Using Green Recovery for fast-tracking NDC implementation in the transport sector in Asia

Workshop, 1st July 2020
Housekeeping: Functions of the control panel

**Grab Tab:** From the Grab Tab, you can
1. Hide the Control Panel,
2. View the webinar in full screen,
3. Change language.

**Chat:**
4. Type questions and comments to the presenters and click „send“.
1. Introduction and welcome remarks  
   Dennis Knese (GIZ), Paulina Rudnicka (LEDS GP), Nikola Medimorec (SLOCAT)

2. Sustainable Transport, NDCs and the Green Recovery  
   Daniel Bongardt (GIZ)

3. Work Session #1: Recovery programmes to accelerate NDCs  
   Nikola Medimorec (SLOCAT)

4. Work Session #2: Sustainable Urban Mobility after Corona  
   Amegh Gopinath (GIZ India)

5. Closing Remarks
Rationale of today’s event

• Even in these times dominated by the coronavirus, climate action remains an acute and global challenge

• Work on ambitious updated NDCs under the Paris Agreement will not be put on hold because of the coronavirus, but will continue

• Critical timeframe: Over the next 6-18 months countries will invest trillions in boosting economic growth to recover from the COVID-19 fallout

• How they do this will determine the world’s climate and sustainable development trajectory for decades to come

• Transport sector is key for both recovery and climate mitigation
Background of LEDS GP
(Low Emission Development Strategies Global Partnership)

Since its launch in 2010 the LEDS GP has become a vibrant platform for peer learning and collaboration.

The LEDS GP is a community of over 4,735 members

Goal: Implementation of ambitious LEDS and NDCs

Multi-stakeholder network for peer learning, technical collaboration and information exchange

Country and demand-driven approach to help build the capacity of practitioners

Regional platforms

Global working groups

Energy
Transport
AFOLU
Finance
Ressource
Efficiency
SLOCAT Partnership on Sustainable, Low Carbon Transport

Powering the sustainable, low carbon transport revolution with ambition, solutions and collaboration

International, multi-stakeholder ecosystem of 90 entities

Primary focus:
Land transport
All mobility modes

Geographic footprint:
Global South

3 mutually-reinforcing work streams

Knowledge and Policy Analysis
Advocacy and Engagement
Dialogue and Networking

www.slocat.net
Sustainable Transport, NDCs and the Green Recovery

(Daniel Bongardt)
Transforming transport is fundamental

**Global transport emissions 2018:** ca. 8 Gt CO₂

Business-as-usual (BAU) and required reductions under 2°C and 1.5°C scenarios (simplified)

Source: Authors’ figure, historic emissions based on data from IEA (2016), projections based on data from Gota et al. (n.d.)/SLOCAT Knowledge Base.
Ambitious targets require comprehensive actions

Mobility transition: Avoid and Shift

Energy transition in transport: Improve and Fuels

Source: Martin Schmied, 2015
Bringing communities together...

**Climate actions in transport** = GHG objectives
e.g. fuel economy standards

**Economic Recovery actions in transport**
= socio-economic objectives
e.g. support transport companies

*may increase emissions*
Sustainable development actions

= GHG, transport and recovery objectives

Sector targets for sustainable development

- NDCs
- COVID-19 Recovery plans
- Low carbon development strategies
- National & subnational transport strategies
- National development plans
- SDG implementation
Transport GHG emissions expected to fall in 2020 – Good news?

- Germany: Minus 7-25 MtCO2 in 2020 (4-16%)

- To avoid rebound and to yield further mitigation, sustainable transport investments must continue and be upscaled

➢ Economic stimulus programmes must promote a ‘green recovery’

https://www.agora-energiewende.de/fileadmin2/Projekte/2020/_ohne_Projekt/2020-03_Corona_Krise/178_A-EW_Corona-Drop_WEB.pdf
Germany’s €130 billion COVID-19 recovery programme

- ~50 measures to boost consumption and speed-up recovery, equivalent to 4% of GDP
- >€50 billion (42%) for a “future package” on climate mitigation, digitisation etc.
- of which ~€20 billion for transport decarbonisation measures
Six Action Recommendations for Policymakers

to Align Transport with the Paris Agreement and the Sustainable Development Agenda

to promote transport climate action in COVID-19 recovery programs

CHANGING TRANSPORT
Facilitating climate actions in mobility
Six action recommendations for policymakers to align transport with the Paris Agreement and the Sustainable Development Agenda

Questions & Answers
Work Session #1
Work Session #1

Recovery programmes to accelerate NDCs

LEDS GP Virtual Workshop | 1 July 2020

Nikola Medimorec
Data and Research Analysis, SLOCAT Partnership
Main question

How can governmental economic recovery programmes contribute to the sustainable transport agenda and to NDC implementation?

Agenda

- 10 NDC recommendations
- Discussion: Transport and national programme priorities
- Exercise: Design an economic recovery programme
Raising Ambition for Transport in your Nationally Determined Contributions

01 Mitigation Targets
Include specific transport sector CO₂ mitigation targets supported by sustainable transport measures.

02 Engagement
Work with cities and regions, companies, civil society and academia to develop robust and implementable targets.

03 Maximise Impacts
Align and integrate sustainable low carbon transport strategies with your Paris Agreement Long-Term Strategy and wider sustainable development priorities.

04 A-S-I
Incorporate Avoid, Shift, and Improve strategies to reduce the negative environmental impact of transport and increase equitable access.

05 Finance & Investments
Shift finance towards low carbon and resilient transport priorities. Eliminate fossil fuel subsidies and phase out internal combustion engines.

06 Planning & Tools
Integrate urban, transport and land use planning policies and tools to support the achievement of your transport targets.

07 Adaptation
Set goals and plans for the adaptation and resilience of transport systems.

08 Electrification
Accelerate electrification of buses, cars, vans, and 2- and 3-wheelers accompanied by low carbon electricity supply and advanced grid integration.

09 Freight
Address freight transport emissions, which account for 40% of energy use in the transport sector.

10 Aviation and Maritime
Include goals on aviation and maritime transport, two of the fastest growing sectors.

Join Us!
www.slocat.net/ndcs
#enroutetoCOP26 #COP26

This campaign was developed by:
SLOCAT Partnership on Sustainable, Low Carbon Transport

In collaboration with:
CHANGING TRANSPORT
With contributions from:

giz ITDP World Resources Institute ALSTOM CLIMATE GROUP IDDRI UITP SUSTAINABLE TRANSPORT INSTITUTIONS Walk21
01 Include specific transport sector CO₂ mitigation targets supported by sustainable transport measures

Set goals for specific transport sub-sectors, e.g.
- Cars
- Road Freight
- Aviation

with sustainable transport measures that address:
- Health
- Mitigation
- Equity
- Adaptation
- Social cohesion

04 Incorporate Avoid, Shift, Improve Strategies

Avoid unnecessary transport
Shift to low carbon modes
Improve vehicle design, fuel efficiency & energy sources

- Transport Demand Management
- Urban Public Transport
- Railways
- Walking and Cycling
- New Mobility Services
- Fuel Economy
- Electric Mobility
- Renewable Energy
Imagine you have been tasked to *convince the national government* that *sustainable transport* should be included in an economic recovery programme.

How would you use these recommendations to convince the national government to include the transport sector in the stimulus packages/recovery programmes?
Exercise

Let’s design a stimulus package/recovery programme for the transport sector!

Please access:

PROJECT IMPACT
Impact of COVID-19 on Cities and Mobility
What is *Project IMPACT*?

**01**
Joint research being undertaken by GIZ, Cities Forum, CRDF – CEPT and Ideal Management Consultants.

**02**
The objective of the research study is **to understand the likely disruption of Covid-19 on Cities and the Mobility Sector.**

**03**
The research is based on the survey of several senior industry leaders in cities and the mobility sector, followed by one on one interviews with the international experts and global institutions.
The surveys were conducted from 1 May 2020 - 7 June 2020 to capture the thoughts and opinions of Business Leaders, Policy Makers, Subject Matter Experts, Researchers and Academics.
How do you feel in the long run Covid-19 will lead to impacting the size of cities?

The pandemic has challenged the way we plan, design and live in cities globally. Whether that’s city transport systems, where people live and work, how much space people have on streets, quality of and access to healthcare systems, access to open and green space and more. It provides us with opportunities to review and improve how we build more resilient cities; all areas of urban development need to respond to create more viable, sustainable cities.

Hitesh Vaidya, Director of National Institute of Urban Affairs (NIUA)

**Smaller Cities are the future**

A large proportion of respondents are of the opinion that smaller cities with lower density will be preferred in the future.

About one fourth of respondents feel they can’t say at the moment as to how Covid-19 will impact the size of the cities.

26% still feel that Larger Cities will always be preferred over smaller cities even post Covid-19.
What do you think about the following statement? Cities need to invest more in developing cycling and walking infrastructure.

There is almost a consensus amongst the experts globally that authorities need to invest more in developing cycling and walking infrastructure. This crisis has provided an opportunity to promote sustainable modes of travel. Further, riding a bicycle will naturally ensure social distancing requirements and also promote healthy ways of living.

Armin Wagner, Senior Transport Policy Advisor, Transformative Urban Mobility Initiative (TUMI)
What elements of public transport do you think need to change to adapt to post-lockdown cities?

For life in our cities post pandemic, public transport can, will, and should come back better. There has been many challenges faced during this crisis, but the sector can continue to learn lessons. Public transport can be more attractive and safer to travel in. In order to limit and manage crowds, supply will be strengthened, and the service frequency augmented, offering a better and more regular service. The sector will become more flexible and technological innovations will need to advance at a faster speed. There are many opportunities to make public transport more people-focused and more efficient; the passenger should be the priority.

Sylvain Haon, Senior Director of Strategy at UITP

<table>
<thead>
<tr>
<th>Public Health Interventions</th>
<th>Frequency of Service</th>
<th>Number of Routes Served</th>
<th>Fare Increases</th>
<th>Fare Reductions</th>
</tr>
</thead>
<tbody>
<tr>
<td>62%</td>
<td>10%</td>
<td>44%</td>
<td>19%</td>
<td>92%</td>
</tr>
</tbody>
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Public health interventions e.g. safe spacing of passengers, enforcement of mask wearing, public health messaging etc are the major requirements that experts feel that public transport agencies have to work on in order to pull the travel demand back on to public transits. Also, the transit agencies need to work on improving routes and level of frequencies.
In the future which travel modes do you think should be given the greatest investment and space on streets?

The respondents have ranked the various modes of travel with respect to the future investment and there is a very clear consensus that cities should invest in walking and cycling modes followed by public transport and electric mobility. The personal travel modes should get least priority in terms of investment and space on streets.

The answer would depend on the size of cities and distribution of densities, so we have to be cautious about broad based generalization. The answer is that cities should develop a mobility plan responding to their population needs, characteristics and funding capacity. Globally we see cities are growingly prioritizing walking and cycling, public transport and IPT before supporting personal travel modes. This is a major reversal of past trends, but also reflects an asset base in place. Larger metropolitan areas with long distances to travel and high density will need investment in mass transit within the PT categories in high capacity corridors.

Gerald Ollivier, Lead Transport Specialist, World Bank
What technological changes do you think might happen in the management of cities and mobility?

The COVID-19 pandemic has pushed us to embrace technologies that we were considering for the future urgently and overcome any obstacles. The wide use of tele-health, object-recognition cameras for social distancing and UAV medical delivery trials have accelerated. This horrific disease has nevertheless forced us to rethink carefully of how we use big data and analytics to effectively manage and create resilient cities, as well as how can we best introduce a “new normal” into the business as usual.

Dr George Economides, Future Mobility Team Leader, Innovation Hub, Oxfordshire County Council, UK
Conclusion of Work Session 1 & 2
Outlook and next steps
NDC Transport Initiative for Asia

Project goal: Countries in Asia work on long-term, multi-stakeholder, integrated strategies to decarbonize transport.

https://www.changing-transport.org/project/ndc-tia/
Thank you for your participation
Sharing knowhow and ideas to shape the green recovery agenda

TUMI Corona Transport Knowledge Platform

https://www.transformative-mobility.org/corona

BLOGs on www.changingtransport.org