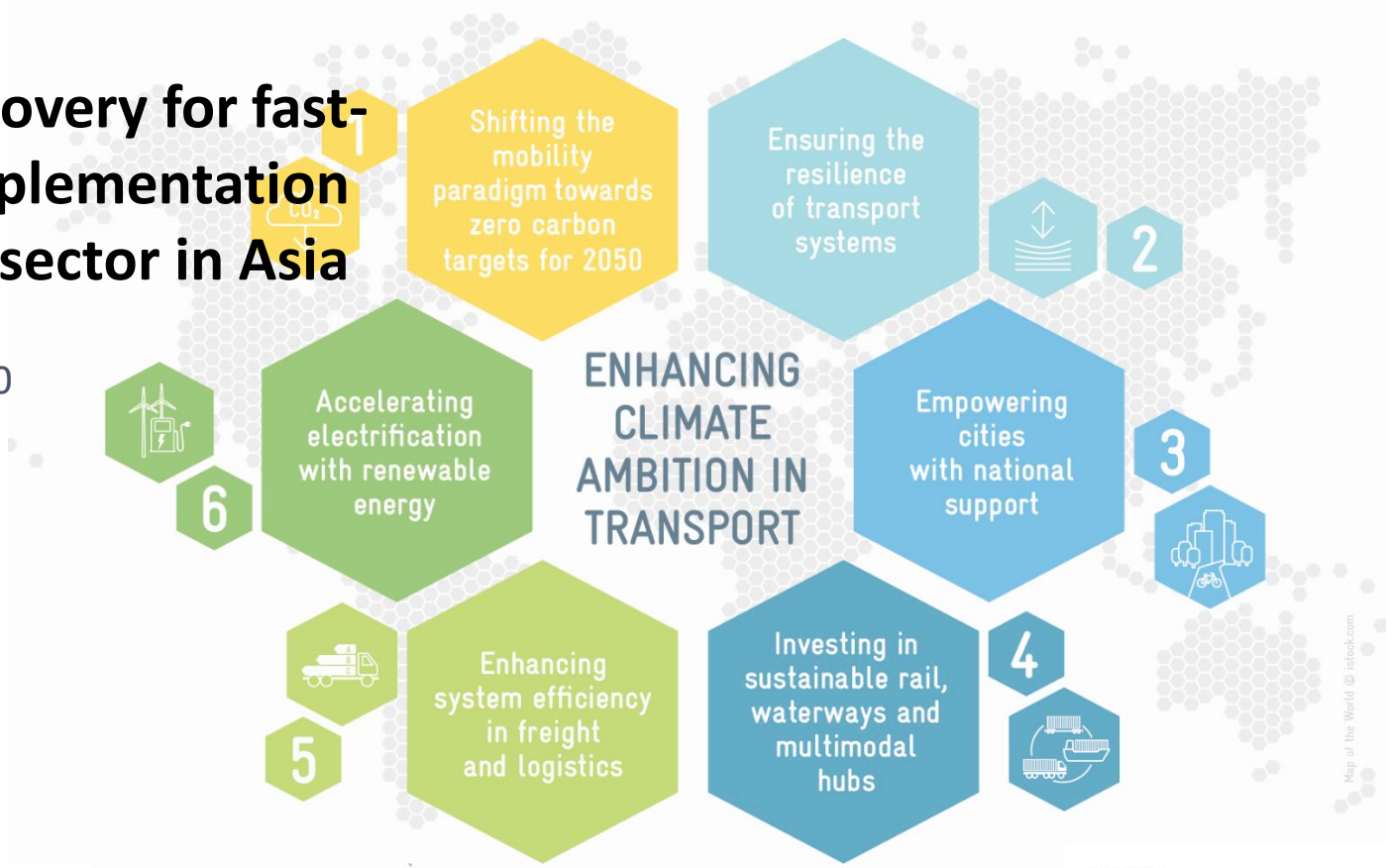
Using Green Recovery for fast-tracking NDC implementation in the transport sector in Asia

Workshop, 1st July 2020



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LEDS GLOBAL PARTNERSHIP

CHANGING TRANSPORT
Facilitating climate actions in mobility

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

On behalf of:
Federal Ministry for the Environment, Nature Conservation and Nuclear Safety
of the Federal Republic of Germany

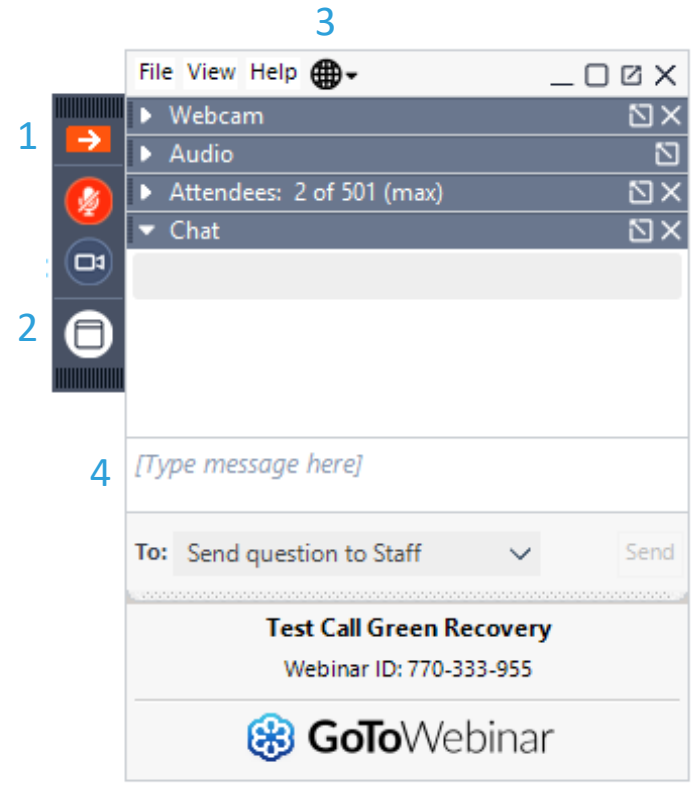
Housekeeping: Functions of the control panel

Grab Tab: From the Grab Tab, you can

1. Hide the Control Panel,
2. View the webinar in full screen,
3. Change language.

Chat:

4. Type questions and comments to the presenters and click „send“.



Agenda

1. **Introduction and welcome remarks**
   Dennis Knese (GIZ), Paulina Rudnicka (LEDS GP), Nikola Medimorec (SLOCAT)
2. **Sustainable Transport, NDCs and the Green Recovery**
   Daniel Bongardt (GIZ)
3. **Work Session #1: Recovery programmes to accelerate NDCs**
   Nikola Medimorec (SLOCAT)
4. **Work Session #2: Sustainable Urban Mobility after Corona**
   Amegh Gopinath (GIZ India)
5. **Closing Remarks**

Rationale of today‘s event

- Even in these times dominated by the coronavirus, climate action remains an acute and global challenge
- Work on ambitious updated NDCs under the Paris Agreement will not be put on hold because of the coronavirus, but will continue
- Critical timeframe: Over the next 6-18 months countries will invest trillions in boosting economic growth to recover from the COVID-19 fallout
- How they do this will determine the world’s climate and sustainable development trajectory for decades to come
- Transport sector is key for both recovery and climate mitigation

Background of LEDS GP

(Low Emission Development Strategies Global Partnership)

Since its launch in 2010 the LEDS GP has become a vibrant platform for peer learning and collaboration.

The LEDS GP is a community of **over 4,735 members**

Goal: Implementation of **ambitious LEDS and NDCs**

Multi-stakeholder network for **peer learning**, **technical collaboration** and **information exchange**

Country and demand-driven approach to help build the capacity of practitioners

Regional platforms

ASIA LEDS PARTNERSHIP

REGIONAL PLATFORM LEDS LAC RESILIENT AND LOW EMISSION DEVELOPMENT STRATEGIES

AFRICA LEDS Partnership Advancing climate-resilient low emission development in Africa

Global working groups

Energy
Transport
AFOLU
Finance
Ressource Efficiency

Supported by:
Federal Ministry for the Environment, Nature Conservation and Nuclear Safety
based on a decision of the German Bundestag

SLOCAT Partnership on Sustainable, Low Carbon Transport

Powering the sustainable, low carbon transport revolution with ambition, solutions and collaboration

International, multi-stakeholder ecosystem of 90 entities

Primary focus:
Land transport
All mobility modes

Geographic footprint:
Global South

3 mutually-reinforcing work streams

Knowledge and Policy Analysis

Advocacy and Engagement

Dialogue and Networking

www.slocat.net

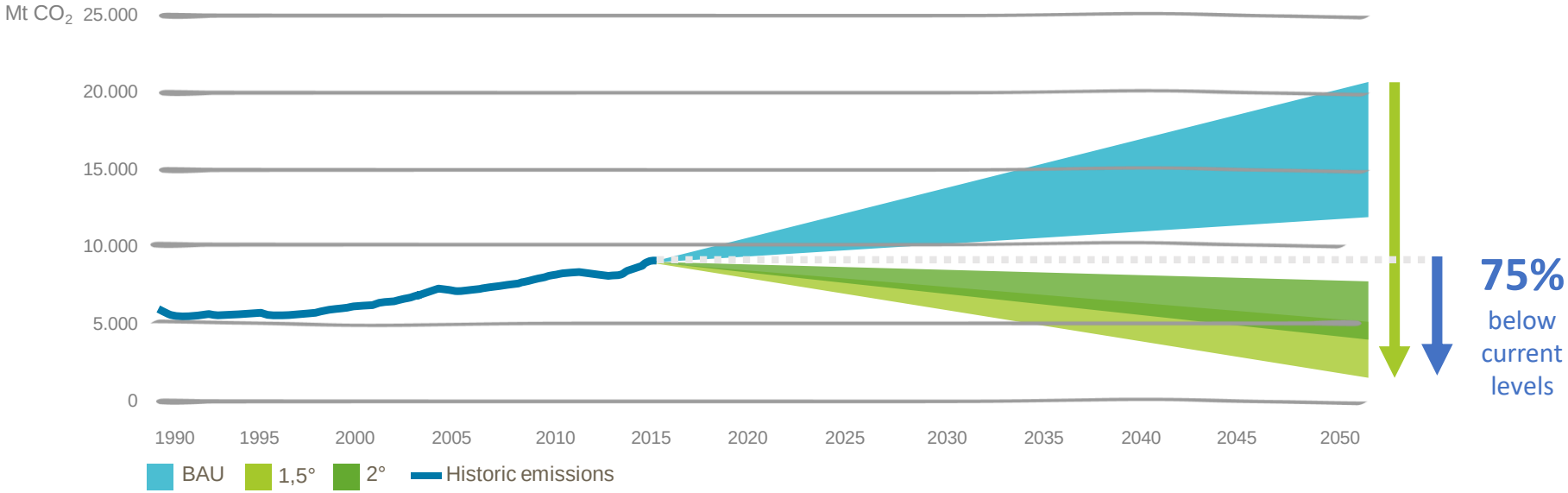
Sustainable Transport, NDCs and the Green Recovery

(Daniel Bongardt)

Transforming transport is fundamental

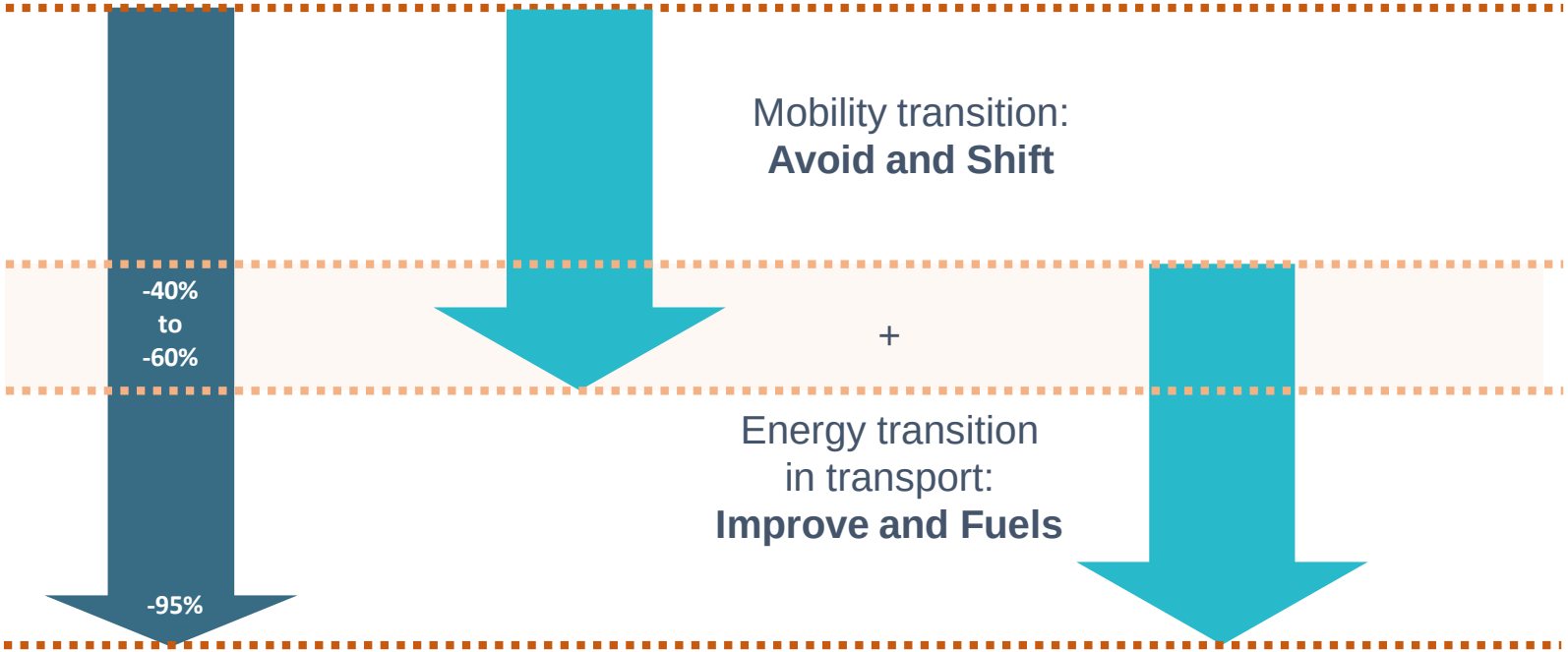
Global transport emissions 2018: ca. **8 Gt CO_2**

Business-as-usual (BAU) and required reductions under 2°C and 1.5°C scenarios (simplified)



Source: Authors' figure, historic emissions based on data from IEA (2016), projections based on data from Gota et al. (n.d.)/SLOCAT Knowledge Base.

Ambitious targets require comprehensive actions



Source: Martin Schmied, 2015

Bringing communities together…

Sector targets for sustainable development

NDCs

National & subnational transport strategies

COVID-19 Recovery plans

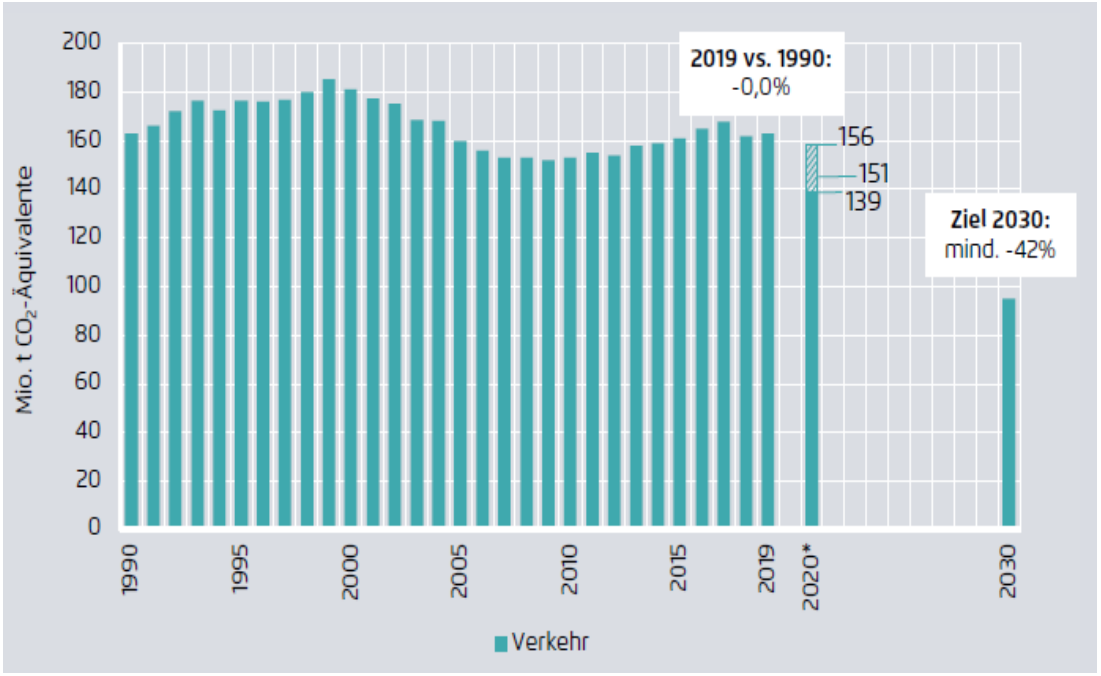
National development plans

Low carbon development strategies

SDG implementation

Transport GHG emissions expected to fall in 2020 – Good news?

Transport CO2e trend and 2030 goal in ***Germany***



- Germany: Minus 7-25 MtCO2 in 2020 (4-16%)
- To avoid rebound and to yield further mitigation, sustainable transport investments must continue and be upscaled

➢ Economic stimulus programmes must promote a `green recovery‘

https://www.agora-energiewende.de/fileadmin2/Projekte/2020/_ohne_Projekt/2020-03_Corona_Krise/178_A-EW_Corona-Drop_WEB.pdf

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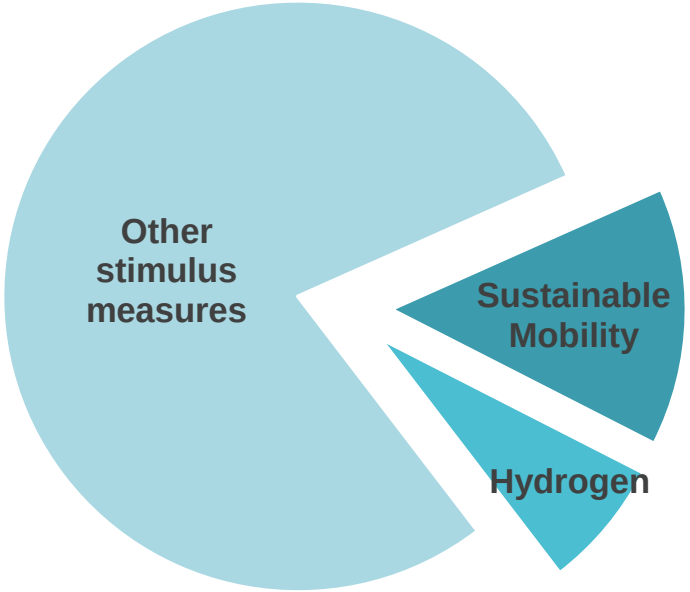
WUMMS!

Germany‘s **€130 billion** COVID-19 recovery programme



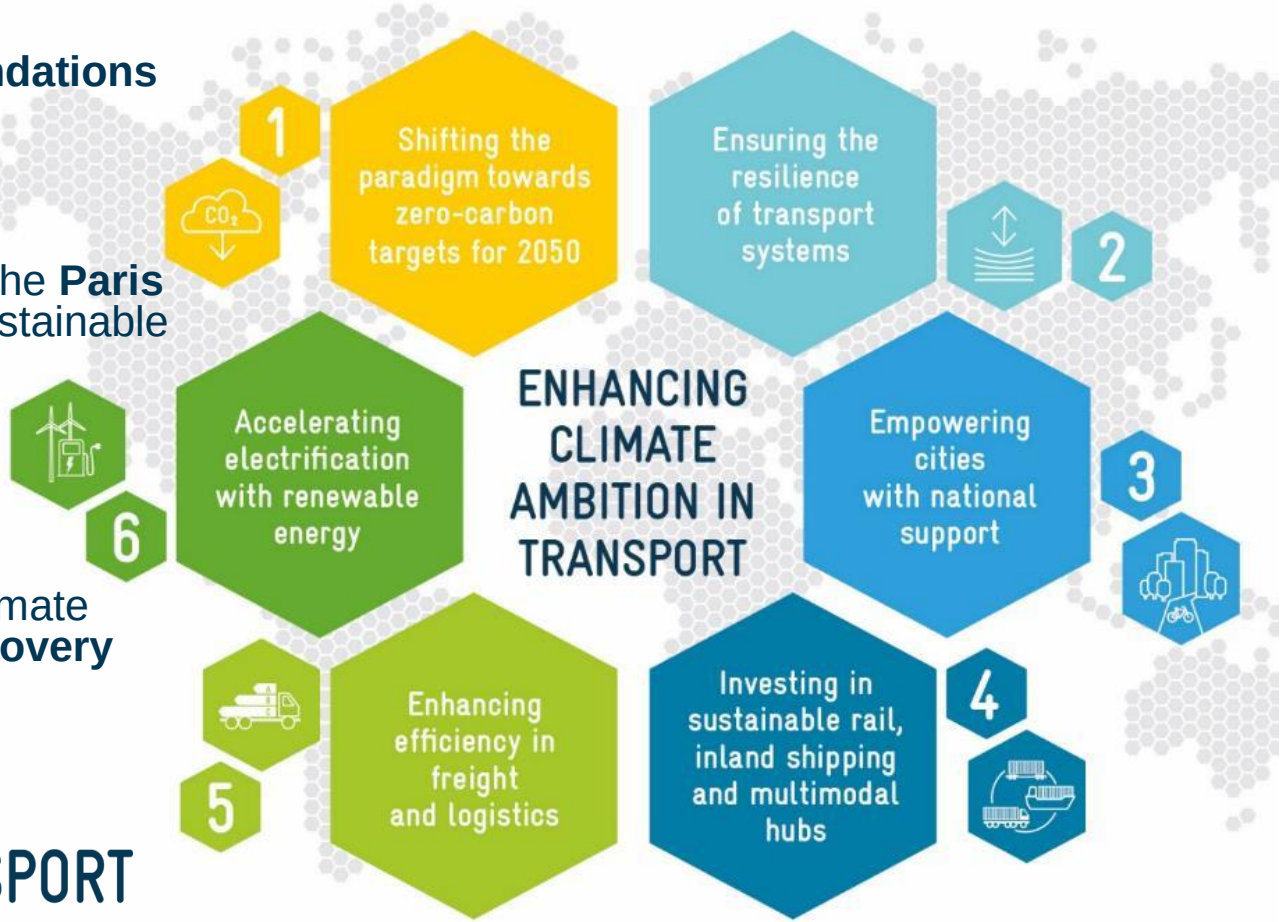
- Incentives to buy & produce electric cars
- Charging infrastructure
- Modernisation and expansion of railways
- Truck and bus fleet modernisation
- Aircraft and ship fleet modernisation
- Financing local public transport

- ~50 measures to boost consumption and speed-up recovery, equivalent to 4% of GDP
- >€50 billion (42%) for a „future package“ on climate mitigation, digitisation etc.
- of which ~€20 billion for transport decarbonisation measures

Six Action Recommendations for Policymakers

to Align Transport with the **Paris Agreement** and the Sustainable Development Agenda

to promote transport climate action in **COVID-19 recovery programs**



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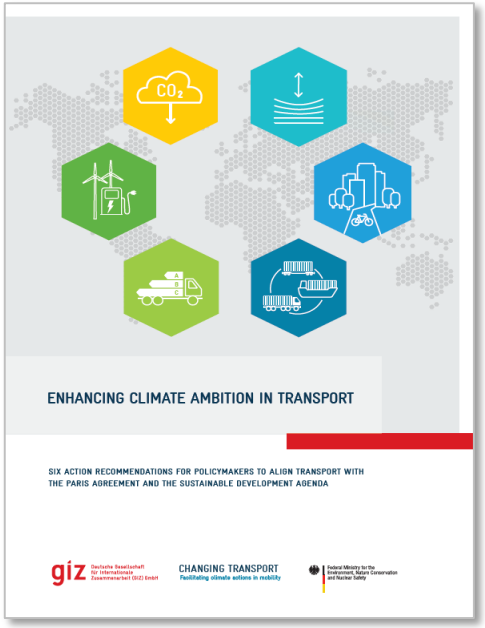
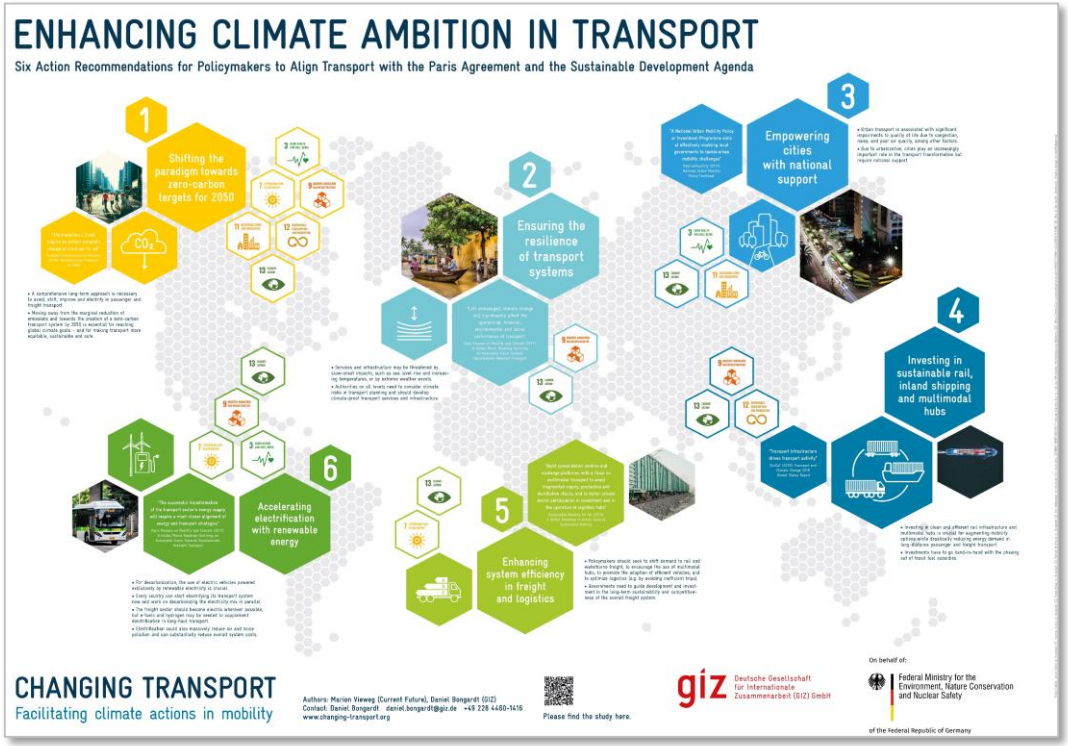
Six action recommendations for policymakers to align transport with the Paris Agreement and the Sustainable Development Agenda



https://www.changing-transport.org/publication/enhancing-climate-ambition-in-transport/



Source: Photo by Pixabay from Pexels

Questions & Answers

Work Session #1

SLOCAT Partnership on Sustainable, Low Carbon Transport

Work Session #1

Recovery programmes to accelerate NDCs

LEDS GP Virtual Workshop | 1 July 2020

Nikola Medimorec
Data and Research Analysis, SLOCAT Partnership

Main question

How can governmental economic recovery programmes contribute to the sustainable transport agenda and to NDC implementation?

Agenda

- 10 NDC recommendations
- Discussion: Transport and national programme priorities
- Exercise: Design an economic recovery

Raising Ambition for Transport in your Nationally Determined Contributions

Join Us!

www.slocat.net/ndcs

#enroutetoCOP26 #COP26

01 Mitigation Targets

- Include specific transport sector CO_2 mitigation targets supported by sustainable transport measures.

02 Engagement

- Work with cities and regions, companies, civil society and academia to develop robust and implementable targets.

03 Maximise Impacts

- Align and integrate sustainable low carbon transport strategies with your Paris Agreement Long-Term Strategy and wider sustainable development priorities.

04 A-S-I

- Incorporate Avoid, Shift, and Improve strategies to reduce the negative environmental impact of transport and increase equitable access.

05 Finance & Investments

- Shift finance towards low carbon and resilient transport priorities, eliminate fossil fuel subsidies and phase out internal combustion engines.

06 Planning & Tools

- Integrate urban, transport and land use planning policies and tools to support the achievement of your transport targets

07 Adaptation

- Set goals and plans for the adaptation and resilience of transport systems.

08 Electrification

- Accelerate electrification of buses, cars, vans, and 2- and 3-wheelers accompanied by low carbon electricity supply and advanced grid integration.

09 Freight

- Address freight transport emissions, which account for 40% of energy use in the transport sector.

10 Aviation and Maritime

- Include goals on aviation and maritime transport - two of the fastest growing sectors.

This campaign was developed by: SLOCAT Partnership on Sustainable, Low Carbon Transport

In collaboration with: CHANGING TRANSPORT Facilitating climate actions in mobility; giz; ITDP; WORLD RESOURCES INSTITUTE

With contributions from: ALSTOM; THE CLIMATE GROUP; IDDRI; UITP ADVANCING PUBLIC TRANSPORT; UIC; Walk21

01 Include specific transport sector CO_2 mitigation targets supported by sustainable transport measures

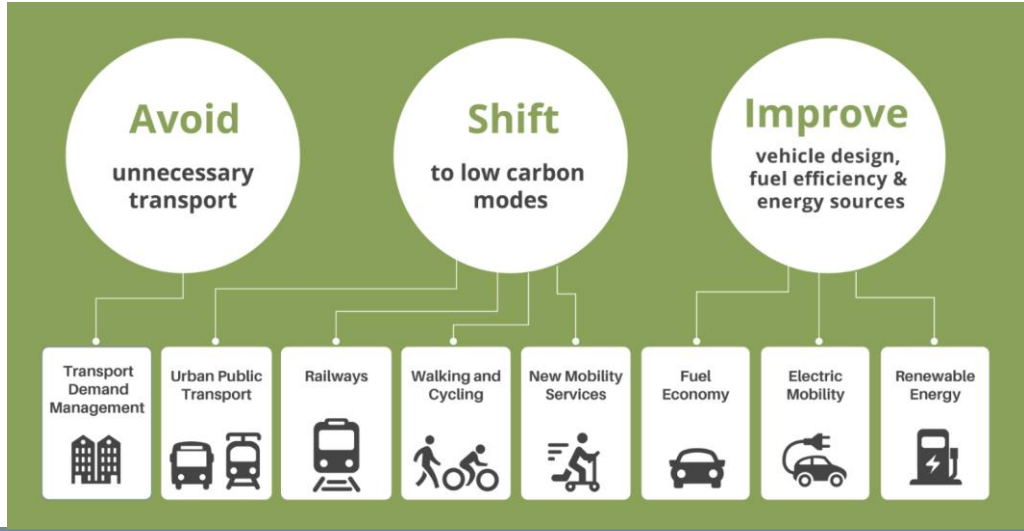
Set goals for specific transport sub-sectors, e.g.

Cars | Road Freight | Aviation

with sustainable transport measures that address:

Health | Mitigation | Equity | Adaptation | Social cohesion

04 Incorporate Avoid, Shift, Improve Strategies



Discussion

Imagine you have been tasked to **convince the national government** that **sustainable transport** should be included in an economic recovery programme.

How would you use these recommendations to convince the national government to include the transport sector in the stimulus packages/recovery programmes?

Exercise

Let’s design a stimulus package/recovery programme for the transport sector!

Please access:

https://bit.ly/3ih9UL9

SLOCAT

Partnership on Sustainable, Low Carbon Transport

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@slocatofficial

Work Session #2

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DEUTSCHE ZUSAMMENARBEIT

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PROJECT IMPACT

Impact of COVID-19 on Cities and Mobility

What is *Project IMPACT ?*

01

Joint research being undertaken by GIZ, Cities Forum, CRDF – CEPT and Ideal Management Consultants.

02

The objective of the research study is **to understand the likely disruption of Covid-19 on Cities and the Mobility Sector.**

03

The research is based on the survey of several **senior industry leaders in cities and the mobility sector, followed by one on one interviews with the international experts and global institutions**.

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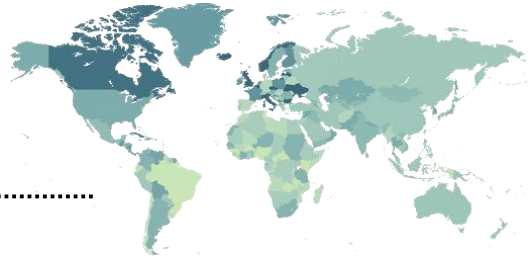
45 +
Countries



550+
Respondents

40+
Interviews

The surveys were conducted from 1 May 2020 - 7 June 2020 to capture the thoughts and opinions of Business Leaders, Policy Makers, Subject Matter Experts, Researchers and Academics

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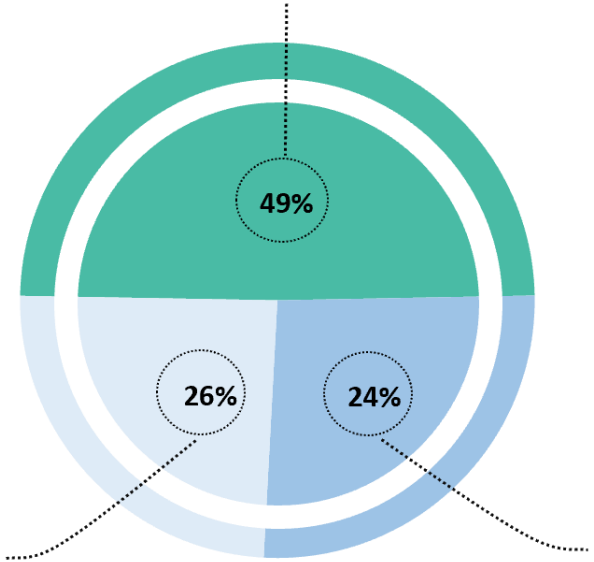
How do you feel in the long run Covid-19 will lead to impacting the size of cities?

> *The pandemic has challenged the way we plan, design and live in cities globally. Whether that's* ***city transport systems, where people live and work, how much space people have on streets, quality of and access to healthcare systems, access to open and green space and more****. It provides us with opportunities to review and improve how we build more resilient cities; all areas of urban development need to respond to create more liveable, sustainable and healthy cities.*
>
> ***Hitesh Vaidya, Director, of National Institute of Urban Affairs India (NIUA)***

Smaller Cities are the future

A large proportion of respondents are of the opinion that smaller cities with lower density will be preferred in the future



About one fourth of respondents feel they ***can't say at the moment*** *as to how Covid-19 will impact the size of the cities*

26% still feel that ***Larger Cities will always be preferred over smaller cities*** *even post Covid-19*

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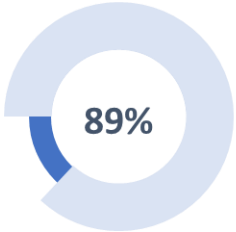
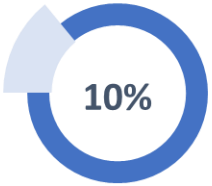
What do you think about the following statement? Cities need to invest more in developing cycling and walking infrastructure.

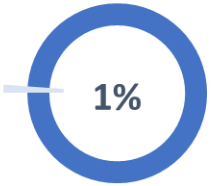
> *Walking and cycling allow for both physical distancing and liveable cities: Investments in cycling and walking should be a top priority – and they are comparatively cheap: A pop-up bike lane comes at un-matched 9500 Euro/km as per figures from Berlin.*
>
> ***Armin Wagner, Senior Transport Policy Advisor, Transformative Urban Mobility Initiative (TUMI)***



Agree



Neither Agree not Disagree



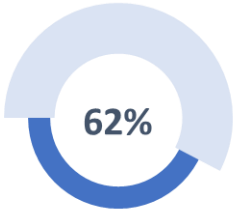
Disagree

There is almost a consensus amongst the experts globally that authorities need to invest more in developing cycling and walking infrastructure. This crisis has provided an opportunity to promote sustainable modes of travel. Further, riding a bicycle will naturally ensure social distancing requirements and also promote healthy ways of living.

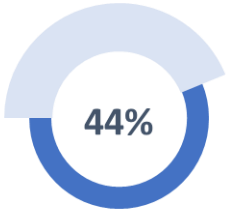
What elements of public transport do you think need to change to adapt to post-lockdown cities ?

> *For life in our cities post pandemic, public transport can, will, and should come back better. There has been many challenges faced during this crisis, but the sector can continue to learn lessons. Public transport can be more attractive and safer to travel in. In order to limit and manage crowds,* ***supply will be strengthened, and the service frequency augmented, offering a better and more regular service****. The sector will become more flexible and technological innovations will need to advance at a faster speed. There are many opportunities to make public transport more people-focused and more efficient; the passenger should be the priority.*

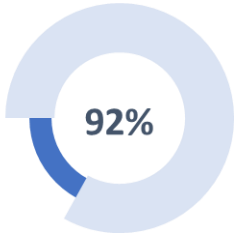
Sylvain Haon, Senior Director of Strategy at UITP



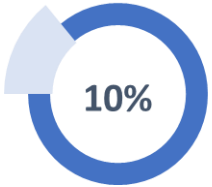
Frequency of service



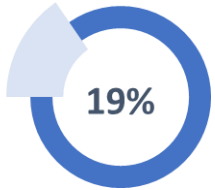
Number of Routes served



Public health interventions



Fare increases



Fare reductions

Public health interventions e.g. safe spacing of passengers, enforcement of mask wearing, public health messaging etc are the major requirements that experts feel that public transport agencies have to work on in order to pull the travel demand back on to public transits. Also, the transit agencies need to work on improving routes and level of frequencies.

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In the future which travel modes do you think should be given the greatest investment and space on streets ?

The answer would depend on the size of cities and distribution of densities, so we have to be cautious about broad based generalization. The answer is that cities should develop a mobility plan responding to their population needs, characteristics and funding capacity. ***Globally we see cities are growingly prioritizing walking and cycling, public transport and IPT before supporting personal travel modes****. This is a major reversal of past trends, but also reflects an asset base in place.* ***Larger metropolitan areas with long distances to travel and high density will need investment in mass transit within the PT*** *categories in high capacity corridors.*

Gerald Ollivier, Lead Transport Specialist, World Bank

The respondents have ranked the various modes of travel with respect to the future investment and there is a very clear consensus that cities should invest in walking and cycling modes followed by public transport and electric mobility. The personal travel modes should get least priority in terms of investment and space on streets.

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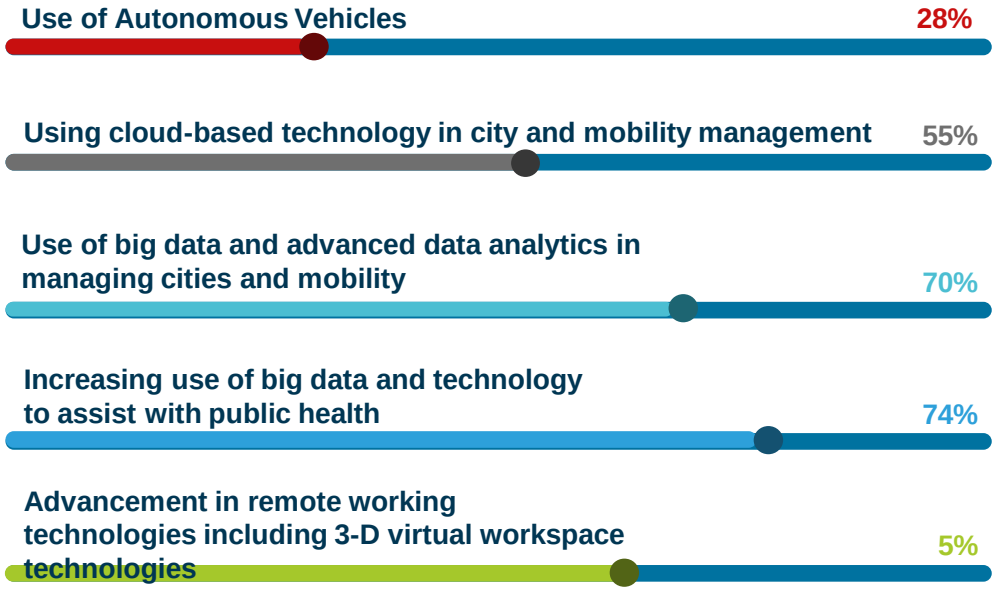
What technological changes do you think might happen in the management of cities and mobility?

> *The COVID-19 pandemic has pushed us to embrace technologies that we were considering for the future urgently and overcome any obstacles. The wide use of tele-health, object-recognition cameras for social distancing and UAV medical delivery trials have accelerated. This horrific disease has nevertheless forced us to rethink carefully of how we use big data and analytics to effectively manage and create resilient cities, as well as how can we best introduce a "new normal" into the business as usual.*

Dr George Economides, Future Mobility Team Leader, Innovation Hub, Oxfordshire County Council, UK



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Conclusion of Work Session 1 & 2

Outlook and next steps

NDC Transport Initiative for Asia

On behalf of:

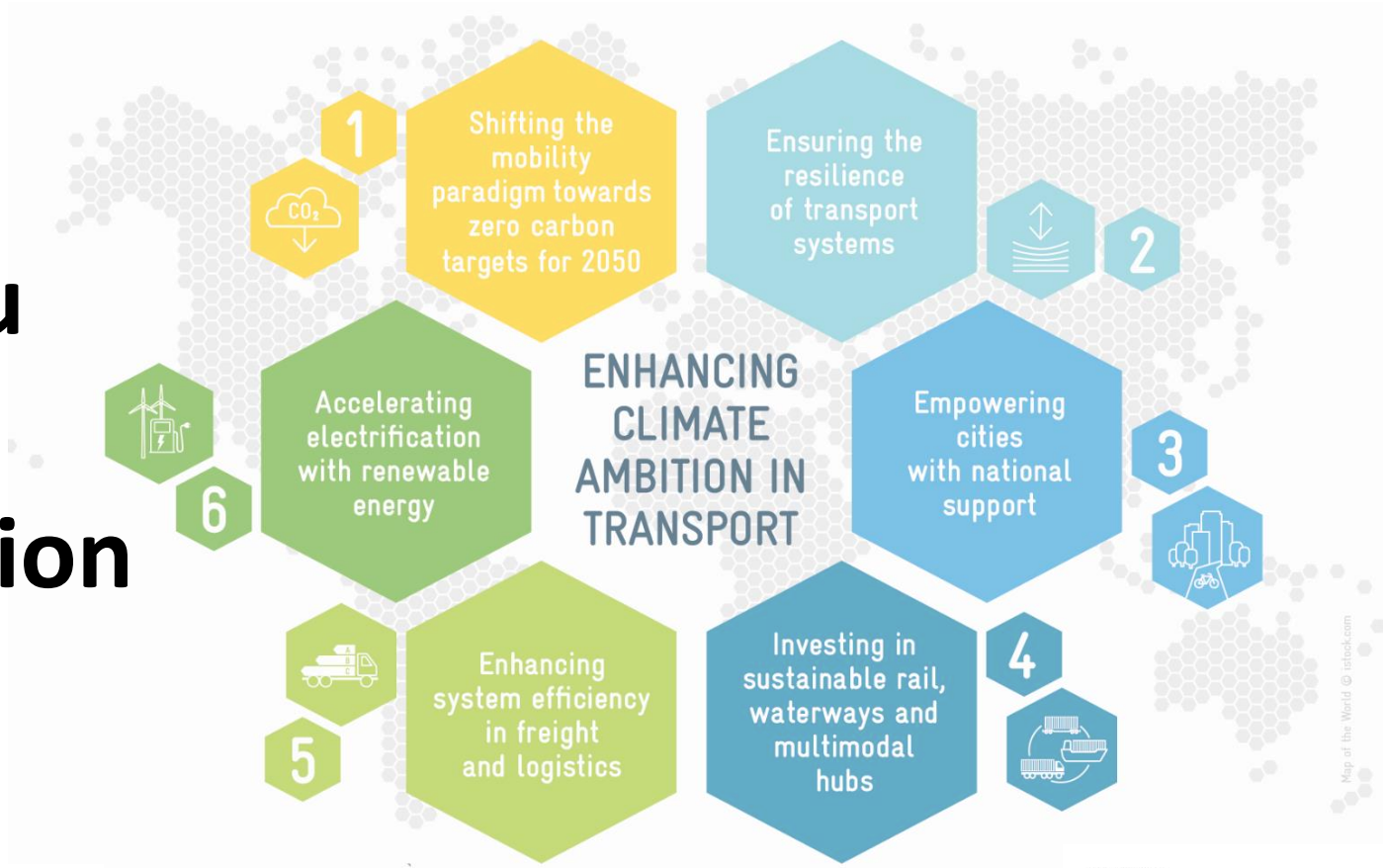
Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

of the Federal Republic of Germany

Project goal:
Countries in Asia work on long-term, multi-stakeholder, integrated strategies to decarbonize transport.

https://www.changing-transport.org/project/ndc-tia/

Thank you for your participation



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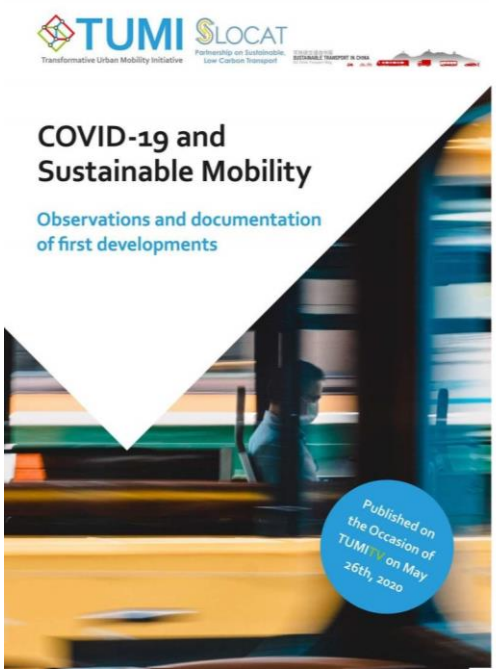
Sharing knowhow and ideas to shape the green recovery agenda

TUMI Corona Transport Knowledge Platform

https://www.transformative-mobility.org/corona



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