

# En Route to COP26

A high-level event to drive action  
for zero-emission transport now

1 - 3 December 2020

## Event Report

Co-organised by



FIA FOUNDATION



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MOVIN'ON

SLOCAT  
Partnership on Sustainable,  
Low Carbon Transport



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#EnRouteToCOP26



The universal commitments to address climate change adopted by the international community in the Paris Agreement come into full effect on 1st January 2021. Contributing one-fifth of global energy-related greenhouse gas emissions, and under business as usual projected to double by 2050, the transport sector's duty to reach the 1.5°C target called for in the Paris Agreement is now more critical than ever. We face the challenge of catering to the fast-growing demand for mobility and freight, while slashing greenhouse gas (GHG) emissions, increasing climate resilience, and driving equitable prosperity.

*En Route to COP26* was a high-level event to empower action for zero-emission transport now. Co-created by leading thinkers and doers, *En Route to COP26* featured a line up of around 150 speakers and a remarkably engaged audience; a cohort of world-class decision-makers and experts from national and local government, civil society, private sector, academia, philanthropy and multilateral entities. We were delighted to see a phenomenal mix of nationalities, different generations and a great mobilisation of women professionals. The SLOCAT mission is to power the sustainable low carbon revolution and we were thrilled to work with this multi-stakeholder community to do just that.

Across the 11 sessions we heard a shared clarion call that transport decarbonisation is essential to a green equitable recovery. It was underscored that accessible, efficient, green, healthy and resilient transport is not only about climate action but can transform equity, social justice and access to socio-economic opportunities across our communities.

Participants also emphasised that it is not all about technology. Transforming our transport and mobility systems is a governance challenge - leadership, shared ambition and clear priorities. It is time for widespread deployment of international, national and sub-national regulatory and financial frameworks to enable the transformative force of passenger and freight transport systems to be in full alignment with the objectives of the Paris Agreement. We know how to do this. This Event Report and also the ***En Route to COP26 Outcome Document*** capture some of those key ideas and opportunities. As we grow momentum towards COP26 there is not a moment to waste. We call on all of you, as shared custodians of our planet, to join the movement and do everything you can to deliver efficient, accessible, clean and healthy mobility for everyone, now.

**Bronwen Thornton**  
CEO, Walk21 | Chairwoman, Board of SLOCAT Partnership



We are all fellow travellers on our common journey to a sustainable future. We all have the same goal in mind. Yet, five years after the Paris Agreement, transport emissions are still rising. So we need to get into the fast lane, accelerate and deliver an ambitious package at COP26. Zero-carbon transport worldwide is essential to keep climate change in check. We organised *En Route to COP26* to maintain momentum and accelerate a transition to zero carbon transport.

We are travelling with a clear idea of what we want to achieve and where we want to go. Basically: a green planet, clean air, healthy people, new jobs and a circular economy. Getting there requires a Race to Zero – a good race to the bottom, for once. And the greatest thing about this race is that, if we get there, we all win.

We will have to travel together, as the transition we have to make is systemic. Cities, countries, companies and civil society will have to join forces. We know the solutions are out there and will deliver many benefits and are a good investment.

We all have a role to play, each and every one of us. So I am glad that *En Route to COP26* ended with a call for action as you can read in the **Outcome Document**. Because we are all drivers of change and should all make a contribution. I will make my contribution by launching a process to boost investments in transport decarbonisation as you can read in this document. But I count on all of us. I hope that on our common journey we go far and fast, together. I wish us a safe and clean journey. I'm ready to go! And look forward to seeing you at our next stop.

**H.E. Stientje van Veldhoven**  
Minister for the Environment, Kingdom of The Netherlands | Chairwoman, Transport Decarbonisation Alliance (TDA)

# Introduction



The India Roadmap on Low Carbon and Sustainable Mobility (Decarbonisation of Indian Transport Sector) provides actionable recommendations for policymakers towards building a sustainable mobility ecosystem in India. The Roadmap (in a single report) and its 8 components (in individual theme reports) can be accessed [here](#).

FICCI has taken the step to constitute a Council on Sustainable Mobility to advance work on the India Roadmap recommendations with the government, both at the national and state levels. In the run-up to COP26, we are focusing on advancing on the objectives of an integrated planning and strategic direction for sustainable mobility in India, integration of energy and transport planning, decarbonisation of electricity and gas for mobility, and success stories from pilots and lighthouse projects.

**Rita Roy Choudhury**

Assistant Secretary General, Federation of Indian Chambers of Commerce and Industry (FICCI)



The FIA Foundation is proud to have helped bring together global experts and implementers to focus on the key actions needed ahead of COP26 next year. Our aim of “safe, clean, fair and green mobility for all” was evident throughout the discussions at En Route to COP26, with increasing convergence between these themes. We need healthy cities designed for people, in particular children, by prioritising active travel and lower speeds.

Vehicles need to be efficient, zero-emission at tailpipe and integrated into low-carbon energy systems powered by renewable sources. There are many benefits from such a shift, particularly in terms of the health of people and the planet, cutting toxic emissions that people are currently breathing in from vehicle exhausts, reducing injuries and increasing physical activity, as well as urgent reductions in CO2 emissions to limit global temperature increases.

The long-term support that the FIA Foundation has been providing for over a decade has led to real policy change and improvements to people’s lives. Electric vehicles are already viable options for many all over the world, and this is set to grow. Consumers are experiencing the benefits and governments are working to overcome the remaining challenges to make zero emission vehicles mainstream. There is, however, far more to do – we need long-term policy commitment and bold action now. We cannot afford to wait – new cars today are the used vehicles of the future, and will continue to be on the roads well into the next decade. We will continue to support this agenda and work for a rapid shift to a low-carbon, sustainable transport system, with safe and healthy streets at its heart.

**Saul Billingsley**

Executive Director, FIA Foundation



Moving away from the marginal reduction of emissions and towards the creation of a net-zero transport system by 2050 is essential for reaching global climate goals – and for making transport more sustainable, equitable and safe. Dramatic reductions in GHG emissions will be needed in the coming decades to keep global warming well below 2°C and avoid dangerous climate change. The next few years will be crucial, so besides Long-Term Climate Strategies and Nationally Determined Contributions NDCs - that need to lay out pathways to zero-carbon transport, while also providing a springboard for bold transformative action - immediate action is needed to catalyze green and equitable recovery through sustainable, low carbon mobility.

GIZ supports its partners across the globe in the development of sustainable mobility. We are convinced that we cannot only rely on technologies that deliver enhanced vehicle efficiency, despite their importance for short- and medium-term emission reductions. Instead, we need a comprehensive approach that seeks to *avoid, shift, improve* and electrify with renewable energy – both in freight and passenger transport. At the same time, promoting sustainable transport will harness societal benefits, such as access to jobs, gender equality, clean air and economic development, to improve quality of life and to fight the climate crisis. GIZ's projects such as TUMI, EUROCLIMA+, NDC-Transport Initiative for Asia and many others are funded through e.g. the International Climate Initiative of the German Ministry for the Environment, Nature Conservation, and Nuclear Safety (BMU), the Federal Ministry for Economic Cooperation and Development (BMZ) as well as the European Union.

**Daniel Bongardt and Armin Wagner**

Programme Directors, Sustainable Transport and Climate Change, GIZ

**Michael Engelskirchen**

Coordinator, Urban Mobility, EUROCLIMA+



*En Route to COP26* was extremely important to keep the momentum that the transport sector has gained in the international climate policy sphere. The high-level nature of *En Route to COP26* is a testimony to how far the transport sector has moved in the last decade to become one of the key sectors that will allow the global community to achieve the ambitious goals of the Paris Agreement.

The Institute for Transportation and Development Policy is proud to be part of a global transport community that has developed and presented a comprehensive package of outcomes and recommendations on solutions for sustainable urban mobility. The commitments made in the run up to *En Route to COP26* can be seen as promising early signals of greater political ambition, which is desperately needed. Net-zero energy commitments and the promise of bans on the dirty internal-combustion engine by several governments help set the tone for additional countries to set ambitious decarbonization plans to comply with Paris Agreement goals. ITDP remains committed to this area and is very excited for the momentum that a renewed USA engagement is bringing to the negotiations.

**Heather Thompson**

CEO, Institute for Transportation and Development Policy (ITDP)



You cannot successfully fight climate change, or reach national targets, without addressing local emissions at the same time. So if you, as decision makers, are serious about tackling air pollution and climate change, here is your plan: ensure a modal shift to public transport and sustainable urban mobility modes. This is not breaking news but we need to better recognise the major role public transport plays on both local air pollution and climate change.

That is why the International Association of Public Transport (UITP) announced at *En Route to COP26* that, with the necessary support, the global public transport sector can achieve net-zero greenhouse gas emissions by 2050 in a cost-efficient manner. To realise this ambition, UITP will mobilise our actors into the Race to Zero Dialogues for COP26 by encouraging them to make a commitment to urgently pledge and pursue high ambition on climate action.

**Mohamed Mezghani**

Secretary General, International Association of Public Transport (UITP)



We must work together, public and private organisations, and join forces. We need policy makers and public authorities to design a fair-level playing field, where companies can compete on their own merits and by the same rules, at least at a regional level.

We need policy makers and public authorities to work all together in ecosystems, such as Movin'On. Created by Michelin, Movin'On is a global ecosystem dedicated to sustainable mobility gathering governments, cities, civil companies and NGOs to design solutions to make it more accessible, safer, greener and more efficient. Because Movin'On believes in the power of collaboration, we are also working actively in the framework of the ACT initiative, which was launched at the United Nations Climate Action Summit 2019, to set a global arena for discussions and actions between the public and the private sectors.

**Florent Ménégaux**  
CEO, Michelin | President, Movin'On



*En Route to COP26* took place at an extremely critical juncture. We have now entered the decisive decade when the actions we take over the next 10 years will either lead to successfully achieving the carbon reductions required by 2030 - or not. As Bill McKibben famously wrote in RollingStone, "Winning slowly is the same as losing." Transportation accounts for 1/5 of global carbon emissions and *En Route to COP26* tackled some of the most urgent mobility topics: a realisation that we are looking at the end of the internal combustion engine in 2 and 3-wheelers, cars, buses and trucks; a recognition that 100%

electric vehicle market share of new vehicles is needed by 2035 to ensure clean transportation in 2050; the need to apply the same urgency in nearterm mobility actions as we have applied to addressing Covid-19; and the need for a cultural shift embracing walking, biking and shared transportation. Over this past year, Rocky Mountain Institute has asked itself a fundamental question: What must happen to hold global temperature rise to 1.5°C?. Our collective answer has been to rally behind a new portfolio of work to tackle the urgency of climate change — 'big wins' that collectively have the potential to halve global emissions by 2030. And we know the path forward is through the "radical collaboration" often expressed throughout *En Route to COP26*.

In 2021, the USA is expected to rejoin the UNFCCC's Paris Agreement. The Paris Agreement is a monumental achievement of multilateral cooperation, connecting climate obligations to national borders. COP25 supported the negotiation of the global climate agreement and its rulebook. COP26 is an opportunity to establish an even broader agenda to elevate the real economy to the same level as nations when it comes to decarbonisation. That is, the economic sectors that transcend borders and actually create emissions, including transportation, need to be more closely connected to the government leaders that have made emission reduction commitments, so they can work together to create the pathways to achieve those goals across the entire economy. The role of COP26 and beyond has never held more consequence in decarbonising transportation and engaging the entire transportation community in UNFCCC.

**Jules Kortenhorst**  
CEO, Rocky Mountain Institute



SuM4All believes strongly in the power of partnership. As a coalition of 56 member organisations from the public and the private sectors, we harness our technical expertise and knowledge to lead global advocacy and take action towards sustainable transport and mobility. Co-creating *En Route to COP26* provided a unique opportunity to leverage the power of partnership to reach a new audience and amplify the message about making transport safe, accessible, efficient and green; while raising our ambition to end the climate crisis.

On the route to COP26, we were tasked with ensuring that these messages are not lost in translation. We are also charged with the responsibility of ensuring that words are translated into action. Our goal towards COP26 is to continue to document and showcase best practices of policy interventions and investment decisions that have inspired global action. At SuM4All we are also assisting countries in achieving sustainable mobility using our collective knowledge and our Global Roadmap of Action Toward Sustainable Mobility (GRA) as the guiding framework for action; piloting it in South Africa, with plans to expand to other countries. For effective impact on the UNFCCC, we trust that Multilateral Development Banks (MDBs) and other agencies would strengthen countries' support to embed transport mitigation targets in their NDCs. We trust that the international transport community will strengthen cross-sector collaboration to prioritise the transport decarbonisation agenda in the global ambition to tackle climate change.

**Dr. Nancy Vandycke**  
Head, Sustainable Mobility for All (SuM4All)



Transport Scotland is pleased to have been involved in *En Route to COP26*. Although COP26 was necessarily postponed due to the pandemic, the participation from across the globe at *En Route to COP26* demonstrates our collective acknowledgement that the Global Climate Emergency has not gone away and remains our biggest challenge.

COP26 will be a vital opportunity to collaborate between countries and showcase our collective efforts to end all greenhouse gas emissions. In the meantime, to set out measures towards our ambitious Climate Change targets, the Scottish Government will publish an updated Climate Change Plan with transport as a key component. The update will build on the measures we are already taking to encourage more sustainable travel behaviour: We have committed over £500 million for large-scale active travel infrastructure projects, access to bikes and behaviour change schemes. Our Programme for Government also reiterates our long-term capital investment of over £500 million for bus priority measures. Together with our initiative on 20 minute neighbourhoods, these commitments will work to encourage a transition to more sustainable travel.

**Roy Brannen**

Chief Executive, Transport Scotland



**WORLD  
RESOURCES  
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*En Route to COP26* comes at a crucial time. We are currently in a convergence of crises: a global pandemic and an ever-growing challenge to address climate change. Globally, transport represents one of the largest sectors contributing to climate change. Co-convened by SLOCAT Partnership and TDA, and co-organised with WRI and other fellow co-organisers, *En Route to COP26* has helped build a path to raising ambition for climate action, which is essential. There are many ways to act while also addressing economic

recovery: electrifying vehicles, ensuring strong public transport, and harnessing recent momentum on cycling and walking. We also need to link these to improving health and road safety, improving access to opportunities for all, and reducing air pollution while creating jobs. I was proud to participate in this event and look forward to engaging with the transport community over the next year as we prepare for COP26.

**Ani Dasgupta**

Global Director, World Resources Institute (WRI) Ross Center for Sustainable Cities

## Resources

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***En Route to COP26 Outcome Document:*** Highlights essential transport decarbonisation messages towards COP26. It also outlines exciting initiatives announced during *En Route to COP26* to further enable and accelerate collective action. It provides no-regret recommendations for action by different stakeholders. Download [here](#).

***En Route to COP26 Event Report:*** Features reflections from the co-organisers on the further route to COP26. It outlines exciting initiatives announced during *En Route to COP26*. It provides an overview of sessions speakers and main outcomes. Download [here](#).

All [session materials](#) (speakers, recordings and presentations) are available [here](#).

Follow us on [Twitter](#) via [#EnRoutetoCOP26](#)

For any queries, please contact the ***En Route to COP26 Secretariat:*** [secretariat@slocatpartnership.org](mailto:secretariat@slocatpartnership.org) | [tdasecretariat@tda-mobility.org](mailto:tdasecretariat@tda-mobility.org)



# About *En Route to COP26*

## ***En Route to COP26* - a high-level event to drive action for zero-emission transport now.**

Scheduled to mark 12 months before the postponed United Nations Climate Change Conference under UK Presidency, *En Route to COP26* was designed to accelerate collective and timely action by engaging transport actors to quickly, efficiently, and fairly realise the low carbon transport transition.

*En Route to COP26* contributed to:

- Creating clear messages on the centrality of transport decarbonisation to build back green, equitable socio-economic systems in a post-COVID-19 recovery phase.
- Stocktaking on Nationally Determined Contributions and Long-Term Climate Strategies to assess whether they collectively provide the level of ambition required.
- Sustaining engagement and dialogue at the international level despite the postponement of COP26 to 2021, and hence maintaining momentum towards collaborative action.
- Building bridges with the Chile COP25 Presidency, the UK COP26 Presidency, UNFCCC Parties and the Marrakech Partnership for Global Climate Action structures.

Attracting over 1.000 registrations, *En Route to COP26* featured opening and closing sessions, as well as 9 thematic sessions covering topics central to the acceleration of transport decarbonisation such as: national climate and transport strategies; placing transport decarbonisation at the heart of green and equitable economic recovery; re-thinking urban mobility and harnessing opportunities to fast track its delivery; ending internal combustion engines for passenger and freight transport; enabling sustainable maritime transport for Small Island Developing States and maximising the links between transport and health.

With its sessions across different time zones, *En Route to COP26* was designed to be relevant and easily accessible to colleagues around the world. At the time of closing this report, #EnRoutetoCOP26 was seen more than 250.000 times on Twitter alone. It has been an honour to host a line up of around 150 speakers and a remarkably engaged audience - a cohort of world-class decision-makers and experts from national and local government, civil society, private sector, academia, philanthropy and multilateral entities; as well as a phenomenal mix of nationalities, generations of professionals, and a great mobilisation of women professionals.

*En Route to COP26* was co-created and co-organised by EUROCLIMA+ Programme, Federation of Indian Chambers of Commerce and Industry (FICCI), FIA Foundation, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Institute for Transportation Development and Policy (ITDP), International Association of Public Transport (UITP), Movin´On, Rocky Mountain Institute, SLOCAT Partnership, Sustainable Mobility for All (SuM4All), Transport Decarbonisation Alliance (TDA), Transport Scotland and World Resources Institute (WRI), in partnership with Alliance of Small Island States (AOSIS) and Smart Freight Centre.

*En Route to COP26* was also supported by Transformative Urban Mobility Initiative (TUMI) and the MobiliseYourCity Partnership. NDC Transport Initiative for Asia, the Netherlands Enterprise Agency RVO, the Rocky Mountain Institute and World Resources Institute provided financial contributions towards the digital platform to conduct this online format.

# Joins us *en route* to COP26!

*En Route to COP26* was organised to further facilitate multi-stakeholder action despite the postponement of COP26 to 2021. As we enter a new multilateral phase governed by the Paris Agreement, in the coming months we will see if the aggregate level of ambition is sufficient to keep Paris objectives in sight, and whether the Nationally Determined Contributions (NDCs) for the period to 2025/2030 and the Long-Term Climate Strategies (LTS's) in the horizon of 2050 include credible measures for realistic transformation of our socio-economic paradigms. Without a doubt, the level of ambition for transport decarbonisation must be drastically improved in NDCs and LTS's. As countries elaborate these frameworks while grappling with recovery pathways, we seek to empower change-makers to ensure the economic viability of, the affordable access to, and the right investments in sustainable, low carbon transport as a vital piece to green equitable recovery.

**To further enable and accelerate collective action to decarbonise transport on the way to COP26, the following exciting actions and initiatives - new and ongoing - have been announced during *En Route to COP26* (in alphabetical order by proponent):**

## **Association of Small Islands Developing States (AOSIS):**

Maldives: Remains fully committed to climate agreements including the Paris Agreement and aims to reduce emissions by 24% from business as usual by 2030.

Singapore: Announces the “NexGen” initiative in collaboration with the International Maritime Organization (IMO), delivering a platform to foster sharing, creation of synergies and promotion of collaboration to advance sustainable maritime activities. Singapore is welcoming all to join the initiative.

Maritime Technology Cooperation Centre for the Caribbean (MTCC Caribbean): Announces key outcomes from a recent regional project generating a first maritime greenhouse gas emissions baseline and a regional online voluntary fuel reporting system for the Caribbean region.

Recent publications by ITF-OECD, MTCC Caribbean and UN Conference on Trade and Development (UNCTAD) are available [here](#).

**Action towards Climate-friendly Transport Initiative - ACT:** Launched at the 2019 UN Climate Action Summit and bringing together hundreds of organisations from across the world working to bring about the transformation of transport, the ACT community announces enhanced reporting mechanisms, communications, and outreach to increase engagement with other like-minded initiatives and share ongoing progress and learnings under its four components: (i) enhanced sustainable mobility planning, (ii) the rollout of electric buses globally, (iii) the transformation of freight transport, and (iv) increased collaboration between the public and private sectors around transport decarbonisation.

**Chile COP25 Presidency:** Announces the hosting of a series of **Technical Dialogues on raising climate ambition in the transport sector** in 2021, **bringing together representatives of ministries of transport and environment from the Latin American and the Caribbean region** to learn from each other and exchange on successful approaches, implementation strategies and available tools for decarbonising transport and seeking a green recovery.

In addition, Chile will host **Regional Peer-to-Peer Exchange Series in Asia and Africa regions in 2021** with the support of the German Environment Ministry (BMU), with the assistance of the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ).



**Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ):** Is launching a set of **Toolkits on Tackling Urban Mobility Challenges**. Lack of feasible strategies and sufficient funding constitute major barriers – for urban planners, national politicians and citizens alike. Having recognised this problem, GIZ created a set of tools intended to help establish an urban mobility plan tailored to the individual needs and economic conditions of cities. The National Urban Mobility Plans (NUMP) and Sustainable Urban Mobility Plans (SUMP) toolkits make practical know-how from GIZ's many years of experience accessible to facilitate action on low-carbon transport. All actors are invited to contribute with tools and good practice examples.

**EUROCLIMA+:** In the framework of the implementation of NUMPs and SUMPs, EUROCLIMA+ is launching in 2021 **public lectures and webinars in Spanish to share experiences and provide practical guidance on Monitoring, Reporting and Verification (MRV)**. The EUROCLIMA+ projects are applying the MobiliseYourCity's MRV framework, emission calculator and other tools. NUMP guidelines will be presented including case studies from the EUROCLIMA+ NUMP projects in Chile, Ecuador and Uruguay.

Further, **a new edition of the SUMP E-learning Course**, offering a practical step-by-step training for practitioners, is announced for 2021.

To strengthen the regional exchange of urban mobility practitioners and decision makers, EUROCLIMA+ together with the Latin American Federation of Cities, Municipalities and Municipal Associations (FLACMA), the SLOCAT Partnership on Sustainable, Low Carbon Transport, Low Emission Development Strategies LAC, and MobiliseYourCity have established a **Community of Practice**. This is an online platform to share news, facilitate discussions and enable peer exchange among actors in the region. Moreover it offers online learning, training and networking workshops and sessions.

**Federation of Indian Chambers of Commerce and Industry (FICCI):** Is launching the **India Roadmap on Low Carbon and Sustainable Mobility (Decarbonisation of Indian Transport Sector)** to provide actionable recommendations for policymakers towards building a sustainable mobility ecosystem in India.

FICCI is also taking the step to constitute a **Council on Sustainable Mobility** to advance work on the India Roadmap recommendations with government, both at the national and state levels, with a focus on the run-up to COP26 on the objectives of: an integrated planning and strategic direction for sustainable mobility in India, integration of energy and transport planning, decarbonisation of electricity and gas for mobility, and success stories from pilots and lighthouse projects.

**Global Fuel Economy Initiative (GFEI):** Is launching the **Vehicle Efficiency and Electrification: Global Status Report** which sets out the current state of global policies to decarbonise road transport and highlights the urgent actions government need to take to accelerate the transition to efficient zero emission vehicles. GFEI continues to work with governments globally to provide capacity building and support.

By COP26, GFEI partners will have reached their Paris commitment to support at least 100 countries. GFEI's **online toolkit**, which provides an introduction to fuel economy and vehicle electrification policies and practical tools to support policymakers, has been comprehensively updated to support these efforts.

**Institute for Transportation and Development Policy (ITDP):** Is launching the **Pedestrians First Toolkit** and the **Grow Cycling Toolkit** as tools to accelerate action for climate and serve as the basis for the **15-minute Neighborhood Report** that will be released in 2021.

In an effort to contribute to decarbonising transport, in 2021 ITDP will be releasing **“From Shenzhen to Santiago: How Electric Buses are Moving Cities,”** and **“Taming Traffic,”** a report on how lower income countries can manage and reduce traffic.

## Announcements

Finally, ITDP will be launching a **campaign *Creating Cycling Cities***. With the pandemic, cities around the world are testing exciting new ideas for expanding cycling infrastructure and making bicycles more available. Harnessing this momentum to meet our long-term climate change goals will require measurable progress. To help get us there, ITDP will launch this campaign devoted to unifying and amplifying cities' efforts around cycling to help make it safe, accessible, and dignified for everyone.

**International Association of Public Transport (UITP):** Is launching the **Climate Leadership Declaration**. Its goal is to enable, with the necessary support, the fact that the global public transport sector can achieve net-zero greenhouse gas emissions by 2050 in a cost-efficient manner. At the centre of this will be further efforts to decarbonise public transport fleets.

Moreover, to realise this ambition, in 2021 **UITP will mobilise its actors and members into Race to Zero Dialogues for COP26** to make a commitment to urgently pledge and pursue high ambition on climate action.

**Marrakech Partnership for Global Climate Action:** Is launching the **Climate Action Pathways 2020** on 11 December 2020, on the occasion of the five year anniversary of the Paris Agreement. Under the leadership of the High-Level Champions, these documents were developed by the coalitions and initiatives of the Marrakech Partnership for Global Climate Action and the Champions Team. The **Transport Climate Action Pathway**, presenting a vision and a roadmap for the decarbonisation of the transport sector by 2050, was co-facilitated by the SLOCAT Partnership and ITF, supported by UITP and collectively developed with contributions by a wide range of stakeholders from the transport community.

**MobiliseYourCity:** Is launching the **National Urban Mobility Policies and Investment Programmes (NUMP) Guidelines** (available in English, French and Spanish) which aim to support policy makers in developing and emerging economies to strengthen existing NUMPs and investment programmes, as well as to develop new ones.

Additionally, the **MobiliseYourCity Emissions Calculator** helps local, regional and national authorities model the GHG emissions of their transport systems. The calculator creates an inventory of current emissions and calculates different sustainable mobility scenarios until 2050.

**Movin'On:** The **Movin'On World Summit on Sustainable Mobility 2021 will take place in Montréal, Paris and Singapore simultaneously on 1-4 June 2021** (in person format). Every year, the Summit brings together 5.000 renowned experts, decision-makers and stakeholders from public and private companies, startups, cities, public organisations, and universities. Together, they address today's burning mobility issues, participate in inspiring conferences, take concrete action during working sessions, and think differently: the objective of the Summit is to give everyone the means, connections and desire to take action throughout the year. In 2021, it will obviously be a milestone for the private sector, policymakers and public authorities on their way to COP26.

But, because Movin'On emphasises taking action throughout the year, it is currently **working with the SLOCAT Partnership and IDDRI to set up global dialogue arenas with the private sector under the ACT initiative**.

**NDC Transport Initiative for Asia (NDC-TIA):** In 2021, this project, jointly implemented by GIZ, World Resources Institute (WRI), the International Council for Clean Transportation (ICCT), International Transport Forum (ITF), the SLOCAT Partnership, Agora Verkehrswende and REN21, under the International Climate Initiative (IKI) of the German Ministry of Environment, will continue to work on implementing a holistic approach to decarbonising transport in China, India and Vietnam through technical assistance. Dissemination of relevant knowledge and lessons learned, as well as the gathering of regional stakeholders to promote a more comprehensive approach to decarbonising transport will also continue.

In 2021 a **Council for Decarbonising Transport in Asia** will be launched to promote the vision of net zero carbon transport, as well as to co-create a **report** to provide policy makers and stakeholders with policy approaches, evidence and inspiration to shift the narrative on transport sector decarbonisation in the region.

● **The Netherlands:** Is launching the **Transport Decarbonisation Investment Series**, exchanges aiming to deliver specific recommendations for different parts of the transport transition to scale up and optimise investment in transport decarbonisation by COP26.

● **North American Council for Freight Efficiency (NACFE) and the Rocky Mountain Institute (RMI):** Are announcing **the first-ever comprehensive, extended, real-world, on-road electric truck demonstration** to accelerate the transportation decarbonisation efforts of global truck makers and fleet operators. The exercise will include actionable data and insights and a series of corresponding education and outreach sessions, entitled Real Freight, Real Routes, Real Trucks & Drivers. It will include electric heavy-duty trucks from at least 10 global manufacturers on the road over 3 weeks, and compelling storytelling via videos with drivers, fleet operators, and OEMs. Additional truck manufacturers and fleet operators, willing to showcase early market products and fleet capabilities to demonstrate that it is possible to pull timelines well-ahead of 2030, are invited to join.

In the fall of 2021, NACFE and RMI will also release an engaging **Electrification Education Series** building the key actions for accelerated near-term adoption.

● **SLOCAT Partnership on Sustainable, Low Carbon Transport:** Is launching in the beginning of 2021 the **SLOCAT Transport and Climate Change Global Status Report (TCC-GSR) 2020**, the biennial flagship report illustrating global trends in transport demand and emissions, showcasing policy targets and measures across global regions and highlighting climate change mitigation efforts required to reach Paris Agreement targets. TCC-GSR is a key free resource for policy-makers to enable increased ambition on climate action (mitigation and adaptation). This second edition of the TCC-GSR will include fact sheets from select countries showing progress on sustainable, low carbon transport.

In 2021 SLOCAT in collaboration with GIZ, Institute for Transportation and Development Policy (ITDP) and World Resources Institute (WRI), with contributions from Alstom, the Climate Group, IDDRI, International Union of Railways (UIC), UITP and Walk21 will continue nurturing their **10 key recommendations for policy makers to raise transport ambition in the next generation of Nationally Determined Contributions (NDCs)**, with accompanying global case studies and resources. The recommendations have been endorsed by Despacio, Diálogo Energético, EUROCLIMA+, Global and Local, ICLEI, PIANC, Sustainable Transport Africa, and Trans Consult.

Building on the ongoing GIZ and SLOCAT **open source database tracking and assessing countries' transport ambition in updated Paris Agreement NDCs and Long-Term Strategies (LTS)**, an interactive version of the database will be launched in early 2021. The database pays specific attention to transport-ambition setting, transport sub sectors covered in NDCs and LTS's, and the inclusion of transport resilience measures.

● **Smart Freight Centre** and the **Global Logistics Emissions Council (GLEC):** As part of their ongoing efforts to bring companies, associations, programs and other entities together to collaborate on the journey towards zero emission freight across the global multimodal supply chain, they are announcing that the **draft ISO standard 14083** will be prepared for passenger and freight transport, with the **GLEC Framework**. Sound reporting and investments in **reduction solutions** and **carbon insetting projects** depend on a common universal methodology.

To support companies with implementing their own **Sustainable Logistics Roadmap, more guidelines and tools** will be released on setting science-based targets, data exchange and IT integration, and **low emission fuels and vehicles**.

Together with **BSR**, the **Sustainable Freight Buyers Alliance** will be launched to send a united market demand signal for low-carbon freight and track emission reduction progress across their entire freight value chain. This will help accelerate action through **green freight programs** and various initiatives such as EV100, World Economic Forum's Mission Possible, the Transport Decarbonisation Alliance (TDA) and others.

**Sustainable Mobility for All (SuM4All):** Is announcing the launch of the upgraded Global Roadmap of Action Towards Sustainable Mobility (GRA 2.0), which accounts for transport systems' resilience to climate risks and pandemics; as well as its application to assist South Africa and Ethiopia in achieving sustainable mobility.

SuM4All will also produce actionable policy guidance on cutting-edge topics related to transport decarbonisation, including digitalisation and data-sharing between public and private operators, energy-transport nexus, gender inclusivity, and e-mobility model sustainability. Moreover, SuM4All will partner with other stakeholders to deliver a solid and evidence-based catalog of priority actions to scale-up investments and finance for transport decarbonisation.

Because SuM4All is committed to global advocacy and action to promote sustainable transport and mobility that is safe, accessible, efficient and green, while raising ambition to end the climate crisis; in the run up to COP26, it will deliver events and advocacy to further mobilise transport decarbonisation action while showcasing replicable good practices across transport modes.

**Transformative Urban Mobility Initiative:** In 2021, TUMI will further its actions to accelerate the disruption of electric mobility with the **TUMI E-Bus Mission**, on course to prepare the electrification of 100.000 buses. TUMI's activities linked to the abolition of internal combustion engines, global guidelines and actions to support a switch to zero carbon transport through actions at the international, national and city levels, as well as TUMI's global efforts to electrify public transport systems, will support this E-Bus Mission.

TUMI will continue to gather the transport community around milestones towards COP26 to convey key messages and foster exchange, including through innovative and interactive formats such as **TUMITV**, with the overarching goal of triggering meaningful transport actions at all levels.

Moreover, concrete **capacity development offers for +1000 urban leaders** will be rolled out.

**Transport Decarbonisation Alliance (TDA):** The Netherlands, as Presidency of the TDA, is initiating the process towards a **Global Memorandum of Understanding (MOU) to advance and accelerate the market for zero-emission medium- and heavy-duty vehicles to be signed at COP26** by the largest possible group of signatories. This Global MOU is driven and inspired by California's leadership and their 15 State MoU, and will aim at aligning national governments' minimum targets.

**TDA, C40 and POLIS:** Are launching the **How-to guide: Zero-Emission Zones for Freight** on why and how to create successful zero-emission zones for freight (ZEEZ-Fs).

**TDA and World Resources Institute (WRI):** Are announcing the launch at **Transforming Transportation** in February 2021 of a **report on what cities, companies and countries can do to advance transport decarbonisation as part of a green and equitable recovery**. The report will include recommendations for investment in key areas such as strengthening public and active mobility, while avoiding large-scale urban highway projects, fleet electrification programs and incentives, passenger and freight rail, and research and development.

**UN High-Level Climate Champions' Race to Zero Dialogues:** Is announcing the launch in January 2021 of the **Race to Zero Joint Campaign on Freight**. Private-sector commitments from fleet owners and operators, manufacturers, infrastructure providers and financial institutions, and cities willing to push this market over the tipping point, are welcome to join. Sector-specific commitments will be unveiled in the following months together with the ACTION Group partners, including the Transport Decarbonisation Alliance (TDA), EV100-Climate Group, Calstart/Drive to Zero, World Economic Forum, Smart Freight Centre and others.

**World Resources Institute:** In addition to the above mentioned report in collaboration with the TDA, is announcing the launch in early 2021 of an **expert note on linking recovery to raising ambition in Nationally Determined Contributions (NDCs)**.

Moreover, WRI will organise a **high-level panel to advance *En Route to COP26* outcomes at Transforming Transportation 2021**.

# Session Outcomes

En Route to COP26 sessions underlined key issues towards transport decarbonisation, such as:

## Session 1 Opening Plenary

1 December 2020

### Session Speakers



**Kaya Axelsson**  
Net Zero Policy  
Engagement Fellow  
University of Oxford



**Maruxa Cardama**  
Secretary General  
SLOCAT Partnership



**Gavin Dunnett**  
Head of Mobility  
Department  
European Investment Bank  
EIB



**Patricia Espinosa**  
Executive Secretary  
UN Framework Convention  
on Climate Change



**H.E. Janine Coye Felson**  
Ambassador Deputy Permanent  
Representative, Permanent Representation  
of Belize to the UN Acting Chairperson,  
Alliance of Small Island Developing States



**Christian U. Haas**  
CEO  
PTV Group



**H.E. Gloria Hutt**  
Minister for Transport and  
Telecommunications  
Chile



**Dr. Andriannah Mbandi**  
Director, AfriSTEM  
Connection Lecturer,  
South Eastern  
Kenya University



**Daniel Moser**  
Management Head  
Transformative Urban  
Mobility Initiative, GIZ



**Aromar Revi**  
Director, Indian Institute for  
Human Settlements  
Co-Chair, UNSDSN



**Dr. Young Tae Kim**  
Secretary General  
International Transport  
Forum at the OECD



**Nigel Topping**  
UN High-Level Climate  
Action Champion  
for COP26  
United Kingdom



**H.E. Stientje van Veldhoven**  
Minister for the Environment, The  
Netherlands I Chairwoman,  
Transport Decarbonisation Alliance



**Sasank Vemuri**  
Coordinator  
MobiliseYourCity Partnership



**Sheila Watson**  
Deputy Director  
FIA Foundation



**Christoph Wolff**  
Head of Global Mobility  
World Economic Forum

- Transport emissions are projected to increase by 50% by 2030, and in the worst case to double by 2050 (compared to 2010 levels). Progress in the next 12 months is crucial for tackling climate change. Failure to reach net zero by 2050 will have dire consequences for everyone on the planet.
- We face the challenge of catering to the fast-growing demand for mobility and freight, while slashing GHG emissions, increasing climate resilience, and driving equitable prosperity. The challenge is significant but solutions are available.
- Less than 10% of Nationally Determined Contributions submitted so far by Parties to the Kyoto Protocol and the Paris Agreement include transport CO<sub>2</sub> reduction targets; less than 4% include specific transport adaptation measures.
- The global pandemic has brought to the surface to what extent we depend on transport and mobility systems to enable equitable access to socio-economic opportunities. Transport decarbonisation is essential to green and equitable recovery and must be central to international and national recovery efforts.
- The pandemic has also put on the spotlight the vulnerability of our transport systems, including public transport. The need to invest in the overall resilience of transport systems to global shocks and extreme weather events is blatant and must be prioritised.
- The way forward can be enabled through:
  - Bold and concrete transport decarbonisation ambition by Parties of the Paris Agreement that applies the hierarchy of *Avoid-Shift-Improve* strategies with integrated, inter-modal and balanced approaches.
  - Coherent policies and investments at international, national, sub-national levels in full alignment with Paris Agreement objectives.
  - Public and private sector collaboration.
  - Focus on emissions from both passenger and freight transport.
  - Enhanced policy dialogues to connect climate and transport decision makers.
  - Equal weight to transport mitigation and adaptation measures. The “race for resilience” must be prioritised as much as the “race to zero emissions”.
  - Directly challenging those trying to slow climate action in transport.
  - Sustained engagement of the sustainable, low carbon transport movement in the UNFCCC process.



## Session 2

### How can national climate plans enable the transition to sustainable transport?

1 December 2020 | Led by GIZ and SLOCAT | Supported by Transport Scotland and FICCI

#### Session Speakers



**Lucie Anderton**  
Head of Sustainable Development Unit  
International Union of Railways  
UIC



**Nicolas Beaumont**  
Senior Vice President,  
Sustainable Development  
and Mobility  
Michelin Group



**Yann Briand**  
Research Fellow Climate, Energy  
and Transport Policy, Deep  
Decarbonization Pathways  
Project for Transport  
IDDRI



**Rita Roy Choudhury**  
Assistant Secretary General  
Federation of Indian  
Chambers of Commerce  
and Industry



**Verena Flues**  
Transport and Climate  
Change, Advisor  
GIZ



**Sudhendu Jyoti Sinha**  
Advisor  
NITI Aayog, India



**Mark Major**  
Senior Adviser  
SLOCAT Partnership



**Hannah Murdock**  
Senior Project  
Manager and Analyst  
REN21



**Gustavo Rinaldi**  
Sustainable Transport  
Ministry of Transport,  
Argentina



**Marion Vieweg-Mersmann**  
Senior Consultant  
Mitigation and MRV  
Current Future



**David Waskow**  
Director, International  
Climate Initiative  
World Resources Institute

- With the Kyoto Protocol, we have seen that national climate plans can work. In the last decade, we started to see a slow decoupling of transport sector emissions from Gross Domestic Product (GDP) growth. Although in a low percentage, we also started to see an increasing coverage of transport in NDCs.
- The *Avoid-Shift-Improve* hierarchy of strategies with integrated, inter-modal and balanced approaches is central to unleashing the full benefits of transport decarbonisation, in terms of emissions reduction and equitable access to mobility.
- The shift away from investment in fuel intensive projects is going in a positive direction but much more remains to be done, at a wider and faster scale.
- The acceleration of aviation and maritime transport decarbonisation needs to become a bold focus of national and international efforts.
- The importance of finding context-appropriate, cost-efficient solutions - nationally- and locally-relevant, not imported solutions that do not cater to the situation on the ground - cannot be sufficiently underscored.
- National transport decarbonisation is a significant governance or “orchestration” challenge. All levels of government need to be enabled to play their role and must deliver on their respective responsibilities. National-level activity is required to facilitate coordination across the different levels of government and also among stakeholders. Dialogue and consensus with all stakeholders is very important but generally badly done due to limited multi-stakeholder governance.
- Research and knowledge is critical to translating the transport decarbonisation potential to each governmental level of action and kind of stakeholder.
- Policy coherence, the mainstreaming of climate into transport planning and policymaking and the integration of equity concerns, while unleashing transport decarbonisation and transport as a lever for social justice, must be improved overall in national plans.
- The traditional separation of tasks between climate and transport actors needs to be overcome.



## Session 3-A

### Rethinking urban mobility and space

1 December 2020 | Led by ITDP | Supported by UITP

#### Session Speakers



**Yunus Arkan**

Head of Global Advocacy,  
ICLEI World Secretariat  
Focal Point, Local Governments  
and Municipal Authorities



**Ramón Cruz**

International Policy Program Director  
Institute for Transportation  
and Development Policy ITDP



**Manuel de Araújo**

Mayor  
City of Quelimane



**Aimee Gauthier**

Chief Knowledge Officer  
Institute for Transportation  
and Development Policy ITDP



**Mariana Gomes**

Architect and Urban  
Planner  
Municipality of Fortaleza



**Dionísio Gonzalez**

Director Advocacy and Outreach  
International Association  
of Public Transport UITP



**Anna Huttunen**

Manager, CitiCap Project  
City of Lahti



**Lilli Matson**

Chief Safety, Health &  
Environment Officer  
Transport for London



**Philip Turner**

Head of Sustainable  
Development Strategy  
International Association of  
Public Transport UITP

- The concept of compact, dense cities is as vital as ever for a green and equitable recovery: Complete streets planning and 15-minute neighbourhoods that reallocate street space to prioritise people and efficient mobility instead of a car-centric approach that is carbon intensive and unsafe, remain outstanding matters.
- Walking is the main mode of transport in most of the world and is the quickest and lowest cost to implement. Non-motorised transport strategies should be an essential part of urban mobility plans.
- Many cities across the world are turning to cycling strategies to improve safe, healthy mobility in urban centres. We are seeing strategies from different size cities in the global North and South that are developing cycling infrastructure, especially as a response to changing mobility patterns with the pandemic.
- Transit, public transport and shifting to more sustainable modes of transport are key aspects in the effort to reach Paris Agreement goals and decarbonise the transport sector. Transit needs to be thought of as a public utility and funding for operations from the public sector needs to be part of climate planning.
- Developing a vision zero approach that maintains vehicle speed to a certain limit is essential for road safety.
- Strategies for low emission urban freight contribute to thriving sustainable economies and greatly improve the experience in urban centres, adding to the concept of compact walkable cities.
- Efforts should be taken to study and collect data in order to increase density in neighbourhoods and to place services and transit near to where people live and work.

## Session 3-B

### Is the end of the internal combustion engine coming for freight?

1 December 2020 | Led by TDA

#### Session Speakers



**Ahmed Aboutaleb**  
Mayor  
Rotterdam



**Magali Anderson**  
Chief Sustainability Officer  
Executive Committee  
Lafarge-Holcim



**Monica Araya**  
Lead Transport  
Climate Champions Team



**Sita Holtslag**  
Senior Adviser  
Sustainable Mobility  
Netherlands Enterprise Agency  
RVO



**Alex Paquot**  
Head of Unit Road Transport  
Deputy Director  
Directorate CLIMA.C  
European Commission



**Åsa Pettersson**  
Chief Sustainability Officer  
Scania



**Nigel Topping**  
UN High-Level Climate Action  
Champion for COP26  
United Kingdom



**Bill Van Amburg**  
Executive Vice President  
CALSTART/ Drive to Zero



**H.E. Stientje van Veldhoven**  
Minister for the Environment  
The Netherlands | Chairwoman  
Transport Decarbonisation Alliance



**Kristof Vereenooghe**  
CEO  
EVBox

- In the framework of the Transport Decarbonisation Alliance (TDA), California and the Netherlands are launching efforts towards a global memorandum of understanding (MOU) for governments to align minimum targets for zero-emission medium and heavy-duty vehicles - 30% of new freight vehicles to be zero emission by 2030, and 100% by 2050. The aim is for frontrunners like Europe to strive for 100% sooner.
- The “Race to zero spin-off for road freight” was also announced. This campaign includes ambitious commitments across the value chain where firstmovers will be announcing the following actions ahead of COP26:
  - Cities commit to zero emission freight by 2030. Setting emission free zones is a powerful lever for the transition. We expect a large coalition of cities to present their ambition on zero emission freight zones.
  - Fleet owners and retailers announce purchase and procurement commitments for medium and heavy duty zero-emission vehicles for 2030.
  - Vehicle manufacturers make public commitments on production of zero-emission medium and heavy-duty vehicles.
  - Infrastructure stakeholders (utilities, grid/distribution system operators, charging point operators) ensure interoperable, user-friendly energy infrastructure (hydrogen and electric) is available for all vehicle types in all regions.
  - Financial institutions curb financial instruments and investments in favour of zero emission alternatives for both charging infrastructure and potentially, the higher upfront cost.

## Session 4

### Green recovery and transport: What is needed and how to do it?

1 December 2020 | Led by WRI | Supported by SuM4All and TDA

#### Session Speakers



**Yvonne Aki-Sawyer**  
Mayor  
Freetown



**Raissa-Julie Ada Allogo**  
Senior Policy Transport Officer  
African Union Commission



**Bruno Covas**  
Mayor  
São Paulo



**Stéphane Crouzat**  
Climate Ambassador  
France



**Ani Dasgupta**  
Global Director, Ross Center  
for Sustainable Cities  
World Resources Institute



**Dr. Jacqueline Klopp**  
Co-director of the Center for  
Sustainable Urban Development  
Columbia University



**Dr. Andrew Steer**  
President & CEO  
World Resources Institute

- Transport decarbonisation is essential to green, equitable recovery.
- Enabling this requires concrete policy measures and investments in:
  - Strengthening public transport during and after the pandemic.
  - Harnessing momentum on active mobility to scale it up further, while avoiding large-scale urban highway projects.
  - Fleet electrification programs and incentives, including for public and large vehicle fleets.
  - Where possible, building and improving intercity and commuter rail systems for passenger and freight.
  - Funding research and development for harder-to-abate modes such as aviation and maritime.
- These actions have shown to create more jobs and improve equity in our societies and improve health for people.
- A working paper on this topic will be released in January 2021 with additional guidance in a separate paper for linking recovery to NDCs, with continued policy dialogue at **Transforming Transportation 2021** and an upcoming Transport Decarbonisation Investment series.

## Session 5

### Sustainable maritime transport for Small Island Developing States (SIDS)

2 December 2020 | Led by AOSIS

#### Session Speakers



**Regina Asariotis**  
Chief, Policy and  
Legislation Section  
UN Conference on Trade  
and Development



**H.E. Janine Coye Felson**  
Ambassador Deputy Permanent  
Representative, Permanent  
Representation of Belize to the UN  
Acting Chairperson, Alliance of  
Small Island Developing States



**Rafael Held**  
Technical Advisor,  
Transitioning to Low Carbon  
Sea Transport Project in the  
Marshall Islands  
GIZ



**Mohamed Imad**  
Head of Department of  
National Planning  
Ministry of Finance and Treasury  
Maldives



**Andrew Losos**  
Senior Specialist,  
Sustainable Transportation  
World Bank



**Brittany Meighan**  
Advisor  
Alliance of Small Island  
Developing States



**Stephan Nanan**  
Senior Instructor, Programme  
Coordinator & GHG Advisor  
MTCC Caribbean, University of  
Trinidad and Tobago



**Dr. Wei-Shiuen Ng**  
Advisor, Sustainable Transport  
and Global Outreach  
International Transport Forum  
at the OECD



**Yap Ong Heng**  
Senior Advisor  
Ministry of Transport,  
Singapore



**Mariana Panuncio-Feldman**  
Senior Director, International  
Climate Cooperation  
WWF



**Alexander Trepelkov**  
Officer in Charge,  
Division for Sustainable  
Development Goals  
UN Department of  
Economic and Social Affairs



**Benjamin Welle**  
Director, Integrated  
Transport & Innovation  
World Resource Institute

- Maritime transport highlights the importance of inclusivity and connectivity, especially among islands.
- Transport is front and centre to SIDS' vulnerabilities, whereby transport systems are disproportionately disrupted in disaster-prone areas.
- There is a need to set clear ambitious emissions reduction targets to drive decarbonisation of maritime transport.
- In SIDS, sustainable transport challenges include: unavailable technology, conventional energy resources, need for research to find suitable technologies for SIDS, limited public sector financing, access to international financing, and data gaps.
- Success for sustainable and low carbon transport entails complementary treatment of transport emission reduction, climate proofing of transport infrastructure, and sustainable development.
- Targeted support from development partners is crucial in overcoming structural challenges endemic to SIDS economies, to attract investments as well as achieve scale in sector transformation.

## Session 6

### Decarbonising freight – A wider perspective of solutions, business experiences and government asks

2 December 2020 | Led by Smart Freight Centre | Supported by WRI and Movin'On

#### Session Speakers



**Sergio Barbarino**  
Research Fellow, Fabric & Home  
Care Open Innovation  
Procter & Gamble



**Kathrin Brost**  
Vice President, Global  
Head of GoGreen Program  
DHL Global Forwarding



**Bonne Goedhart**  
Business Development Manager  
Smart Freight Centre



**Prof. Alan McKinnon**  
Head of Logistics Department &  
Professor of Logistics  
Kuehne University



**Charlotte Migne**  
Group Sustainable  
Development Director  
FM Logistic



**Elisabeth Munck**  
Global Sustainability Manager  
IKEA Supply Chain Operations



**Sophie Punte**  
Executive Director  
Smart Freight Centre



**Niclas Svenningsen**  
Manager, Global Climate Action  
United Nations Framework  
Convention on Climate Change  
UNFCCC

- Fast freight decarbonisation is only possible through the combination of five solutions covering the carbon content of energy, fleet energy efficiency, asset utilisation, freight transport modes and freight demand.
- The company panel, including IKEA, Procter & Gamble, DP-DHL and FM Logistic, shared their climate actions across the 5 solution areas and see collaboration as the only way to succeed, but do expect clarity from the government on the direction ahead.
- As countries update their NDCs, cities their sustainable urban freight plans, and companies their sustainable logistics roadmaps, it is critical that they use a harmonised methodology to calculate and report emissions, align their science-based targets, and coordinate the implementation of solutions and supportive policies.
- The **Coping with COP (don't cop out!)** blog by Smart Freight Centre outlines further insights about this session and upcoming initiatives for freight decarbonisation that will be developed within the Marrakech Partnership for Global Action and Race to Zero Dialogues.

## Session 7

### Catalysing immediate action in sustainable urban mobility -

### Do current opportunities help us deliver results sooner than we thought?

2 December 2020 | Led by Euroclima+ and SLOCAT | Supported by RMI and UITP

#### Session Speakers



**Lise Breuil**

Head of Mobility and Transport Division  
Agence Française de Développement AFD



**Michael Engelskirchen**  
Coordinator, Urban Mobility  
EUROCLIMA+



**Mateo Gomez**  
Associate Mobility Expert  
MobiliseYourCity  
Partnership



**Britta Gross**  
Managing Director  
for Mobility  
Rocky Mountain Institute



**Charlène Kouassi**  
Lead Development  
Observatoire des Mobilités  
Africaines



**Dr. Oliver Lah**  
Head of Research Unit, Mobility  
and International Cooperation  
Wuppertal Institute



**Mark Major**  
Senior Adviser  
SLOCAT Partnership



**Dr. Sheilah G. Napalang**  
Assistant Secretary for Planning  
and Project Development,  
Department of Transportation  
The Philippines



**Lorena Saavedra**  
Sustainable Urban  
Mobility Advisor for the  
EUROCLIMA +  
GIZ Ecuador



**Bharat Saalhotra**  
Managing Director,  
Ronmas India  
Co-Chair, FICCI Council on  
Sustainable Mobility



**Andrew Salzberg**  
Head of Policy  
Transit App



**Frederik Strompen**  
Advisor for Mobility and  
Transport Infrastructure,  
Office of the Mayor  
City of Cologne



**Philip Turner**  
Head of Sustainable  
Development Strategy  
International Association  
of Public Transport UITP



**Sasank Vemuri**  
Coordinator  
MobiliseYourCity  
Partnership



**Paola Visca**  
Economist and Consultant  
Climate Change Division  
Ministry of Housing, Land Planning  
and Environment, Uruguay

- The session produced a crowd-sourced **Sustainable Urban Mobility Resource Guide** to help centralise the multitude of tools, frameworks, and resources available to support the decarbonisation of urban mobility. Additional resources directly in the document are welcomed.
- To spur short- and medium-term actions to decarbonise urban mobility, national and local policymakers should focus on:
  - Improved coordination between national and local governments with structured discussion spaces, along with multi-stakeholder governance approaches.
  - Coordinated commitments from the national government to decarbonise urban mobility, potentially through a National Citizens Charter for Urban Mobility.
  - Incentives for low carbon and sustainable mobility and disincentives for conventional fuel-powered vehicles, such as fossil fuel taxes and differentiated vehicle taxation.
  - A clear vision for the long-term transition towards people-centred urban development, and the inclusion of more tactical urbanism, recovery of public space, and micro mobility.
  - Financial instruments and accessible finance options for sustainable mobility infrastructure and technologies.
  - Infrastructure focused on moving people and goods rather than vehicles.



## Session 8

### How to make the economics for transport decarbonisation work during this global recession?

2 December 2020 | Led by SuM4All | Supported by WRI and TDA

#### Session Speakers



**Ahmed Al Qabany**  
Manager, Climate Change Division,  
Resilience and Social  
Development Department  
Islamic Development Bank Group



**Raul Alfaro-Pelico**  
Sustainability Manager  
Acciona



**Ariel Alvarez**  
Project Manager, MOVÉS  
Project  
UN Development Programme  
UNDP Uruguay



**Tracey Crowe**  
Chief of Staff  
Sustainable Energy  
for All SEforALL



**John Graham**  
Principal Industry  
Specialist  
International Finance  
Corporation



**Suzanne Greene**  
Expert Advisor  
Smart Freight Centre and  
Global Logistics Emissions  
Council (GLEC)



**H.E. Dagwamit Moges Bekele**  
Minister of Transport  
Ethiopia



**Thoko Moyo**  
Associate Dean for  
Communications and  
Public Affairs  
Harvard Kennedy School



**Arunma Oteh**  
Executive-In-Residence  
SAID Business School,  
University of Oxford



**Michael Traver**  
Chair, OGCI Transport  
Workstream  
Aramco



**Dr. Nancy Vandycke**  
Head  
Sustainable Mobility for All  
SuM4All

- Different stakeholders discussed whether the current context was favourable to progress on decarbonisation. Practitioners took stock of policies and investments that have worked and are worth replicating.
- The session discussed the risks and opportunities for decarbonisation created by the global pandemic; and established an understanding of the most stringent policy and investment barriers to achieve the “green mobility” goal and the Paris Agreement.
- On the way to COP26, a one-year workstream to identify structured actions (policies, investments, innovative finance, and good practice examples) across the transport sector will be launched. This will deliver by COP26 a solid and evidence-based catalogue of priority actions to scale-up investments and finance for transport decarbonisation.
- Additional efforts will expand and refine the **SuM4All Global Roadmap for Action**’s list of economics and finance actions in the SuM4All Green Mobility Paper.

## Session 9

### Accelerating towards zero carbon vehicles

2 December 2020 | Led by FIA Foundation | Supported by RMI

#### Session Speakers



**Rana Adib**  
Executive Director  
REN21



**Andrés Alcalá**  
Principal Executive,  
Urban Mobility Specialist  
CAF – Development Bank of  
Latin America



**Per Als**  
Senior Transport Specialist  
European Investment Bank



**Monica Araya**  
Lead Transport  
Climate Champions Team



**Tamara Berrios**  
Country Manager  
BYD Chile



**Analisa Bevan**  
Assistant Division Chief,  
Sustainable Transportation and  
Communities Division  
California Air Resources Board



**Alan Blanco**  
Presidential  
Commissioner of  
Electric Mobility  
Republic of Costa Rica



**Gary Cook**  
Deputy Director and Joint  
Head of the Office for Zero  
Emission Vehicles  
The Office of Low Emission  
Vehicles, United Kingdom



**Rob de Jong**  
Head, Mobility Unit  
UN Environment Programme  
UNEP



**Celine Domecq**  
Director Government  
Affairs  
Volvo Cars EU



**Dr. Lew Fulton**  
Director, STEPS  
(Sustainable Transportation  
Energy Pathways)  
University of California, Davis



**Britta Gross**  
Managing Director for  
Mobility  
Rocky Mountain  
Institute



**Drew Kodjak**  
Executive Director  
International Council on  
Clean Transportation ICCT



**Rachel Muncrief**  
Deputy Director  
International Council on  
Clean Transportation



**Ryan Richards**  
Procurement Specialist  
Greentech



**Shirley Rodrigues**  
Deputy Mayor Environment  
and Energy  
London



**Daniela Soler**  
Head of Efficient  
Transportation Unit  
Ministry of Energy  
Chile



**Sheila Watson**  
Deputy Director  
FIA Foundation

- Governments must set and enforce regulations, as well as support the creation of widespread charging infrastructure.
- Important solutions already exist, with exciting examples of countries, regions, and cities taking bold action, such as the large-scale procurement of electric buses in Chile and California's zero emission vehicle mandate.
- Long-term vision combined with strong collaboration is key to switching from incremental change to a transformative, large-scale decarbonisation of vehicles.
- There needs to be greater collaboration between the transport and energy sectors, including a focus on clean renewable energy generation, grid capacity and better batteries (with less resource and supply chain impact).
- Consumer engagement is vital – it is important to tackle myths around electric vehicles but also to let people experience driving electric vehicles for themselves and see the wider community benefits for urban air pollution and noise.
- Overall, bold action and global coordination is needed to create the frameworks and support the ecosystems that will accelerate this shift. Key measures include:
  - Setting binding CO<sub>2</sub> targets for the whole fleet.
  - Eliminating fossil fuel subsidies.
  - Actively promoting electric vehicles.
  - Not forgetting to support improved fuel economy too.
  - Banning internal combustion engine vehicle sales.
  - Bringing transport and energy decarbonisation plans together.

## Session 10

### Cleaner and fitter - a healthy global transport future

3 December 2020 | Led by FIA Foundation and SLOCAT

#### Session Speakers



**Jane Burston**  
Executive Director  
Clean Air Fund



**Yoann Bernard**  
Researcher  
International Council on  
Clean Transportation ICCT



**Parthana Borthana**  
India Director  
Clean Air Asia



**Prof. Fiona Bull**  
Head of Unit, Physical Activity  
World Health Organisation  
WHO



**Maruxa Cardama**  
Secretary General  
SLOCAT Partnership



**Lee Craigie**  
Active Nation Commissioner  
Scotland



**Prof. Jonathan Grigg**  
Founding Member,  
Doctors Against Diesel  
Professor of Paediatric  
Respiratory & Environmental  
Medicine, Blizard Institute, Queen  
Mary University of London



**Carly Koinange**  
Share the Road, Global  
Programme Lead  
UN Environment  
Programme UNEP



**Clarisse Linke**  
Brazil Director  
Institute for Transportation  
and Development Policy ITDP



**Emma MacLennan**  
Founder and Director  
EASST Expertise



**Zoleka Mandela**  
Ambassador on Safe and  
Sustainable Mobility and  
Young People  
FIA Foundation



**Anumita Roy Chowdury**  
Executive Director -  
Research and Advocacy  
Centre for Science and  
Environment



**Bronwen Thornton**  
CEO, Walk 21  
Chairwoman, SLOCAT  
Partnership



**Sheila Watson**  
Deputy Director  
FIA Foundation



**Prof. Paul Wilkinson**  
Scientific Director,  
Complex Urban Systems for  
Sustainability and Health,  
London School of Hygiene &  
Tropical Medicine

- Experts working in both public health and transport find there is untapped potential to further bridge gaps between the two sectors. It is clear that transport and mobility issues can have a major impact on public health outcomes, especially in relation to air and water quality, active lifestyles, and overall community health and wellbeing.
- Better policy coherence among transport, health, and climate must be fostered.
- The co-responsibilities of decision-makers and professionals from both sectors can be better linked.
- The *Avoid-Shift-Improve* hierarchy of strategies offer a foundational framework to assess the value for money of different policy measures and investments with both human, public, and planetary health implications - especially when it comes to scaling up walking and cycling infrastructure.
- We need to improve the information, data and narratives we provide to decision-makers to help them better understand the cost of inaction on transport decarbonisation and the economies of scale for human and planetary health that result from adequate action.
- Political will and cultural and behavioural change are key in the promotion of active mobility not only as a central element of sustainable, low carbon transport, but also as a means by which to improve air quality in cities and communities, as well as encourage more active lifestyles.

## Session 11

### Closing Session - Delivering low carbon transport's contribution to the economic recovery

3 December 2020



**H.E. Jared Blumenfeld**  
Secretary for Environmental  
Protection  
California Environmental  
Protection Agency



**H.D. Edison Broce**  
Member of Parliament  
National Assembly  
Panama



**H.E. Dagwamit Moges Bekele**  
Minister of Transport  
Ethiopia



**Gonzalo Muñoz**  
UN High-Level Climate  
Action Champion  
Chile

- This is the time for international, national and sub-national regulatory and investment frameworks to enable the transformative force of passenger and freight transport decarbonisation measures, in full alignment with the objectives of the Paris Agreement.
- Transport decarbonisation offers a groundswell for the systemic transformation of our socio-economic systems. The long supply chains and demand patterns that characterise the sector have interconnected impacts that are defined by action of different levels of government and public private partnerships. The behavioural change in the use of mobility modes by each of us is also a determinant factor towards transformation.
- There must be greater attention to the specific needs of the Global South and the potential to leapfrog to zero emission transport solutions and technologies.
- The urgency of decisions for post-pandemic recovery must not derail us from achieving ambitious systemic decarbonisation, for they will determine the degree of transformation for the next decade for land transport, aviation and maritime transport. Early peak and a steep decline in greenhouse gas emissions across all transport modes is vital.
- We need clear messages and transparent monitoring mechanisms on the types of transport investments that represent the best value for money and will give us the greatest improvement in equitable access to mobility, jobs generation and reduced emissions.
- There is a need to accelerate from incremental progress to exponential progress across the *Avoid- Shift- Improve* hierarchy of strategies with balanced and intermodal approaches for both passenger and freight transport systems.
- Walking is the main mode of transportation in most of the world and the quickest and low cost to implement. Different size cities in the global North and South are developing cycling infrastructure as a response to changing mobility patterns with the pandemic and to improve safe, healthy mobility in urban centres. Non-motorised transport strategies must be harnessed towards green and equitable recovery.

## Session Speakers



**Projal Dutta**  
Chair, Sustainable  
Development Committee  
International Association of  
Public Transport UITP



**Pascal Goumault**  
Head of International  
Institutional Partnerships  
Movin' On



**Dr. Heike Henn**  
Interim Director for Climate Policy,  
Energy, Urban Development and  
Environment | Commissioner for  
Climate policy and Climate financing  
Ministry of Economic Cooperation and  
Development, Germany



**Jules Kortenhorst**  
CEO  
Rocky Mountain  
Institute



**H.E. Rachel Maclean MP**  
Minister for the Future of  
Transport and Decarbonisation  
United Kingdom



**Nanja Piek**  
Head Unit General Policy  
Sustainable Mobility  
Ministry Infrastructure and  
Water Management  
The Netherlands



**Seble Samuel**  
Co-Founder & Organiser  
Merged Le Sew, Ethiopia  
Open Streets Movement



**Heather Thompson**  
CEO  
Institute for Transportation  
and Development Policy  
ITDP



**Bronwen Thornton**  
CEO, Walk 21  
Chairwoman, SLOCAT  
Partnership

- Public transport systems worldwide are at real risk of collapse due to the impacts of the global pandemic. Leaving them to collapse during or after the pandemic without adequate financial support would have stark consequences on both decarbonisation and social equity goals.
- There is significant, unprecedented worldwide momentum around the phase out of internal combustion engines towards electrification. The UN High-Level Climate Champions are calling for a 2030 target for buses, 2035 for cars and 2040 for medium and heavy duty vehicles. The UK COP26 Presidency is leading ambitious international campaigns, including the Zero Emissions Vehicle Campaign.
- We have at hand the opportunity of maximising the transformative potential of the transport electrification revolution if we couple it with a bold focus on clean renewable energies.
- A generation of inspirational emerging and young leaders is boldly reimagining business models, investment, political leadership, knowledge generation and activism for transport decarbonisation. We must enable the scaling up of their actions.
- All actors have a contribution to make towards these efforts and must be engaged. When governments, the private sector, civil society and academia fulfil their respective roles and boldly engage collective multi-stakeholder know-how, vision and leadership, we multiply the positive impact of transport decarbonisation on people, planet, prosperity and partnerships.
- Applying multi-sectoral systemic thinking, action and partnerships - across transport, equity, health, energy, safety, job creation, women's empowerment, resilience, urban design, etc. - to address transport emissions and the resilience to global shocks and climate change of our mobility systems has a positive multiplying effect and increases return on investment.