

# TRANSfer News

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## Publications

**Reference Document MRV in the Transport Sector** How to assess the impact of transport based mitigation efforts? Where to find good measurement, reporting and verification (MRV) practices and what requirements must be met in terms of data collection? These issues, among others, are discussed in the [Reference Document on MRV in the Transport Sector](#), the recent publication of the BMUB financed TRANSfer project. The report builds up on the work of a broad range of initiatives and the [TRANSfer MRV Expert Group](#). It benefitted greatly from their valuable comments and inputs. The Reference Document gives advice on good MRV practices and addresses especially developers of NAMAs in transport systems and policy makers in developing countries. Therefore, it contributes to the [UNFCCC Nama Partnership](#). In the light of COP21 and the highly relevant national determined contributions (former INDCs), this publication may foster successful implementation and inform on major challenges and opportunities in mitigating emissions in the transport sector.

Key issues are:

- 1) Reporting of transport emissions;
- 2) Tracking the level of achievement of national, regional or city level mitigation goals; and
- 3) Accounting of effects of NAMAs.

It further explains approaches and key parameters for transport sector related MRV. Interested?

Find the report [here](#).

## International Learning and UNFCCC Process

**Stakeholder Meeting Organized jointly by SLoCaT and Michelin** On March 10<sup>th</sup>, SLoCaT and Michelin Challenge Bibendum jointly organized a **stakeholder meeting in the context of the “Paris Process on Mobility and Climate” (PPMC) in Paris**, hosted by the French Ministry of Ecology, Sustainable Development and Energy. The PPMC provides an “inclusive platform on mobility and climate” to promote the international discussion and commitment towards climate-friendly mobility. Approximately 50 participants from various organizations discussed the objectives and the strategy plan for 2016. Part of the discussion targeted the development of a macro-road map towards the decarbonisation of the transport sector and the formulation of 10 quick-win actions to kick-start the transformation of the transport sector. Moreover, the strategic next steps and agenda setting during main events, such as the ITF, COP22 or the Habitat III meetings were illustrated. The attendees agreed on the importance of a common framework and/or communication strategy to support the joint efforts towards a climate-friendly pathway of the transport sector. Find more information [here](#).



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## Partner Countries – Colombia, Indonesia, Peru, South Africa and Philippines

**Peru Workshop on Guidelines for Cycling**

During a one day workshop with the District Governments of Lima, **the planning and construction guidelines for cycling infrastructure** and the guide to cycling were presented and discussed. The guidelines are supposed to be finalized until end of April. They are supposed to obtain binding status by decree to be passed through

## Infrastructure

congress by the Municipal Government.

TRANSfer further supports the Ministry of Transport and Communication (MTC) in the revision of the **NMT parts of their traffic code**.

The final results of the first phase of the consultancy on an **Urban Transport Authority for Lima and Callao** have been presented in December to a group of relevant stakeholders. These stakeholders have been participating in the consultancy through workshops and review loops. The involved consultancy firm suggested that the scope of the authority should comprise the planning, coordination and controlling of infrastructure, public transport, private transportation means (including freight transport), as well as NMT. As the existing public bodies already hold extensive competencies in terms of planning, regulation, and management of the different transportation modes in the metropolitan region, the study proposes the strengthening of the existing institutions and ascribes a rather coordinating and facilitating function to a future Urban Transport Authority (ATU for its initials in Spanish).

In February, **the NAMA TRANSPerú** was registered in the UNFCCC NAMA Registry under registration number 223:

[http://www4.unfccc.int/sites/nama/\\_layouts/un/fccc/nama/NamaSeekingSupportForImplementation.aspx?ID=157&viewOnly=1](http://www4.unfccc.int/sites/nama/_layouts/un/fccc/nama/NamaSeekingSupportForImplementation.aspx?ID=157&viewOnly=1)

## Colombia Non-motorized Transport and Travel Demand Management

The TRANSfer project team met with Mr Dimitri Zaninovich (National Planning Ministry, Director of Infrastructure and Sustainable Energy) and the **Vice-Minister of Transport, Enrique José Nates Guerra**, during its mission to Colombia from March 1st-3rd to present the progress made in the development process of the NAMA TAnDem (NAMA de Transporte Activo y Gestión de la Demanda) - the NAMA on Non-motorized Transport and Travel Demand Management. During the meeting the concept of the NAMA was introduced and the results of two studies, one on costs and financing, and one estimating the GHG mitigation impact, were presented. The Vice-Minister affirmed his high interest in the project and the cooperation and confirmed his support in the planned activities for 2016.

**Study on costs and financing of the NAMA TAnDem:** The objective of the study was the estimation of costs and revenues of the individual measures under the NAMA, as well as the NAMA as a whole. The study further aimed at identifying potential financing sources and a recommendation for a financing scheme. The results show that while some measures are cost-efficient, others need further financing. While there is the theoretical opportunity to use yet unused financial resources destined to the national urban transport programme SITM/SETP (Government programme to support the implementation of public mass transit systems in major and intermediate cities of the country), most resources will have to be leveraged on the local level (e.g. by parking management). Several development banks have declared their interest to coordinate their actions in NMT under the umbrella of the NAMA.

**Study on GHG mitigation impact and MRV:** The objective of this study was the estimation of the GHG reduction potential of the NAMA and its measures. In a conservative scenario the NAMA reaches a GHG reduction impact of 0,006 ktCO<sub>2</sub>/a for 11 cities, which accounts for approximately 1.5% of the total emissions from urban transport. In a more optimistic scenario 0,406 ktCO<sub>2</sub>/a can be mitigated, accounting for approximately 10% of total emissions from urban transport. While the GHG reduction impact for NMT is not as high as for e.g. Mass Transportation Systems, further sustainable development benefits such as the improvement of local air quality and health benefits should be taken into account when evaluating the NAMA. It has to be noted that not all measures are yet considered in the estimations (missing: promotion of e-bikes and congestion charging).

On behalf of:



Federal Ministry  
for the Environment, Nature Conservation,  
Building and Nuclear Safety

of the Federal Republic of Germany

In the next steps the results of both consultancies will be further refined and summarized in 2-3 scenarios comparing costs and benefits. The Government declares that it will aim at an increase in the modal share of NMT of 5% until 2018.

### Philippines Workshops on Jeepney Vehicle Standards

A series of **workshops on the improvement of vehicle standards in the public transport fleet** (focus on modern “Jeepneys”) were conducted in February and March 2016 by the Department of Transportation and Communications (DOTC) of the Philippines with the support of the GIZ-TRANSfer project. The enhancement of vehicle standards (introduction of EURO 4 standard) is a key activity of the jeepney modernisation program - a component of the Jeepney+ NAMA of the Government of the Philippines.

Government representatives and consulting experts jointly conceptualised the technical requirements for new Jeepney vehicles through an initial consultation workshop in February. The project further presented the identified minimum technical requirements and proposed implementation mechanisms through a 2nd round table discussion with government representatives and a 3rd consultation workshop with vehicle suppliers and representatives from the industry. Dr. Rudolf Petersen supported the local consulting team around Dr. Manny Biona and the participating stakeholders during this process.

Vehicle suppliers conveyed willingness to cooperate with the modernisation efforts. Workshops that define the operational concept and testing procedures will be conducted as a next step. Moreover, the DOTC agreed to lead efforts in adopting the UNECE standards, with emphasis on emissions, safety design and dimensions for the modern jeepney.

#### Project Background

The TRANSfer project is a project run by GIZ and funded by the International Climate Initiative of the German Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB). Its objective is to support developing countries to develop and implement climate change mitigation strategies in the transport sector as „Nationally Appropriate Mitigation Actions“ (NAMAs). The project follows a multi-level approach:

- At country level, TRANSfer supports selected partner countries in developing and implementing NAMAs in the transport sector. The NAMAs supported by the project cover a broad variety of approaches in the partner countries Indonesia, South Africa, Peru and Colombia.
- At international level and closely linked to the UNFCCC process, the project helps accelerate the learning process on transport NAMAs with a comprehensive set of measures (events, trainings, facilitation of expert groups, documents with guidance and lessons learned such as the transport NAMA handbook and a database).

Activities at country and international level are closely linked and designed in a mutually beneficial way. While specific country experience is broad to the international stage (bottom-up) to facilitate appropriate consideration of transport sector specifics in the climate change regime, recent developments in the climate change discussions are fed into the work in the partner countries (top-down).

For more information see: [www.transport-namas.org](http://www.transport-namas.org)