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Towards climate-friendly transport technologies and measures

## Developing Transport NAMAs: experiences on the ground

Andrea Henkel (GIZ TRANSfer)  
Training: Demystifying INDCs and NAMAs in the transport sector  
Manila, 12 September 2016

Page 1



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# 1 Introduction

*GIZ supporting ambitious mitigation actions in the transport sector*

2. Examples of mitigation actions supported by GIZ
3. Lessons learned
4. Way forward

Page 2




## GIZ worldwide

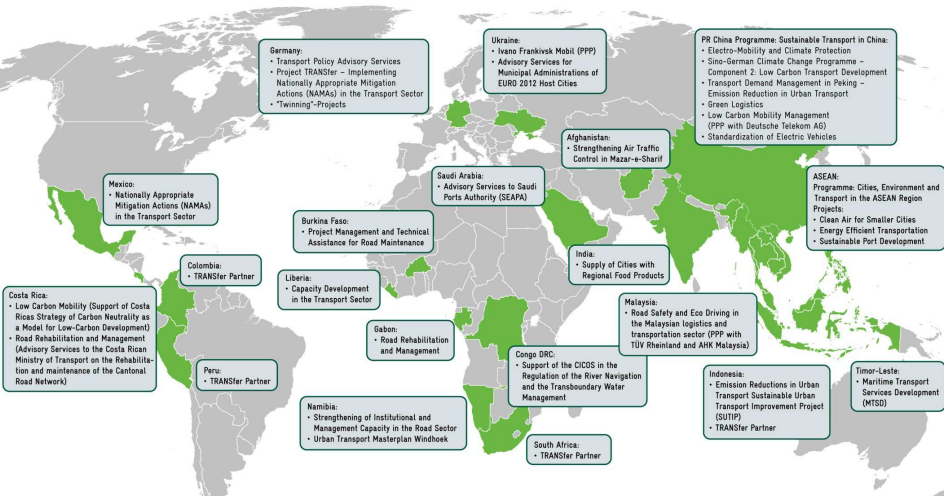
- GIZ's purpose is to promote international cooperation for sustainable development.
- GIZ is a 100% federally owned, public-benefit enterprise.
- GIZ operates in more than 130 countries worldwide
- GIZ employs approximately 16,400 staff members worldwide
- GIZ is active in a variety of sectors, including e.g. education; health care; agriculture; Infrastructure (water, energy, transport)



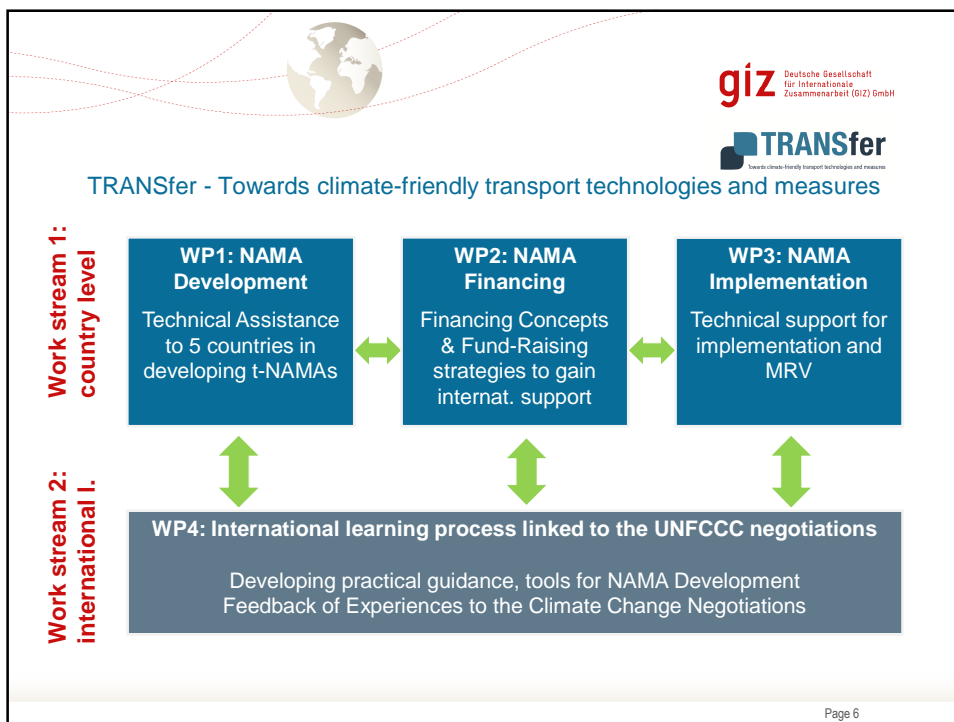
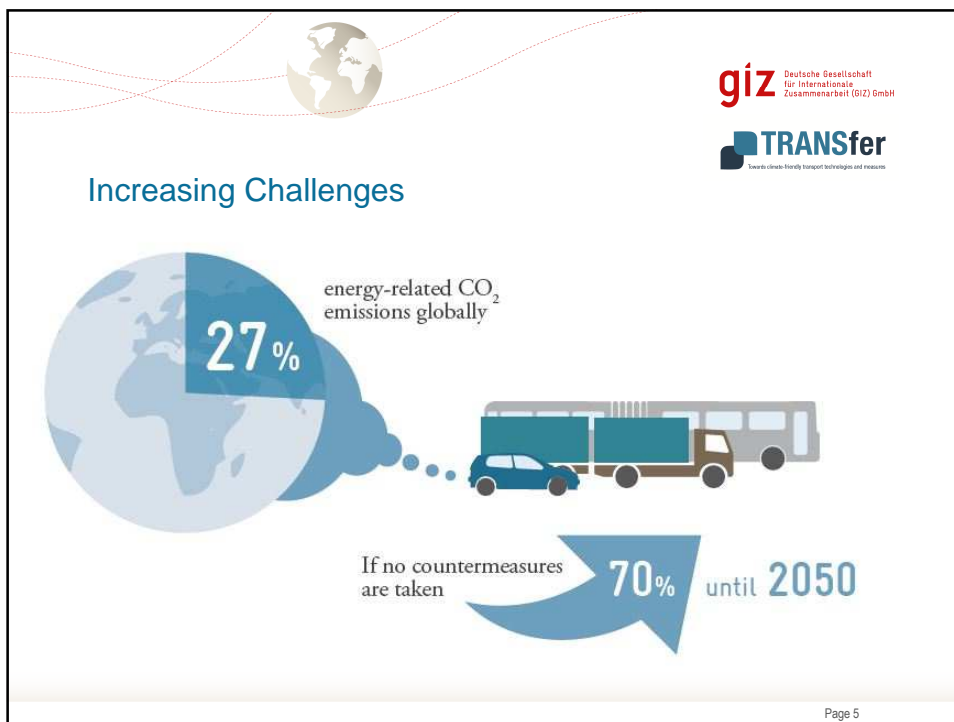
Page 3




## Ongoing GIZ Transport and Mobility Projects



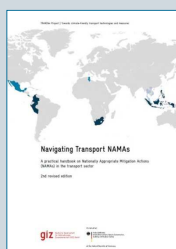

- Germany:**
  - Transport Policy Advisory Services
  - Project TRANSfer – implementing Nationally Appropriate Mitigation Actions (NAMAs) in the Transport Sector
  - "Twinning"-Projects
- Ukraine:**
  - Ivano Frankivsk Mobil (PPP)
  - Advisory Services for Municipal Administrations of EURO 2012 Host Cities
- PR China Programme: Sustainable Transport in China:**
  - Electro-Mobility and Climate Protection
  - Sino-German Climate Change Programme – Component 2: Low Carbon Transport Development
  - Transport Demand Management in Peking
  - Emission Reduction in Urban Transport
  - Green Logistics
  - Low Carbon Mobility Management (PPP with Deutsche Telekom AG)
  - Standardization of Electric Vehicles
- Mexico:**
  - Nationally Appropriate Mitigation Actions (NAMAs) in the Transport Sector
- Algeria:**
  - Strengthening Air Traffic Control in Mazar-e-Sharif
- ASEAN:**
  - Programme: Cities, Environment and Transport in the ASEAN Region
  - Clean Air for Smaller Cities
  - Energy Efficient Transportation
  - Sustainable Port Development
- Saudi Arabia:**
  - Advisory Services to Saudi Ports Authority (SSAFA)
- Burkina Faso:**
  - Project Management and Technical Assistance for Road Maintenance
- India:**
  - Supply of Cities with Regional Food Products
- Malaysia:**
  - Road Safety and Eco Driving in the Malaysian logistics and transportation sector (PPP with TÜV Rheinland and ANK Malaysia)
- Costa Rica:**
  - Low Carbon Mobility (Support of Costa Rica's Strategy of Carbon Neutrality as a Model for Low-Carbon Development)
  - Road Rehabilitation and Management (Advisory Services to the Costa Rican Ministry of Transport on the Rehabilitation and maintenance of the Cantonal Road Network)
- Peru:**
  - TRANSfer Partner
- Liberia:**
  - Capacity Development in the Transport Sector
- Sabon:**
  - Road Rehabilitation and Management
- Congo DRC:**
  - Support of the ICDS in the Regulation of the River Navigation and the Transboundary Water Management
- Indonesia:**
  - Emission Reductions in Urban Transport Sustainable Urban Transport Improvement Project (SUTIP)
  - TRANSfer Partner
- Timor-Leste:**
  - Maritime Transport Services Development (MTSD)
- Namibia:**
  - Strengthening of Institutional and Management Capacity in the Road Sector
  - Urban Transport Masterplan Windhoek
- South Africa:**
  - TRANSfer Partner






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## TRANSfer Information Material

Handbook	Toolbox	Publications
<p>„Navigating Transport NAMAs“</p> 	<ul style="list-style-type: none"> <li>• Factsheets for potential NAMAs</li> <li>• Screening Potential Transport NAMAs – A Decision Support Tool</li> <li>• MRV Blueprints</li> <li>• MRV Reference Document</li> <li>• Financing Support Tools</li> <li>• NAMA Concept Note Template</li> </ul>	<ul style="list-style-type: none"> <li>• Case studies from partner countries</li> <li>• GIZ Transport modules</li> <li>• Transfer News</li> </ul> 

**All information is available on our website:**  
<http://transport-namas.org/resources/>

Page 7



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## Ambitious Mitigation Actions in 3 clusters

**Urban Mobility**

- National Urban Transport Policies/ Programs
- Public Transport System Improvements and TDM
- Fleet renovation programs

**Freight Transport**

- Green logistics
- Truck efficiency improvements
- Intermodal transport

**National vehicle & fuel policies**

- Fuel Economy Labels/ Standards
- National alternative fuels and propulsion systems
- Taxes / incentives for efficient vehicles

Page 8



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1. Introduction


# 2

## Examples of mitigation actions worldwide

...supported by GIZ TRANSfer


3. Lessons learned  
4. Way forward

Page 9



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## TRANSPerú



**Main mitigation actions** of the policy matrix:


1. Integrated public mass transport system in Lima / Callao
2. Non-motorized transport in Lima
3. Institutional development to improve urban transport management in Lima / Callao
4. Vehicle homologation and fuel efficiency for light vehicles
5. Modernization of the public transport vehicle fleet
6. Support to local governments to strengthen sustainable urban transport

Supported by:

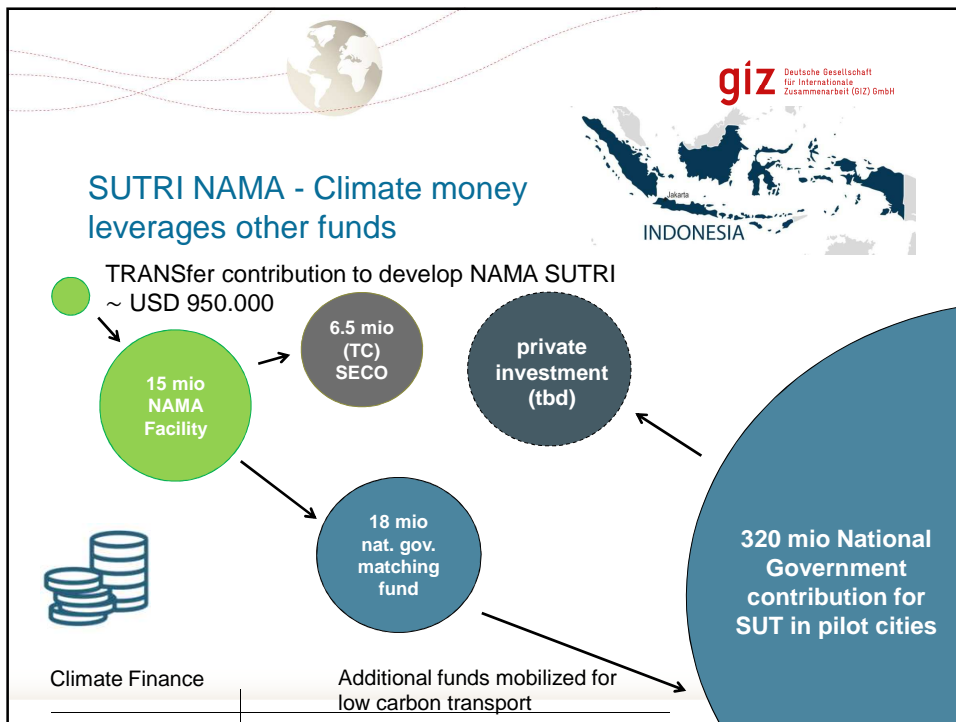
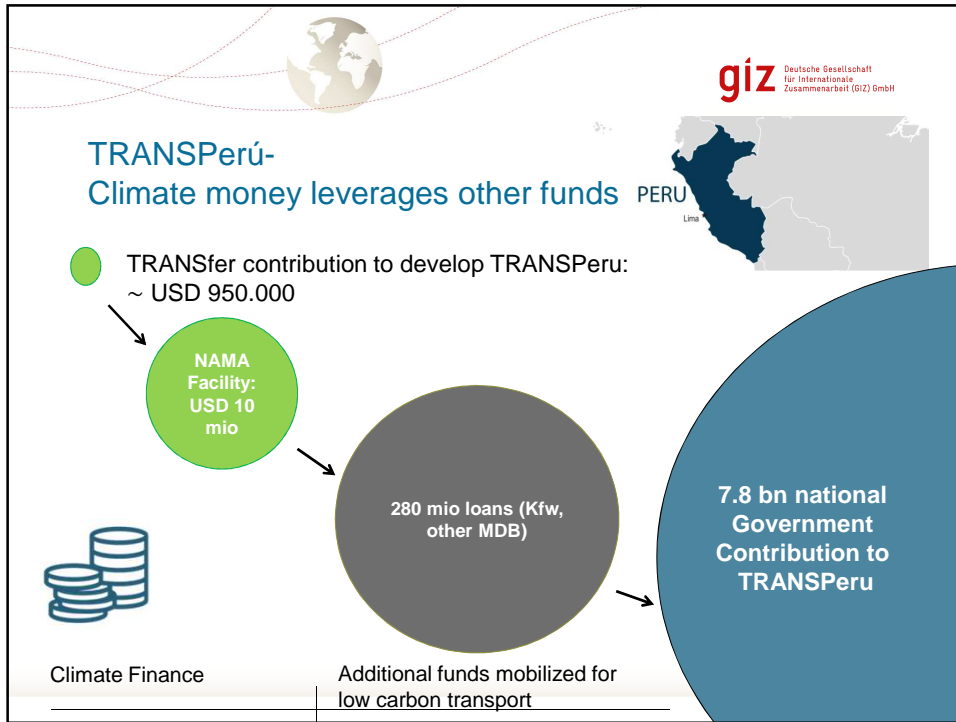


NAMA Facility



This project is supported by the NAMA Facility on behalf of the German Federal Ministry for the Environment, Nature Conservation, Building Nuclear Safety (BMUB) and the UK Department of Energy and Climate Change (DECC).



Page 10




## Philippines` the Jeepney+ NAMA

**Current situation in Metro Manila**

<b>No Vehicles (current)</b>	55,000
<b>No Routes</b>	700
<b>No of Franchises</b>	39,000
<b>Vehicles &gt;15yrs in 2018</b>	48,000 est.



**NAMA Components**

1. National Transport Policy

2. Institutional Re-Organisation


3. Enhanced Public Transport Planning

4. Consolidation and modernisation of buses and jeepneys

Replacement of Jeepneys  
 E-Jeepney Bus    Euro IV Minibuses



Financing mechanism  
  
 Joint fleet management

5. MRV and 6. NAMA Management



Page 13


## Philippines` the Jeepney+ NAMA: Greenhouse Gas Mitigation Potential





**Scope:** Metro Manila in pilot phase, further cities in role-out phase

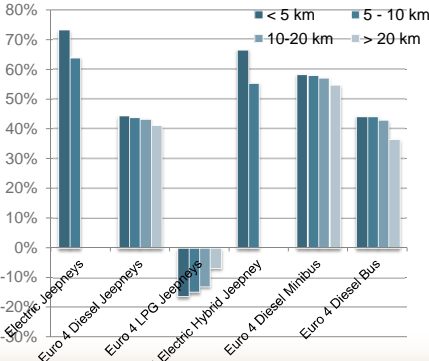
**Estimated mitigation impact of the NAMA:**

- 13.1 - 16.1 MtCO<sub>2</sub>e till 2030 accumulated
- Or about 1 MtCO<sub>2</sub>e per year








**Greenhouse Gas Mitigation Potential by Vehicle Type and Distance**



Vehicle Type	< 5 km	5-10 km	10-20 km	> 20 km
Electric Jeepneys	75%	65%	55%	45%
Euro 4 Diesel Jeepneys	45%	40%	35%	30%
Euro 4 LPG Jeepneys	-10%	-15%	-20%	-25%
Diesel/Electric Hybrid Jeepney	65%	55%	45%	35%
Euro 4 Diesel Minibus	55%	50%	45%	40%
Euro 4 Diesel Bus	45%	40%	35%	30%

Source: Biona, 2015; CAAM/INFRAS 2015

Page 14

## Colombia – Sustainable road-based freight transport

**Economic incentives to promote scrapping**




**Regulation of the vehicle fleet size (“1 for 1 Regulation”)**

**Limit on sulphur content in Diesel fuel and emission standard**

**Regulatory changes to promote modern businesses**


**Policies to improve the efficiency of national logistics processes**


Page 15


## Colombia - Financing of the Freight NAMA

- **Government contribution:** USD 530 million (2013-2018) for scrapping of 20 000 additional vehicles.
- **Technical support (USD 15 Mio):** provided by GIZ, Interamerican Development Bank (IDB) and the United States Agency for International Development (USAID).
- No international support required.





**Estimated mitigation impact**  
0.52 MtCO<sub>2</sub>/year from 2018



Page 16





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1. Introduction
2. Examples of mitigation actions supported by GIZ

# 3 Lessons learned

## In supporting transport NAMA development

4. Way forward

Page 17




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## Conclusions

**Transport NAMAs:**

- ...work in different continents and development stages
- ...work with different sustainable transport measures
- ...are compatible with different motivations
- ...takes between 1,5 – 2 year in average until implementation
- ...often involve local governments who wish to start implementation quickly
- ... help to increase the visibility (nationally and internationally)



Page 18




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## Lessons learned I

### Strategy & Cooperation

- Multi-Stakeholder-Steering committees as a success factor for inter-ministerial coordination and donor coordination (to focus different initiatives and support knowledge management)
- involve private sector and other non-governmental stakeholders from an early stage; NAMA screening as a participatory process
- Personal presence is key (e.g. in the transport ministry)
- anchoring in different divisions of the departments to strengthen commitment and support stability in times of change

Page 19

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## Lessons learned II

### Financing

- Climate finance makes little contribution to total investment needs; shifting traditional investments into sustainable transport
- Climate finance can make a difference to stimulate a transformational change; e.g. creating new financing mechanisms, reducing investment risk of new technology
- Co-benefits are the main driver thus funding criteria, and cross-sectoral comparisons need to consider this (e.g. Green Climate Fund (GCF))

Page 20



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## Lessons learned III



**MRV**

- Data situation is difficult in most cases, collection of is expensive but should not be a barrier to NAMA development

→ „simple, yet solid approach“

**Learning and innovation**

- Regional and globale exchange on developing and implemeting mitigation actions is highly requested by our partners (capacity deveopment)
- Working jointly with initiatives and as a mulitdonor-platform for pooling of support and creating thematical synergies

Page 21



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1. Introduction
2. Examles of mitigation actions supported by GIZ
3. Lessons learned

# 4

## Way forward

How to increase ambitions?

Page 22



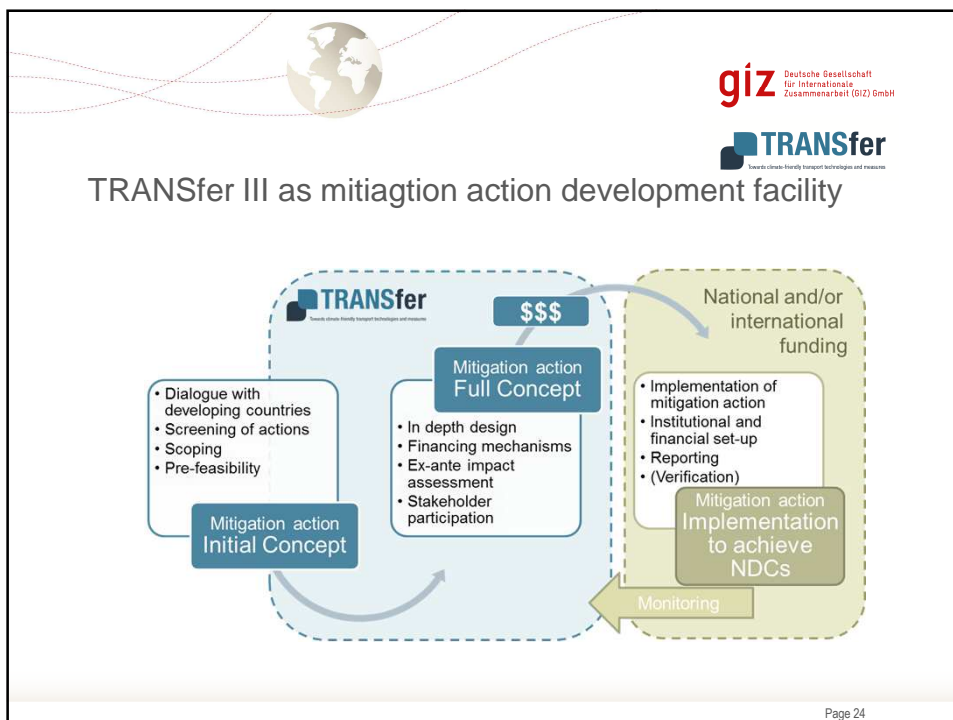
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## Perspectives

- **Upscaling is needed!** Necessary additional investments in the transport sector for the 2 degree path ~150 Billion USD/year
- **Future of NAMAs:** Not mentioned in COP21 documents. Implementation of NDCs will require NAMA-like instruments
- **Current challenges:**
  - Pipelines too small („We have a pipeline, not a financing constraint“)
  - Capacities too low as well as application oriented knowledge too low
  - Not enough links for donors („NDC Support Channels“)

Page 23






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**Thank you for your attention!**

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Page 25