

## Follow-up of Q&A Session of Webinar “Enhancing Climate Ambition in Transport”

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Panelists:

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- Mark Major ([Partnership on Sustainable, Low Carbon Transport](#))
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### 1. Recommendations by GIZ and SLOCAT

#### 1. Do you also have suggestion on implementing these recommendations in a more structured flow, given the limited resources particularly in developing countries? (Ari Nova Firmanda)

- I believe that neither for GIZ nor SLOCAT’s recommendation there’s a specific sequence or order. It would be good to start with the low-hanging fruits (the one’s which are the easiest for your country to implement). The first recommendation (implementing transport emission targets) is very essential and important and can make it easier to implement any of the other recommendations. (Nikola Medimorec)

#### 2. Could "Not using transport" (as we are experiencing due to COVID-19) be included in the recommendations (behavior change)? (Naoki Matsuo)

- Avoiding any kind of transport is currently being done as far as possible but it isn’t a long-term solution or the only approach. In the webinar we presented the Avoid-Shift-Improve framework and the first element is about avoiding the need for motorised travel. It is one of the components of our recommendations and activities on sustainable, low-carbon transport. (Nikola Medimorec)

#### 3. I notice that you have not mentioned biofuels in the report. Although electricity may be the goal in the future, biofuels are concrete targets that are included in NDCs to date. How do we make this shift from biofuels to electrification? (Constance Miller)

- Biofuels are an important short-term measure to reduce emissions in the sector, but as mentioned, they will not be sufficient in the long-term and the limited available supply for sustainable biofuels will likely be needed in areas that are hard to decarbonise through direct electrification, such as heavy-duty transport and aviation. General biofuel targets should be supplemented with targets for the electrification of the vehicle fleet (depending on the national situation this could start with certain segments, e.g. public fleets, two- or three wheelers, and expanded over time), with targets for increased use of shared mobility, esp. public transport and could over time move towards a focus on biofuel targets for truck-diesel only. (Marion Vieweg)

#### 4. Am I correct that the recommendations are targeting land-based transport, for countries that already have infrastructure - especially rail, inland waterways, large urban centres etc. and a

**surplus renewable electricity? [Do the recommendations] consider aviation, shipping or countries such as small island states for example? (Peter Nuttall)**

- The recommendations have a slight bias towards land-based transport and inland shipping, but do also apply largely to aviation and maritime shipping, with the exception of recommendation 3 on cities. For these sectors we also need to think how they fit into the overall system in a decarbonised and sustainable future and then design steps to get there and both sectors also need to take the changing climate into account, although the stakeholders that need to do this may differ. Especially recommendation 5 to enhance system efficiency is very important for both aviation and shipping, while also looking at ways to decarbonise the remaining energy use. For the latter, also recommendation 6 applies to those sectors, probably with a larger focus on electrofuels and hydrogen, but there are also cases for direct electrification of smaller and shorter distance air transport and for maritime shipping, such as shown by the electric ferries operating in the Nordic countries. (Marion Vieweg)

**5. How to bridge top-down and bottom-up policies in sustainable transportation? (Deep Kumar)**

- For sustainable transport systems you will need both top-down national policies and frameworks and bottom-up policies at the local level. The important point is that the top-down policies need to provide sufficient guidance for the local policies, regulations and investments. To ensure the two levels go hand-in-hand we encourage that all stakeholders, including sub-national officials, are involved early and intensively in the development process of top-down policies, to ensure that these meet the needs and are practicable for local implementation. Additionally, sub-national actors need to receive sufficient information and capacity-building. (Marion Vieweg)

## **2. Cities**

**1. It was mentioned that avoiding or shifting from transport can achieve 40-60% emissions reduction. I imagine urban design / zoning [plays] a big role here. But for many cities in developing countries, redesigning maybe too big of an investment. What are other ways to achieve avoiding/reducing transport demand? (Lyan Villacorta)**

- Redesigning (or actually adjusting regulations to support compact cities) is not causing a financial burden. A low-dense city with strong sprawl and a lot of car traffic is causing high costs and the development of urban freeways or other infrastructure-heavy projects that favor car travel lead to the lock-in effects, high externalities (air pollution, traffic crashes etc.). But yes, there are also many other ways besides urban planning to support reducing transport demand: better public transport service (BRT systems, metro), implementation of low-emission zones in the city center, development of cycling infrastructure (+bikesharing) and many other measures. Please take a look at this poster: [https://www.changing-transport.org/wp-content/uploads/2018\\_Poster\\_10ActionsToDecarbonizeTransport.pdf](https://www.changing-transport.org/wp-content/uploads/2018_Poster_10ActionsToDecarbonizeTransport.pdf) (Nikola Medimorec)

**2. Especially for developing countries, finance still is a serious issue. How can cities implement this recommendation if they only have limited budget/no budget at all? How can they ensure green financing or alternative financing? (Dhany Ningtyas)**

- Not all measures require large amounts of additional funding, especially in cities, where different approaches to planning and smart regulation (for example low emission zones) can already achieve a lot (see also the response to question 17). Additionally, all countries, including developing countries, are currently spending large shares of their budgets on transport sector infrastructure. In many cases, activities do not require additional funding, but could be financed using existing budgets in a different way. (Marion Vieweg)

**3. [I am] Concerned that if you say [incremental steps] are not enough, then [nothing will] get done at all - even though they are part of the solution too – e.g. efficiency. Also, how will you achieve this - in practical terms and not just via lecturing people (which has not worked much so**

far)? **Massive capacity-building support [would be necessary] - which very few will fund. (Sheila Watson)**

- It is right that incremental steps are needed as well. And we need a lot of capacity building, so that people can learn from best practice cases that already exist all over the world. At the same time, however, it is important to take a step back and look at the very ambitious end goal that we want to reach. That is important for example for larger scale investments to avoid lock in and stranded assets. Incremental steps can constitute the bridge between action now and those larger scale investments that have an impact even in the more distant future. Efficiency is definitely one part of an integrated long-term view. (Marion Vieweg)
- Regarding capacity building, GIZ, SLOCAT and others provide a lot of knowledge resources. Please see for example
  - [www.changing-transport.org/publications/](http://www.changing-transport.org/publications/) and <http://www.changing-transport.org/tools/>
  - <https://slocat.net/resources/knowledgehub/> and <https://slocat.net/ndcs>
  - <https://www.sutp.org/all-publications>

### **3. Two- and Three-Wheelers**

**1. Do you recommend specific three-wheeler electric technology suppliers? (Ambachew Admassie)**

- The electrification of 2/3-wheelers is very important in terms of transport decarbonisation but we don't recommend any specific suppliers. (Nikola Medimorec)

**2. We have a huge inventory of 3-wheelers across the country. It is regulated by local governments. I think there is huge opportunity to electrify this sector. Are there good examples and recommendations how national governments could support electrification of 3-wheelers? (Jessie Todic)**

- A good example on 3-wheelers electrification can be found in India: The FAME 2 scheme supports the transition to electric vehicles. As far as I know, the subsidies are provided by the national government but distributed at the local level. I would suggest to read the following report to learn more about it: <https://www.teriin.org/sites/default/files/2020-02/Policy%20brief%20-%20EV%20Three-wheelers.pdf> (Nikola Medimorec)

### **4. Integration of Private Sector**

**1. The majority of recommendations and the advocacy campaign are directed towards governments. I am wondering if there are recommendation for the private sector and individuals to assist in achieving the transport objectives? (Dennis Kaaria)**

- The initial focus is on what countries need to include in their NDCs - but great idea for us to think about how individuals and companies can assist! (Mark Major)

**2. Investment unlocking is key for more sustainable infrastructure and services - how do you see the participation of the private sector and new financing options? (Enrique Rebolledo)**

- A new financing option are green bonds. Their investment volume [is] increasing every year. Many NDCs express the needs for finance, technology and investment. With a better connection and finance frameworks between governments and the private sector regarding climate change there can be a lot of opportunities for more participation of the private sector. (Nikola Medimorec)

## 5. COVID-19

### 1. Will this pandemic and the economic crisis have negative impacts on the contributions of the different countries to green financing? (Karim Ben Amara)

- It's difficult to assess right now but the current situation should be identified as a need to stronger actions towards sustainable, low-carbon pathways and thus, also shifting financing to greener, more sustainable areas. (Nikola Medimorec)

### 2. Are there any changes [due to COVID-19] in the NDC calendar and deadlines? (Karim Ben Amara)

- There were a couple of changes due to COVID-19: The regional climate weeks for 2020 have been cancelled. The June Session of the UNFCCC has been moved to November and COP26 is postponed to 2021. Parties are supposed to submit the NDCs in 2020 and some might delay the submission until shortly before COP26 in 2021. (Nikola Medimorec)

### 3. Will the timing of developing and communication of the new NDCs be impacted by the current situation due to COVID 19? How should this be taken into account in the actual process of the revision of the NDCs by countries? (Jaafar Sallouhi)

- See reply above.

### 4. How will climate action face the fact that after COVID-19 the world economy will look for a quick recovery and fossil fuel is the faster way to achieve that? (Sanjini Nanayakkara)

- Of course, we can't look into the future but it would be great if countries would focus on an "economic reset" towards a more sustainable economy instead of a "recovery" of the business-as-usual. (Nikola Medimorec)

### 5. Will COVID-19 reduce the use of collective public transport and promote the use of individual cars, mainly because people are afraid to be in the same space? Which measures should cities promote to avoid this? (Maria Tavares)

- See response below.

### 6. Do you have views on the attractiveness of shared mobility after COVID-19? There are lots of very negative perspectives out there, given infection issues etc. (Sheila Watson)

- In response to questions 17 and 18: it is very likely that the pandemic will have a short-term effect on the attractiveness of shared mobility, including public transport. However, attractiveness depends on many factors, including the dependence of the population on such shared modes, which is very high in most developing countries and high for lower income households also in developed countries. During the immediate crisis, it is important to keep up service levels and, where possible, even increase the amount and frequency of public and shared services, to avoid packed vehicles and allow the required individual space. Limitations to the amount of passengers per vehicle is also advisable, as well as increased cleanliness of vehicles and availability of masks for personnel. For the medium-term the overall quality of shared services will likely outweigh the concerns around the coronavirus. Overall quality in terms of personal safety (especially for women), accidents, cleanliness, punctuality and frequency are key for the attractiveness and acceptance of shared solutions. (Marion Vieweg)

### 7. Due to the current crisis pandemic, how do you see transportation sector could play important role, since social restrictions and lockdowns are taking place around the world? (Reo Audi)

- See response above.

**8. Is there plan of rebasing the emission based on the COVID-19? (Francis Mwangi)**

- It is still unclear how strong the impact of COVID-19 is on emissions (short- and long-term), we need to wait for more data before we can interpret any changes. (Nikola Medimorec)

**9. The problem will be that people who are required to use public transport often cannot afford any other means of transport or [cannot] work from home. Them we need to protect, as this is often their only means to get to work. How we can plug the gap between vastly reduced fare revenues, while protecting the transport employees? (Andrej Frizler)**

- See response under question 18. Also, it's important that the national government supports local authorities and local public transport financially to survive during this period in my personal opinion. (Nikola Medimorec)