

En Route to COP26

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

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Outcome Document

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Transport decarbonisation is essential to green equitable recovery

Accessible, efficient, green, healthy and resilient transport is as much about climate action as it is about equity and social justice. Passenger and freight transport systems support all human activity and enable access to socio-economic opportunities. Contributing one-fifth of global energy related greenhouse gas (GHG) 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. The transport sector has the challenge of catering to the fast-growing demand for mobility and freight while slashing GHG emissions, increasing climate resilience, and driving equitable prosperity. Transport decarbonisation offers a groundswell for the systemic transformation of our entire socio-economic system. The long supply chains and demand patterns that characterise the sector have interconnected impacts that are defined by the 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.



#EnRouteToCOP26

The *En Route to COP26 Outcome Document*, as well as the **materials presented at the sessions**, the **event report** and session **recordings** are available **here**.

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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.

The decisions governments and multilateral entities are making to support post-pandemic recovery will determine the degree of transformation we will achieve through the next decade. The urgency of the decisions being taken must not derail us from achieving ambitious systemic decarbonisation across land transport, shipping and aviation. We need clear messages and transparent monitoring mechanisms on the types of 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.

Applying the hierarchy of Avoid-Shift-Improve 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.

Avoiding unnecessary trips with placemaking policies based on proximity and accessibility, as well as *avoiding* motorised trips should be our first step. *Shifting* to less carbon intensive modes, from private vehicles to public transport, shared mobility, walking and cycling, water-based freight, electrified road-rail freight, cargo bikes for last mile deliveries, etc., is an imperative for transport decarbonisation. *Improving* vehicle design, energy efficiency and clean energy sources for different types of freight and passenger vehicles is key to maximising this era of electrification.

We all have a role to play. When we boldly engage our collective multi-stakeholder know-how, vision and leadership, we multiply the positive impact of transport decarbonisation on people, planet, prosperity and partnerships.

Change happens at a much wider scale when governments, the private sector, civil society and academia fulfil their respective roles and engage in radical cooperation. Applying multi-sectoral systemic thinking and action - 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. The generation of emerging and young leaders, who are boldly reimagining business models, investment, political leadership, knowledge generation and activism for transport decarbonisation must be enabled.

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).

Announcements

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.

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.

Announcements

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 (ZEZ-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**.

No-regret action recommendations for different stakeholder groups

To accelerate structural changes before COP26, we provide the following no-regret action recommendations for different stakeholder groups:



National and sub-national governments and parliamentarians

- Implement NDCs, LTS's and recovery measures that enable the full benefits of the *Avoid-Shift-Improve* hierarchy of strategies to reduce transport emissions and increase accessibility. Articulate them through meaningful dialogues and partnerships with cities, companies and citizens to sustain a just transition.
- Assess and manage the impacts, at home and abroad, of all major public policies and investments in terms of passenger and freight transport demand and emissions.
- End fossil fuel subsidies and implement meaningful carbon pricing, tax exemptions strategies and, where appropriate, the offsetting of transport emissions.
- Ensure the consistency and continuity of regulatory, investment and taxation frameworks to align public and private sectors' action with the goals of the Paris Agreement in the short-, medium- and long-term.
- Engage with sub-national governments to jointly address urban transport emissions through national and sub-national sustainable urban mobility policies, plans and investment programmes.
- Ensure legal frameworks are in place and infrastructure upgraded to facilitate massive market uptake of clean, renewable energy-based electric mobility.
- Require all major centres of transport demand to develop and implement sustainable, low carbon transport delivery and service plans.
- Implement public procurement that supports the uptake of sustainable, low carbon transport solutions.



Multilateral institutions and international financial institutions

- Implement a clear hierarchy of sustainable, low carbon passenger and freight transport priorities for all policy and investment interventions, aligned with the Paris Agreement and *Avoid-Shift-Improve* strategies.
- Invest in the scaling up of different cost-effective transport decarbonisation technologies and solutions, adapted to the realities of different geographies and contexts.
- Invest in the adaptation of sustainable, low carbon mobility systems to global shocks, extreme weather conditions and sea level rise to improve resilience and increase long-term return on investment.
- Deploy at scale education, training and research initiatives to support the just transition to sustainable, low carbon mobility.



Private sector

Cargo owners and cargo controllers

- Calculate and report on corporate climate impacts of transport and logistics operations.
- Require transport and logistics service providers to match corporate decarbonisation commitments through procurement processes.
- Work with industry partners to send a clear message to aviation and maritime operators on corporate decarbonisation expectations.
- Scale up the use of intermodal freight transport, while limiting the use of air freight until aviation emissions are declining in line with Paris Agreement objectives.

Automotive OEMs, suppliers and fleet managers

- Incorporate and optimise the potential of smaller, lighter, more efficient, low carbon vehicles to address congestion, safety and emission challenges.
- Speed up the just transition of business models compatible with mass transport electrification.
- Implement phased plans to replace fleets and optimised operations.

Aircraft manufacturers and operators

- Work with industry partners and stakeholders to set an industry-wide commitment to zero carbon aviation by 2050.
- Provide clear and comprehensive information about aviation climate impacts.



Specialised organisations and civil society organisations

- Empower change-makers with data and knowledge to support the economic viability and affordability of sustainable, low carbon passenger and freight transport approaches, aligned with the *Avoid-Shift-Improve* hierarchy of strategies. Help them understand the socio-economic and environmental costs of not curbing transport's emissions, as well as the cost reductions, for both private sector operations and public expenditure, associated with transport decarbonisation.
- Enable multi-sectoral systemic thinking and action - across transport, equity, health, energy, safety, job creation, women's empowerment, resilience, urban design, etc. - to address transport decarbonisation.
- Call out the potential induced transport demand and emissions of new investments. Propose pragmatic cost-efficient and context-adapted low carbon alternatives.
- Build the capacities of individuals and institutions towards transport decarbonisation, while proactively mapping out and engaging emerging and young transport decarbonisation leaders.



Mass media and influencers

- Engage in bold, science-based transport decarbonisation awareness raising initiatives to communicate clearly the critical contribution of transport emissions to the climate emergency.
- Support rigorous data and knowledge that highlights the positive impacts of sustainable, low carbon mobility on climate action, social justice, healthy lifestyles, air quality and road safety.
- Publish regular updates on global and national indicators that point to the interface between transport, climate and sustainability actions.
- Become ambassadors of the transport decarbonisation movement. Amplify emerging leadership from the public and private sectors and citizen movements, as well as the crucial role of multilateralism.



Citizens

- Consume locally sourced products, buy in local shops and use proximity or at-home services to avoid unnecessary transport demand.
- Act consistently to reduce the climate impact of personal transport choices. For instance: combine trips and deliveries to reduce kilometers travelled. Use public transport, walk and cycle more, join a car share club. Consider the climate impact of leisure activities. Factor in the efficiency of the vehicles used.
- Inform yourself with science-based facts about health and safety considerations associated with the use of public transport in pandemic times.
- Speak up for more efficient use of public space, infrastructure and public expenditure in your local community and in national planning.