

TRANSfer News

July/August 2015

Upcoming

TRANSfer at COP21 Full timetable

Between 30th of November and 11th of December this year, TRANSfer will attend the COP21 in Paris with a variety of events. Highlights include a full thematic day on transport and the NAMA fair. Please stay in touch for further updates. Please see the full timetable at <http://transport-namas.org/transfer-at-cop-21/>

2nd revised version of the t-NAMA handbook plus Financing Section and revised MRV Section

We are currently working on the revised version of the handbook "Navigating Transport NAMAs – a practical handbook on NAMAs in the transport sector". The updated version will compile a revised MRV section and a completely new Section on Financing. The 2nd revised version of the handbook will be available due to COP21. Contact: lnsa.eekhoff@giz.de

Transport NAMA Database and Report Contribute to the database update

In the light of the coming COP 21 in Paris later this year, TRANSfer currently prepares an update of the Transport NAMA database and the 2015 edition of the Transport NAMA report. During this process, we have collected information from online sources and our network, which we are happy to share with you [here](#). However, for the compilation of an up-to-date database, we are dependent on your feedback and expertise. Please have a look at the updated database and contact us to add additional information by September 20 2015. Contact: Michel.Arnd@giz.de

International Learning and UNFCCC Process

TRANSfer supports MobiliseYourCity Initiative



MobiliseYourCity (MYC) is a global initiative that will be launched at COP 21. MYC supports local governments in developing countries to plan sustainable urban mobility in order to develop more inclusive, liveable and economically efficient cities and reduce GHG Emissions.

On September 4, the steering committee of the Lima Paris Action Agenda has selected MobiliseYourCity to be part of the "LPAA initiatives". The initiative aims at supporting cities in their efforts to cut at least 50% of their urban transport related CO2 Emissions by 2050 compared to business as usual.

It acts along three workstreams:

- Development of National Urban Transport Policies (NUTP) including NAMAs
- Elaboration of Sustainable Urban Mobility Plans (SUMP) at the city level,
- Establishment of solid financing schemes in order to secure the sustainability of resource allocated to urban mobility.

With CODATU, CEREMA, AFD and GIZ as lead organizations, and with the support from ministries from France and Germany, TRANSfer has been contributing to the conceptual development of initiative since its start in early 2015 and will start contacting counterparts in our partnercountries to become part of the initiative.

Learn more: http://transport-namas.org/wp-content/uploads/2015/09/MobiliseYourCity_EN_20150815.pdf

Partner Countries – Colombia, Indonesia, Peru, South Africa and Philippines

South Africa

The workshop was held on 26th August 2015 in Centurion, Pretoria. The participants

DOT/GIZ Planning workshop

designed the one-year work plan containing detailed activities to finalise the NAMA within the 2015/2016 financial year. The workshop was attended by the DOT team, steering committee members, the GIZ TRANSfer team and other partners.

Methodologies to develop policies and strategies on climate change impacts in the transport sector were the main focuses of the workshop. Expert advised the participants about the application of the NAMA methodology. Focusing on core elements of the NAMA concept for South Africa a fruitful discussion evolved on how to make the best use of existing information, how to prioritize the filling of gaps and how to develop a consensus on policy and management actions and programmes.

The dialogue was endorsed by DOT through group activities on NAMA measures, implementation, planned activities as well as responsibilities for all stakeholders. Furthermore, the management and collaboration session sealed the workshop by discussing the role of a steering committee, stakeholder coordination and cities engagement processes. As next steps, an sustainable urban transport analysis as well as a MRV methodology was identified by DOT as important areas of activities.

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Philippines Jeepney Modernisation Dialogue

The Department of Transportation and Communications (DOTC) of the Philippines hosted the Public Utility Jeepney (PUJ) Modernisation Dialogue at the DOTC Conference Room in Mandaluyong City last August 5, 2015. The modernisation of the jeepney fleet is a key component of the road-based public transport reform program, which is packaged as a transport NAMA and is supported by the TRANSfer project.

An overview of the NAMA concept, preliminary findings and an initial assessment of vehicle technology options and financing mechanisms were presented by the GIZ TRANSfer project. In addition, fleet managers from the private sector shared best practices of modernised jeepney operations.

The dialogue enabled a productive exchange among stakeholders, i.e. government representatives, fleet managers, and jeepney association leaders, who shared ideas as well as validated the initial assessment presented by the TRANSfer project. The stakeholders agreed on the concept of modernization and consolidation, which entails joint fleet management, improvement of the vehicle fleet and the importance of a roadmap and supporting policies by the Government. This was all noted by DOTC that ensured that the dialogue is just a start of the consultative process towards modernizing the sector.

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Colombia NAMA TAnDEM

In July 2015, the Low Carbon Resilient Development Program of USAID and GIZ TRANSfer decided to join forces in the development and implementation of the *NAMA on Active Transport and Transportation Demand Management (working title: NAMA TAnDEM)*. The cooperation is manifested in the development of a joined Plan of Action (PoA) for the rest of the year 2015 and the plan to start a first implementation phase of the NAMA in 2016 with a pilot in one or more selected cities.

While the general concept of the NAMA, including definition of measures and scope is expected to be finalized end of this month (Sept. 2015), next steps in NAMA development include the assessment of the GHG mitigation impact and the costs for implementation of the NAMA.

The *Freight NAMA* has defined its PoA for the second half of 2015. Planned activities include:

1. Improvement of technical-mechanical vehicle revisions to enforce existing efficiency standards,
2. Analysis and implementation of improvement measures to enhance the impact of the scrapping scheme PRRPAC;
3. Implementation of the MRV system for the NAMA.

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Peru First action in prioritized areas of support

First action took place in three prioritized areas of support of the policy matrix (please see last issue of TRANSfer news). In the field of *Non-Motorized Transport* a team of consultants has started working on the review of the technical standards for cycling infrastructure in the Lima Metropolitan Region (LMR). The 43 district governments of the LMR currently have far-reaching autonomy in the design of infrastructure, resulting in scattered and inconsistent designs and signage.

A first workshop was held on August, 20st -21st with officials of the Municipality of Lima (MML) and 16 of Lima's 43 municipal districts with the aim to explain the objective and scope of the consultancy, collect expectations and recommendations of district officials and raise awareness on the importance of uniform design and signage of cycling. The workshop found that districts currently use rather general orientation for cycling infrastructure found in technical manuals for general transport infrastructure or orient themselves using manuals from other countries. The officials present in the workshop expressed their interest in the harmonization of cycling infrastructure and indicated that they would like to form part of the process of defining the standards.

GIZ TRANSfer is further in the process of preparation of the planned activities in the other two prioritized activities:

1. First phase of support in the creation of the *Urban Transport Authority*
2. Organization of a study tour for Peruvian Government Official on the creation of a *National Program for Sustainable Urban Mobility* (October, 18 - 24)

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Further t-NAMA Countries

Mexico All Studies of the Road Freight Transport NAMA available for download

All studies realized in the framework of the Road Freight Transport NAMA are now available for download on the [TRANSfer website](#). The NAMA is part of the Mexican-German NAMA Program, managed by GIZ on behalf of the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB) and consists of the development of four different NAMAs, one of them in the road freight transport sector.

The studies served as a basis to define the mitigation actions and to improve the technical design as well as the MRV System of the NAMA. Santaló Estudios y Proyectos, S.A. de C.V (SEPSA), for example, developed a study with a data base which was used to design the MRV system. In addition to the studies, two videos were published: One on the existing government program "Transporte Limpio" and another one on the main principles of Eco-Driving. The latter one has been distributed to different transport associations and might be included as part of the compulsory license process of the road hauliers.

More about the NAMA Program: <http://climate.blue/pronama/>
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Transport & Climate Change Countries (GIZ)

China China submits INDC – Transport a key sector

On June 30, 2015, China submitted its Intended Nationally Determined Contribution (INDC) to the UNFCCC. It states the climate protection commitments well ahead of the United Nations Conference on Climate Change in Paris in December 2015. By 2030 China wants to achieve the peaking of carbon dioxide emissions and intends to make best efforts to peak earlier. The aim is to lower carbon dioxide emissions per unit of GDP by 60% to 65% from the 2005 level. To reach this aim China's INDC also outlines actions in the transport sector concerning the development of public transportation and the development of low-carbon and environment-friendly engine

technologies.

For more information on NAMAs in the transport sector in China and to download the full INDC visit the sustainable transport blog: <http://sustainabletransport.org/china-submitted-its-indc-including-transport/>

The INDC can be downloaded here:

<http://www4.unfccc.int/submissions/INDC/Published%20Documents/China/1/China's%20INDC%20-%20on%2030%20June%202015.pdf>

China
One goal, two approaches: Electric Buses in China and Germany

Efficient diesel engines commonly prevail in bus fleets in China and Germany for a good reason: Looking at the costs of procurement and operation they are still the economically most sensible technology. But also from an environmental perspective diesel engines have noticeably improved. For instance, particle filters have reduced PM 2.5 emissions of Berlin's bus fleet considerably with a positive effect on ambient air quality.

However, new solutions are required to reduce the climate impact of internal combustion engines. Even highly efficient diesel buses burn fossil fuels and consequently emit greenhouse gases. In China, cities struggle to retrofit the existing diesel bus fleets and consider to directly leapfrog to electric mobility. Whether electric busses are the right solution for municipal governments was at the core of the discussion of the Sino-German Workshop on electric buses organised by the Chinese Research Institute of Highway, the Ministry of Transport and GIZ on August 26th 2015.

For more information to the workshop and to electric buses in China visit our Blog: <http://sustainabletransport.org/one-goal-two-approaches-electric-buses-in-china-and-germany/>

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Thailand
Ministry of Transport approves NAMA Concept Note

On 3rd September 2015, the project Transport and Climate Change in the ASEAN cooperated with Office of Transport and Traffic Policy and Planning (OTP) and Office of Natural Resources and Environmental Policy and Planning (ONEP) to propose the transport NAMA concept note "*People-Centred Urban Mobility in Thailand*" to the Policy Coordination and Implementation Committee on Climate Change and Sustainable Transport. This committee, chaired by Ms. Soithip Trisuddhi (Permanent Secretary of Ministry of Transport), agreed with ideas of this concept. These include improvement of public bus management and accessibility to public transport by Non-Motorised Transport (NMT) in Bangkok and other cities in Thailand, enabled by a national policy mechanism that provides technical and financial support to cities. Finally, it was approved by the committee and will be passed to ONEP, which is considering submission to the NAMA registry, and to seek support from international climate finance funds such as NAMA Facility, Green Climate Fund, etc. International assistance is required to address technical and financial barriers, and to establish a consistent policy framework.

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Project Background

The TRANSfer project is a project run by GIZ and funded by the International Climate Initiative of the German Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB). Its objective is to support developing countries to develop and implement climate change mitigation strategies in the transport sector as „Nationally Appropriate Mitigation Actions“ (NAMAs). The project follows a multi-level approach:

- At country level, TRANSfer supports selected partner countries in developing and implementing NAMAs in the transport sector. The NAMAs supported by the project cover a broad variety of approaches in the partner countries Indonesia, South Africa, Peru and Colombia.
- At international level and closely linked to the UNFCCC process, the project helps accelerate the learning process on transport NAMAs with a comprehensive set of measures (events, trainings, facilitation of expert groups, documents with guidance and lessons learned such as the transport NAMA handbook and a database).

Activities at country and international level are closely linked and designed in a mutually beneficial way. While specific country experience is broad to the international stage (bottom-up) to facilitate appropriate consideration of transport sector specifics in the climate change regime, recent developments in the climate change discussions are fed into the work in the partner countries (top-down).

For more information see: www.transport-namas.org