NDC Implementation and Transparency in Transport

Round Table Discussion

12 May 2017 in Bonn
Objectives

- Exchange on ongoing activities and projects
- Connect stakeholders from climate and transport initiatives
- Share experiences and identify synergies and potential for cooperation
How we support climate change policy and actions in transport

**Transport Climate Strategies**
- Dialogue with developing countries
- Inventories
- Scenarios
- Emission monitoring
- MRV knowledge mg’t

**Sectoral transport climate Strategy**

**Mitigation action Proposal**
- In depth appraisal
- Financing options
- Ex-ante impact assessment
- Stakeholder participation

**MRV Expert Group**

**National and/or international funding**
- Implementation of mitigation action
- Institutional and financial set-up
- Reporting
- Verification

**Mitigation action Implementation**

www.transport-namas.org
Advancing Transport Climate Strategies

Global level
- Methodologies and tools for MRV
- Analysis of (I)NDCs
- Dialogue and stakeholder exchange
- Outreach to further countries

Support countries in implementing their NDC in the transport and improve emission quantification & monitoring capacities

Vietnam
- Transport emission inventory
- Data processing and management
- Development of scenarios and sectoral action plan

Kenya
- Operationalising Climate Desk
- Data processing and management
- Development of scenarios and sectoral strategy
Speakers

1. Victoria Novikova, UNFCCC Secretariat
2. Rob Bradley, NDC Partnership
4. Sandra Hannusch, Kreditanstalt für Wiederaufbau (KFW)
5. Cornie Huizenga, Partnership on Sustainable, Low Carbon Transport (SLoCaT)
6. Charles Kooshian, Centrum for Clean Air Policy (CCAP)
7. Wei-Shiuen Ng, International Transport Forum (ITF)
8. Christian Mettke, TRANSfer (GIZ)
9. Itzel Obregon, EcoMobility (ICLEI)
10. Patrick Olivia, Paris Process on Mobility and Climate (PMCC)
11. Ramón Cruz, Institute for Transportation and Development Policy (ITDP)
12. Monica Echegoyen, United Nations Office for Project Services (UNOPS)
13. Jürgen Baumann, C40 Cities Finance Facility (GIZ)
14. Urda Eichhorst, Advancing Transport Climate Strategies (GIZ)
Mini-Side-Event:
Launch of the Transport Volume of the UNFCCC’s Compendium on GHG Baselines and Monitoring

The Transport Volume is part of the UNFCCC’s Compendium on GHG Baselines and Monitoring. The event will offer presentations on the scope of the compendium and give insights into baseline and monitoring methodologies to assess passenger and freight transport mitigation actions.

Speakers:
Victoria Novikova (UNFCCC Secretariat)
Chuck Kooshian (CCAP)
Navida Sanchez Ibrahim (GIZ)

When: Saturday, 13 May 2017, 16:00-17:00
Where: Bonn, World Conference Centre; Room: Climate Change Studio
Victoria Novikova

Programme Officer,
UNFCCC Secretariat
NDCs and the Transparency Framework of the Paris Agreement
Outline

- NDCs in the Paris Agreement and the temperature goal
- Purpose of the Transparency Framework of the Paris Agreement and global stock take
- Building blocks of the Transparency Framework of the Paris Agreement
- Transparency Framework: priorities and challenges for Parties
- Translating visions in NDCs into action plans: examples of support activities
- Concluding remarks
NDCs in the Paris Agreement and the temperature goal

Agreement aims... hold the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the increase to 1.5°C above pre-industrial levels (Art. 2.1)

To achieve the long-term temperature goal set out in Article 2, Parties aim to reach global peaking of GHG emissions as soon as possible, recognizing that peaking will take longer for developing country Parties, and to undertake rapid reductions thereafter...balance of emissions and removals, (Art. 4.1)

Each Party shall prepare, communicate and maintain successive nationally determined contributions (NDCs) that it intends to achieve

Parties shall pursue domestic mitigation measures, with the aim of achieving the objectives of such contributions (Art 4.2)

Each Party’s successive NDC will represent a progression beyond the Party’s then current NDC and reflect its highest possible ambition, reflecting its common but differentiated responsibilities and respective capabilities, in the light of different national circumstances. (Art 4.3.)
Purpose of the Transparency Framework of the Paris Agreement and global stock take

Article 13.5

Action: provide a **clear understanding** of climate change action in the light of the objective of the Convention as set out in its Article 2, including:

# **Clarity and tracking of progress** towards achieving Parties’ individual nationally determined contributions under Article 4;

# **Parties’ adaptation actions** under Article 7, including good practices, priorities, needs and gaps.

Inform global stocktake under Article 14
Collective progress towards achieving the purpose of the Agreement & its long-term goals

Article 13.6

Support: The purpose of the framework for transparency of support is to provide:

# **Clarity on support provided and received** by relevant individual Parties in the context of climate change actions under Articles 4, 7, 9, 10 and 11;

# To the extent possible, a **full overview of aggregate financial support provided**.

Article 4 – mitigation/nationally determined contribution; Article 7 – adaptation; Article 9 – finance; Article 10 – technology development and transfer; Article 11 – capacity-building; Article 14 – global stocktake and Article 6
*The transparency framework shall provide flexibility in the implementation of the provisions of this Article to those developing country Parties that need it in the light of their capacities (Article 13.2);

* The transparency framework shall recognize the special circumstances of the least developed countries and small island developing States (Article 13.3);
Transparency Framework: priorities and challenges for Parties

Developed country Parties

- **Common MPGs** for the transparency of action and support for all Parties, with **flexibility** to developing country Parties

Developing country Parties

- Concrete **operationalization** of the notion of the **flexibility** in the MPGs;
- Effective **support for building their capacity** to implement the provisions on the transparency framework;
- **Transparency of support as a priority** for further MPG work
Translating visions in NDCs into action plans: examples of support activities

- NDC Regional dialogues – in collaboration with UNDP
- NAMA Regional workshops
- NAMA Market place sessions
- Donor coordination meeting
- Technical Expert Meetings
  - Regional TEMs in conjunction with Carbon Forums
- Rwanda: workshop on coordinating implementation of NDCs – RCCs & GIZ
Translating visions in NDCs into action plans: examples of support activities

- UNFCCC-GIR-CASTT - training programme on the transparency of climate action and support - in collaboration with Greenhouse Gas Inventory & Research Center of Korea (GIR)

- Technical materials: e.g. Compendium on GHG Baselines and Monitoring
  1. National level mitigation actions;
  2. Manufacturing industries and construction;
  3. Passenger and freight transport
  4. Agriculture, forestry and other land use;
  5. Residential, commercial and public buildings;

- Support to the NDC Partnership
Concluding remarks

Transport is one of the fastest growing sources of GHG emissions

Many NDCs include mitigation actions in transport

To translate the statements of intent communicated in NDCs into actionable implementation plans support from implementing agencies is vital

Given the complexity and extent of work collaboration is key to facilitate ambitious mitigation contribution of the transport sector to achieving country’s NDCs
Thank you for your attention!

Contact: vnovikova@unfccc.int
Rob Bradley

Director of Knowledge and Research
Technical Support Unit NDC Partnership
Klaus Wenzel

Team Leader,
IKI Support Project for the Implementation of the Paris Agreement
(GIZ)
The **Partnership on Transparency in the Paris Agreement** (PATPA, former International Partnership on Mitigation & MRV) was launched at the Petersberg Climate Dialogue in May 2010 by South Africa, Republic of Korea and Germany.

The Partnership aims at encouraging all countries to step up for **enhanced transparency** in order to achieve the global goal of keeping temperature increase well below 2°Celsius, and pursuing efforts to limit it to 1.5°Celsius.

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<tr>
<th>The Partnership seeks to</th>
<th>Partnership formats include:</th>
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<td>Foster <strong>transparency, communication, networking</strong> and trust between countries;</td>
<td><strong>Partnership Meetings</strong> held in the margins of UN climate negotiations;</td>
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<td>Provide <strong>capacity building and promote a mutual learning process</strong> within regions and among practitioners on a global scale</td>
<td>Capacity building activities and peer-to-peer learning through technical workshops in 5 <strong>regional and language groups</strong>, and through international conferences</td>
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<td>Identify and disseminate <strong>good practices examples and lessons learnt</strong></td>
<td>Knowledge sharing and knowledge products, e.g. through newsletters and a website: <a href="http://www.transparency-partnership.net">www.transparency-partnership.net</a></td>
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Project goal: Strengthen in-country capacities for enhanced reporting of climate relevant information in BURs and NCs in Chile, Colombia, Dominican Republic, Egypt, Georgia, Ghana, The Philippines and Viet Nam (& Ad-hoc).

Activities:
- Stock-taking of MRV-systems & GHG monitoring, validated CB road-map
  - Tailored-made CB & backstopping, concepts for institutionalization
  - Peer-to-peer exchange
- Knowledge products, available for download at: [www.transparency-partnership.net](http://www.transparency-partnership.net)
Sandra Hannusch

Project Manager,
Kreditanstalt für Wiederaufbau (KFW)
NDC Implementation and Transparency in Transport
KfW Focus – Facilitate Access to Finance

1. **Country Level**: Policy Based Lending

2. **Intermediaries**: Cooperation with national and international intermediaries – financial, non-profit, public etc.

3. **Municipal Level**: Various direct financing projects

- Long experience of KfW in climate financing – especially in the energy sector
- Professional preparation and realization of bankable projects with subsequent link to finance
- Transport and NDC: Increasing area of operation …
- … and increasing demand for cooperation
Cornie Huizenga

Secretary General,
The Partnership on Sustainable, Low Carbon Transport (SLoCaT)
To Promote the Integration of Sustainable Transport in Global Policies on Sustainable Development and Climate Change

Policy Advocacy

Ambition Advocacy
Implementation Advocacy

2009-2015

2016
Charles Kooshian

Transportation Policy Analyst, Centrum for Clean Air Policy (CCAP)
Current activities

• Transport Volume of Baseline Compendium (w/GIZ)
• Colombia TOD NAMA MRV design
• Mexico PECC tracking
• Panama Sustainable Transport NAMA
Wei-Shiuen Ng

Transportation and Climate Change Specialist, International Transport Forum (ITF)
Decarbonising Transport

Charting Pathways to Decarbonise Transport by 2050

Quantitative Methodology
- ITF transport models include all modes, passenger and freight, applied to develop a common assessment framework for NDC and other policy evaluation

Policy Dialogue
- Supported by ITF model framework
- Engagement of partners across sectors
- Contributing to the UNFCCC negotiation process in 2020

Projects and Products
- A range of projects with specific focus, such as
  - National or regional mitigation policy pathways
  - Vehicle choice analysis
  - Investment needs for urban transport infrastructure
  - Low carbon freight
  - Mass reduction for LDVs
  - Catalogue of effective transport measures
  - Visualisation tool – policy simulator

Project updates to be presented at the ITF 2017 Summit
Leipzig, May 31, 12:30 – 13:45
Christian Mettke

Advisor,
TRANSfer—Facilitating the development of ambitious transport mitigation actions (GIZ)
**TRANSfer III: Facilitating the development of ambitious transport mitigation actions**

- **Objective**: Developing countries and emerging economies increase their climate protection efforts in transport (*cooperation with selected countries*).

- **Budget**: €15 Mio. (2010-2020); financed by BMUB

- The project acts as a *Mitigation Action Preparation Facility*

- **NDC-Link**: mitigations actions are the NDC‘s backbone (*action & ambition*)
Itzel Obregon

EcoMobility Officer,
International Council for Local Environmental Initiatives (ICLEI)
EcoMobility SHIFT

EcoMobility Alliance

- Local improvements
- Joint initiatives
- Performance measurement
- Thematic working groups
- Global outreach

EcoMobility World Festivals
Patrick Olivia

Co-founder,

Paris Process on Mobility and Climate (PMCC)
8 priorities to decarbonize transport by 2050+
Implementing the Paris Agreement in a Global Roadmap
aiming at zero net emission Transport

1. Synergistic urban transformation
2. Low-carbon energy supply strategy
3. Modal efficiency improvement
4. Shortened supply chains
5. Unnecessary travel reduction
6. Adapted solutions for ‘rural’ world
7. Investment in adaptation
8. Economic instruments & offsetting

Trail blazers / OECD
- 2016
- 2020
- 2025
- 2030
- 2035
- 2040
- 2045
- 2050
- 2060
- 2080

Fast followers

PPMC - Bonn May 12th
Ramón Cruz

International Policy Program Manager,
Institute for Transportation and Development Policy
(ITDP)
Three Revolutions in Urban Transportation

Business-as-Usual Scenario
20th Century Technology
Through 2050, we continue to use vehicles with internal combustion engines at an increased rate, and use transit and shared vehicles at the current rate, as population and income grow over time.

2 Revolutions (2R) Scenario
Electrification + Automation
We embrace more technology. Electric vehicles become common by 2030, and automated electric vehicles become dominant by 2040. However, we continue our current embrace of single-occupancy vehicles, with even more car travel than in the BAU.

3 Revolutions (3R) Scenario
Electrification + Automation + Sharing
We take the embrace of technology in the 2R scenario and then maximize the use of shared vehicle trips. By 2030, there is widespread ride sharing, increased transit performance—with on-demand availability—and strengthened infrastructure for walking and cycling, allowing maximum energy efficiency.

Number of Vehicles on the Road by 2050
- 2.1 billion
- 2.1 billion
- 0.5 billion

CO₂ Emissions by 2050
- 4,600 megatonne
- 1,700 megatonne
- 700 megatonne

www.itdp.org
ITDP  UC DAVIS
Monica Echegoyen

Initiative for Climate Action Transparency (ICAT)
Coordinator
United Nations Office for Project Services (UNOPS)
Guidance

• In collaboration with technical experts from around the world, ICAT is developing an integrated suite of globally-applicable tools and methodological guidance.

Transport Pricing: Methodological guidance for estimating the impacts of transport pricing measures on GHG emissions, and specifically the impacts of higher fuel prices using price elasticities of demand.

Capacity Building

• ICAT aims to help countries strengthen their institutional settings and integrate ICAT’s guidance and tools into existing assessment and accounting strategies.
• ICAT will strengthen measurement, reporting and verification (MRV) systems in a country-driven manner, particularly with respect to reporting on NDCs.
Jürgen Baumann
Senior Advisor,
C40 Cities Finance Facility (GIZ)
# Introduction

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<th>Main objective</th>
<th>Facilitating access to finance for climate change mitigation and resilience projects in cities to reduce GHG emissions</th>
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<td>Main partner(s)</td>
<td>C40 Cities Climate Leadership Group, IDB, BMZ, USAID</td>
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| Instruments and activities | • Project related capacity development in megacities  
• Advisory to cities on project development, structuring and access to finance  
• Working with networks in the financial sector and connecting between these and cities to mobilising financing for city-level climate change action.  
• Roll-out and knowledge sharing to non-member cities |
| Duration        | Launched in 2015, rolled out in 2016, pilot phase ends 2017                                                       |
Urda Eichhorst
Transport and Climate Change Advisor,
TraCS – Advancing Transport Climate Strategies
(GIZ)
Supporting NDC implementation in the transport sector

- **INDC submission (2025/30)**
  - Kenya NDC submission
  - UNFCCC Facilitative dialogue
  - IPCC 1.5°C report

- **NDC Preparation**
  - NDC submission (2030/35)
  - Synthesis report

- **NDC Implementation plans and developing transport CC strategy**
  - NDC implementation plans
  - Establish regular monitoring system
  - Revise scenarios
  - Stakeholder Dialogue

- **Mainstream ambitious actions in sector plans**
  - NDC implementation plans
  - Developing NAMAs
  - Build capacities & define sector target
  - Establish regular monitoring system
  - Revise monitoring systems

- **Focus on win-win actions**
  - NDC implementation plans
  - Developing MRV
  - Support Invent./NDC Scenarios
  - Improve data

**Actions**

- **Developing NAMAs**
- **NDC implementation plans and developing transport CC strategy**
- **NDC implementation plans and developing transport mitigation actions**
- **NDC Implementation plans**

**Data**

- **Improving data**
- **Stimulate exchange**
- **Improve data**

**Timeline**
- 2015
- 2018
- 2019
- 2020
- 2023
- 2024
- 2025
- ...
Discussion

1. Where do you see potential for enhanced cooperation on …
   … NDC implementation?
   … Improving transparency and data robustness?

2. What do you propose in order to enhance the level of ambition regarding transport in NDCs?
Capacity Development ...