

# Transport Decarbonisation Alliance – Taking Actions / Draft Work Plan 2018

I.	Introduction .....	2
II.	2018 TDA Objectives .....	3
III.	TDA Menu of Actions – encouraging involvement of individual TDA members .....	4
A.	TDA Working Groups around Priority Topics .....	4
	<u>Step 1- TDA-WGs</u> : Identify a number of relevant topics for common action by TDA members that foster the transport sector transition to net-zero emissions .....	4
	<u>Step 2 – TDA-WGs</u> : Identify bottlenecks.....	5
	<u>Step 3- TDA-WGs</u> : identify package of activities to help eradicate the bottleneck .....	5
	<u>Step 4 – TDA-WGs</u> : Implement solutions and communicate .....	6
B.	Contribution by TDA Members to delivering the TDA Objectives.....	6
IV.	IV– TDA “Common Actions” Action.....	7
A.	Facilitation of TDA participation in key external processes and events.....	8
B.	Organising the TDA.....	9
V.	Linkage TDA Work Plan – TDA Budget.....	9
VI.	Organizational Arrangements for the Approval and Implementation of the Work Plan .....	9

*[Elaborated after Brussels exchanges (January 25<sup>th</sup>-26<sup>th</sup> 2018) for discussion during the Porto meeting (February 27<sup>th</sup>-28<sup>th</sup> 2018)]*

*Preamble: this is a draft document to be discussed and further elaborated at the Porto meeting, based on which the final 2018 TDA Work Plan can be further developed and subsequently adopted.*

*In this document, “entities” refer to countries, local authorities and companies*

*The expectation is that the meeting in Porto will result in:*

- a. Agreement on 2018 TDA objectives guiding the 2018 Work Plan*
- b. Agreement on basic structure of the 2018 Work Plan*

*Discussions on the TDA 2018 Work Plan in Porto should provide enough clarity for the TDA Secretariat to prepare detailed 2018 Work Plan, to be approved by the Steering Committee in April and to be presented at the formal TDA launch*

*The 2018 TDA budget will be developed in parallel to the TDA 2018 Work Plan*

## I. Introduction

1. The suggested structure for the TDA 2018 Work Plan consists of 2 parts:
  - a. a **TDA menu of action options** that describes (i) mechanism for TDA Members to agree on their engagement in a number of prioritized TDA Working Groups. It is expected that TDA members lead these WGs and that the role of TDA Secretariat will be supportive; (ii) proposed actions that TDA members will take in 2018 to deliver as part of their contribution to the TDA;
  - b. The second part sets out **TDA “common” actions** that TDA Members will implement together in a co-ordinated way. The TDA Secretariat will have a more active role in such common activities but where possible TDA members will be invited and expected to contribute actively.
  
2. The development of the TDA 2018 Work Plan is based on the following principles:
  - a. TDA member entities work in good faith towards the decarbonisation of transport. This means they will support the decarbonisation of transport through active support for the spirit of the activities undertaken under the TDA umbrella and by actively participating in one or more of the TDA “topical” actions;
  - b. The aim of TDA is to achieve net-zero emissions in the transport sector as soon as possible and at the latest by 2050. To realize this the TDA embraces the 3 “**A**”s dynamic:
    - enhancing **Ambition** (number of entities joining + greater effort of emissions reduction),
    - **Advocacy** (promotion of the necessity and the feasibility of transport decarbonisation– leading by action and example),
    - **Acceleration** (speeding up the transformation of the sector from the second emitting sector to a net-zero emissions sector).
  - c. Although emphasis in this document is on planning for 2018 it should be understood that many activities will extend into 2019 and beyond. As the TDA gains experience in implementing the 2018 Work Plan, it can be considered to develop a “rolling Work Plan format” to structure planning for the years beyond 2018.
  - d. Countries, cities and companies will shape their own policies and actions on transport and climate change. In some cases, new more ambitious policies and actions will build on earlier efforts, for example by scaling up targets already contained in such earlier policies. Participation in the TDA can inspire TDA members to consider new approaches to policy making on transport and climate change. The **Global Macro-Roadmap (GMR): An Actionable Vision for Decarbonized and Resilient Transport** developed by the PPMC and presented at COP 22 in Marrakech, and which was subsequently endorsed by a wide range of stakeholders in the transport sector is an example of a methodological framework for action on transport and climate change that can inform and guide actions by the TDA and its members . Actions by the TDA and its members can however also be informed by other tools and instruments such as the ITF Decarbonization Project, the Science based targets developed by WWF, etc. Key organizations working on the GMR and other tools and instruments are being invited to be part of the TDA Ecosystem to ensure that all TDA members have access to a wide range of methodological approaches, tools and instruments. As indicated in the TDA concept note such a TDA ecosystem is expected to **be supportive without being prescriptive**. Likewise, the TDA

work plan intends to **support TDA members in scaling up ambitious action on transport and climate change but not to prescribe how they do so.**

3. Any planning usually involves a compromise between what is desirable and what is feasible. It is important to manage the creative tension between these two drivers in developing the planning for the first year of activity of the TDA. A clear and present danger is to agree in a Work Plan that is too complicated in terms of scale and complexity. This would seriously undermine the credibility of the TDA.

## II. 2018 TDA Objectives

4. The TDA 2018 Work Plan is guided by the three main objectives of the TDA (see concept note and charter). The activities in the TDA 2018 WP will be based on the following expected December 2018 and December 2020 impact:

<b>TDA Objective</b>	<b>December 2018 status</b> <i>Indication of what TDA hopes to accomplish by that date – can later be translated into more formal Key Performance Indicators</i>	<b>December 2020 status</b> <i>Indication of what TDA hopes to accomplish by that date can later be translated into more formal Key Performance Indicators</i>
<b>Member action</b> Facilitating joint discussion, sharing experiences and best practices that will result in concerted action on decarbonization of transport through global, regional, national, local and corporate policy processes on transport and climate change;	- TDA members are increasingly developing more ambitious policies, strategies and actions on transport and climate change	- X% of TDA members has adopted policies, strategies and actions that aim to result in decarbonisation of transport by 2050
<b>Policy Advocacy</b> Demonstrating that decarbonization is technically feasible, economically attractive, and that it brings broad social and environmental benefits;	- Talanoa Dialogue can include dedicated transport component and references – Transport decarbonisation events can also provide inputs to the Talanoa Dialogue. - 2018 HLPF discussion (SDG 7-11) acknowledges transport - COP24	- Increasing ambition on transport and climate change in second generation NDCs and Long Term Emission Reduction Strategies - Transport (more) integral part of UNFCCC policy discussions -
<b>Organization building</b> Advocating acceleration and engaging progressively a growing number of actors in ambitious action on transport and climate change.	- TDA membership development on track with Porto decided pathways (number of members) - TDA engagement with other multi-stakeholder platforms	-

<b>TDA Objective</b>	<b>December 2018 status</b>	<b>December 2020 status</b>
	<i>Indication of what TDA hopes to accomplish by that date – can later be translated into more formal Key Performance Indicators</i>	<i>Indication of what TDA hopes to accomplish by that date can later be translated into more formal Key Performance Indicators</i>
	on climate change, e.g. below 2 MoU; 2050 Pathways Platform	

### III. TDA Menu of Actions – encouraging involvement of individual TDA members

#### A. TDA Working Groups around Priority Topics

5. Each TDA member will need to decide the policies, strategies and actions that are most suitable for them - hence the idea of a “Menu of Actions”. In line with the underlying thought of the TDA that frontrunners on low-carbon transport can benefit from exchanging information on best practices and how to scale these up or common challenges and how to overcome these. Once the topics that are of common interest to TDA members have been selected, TDA Working Groups can be set up to take-up work on the agreed topics. It is expected that common work undertaken by TDA WGs will help to improve their own policies, strategies and actions. It will, however, also be of help in the further development of the PPMC Global Macro Roadmap: An Actionable Vision on Decarbonized and Resilient Transport <sup>1</sup>. The further development and improvement of this Roadmap will be helpful for the outreach and policy advocacy activities undertaken by the TDA.

6. For 2018 the following is proposed in moving forward:

Step 1- TDA-WGs: Identify a number of relevant topics for common action by TDA members that foster the transport sector transition to net-zero emissions

7. **Ideally, for 2018, it is suggested to focus on three (3) topics.** When identifying these 3 topics, it is important to keep in mind a number of factors:

- ⇒ **Relevance** for the TDA objectives and how action on the proposed topics can help realize the planned 2018 impact for these objectives
- ⇒ **Relevance** for TDA membership – ideally topics chosen should have appeal across all three types of members and be relevant to at least half of the countries covered by the TDA;
- ⇒ Level of **granularity** of the topics that will be chosen for 2018 - should the topic be general or very specific? In order to establish the reputation of the TDA it is suggested to address in 2018 topics that could produce concrete and tangible outputs that would both be appealing to decision-makers – national and local – and companies and could be integrated in policies and strategies of countries-cities-companies.

- ⇒ Topics chosen should ideally have relevance for the issues that are/can be on the **2018 political agenda** (in order to be able to give momentum at high level). This could lead for example to a topic with an urban focus this considering also the HLPF and Global Climate Action Summit
- ⇒ It is important that all three constituencies: countries, cities and companies will be able to fully participate in Working Groups. To help make this happen the selected priorities should be **constituency relevant**. It could be considered to have one topic with most relevance for national-country level; one which is most relevant for cities and one most relevant for companies.
- ⇒ In choosing specific topics, TDA entities should be aware that they will be expected to **implement identified follow-up actions** for the proposed topic in full or in part.

8. The Secretariat, together with some volunteers, develops a more detailed list of possible options for 2018 WGs. This list can then be circulated to attendees of the Porto meeting with the request to identify preferences on where the TDA entity would like to be engaged. This would help organizers of the Porto meeting to structure the discussion on priorities.

#### Step 2 – TDA-WGs: Identify bottlenecks

9. As a next step relevant, interested entities (country/local authority/company) in the TDA, that are concerned by, interested or active in this topic can set up a WG. Together, they will **identify the bottlenecks** that prevent the entities to achieve the objectives of topic “*n*” (topic *n* being one of the components needed to achieve net-zero emissions in the transport sector).

10. Bottlenecks can differ and can be of a technical, institutional, political, financial, etc. nature. They will lead to specific actions from countries, local authorities and companies. For this step, stakeholders’ dialogue or consultation can prove useful (e.g. French Assises de la Mobilité, Etats généraux de l’alimentation, Grenelle de l’environnement, in France (or equivalents from other countries)).

#### Step 3- TDA-WGs: identify package of activities to help eradicate the bottleneck

11. The means to help eradicate the bottleneck will depend on the topic that is being considered and of the type of entity (Country/local authority/company) that is involved.

12. The entities can take the following actions (not exhaustive):

- Create new regulations or policies or update them,
- Enhance the implementation,
- Improve understanding and explore new ideas, with the help of think tanks
- Improve and develop research & development & innovation,
- Encourage in-kind work,
- Share experiences and lessons learnt and improve communication and dissemination,
- Find sources of financing or unlock them,
- For countries and cities& regions, use the political will,

- Implement new processes used elsewhere - for instance, Country-Company experimentation ( e.g. Green deals – NL).

#### Step 4 – TDA-WGs: Implement solutions and communicate

13. During the implementation phase or after, the TDA entities have to communicate and share the lessons learnt, by different means: international events, multilateral fora, political events...
14. For each (joint or specific) **action**, it will be necessary to gather the following information:
  - description of the operation or action carried out,
  - cost and time needed
  - benefits and results
  - Relevant operations/actions
15. For each **topic** and based on the information provided for the actions carried out, it will be possible to synthesize the benefits and the contribution toward the decarbonisation of the transport sector at an accelerated pace. This will help other entities in the TDA and outside how to scale up action for a given topic towards decarbonised transport, building on the lessons they learnt, separately or jointly.
16. Each of the Working Groups will have a dual lead, ideally consisting of TDA entities from two different constituencies, e.g. Countries and Companies, or Cities and Companies. WG leads are responsible for the work of the WGs. TDA Secretariat will assign one person to provide logistical and Secretariat support. It is intended that each of the three WGs would be able to present a substantive progress report (up to at least step 3 of above described methodology) at COP24 in December 2018.

#### B. Contribution by TDA Members to delivering the TDA Objectives

17. TDA members (countries, cities/regions, and companies) when signing up to the TDA charter commit to work on a pro-active basis on the decarbonization of transport in their respective countries, cities/regions and companies. The TDA has an interest in what actions the members are taking as part of their contribution to the delivery of the TDA's objectives. It is the collective effort of the frontrunners in the TDA that gives shape to the leadership and common ambition of accelerated action on transport and climate change. **As indicated before the TDA is not prescriptive on what actions members are taking.**
18. Action on low-carbon transport is a process of continual improvement and progress and it is relevant therefore that TDA members on a regular basis communicate with the TDA on what actions they are taking. In part such information can be communicated upon joining the TDA when potential members are asked to submit certain information on the basis of which membership is decided (see also the information request for Porto participants). In addition, it is proposed that prior to the beginning of each year TDA members indicate what actions they plan to take as part of their contribution to delivering the TDA objectives. The following table gives an illustrative overview of what such contributions could consist of.

<b>Illustrative list of actions by countries, cities and companies to be taken in support of decarbonised transport</b>		
<b>Countries</b>	<b>Cities/Regions</b>	<b>Companies</b>
<ul style="list-style-type: none"> <li>• Build a national coalition to decarbonise transport,</li> <li>• Set specific targets and timelines for the decarbonisation of transport</li> <li>• Work in concert with other TDA countries in multilateral fora in support of TDA objectives</li> <li>• Raise TDA objectives in your bi-lateral contacts with other states</li> <li>• Prioritise transport decarbonisation in your bi lateral aid / development policy and funding</li> <li>• Raise issue of TD in public procurement / tenders across government</li> <li>• Set national targets and/or sub targets for decarbonising transport</li> <li>• Act on fossil fuel subsidies</li> <li>• Set target dates for phasing out conventionally fuelled cars in cities</li> <li>• .....</li> <li>• .....</li> </ul>	<ul style="list-style-type: none"> <li>• Raise TDA objectives with your national government</li> <li>• Communication activities on TD in your city</li> <li>• Raise TD with your suppliers / service providers.....</li> <li>• .....</li> </ul>	<ul style="list-style-type: none"> <li>• Raise TDA objectives with your stakeholders</li> <li>• Raise TDA objectives in your relations with national governments</li> <li>• Include transport ghg emissions in corporate reporting/accounting activities</li> <li>• Corporate EV strategy</li> <li>• Action on decarbonising staff travel</li> <li>• Join existing initiatives and raise profile of transport (e.g. science based targets)</li> <li>• Support existing city/country initiatives (e.g. Diesel Ban,ZEV,</li> <li>• .....</li> <li>• .....</li> <li>• .....</li> </ul>

19. The TDA Secretariat will keep an overview of the proposed TDA related activities by all TDA members and integrate these in the member profiles kept for all TDA members. Having such information is important to support general outreach on the TDA as a mechanism for change and also for more targeted common outreach towards relevant UNFCCC processes, build mutual confidence and avoid accusations of “green washing”.

#### IV. IV– TDA “Common Actions” Action

20. An important reason for developing the TDA and for members to join the TDA is the collective voice that committed front-runners on the decarbonisation of transport can exercise in important global and regional policy discussions on transport and climate change. The number and depth of possible joint TDA activities will depend on the level of engagement/contribution of TDA Members and the budget for the TDA Secretariat.

## A. Facilitation of TDA participation in key external processes and events

21. Based on earlier discussions TDA engagement in external policy processes and events is divided in engagement in (a) UNFCCC and related UN processes; and (b) other processes and events. For 2018 the following processes and events are prioritized:

### A.1 UNFCCC: TDA engagement strategy developed and implemented

- Key focus in 2018 is on the Talanoa Dialogue (<https://talanoadialogue.com/>), with key engagement moments during the April 30<sup>th</sup> – May 11<sup>th</sup> UNFCCC session in Bonn, the September Climate Action Summit and during COP24 in December in Poland. Linked to the May session is the Technical Examination Process (TEP) (<http://unfccc.int/resource/climateaction2020/tep/index.html>), which also offers opportunities for the TDA to contribute.
- Linked to the UNFCCC is the IPCC 1.5 special report that will come out later this year (<http://www.ipcc.ch/report/sr15/>), which will offer opportunities for the TDA to engage
- The most important non-UNFCCC process/event in 2018 is the July High Level Political Forum, which as part of the annual review process of the Sustainable Development Goals this year will review SDG 7 (Energy) and SDG 11 (Cities), both of which have a direct relevance to action on low-carbon transport. By contributing to this event the TDA can help integrate discussions on transport and climate change in the context of sustainable development.

### A.2 Agree and implement TDA engagement in other non-UN 2018 key events, e.g.

- Potential Key TDA events for countries include: ITF 2018, in Leipzig; G20 (Argentina President 2018) and G7 (Canada President 2018), as well as One Planet Summit 2018
- Potential Key TDA Key events for non-state actors include: Movin' On, May 30 – June 2 in Montreal, the ICLEI World Congress 19-22 June in Montreal, the Global Climate Action Summit in September in California
- Preparations for the French G7 Presidency in 2019
- EU internal and external action on transport and climate change

22. The TDA has limited capacity and it will be important for the TDA to develop clear criteria to guide its involvement in especially non-UN related events where there is an almost unlimited opportunity to engage in different global, regional and national events. The TDA engagement strategy will initially focus on 2018 but as the year progresses it will be important as well to start planning for 2019.

23. To effectively engage in these external processes and events it is important that the TDA develops a set of key messages on the importance of, and potential for, accelerated action on transport and climate that form the basis for TDA engagement. It is suggested that use is made of the Porto meeting to start the discussion on the development of these messages. Initial discussions have started with several of the organizations responsible the processes and events targeted by the TDA in 2018. As much as possible, individual TDA members are an active part of these discussions and they are encouraged/expected to take an active role in reaching out to, and contributing to external processes and events.



## B. Organising the TDA

24. This includes regular Secretariat functions, including:
- A.3 Preparation and facilitation of TDA meetings
  - A.4 Membership services such as processing membership applications and documenting activities of TDA members. This includes facilitating/ co-ordinating TDA Common Actions
  - A.5 Administering TDA Funds
  - A.6 Facilitate TDA communications and outreach (branding – logo- social media)
  - A.7 Prepare an annual report of TDA actions
  - A.8 Build and Facilitate TDA Ecosystem and Advisory Board
25. In addition, the TDA Secretariat has a special role in supporting the TDA WGs, which are expected to be led by TDA members.

## V. Linkage TDA Work Plan – TDA Budget

26. The TDA budget is structured according to main categories of the Work Plan:
- a) Running the TDA Secretariat;
  - b) Providing support to the TDA WGs;
  - c) Facilitation TDA engagement in external processes and events
27. TDA members, in line with the Governance arrangements are paying Euro 10,000, which is primarily intended to cover the costs of running the Secretariat. It is anticipated, based on statements of intend, that a number of TDA members will provide additional funding, which will be associated with the in-depth topics around which TDA Working Groups will be established ( see part 3A of this draft WP). Additional funding from foundations will be used primarily to allow the TDA to engage with international processes and events.

## VI. Organisational Arrangements for the Approval and Implementation of the Work Plan

28. The development and implementation of the TDA Work Plan will be guided by the following distribution of responsibilities and tasks:
- **Members** approve the Work Plan and Associated Budget (scheduled for May 2018 when initial TDA membership has been formally established). Following the approval of the Work Plan members provide information as agreed upon in the Work Plan, they take part in TDA WGs, and volunteer to be part of specific TDA engagement in external processes and events prioritized in the TDA Work Plan;

- **Steering Committee** oversees the implementation of the TDA Work Plan and coordinates accordingly with the TDA Secretariat. Steering Committee members are expected to take active part in TDA outreach activities;
- **Secretariat** – work with the membership on the implementation of the TDA Work Plan. It will seek active guidance from the Steering Committee, if and when needed. The Secretariat will seek to maximize the involvement of TDA members in the implementation of the TDA Work Plan; it will provide active support to those TDA members that will lead the TDA WGs to be set up around key topics and it will actively seek out volunteer TDA members for engagement with key external processes and events. Where helpful put TDA members in contact with TDA support organizations

**Part VI – Initial list of Potentially TDA Relevant Events 2018****A. Events – dates known**

Date	Event	Venue	Organizer	TDA interest	Region	Theme	Event URL	Priority
7 - 13 February	World Urban Forum 9	Kuala Lumpur, Malaysia	UN Habitat		Global	Urban Development	<a href="http://wuf9.org/">http://wuf9.org/</a>	
27-28 February	TDA Working Meeting (By invitation only)	Porto, Portugal	PPMC & Portugal		Global--	Climate change and transport		High
30 Apr - 10 May	UNFCCC Bonn Session May	Bonn, Germany	UNFCCC		Global	Climate Change	<a href="http://unfccc.int/meetings/unfccc_calendar/items/2655.php?year=2018">http://unfccc.int/meetings/unfccc_calendar/items/2655.php?year=2018</a>	High
23-25 May	International Transport Forum Annual Summit	Leipzig, Germany	ITF		Global	Transport Safety and Security, Sustainable Transport	<a href="http://2018.itf-oecd.org/">http://2018.itf-oecd.org/</a>	Highest
May 30 - June 1	World Summit on Sustainable Mobility (Movin'On)	Montréal, Canada	Michelin		Global	Sustainable Mobility, Climate Change	<a href="https://movinon.michelin.com/en/buy-now/">https://movinon.michelin.com/en/buy-now/</a>	High
12-15 June	Velo-city 2018	Rio de Janeiro,	ECF		Global	Climate Change, Sustainable	<a href="https://ecf.com/projects/velo-city/velo-city/">https://ecf.com/projects/velo-city/velo-city/</a>	Low

Date	Event	Venue	Organizer	TDA interest	Region	Theme	Event URL	Priority
		Brazil				Development	<a href="http://city-2018-rio-de-janeiro">city-2018-rio-de-janeiro</a>	
26-28 June	MOBILIZE, annual sustainable transport summit of ITDP	Dar es Salaam, Tanzania	ITDP/VREF		Global	Sustainable Transport, Urban Development	<a href="http://mobilizesummit.org/">http://mobilizesummit.org/</a>	<b>Medium</b>
19-23 June	ICLEI World Congress 2018	City of Montréal, Canada	ICLEI		Global	Sustainable Development, Climate Change, Urban Development	<a href="https://ecomobility.org/event/iclei-world-congress-2018/">https://ecomobility.org/event/iclei-world-congress-2018/</a>	<b>Medium</b>
9-18 July	HLPF 2018	New York, USA	UN		Global	Review of SDG 11 - Urban, Sustainable Development	<a href="https://sustainabledevelopment.un.org/hlpf/2018">https://sustainabledevelopment.un.org/hlpf/2018</a>	<b>High</b>
12-14 September	Global Climate Action Summit	San Francisco, USA	The Summit Steering Committee		Global	Climate Change	<a href="https://globalclimateactionsummit.org/">https://globalclimateactionsummit.org/</a>	<b>Highest</b>
3-14 December	COP24	Katowice, Poland	UNFCCC		Global	Climate Change	<a href="http://www.cop24.gov.pl/">http://www.cop24.gov.pl/</a>	<b>Highest</b>

## B. Events – dates not yet known

Date	Event	Venue	Organizer	SLoCaT Role	Region	Theme	Remarks	Event URL	Priority
TBD, December	One Planet Summit II	TBD		TBD	Global		Expected follow up to OPS 2017		
TBD	Ninth Clean Energy Ministerial (CEM9)	TBD	The European Commission, Denmark, Finland, Norway, and Sweden	TBD				<a href="http://www.cleanenergyministerial.org/Our-Work/Ministerial-Meetings">http://www.cleanenergyministerial.org/Our-Work/Ministerial-Meetings</a>	
TBC	CEPAL Urban Mobility	Santiago, Chile		Co-organiser	Latin America and Caribbean	Urban mobility	Event still to be confirmed with CEPAL		