International Cooperation in the Transport Sector

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Experiences from Germany’s “International Climate Initiative”

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Examples of IKI-funded Transport Projects

- **Global**
  Towards Climate-Friendly Transport Technologies and Measures (TRANSfer)
  Peru, Colombia, South Africa, Indonesia, Philippines

- **Urban Climate Policy**
  Mexiko

- **Currently running**
  Public Transport Lviv
  Ukraine

- **Promoting Low Carbon Transport**
  India

- **Sustainable Mobility Initiative**
  India

- **Cooperation on low carbon transport**
  China

- **Transport Demand Management**
  Peking
  China

- **Electric mobility**
  China

- **Optimizing Public Transport**
  Indonesia

**Terminated**

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On which transport mitigation actions does IKI focus?

<table>
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<tr>
<th>Action Area</th>
<th>Mitigation actions</th>
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<tbody>
<tr>
<td><strong>Urban mobility</strong></td>
<td>• National urban transport policies and programmes</td>
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<td>• Public transport system improvements</td>
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<td>• Promotion of Non-motorized Transport</td>
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<td>• Fleet renovation programmes</td>
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<td>• E-Mobility</td>
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<td><strong>Freight transport</strong></td>
<td>• Green logistic programmes</td>
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<td>• Truck efficiency improvement programmes</td>
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<td>• Intermodal hubs</td>
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<td><strong>National vehicle and fuel policy</strong></td>
<td>• Fuel economy labelling and standards</td>
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<td>• Taxes/ incentives for vehicles</td>
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<td>• Fuel taxation</td>
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<td>• Alternative fuels and propulsion systems</td>
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Specific design will be tailor-made to the **country context** and typically involve a **comprehensive bundle of measures**.
TRANSfer Project – Towards climate-friendly Transport Technologies & Measures

- Objective: Developing and emerging economies increasingly contribute to GHG mitigation in transport using NAMAs.
- Budget: €7 million (2010-2016, BMUB funded)
- Partners: COL, SA, IDN, PH, PERU + associated countries
From TRANSfer Project towards a multi-donor platform

A global multi-donor programme that accelerates GHG mitigation in the transport sector in developing and emerging economies.

- **incubator** that supports countries to…
  - develop mitigation actions to ready for implementation stage;
  - secure financing for implementation.

- **results-based approach:** Two currencies to track our performance…
  - With €1 from a donor…
    - …we prepare ≥7.5 tCO2 in mitigation actions (over 10 yrs.) and
    - …we leverage ≥ €15 for implementation.
NAMA SUTRI - Indonesia

National Level
• Establish a national program to support sustainable transport in cities

Technical Support Unit (TSU): Support local governments in planning and implementation

Effective Funding mechanism: co-finance infrastructure investment

Pilot Cities
• Implement mitigation actions
• Monitoring & Reporting

Policy advice, Training
Conceptual planning
Pre-Feasibility Studies
Apply for co-funding
Investment support

Planning, implementation and monitoring of transportation projects:
- Infrastructure for urban bus systems
- Investment in fleet rejuvenation and bus procurement
- Pedestrian infrastructure
- Parking management
TRANSfer Project - Track record after 4.5 years

- internationally recognized instruments and tools for transport NAMA development and implementation (Handbook, Toolbox, MRV guidelines)

www.transport-namas.org

- taken first transport NAMAs to implementation stage (Indonesia, Peru)
  - **4 NAMAs have been developed**; mitigation of at least 30 MtCO₂ within 10 years (lower end ex ante estimations, only direct mitigation); inter alia:
    - Indonesia & Perú – Sustainable Urban Transport NAMA
    - Colombia – Road-based Freight NAMA
    - South Africa – Passenger Modal Shift from Road to Rail
  - Substantial **financial resources have been mobilised** / committed
TRANSfer works in partnerships to place topics in international discussions and to build consensus (e.g. on MRV). Therefore the project cooperates with the Partnership on Sustainable Low Carbon Transport (SLoCaT), the German Partnership for Sustainable Mobility (GPSM) and the Initiative MobiliseYourCity.
Lessons learned from TRANSfer / Success factors

- Mitigation in transport is possible but requires **trust and long-term collaboration** on a daily basis (over several years).

- If you want to go for transformational / structural changes (i.e. beyond single projects with limited impact), **you need patience** (serious NAMA design takes 1.5 to 2 years on average).

- We do face a **capacity and pipeline constraint** rather than a finance constraint.

- Challenges are similar. A global approach makes sense and offers **economies of scale**.
Thank you for your attention!

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