Linking regional dialogues to the global discourse on transport and climate change

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Regional Meeting on Just Transition to Low Carbon Mobility in Asia and the Pacific and Joint Workshop on Electrification of Public Transport
10 - 11 August 2022
OVERALL OUTCOMES

- Launched the process (work programme) to define the global goal of adaptation; goal to double finance for adaptation; enhanced support on loss and damage;

- Addressed the need to improve the delivery of climate finance (100 billion USD goal between 2020 – 2025); initiate the process to define the new goal on finance post 2025;

- Identified ways to close the emission gap:
  - Phase down coal and remove fossil fuel subsidies;
  - Sectoral pledges on: methane reductions; forest, land, and ocean; electric vehicles; and other private sector initiatives;
  - NDC synthesis annual update;

- Completed the Paris Agreement Rulebook (Transparency, NDC common timeframe, Article 6)
Key elements for the global discourse on transport sector

- From the NDC synthesis report, the transport sector has a significant role to play in the collective global effort to reduce GHG emissions in line with the goals of the Paris agreement.

- Parties to the Paris Agreement have highlighted in their NDCs the actions they are taking or plan to take to reduce emissions in the transport sector.

- Key challenges the sector faces are: dispersed heterogeneous actors; difficult to regulate in both private and public sectors; requires high investments.

- Key impacts to the transport sector as a lead up to 2030: phase out of fossil fuel use; a just transition for energy and transport sector; important shifts in trade such as lithium and non-ferrous rare earth metals that will impact on e-mobility technology options and implementation.
Key elements for the global discourse on transport sector

• The need for countries to put the infrastructure in place to support e-mobility such as charging stations; revised city planning so public can reach services from a short distance to their homes; green fuels for aviation industry.

• The need to mainstream gender into climate change transport sector projects. Public sector climate change transport solutions should address the needs of safety and comfort for women and children to use.

• The need to address vulnerability of transport infrastructure and future-proof it against extreme climate events and disasters (vulnerability and adaptation measures and disaster risk management).
There is a dire need to support developing country Parties to develop baseline and mitigation scenarios to help national planning process for development of feasible mitigation projects as well as to set NDC targets and report on them in NCs, BURs and BTRs for transport sector.

There’s a dire need to implement vulnerability and adaptation measures and disaster risk management for the transport sector.

There’s a dire need to support developing country Parties to improve the GHG emissions inventory reporting systems to enhance reporting of GHG emission estimates for transport sector.

There's a dire need to discuss at international level the just transition and economic diversification aspects of taking climate action in the transport sector.

Recognizing that transport sector decarbonization can only occur through coherent and coordinated global efforts hence multilateral approaches to resolving the issue is a useful conduit to bring about the change needed.
Technical handbook for developing country Parties on

Preparing for implementation of the enhanced transparency framework under the Paris Agreement

First Edition
(June 2020)

https://unfccc.int/documents/267112
Thank you!

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