

## **“National strategies for enhancing climate ambition - systemic transformations and their enablers” Side event**

**Co-organized by:** [SLOCAT](#), Institute for Sustainable Development and International Relations ([IDDRI](#)), The NDC Transport Initiative for Asia ([NDC-TIA](#))

**Date & Time:** 15 October, 14-15 PM CST, 8-9 AM CEST.

### **Key recommendations**

This event sought to provide a different, complementary, perspective on climate ambition, especially related to transport, grounded in the framing provided by the IPCC Special Report on Global Warming of 1.5°C around systemic transformations and their enablers. Please find below its key recommendations and outcomes:

1. Along with a clear picture of the end-goal transformations, a detailed understanding of the role of the technical, economic, political, social and governance dimensions is key to support governments and other actors to commit to more ambitious and credible emission targets and to guide effective implementation.
2. Approaching climate ambition through the lens of underlying transformations calls for deliberating on the heterogeneous nature and the multi-faceted aspects of transitions in different sectors and countries. This forces a move away from a purely global perspective and adopts a more granular approach based on country and individual sector perspectives.
3. More specifically concerning transport, despite progress on low-carbon technologies, technical and structural transformations in the transport sector to date have not been sufficient to get on the right track to meet the Paris Agreement targets. More concerted policies and actions by local and national governments and the private sector are required to achieve the transformations required for carbon neutrality and to maximize the other benefits of a zero carbon transport system. The scaling-up of investments in electric mobility and the diffusion of stringent CO<sub>2</sub> standards have triggered technological progress and significant cost reductions of low-carbon vehicles, notably for passenger transport. While technological innovation is an important component of reducing transport emissions, simply improving existing transport systems will not be enough to achieve absolute zero emissions by mid-century. More profound changes in the spatial organisation, notably in cities, supply chains and infrastructure investments will be needed to avoid unnecessary travel demand and shift to lower-carbon modes, across both passenger and freight transport. These transformations will require the engagement and coordination of a much broader group of stakeholders, encompassing the multitude of public and private actors who influence travel demand and behaviour. While progress is being made towards these structural transformations, it must become much more comprehensive and widespread in order to achieve meaningful reductions in global transport emissions.

For more information, please take a look at:

- The chapter “The transition to zero-emission transport” co-authored by IDDRI and SLOCAT of the report “Climate ambition beyond emission numbers - Taking stock of progress by looking inside countries and sectors” at the following link: <https://www.iddri.org/en/publications-and-events/report/climate-ambition-beyond-emission-numbers-taking-stock-progress>
- The SLOCAT Transport and Climate Change Global Status Report, 2nd Edition: <https://tcc-gsr.com/>