The Placencia Ambition Forum

Breakout Group: Enhancing Action in Sustainable Transport

Transport and infrastructure systems, both vital for human mobility and protection, face the gradual and extreme effects of climate change due to their exposure to weather conditions. Heavy rainfall may cause erosion of roads and bridges; flooding and coastal inundation can result in road damage, closures, and disrupted roadways; and strong winds carry debris obstructions to roads and damages to state and private properties.

With SIDS being sea locked, access to well-functioning and reliable transportation systems, in particular maritime and air transport systems, is vital. Seaports and airports are the lifelines sustaining the survival of these States, especially since they are highly dependent on transport-intensive imports for much of their consumption needs, for example food and energy[1] (UNCTAD, 2014).

For SIDS, these effects are compounded by vulnerable and limited road networks, meaning that even small interruptions may have disproportionately high consequences for the movement of goods and provision of services[2]. Small Island States, in comparison to other countries, face economic losses of an annual 1-10% of GDP due to massive damage from exacerbated disaster risks[3]. Transport and infrastructure assets represent a great deal of public and government assets, and require continuous restoration post disaster. Unquestionably, increased measures to limit the impact of climatic events are rising.

Vehicle Transport

Transport emissions (e.g. road, rail, air and sea) accounted for approximately 14% of all GHG emissions and 24% of CO2 emissions in 2016. These emissions are projected to increase dramatically in the coming years. The IPCC estimates that the use of green energy sources for transport would have to increase 35-65% in 2050[4] in order to meet the emission pathway of 1.5ºC.

Options for reducing emissions are primarily increasing the fuel efficiency of the vehicle fleet for all forms of transport,and moving to electric vehicles for appropriate modes (e.g. car, trucks and trains). There are limited options to increase the adaptive capacity of transport.

Despite known pathways to reduce emissions in vehicle transport, there are significant barriers to their uptake, particularly in small islands: high upfront costs for electric vehicles or for high

[1] Multi-Year Expert Meeting on Transport, Trade Logistics and Trade Facilitation Third session
[2] Climate and Disaster Resilient Transport in Small Island Developing States: A Call for Action
[3] Financial Protection Against Natural Disasters: From Products to Comprehensive Strategies. An Operational Framework for Disaster Risk Financing and Insurance
[4] IPCC Special Report on the impacts of global warming of 1.5°C: Summary for Policymakers

efficiency fuel vehicles, loss of private investment in existing vehicle stock, limited or fragmented domestic transport networks, and capacity to restructure antiquated systems (vehicle data collection, battery charging infrastructure placement, consumer incentives).

Maritime Transport Infrastructure

Coastal systems and low-lying areas are expected to experience increasingly adverse climate induced impacts such as submergence, coastal flooding, and coastal erosion due to relative sea level rise. With SIDS being intrinsically connected to ocean and coastal activity, they face a number of shared socio-economic and environmental vulnerabilities that challenge their growth and development. Of immense concern is the alarming vulnerability of vital coastal transport infrastructure to intense natural disasters, particularly seaports and airports, due to their location and heavy reliance for international connection, trade and tourism.

Options for enhancing resiliency of coastal infrastructure include bolstering the structural engineering along the coasts, climate proofing essential ports of entry and trade, and enhancing building regulations to safeguard public assets. Adoption of these measures, however, are dependent on each country's capability to innovate and implement adaptation solutions within their socioeconomic structures.

Objectives

- Improve the understanding of global trends in the transport sector, and its impact on climate change;
- Identify available tools and instruments to support transitions to decarbonization in the transport sector;
- Brainstorm, discuss and identify solutions to overcome challenges and remove bottlenecks in the area of sustainable transport;
- Strengthen partnerships and ambition across AOSIS and beyond.

High-level Panel and Participants

Monday 20 April 2020 (1715 New York // 2215 London // 0915(+1) Auckland)

Caribbean, Americas & Pacific

Time	Country	Speaker and organization	
5 min	Moderator	Ms. Monica. Araya, Transport, Climate Champions Team	Introduction
5-7 min	International Transport Forum (ITF) at the Organisation for Economic Co-operation and Development (OECD)	Ms. Wei-Shiuen Ng, Advisor - Sustainable Transport and Global Outreach, International Transport Forum at the OECD	Transport emissions have grown faster than those of any other sector over the past 50 years. Transport emits around 23% of the energy-related CO_2 that feeds global warming, and climate change cannot be stopped without taking measures to decarbonize transport. The International Transport forum at the OECD will demonstrate international trends in passenger and freight transport, highlighting the different objectives that must be achieved, across different sectors, to decarbonise transport.
5-7 min	Barbados	Mrs. Francine Blackman, Permanent Secretary, Ministry of Energy and Water Resources, Government of Barbados	The Caribbean island of Barbados is making substantial headway in the creation of an electric vehicle market. With approximately 350 electric vehicles currently on the road, Barbados is the world's third highest user of the technology. Barbados will share their experience in the decarbonisation of their transportation sector, and transitioning to e-mobility, presenting key take aways in the planning and implementation (i.e. policy, regulation, infrastructure, etc)
5-7 min	Xergy Energy	Xavier Gordon, CEO, Xergy Energy	Xergy Energy is a leading Clean Energy developer in Southern Ontario with vast experience in Solar PV and Electric Vehicle (EV) Infrastructure. In the Caribbean, Xergy serves as one of the lead experts on electric transportation, leading several projects through the region concentrating on fleet electrification for public transit, government fleets, and private fleets, as well as the development of a regional electric vehicle charging network for deployment in 2020 to unleash the full potential of electric transportation in the region. Xergy will share the opportunities and key considerations for countries and developers to execute initiatives in the emerging industry of electric transportation.
5-7 min	Micronesian Center for Sustainable	Dr. Peter Nuttall, Scientific and Technical Advisor for the	The Pacific Islands, many threatened by rising sea levels, have been among the most vocal in the decarbonization of maritime transport sector, particularly from shipping.

Time	Country	Speaker and organization	
	Transport (MCST)	Micronesian Center for Sustainable Transport at the University of the South Pacific	The unique characteristics and challenges of the Pacific transport scenario means appropriate Pacific solutions need to be developed locally. If addressed proactively, low carbon transition can provide long-term solutions to transportation issues for Pacific countries and communities by providing options that are cleaner, more affordable and appropriate to our communities. The MCST framework a is government-endorsed 25-year programme to transition to a fully decarbonised transport future among Micronesian States. Through its expansive work in the maritime transport sector, MCST will outline the potential of transition to low carbon sea transport in the Pacific region, and highlight current regional best practices.
30 min	Facilitated Dialogue	Ms. Monica. Araya (Moderator) Discussants: Zullah Mohammed, The Pacific Community Joanna Edghill, Managing Director, MegaPower Hugh Sealy, Lecturer at CERMES, University of the West Indies & Special Envoy of the Government of Barbados for Climate Change AOSIS technical experts Scientist/practitioners Representatives from development institutions and academia	Facilitated dialogue aimed at answering the following questions: 1. How do decarbonisation options in the transport sector of islands/ SIDS (land and sea) compare to global options? 2. What is the current landscape for electric transport and sustainable maritime transport (penetration, policy, regulation, infrastructure) in SIDS? 3. What are the key steps that countries need to make for an effective e-mobility or sustainable maritime transport transition? (linking private and public sector, regulatory shifts, technology introduction, principal challenges) 4. What are the main technological, socio-economic and policy/regulatory gaps in enhancing climate change adaptation and resilience for transport infrastructure?
5 min	Moderator	Ms. Monica. Araya, Transport, Climate Champions Team	Wrap-up

High-level Panel and Participants

Tuesday 21 April 2020 (0430 New York // 0930 London // 2030 Auckland)

Africa, Indian and South China Seas, Europe

Time	Country	Speaker and organization	
5 min	Moderator	Mr. Herman Sips, Lead, Transport Decarbonization Alliance	Introduction
5-7 min	UNCTAD	Ms. Regina Asariotis, Chief, Policy and Legislation Section, UNCTAD	Though the transport sector is a contributor to climate emissions, it also faces severe risks resulting from impacts of climate change such as sea-level rise, soaring temperatures, extreme storms and floods. The risks to transportation, especially coastal transport infrastructure, threaten global trade and development. International maritime transport carries over 80% of the volume of world trade and provides access to global markets for all countries, therefore the potential of maritime transport to support more sustainable economies and societies cannot be overemphasized. UNCTAD will reflect on the critical importance of climate change adaptation and resilience building for key transport infrastructure, in particular in SIDS, and highlight recent aspects of UNCTAD's work aimed at assisting developing countries to build their capacities in the field, in particular with a view to informing the review of NDCs and NAPs.
5-7 min	Maldives	Ms. Fathimath Niuma Deputy Minister Ministry of National Planning and Infrastructure	Being a dispersed island nation, transport is an integral part of life in Maldives. Maldives heavily depends of sea transport as its main mode of transportation, although aviation and vehicle use has seen significant expansion due to tourism. With no sea-based integrated inter-island public transport network, affordably travelling between neighboring islands is a great challenge. The Maldives will share their experience in providing best available options for improving transport organization and encouraging the use of low carbon transportation technologies, particularly in the context of inter-island transport.
5-7 min	World Association of Waterborne Infrastructure (PIANC)	Ms. Jan Brooke, World Association of Waterborne Infrastructure	The World Association of Waterborne Infrastructure is committed to promoting a shift to low carbon inland and maritime navigation infrastructure, and raising awareness to rapidly strengthen the resilience of waterborne transport infrastructure. In the context of this discussion, PIANC will share the private sector view as well as an international

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			understanding of some of the practical measures ports can take to strengthen resilience.
5-7 min	Cabo Verde	Mr. Rito Evora, National Director of Industry Trade and Energy, Ministry of Industry, Trade and Energy, Cabo Verde	Cabo Verde consists of 10 volcanic islands in the Atlantic. Ocean and air travel are the major mode of travel between the islands, accounting for 40.8% of its total emissions as of 2010. In 2018, the policy for electric mobility was approved with the objective of gradually replacing vehicles equipped with combustion engines (gasoline or diesel) by clean electric vehicles, eliminating greenhouse gases emissions until 2050. Cabo Verde will share their experience in developing their e-mobility policy, and their strategic vision for the adoption and implementation of electro-mobility.
5-7 min	Singapore	Mr Lawrence Ong, Deputy Director (Climate Change), International Relations and Security Division, Ministry of Transport	In the context of sustainable vehicle transport ambitions, Singapore is uniquely advantaged with its small island scope, relatively small road network, and technological expertise. While trials of electric vehicles in urban transportation have begun, the potential to scale up are amidst recent budget discussions. With plans to progressively phase out the use of conventional internal combustion engine vehicles and have all vehicles run on cleaner energy by 2040, Singapore will discuss their plans in policy and regulatory environment that surround this transition, reflecting on key considerations to overcome major barriers in achieving overall carbon efficiency in large scale urban transport.
30 min	Facilitated Dialogue	Herman Sips (Moderator) Discussants: Daniel Bongardt, Senior Advisor, GIZ Changing Transport Mark Major, Senior Advisor, SLOCAT AOSIS technical experts Scientist/practitioners Representatives from development institutions and academia	Facilitated dialogue aimed an answering the following questions: 1. How do decarbonisation options in the transport sector of islands/ SIDS (land and sea) compare to global options? 2. What is the current landscape for electric transport and sustainable maritime transport (penetration, policy, regulation, infrastructure) in SIDS? 3. What are the key steps that countries need to make for an effective e-mobility or sustainable maritime transport transition? (linking private and public sector, regulatory shifts, technology introduction, principal challenges) 4. What are the main technological, socio-economic and policy/regulatory gaps in enhancing climate change adaptation and resilience for transport infrastructure?
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