Session 3 : Steps in Turning Potential Actions on the Ground

Technical Expert Meeting

23 May 2016
Delivering on our mandate

- Operative arm of the UNFCCC Technology Mechanism
- CTCN: Operating in service of Developing County focal points (NDE)
- Working from INDC/NDC/TNA/NAP/TAP/NAMA
- In partnership with:
  - UNEP, UNIDO, 11 independent, regional and global consortium partner organizations with expertise in climate change technologies and International network of 160+ academic, multilateral, NGO and private sector institutions
- Building bridges with private sector technology solutions
Strong Technology Mandate from Paris

- Creation of a Technology Framework to serve the Paris Agreement
- Strengthened Technology Mechanism, with links to Green Climate Fund; SB44 workshop
- Enhanced action prioritizing technologies that are substantial, scalable and replicable <2020
- Greater focus on RD&D + endogenous/native technologies
- Technology Expert Meetings
- TNA/TAP
Technical assistance requests over time

Status of CTCN requests and responses

- Completed
- Implementation
- Design
- Review

Jan 2014: 0
Mar 2014: 1
May 2014: 4
Jul 2014: 5
Sep 2014: 6
Nov 2014: 8
Mar 2015: 13
May 2015: 15
Jul 2015: 17
Sep 2015: 23
Jan 2016: 30
Mar 2016: 36
May 2016: 42
Jul 2016: 44
Sep 2016: 46
Nov 2016: 52
Jan 2017: 62
Mar 2017: 75
May 2017: 81
Jul 2017: 89
Sep 2017: 98
Nov 2017: 104
Jan 2018: 105
7.9% of the total Mitigation Request are in Transport Sector.
Request: Reducing GHG Emissions from Transport by Improving Public Transport Systems through Capacity Building and Use of Technology

Request Proponent: Road Safety and Transport Authority,

Assistance Requested:
- improved understanding of how Intelligent Transport Systems (ITS) works, and how this could be applied in local context.
- improved capacity to identify
  (a) doable options from the gamut of ITS technologies available,
  (b) the appropriate financing sources, and pursue these options through the development of quality project proposals.
CTCN Response:

- National Designated Entity of Thailand and UNEP DTU implemented the TA
- Capacity building through workshops, field visit and in depth proposal formulation - discussions with 10 different stakeholders (officials) from Bhutan (Environment Commission, Road Transport Authority, Local Body, Police etc.)
- One to one interactions with the officials of different stakeholders in Thailand and overview of Thai experiences in Bangkok and Chiang Mai:
  - intelligent transport systems and public transport systems by experts from Thai Intelligent Transport Systems Association (ITS Thailand),
  - the Intelligent Traffic Information Center Foundation (iTIC),
  - Expressway Authority of Thailand (EXAT),
  - Bangkok Mass Transit System (BTS),
  - Thai Traffic Police,
  - Pollution Control Department (PCD),
  - Municipality of Chiang Mai,
  - Department of Rural Road Region 10 (Chiang Mai).
Immediate Outputs

- Appropriate Technologies in context of local conditions and required policy Interventions identified
- Pilot scale implementation proposed through a detailed proposal and activities planned (active discussions with Government of South Korea – bilateral cooperation)

Likely Impacts in future

- Investments to the tune of 200 million USD (WB/ ADB funding pipeline)
- Deployment of technologies for intelligent public transport systems, (e.g., GPS devices, surveillance cameras, display boards, data management systems, traffic management and route optimization)
- technologies for measuring and reporting on the impacts (e.g., air quality samplers, systems of reporting of key criteria pollutants PM2.5, SO2, NOx)
- Public transport system in Bhutan is improved with ITS complementing public transport resulting in more than 50% reduction in CO2 emissions in the transport sector due to increased share of public transport system.
- Co-benefits: improve air quality and health of city populations, Improved safety, improved mobility, reduction in travel time
Request: Financing strategy for Transit Oriented Development (TOD) – Addis Ababa Light Rail Transit (LRT)

Request Proponent: Ethiopian Railway Corporation (ERC)

Objective: Develop an effective financing strategy that will unlock private and public investment for a pilot TOD

Assistance Requested:
• Detailed assessment of public infrastructure needs:
• Assessment of barriers to private investment
• Formulation of financing structure and instruments
Request: ERC National Railway Academy (Second Request)

Request Proponent: Ethiopian Railway Corporation (ERC)

Objective: Establish institutional capacity for training railway professionals, carrying out state-of-the-art research and development and implementing international collaborative research on railway-based transport

Assistance Requested:
- Institutional Structure Assessment
- Infrastructure Curriculum Development for the Railway Academy
- Human Resource Structure Assessment and Proposed Expertise for the Railway Academy
- Inputs/Technology Identification for the Railway Academy
Thank you