



International Cooperation in the Transport Sector

—

Experiences from Germany's “International Climate Initiative”

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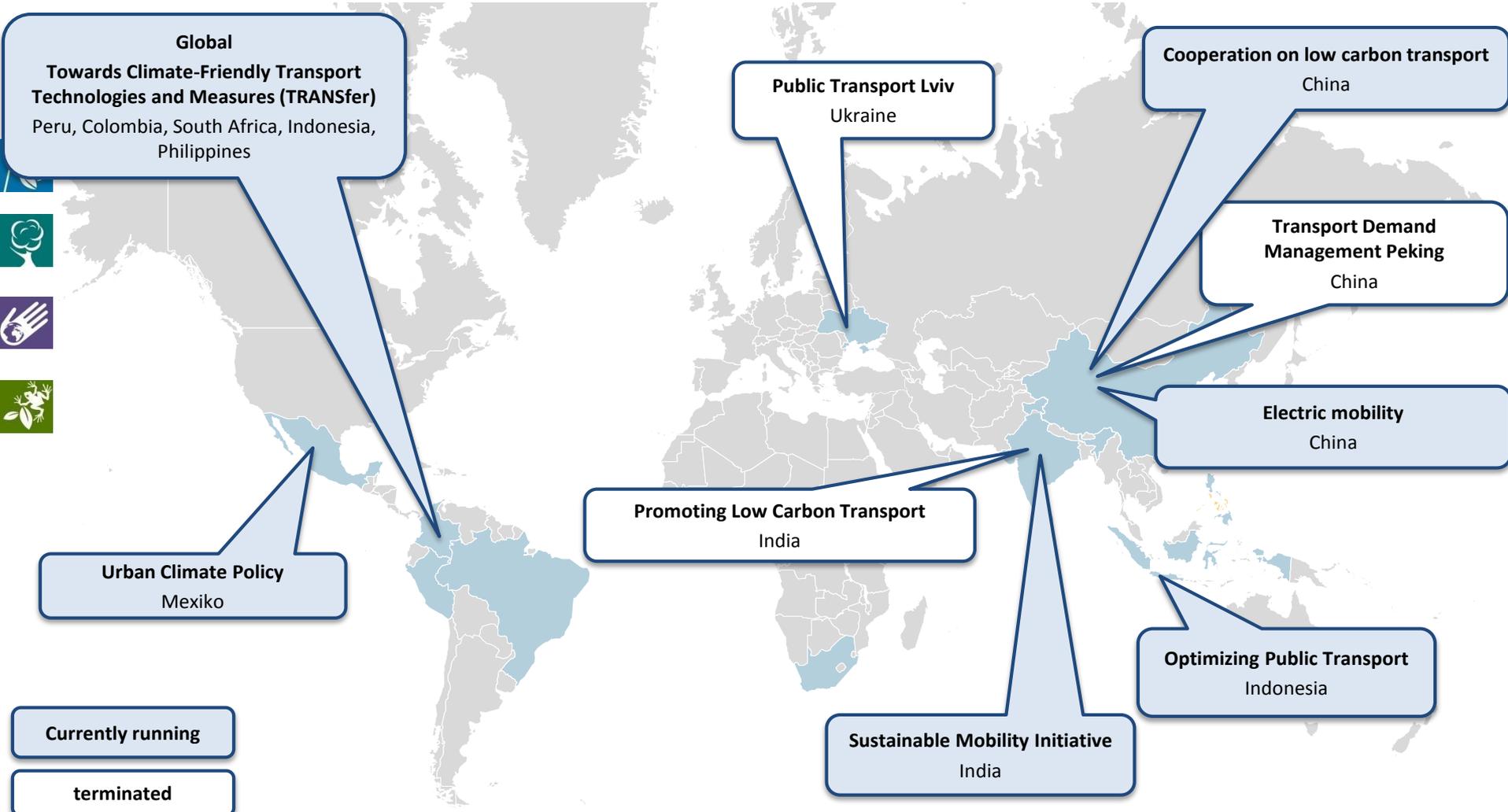
Programme Office
“International Climate Initiative (IKI)”

Head of Division “Mitigation”





Examples of IKI-funded Transport Projects





On which transport mitigation actions does IKI focus?

| Action Area | Mitigation actions |
|----------------------------------|---|
| Urban mobility | <ul style="list-style-type: none"> ▪ National urban transport policies and programmes ▪ Public transport system improvements ▪ Promotion of Non-motorized Transport ▪ Fleet renovation programmes ▪ E-Mobility |
| Freight transport | <ul style="list-style-type: none"> ▪ Green logistic programmes ▪ Truck efficiency improvement programmes ▪ Intermodal hubs |
| National vehicle and fuel policy | <ul style="list-style-type: none"> ▪ Fuel economy labelling and standards ▪ Taxes/ incentives for vehicles ▪ Fuel taxation ▪ Alternative fuels and propulsion systems |

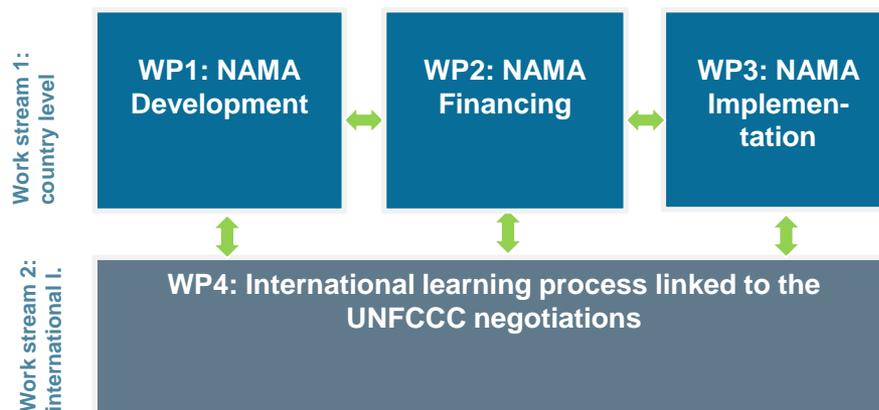
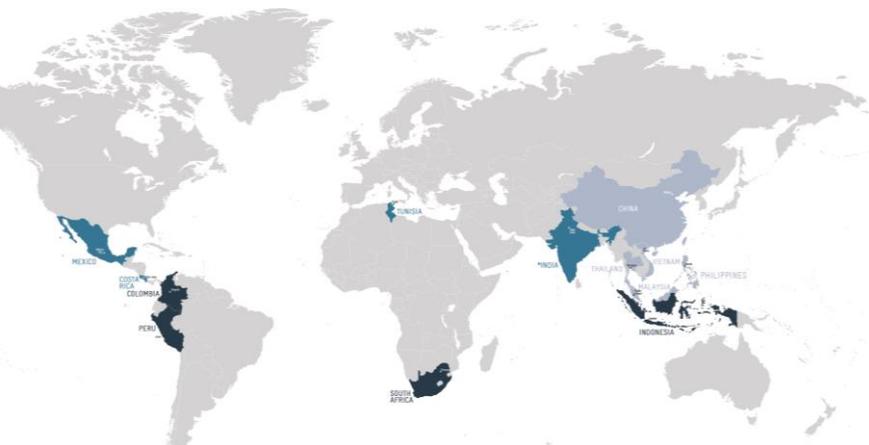


Specific design will be tailor-made to the **country context** and typically involve a **comprehensive bundle of measures**.



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 \geq €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

Policy advice, Training

Conceptual planning

Pre-Feasibility Studies

Apply for co-funding

Investment support

Pilot Cities

- Implement mitigation actions
- Monitoring & Reporting

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**



**German Partnership
for Sustainable Mobility**

Sustainable Mobility – Made in Germany





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**.



On behalf of:

Programme Office
**International
Climate Initiative**



Federal Ministry for the
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Thank you for your attention!

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