

ITF Summit**Ministers' Roundtable on Transport and Climate Change:****Moving forward from COP26****19 May 2022****Summary Report**

Introduction

The concept of the International Transport Forum (ITF) Ministers' Roundtables (MRT) was developed in 2012 in order to provide opportunities for Ministers, invited industry and civil society leaders to participate in open and frank discussions on “hot topics” related to transport. The topic of transport and climate change is a recurring theme since 2016 and the 2022 MRT on Transport and Climate Change is the sixth session that the ITF has organised thus far.

The 26th session of the Conference of Parties (COP26) to the United Nations Framework for the Convention on Climate Change (UNFCCC) took place in Glasgow in November 2021, under the Presidency of the Government of the United Kingdom. The transport sector has played an increasingly prominent role in COP meetings over the past few years and last year at COP26, it was represented for the first time at its highest level by Transport Ministers in a meeting organised by the UK COP Presidency and the UK Department for Transport. In addition, through the launch of “Decarbonise Transport! A call from business leaders for climate action and collaboration with governments”, leaders from the private sector highlighted the need for new and innovative collaboration to reach transport decarbonisation by 2050. Transport sector achievements at COP26 marked a step forward in the recognition of the significant role transport plays in CO₂ emissions and the need to fully integrate transport in the governance of climate change. The COP26 final decision text, i.e. the Glasgow Climate Pact, also marked the beginning of the phasing out of fossil fuels where the transport sector must accelerate the development, deployment and dissemination of

technologies in order to implement policies to transition to low-emission systems, while ensuring that the transition will be just and inclusive.

In advance of COP 27, to be held in Sharm El-Sheikh, Egypt in November 2022, participating countries (Annex) of the 2022 ITF Summit MRT on *Transport and Climate Change: Moving forward from COP26* focused on raising ambitions for transport. This event served as a platform for Transport Ministers to share policy priorities and exchange ideas on transport actions.

Summary of Discussion

This section introduces three major themes emerging from the MRT discussions. These themes range from high-level goals, such as international collaboration and the setting of standards, to local initiatives, including the strengthening of public transport services. Key to the discussions was meeting the Glasgow Agreement commitments through the introduction of changes in the different modal areas. Mentioned by almost all participating countries was the need for a modal shift towards public transport, rail and bus and active mobility. Rail, in particular, was identified as being central to this modal shift. Similar themes had also emerged in the 2018, 2019 and 2021 MRTs on Transport and Climate Change sessions. Given previous COP26 discussions around Zero Emission Vehicles, our discussion focused on public transport, and this discussion therefore did not duplicate this work.

Meeting the Glasgow Commitments

Countries were aligning with broader international agreements, for example EU countries with Green Deal targets. One third of emissions will be linked to mobility by 2030 with 70% of transport emissions from urban areas; with this, it is clear that urban transport authorities have an important role in driving the shift towards meeting net zero targets. Climate change resilient infrastructure could contribute towards supporting regional and international security. It was noted that it could be profitable to decarbonise if we are prepared to judge projects over the long term. A number of countries are implementing emission standards over the next decade to ensure a reduction in carbon emissions from vehicles. A just transition is essential to ensuring nobody is left behind as we reach climate targets. Ministers

in all policy areas are now “ministers of climate” due to the increasing urgency of finding solutions to fight climate change.

Collaboration between countries is also recognised as a key factor for the success of the Glasgow Agreement, and COP27 in Egypt should raise collective ambition and increase public finance for the transport sector. Aviation is a difficult area to decarbonise; the aviation industry is now a “ready to abate” sector, and the sector has made global commitments and an implementable roadmap to meet climate pledges. Sustainable aviation fuel is key to ensuring we meet these targets. ICAO is playing an important role in setting long-term goals and driving change within the sector.

A Modal Shift towards Active Mobility and Public Transport is Essential

A complete modal shift through policy initiatives based on ambitious targets is vital to cutting carbon emissions from transport. Active mobility will also be essential in the future of travel, and more policy initiatives should be focused in this area; fiscal incentives are key to this. Innovative transport policies also have the potential to make transport options more attractive for citizens. A commitment to active mobility from governments, including the promotion of bicycle use and walking is important to encourage behaviour change.

The increased use of public transport is essential to the decarbonisation of the sector, as it is much more energy efficient than private cars. Public transport needs to have a higher modal share, and policy makers should look to flatten the peak through increasing ridership of public transportation options. A case should be made to citizens convincing them of its necessity, through expanding metro and train lines. Making it easier to take public transport can help convince the public of its benefits, for example through whole system transport travel cards. The education of both parents and children on the benefits of public transport is also vitally important. We should ensure that CO₂ is priced into the cost of transport in order to encourage the take-up of lower CO₂-emission travel options.

Rail is one of the Most Important Forms of Transport in the Modal Shift

At the forefront of the previously mentioned modal shift is the change from road and air to rail. Governments, working with the private sector, must facilitate accelerated investment in

new infrastructure projects, new rolling stock, and deploy innovative technology. Railways must become more intelligent, better interlinked with other transport sectors, including the road sector and active mobility options. Passengers must be “pulled” rather than “pushed” into trains, attractive rail service offers and thoughtful policy-making is key to this. Ensuring rail services are easy to access and use is key to making it a viable and more attractive option. Simple improvements to service can ensure we reach those who may not usually take a train – removing barriers to travelling can ensure a more welcoming service and encourage take up. It was noted that although many railways had been electrified, electrifying rail lines or introducing other forms of electric rail vehicles such as hydrogen fuel cell or battery powered trains is still an important priority and making it the most attractive low-carbon option of travel for citizens will increase ridership of trains.

Annex

Participants of the 2022 MRT on Transport and Climate Change: Moving forward from COP26

Countries

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Ministry of Transportation
Argentina

Mr. Georges Gilkinet
Deputy Prime Minister and Minister of
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Mr. El Sayed Metwalli
CEO, Domestic and International Land
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Ms. Daniela Kluckert
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Ms. Merav Michaeli
Minister of Transport and Road Safety
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Mr. Jorge Delgado
Secretary of State for Urban Mobility
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Mr. Constantin-Gabriel Bunduc
Secretary of State for Transport and
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Mr. Grant Shapps
Secretary of State for Transport
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Mr. Daniele Violetti
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