



# COP27 Outcomes for Sustainable, Low Carbon Transport

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# COP27 Outcomes for Sustainable, Low Carbon Transport

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## About the report

The SLOCAT Report 'COP27 Outcomes for Sustainable, Low Carbon Transport' provides a critical analysis of the transport-relevant content of the Sharm el-Sheikh Implementation Plan (SHIP), the official outcome document of COP27. It also identifies open questions on the implications, signalling areas for further work on the path to COP28. Moreover, this report summarises new transport initiatives and commitments announced on the occasion of COP27 and provides key updates on the ones launched on the occasion of COP26. Finally, this report also summarises events (co) led and supported by SLOCAT at COP27, with no aspiration of honouring the multitude of transport events by SLOCAT Partners and the wider sustainable low carbon transport community.

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## Layout and Graphic Design

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## **Parties and Non-Party Stakeholders**

This report makes frequent references to ‘Parties’ and ‘non-Party Stakeholders’. The term ‘Parties’ refers to national governments that are signatories to the Paris Agreement. The term ‘**non-Party stakeholders**’ includes cities, regions and other sub-national entities; international organisations, civil society, indigenous peoples, women, youth, academic institutions, and businesses that are involved in mobilising stronger and more ambitious climate action through voluntary and collaborative actions.



COP27

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## The Good, the Bad and the Ugly of COP27

As the SLOCAT Secretariat continues reflecting on the implications of [UN Climate Change Conference 2022 \(COP27\)](#) outcomes through the lens of the urgent transformation towards sustainable, low carbon transport; we are proud to present to you our SLOCAT Report 'COP27 Outcomes for Sustainable, Low Carbon Transport'.

This report provides a critical analysis of the transport-relevant content of the Sharm el-Sheikh Implementation Plan (SHIP), the official outcome document of COP27. It also identifies open questions on the implications, signalling areas for further work on the path to COP28. Moreover, this report summarises new transport initiatives and commitments announced on the occasion of COP27 and provides key updates on the ones launched on the occasion of COP26. Finally, this report also summarises events (co)led and supported by SLOCAT at COP27, with no aspiration of honouring the multitude of transport events by SLOCAT Partners and the wider sustainable low carbon transport community.

**At the opening of COP27, the issues were stark and the stakes were high.** Coupled with the growing urgency of addressing growing emissions, there was a lack of clarity on who will pay for making the needed emission reductions and adapting to increasing climate impacts. Adding to this was the pressing issue of loss and damage of land and infrastructure assets that cannot be salvaged through resilience and adaptation strategies. All of this against the backdrop of rising prices of energy and essential goods and the call to address African and Global South priorities at the first African COP since Marrakech in 2016.

COP27 was adjourned in the morning of 20th November 2022 nearly 40 hours over schedule (an overrun exceeded only by COP25 in 2019) with mixed results to show for the time and effort. The preamble to SHIP 'stresses that the increasingly complex and challenging global geopolitical situation and its impact on the energy, food and economic situations, (...) should not be used as a pretext for de-prioritizing climate action'. **Although SHIP makes unprecedented reference to loss and damage and tipping points, and calls for broad financial system reform; it fails to strengthen ambition toward a 1.5°C target and fossil fuel phase-out.**

'Those that have contributed least to the climate crisis are being hit first and hit hardest'. [These words](#) from UN Secretary General Guterres in the opening days of COP27 underscore that **the success of an African COP must reflect African circumstances** - including energy transition strategies that clearly deliver on job creation and environmental protection, while achieving a timed phase-out of fossil fuels to reduce the risk of stranded assets.

To deliver our commitment of addressing the unique and urgent challenges of transitioning to sustainable, low carbon transport in the Global South, SLOCAT highlighted African perspectives of the [11 SLOCAT Key Transformations for Sustainable, Low Carbon Land Transport](#) and showcased case studies from the continent. Moreover, the [African Voices Towards COP27 - A Blog Series by SLOCAT](#) featured a wide range of local professionals, experts and change makers to elevate voices from African professionals seeking to tackle transport and mobility challenges with context-adapted and cost-effective solutions. Against the backdrop of [Six Actions to Enable](#)

Walking, Cycling and Public Transport for People and the Planet - A Call to Action by SLOCAT, this year's edition of SLOCAT Transport Day at COP was dedicated to the topic of enabling meaningful investment across these modes - the main mobility modes of billions of people worldwide - towards a transformative systemic shift in mobility.

**The discussions and partnering spaces of a COP outside the formal intergovernmental negotiations are equally setting agendas and sending signals to the market – in clearer and faster ways than what intergovernmental negotiations do. Multiple international multi-stakeholder initiatives on transport were announced on the occasion of COP27.** This speaks of the increased attention that transport has been gaining at COPs over the years, recognising that transport is not only about negative climate impacts but also about access to socio-economic opportunities.

At COP27, multi-stakeholder initiatives on transport featured an **unprecedented emphasis on the central role of public transport and walking and cycling in decarbonising transport and building more equitable societies.** Overall, SLOCAT welcomes this development compared to the (over) emphasis on transport electrification experienced in recent COPs. Though the launch of any international multi-stakeholder initiative in itself is no guarantee of actual change on the ground, the SLOCAT Secretariat is proud to facilitate the engagement of the global transport community in initiatives that champion systemic approaches to transport transformation across different geographies.

For Simon Stiell, UN Framework Convention on Climate Change (UNFCCC) Executive Secretary, another COP brought another round of aspiration and determination. In his own words: 'we have a series of milestones ahead. We must pull together, with resolve, through all processes, may they be national, regional, or others such as the G20. Every single milestone matters and builds momentum' (UNFCCC). For UN Secretary General Guterres: 'climate change is the defining issue of our age. Today's urgent crises cannot be an excuse for backsliding or greenwashing. If anything, they are a reason for greater urgency, stronger action and effective accountability' (New York Times).

**For all the legitimate criticisms to intergovernmental negotiation processes on climate, and their actual weaknesses** - painstakingly slow pace, insufficient political ambition, greenwashing talk shows, polluting world tour of a climate 'circus' or lack of legally binding accountability, to name a few - **the fact is that the new ways of thinking that have been catalysed by UNFCCC processes over the years have made a positive difference on the planet and people.**

When the UNFCCC was signed in 1992, it triggered a wave of national legislation and policies. In 1997, the Kyoto Protocol brought into the equation carbon markets and the crucial role of private sector investment. In 2015, the Paris Agreement inked at COP21 drew attention to the social interventions needed to secure workers' rights and livelihoods as economies shift to sustainability and climate action paradigms – the so-called just transition, which is central to the transformation of the transport sector. COP21 Paris also agreed that, to achieve the goals of the Paris Agreement, it is urgent to mobilise stronger and more ambitious climate action by all countries that are parties to the Convention, as well as by all other public and private actors. To that end, COP22 gave birth to the Marrakech Partnership for Global Climate Action, which brings together stakeholders working in key sectors and themes. Transport was recognised among the key sectors to spur enhanced climate ambition and action. SLOCAT was then officially appointed as focal point for the engagement of the transport sector and has been reappointed since. In 2021, for the first time in COP history, COP26 Glasgow made a specific call to countries to reduce the use of fossil fuels.

These are some examples on how over the past 30 years, intergovernmental climate processes have moved the needle. And here is a critical metric: the impact of these intergovernmental processes on long-term global warming. Projections for the expected long-term warming have fallen from as much as 4-6°C before the Paris Agreement was agreed, to around 1.8-2.7°C now, assuming pledges made at COPs are implemented by countries. Here is a landmark fact: From not being competitive in terms of costs with coal-, oil- and gas-generated electricity, in 2020 solar power became the cheapest source of electricity in history. This does not change the fact that any global warming projections above 1.5°C are still extremely bad news and that the need for more action remains unquestionable and urgent.

While progress on climate action at COPs is inevitably halting and hard-won, alternatives to multilateralism are even more fraught. **This is not to negate the need for the purpose of COPs to be re-examined in alignment with contemporary needs and realities. And for COP formats to be adapted accordingly. Form should follow function. As recent COPs are becoming larger exhibition spaces and gaps between formal negotiation rooms and other 'informal' spaces at COP are getting wider; it is increasingly unclear what functions the current forms of COP are following and serving.**

**In SLOCAT, we continue believing that what we do in partnership as a sustainable, low carbon transport community matters.** This means that we must work together to capitalise on the good progress made at COP27 and persevere in efforts to turn the tide on the bad and the ugly. While we await for official information about the priorities and plans of the incoming United Arab Emirates COP28 Presidency, **the preparations for the engagement of our community up to COP28 Dubai and beyond have already started at the SLOCAT Secretariat.** We are doing so **in co-creation with our Partners - in the [SLOCAT Task Force for the Transport Community Engagement in UNFCCC](#) and in the framework of the Five-year Strategy for Engagement it adopted - as well as [delivering on our role as official UNFCCC co-focal point for the engagement of the transport sector](#) in the Marrakech Partnership for Global Climate Action.**

Inspired by the actions of SLOCAT Partners on the ground, since our creation in 2009 we have been enabling collaborative knowledge and action and bringing the voice of the movement into international climate change and sustainability processes. **It would be hard to overstate the essential efforts of SLOCAT Partners and the wider global transport community in nourishing sustained engagement in international climate processes and initiatives over the years.**

**Engaging in and influencing the transport dimension of international climate processes and initiatives is not easy. It is a story of two steps forward and one step back – but there are examples of how sharing risks and multiplying efforts beyond the sum of individual parts are opening up conversations and actions that were unimaginable just a few years ago. In the SLOCAT Secretariat, we are already looking forward to bringing to COP28 policy messages, knowledge products, peer-learning spaces and networking opportunities to shape an equitable transition that activates systemic change for sustainable, low carbon transport and mobility.**

Maruxa, on behalf of the SLOCAT Secretariat Team

*Maruxa Cardama*

Secretary General - SLOCAT Partnership



## Part I. Key Takeaways

### Growing urgency

The elephant in the room at every COP is the wealth of talk and the dearth of action. At the opening plenary, UN Secretary General Guterres did not mince words about the urgency, stating ‘greenhouse gas (GHG) emissions keep growing, global temperatures keep rising, and our planet is fast approaching tipping points that will make climate chaos irreversible (...) We are on a highway to climate hell with our foot still on the accelerator’ (UN). Yet as the conference unfolded, historical impasses persisted and breakthroughs appeared elusive and hard won.

**Outcomes (or lack thereof):** The Glasgow Climate Pact’s call for Parties to submit enhanced NDCs in advance of COP27 did not materialise. The much-anticipated report from the UN High-Level Expert Group points out that the integrity of net-zero commitments by businesses, financial institutions, cities and

regions was a positive step, but hoped-for progress on low carbon pathways at COP27 stumbled, as the formal agenda did not include strategies to keep global heating below 1.5°C (Carbon Brief).

### Elusive financing streams

Over three decades, countries in the Global South - and notably small island developing states (SIDS) - have argued for funding for ‘loss and damage’ that cannot be addressed through resilience and adaptation. Recent discussions had been largely technical and were brought into focus at COP26 by a push from the G77 plus China bloc to establish a loss and damage finance facility. Though opposed last year by many Global North parties, extreme weather events in 2022 (from floods in Pakistan to drought in East Africa) changed the backdrop to the discussions.



Cairo, Egypt  
Photo by Ma'mon Yousef on Unsplash (2020)



Fort Portal, Uganda  
Photo by Random Institute on Unsplash (2019)



**Outcomes:** A historic agreement on loss and damage was a bright spot, with French President Emmanuel Macron's proposal for a summit in Paris in June 2023 to create a financing mechanism for the most vulnerable countries ([Prensa Latina](#)). Yet, UN Secretary General Guterres said, 'A fund for loss and damage is essential – but it's not an answer if the climate crisis washes a small island state off the map – or turns an entire African country to desert. The world still needs a giant leap on climate ambition' ([UN](#)). The Glasgow Climate Pact call for the Global North to double adaptation financing was rebuffed. And the continued shortfall of the annual USD 100 billion financing target for climate action remained a point of contention.

## Fossil fuels and just energy transition

The push to accelerate climate action at COP27 was not helped by the economic headwinds due to rising costs of energy, food, and other essential goods worldwide. Following Russia's invasion of Ukraine in February 2022, countries around the globe have ramped up fossil fuel infrastructure and production plans, which are projected to consume 10% of the world's remaining carbon budget if fully implemented ([Climate Action Tracker](#)). UN Secretary General Guterres underscored the implications of this short-term thinking, stating that the 'war in Ukraine has exposed the profound risks of our fossil fuel addiction' ([Carbon Brief](#)).

**Outcomes:** Building on discussion from COP26 to phase down fossil fuel subsidies and use, just energy transition emerged as a central theme of COP27. However, broad calls to strengthen language on this topic fell short. In addition, more than 600 'fossil-fuel lobbyists' were registered at COP27, representing a 25% increase over COP26 and exceeding the combined number of delegates from the world's most climate-vulnerable countries ([Corporate Accountability](#)).

## An African COP

It is critical to interrogate whether the first African COP in six years delivered on raising attention to the needs of the continent in the face of emerging threats and resource exploitation - for instance, a [recent report](#) notes that fossil fuels produced in Africa are still primarily destined for the needs of the West.

**Outcomes:** While discussion on phasing down fossil fuel again took centre stage at COP27, many African leaders see natural gas resources as a critical bridge for economic growth and energy transition. The [Just Energy Transition Partnership \(JETP\)](#) launched for South Africa at COP26 unlocked a USD 8.5 billion pledge to reduce the country's reliance on coal.

## Global stocktake on Paris Agreement implementation

COP27 hosted the second technical dialogue in the initial two-year cycle of the global stocktake on the implementation of the Paris Agreement; a process that offers a crucial venue for technical experts and civil society to join discussions among country representatives.

**Outcomes and open questions:** The second technical dialogue tackled key questions on mitigation, adaptation and means of implementation. It also foreshadowed a transition in 2023 from the technical to the political phase of the stocktake. Questions remain on how the outcomes of the technical dialogues will be incorporated into the broader COP process, and how the UAE COP28 Presidency - which sees the global stocktake as a priority - will integrate it at COP28.

## Mercurial multilateralism

Some veteran voices have raised the question of whether climate conferences are effective. Even former UNFCCC Executive Secretary Figueres expressed that important aspects of these conferences have become 'obsolete' ([Financial Times](#)). Shifting political tides may offer renewed hope for concerted climate action. In 2022, the United States of America (USA) Senate passed a historic climate change pact just six years after former President Trump pulled out of the Paris Agreement. Brazilian president-elect Luiz Inácio Lula da Silva has [pledged to end deforestation](#) and has announced plans to host COP29 in 2024 in the Amazon. Australia has also announced [a bid](#) to co-host COP31 in 2026 (with a coalition of Pacific nations), which is seen by some observers as an opportunity to revive its reputation on climate action.

**Open questions:** As recent COPs are becoming larger exhibition spaces and gaps between formal negotiation rooms and other 'informal' spaces at COP are getting wider; will there be enough political appetite and courage to re-examine the purpose of COPs and to adjust COP formats accordingly?

## Transport initiatives and commitments on the occasion of COP27

Speaking of the increased attention that transport has been gaining at COPs over the years, COP27 saw novel international multi-stakeholder initiatives on transport, as well as developments on the commitments and initiatives that were launched in 2021 on the occasion of COP26 Glasgow.

On the novel front, for instance:

- The COP27 Presidency flagship initiative [Low Carbon Transport for Urban Sustainability \(LOTUS\)](#) was announced at the COP27 Presidency's Multi-Stakeholder Forum on an Equitable Transition towards

Sustainable Urban Mobility during Solutions Day, 17 November 2022.

- The [Partnership for Active Travel and Health \(PATH\)](#) calls on governments and cities to invest in walking and cycling to achieve climate goals and improve people's lives.
- [Transport Decarbonisation Alliance's Call to Support Active Mobility Capacity Building](#) urges parties to the UNFCCC and global financial institutions to invest USD 100 million in the training of 10.000 mobility professionals in the planning, design, operations and promotion of walking and cycling.
- [The Global Commitment to strengthen international assistance for the Zero Emission Vehicle \(ZEV\)](#) transitions in the road transport sector of emerging markets and developing economies was signed by Germany, Japan, the Netherlands, South Korea, Sweden, the United Kingdom (UK) and the USA.

As regards developments on commitments and initiatives launched in 2021 on the occasion of COP26 Glasgow, for example:

- The [Global Memorandum of Understanding on Zero Emission Medium- and Heavy-Duty Vehicles \(MHDV\)](#), with a goal of 100% new zero-emission sales by 2040, was newly signed by Aruba, Belgium, Croatia, Curaçao, Dominican Republic, Ireland, Liechtenstein, Lithuania, the USA and Ukraine.
- The [Accelerating to Zero Coalition \(A2Z\)](#), originally launched at COP26 as 'Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans', now has over 220 signatories, including 40 country signatories.



Part II.

# Key COP27 Outcomes for Transport

## Just Energy Transition

**Fossil fuels phase-down** - In the [COP26 Glasgow Pact](#), parties coalesced on a historic call to 'phase down **unabated** coal power and phase-out inefficient fossil fuel subsidies'. The first week of COP27 saw the [World Leaders Summit](#) convening six high-level roundtables on themes including food security, vulnerable communities, and just transition ([UNFCCC](#)). Yet countervailing forces were formidable, with the Corporate Accountability campaign group noting that 'COP27 looks like a fossil fuel industry trade show' ([Forbes](#)).

India [reiterated](#) its view that phase-out should extend to **all fossil fuels, not just coal**; a position that ultimately gained support from about 80 countries including major fossil producers like Australia, Canada and the USA ([Carbon Brief](#)). African negotiators avoided a firm stance on phasing out fossil fuels, with Ghana's envoy to the Climate Vulnerable Forum stating that 'renewable energies remain the best option', while acknowledging that oil and gas are essential inputs to the country's petrochemical industry ([Climate Home News](#)).

Fossil fuel phasedown was **absent** in successive drafts of SHIP. The **final language** calls on parties 'to accelerate the development, deployment and dissemination of technologies' (shorthand for carbon capture and storage) and to 'transition towards low-emission energy systems', a vague term that justifies a longer life for natural gas as a bridge fuel with limited emission reduction potential ([Decision -/CP.27 Paragraph 13](#)).

The [African Group](#) described the COP27 outcome as 'ambitious and balanced', with many African countries asserting that gas is a key bridge to renewable power. The [African Climate Foundation](#) noted that 'the biggest challenge in meeting the emissions target at this point is not the Global South'. At the same time, African civil society groups railed against oil and gas projects and investments that would lock their countries into high-emissions futures with significant health and environment impacts ([Chatham House](#)).



Coal-fired power plant in South Africa  
Photo from Gavin Fordham



Bus rapid transit (BRT) in Bogotá, Colombia  
Photo by Volvo Buses

**Just transition work programme** - SHIP established a just transition work programme, with details to be discussed at the next Bonn intersessional meeting in June 2023. The [International Trade Union Confederation](#) welcomed the work programme as a major step forward, noting that ‘the transition plans need to include both climate and employment plans (...) otherwise we risk opposition from people not involved in making it happen’ ([Carbon Brief](#)).

On the other side of the coin, **if fossil-fuel lobbyists at COP27 formed a country delegation, they would be the second-largest at the summit behind the United Arab Emirates (UAE), the incoming COP28 Presidency** - according to a [report](#) which also classified 70 of the UAE’s delegation as fossil-fuel lobbyists. In response to the ever-growing number of lobbyists crowding the proceedings, Public Participation Africa [told BBC News](#), ‘if you want to address malaria, you don’t invite the mosquitoes’ ([Forbes](#)).

**Just Energy Transition Partnerships (JETPs)** were launched at COP26 as a new mechanism to help emerging economies (starting with [South Africa](#)) to accelerate the shift from fossil fuels to clean energy sources. Building upon this, a USD 20 billion JETP for Indonesia was launched at the G20 summit that took place during COP27 dates. This was also coupled with a USD 700 million agreement to support the [development of climate-conscious transport infrastructure](#) in five Indonesian provinces. JETPs also found their way into [SHIP](#) as an example of a ‘cooperative action’ for cutting emissions (Paragraph 8, [Decision -/CP.27](#)), with proposed JETPs for India, Senegal, and Vietnam currently under consideration ([CSIS](#)).

**Multi-country initiatives** - In a growing COP trend, a number of parties took action to phase out fossil fuels through initiatives beyond formal negotiation processes. Costa Rica and Denmark are co-leads of the [Beyond Oil and Gas Alliance \(BOGA\)](#), an initiative launched at COP26 which commits to a ‘managed phase-out’ of oil and gas to meet Paris targets. At COP27, Portugal and Washington State in the USA joined a group of eight countries and subnational regions as core members of BOGA.

At COP27, Tuvalu and Vanuatu endorsed the [Fossil Fuel Non-Proliferation Treaty](#), which aims to precipitate a global phase-out of fossil fuels so as to manage fossil fuels as nuclear weapons, ozone-depleting chemicals and landmines treaties do. Tuvalu’s endorsement builds further support for the treaty, which has been endorsed by the World Health Organisation (WHO) and the European Parliament. WHO Director-General Ghebreyesus underscored the gravity of continued progress on this global phase-out, [tweeting](#) that ‘lives will continue to be lost until fossil fuel addiction is taken care of’.

**Youth action** - Young people made their voices heard through the first-ever youth-led Climate Forum ([UNFCCC](#)). They called for leaders to commit to ending production and use of fossil fuels, noting: ‘leaders from global-north countries responsible for the vast amount of emissions heating our planet are already breaking promises made just months ago at COP26’ ([Carbon Brief](#)).

## Key language in the COP27 outcome text

Decision -/CP.27

**Paragraph 8.** *Emphasises the urgent need for immediate, deep, rapid and sustained reductions in global greenhouse gas emissions by Parties across all applicable sectors, including through increase in low-emission and renewable energy, just energy transition partnerships and other cooperative actions.*

**Paragraph 9.** *Recognizes that the unprecedented global energy crisis underlines the urgency to rapidly transform energy systems to be more secure, reliable, and resilient, including by accelerating clean and just transitions to renewable energy during this critical decade of action. Paragraph 10.* *Stresses the importance of enhancing a clean energy mix, including low-emission and renewable energy, at all levels as part of diversifying energy mixes and systems, in line with national circumstances and recognizing the need for support towards just transitions.*

**Paragraph 13.** *Calls upon Parties to accelerate the development, deployment and dissemination of technologies, and the adoption of policies, to transition towards low-emission energy systems, including by rapidly scaling up the deployment of clean power generation and energy efficiency measures, including accelerating efforts towards the phasedown of unabated coal power and phase-out of inefficient fossil fuel subsidies, while providing targeted support to the poorest and most vulnerable in line with national circumstances and recognizing the need for support towards a just transition.*

## Open questions on just transport-energy transition

- How can the holdouts on a decision to phase out all fossil fuels be incentivised to sign on (e.g. through explicit mention of bridge technologies that can be 'phased out' in future decisions)?
- How can natural gas resources be used as a bridge toward renewable energy economies (e.g. to power emerging hydrogen economies) rather than a road to stranded assets and carbon lock-in?
- How can sustainable low-carbon transport solutions be leveraged to diversify energy sources in proposed JETPs (e.g. electrification of 2/3-wheelers in India, hydrogen economy in Senegal)?
- How can G7, G20 and COP processes be more closely coordinated with regard to sustainable low-carbon transport commitments and mobilisation of finance to support these commitments?

## Selected SLOCAT knowledge products and engagement processes



- [SLOCAT Transport and Climate Change Global Status Report - 2nd edition](#), particularly [Section 3.9 Renewable Energy in Transport](#).
- [Transport-energy summary analysis](#) and [country factsheets](#), which investigate how the transport and energy sectors can work together to make the shift to phase out fossil fuels and scale up renewables.

# Mitigation Ambitions

**Lagging updates and targets** - The [COP26 Glasgow Pact](#) asked parties to 'revisit and strengthen' their pledges by the end of 2022, with the mitigation work programme intended to raise ambition and enable action. A [UNFCCC](#) synthesis report released in September 2022 found that ambition in second-generation NDCs indicates an increase of GHG emissions of around 11% by 2030 with a projected temperature increase of around 2.5 °C. Yet, by the final day of COP27, only 30 countries (responsible for 20% of global emissions) had delivered revised NDCs. [India](#) called the failure of developed countries to meet 2020 emissions targets, an 'unjust transfer of mitigation burden'.

In the face of lagging updates and targets in second-generation NDCs, SHIP simply 'recalls' the Glasgow Pact request without asking for stronger pledges. It also omits a call for global emissions to peak by 2025 at the latest to stay within the 1.5°C target ([Carbon Brief/ IPCC AR6](#)). This sums up what was **a challenging negotiation around the maintenance of the fundamental 1.5°C target set in the Paris Agreement** ([Climate Action Tracker](#)).

An early COP27 draft negotiation text called for '2030 emissions gaps for specific sectors' or 'definition of sectoral standards and benchmarks' to be included in the mitigation work programme. The **final text** was streamlined to reference the **'thematic areas'** from Working Group III of the IPCC's AR6, which identifies strategies for cutting emissions in sectors including buildings and transport, among others. The text calls for the **mitigation work programme to continue until 2030 and be linked to COP decisions in 2024, 2026 and 2029**. This approach is endorsed by the Marshall Islands-led [High Ambition Coalition](#) (which has been called by CNN 'the Justice League of Climate Diplomacy') as adding accountability to the process, in what UNFCCC Executive Secretary Stiell called 'a critical decade for climate action'.

**UN Secretary General Guterres was blunt in his assessment of mitigation ambition:** 'Let's tell it like it is. Using bogus 'net-zero' pledges to cover up massive fossil fuel expansion is (...) rank deception. This toxic cover-up could push our world over the climate cliff. The sham must end'. ([Carbon Brief](#)).

**Transport dimension of updated climate strategies - Second-generation NDCs** submitted in 2022 fill significant gaps in the coverage of transport CO<sub>2</sub> emissions. Countries with second-generation NDCs represent 95% of total transport CO<sub>2</sub> emissions (excluding international aviation and maritime transport), up from 73% at the end of 2021. A higher share of low-income countries than middle-income countries have submitted second-generation NDCs.

Major emitters that have submitted enhanced NDCs in 2022 include Australia, Indonesia, the UAE and the UK. These revisions focus on enhancing economy-wide GHG mitigation targets and do not make significant changes to transport content. **23 second-generation NDCs have a transport GHG mitigation target, with Dominica, Egypt, El Salvador, Uganda and the UAE joining this list in 2022.**

**International aviation and maritime transport updates** - At its [41st Assembly](#) in October 2022, member states of the [International Civil Aviation Organisation \(ICAO\)](#) adopted a long-term global aspirational goal of net-zero carbon emissions by 2050. The goal is being criticised for its lack of binding commitments and interim targets for countries, and thus its failure to create any incentives to act on this goal ([Stay Grounded](#)). [ICAO's submission](#) to the 57th Subsidiary Body for Scientific and Technological Advice (SBSTA 57) - a UNFCCC session which took place in parallel to COP27 - includes the 2050 aspirational goal in support of the Paris Agreement.

Similarly, the [International Maritime Organisation \(IMO\)](#) provided a [submission](#) to SBSTA 57. This submission echoes the initial IMO Strategy on reduction of GHG emissions from ships and points to the development of a revised IMO Strategy with increased ambition for mid-2023.

**Anti-greenwashing report** - In March 2022, UN Secretary General Guterres launched

the [High-Level Expert Group on Net-Zero Commitments](#) as an 'anti-greenwashing' group tasked with producing recommendations to ensure the legitimacy of net-zero emissions pledges from industry, financial institutions, cities and regions ([Decision -/CP.27](#), Paragraph 60). The Expert Group launched its [report](#) at COP27 to ensure credible net-zero pledges, and scrutinise both fossil-fuel producers and the oil companies that support them.

## Key language in the COP27 outcome text

Decision -/CP.27

**Paragraph 4.** Reiterates that impacts of climate change will be much lower at the temperature increase of 1.5 °C compared with 2 °C and resolves to pursue further efforts to limit the increase to 1.5 °C.

**Paragraph 5.** Recognizes the impact of climate change on the cryosphere and the need for further understanding of these impacts, including of tipping points.

**Paragraph 11.** Recognizes that limiting global warming to 1.5 °C requires rapid, deep and sustained reductions in global greenhouse gas emissions of 43 per cent by 2030 relative to the 2019 level.

**Paragraph 60.** Welcomes the recommendations of the High-Level Expert Group on the Net-Zero Emissions Commitments of Non-State Entities, launched by the United Nations Secretary General in March 2022, which are designed to enhance transparency and accountability related to, and progress in achieving, the climate pledges of businesses, investors, cities and regions.

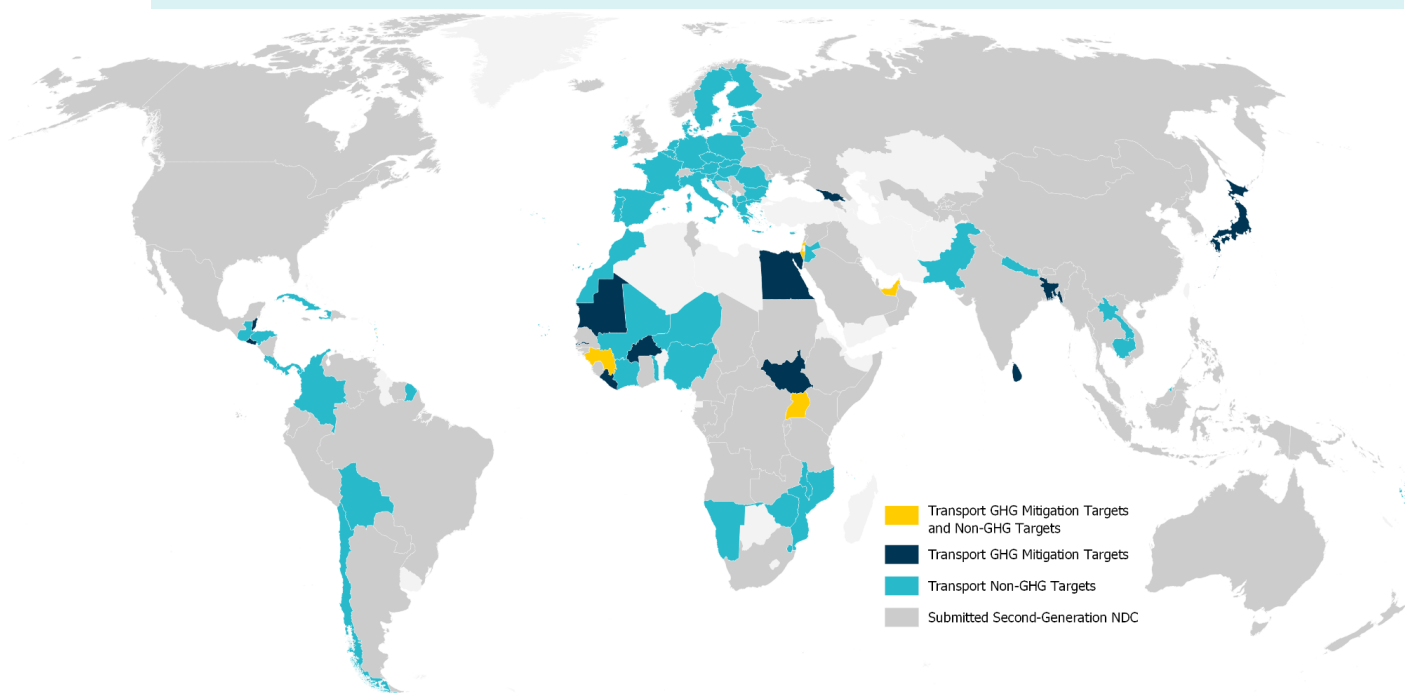


Figure 1. Countries with transport targets in NDCs as of 15 September 2022 - 'Non-GHG targets' refer to any targets other than explicit reduction of transport GHG emissions (e.g. 'deployment of 1.000 electric buses by 2030').

## Open questions on mitigation ambition

- What actions are needed for parties (especially middle-income parties) to integrate more and better transport and energy commitments in next-generation NDCs and Long-Term Strategies?
- How can transport 'non-GHG' targets (e.g. electric bus deployment) be used as a pathway towards quantified targets on transport GHG emission reductions?
- How can the UNFCCC further enable non-party stakeholders to support and accelerate initial discussions on sectoral mitigation strategies?
- How can sustainable transport commitments from non-party stakeholders be scaled up within the UNFCCC process?

## SLOCAT knowledge products and engagement processes



- [SLOCAT Transport and Climate Change Global Status Report - 2nd edition](#), particularly Section 3.1 National Policy Frameworks for Transport and Climate Change.
- [Climate Strategies for Transport: An Analysis of Nationally Determined Contributions and Long-Term Strategies](#), Regional infographics on NDCs and Long-Term Strategies
- [The NDCs Hall of Fame by SLOCAT](#).
- [Analysis of climate strategies and policy coherence in Latin America and the Caribbean](#) (by SLOCAT under the auspices of the EUROCLIMA+ programme).
- [Voices from Latin America and the Caribbean on Transport Climate Action](#) (by SLOCAT and the EUROCLIMA+ programme).
- [National Urban Mobility Policies and Investment Programmes in support of Climate Commitments in Latin America and the Caribbean](#) (by SLOCAT, the EUROCLIMA+ programme and MobiliseYourCity).

## Finance

COP27 began with an unfortunate though familiar refrain: the continued failure of countries from the Global North to deliver on [the target agreed in 2009](#) to provide USD 100 billion annually by 2020 for climate action in the Global South. Starting from this low perch, the stakes were high for the Global North to live up to historical commitments and to restore faith in present and future discussions of climate finance.

**Loss and damage facility** - Loss and damage was added to the COP 27 agenda after 40 hours of wrangling in the opening weekend - preceded by three decades of pushing from small island states and other Global South entities. The final compromise agreement to create a loss and damage facility captured

in SHIP ([Decision -/CP.27](#) Paragraphs 23-24) is a **historic event. However, key details on funding sources and timelines remain open to debate** (UNFCCC).

One proposal advanced by SIDS leaders (including Barbados Prime Minister Mia Mottley) and UN Secretary General Guterres is to fund the loss and damage facility through a 10% windfall tax on fossil fuel company profits. An analysis estimates such a tax would have raised USD 24 billion through September 2022 and USD 31 billion by the end of 2022. Nabeel Munir, chief negotiator for the G77 plus China bloc said: 'loss and damage is not charity, it's climate justice' ([Carbon Brief](#)).



**Adaptation funding** - The global goal on adaptation was established in Article 7 of the Paris Agreement, and a two-year work programme was launched at COP26 Glasgow to operationalise and track progress toward this goal. COP27 saw parties taking further steps toward this goal. A draft negotiating text called for a roadmap to double adaptation funding as requested by the [African Group](#). The final text, however, waters this down to a **request for a report** on the topic from the Standing Committee on Finance ([Carbon Brief](#)). In parallel, the [Global Shield against Climate Risks](#) was launched at COP27 by the Group of 7 and 'the Vulnerable Twenty' nations. The Global Shield, which is intended to protect vulnerable economies from disaster risk, was established with initial commitments topping USD 200 million for implementation to begin rapidly in Bangladesh, Costa Rica, Fiji, Pakistan, the Philippines and Senegal ([The National](#)).

**Operationalising Article 6** - Article 6 of the Paris Agreement was further defined during completion of the so-called 'Paris Rulebook' at COP26. Discussions at COP27 hammered out the following further details:

- **Article 6.2** defines the 'internationally traded mitigation outcomes' that can be bought and sold among parties to meet Paris Agreement targets. The COP27 text asks the UNFCCC's technical body to develop rules to govern confidentiality in reporting, and to create a centralised platform for trading carbon credits. In this way, Switzerland has made agreements to fund transport electrification projects in [Dominica](#) and [Ghana](#) to meet its own mitigation targets.
- **Article 6.4** sets the creation of a new international carbon market to sell emission offsets to be used toward meeting national climate goals. COP27 helped to close a COP26 loophole on double-counting by naming these units 'mitigation contribution emission reductions' which can only be used towards 'host country targets' ([Carbon Market Watch](#)).

- **Article 6.8** focuses on non-market approaches to funding climate projects, which include the [Adaptation Benefit Mechanism](#) and the [Cleaner Energy Future Initiative for ASEAN](#). The COP27 text builds on a COP26 commitment to put findings into practice, including a voluntary web portal to match projects with funders, representing a potential funding channel for sustainable mobility projects ([Carbon Brief](#)).

**Reforms to an outdated international financial system** - COP27 echoed growing calls to reform the international financial system to channel more funding toward climate projects ([Decision -/CP.27](#), Paragraphs 37-38). These discussions include rising pressure on multilateral development banks (MDBs) and the nations that act as their shareholders to implement reforms with the aim of 'substantially increasing climate finance' ([Carbon Brief](#)). Antigua & Barbuda (on behalf of the [Alliance of Small Island States](#)) amplified the need for such financial reforms, noting that 'Our financial system has been built around the fossil fuel industry, and it is cheaper to destroy the planet than to save it' ([Earth Negotiations Bulletin](#)).

**Post-2025 climate financing target** - One of the most challenging tasks at COP27 was to develop a post-2025 climate financing target - to succeed the still-unfunded USD 100 billion goal - based on a comprehensive assessment of needs in the Global South. Ultimately, however, no major outcomes on this topic were reflected in SHIP. An initial technical expert meeting in March 2022 estimated a range of USD 1-2 trillion annually. Another [report](#) released during COP27 by a UN expert group on climate finance projected a target of USD 2.4 trillion per year for Global South parties ([Carbon Brief](#)). These discussions underscore the need to scale up climate finance by an order of magnitude and complement long-standing projections for the need to scale up funding for sustainable transport. According to an [analysis by the World Resources](#)

Institute (WRI), investment - both public and private - is concentrated in a few countries, led by the USA and Japan. This reflects the need to increase private participation to bridge the funding gap and shift investment toward low-carbon transport. It also highlights that further analysis is needed to understand cost-efficient policies and instruments to attract

and leverage private investment. In the words of Barbados Prime Minister Mia Mottley: 'we were the ones whose blood, sweat and tears financed the industrial revolution' and it is 'fundamentally unfair to pay the cost of emissions as well' (Carbon Brief).

## Key language in the COP27 outcome text

### Decision -/CP.27

**Paragraph 17.** Notes with serious concern the existing gap between current levels of adaptation and levels needed to respond to the adverse effect of climate change in line with findings from the contribution of Working Group II to the Intergovernmental Panel on Climate Change Sixth Assessment Report.

**Paragraph 19.** [U]rges developed country Parties to urgently and significantly scale up their provision of climate finance, technology transfer and capacity-building for adaptation so as to respond to the needs of developing country Parties as part of a global effort, including for the formulation and implementation of national adaptation plans and adaptation communications.

**Paragraph 20.** Highlights the role of the Least Developed Countries Fund and the Special Climate Change Fund in supporting actions by developing countries to address climate change, welcomes the pledges made to the two Funds and invites developed countries to further contribute to the two Funds.

**Paragraph 23.** Expresses deep concern regarding the significant financial costs associated with loss and damage for developing countries, resulting in a growing debt burden and impairing the realisation of the Sustainable Development Goals.

**Paragraph 24.** Welcomes the consideration, for the first time, of matters relating to funding arrangements responding to loss and damage associated with the adverse effects of climate change, including a focus on addressing loss and damage... and also welcomes the adoption of decisions ... on matters relating to funding arrangements responding to loss and damage associated with the adverse effects of climate change.

**Paragraph 30.** Highlights that about USD 4 trillion per year needs to be invested in renewable energy up until 2030 to be able to reach net zero emissions by 2050, and that, furthermore, a global transformation to a low-carbon economy is expected to require investment of at least USD 4–6 trillion per year.

**Paragraph 31.** Also highlights that delivering such funding will require a transformation of the financial system and its structures and processes, engaging governments, central banks, commercial banks, institutional investors and other financial actors.

**Paragraph 33.** Expresses serious concern that the goal of developed country Parties to mobilise jointly USD 100 billion per year by 2020 in the context of meaningful mitigation action and

transparency on implementation has not yet been met and urges developed country Parties to meet the goal.

**Paragraph 37.** Calls on the shareholders of multilateral development banks [(MDBs)] and international financial institutions to reform [MDB] practices and priorities, align and scale up funding, ensure simplified access and mobilise climate finance from various sources, and encourages [MDBs] to define a new vision and commensurate operational model, channels and instruments that are fit for the purpose of adequately addressing the global climate emergency, including deploying a full suite of instruments, from grants to guarantees and non-debt instruments, taking into account debt burdens, and to address risk appetite, with a view to substantially increasing climate finance.

**Paragraph 38.** Calls on multilateral development banks to contribute to significantly increasing climate ambition using the breadth of their policy and financial instruments for greater results, including on private capital mobilisation, and to ensure higher financial efficiency and maximise use of existing concessional and risk capital vehicles to drive innovation and accelerate impact.

## Open questions on finance

- How can the international community overcome the legal, financial and political hurdles to implement a tax on oil and gas company profits to fund the loss and damage finance facility?
- How to expand the assessments of finance needs for adaptation of transport infrastructure, as described in the UN Disaster Risk Reduction [Midterm Review of the Sendai Framework](#)?
- How to focus and scale up Paris alignment processes by multilateral development banks to create meaningful emission reductions, while meeting the needs and requests of recipient countries?
- How can Article 6 be used to fund sustainable low-carbon transport programmes (e.g. with cooperation between Switzerland and [Dominica/Ghana](#) as a blueprint for transport electrification)?

## SLOCAT knowledge products and engagement processes



- [SLOCAT Transport and Climate Change Global Status Report - 2nd edition](#), particularly [Section 4 Financing Climate Action in Transport](#).
- A SLOCAT Task Force of partners developed a [submission](#) on behalf of the SLOCAT Partnership to the open stakeholder engagement consultation towards the [European Investment Bank Climate Roadmap 2021-2025](#).
- The SLOCAT Secretariat represented the transport sector at the [7th Session of the Global Platform for Disaster Risk Reduction](#) in Indonesia in May 2022.
- [TUMI Finance Fundamentals for the Decarbonisation of the Transport Sector](#), with contributions from SLOCAT.

# Global Stocktake on the Implementation of the Paris Agreement

The global stocktake was established as a central element of the Paris Agreement that is intended to take a ‘temperature check’ of progress on a five-year cycle. The stocktake is a key element of the **ratchet mechanism** which is intended to incrementally raise ambition on mitigation, adaptation and means of implementation to meet Paris Agreement targets.

At the close of the technical dialogue at COP27, UNFCCC Executive Secretary Stiell underscored that ‘the global stocktake is an ambition exercise. It’s an accountability exercise. It’s an acceleration exercise (...) It’s an exercise that is intended to make sure every Party is holding up their end of the bargain, [and] knows (...) how rapidly they need to move to fulfil the goals of the Paris Agreement’ (UNFCCC).

The first global stocktake operates on a two-year cycle, consisting of an 18-month technical phase which kicked off in 2022, which is to be followed by a political phase in 2023. During the first week of COP27, parties and non-party stakeholders continued discussions at the second technical dialogue of the first global stocktake.

**Technical dialogues** - A core component of this initial phase is a series of technical dialogues, which are intended to complement formal negotiations through a series of informal roundtable discussions and world cafe sessions among countries, climate experts and civil society members. Dialogue participants are invited to share experiences and challenges to action in the areas of mitigation, adaptation and means of implementation.

The **second technical dialogue** at COP27 provided structured roundtable discussions which included breakout groups to address a set of detailed discussion questions (UNFCCC, Appendix I). Transport issues were discussed in the ‘systems transformations’ segment at a

dedicated table entitled ‘How do we transform transport systems?’ which was facilitated by Dr. Peter Newman (Professor of Sustainability at Curtin University) and Mr. Nguyen Minh Quang (UNFCCC). Unfortunately, the policy of inclusion of non-party stakeholders in these dialogues also allowed for the participation of fossil fuel lobbyists, which resulted in amplified calls to include strategies such as carbon capture and storage in outcome documents. These strategies are seen by many experts as a **‘false solution’** to meeting Paris Agreement targets.

**Independent global stocktake** - With the process of the official global stocktake still taking shape and its impact yet to be determined, a complementary avenue to take stock has been established in the **Independent Global Stocktake (iGST)**. Established in 2020 and endorsed by former UNFCCC Executive Secretary Figueres, the iGST consists of a coalition of civil society analysts and advocates aiming to provide technical capacity and expertise to help the UNFCCC create a more robust global stocktake that empowers countries to accelerate climate action. The iGST has provided research to support the official stocktake around four working groups addressing mitigation, adaptation, finance and equity. At COP27, the iGST joined forces with the **Climate Action Network (CAN)** to coordinate the informal global stocktake process on behalf of civil society actors. UNFCCC Executive Secretary Stiell said: ‘a significant part of this exercise is about identifying opportunities for action (...) and incorporating what those outside the process are doing as well. It’s about ‘where do we stand’ in order to inform ‘here’s where we should go next’.

**Call for submissions and upcoming workshop** - SHIP invites parties and non-parties to submit **by 15 February 2023** recommendations on how outputs of the

**first global stocktake should be taken forward.** This call for submissions is to be followed in **April 2023** by a **consultation** on the stocktake process and in **October 2023** by an **in-person workshop**. Parties are also encouraged to ‘hold events, at the local, national, regional and international level, (...) in support of the global stocktake’ ([Carbon Brief](#)).

**Climate ambition summit and COP28** - SHIP welcomes the UN Secretary General’s offer to convene a ‘climate ambition summit’ before

the conclusion of the first global stocktake at COP28 ([Decision -/CMA.4](#), Paragraph 78). The ‘political outcome’ of the stocktake is expected to be a key deliverable from COP28, and the incoming UAE COP Presidency is slated to report on its planned approach at the Bonn intersessional in June 2023. At COP27, said policy advisor Arthur Wynn, ‘The UAE shared little vision on how to move the global stocktake from technical to political phase in 2023’ ([Carbon Brief](#)).

## Key language in the COP27 outcome text

### Decision -/CP.27

**Paragraph 41.** Acknowledges the findings in the final report on the first periodic assessment of the effectiveness and adequacy of the support provided to the Technology Mechanism in supporting the implementation of the Paris Agreement and decides that the main challenges identified therein should be considered under the global stocktake’.

**Paragraph (44i).** Notes the importance of the periodic review of the long-term global goal under the Convention and welcomes the adoption of decision -/CP.27,27 on the second periodic review of the long-term global goal under the Convention and of overall progress towards achieving it (from Section XII. Taking Stock, between paragraph 44 and 45).

### Decision -/CMA.4

**Paragraph 75.** Emphasises that the outcome of the first global stocktake shall inform Parties in updating and enhancing, in a nationally determined manner, their actions and support in accordance with the relevant provisions of the Paris Agreement, as well as in enhancing international cooperation on climate action.

**Paragraph 76.** Urges all stakeholders involved in the first global stocktake to focus on achieving the outcome referred to in Article 14, paragraph 3, of the Paris Agreement.

**Paragraph 77.** Welcomes the invitation of the United Nations Secretary-General to convene a climate ambition summit in 2023 ahead of the conclusion of the first global stocktake at the twenty-eighth session of the Conference of the Parties and the fifth session of the Conference of the Parties serving as the meeting of the Parties to the Paris Agreement (November–December 2023).

## Open questions

- How can attention to transport and other sectoral strategies be increased in the global stocktake?
- How can the participation of non-party stakeholders contributing transport expertise in the global stocktake be enabled without leading to undue influence of industry lobbyists?
- How can the formal UNFCCC global stocktake fully leverage the analytical rigour and action-oriented outputs of the iGST?
- How to effectively include sustainable transport in the transition of the global stocktake from its technical phase to a political process (e.g. linking low-carbon pathways to country commitments)?

## SLOCAT knowledge products and engagement processes



- SLOCAT [Transport and Climate Change Global Status Report - 2nd edition](#), particularly [Section 2.3: Low-Carbon Transport Pathways](#) and [Section 3: Responses to Address Climate Change in the Transport Sector](#).
- SLOCAT [first submission](#) to the first global stocktake, reflecting key trends and details on the state of the transport sector and its GHG emissions.
- SLOCAT [second submission](#) to the first global stocktake, summarising interventions in June 2022 at a roundtable on finance flows, technology and capacity building needs under the First Technical Dialogue.
- SLOCAT engagement in [side event](#) on an inclusive global stocktake organised by IDDRI, the Health and Climate Network, Global Climate and Health Alliance and the Carbon Disclosure Project (June 2022).



Part III.

## Transport Commitments and Initiative

The discussions and partnering spaces of a COP outside the formal intergovernmental negotiations are setting agendas and sending market signals in clearer and faster ways than intergovernmental negotiations. Multiple international multi-stakeholder initiatives

stem from annual climate summits and highlight the increased attention transport has gained at COPs over the years. These initiatives recognise that transport can reduce negative climate impacts and increase access to economic opportunities.



Lima, Peru

Photo by Alexandra Tran on Unsplash (2022)

### Novel Commitments and Initiatives Launched on the Occasion of COP27

**COP27 Presidency initiative on urban sustainability** - As part of its 14 flagship initiatives, the Egyptian COP27 Presidency launched the **Low Carbon Transport for Urban Sustainability (LOTUS)** initiative on Solutions Day, 17 November 2022. LOTUS aims to activate systemic change to improve and decarbonise the urban mobility landscape. Responding to the urgent need and willingness to move away from the legacy 'mode-first' mindset, this approach seeks

to allow existing efforts to be scaled and replicated across modes and geographies. The COP27 Presidency proposes the following three action areas, each with the following entities having expressed interest in providing a leading role:

- **Scale up investment for e-vehicles and sustainable mobility infrastructure** - led by [Institute for Transportation and Development Policy \(ITDP\)](#), [WRI](#) and [Smart Freight Centre](#)

- **Empower and invest in informal transportation to decarbonize, mobilise towards SDG 11 – Sustainable cities and communities, achieve climate resilience, and develop a global agenda for a just transition and transformation** - led by [Global Partnership for Informal Transportation \(GPIT\)](#)
- **Build capacity to develop integrated, multimodal policy frameworks in low and middle-income countries** - led by [International Association of Public Transport \(UITP\)](#), the [International Union of Railways \(UIC\)](#) and [Walk21](#)

Visit the [Trello board](#) for more background information about the collaborative multi-stakeholder consultation process under the leadership of the Egyptian COP27 Presidency, with support on facilitation from the SLOCAT Secretariat and the Boston Consulting Group. To participate in LOTUS, all parties and stakeholders are kindly invited to express their interest by filling in this [registration form](#).

[Official website](#) | [Press release](#)

Additionally, on the occasion of COP27, the following transport commitments, initiatives and campaigns emerged:

- [Green Shipping Challenge at COP27](#): Countries, ports and companies made more than 40 announcements under the Green Shipping Challenge at COP27. For example, the Netherlands with Norway, the UK and the USA will establish green shipping corridors.
- [Partnership for Active Travel and Health \(PATH\)](#): PATH appeals to national and city governments to commit to prioritising investment in walking and cycling. This is to be done through NDCs and concrete actions for infrastructure, campaigns, land use planning, integration with public transport and capacity building. PATH's campaign at COP27 saw the letter to governments signed by more than 400 civil society organisations from around the world.
- [Transport Decarbonization Alliance \(TDA\) Call to Support Active Mobility Capacity Building](#): To build a local knowledge base and create a pipeline of projects to ensure sustained, high quality investment in active mobility at a global scale, the TDA calls on all parties to the UNFCCC and global financial institutions to invest USD 100 million to train 10.000 mobility professionals in the planning, design, operations and promotion of walking and cycling.



## Progress Toward Commitments and Initiatives Launched on the Occasion of COP26

COP26 Glasgow saw an unprecedented number of commitments and initiatives on sustainable, low carbon transport. Several of these initiatives expanded scope and/or signatories during COP27. The following table shows the evolution of these commitments from COP26 to COP27.

Overall, the number of signatories to COP26 commitments has generally increased since their launch in November 2021. Only the aviation-related commitment and the Global MoU have gained a substantial number of new country signatories, whereas few new countries have joined COP26 commitments on zero-emission vehicles and green shipping corridors.

*Based on publicly available online information as of 14 December 2022*

	Number of total signatories at COP26 in Nov. 2021	Number of total signatories as of 14 Dec. 2022	New country signatories since COP26 as of 14 Dec. 2022	Other updates
<a href="#">Accelerating to Zero Coalition (A2Z)</a> <a href="#">Accelerating to Zero Coalition (A2Z)</a>	178 signatories	221 total signatories, (40 country signatories)	2: Greece and Spain	Previously named 'Declaration on Accelerating the Transition to 100% Zero Emission Cars and Vans'.
<a href="#">Breakthrough Agenda on Transport</a>	33 signatories	33 signatories (all countries)	No new signatories	Previously named 'Breakthrough Agenda on Road Transport'. The scope has been widened from road transport to include aviation and shipping. In 2022 focus has been on implementation.
<a href="#">Clydebank Declaration for Green Shipping Corridors</a>	22 signatories	24 signatories (all countries)	2: Palau and Singapore	No update since April 2022.

	Number of total signatories at COP26 in Nov. 2021	Number of total signatories as of 14 Dec. 2022	New country signatories since COP26 as of 14 Dec. 2022	Other updates
Global Memorandum of Understanding on Zero-Emission Medium- and Heavy-Duty Vehicles	15 signatories	27 signatories (all countries)	12: Belgium, Croatia, Dominican Republic, Ireland, Liechtenstein, Lithuania, Portugal, Ukraine and the USA, as well as constituent countries Aruba, Curaçao and Sint Maarten	Introduced a progress dashboard to monitor the relevant policies by signatory countries. Also received several new endorsements in 2022.
International Aviation Climate Ambition Coalition	25 signatories	59 signatories (all countries)	34: Albania, Austria, Belgium, Belize, Bulgaria, Chad, Côte d'Ivoire, Croatia, Cyprus, Czech Republic, Dominican Republic, Equatorial Guinea, Georgia, Greece, Guinea, Hungary, Iceland, Latvia, Lithuania, Luxembourg, Madagascar, Mexico, Monaco, Montenegro, Niger, North Macedonia, Papua New Guinea, Poland, Portugal, Romania, Rwanda, Slovakia, Switzerland, Ukraine	



## Comparative analysis linking transport commitments and NDCs

Non-legally binding **commitments made in the parallel space to COP formal negotiations can be very relevant to** encourage and enable ambitious **multi-stakeholder action** towards the implementation of the Paris Agreement. It is strongly recommended that UNFCCC and COP processes enable mechanisms for enhanced alignment of these commitments through the NDCs of signatory countries.

Read the [COP26 commitments comparative analysis](#) (based on information as of 14 December 2022).

## Open questions

- What UNFCCC mechanisms will contribute to monitoring the actual implementation of the commitments and initiatives and their impact on Paris Agreement goals over time?
- To what extent do these transport commitments signal long-term political ambition, if they are not sufficiently integrated in the respective NDCs of signatory countries?



Part IV.

## Overview of Transport Events (Co)Led or Supported by SLOCAT at COP27

Once again, the impressive mobilisation of the global transport community - including many SLOCAT partners - resulted in a plethora of events at COP27. With no aspiration of honouring the rich panorama, this section includes summaries of a select number of events (co)led or supported by SLOCAT.



Curious to see where SLOCAT engaged at COP27? Missed the special SLOCAT Newsflashes? Check out [SLOCAT's Trello board](#) and SLOCAT's webpage on [Transport Community Engagement at COP27](#).

Convener:



Contributors:



### Towards Meaningful Investment in Public Transport, Walking and Cycling

#### SLOCAT Transport Day at COP27

15 Nov 2022 || 08:30-11:30 EET  
Multilevel Action Pavilion, Blue Zone  
Hybrid Event



*Speakers (in alphabetical order):*

**Rana Adib**, Executive Director, REN21, Chair, SLOCAT Board of Directors

**H.E. Ambassador Ayman Tharwat Amin**, Minister Plenipotentiary and Deputy Director, Department of Climate, Environment and Sustainable Development, Ministry of Foreign Affairs, Egypt

**Daniel Bongardt**, Programme Director 'Transport and Climate Change', GIZ (Moderator)

**Maruxa Cardama**, Secretary General, SLOCAT Partnership (Moderator)

**Liza Castillo**, Senior Advisor, SLOCAT Partnership

**François Davenne**, Director General, UIC International Union of Railways

**Sharon Dijkstra**, Mayor, Utrecht, The Netherlands | ICLEI Special Envoy for COP27 | POLIS Network Partner

**Nour El Deeb**, Programs Manager, ITDP  
Heike Henn, Head of the Directorate 42 - Climate, Energy, Environment, German Federal Ministry for Economic Cooperation and Development

**Eng. Fanuel Kalugendo**, Director of Transportation Development, Dar es Salaam, Rapid Transit Agency (DART)

**Mark Major**, Senior Advisor, SLOCAT Partnership

**Mohamed Mezghani**, Secretary General, UITP International Association of Public Transport

**Heba Moussa**, Mobility Officer, ICLEI – Local Governments for Sustainability

**Julia Nebrija**, Co-Founder, Agile City Partners, on behalf of GPIT (virtual)

**Stephen O'Driscoll**, Head of Environment, Climate and Social Policy, EIB



**Felipe Ramirez**, Urban Mobility Director, WRI  
**Randheer Singh**, Director - Electric Mobility and ACC Program, NITI Aayog (virtual)  
**Bronwen Thornton**, CEO, Walk21 (Moderator)  
**Fitsumbrhan Tsegaye**, Advisor to Minister, Ministry of Transport and Logistics, Ethiopia

Since 2013, this annual event has facilitated the interface between knowledge, policy and practice spheres of action and carries the voice of the movement from one COP into the next. Through Transport Days, the SLOCAT Partnership is leveraged to set ambitious global agendas and catalyse new thinking and solutions for the urgent transformation of transport and mobility systems as a solution to many of the world's climate and sustainability challenges.

Against the backdrop of [Six Actions to Enable Walking, Cycling and Public Transport for People and the Planet - A Call to Action by SLOCAT](#), this year's edition of SLOCAT Transport Day at COP was dedicated to the topic of enabling meaningful investment across these modes towards a transformative systemic shift in mobility. The event attracted close to 100 in-person and online participants and a lineup of world-class experts to curate

a multi-stakeholder trust space for peers within and beyond the transport community to exchange, learn from each other and collaborate. The discussions highlighted the urgent need to:

- Create more balanced transport systems and provide stronger roles to walking, cycling and public transport as the fastest, most beneficial and cost-effective measures, not only to tackle climate change but also to improve quality of life, health, access and equity.
- Improve the reliability, safety, governance and data collection of public transport, without leaving behind smaller informal operators.
- Increase the voices of cities in climate discussions and their capacities to act accordingly and access financing, as most measures required to decarbonise transport must be implemented in urban areas.
- Develop investment frameworks, policies and plans to guide more sustainable transport investments.

[Programme](#) | [Recording](#) | [Photos](#)

## Delivering On Transport Decarbonisation: Companies, Cities, Regions And Countries Working Together

15 November



*Speakers (in alphabetical order):*

**Rik Arends**, Director of the Sustainable Freight Buyers Alliance, Smart Freight Centre

**Michelle Buffington**, Vehicle And Program Specialist, California Air Resources Board

**Ethan Elkind**, Director of the Climate Program at Centre for Law, Energy and Environment, UC Berkeley (moderator)

**Marc Granger**, Chief Strategy And Integration Officer, Alstom

**Evandro Gussi**, CEO, União da Indústria de Cana-de-Açúcar e Bioenergia (UNICA)

**George Heyman**, Minister of Environment and Climate Change Strategy, British Columbia

**Sita Holstag**, Europe Director, Calstart

**Jay Inslee**, Governor, Washington State

**Andreas Kammel**, Vice President Alternative Drivetrains, Traton

**Mark Major**, Senior Adviser, SLOCAT Partnership and Transport Decarbonisation Alliance

**Nathalie Morin**, Director General of Environmental Policies, Transport Canada

**Sophie Punte**, Managing Director Of Policy, We Mean Business Coalition (moderator)

**Matt Petersen**, President and CEO, Los Angeles Cleantech Incubator

**Liane M. Randolph**, Chair California Air Resources Board and Transport Decarbonisation Alliance (virtual)

**Eloise Gómez Reyes**, California assembly member

**Karen Talita Tanaka**, Climate Action Lead, Ambev

**David Thackray**, Marketing Director, Tewa (virtual)

**Ben Welle**, Director of Integrated Transport and Innovation, WRI (moderator)

**Elisabeth Windisch**, Policy Analysis, International Transport Forum (ITF) (moderator)

**Mino Yamamoto**, Vice President Alternative Drivetrains, Traton

This event highlighted the progress made to date on zero-emission heavy duty vehicles (ZE-MHDVs) and the business action and policies needed to accelerate the decarbonisation of on-road freight. The event focused on policies that drive decarbonisation in urban freight, identifying key actions for countries, cities, regions and companies in implementing these policies. Speakers explored financing needs to scale up charging infrastructure and discussed concrete ways in which policymakers can help businesses overcome barriers and accelerate the transition to ZE-MHD. The event also highlighted the importance of resilient supply chains and the need to bridge the gap between private sector and policymakers.

## Action Event in the Framework of the Marrakech Partnership: Transport Ecosystem Actors Lead the Way Towards Climate Smart, Just and Resilient Transport and Mobility Systems

15 November



*Speakers (in alphabetical order):*

**Mahua Acharya**, CEO and Managing Director, Convergence Energy Services Limited

**Camille Bourgeon**, Technical Officer Marine Environment Division, IMO

**Maruxa Cardama**, Secretary General, SLOCAT Partnership (Moderator)

**François Davenne**, Director General, UIC

**Gareth Davies**, Second Permanent Secretary, Department for Transport, UK

**Christopher Dekki**, Director, Global Advocacy and Engagement, SLOCAT Partnership (Moderator)

**Angie Farag-Thibault**, Road Sector Transport Lead, High-Level Champions Team (Moderator)

**Jane Hupe**, Special Envoy of the ICAO Secretary General to UNFCCC COP

**Uday Khemka**, Vice Chairman, The Nand & Jeet Khemka Foundation and Senior Climate Advisor, Long Term Investors Organization

**Alicia Montalvo**, Environmental Manager, CAF - Banco de Desarrollo de América Latina

**John Mark Mwanika**, Programs Officer, Amalgamated Transport and General Workers' Union and Co-Chair, ITF Sustainable Transport Working Group

**Lennart Nout**, Manager, International Strategy, Mobycon I Chair, Community of Interest on Active Mobility, TDA

**Shravani Sharma**, Youth Transport Fellow for High-Level Climate Champions UNFCCC

**Nigel Topping**, UK COP26 High-Level Champion

**Elisabeth Windisch**, Deputy Head of Division, Quantitative Analysis and Foresight, ITF (Moderator)

This high-level event brought together actors from transport and other sectors to explore specific challenges and opportunities for decarbonising their sectors, with a focus on solutions adapted to the Global South. Discussions highlighted the importance of the Avoid, Shift and Improve framework to achieve sustainable transport systems that leave no one behind. The event focused on near-term actions that must be taken to achieve 2030 sustainable development Goals. The event emphasised the need to align with the thematic priorities of the COP27 Presidency on urban transport (particularly public and informal transport, walking and cycling) and to ensure synergies with the Presidency's LOTUS initiative.

## Enabling a Just Transport and Energy Transition in Islamic Development Bank Countries

16 November



Photo by IsDB

*Speakers (in alphabetical order):*

**Rana Adib**, Executive Director, REN21 | Chair, SLOCAT Board of Directors (Moderator)

**Atiq Ahmad**, Lead Global Transport Specialist, Islamic Development Bank (IsDB)

**Daniel Bongardt**, Programme Director 'Transport and Climate Change', GIZ

**Karl Peet**, Senior Adviser, SLOCAT Partnership

**Olatunji Yusuf**, Senior Climate Change Specialist, IsDB

The event explored ways to broaden the awareness of transport-energy best practices among IsDB member countries that can be further highlighted in South-South and South-North exchanges. It investigated the innovative approaches to job creation that provide equitable financial compensation with improved quality of life and reduced fossil fuel imports. Speakers provided insights on how to expand project pipelines that integrate renewable energy into low-carbon transport systems, and they offered lessons learned in matchmaking among countries, donors and NGOs to translate transport ambition to project implementation. They discussed ways to enhance collaboration among transport, energy, and finance ministries for more ambitious commitments in next-generation NDCs and Long-Term Strategies.

Watch the [event recording here](#).



# Multi-Stakeholder Forum on an Equitable Transition Towards Sustainable Urban Mobility, hosted by the COP27 Presidency of the Government of the Arab Republic of Egypt | COP27 Solutions Day

17 November



*Speakers (in order of appearance):*

**H.E. Lieutenant General Kamel Al-Wazeir**, Minister of Transport, Arab Republic of Egypt

**H.E. Yasmine Fouad**, Minister of Environment, Arab Republic of Egypt

**H.E. Ambassador Ayman Tharwat Amin**, Minister Plenipotentiary and Deputy Director, Department of Climate, Environment and Sustainable Development, Ministry of Foreign Affairs, Egypt

**Baroness Charlotte Vere of Norbiton**, Parliamentary Under Secretary of State, Department for Transport, UK

**Klaus Bonhoff**, Director-General, Policy Issues, Bundesministerium für Digitales und Verkehr, Germany

**Mahmoud Mohieldin**, UN Climate Change High-Level Champion of Egypt

**Mohamed Hegazy**, Principal and Managing Director, Transport for Cairo L.L.P (Moderator)

**Mahua Acharya**, CEO and Managing Director, Convergence Energy Services Limited (Moderator)

**Uday Khemka**, Vice Chairman, The Nand & Jeet Khemka Foundation and Senior Climate Advisor, Long Term Investors Organization

**Nicolas Peltier-Thiberge**, Global Director for Transport, World Bank

**Felipe Ramirez**, Urban Mobility Director, WRI

**Bronwen Thornton**, CEO, Walk21 (Moderator)

**Thierno Aw**, Director General, Conseil Exécutif des Transports Urbains de Dakar (CETUD)

**Mohamed Mezghani**, Secretary General, UITP

**Cecile Texier**, Vice President of Sustainability and Corporate Social Responsibility, Alstom

**Heather Thompson**, CEO, ITDP

**Sarah Thuo**, Global Sustainable Sourcing and Managed Services Leader, Chief Operating Officer, IBM Consulting Sustainability Services

The forum provided an opportunity to discuss global challenges and solutions for scaled up public and private finance for sustainable transport infrastructure and vehicles; as well as capacity building needs to integrate modes and formal and informal sectors. In addition, the COP27 Presidency flagship initiative on Low Carbon Transport for Urban Sustainability (LOTUS) was announced. The transformative initiative aims to activate systemic change to improve and decarbonise the urban mobility landscape, responding to the urgent need and willingness to move away from the legacy 'mode-first' mindset and allowing existing efforts to be scaled and replicated across modes and geographies.

## A Just Energy Transition for a Healthy Fossil Free World

18 November



*Speakers (in alphabetical order):*

**Jess Beagley**, Policy Lead, Global Climate and Health Alliance (Moderator)

**Mohamed Mezghani**, Secretary General, UITP

**Jeni Miller**, Executive Director, Global Climate and Health Alliance

**Karl Peet**, Senior Adviser, SLOCAT Partnership

**Poornima Prabhakaran**, Director, Centre for Environmental Health at Public Health Foundation for India

**Azeeza Rangunwala**, Global Green and Healthy Hospital Coordinator, Groundwork South Africa

**Shruti Sharma**, Senior Policy Advisor, International Institute for Sustainable Development

Through the nexus of SDG 3 (Health), SDG7 (Energy) and SDG13 (Climate Change), this event explored the key principles for a healthy transition to deliver a clean energy future for a thriving society. Creating a healthy fossil free world requires re-imagining a new energy future and delivering a system of innovative solution with a focus on people, health, and the environment. Speakers demonstrated the potential for significant health gains from just energy transition - including cleaner air, mental health gains and improved access to health and nutrition - and presented an action agenda for implementation.

Watch the [event recording here](#).



# Helping Small Island Developing States (SIDS) Transition to Low-Carbon Mobility Systems: Climate, Transport and Energy

18 November



*Speakers (in alphabetical order):*

**Gianni Chianetta**, Founder & Director,  
Greening the Islands

**Sai S. Navoti**, Chief of the SIDS Unit, UNDESA  
(Moderator)

**Karl Peet**, Senior Advisor, SLOCAT Secretariat

**Bahareh Seyedi**, Senior Sustainable  
Development Officer, Integrated Policy Analysis  
Branch, UNDESA

**Petros Varelidis**, General Secretary of  
Natural Environment and Water, Ministry  
of Environment and Energy of the Hellenic  
Republic, Greece

SIDS contribute a minuscule proportion of global GHG emissions and energy consumption but are highly exposed to climate change impacts. This event explored new ways of measuring islands' progress towards greener futures, as well as trends and opportunities for sustainable transport, mobility and energy in SIDS. Greening the Islands and SLOCAT showcased their work and initiatives and offered lessons learnt for SIDS and also strengthening 'island-to-island' collaboration, including in technological innovation. UNDESA elaborated on the latest global policy initiatives to extend lessons learned to SIDS across global regions.

Watch the [event recording here](#).



Part V.

## SLOCAT Communications and Outreach Impacts at COP27

Inspired by the actions of our Partners, SLOCAT brought to COP27 policy messages, knowledge products, peer-learning spaces and networking opportunities to shape an equitable transition that activates systemic change for sustainable, low carbon transport and mobility. Thanks to the power of our joint efforts, SLOCAT has engaged a global audience via social media campaigns and other online platforms.



### Google Search

130,000+ impressions  
2,660+ clicks



### Webpage on Transport Community Engagement at COP27

4,569 pageviews



### Facebook

46,000+ Page reach  
95,300+ Content reach



### LinkedIn

4,500+ LinkedIn impressions



### Twitter

35,800+ impressions  
7,100+ profile visits



## Media Mentions



COP27: Equitable green transport in Africa and the Global South

## Forbes

Unlike At COP26 There's No Transport Day At COP27—Why This Matters



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