



## ENTRUST: Emission Neutral Transport for Rivers & Uplands of Sundarban Terrain

**1. *Name of proposing Party or organization.***

South Asian Forum for Environment (SAFE) (2)

**2. *Brief description of the proposed study:***

The Panchamrit Policy of govt of India announced in UNFCCC COP 26, is a five-point climate strategy on Net-Zero compliances to hit by 2030 that aspires to meet 50% of energy requirements using renewable sources and reduce total projected carbon emissions by one billion tonnes, as well reduce economic carbon intensity by 45%, building integrated, efficient, and electric mobility transit networks and decoupling economic growth from GHG emissions. This can scale new sectors in renewable energy to support job creation, resilience and structural transformation. ENTRUST aims to formulate a sustainable clean-transport system using solar power by setting up solar hubs, that will cater to motorized e-boats for riverine ferry and reduce 75 kg CO<sub>2</sub>eqv of grid carbon emissions and as well reduce and nearly 267 kg CO<sub>2</sub>eqv of diesel emission per day per islandic route in Sundarban World Heritage Biosphere Reserve, as well create alternative economic opportunities for 150 women and 240 youth supporting livelihood activities of marginal agrarian communities, across the project span. This will cater to energy neutral (Net-Zero compliant) transportation facilities which is the lifeline of commuters in climate vulnerable deltaic Sundarban of India and Bangladesh. The spin-off of the intervention enables reduction of emission and pollution thereby improving habitat health and augmenting the ecosystem services of coastal terrains of Sundarbans. Studies reveal rapid changes in land-use land-cover in Sundarbans, showing average loss of 50% arable land in 15 years, signifying decreased food security, compromised flood resilience and fast falling primary productivity leading to socioeconomic stress and loss of livelihood. In the milieu of climate change this has a serious implication on sustainable agrarian economy, which in entirety is dependent on intra and inter islandic transportation in Sundarbans through rivers and uplands that gives access to market, medical facilities and basic urban amenities ensuring equitable and inclusive growth. SAFE initiated planning this intervention, in participation with all stakeholders in 2017 and was



awarded the UN-DESA award 'Powering the Future'. A pilot has been launched recently in Sundarbans ushering the United Nations Decade of Sustainable Transport (2026-35) to accelerate global action toward safe, affordable, low-carbon, and accessible mobility systems. The case study aspires to critically analyse the sustainability of the pilot intervention having 'Net-Zero' compliance and demonstrate a sustainable revenue linked paradigm with scale-up potentials that can be further funded through global climate finances and as well state government public department engagement. Objectives and methodology 1. Quantifying livelihood creation, opportunity costs and 'benefit to cost' assessment using socioeconomic survey tools. 2. Assessing emission abatement and carbon credit potentials as transition benefits, based on ISO 14001:2015, 14064:2015 and Net Zero TCS 27: 2026 protocols. 3. Pollution abatement studies and ecological co-benefits of the intervention. Expected outcomes The intended outcomes of the case study entails socio-economic and socio-ecological assessments of clean energy-safe transport system for highly climate vulnerable and biodiversity rich habitats in global south to assess the economic sustainability, scale-up potentials and just-transition barriers to clean energy transportation through diversification of transport mode and creation of alternative economic opportunities.

**3. *United Nations region to be covered by the case study:***

Asia-Pacific;

**4. *Country or countries to be covered by the case study***

India & Bangladesh

**5. *Area of the case study:***

The identification of potential new sectors for diversification ;

**6. *Expected duration for completion of the case study (in months):***

6-8 months

**7. *Contribution of the submitting organization***

Technical inputs;Data;Authorship;Community-level participatory appraisals and livelihood assessment, Socio-economic assessments, surveys, Cross-site comparison,



interpretation and validation, Preparation of the case study and policy-focused dissemination;

**8. *Can the study be developed without financial support from the UNFCCC?***

No

**9. *If no, please provide the estimated range of required financial support in USD (Please note that the UNFCCC is not a donor organization and has limited funding):***

7500

**10. *Please provide the status of any preliminary work undertaken that could serve as a basis for the study, including a link to any available reports, if available.***

1) <https://www.un.org/sustainabledevelopment/blog/2016/12/project-for-solar-powered-electric-boat-transport-in-the-middle-east-and-north-africa-receives-usd-1-million-un-energy-grant/> 2) [https://www.linkedin.com/posts/dipayan-dey-2484391a9\\_south-asian-forum-for-environment-safe-activity-7426660658269655040-HtAl](https://www.linkedin.com/posts/dipayan-dey-2484391a9_south-asian-forum-for-environment-safe-activity-7426660658269655040-HtAl) 3) [https://www.linkedin.com/posts/south-asian-forum-for-environment-safe-283047231\\_entrust-workshop-paves-the-way-for-net-zero-activity-7298951972936675328--bFn](https://www.linkedin.com/posts/south-asian-forum-for-environment-safe-283047231_entrust-workshop-paves-the-way-for-net-zero-activity-7298951972936675328--bFn)



Framework Convention on  
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