

TRANSfer News

October/November 2014

Upcoming

TRANSfer at COP 20

The TRANSfer project, together with its networking partners, will be busy at COP 20 promoting innovative approaches to support low carbon transport. A number of events will provide opportunities to discuss the latest developments in the sector. We provide **an overview of events at COP 20 with TRANSfer involvement!** Download here the [TRANSfer Events at COP20](#)

ADB Transport NAMA Support Facility

The ADB is going to operate a **Transport NAMA Support Facility**, providing assistance to 10 Asian countries (Bangladesh, Cambodia, Nepal, Kyrgyz Republic, Lao PDR, Maldives, Mongolia, Pakistan, Sri Lanka, Viet Nam) in the development of NAMAs in order to link these with existing action/projects, achieve scaling up, and foster regional learning. Funded by the Nordic Development Fund (NDF), key objectives of the facility are:

- (i) deployment of a pool of transport and climate change experts housed in ADB, who can readily be tapped by governments intending to develop transport NAMAs and provide hands-on support in the design of transport NAMAs. The calculation of proposed transport NAMA's potential greenhouse gas emission reductions should be measurable, reportable and verifiable to access additional support,
- (ii) delivery of knowledge sharing/training workshops, where governments can share and learn from each other's experiences to date in developing transport NAMAs, and
- (iii) follow-up support in structuring and attracting project finance both in terms of carbon-related funding and other traditional forms of funding and financing.

Tentative date of start: Q2/2015

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Publications

2nd revised version of the Transport NAMA Handbook

After international review and a long development process, the second revised version of the Transport NAMA Handbook „**Navigating Transport NAMAs – A practical handbook on Nationally Appropriate Mitigation Actions (NAMAs) in the transport sector**“ will be published in early December 2014. The handbook provides conceptual background information and practical guidance on transport NAMAs. The new version will be available at <http://transport-namas.org/resources/handbook/>

Transport NAMA Report 2014 - Insights from a successful take off and ingredients for upscaling

The annual report, published by BtG and SLoCaT, gives an **overview on the current status quo and recent development on Transport NAMAs**. It answers related timely questions, such as ‘what is the status of transport NAMAs?’ ‘What challenges are affecting the development, financing and MRV of transport NAMAs?’ and ‘what type of international support is required?’ A survey of international transport and climate change experts and transport NAMA developers was conducted to inform this report. A series of interviews with leading transport NAMA practitioners and researchers was also organized. The report will be published in early December 2014.

International Learning and UNFCCC Process

Climate Finance Work Stream

Global capital expenditures in the transport sector are estimated to be between 1.4 and 2.1 trillion US\$ per year. Climate finance only has the potential to cover a minor portion of these investments; the vast majority of expenditures in the transport sector originate from domestic – both public and private – sources. The TRANSfer project has initiated activities to promote the uptake of the use of climate finance in sustainable transport and ensure that climate finance is increasingly used for sustainable transport in an effective way to realize the large GHG emission reduction

potential in the sector. On the second meeting on Dec 6th during COP20, the interdisciplinary Expert Group on Promoting Climate Finance for Sustainable Transport will discuss further steps to enhance the outreach as well as options to upscale innovative financing mechanisms.

Find here further details on the Climate Finance Expert Group and their deliverables: <http://transport-namas.org/expertgroup/expert-group-on-climate-finance-for-sustainable-transport/>

BtG/SLoCaT: Progress for Sustainable Transport at the UN Climate Summit in New York

On 22 September, SLoCaT Partnership together with United Nation Department of Economic and Social Affairs (UN DESA), the International Union of Railways (UIC), and Amtrak organized a High Level event on transport and climate change entitled [On Track for Green & Clean Transport](#). The event was supported by Bridging the Gap Initiative (BtG), the GIZ, UITP, the European Rail Industry (UNIFE) and Via Rail. The event was designed to build momentum for Secretary General Ban Ki-moon's Climate Summit held the following day (23 September) with the aim of taking advantage of the gathering of key representatives in New York during the past week. It brought together high level stakeholders from around the world to discuss the role of transport in addressing climate change.

Mitigation Action Implementation Network (MAIN) met in Washington D.C.

On 27 October CCAP organized an international dialogue between governmental representatives of Latin America. The dialogue built on previous effort on NAMAs, discussed recent developments on the Green Climate Funds (GCF), and provided insight on countries' efforts to develop ambitious intended Nationally Determined Contributions (INDCs) to a 2015 climate agreement. GIZ presented the two NAMA freight projects from the Latin American Region. Both, the Mexican and the Colombian NAMAs stumbled upon high interest from participants. In particular, the immense mitigation potential and the co-benefits, including higher revenues for haulers have been discussed widely. Learn here more about [Mexico's Road Freight Transport NAMA](#)

Partner Countries – Colombia, Indonesia, Peru, South Africa

Colombia

Technical results of the study “Social considerations and potential for improvement of the Fleet Renovation Program in the Freight Sector (PRRPAC)”

The final report of the study: “Social considerations and potential for improvement of the Fleet Renovation Program in the Freight Sector (PRRPAC)” was submitted to the Ministry of Transport. The study analyses which obstacles the owners of freight vehicles face when wishing to take part in the scrapping scheme. The findings revealed that in order to speed up scrapping to achieve the goal of 35 000 units until 2018, more attention needs to be given to the addressees of the programme. The addressees of the programme are often small family owned businesses that lack financial as well as educational capacity to follow the rather complicated process. They often need to hire an intermediary which increases the transaction costs for the participants. Also, many freight vehicle owners often refrain from taking part in the system as they do not know what to do afterwards, in terms of a new business. The consultants therefore suggest to involve an additional entity in the process in order to create extra capacity and improve communication and information with the addressees. Additionally, this entity should support the addressees in the process of finding a new business opportunity when disintegrating the vehicle without reposition (with the objective to reduce the overall fleet size).

Just recently, in the beginning of November, the Colombian Government has further appointed a new Vice Minister (Enrique Nates Guerra) to the Ministry of Transport. TRANSfers work plan for 2015 will be decided during a workshop in late November. Learn more about the [Road-based freight NAMA in Colombia](#)

Indonesia

NAMA-SUTRI

Currently, in the pilot-cities Manado, Medan and Batam several courses on transport-related issues are held. Topics are parking management, non-motorized transport, public transport and transport demand management (TDM). Objective is to prepare the implementation of the “Sustainable Urban Transport Project Indonesia” by developing a conceptual plan for the pre-selected mitigation actions in Medan and

strengthen the capacity of local government counterparts of Medan, Batam and Manado. Recently finalized updated ex ante estimations resulted in a yearly direct mitigation impact of NAMA SUTRI between 0.7 - 1.8 Mt CO₂ in 2030. Considering that the measures are introduced starting from 2015 and that the CO₂ reduction per year increases linearly until 2030, the cumulative CO₂ emission reduction accounts for 7.2 - 14.1 Mt CO₂. The effect including indirect impacts is estimated to be several times higher.

A training course in Medan on public transport has already been held successfully in October; the next two trainings will be held in November 2014. Training materials and all other outputs are to be used in further cities too, trainings are held by the Institute for Transport & Development Policy (ITDP).

The NAMA facility project is due to start in January 2015; approval by BMUB/DECC is still pending; a head of the project is currently recruited. So is a project team. Learn more about the [Sustainable Urban Transport NAMA in Indonesia](#)

Indonesia Pavilion at COP20 - Climate Talks to Climate Actions

The Indonesia Pavilion is a key component to Indonesia's efforts to push for the Global Climate Agreement. As part of Indonesia's soft diplomacy approach, it is a series of parallel events at the Conference. It has the aim of inspiring and encouraging progress in the climate negotiations; set an example with its carbon emissions reductions commitment; investments in climate resilience and share Indonesia's low carbon development strategies, policies and actions. The Pavilion is a knowledge-sharing platform for actual and real climate actions and efforts in Indonesia, either as domestic efforts as well as through its strategic partnership with ASEAN Member States and other multilateral or bilateral cooperation. Insights from the NAMA SUTRI will be represented as well. Find [here](#) further information.

Peru Focus on specification of the 6 measures for presentation at COP20

In order to present the TRANSPerú Sustainable Urban Transport NAMA at the COP20 to a broad audience, the team has been focusing on the specification of the 6 measures under the NAMA in terms of scope, GHG impact and co-benefits as well as associated costs over past months. In October, the NAMA was presented to the newly established Technical Group of Coordination and Cooperation of MTC. The interdisciplinary working group was established in order to coordinate the low-carbon strategies of the transport sector on the national level. Learn here more about [TRANSPerú](#)

Inauguration of new line of the Integrated Public Transport System in September

As a part of the sector transformation strategy, a new line of the Integrated Public Transport System – the Corredor Azul – was inaugurated in September. The line establishes a specific route with defined bus stops and tariff system, and uses semi-new buses with larger capacities in order to increase fuel efficiency. While the service has been free of costs in the first month, after some initial trouble the tariff will be established at S/. 1.50 standard fare and a reduced tariff of S/. 0.50 for students.

Technical results of study "The Integration of Transport modes and mitigation measures"

The Integration of Transport modes and mitigation measures study proposes strategies to articulate non-motorised mobility, especially cycling, with the mass transit system and determine a preliminary typology of integration points. It was estimated that the construction of 64.5 km of new bike lanes would cost EUR 4.3 million. In general, the co-benefits of the proposed measures would be associated with increasing the accessibility for the population due to increased coverage of system infrastructure, increasing the affordability of the system to the population due to the reduction of the cost of a trip segment and health benefits associated with cleaner air and changes in habits towards more active life styles.

Further t-NAMA Countries

Transport & Climate Change Countries (GIZ)

ASEAN

UNEP Regional Workshop on NAMAs: Transport-NAMA Session and MRV roundtable meeting

On Oct 1-3 GIZ ASEAN held a thematic session on **Transport NAMAs** in Ha Long City, Vietnam. Different types of policy instruments to implement the avoid-shift-improve strategy were discussed, followed by an introduction to **an MRV Roadmap process**. During the GIZ ASEAN Roundtable, participants were able to exchange on regional experiences in the framework of MRV for Transport NAMAs. Find here all presentations and key findings of the [Transport NAMA session and MRV roundtable meeting](#).

China

Training on Emission Quantification and Monitoring in Urban Transport

On November 3rd GIZ and the China Urban Transport Research Centre (CUSTReC) jointly organised a [training on urban transport emission quantification and monitoring for Chinese cities](#). Participants from Harbin, Suzhou and Chengdu, as well as staff from CUSTReC participated in the whole day event. Harbin, Suzhou and Chengdu are pilot cities of the [Large City Congestion and Carbon Reduction](#) project financed through the Global Environment Fund and managed by the World Bank. GIZ cooperates with the World Bank and CUSTReC, who are in charge of monitoring the emission reductions in the three pilot cities. The training explained approaches to transport emission quantification and the specific usability of the newly developed [China Road Transport Emission Model \(HBEFA China\)](#). The [China Road Transport Emission Model](#) can be used to calculate emission inventories as well as scenarios and includes a database of China-specific emission factors.

Modelling Emissions of Congestion Charging Schemes

In China, TRANSfer - in cooperation with the BMUB funded Sino-German Transport Demand Management Project - is working **on congestion charging in cities as an example for an urban transport policy** that can help to reduce emissions from private cars and incentivise shift to sustainable modes. In this context the project facilitated the exchange with experts from good practice examples such as London and Stockholm. In August and September the impacts of different congestion charging scenarios were modelled for Beijing. Linking travel demand models with emission models such as HBEFA China enables cities to analyse options, compare the emission reduction potential and select the most effective mitigation actions. Based on the experiences in Beijing, a congestion charging guide has been developed and is currently reviewed by international experts. The report will be published in December 2014 and will be available via www.sustainabletransport.org.

New leaflet on "China Road Transport Emission Model"

GIZ China published a leaflet on the ["China Road Transport Emission Model \(HBEFA China\)"](#). Based on the European Handbook for Emission Factors (HBEFA) for road transport, the transport team in China, in cooperation with its Chinese partners and Swiss transport experts from INFRAS Consulting Group developed the China Road Transport Emission Model. The model includes an integrated database of Chinese emission factors for road transport. View the leaflet here Download the leaflet at <http://www.sustainabletransport.org> for an overview of the approach to develop Chinese emission factors and model features.

Others

German Partnership for Sustainable Mobility

The German Partnership for Sustainable Mobility (GPSM) is serving as a guide for sustainable mobility and green logistics solutions from Germany. As a platform for exchanging knowledge, expertise and experiences, GPSM supports the transformation towards sustainability in developing and emerging countries. It serves as a network of information from academia, businesses, civil society and associations. The GPSM is initiated by the federal ministries BMZ and BMUB and has its first kick-off event in May 2014. Further information: www.german-sustainable-mobility.de

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