

Focus Feature 7

Multi-stakeholder Mobilisation for Climate Action in Transport



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A wide range of stakeholders – from the public and private sectors, transport sector associations, knowledge and academia, governments, multilateral and non-governmental organisations (NGOs), philanthropy and industry – are forming collaborative mechanisms to mobilise climate action in transport.

- Transforming transport and mobility systems to address climate change requires multi-sectoral and multi-stakeholder strategic collaborations beyond the transport community. The urban sustainability, renewable energy, health and behavioural change communities are key in this multi-sectoral interface for climate action in transport.
- In the era of transport electrification, increased attention is needed on championing balanced, people-centred, planet-sensitive approaches across the *Avoid-Shift-Improve* framework.
- Empowering emerging leaders and broadening the debate with perspectives from the Global South should be a shared goal among all actors involved.
- Despite growing initiatives to include more women in the transport sector and better gender perspectives in transport services, much work remains ahead of us. This includes taking steps to boost the visibility of women transport professionals, highlighting the negative impacts of gender-neutral transport and climate policy debates and planning (e.g., assessing travel needs and behaviour) and voicing the need for adaptation (e.g., implementing more equitable and resilient transport options).

- A wealth of initiatives and resources are available related to technical assistance and capacity building support in the area of transport and climate change. There is a prevailing tendency in the transport community to neglect resilience and adaptation planning. There is also an increasing need to enhance the coherence of efforts between and among donors, policy makers, knowledge producers and practitioners.

Below are selected examples of initiatives that aim to provide technical assistance and capacity building support for climate action in transport. The list is not intended to be exhaustive, and additional global initiatives covering a wide range of transport modes and thematic areas can be found in *Section 3: Responses to Address Climate Change in the Transport Sector*.

Global initiatives

The **Action towards Climate-friendly Transport (ACT)** initiative is the largest global coalition aiming to catalyse transport as an enabler of sustainable development in line with the 2030 Agenda for Sustainable Development and the Paris Agreement.¹

The **Advancing Transport Climate Strategies (TraCS)** project focuses on capacity building, training activities and fostering research systems to help policy makers in developing countries and emerging economies align their mobility and transport sector action plans with their

Nationally Determined Contributions (NDCs) towards reducing emissions under the Paris Agreement.²

The **Decarbonising Transport Initiative** provides decision makers with tools to select specific measures for mitigating carbon dioxide (CO₂) emissions to help them deliver on stated climate commitments. The Transport Climate Action Directory is a catalogue of effective CO₂ mitigation measures that offers analytical assistance for countries and partners, gathers evidence for best practices and provides information to facilitate global policy dialogues.³

The **Institute for Transportation and Development Policy (ITDP)** is a global organisation at the forefront of innovation, using technical expertise, direct advocacy and policy guidance to mitigate the impacts of climate change, improve air quality and support prosperous, sustainable and equitable cities.⁴

The **MobiliseYourCity Partnership** assists beneficiary partners in their preparation of national urban mobility policies and investment programmes (NUMPs) and sustainable urban mobility plans (SUMPs).⁵ Along with support and consultation at early stages, the partnership supports budgeting and financial planning (i.e., the development of financial mechanisms and the initiation of funding to secure implementation).⁶

The **Nationally Determined Contribution Partnership (NDC Partnership)**, a coalition of more than 180 countries and institutions, supports member countries in implementing and enhancing their NDCs under the Paris Agreement. On request from member countries, the Partnership helps to ensure that countries have access to the support they need to turn their NDCs into action. Working with the Partnership can help both countries and support providers find the right partners to advance clean transport under the NDCs.⁷

The **New Urban Mobility Alliance (NUMO)** targets urban issues and works to leverage the momentum of mobility revolutions, including equity, sustainability, accessibility and labour. NUMO aims to align actions, investments and values of community allies to achieve on-the-ground transformation in mobility.⁸

Safetipin is a social organisation that works with urban stakeholders, including governments, to make public spaces safer and more inclusive for women.⁹ It provides data and recommendations for relevant stakeholders and also generates a data-based safety score that users of the My Safetipin app can consult to make safe and informed decisions about their mobility.

SOLUTIONSplus is a global platform for shared, public and commercial e-mobility solutions to kick-start the

transition towards low carbon urban mobility. The project encompasses city-level demonstrations to test different types of innovative and integrated e-mobility solutions, complemented by a comprehensive toolbox, capacity development and replication activities.¹⁰

The **Transformative Urban Mobility Initiative (TUMI)** is the leading global implementation initiative on sustainable mobility, concentrated on three pillars: innovation, knowledge and investment. In addition to supporting innovative pilot projects globally, TUMI shares knowledge on modern mobility concepts with planners through workshops and conferences and invests in the construction and modernisation of sustainable urban infrastructure.¹¹

The **UITP Academy** offers training programmes, based exclusively on international expertise and practice, to public transport and urban mobility stakeholders.¹² Its trainings organise in 58 different cities and involve more than 250 expert trainers on over 60 urban mobility topics.¹³

Regional organisations and initiatives

Africa

Africa Network for Walking and Cycling is a space for organisations and experts to convene and collaborate in order to make the lives of people who walk and cycle in African countries safer, healthier and more comfortable. It serves as a platform to champion best practice and to influence research, policy and practice as well as strengthen partnerships and share experiences and knowledge.¹⁴

Amend works with development agencies, foundations, private sector companies and governments in developing countries to increase mobilisation.¹⁵ In addition to scientific research, Amend provides technical assistance for road safety and community engagement in rural road design.¹⁶

Digital Transport for Africa (DT4A) hosts an online, collaborative platform that scales up and supports urban mobility projects, especially mapping public transit systems, through open data and peer-to-peer knowledge sharing.¹⁷

The **First African Bicycle Information Organisation (FABIO)** partners with national and regional networks for capacity building in communities, advocating for better service delivery and good governance especially in transport policies and planning.¹⁸

Sustainable Transport Africa provides support in developing policies that reduce transport emissions

through promoting and lobbying for non-motorised transit, bus rapid transit, light rail transit, other forms of mass rapid transit, land-use planning, transit-oriented cities, clean fuels, green transport, traffic demand management, sustainable rural transport and sustainable shipping.¹⁹

Asia

AIP Foundation works globally in partnership with local governments and communities to improve road safety through its “five gears” model. AIP provides assistance in tailored road safety education programs; direct provision of road safety tools; public awareness and behaviour change campaigns; the development and enforcement of traffic standards and laws; and research tools to support policy change, programmes and best practices²⁰

The **Asian Transport Outlook (ATO)** collects, organises and shares data on the transport sector in 51 countries using more than 400 indicators. It strengthens the knowledge base on transport in the Asia-Pacific region by documenting the institutional frameworks, policies and financing of transport in these countries.²¹

Clean Air Asia focuses on reducing air pollution and greenhouse gas emissions from transport and other sectors by translating research into policies and actions. Its projects and activities aim to strengthen regional and national policies and standards; enhance national and local frameworks for programmes and urban development; and increase access to information, tools and partners.²²

The **Low Emission Development Strategies Global Partnership (LEDS GP) Transport Working Group** in Asia provides technical assistance, tools and knowledge exchange activities that support low-emission development for transport systems. A Community of Practice focusing on clean mobility provides an informal space for members to exchange experiences and link expert assistance and technical know-how with on-the-ground challenges and priorities.

The **NDC Transport Initiative for Asia (NDC-TIA)** is a regional initiative aiming at a holistic approach to decarbonise the transport sector in China, India, Vietnam and other Asian countries. This includes the development of a coherent strategy for efficient policy approaches that is co-ordinated among various sector ministries, civil society and the private sector.²³

Latin America and the Caribbean

EUROCLIMA+ provides technical and financial support for developing and implementing climate change adaptation and mitigation policies. It also facilitates regional policy

dialogue and climate action in seven sectors, including urban mobility.²⁴

The **Latin American Association for Sustainable Mobility (ALAMOS)** comprises associations of companies, citizens and other organisations promoting sustainable mobility at the regional level, with the aim of satisfying current and future needs for the movement of people and goods while balancing social well-being, environmental care and economic growth.²⁵

The **Low Emission Development Strategies Global Partnership Transport Working Group in Latin America and the Caribbean (LEDS-LAC)** has launched two Communities of Practice in the region: Sustainable Logistics and Electric Mobility. Both aim to provide a platform – virtual and in-person – for sector stakeholders within a region to discuss experiences and seek guidance on these topics; learn from practitioners in peer countries that have experience planning and implementing sustainable actions; and share relevant reports and resources.

MOVE LATAM is a capacity building platform to enable the transition towards electric mobility in the region.²⁶ Its objective is to bridge the knowledge, financial, technical and policy gaps that governments, cities, the private sector and technological centres face in accelerating the deployment of electric mobility in the region.

Mujeres en Movimiento is focused on supporting sustainable leadership in sectors where there is limited participation by women and promoting gender equity policies through an active network of co-operation and governance from civil society and the public and private sectors.²⁷ It provides technical and political tools to expand, reinforce and apply ideas and knowledge, especially in the fields of transport, mobility and energy.

The **Zero Emissions Bus Rapid-deployment Accelerator (ZEBRA)** partnership aims to deploy electric buses and pioneer the adoption of electric vehicles in transport systems across Latin America in four core cities – Medellín, Mexico City, Santiago and São Paulo – and builds knowledge and best practices from which all cities in the region can benefit.²⁸

Strategic alliances in other sectors

Local government associations working at the global level

C40 supports a network of 97 cities to collaborate, exchange knowledge and drive measurable and sustainable action

on climate change. Its programmes include localised direct support, improved access to data and partnering in finance.²⁹

ICLEI's EcoLogistics project aims to advance effective regulatory, planning and logistical instruments at all levels of government to support low carbon urban freight.³⁰ The EcoMobility Alliance provides a collaborative platform for participants to share the latest policy and technology developments in their cities and regions, with the goal of making effective reforms to their own transport networks.³¹

Civil society

The Child Health Initiative operates as a collaborative partnership, with a focus on global and national advocacy, research and programme implementation. It aims to mainstream child health and mobility issues into international development and climate change policies.³²

HealthBridge works to strengthen the ability of local partners in lower- and middle-income countries to increase understanding of policies and programmes for liveable cities. Projects include children-focused parks, advocating for safe pedestrian spaces and preserving fresh markets for access to healthy foods.³³

REN21 is a global renewable energy community of actors from science, governments, non-governmental organisations and industry. It provides peer-reviewed facts, figures and analysis of global developments in technology, policies and markets. REN21's overall goal is to enable decision makers to make the shift to renewable energy, including in the context of decarbonisation pathways for transport.³⁴

Business community

Movin'On brings together start-ups, academic research labs and other businesses to exchange expertise in developing cutting-edge technologies in sustainable mobility. In addition to operating as a "think tank", the initiative hosts an annual event to facilitate this exchange for policy makers, experts, researchers, start-up founders

and politicians.³⁵

EV100 brings together more than 100 of the world's leading companies to transition their fleets to electric vehicles and to install charging infrastructure for staff and customers by 2030, making commitments across more than 80 markets.³⁶ Members of the initiative are sending a powerful demand signal to vehicle manufacturers and governments to accelerate the market scale-up worldwide.³⁷

Cross-cutting alliances

The Transport Decarbonisation Alliance works to accelerate global transformation in the transport sector towards net zero mobility systems by 2050.³⁸ It focuses on designing a common vision for "front-runners" and setting up Communities of Interest among the "3Cs" (countries, cities/regions and companies). The Alliance promotes effective advocacy by influencing decision makers in key international fora on climate change (such as the United Nations Framework Convention on Climate Change) and sustainable development (such as the United Nations High Level Political Forum – Sustainable Development Goals); in international political processes (such as the European Union, G7, G20 and B20); and in bilateral dialogues.

Annex: Methodological Note

Data usage

Time period for data:

The report strives to utilise the most recent publicly available data and information just prior to the time of publication (as of 31 May 2021). The figures in the report were developed between September and December 2020 using the most recent data available.

Secondary data:

SLOCAT relies on secondary data and information collected and provided by SLOCAT partners and other entities and does not make use of any internal modelling tools.

Data on sustainable mobility: A call to action

The report benefits directly from data collected by a wide range of stakeholders working in different areas of transport.

Data are important for providing a comprehensive picture of the status of sustainable, low carbon transport and are essential for both policy and investment decision making. In these times of change, it is critical to upgrade data and policy collection and interpretation capacities to better understand progress and the hurdles that must be addressed.

The data limitations mentioned below are not new. Obtaining regular, reliable and public data across regions and transport modes remains an outstanding issue. When an increasing number of stakeholders are collecting data and policy information, more and better open-access data and capacity building efforts for data interpretation are supported by many multi-stakeholder partnerships in the sustainable, low carbon movement.

If you share our passion for open-access data and knowledge towards greater impact on policy and investment decision making worldwide and/or would like to contribute data or knowledge to our collective efforts on this report, **please reach out to the research team in the SLOCAT Secretariat at tcc-gsr@slocatpartnership.org**.

Specific data used in this report

Data on emissions

The data in this edition of the report point to the direct carbon emissions from transport activity; they do not cover the indirect emissions and land-use impacts associated with certain modes of transport. The report primarily utilises CO₂ emission data compiled in the Emissions Database for Global Atmospheric Research (EDGAR) from the Joint Research Centre of the European Commission, as this represents the most recent, comprehensive dataset on transport CO₂ emissions. However, this global dataset does not convey in full detail the unique situations of individual countries.

EDGAR provides estimates for fossil CO₂ emissions from all anthropogenic activities with the exception of land use, land-use change, forestry and the large-scale burning of biomass. The main activities covered are CO₂ emissions emitted by the power sector (i.e., power and heat generation plants), by other industrial combustion (i.e., combustion for industrial manufacturing and fuel production) and by buildings and other activities such as industrial process emissions, agricultural soils and waste. Transport activities covered within EDGAR include road transport, non-road transport, domestic aviation, and inland waterways on a country level, as well as international aviation and shipping.¹

For the world, regions and countries, the CO₂ emission data (provided by EDGAR) span through 2019. In a few places in the report, CO₂ data for 2020 are shown to illustrate the impact of the COVID-19 pandemic; however, these data are based on a different methodology than the EDGAR dataset and should not be compared directly with the data from previous years.

The latest CO₂ emission data for individual transport modes are for 2018 and have been compiled only at the global level. For passenger and freight transport, the data on global CO₂ emissions are for 2017, as this is the latest year with robust data. Data on passenger activity (passenger-kilometres) and freight activity (tonne-kilometres) – provided mainly in the country fact sheets – are based on the latest available year, as indicated in the report analysis.

Information on greenhouse gas emissions – provided in CO₂ equivalent (CO_{2eq}) – include not only CO₂ but also methane, nitrous oxide, and industrial gases such as hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride.² These data are less up-to-date. As of 31 May 2021, data on greenhouse gas emissions were not readily available for the period 2019-2020. In some cases, additional data sources were used to provide detailed information about other climate pollutants besides CO₂.

All data on CO₂ and other greenhouse gas emissions, as well as CO_{2eq}, are provided in metric tonnes.

Data on car ownership

Information on car ownership rates is based on a global dataset from the International Organization of Motor Vehicle Manufacturers (OICA), with the latest release (as of 31 May 2021) dating from 2015.³ Although newer information is available for some individual countries, using these data would hinder accurate global comparisons. Data on passenger and commercial vehicle sales were available only up to 2019.

Policy landscape data

The policy-related information presented in this report is not intended to be comprehensive. The data for the policy landscape indicators provided in Section 3 were gathered through desk research unless otherwise indicated. Barriers to accessing such information include language and limited availability of information through online media (e.g., websites, press releases and news articles).

Data in country fact sheets

Information in the fact sheets is based on desk research and on contributions from the national focal points. The data were collected to the best of the authors' knowledge and based on data availability, and thus may not be complete or show the most recent status. When no information was available for a given indicator, the term "Not available" is used.

Data gaps

Major data gaps exist in areas where there is no globally accepted data collection methodology. For example, the mapping of cycling and walking infrastructure is not currently done in all regions. Also, the modal share can be surveyed through different methods, leading to inconsistencies in available data. In addition, data on paratransit (informal transport), a predominant form of transport in many parts of the world, are largely lacking. This results in an incomplete picture of the impact of transport on climate change and sustainable development.

Methodological approach

Countries and regions

The report follows the M49 Standard of the United Nations Statistics Division.⁴ In total, 196 countries have official United Nations membership and are also party to the United Nations Framework Convention on Climate Change. The available data have been put in a common structure for the United Nations member countries, regions and income groups to enable a consistent assessment. Income groups are based on the World Bank's classification of 2019.⁵

Economic calculations

The per capita and gross domestic product (GDP) calculations are based on the United Nations World Population Prospects 2019 and on World Bank GDP data using constant 2010 USD.⁶

Spatial and temporal scales

The geographic scale (global, national, city-level, etc.) as well as time scale (annual, monthly, daily) used in this report depends largely on the available dataset, as noted in the relevant figures and text. The detailed data forming the basis of the calculations and analysis are provided in the SLOCAT Transport Knowledge Base.⁷

Criteria for selection

The report covers policies, targets, emission reductions (achieved or envisioned) and market measures. To merit inclusion in the analysis, the policies, projects and trends must have been announced or completed between 2018 and 2020. Significant developments from January through May 2021 were included when deemed relevant, with the understanding that the next edition of the *Transport and Climate Change Global Status Report* will cover a period starting in 2021.

Pre- and post-COVID-19 pandemic trends

The year 2020 was pivotal for the world, and the COVID-19 pandemic has had substantial impacts on many of the transport trends monitored in this report. This edition attempts to differentiate between long-term trends and impacts due to the pandemic. To the extent possible, the analysis notes "pre-pandemic" (up to the end of 2019 or latest by February 2020) and "during pandemic" trends (starting in March 2020 until the end of 2020), as in some cases the pandemic led to reversals in long-term trends, at least for a specific period of time. In each section, a box describes the impacts that the pandemic has had on specific regions and sub-sectors.

Assembling the report

Global Strategy Team

This edition of the report was guided by a global strategy team consisting of 20 experts in the field who provided inputs over the span of six meetings between September 2019 and October 2020. Additionally, small group consultations were organised in February 2021, following the peer review process.

Authors and contributors

The report was collaboratively drafted by 22 authors and contributors from 16 organisations, led by the SLOCAT Secretariat. This includes additions and high-level inputs from the copy editor and from the special advisor who also co-authored the Executive Summary. Authors researched and compiled relevant facts and figures for the five sections of the report, including the Focus Features, with supporting review and inputs from several other organisations.

Peer review: A peer review process was carried out from 18 December 2020 to 20 January 2021 with 1,700 comments received from 74 reviewers. Each comment was individually reviewed by the SLOCAT Secretariat and considered in finalising the report.

National focal points: The report benefited from the contributions of voluntary national focal points, or experts from various regions and countries who have been essential to overcome language and information barriers. A public call for participation to provide information on policies and data resulted in several hundred initial registrations. Out of these registrations, 78 national focal points provided inputs through a first survey from 24 January to 3 February 2020; and through a second survey (focused on the country fact sheets) from 6 to 30 August 2020. All national focal points that contributed to the surveys are listed in the Acknowledgements.

Endnotes

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