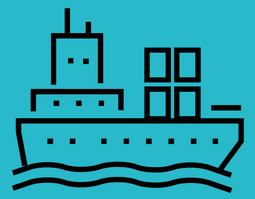
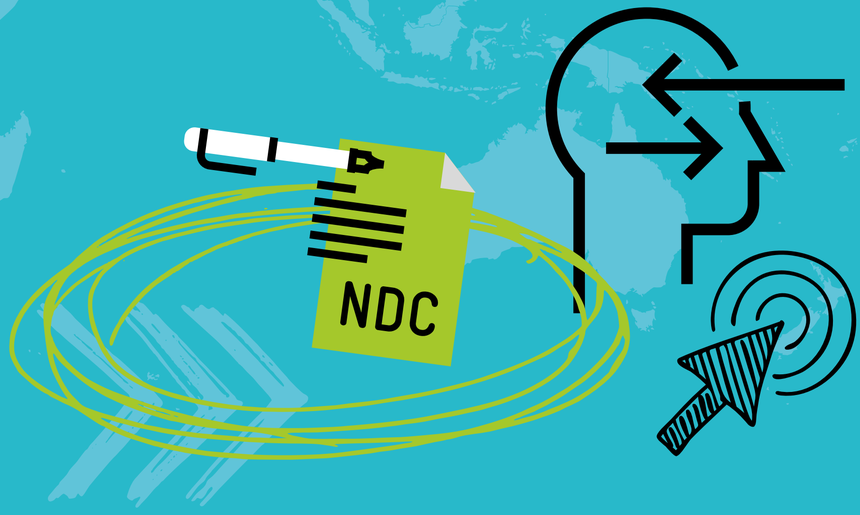
Make Transport Matter in NDCs

Transport & Climate Change Week 2018

Daniel Bongardt and Urda Eichhorst

25 and 26 September 2018

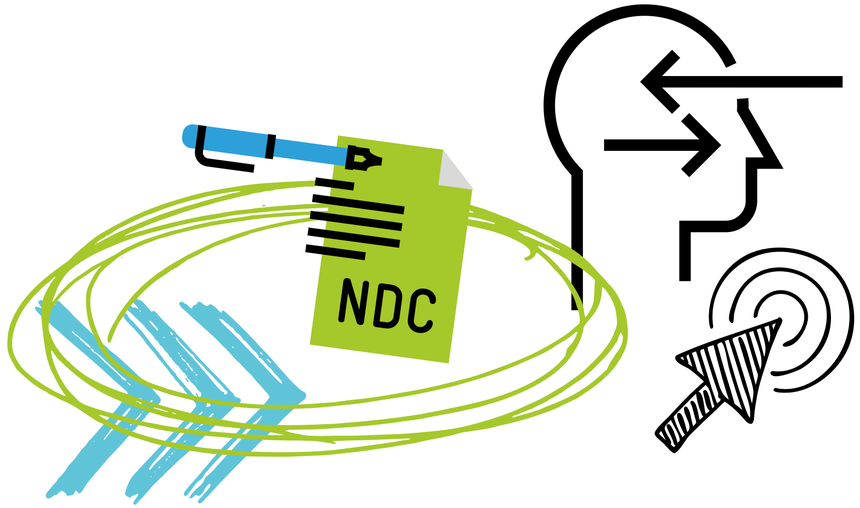




Transport in Climate Policy
Introduction & Context

Urda Eichhorst

Make Transport Matter in NDCs, Transport and Climate Change Week 2018
25 September 2018



What are NDCs?

UNFCCC negotiations – **2015 Paris Agreement** → For the first time all countries commit to contributing to the objective of keeping global warming to well-below 2 degrees

- Mitigation targets and actions are set out in countries' **Nationally Determined Contributions (NDCs).** NDCs must be revised and become more ambitious every 5 years
- An **enhanced transparency framework** shall be developed to build trust and keep track, this includes regular reports on emissions and actions, as well as support provided and received
- Every 5 years a global stocktake will take place to assess the collective progress towards achieving the purpose of the agreement (based on reporting under enhanced transparency framework)
- New dynamic of the Paris Agreement: **Environment ministries are increasingly asking transport ministries to report on their climate actions and sectoral GHG emissions** to be included in the national GHG inventory (e.g. Vietnam and Kenya)

<2°C Requires Large Emission Reductions from Transport

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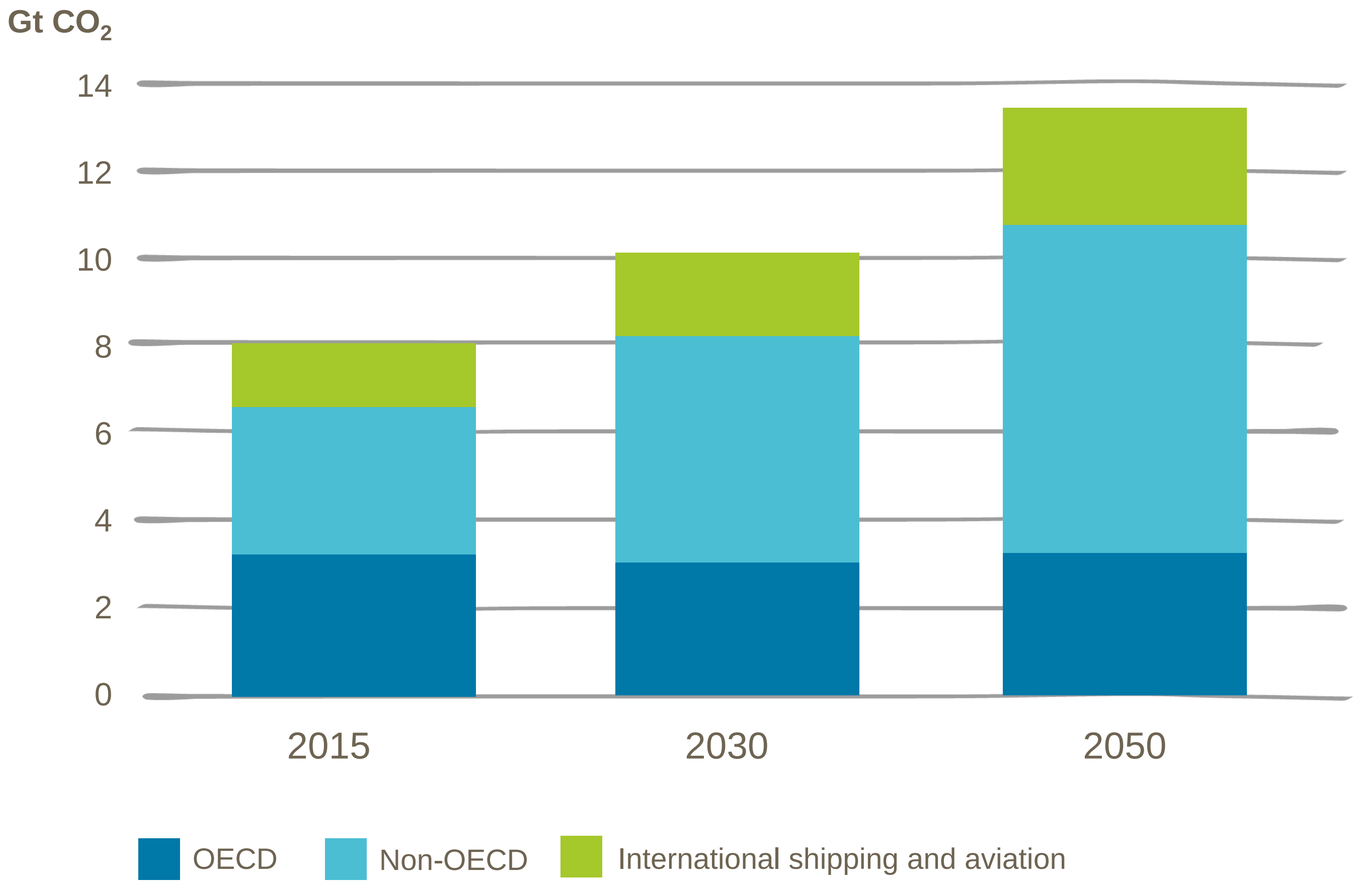
Global transport emissions in 2015, 2030 und 2050 (ITF baseline scenario)



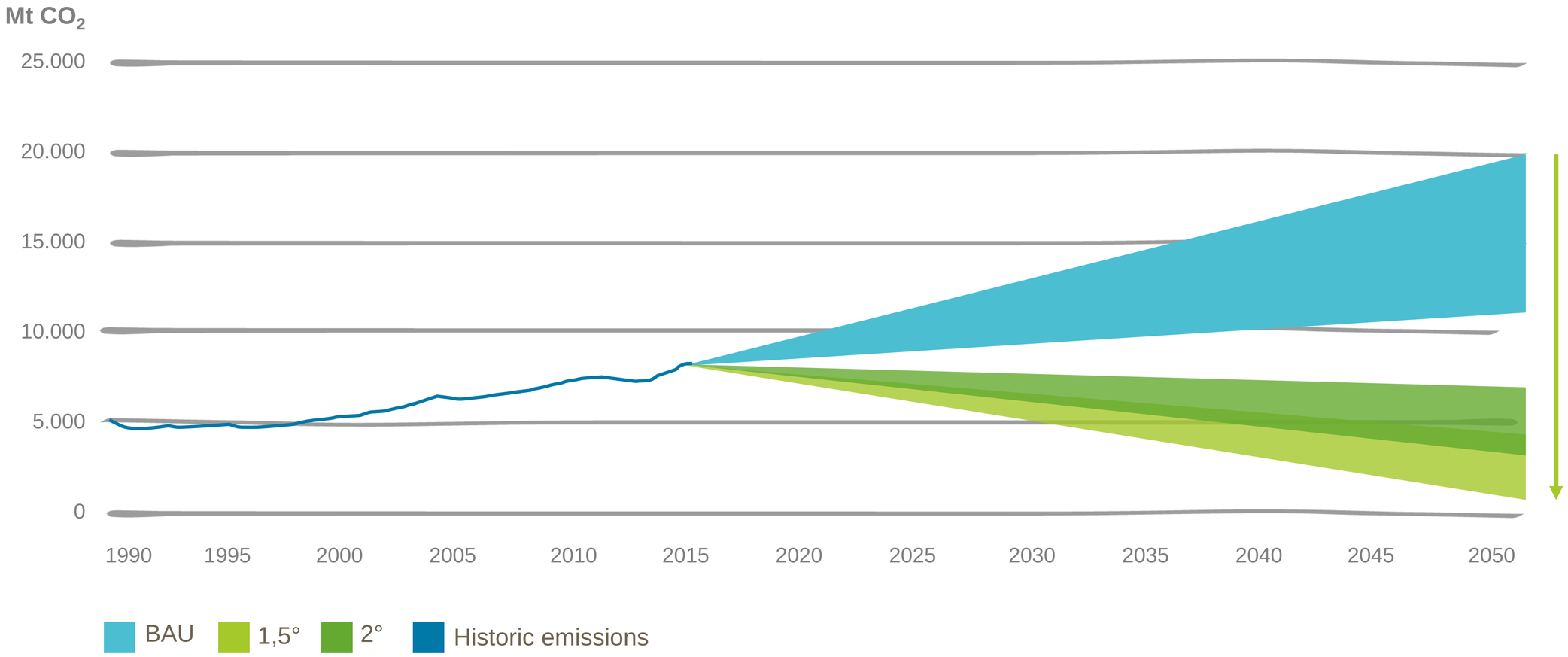
2015: Transport emits **24.7% of energy-related emission** or 18% of total man-made emissions

Sources: Own figure based on data from ITF Transport Outlook 2017; IEA & UIC Railway Handbook 2017; SLoCaT Transport Knowledge Base

Where we have to go with transport emissions

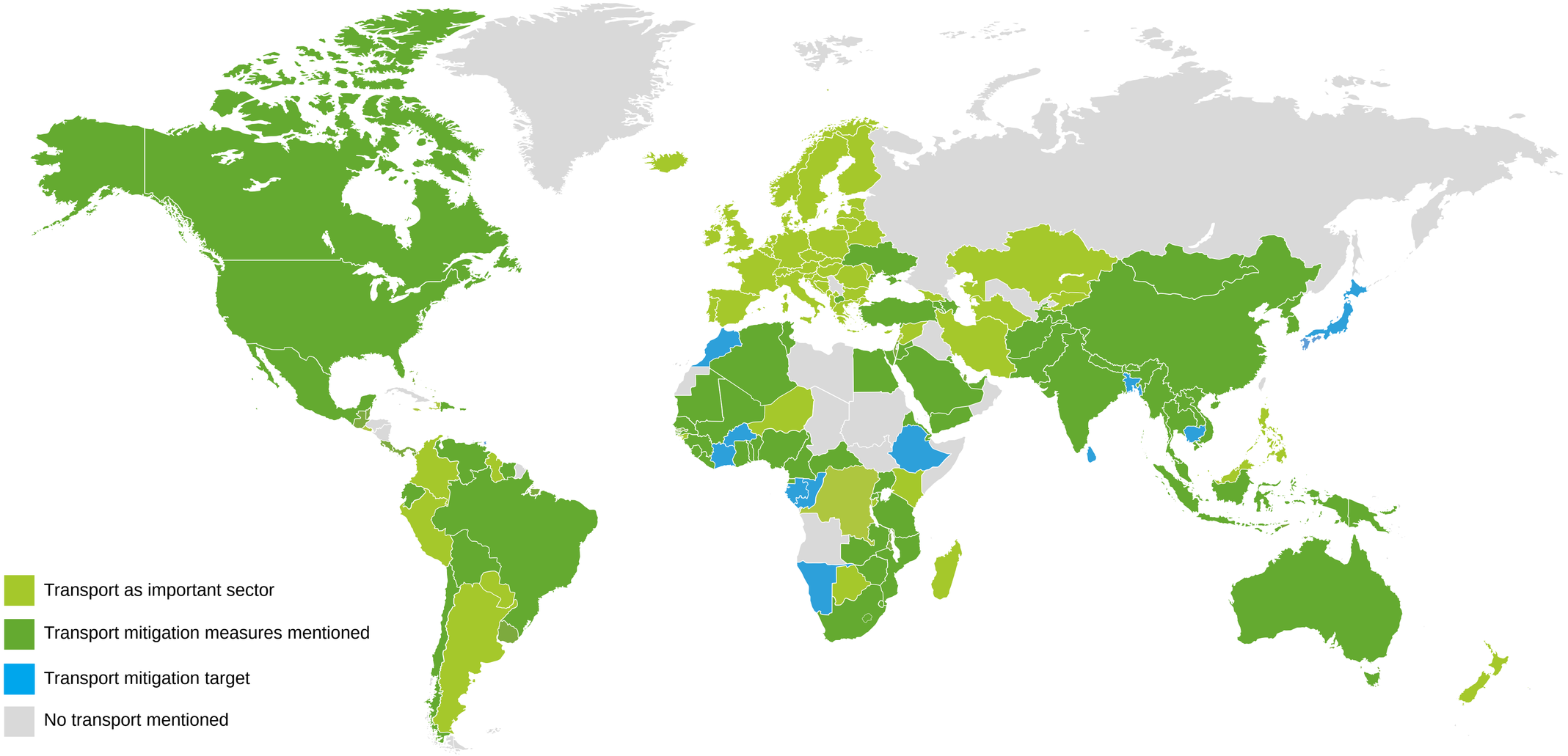
Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

Transport emission scenarios (BAU) and 2°C and 1.5°C (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.

Transport Plays Strong Role in NDCs … but more ambition is needed



Source: GIZ 2017

Mitigation actions in NDCs – good start, not enough

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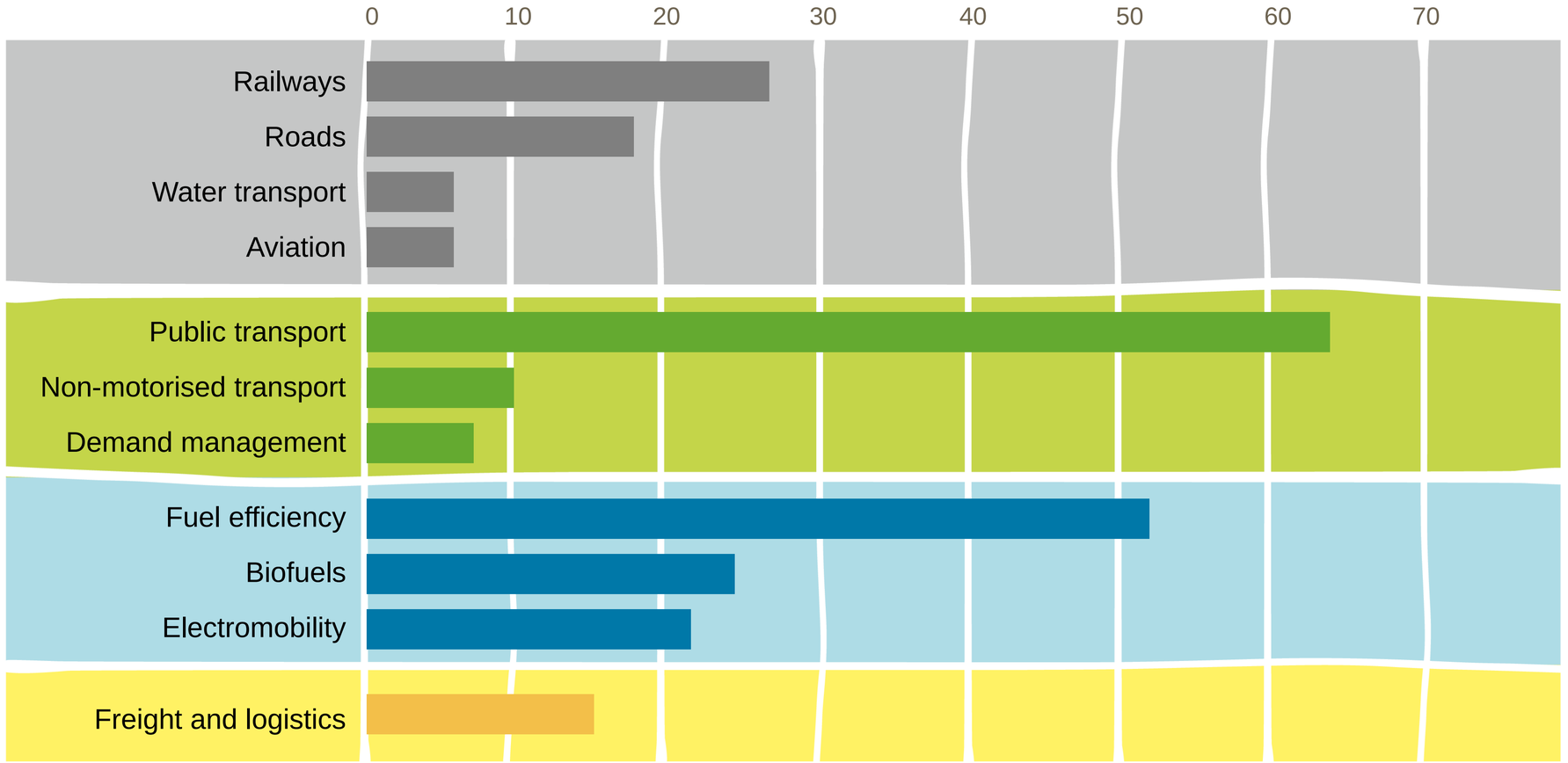
Analysis of 154 NDCs from developing countries



44 countries list (inter-urban) infrastructure

67 countries list urban transport actions

80 countries list fuel or vehicle actions

16 countries list freight

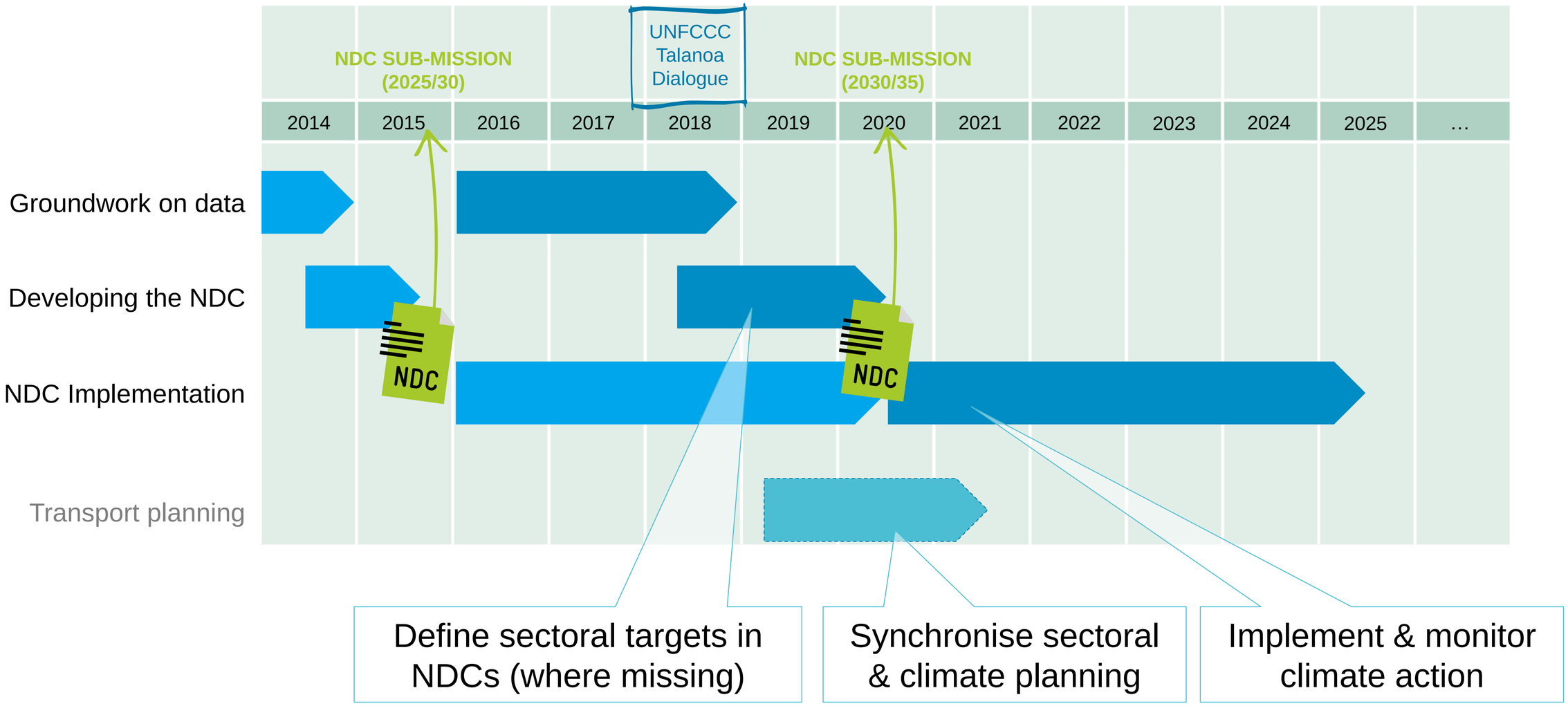
Source: GIZ 2017

Adaptation actions in NDCs – a sleeping giant?

- 20 of 160 NDCs (13%) consider general adaptation measures for the transport sector
- Specific adaptation measures for transport are mentioned in only 6 countries' NDCs:
  - Bangladesh
  - Belize
  - Gambia
  - Maldives
  - Moldova
  - Nigeria
- Of National Adaptation Plans and Policies 41% include adaptation measures on transport
- Most of them focus on infrastructure

Image Source: Engineers Canada – Impact of 2005 Storm in Toronto

Next round of NDC submissions



Transport decision-makers have a key role to play

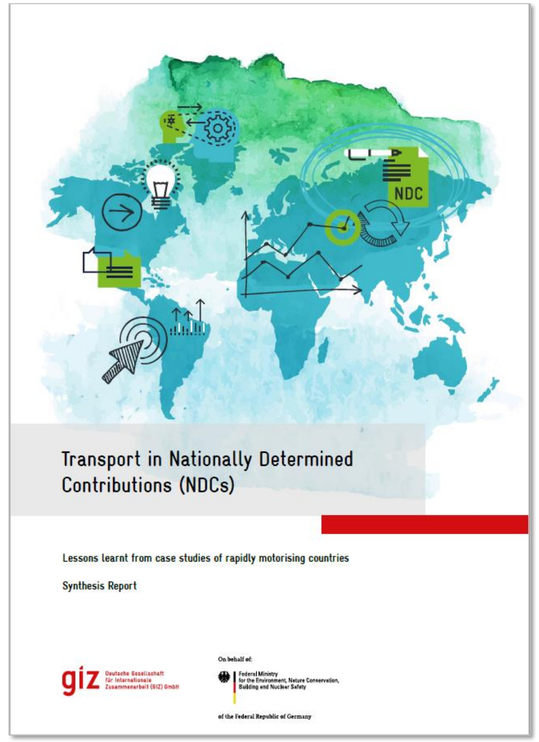
- Cost effective measures are available
- Expert consensus on solutions
  - Avoid, Shift, Improve & Fuels
  - All modes
  - Passenger and freight
  - Improve access and deliver broad sustainable development benefits
- Successfully tested at scale, but …
  … not comprehensively implemented

→ **How can we facilitate more ambitious engagement of all of us to make transport matter in NDCs?**

Thank you for your attention!

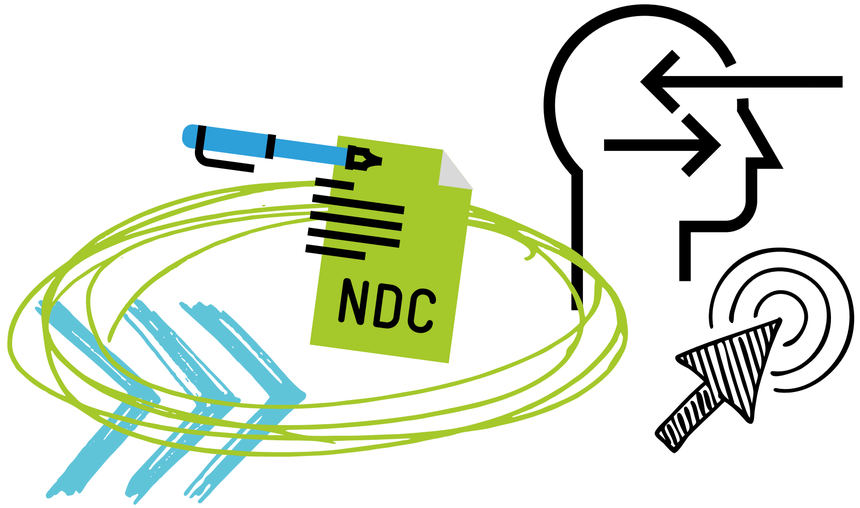
urda.eichhorst@giz.de

https://www.changing-transport.org/wp-content/uploads/2017_Transport-in-NDCs.pdf



Grasping NDCs

Warm-up Exercise



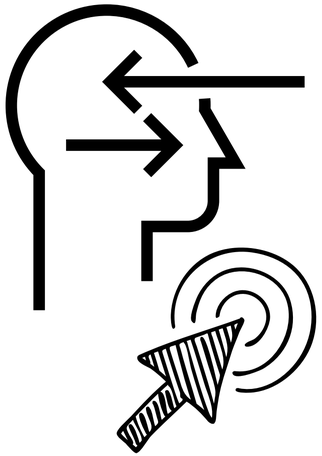
Transport in NDCs in participants‘ countries

→ Many countries are currently developing sectoral targets as part of their national climate change action plans or NDC implementation, e.g. Peru, Costa Rica, Vietnam

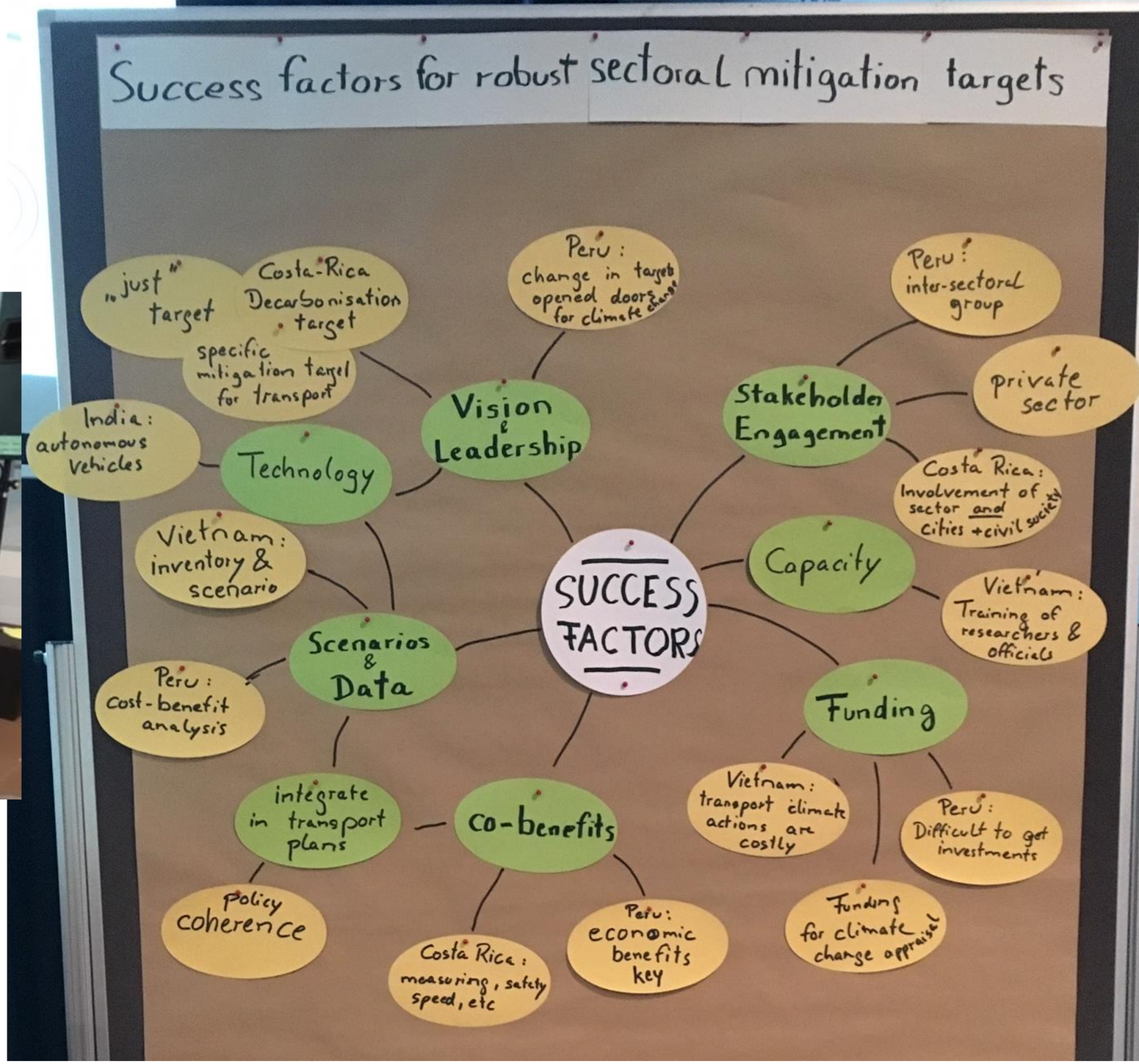
	Quantified target for transport	No quantified transport target, but transport mitigation actions listed	Transport only mentioned as an important sector	no transport
Bosnien-Herzegovina			x	
Chile		x		
China		x		
Costa Rica		x		
Equador		x		
Indonesien		x		
Kenia	(x)	x		
Mexico			x	
Peru		(x)	x	
Philippines			x	
Südafrika		x		
Thailand		x		
Tunesien			x	
Vietnam		x		

Panel: Success factors for robust mitigation targets and measures

- Ana Lucia Moya Mora
  Ministry of Environment and Energy, Costa Rica
- Tran Anh Duong
  Director General, Department of Environment, Ministry of Transport, Vietnam
- Pastor Paredes
  Ministry of Transport and Communication, Peru



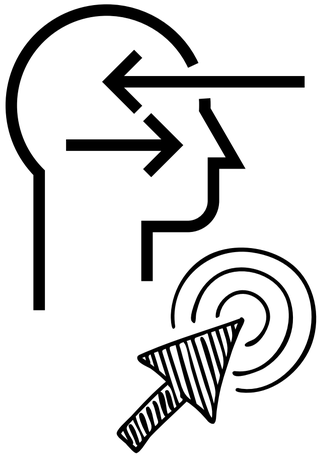
Panel Discussion



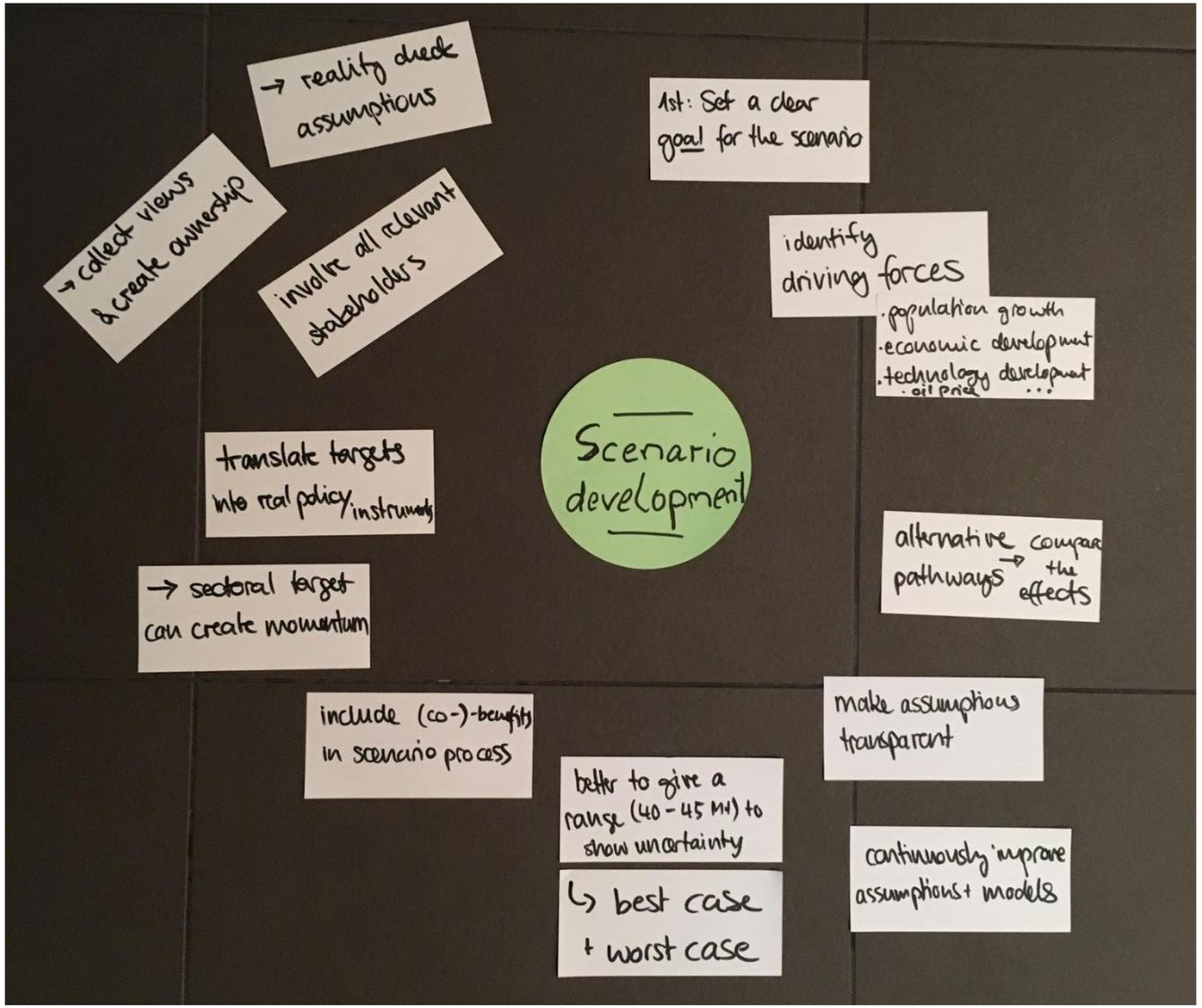
Input presentation: How to develop an ambitious but acceptable transport climate strategy

- Ruth Blanck
  Senior Researcher, Öko-Institut

→ See separate PDF document

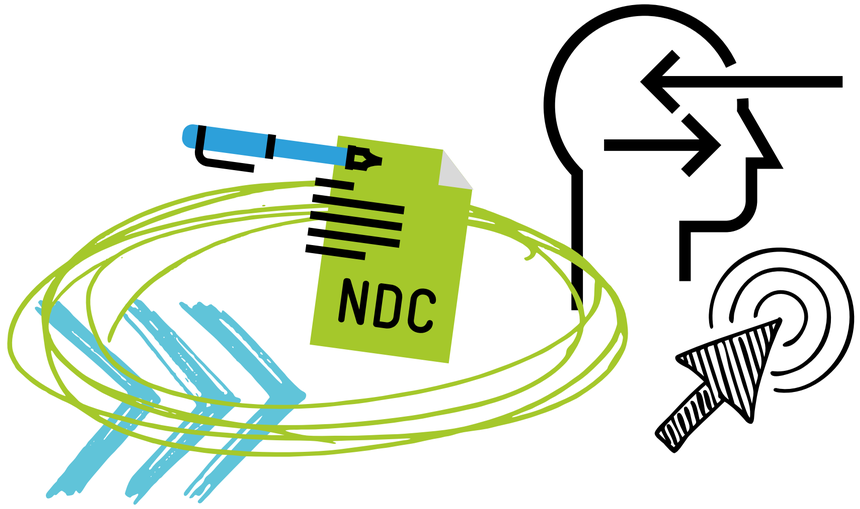


Elements of scenario development



Group Discussion 1

What can I transfer to my home country?

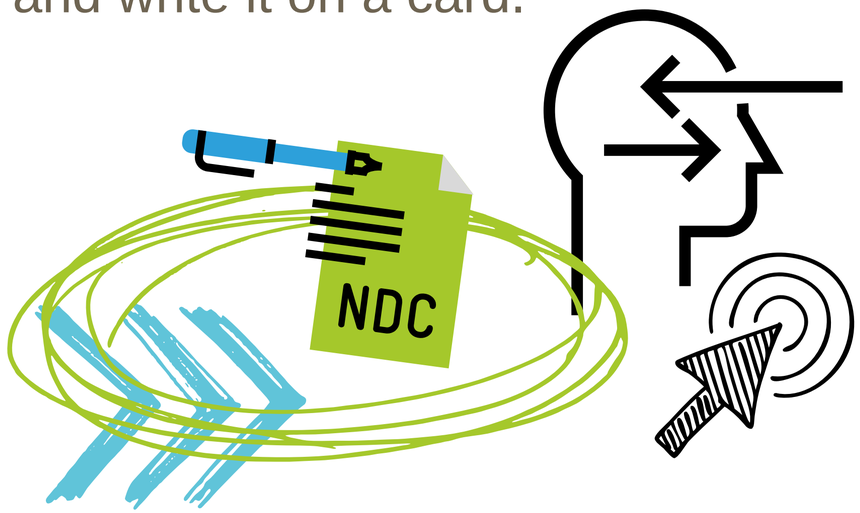


Discussion in small groups
2-3 persons / 15 minutes

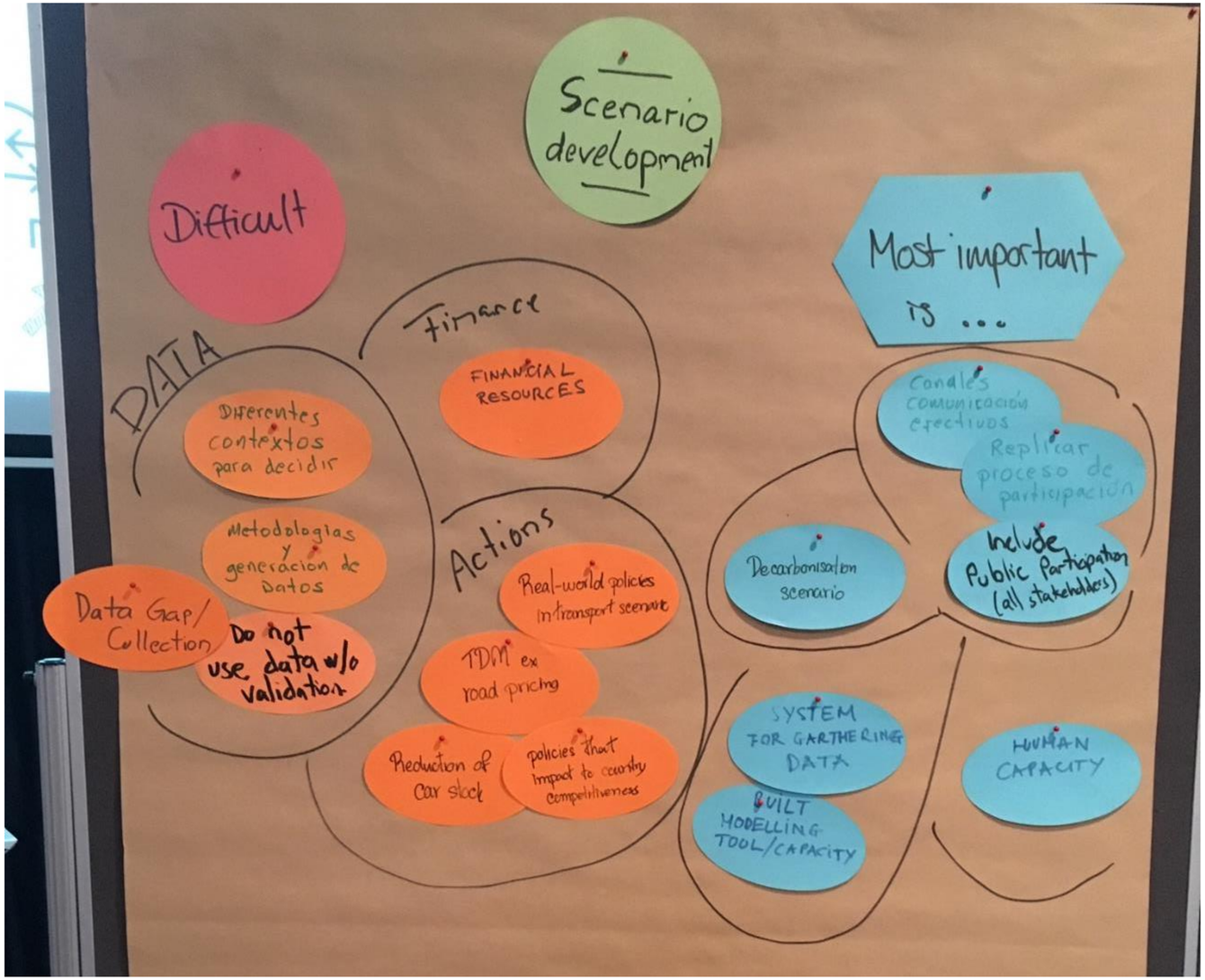
Your task:

Reflecting on the presentation and collection of success factors for scenario development and target setting, discuss with your immediate neighbours:

1. What would be the most important step to take for scenario development/target setting in one of your home countries?
2. Discuss how this could be implemented and what challenges you might encounter.
3. Identify the most important thing to do in your group and write it on a card.

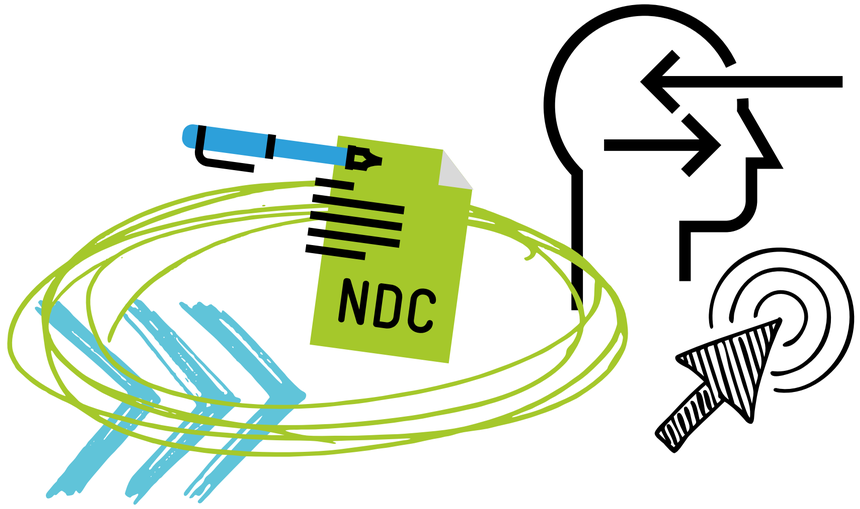


Scenario development – what can be transferred



Homework

Look for success factors in tomorrow‘s country presentations



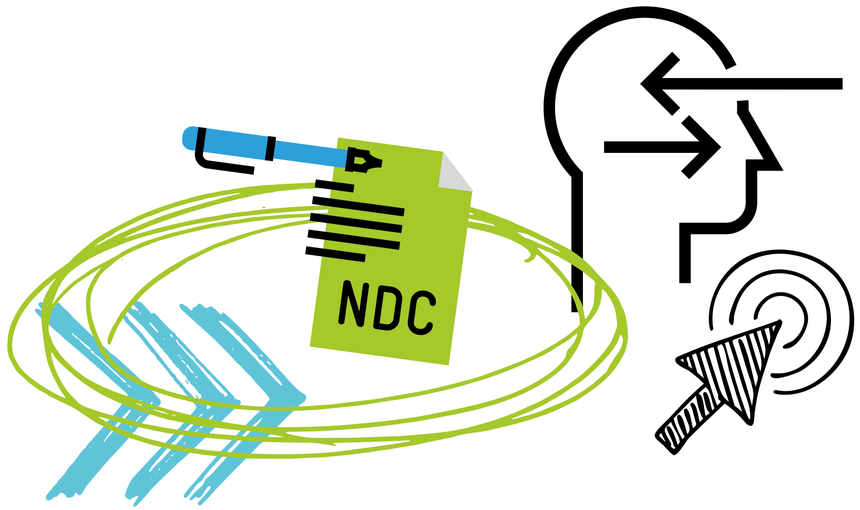
Homework
Question 1

Your task:

Carefully listen to tomorrow‘s country presentation and observe what is relevant in the implementation of climate actions.

In particular, find answers to the following question:

- **Are the climate actions presented by the countries based on a scenario process? Note down which ones.**



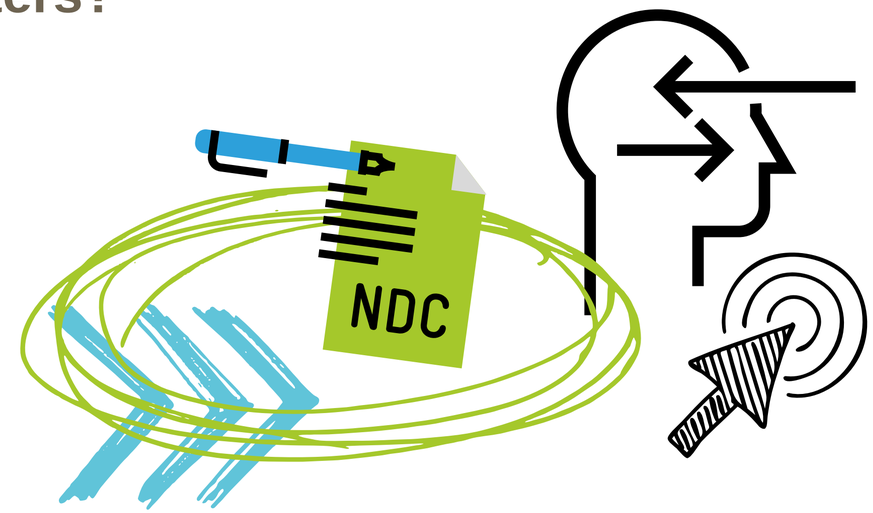
Homework
Question 2

Your task:

Carefully listen to tomorrow‘s country presentation and observe what is relevant in the implementation of climate actions.

In particular, find answers to the following question:

- **Which benefits other than GHG savings (e.g. improved air quality, money savings) were achieved/discussed by the country presenters?**



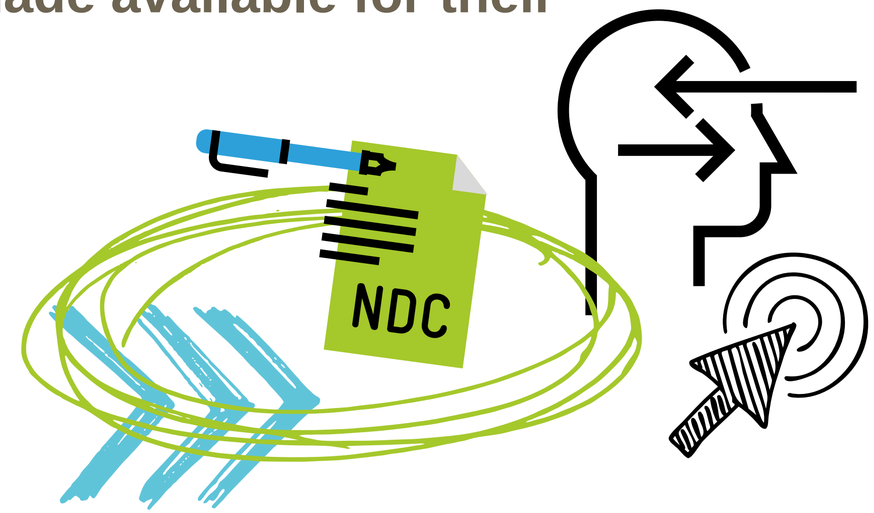
Homework
Question 3

Your task:

Carefully listen to tomorrow‘s country presentation and observe what is relevant in the implementation of climate actions.

In particular, find answers to the following question:

- **Are the climate actions mentioned in the country presentations part of a sectoral development plan? Is national (or city) budget made available for their implementation?**



Make Transport Matter in NDCs

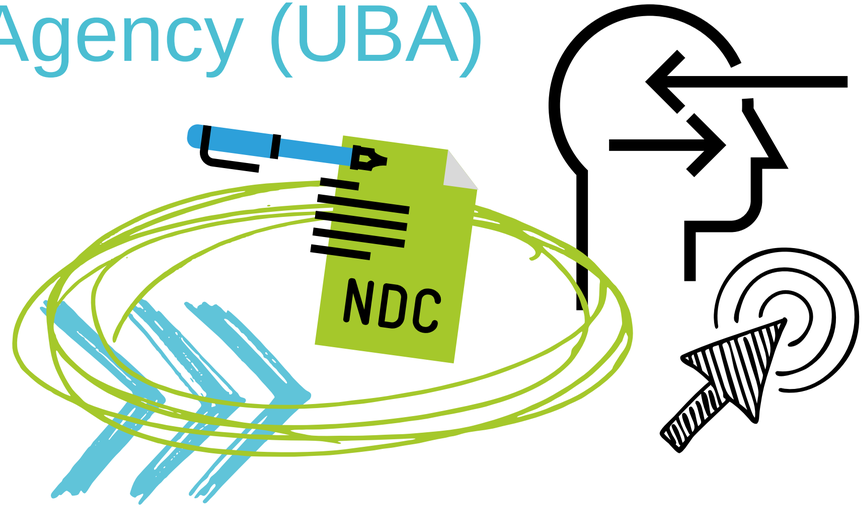
Day 2: From paper to the streets – implementing climate targets

26 September 2018

Interview: Implementing Climate Targets

with Martin Schmied

Director of Department I 3 Transport, Noise and Spatial Development, Federal Environment Agency (UBA)

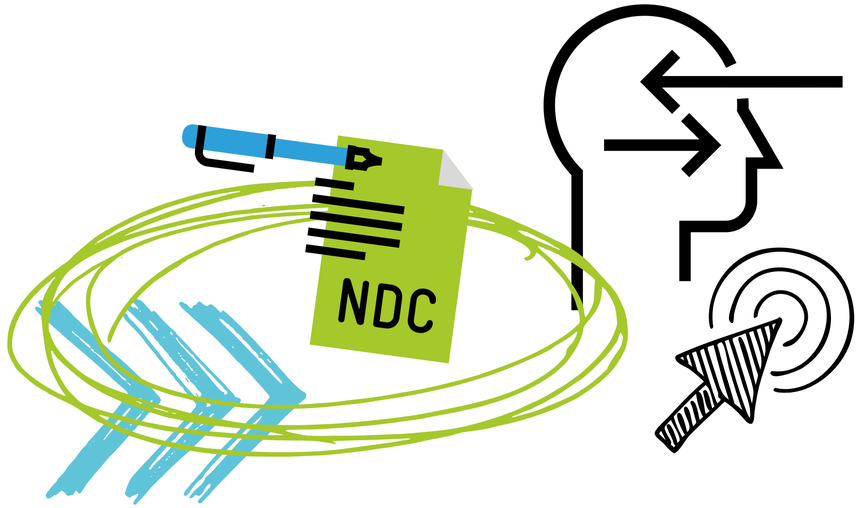


Interview: Implementing Climate Targets

Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH

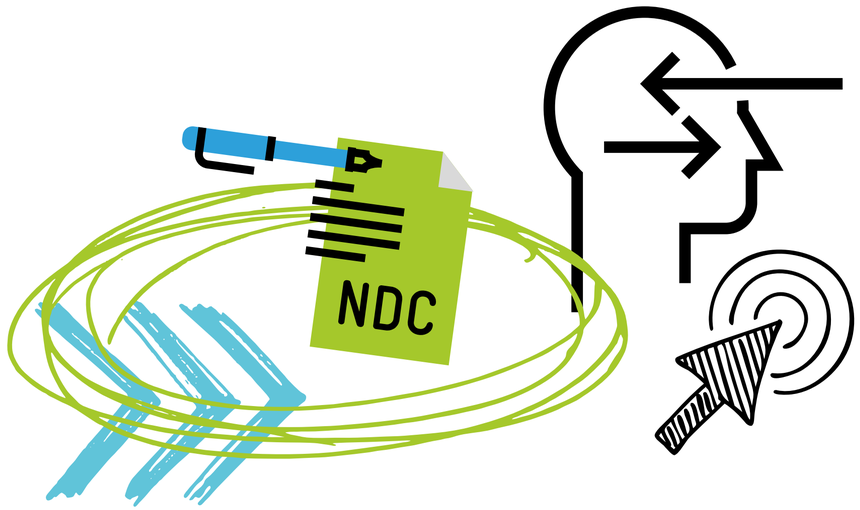
Group Discussion 2

Managing implementation challenges



Overview group work

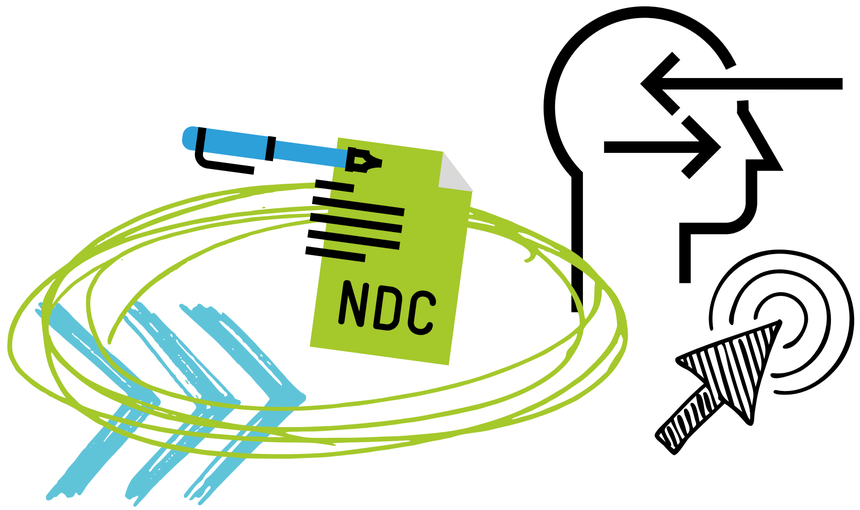
1. Brainstorming of most pressing implementation challenges (5 minutes with neighbours)
2. Clustering of challenges and splitting up into groups (20 minutes)
3. Group discussion of how to address the different challenges (30 minutes)
4. Report back from groups



Brainstorming
3 persons / 5 minutes

Your task:

1. Discuss which implementation challenges you face
2. Identify one person to pin the most pressing challenge(s) to the board

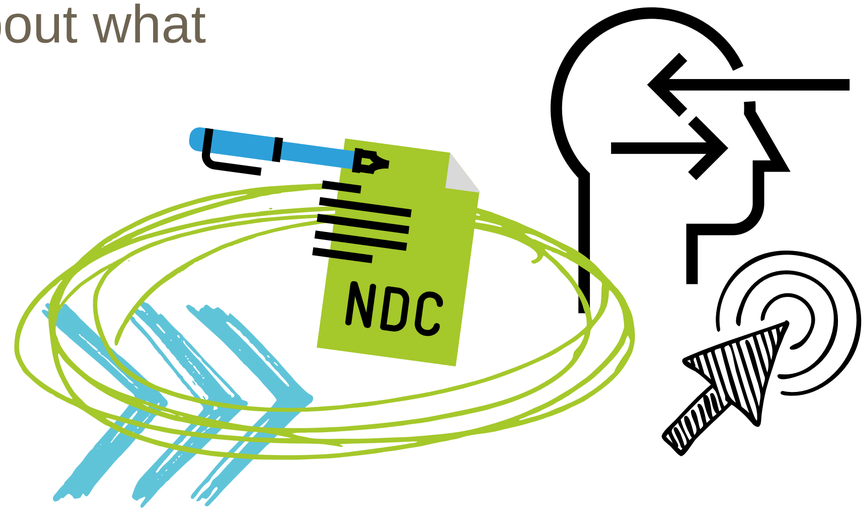


Group discussion
30 minutes

Your task:

1. Identify a spokesperson
2. Discuss ways to address the specific challenge(s) of your group
3. Visualise your findings on cards or flipchart

Note: Please focus your discussion on possible **solutions** /ways to manage the challenge. Think about what you have heard in the past 2 days about what has worked in other countries.



Group discussions on managing implementation challenges

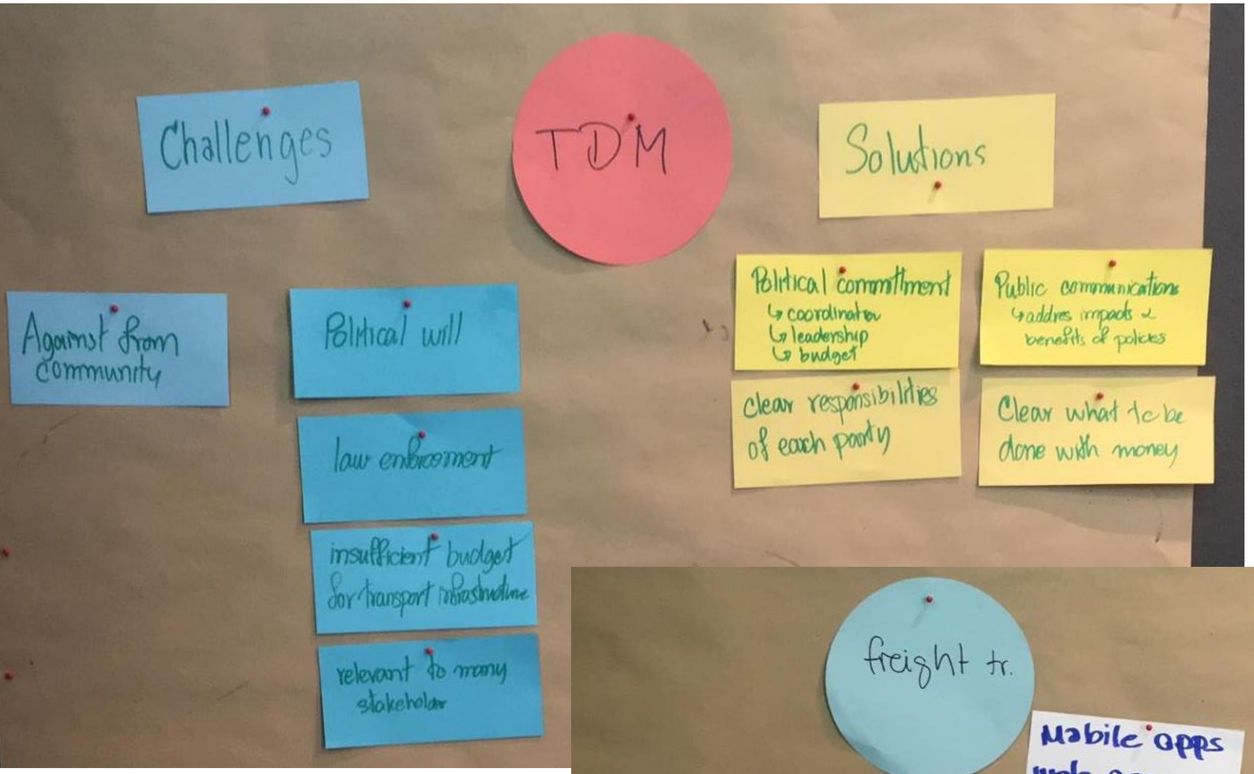
Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

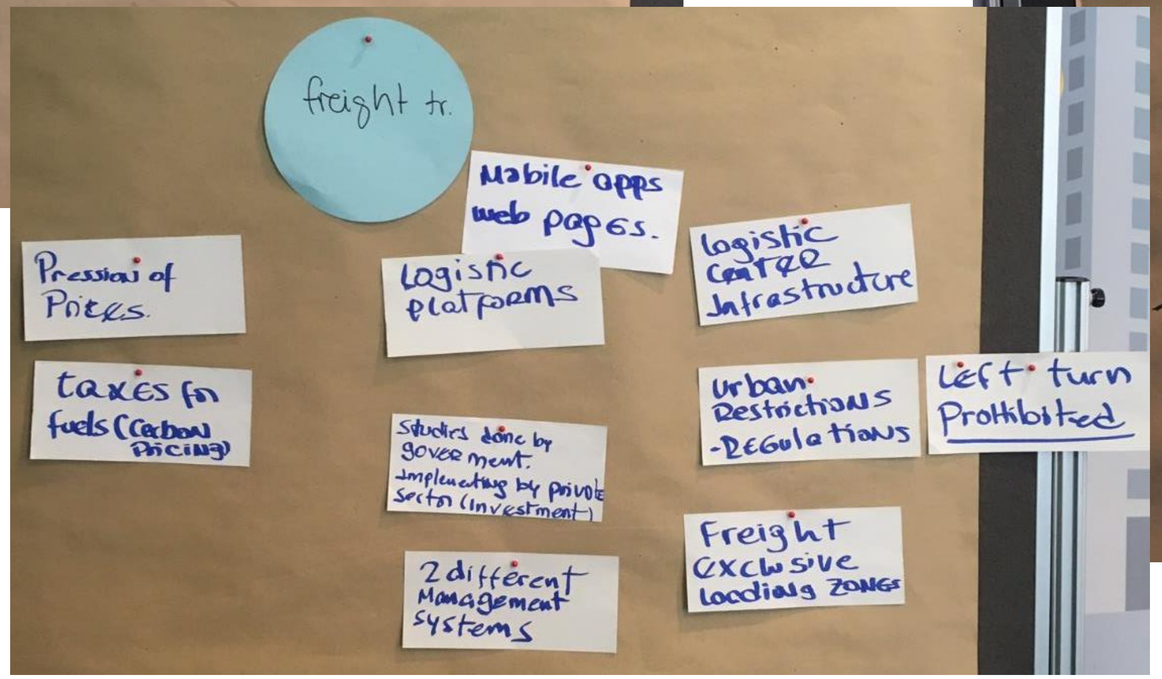
Transport Demand Mg‘t

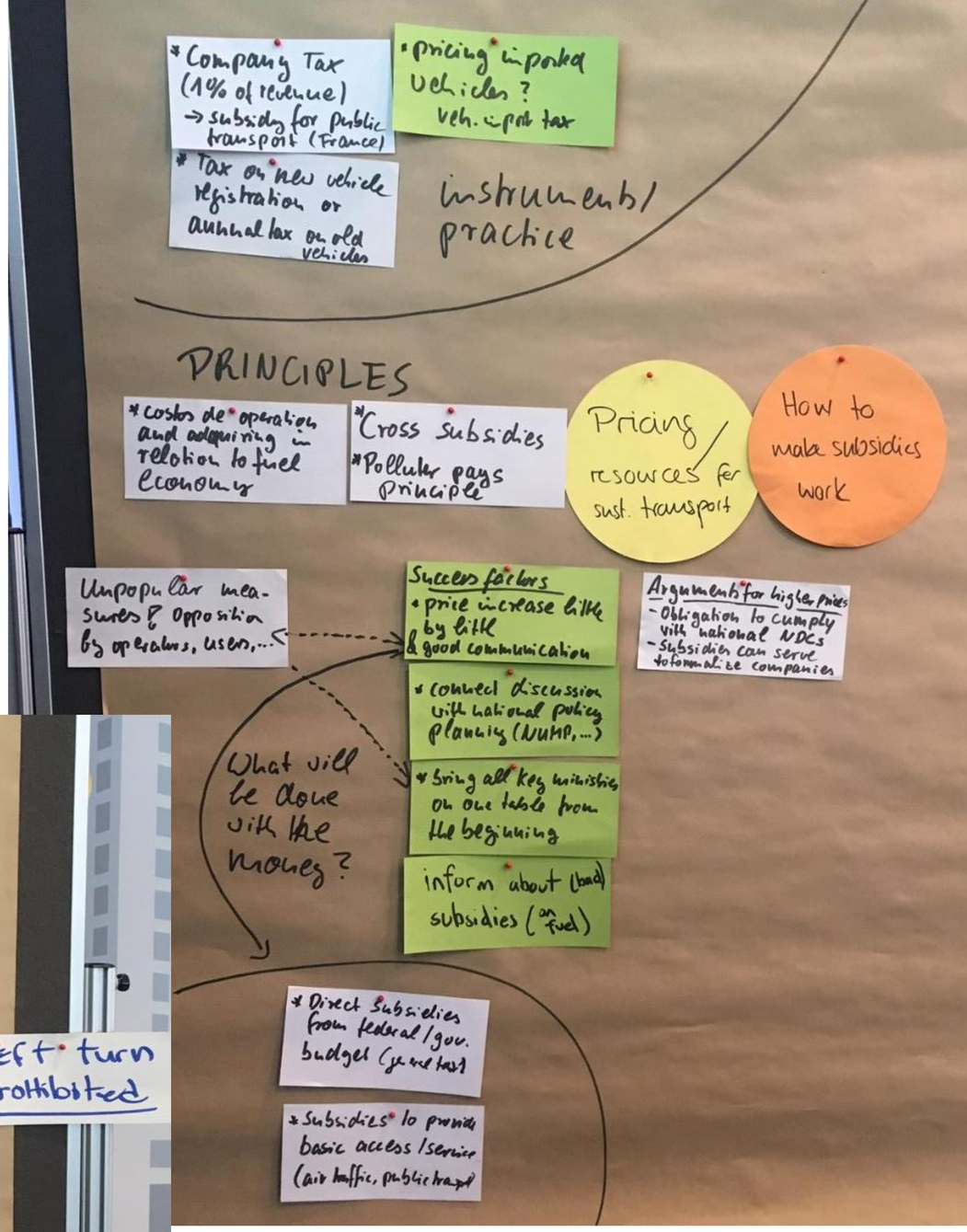
Freight transport

Pricing / Subsidies

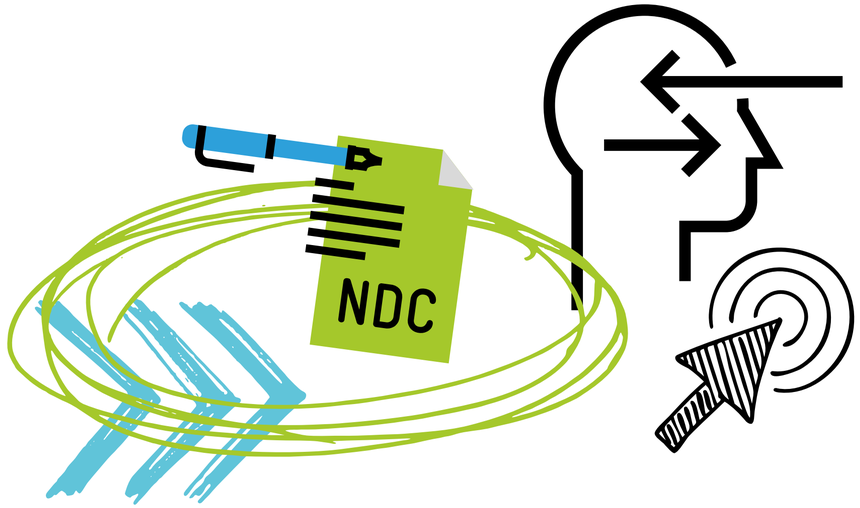
Outcomes of the group discussions



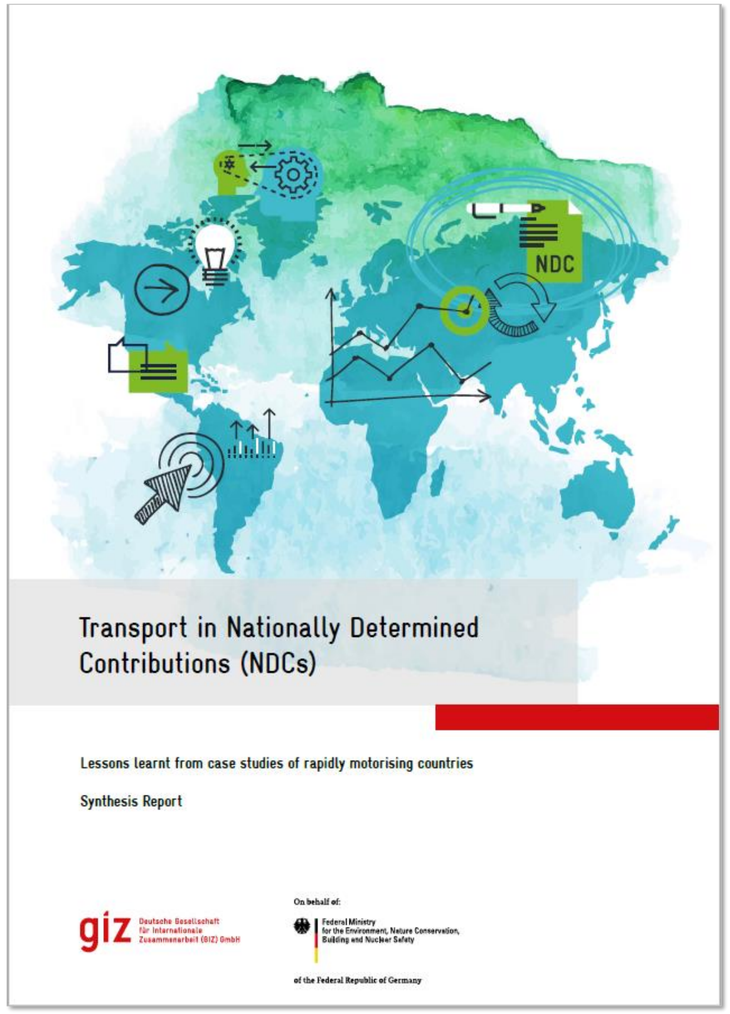


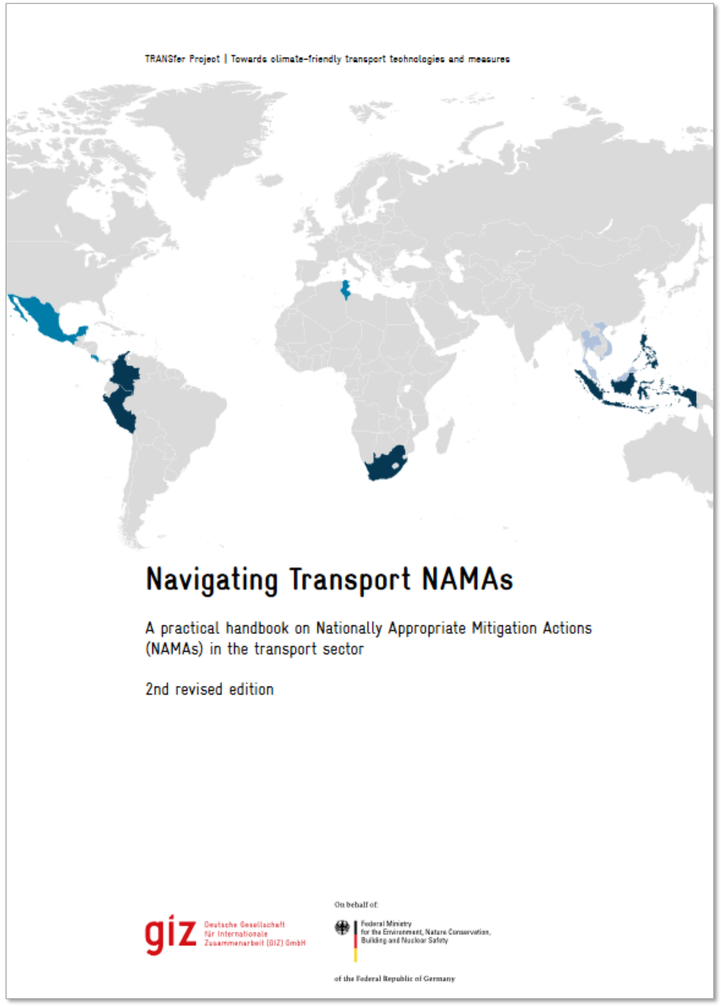


Where to find more information



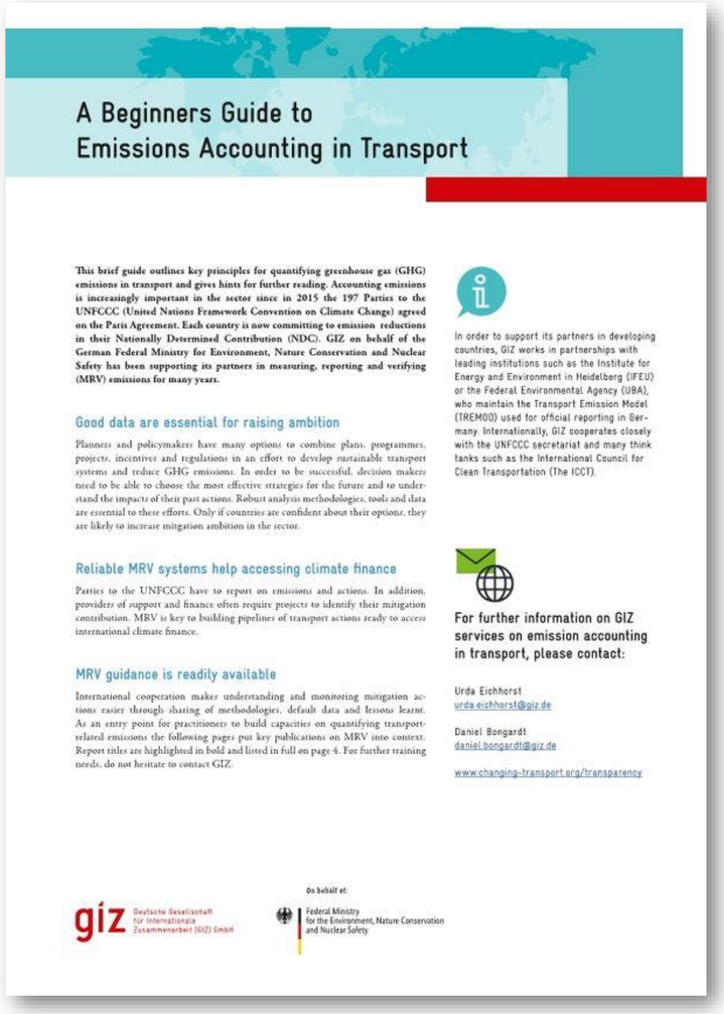
On NDCs and mitigation actions...





Try our MRV goodies…

All in one place



A Beginners Guide to
Emissions Accounting in Transport

This brief guide outlines key principles for quantifying greenhouse gas (GHG) emissions in transport and gives hints for further reading. Accounting emissions is increasingly important in the sector since in 2015 the 197 Parties to the UNFCCC (United Nations Framework Convention on Climate Change) agreed on the Paris Agreement. Each country is now committing to emission reductions in their Nationally Determined Contribution (NDC). GIZ on behalf of the German Federal Ministry for Environment, Nature Conservation and Nuclear Safety has been supporting its partners in measuring, reporting and verifying (MRV) emissions for many years.

Good data are essential for raising ambition

Planners and policymakers have many options to combine plans, programmes, projects, incentives and regulations in an effort to develop sustainable transport systems and reduce GHG emissions. In order to be successful, decision makers need to be able to choose the most effective strategies for the future and to understand the impacts of their past actions. Robust analysis methodologies, tools and data are essential to these efforts. Only if countries are confident about their options, they are likely to increase mitigation ambition in the sector.

Reliable MRV systems help accessing climate finance

Parties to the UNFCCC have to report on emissions and actions. In addition, providers of support and finance often require projects to identify their mitigation contribution. MRV is key to building pipelines of transport actions ready to access international climate finance.

MRV guidance is readily available

International cooperation makes understanding and monitoring mitigation actions easier through sharing of methodologies, default data and lessons learnt. As an entry point for practitioners to build capacities on quantifying transport-related emissions the following pages put key publications on MRV into context. Report titles are highlighted in bold and listed in full on page 4. For further training needs, do not hesitate to contact GIZ.

In order to support its partners in developing countries, GIZ works in partnerships with leading institutions such as the Institute for Energy and Environment in Heidelberg (IFEU) or the Federal Environmental Agency (UBA), who maintain the Transport Emission Model (TREMOD) used for official reporting in Germany. Internationally, GIZ cooperates closely with the UNFCCC secretariat and many think tanks such as the International Council for Clean Transportation (The ICCT).

For further information on GIZ services on emission accounting in transport, please contact:

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www.changing-transport.org/transparency

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

On behalf of:
Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

Regional Training Course
"MRV for Sustainable Transport"

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

Learning Objectives:

At the end of the training, the participants will be able to:

- ✓ Include climate change in the rational for sustainable transport policies;
- ✓ Evaluate their statistical systems on their readiness to provide data; and
- ✓ Outline key elements for assessing impacts of mitigation actions.

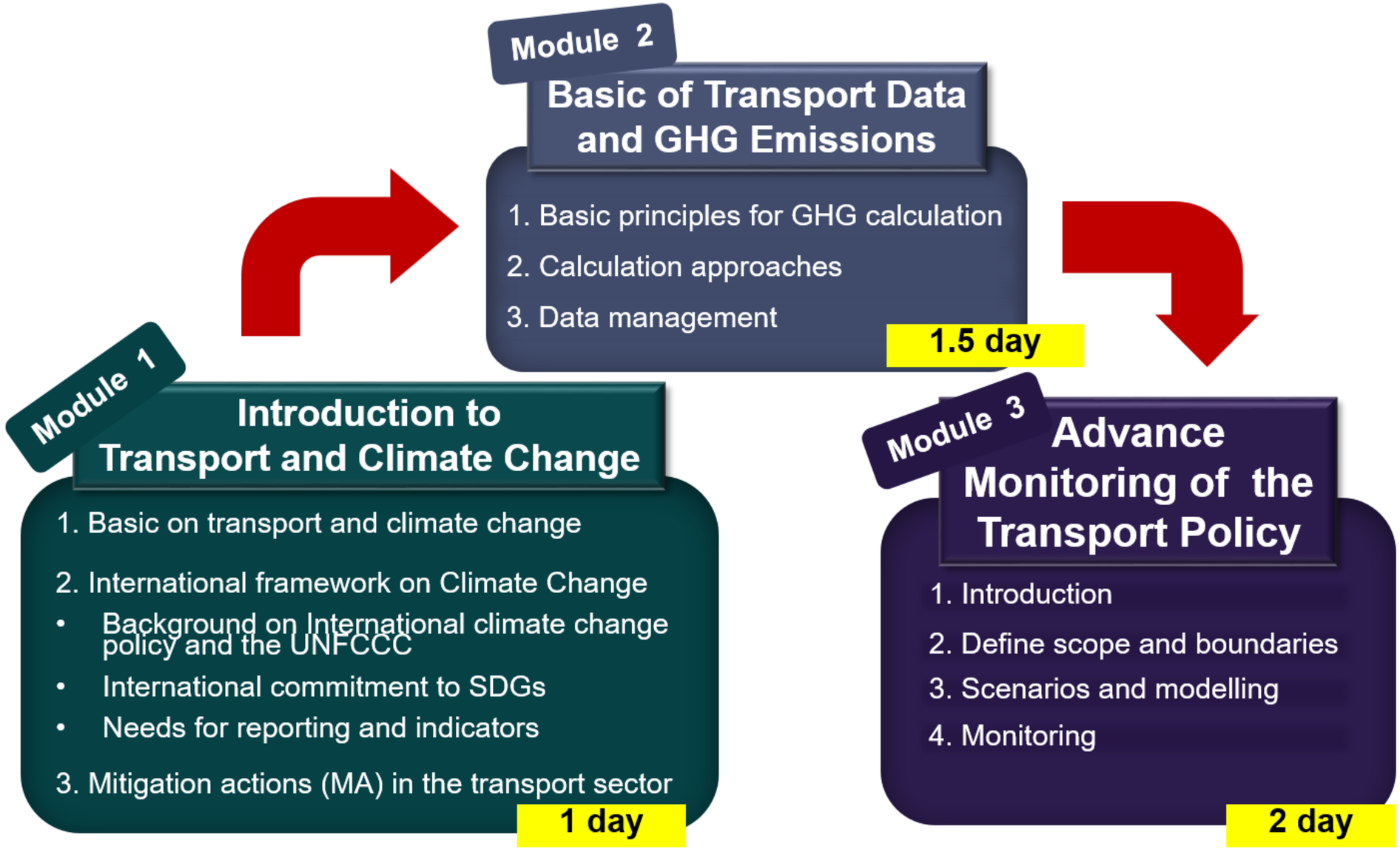
Who should attend this training:

Government officers: technical officers as well as policy and planning staff (in transport, energy, environment, statistic, local government, climate change national focal point) Academia, NGOs, Training institutions.

Training approaches:

Interactive presentations of theory, reflection and discussion, and application of learning through case studies and group work.

Training modules



Expected Outputs

1. Training Materials (trainer and trainee)
2. Regional master trainers
3. Potential training institution partners
4. Sustainability of the training course

Transport & Climate Change Global Status Report

Thank you all!

Contact us: urda.eichhorst@giz.de // daniel.bongardt@giz.de

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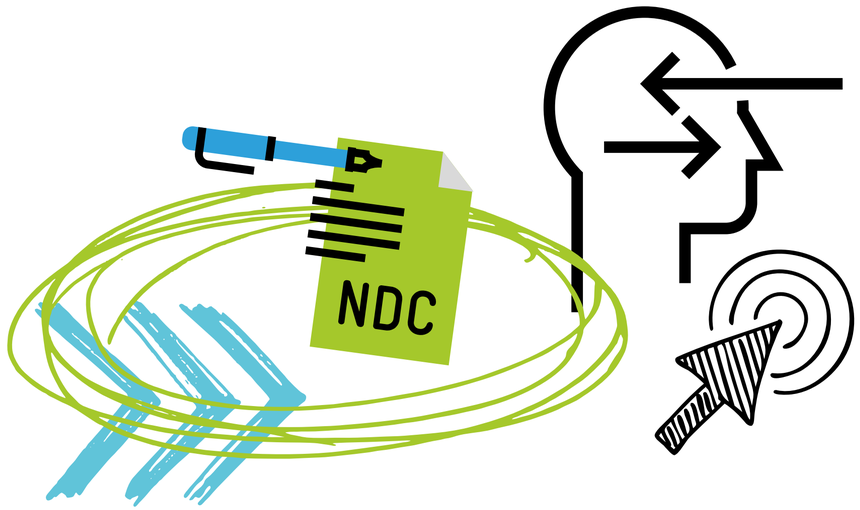
#transportweek2018