ITDP), the International Transport Forum (ITF) and the World Resources Institute (WRI)..



2. Official thematic day and other events

- ▶ In addition to an official COP 28 thematic transport day scheduled for 6 December 2023, several other transport gatherings are expected at COP 28, including the annual Transport Action Event and Implementation Labs of the Marrakech Partnership for Global Climate Action (MPGCA). See the [COP 28 Official Programme](#).

3. Marrakech Partnership for Global Climate Action

- ▶ The MPGCA is producing a sectoral Solutions Pathway, as well as mobilising stakeholders in the [Sharm El-Sheikh Adaptation Agenda \(SAA\)](#), launched at COP 27. Transport stakeholders have been invited to engage in supporting progress on the SAA related to the resilience of infrastructure systems.

Information on SLOCAT’s activities at COP 28, as well as SLOCAT’s traditional tracker of transport events at COP, will be available during the event at www.slocat.net/cop28. Queries can be sent to secretariat@slocatpartnership.org.

SPOTLIGHT 3

- 1 International Energy Agency (IEA) (2022), "Transport", <https://www.iea.org/reports/transport>; electricity use was split into fossil fuel-based and renewables using the global share of renewables in electricity and heat generation, from IEA (2022), "Energy Statistics Data Browser", <https://www.iea.org/data-and-statistics/data-tools/energy-statistics-data-browser>.
- 2 Renewable Energy Policy Network for the 21st Century (REN21) (2023), "Renewables 2023 Global Status Report: Energy Demand Modules", p. 40, https://www.ren21.net/wp-content/uploads/2019/05/GSR2023_Demand_Modules.pdf.
- 3 Climate Action Tracker (2022), "2100 Warming Projections: Emissions and expected warming based on pledges and current policies", <https://climateactiontracker.org/global/temperatures/>, accessed 25 August 2023.
- 4 **Figure 1** from SLOCAT Partnership on Sustainable, Low Carbon Transport (2022), "Climate Strategies for Transport: An Analysis of Nationally Determined Contributions and Long-Term Strategies", www.slocat.net/ndcs.
- 5 Ibid.
- 6 Ibid.
- 7 **Figure 2** from SLOCAT analysis based on Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ) and SLOCAT (2023), "Tracker of Climate Strategies for Transport", <https://changing-transport.org/tracker-expert>.
- 8 United Nations Framework Convention on Climate Change (2023), "Sharm el-Sheikh mitigation ambition and implementation work programme", <https://unfccc.int/topics/mitigation/workstreams/mitigation-work-programme>, accessed 10 August 2023.
- 9 International Institute for Sustainable Development (2018), "38 countries, 1,200 companies join e-mobility partnership, COP Presidency announces Just Transition Declaration", 11 December, <https://sdg.iisd.org/news/38-countries-1200-companies-join-e-mobility-partnership-cop-presidency-announces-just-transition-declaration>.
- 10 Ibid.