

Transport Sector and NAMAs:

Assessing Data Readiness for MRV

Richmond Hotel, 21 San Miguel Avenue,
Ortigas Center, Pasig City, Metro Manila, Philippines

February 9, 2012, 8:30-5:30



The Institute for Global Environmental Strategies (IGES) and the Clean Air Initiative for Asian Cities (CAI-Asia) co-organized a workshop on ***“Transport Sector and NAMAs (Nationally Appropriate Mitigation Actions): Assessing Data Readiness for Measurement, Reporting and Verification (MRV) of Greenhouse Gas (GHG) Emissions from Transport”*** on 9th February in Manila, Philippines. The workshop was attended by participants from Thailand, India, Indonesia, China, Philippines, Taiwan and Laos representing cities, environmental agencies, transport agencies/institutes, non-government organizations, and development banks.

BACKGROUND OF THE WORKSHOP

In anticipation of an MRV framework being developed through international climate change negotiations, there is a need to assess the level of transport data collection and management in developing countries. There is also a need to assess whether the Clean Development Mechanism (CDM) and/or other existing methodologies are applicable and appropriate for the transport sector. The workshop was organized to assess the readiness of select non-Annex 1 countries in Asia and also provide inputs to the future design of the NAMAs-MRV framework.





ERIC ZUSMAN (IGES) Climate Change Senior Policy Researcher

Is the International Climate Regime Ready for Low Carbon Transport?: A Russian Tea Doll Perspective

Eric summarized the history of international environmental governance and its eventual influence on international climate change negotiations. He discussed the origins of the CDM, NAMAs, and MRV noting that CDM favors projects with low transaction costs and high profit margins. A climate change mechanism based on NAMAs and MRV could potentially play a greater role in the transport sector.



KO SAKAMOTO (ADB) Transport Economist

Tip of the Iceberg?: The current state of transport NAMAs

Ko described the current state of transport NAMAs. He stated that many countries are submitting transport NAMAs these are just the tip of larger “iceberg” transport-related actions that are not documented as NAMAs. He also discussed the necessary support needed in order to propose and implement NAMAs and how MRV could help raise the profile of otherwise hidden actions.



JANE ROMERO (IGES) Climate Change Researcher

MRVing Transport Projects: Lessons From CDM

Jane discussed the limitations of the CDM and difficulty in implementation for transport projects. She also discussed the differences between CDM and NAMAs, especially the potential of NAMAs for the transport sector. She also stated the next steps forward to make the MRV process for transport sector easier for future implementation.



BERT FABIAN (CAI-ASIA) Transport Program Manager

Overview on Transport Data and MRV Potential in Asia

Bert discussed the various frameworks and issues with data collection, especially with availability, quality, and accessibility. He then outlined the many reasons behind these transport data issues—i.e. needs-based collection, budget limitations, uncoordinated organizations, and others – then proposed the ASIF framework to organize transport data. He also discussed the need for accurate emission estimation models and the variability that occurs with estimation.



ZHENG DONG HUANG (WUHAN UNIVERSITY) Professor

Optimizing Transport Data Integration And Management

Zhengdong outlined the critical data needed for transport planning and management. He discussed the importance of integrating and streamlining data by source and type. He also spoke of the different issues in transport data integration illustrated by case studies and examples from research in China.

SHARING OF PRACTICAL EXPERIENCES IN MRVING TRANSPORT PROJECTS



TAIWAN

PAM PEI-CHANG WEN, Research Fellow

Chung-hua Institute for Economic Research

Integration of Transportation Demand Forecasting Model with Energy/Emissions Models

Pam shared her research involving on-board measurement and modelling of CO₂ emissions on roads and the integration of these results into the transport models using a time-based model (TBM), which favours cases that do not have data to support the Motor Vehicle Emissions Simulator (MOVES).



INDONESIA

Hikmat Hidayat Putu, Staff

Directorate Of Urban Transport System Development, Ministry of Transportation

Towards to MRV in Indonesian Transport Sector

Hikmat Hidayat Putu shared current national and local climate change efforts from the energy and transport sector in Indonesia. He also shared the current challenges that hinder Indonesia faces as it tries to convert its 26 % emission reduction pledge into concrete actions for the transport sector.



PHILIPPINES

Alan Saliyan (Cafis, Inc) Managing director

Philippines – Public Transport

Alan shared his personal experiences with the CDM methodologies and the transport sector in the Philippines. Among the barriers he cited, were difficulties in fitting definitions of vehicles and variations in load, engine capacity, and efficiency into the relatively inflexible methodologies set by the CDM executive board.

FACILITATED DISCUSSION ON ASSESSING TRANSPORT DATA READINESS FOR MRV



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PANEL DISCUSSION

Topic 1. Transport Data and MRV

What is the state of transport data management in your country? And what is the process of collecting, storing and sharing of transport data at the national level, and at the city level? Other than improving data collection and management, what do you think are the other needs to effectively implement transport NAMAs in an MRVable manner?

- China faces several restrictions when it comes to organizing and compiling data—i.e. commercial entities do not have open access data. For instance, China’s Ministry of Transport (MoT) has limited jurisdiction in terms of its coverage of transport modes - road transport and waterway transport (trucking and inland water way). Data has grown more since 2008. It now includes urban public transport (buses and taxis). The rest of the data can be found in different ministries which have different mandates e.g. Ministry of Railway [MoR] (mandate for construction and operation of railway), Ministry of Housing and Urban/Rural (mandate for city subway and road), and Ministry of Public Security (mandate for private passenger cars). National Statistics Bureau collects data from different agencies to issue China Statistical Yearbook but because of the varying data sources and discrepancies, they also collect data themselves.
- China has Locally Appropriate Mitigation Actions or “LAMAs” wherein the local government or any local research institute can propose LAMAs to MoT. The government then will provide a subsidy of between 500 to 600 yuan per ton of standard coal (tce) saved. For example, Hangzhou’s eco-driving initiative received 10 Million yuan (RMB). The next step is utilizing that subsidy.
- India has vehicle population and demographic data available at the district, city, and state levels. The data is aggregated at the state level. The quality and coverage of the data would depend on data parameters of the project and city. Road accidents are under the jurisdiction of the National Crime Record Bureau.
- Indonesia has data scattered across different bureaus and agencies, though most are stored at the provincial level. Some data also are not found in traditional agencies; for example, vehicle registration can be found in the police department.

- Laos collects transport data monthly and makes it accessible to everyone. Although they have yet to develop transport NAMAs, they have a comprehensive urban plan that includes a proposed BRT. Other data is collected for projects supported by development banks such as the ADB and Japan International Cooperation Agency (JICA). The use of models also depends on the project. Data from these projects is shared with the Ministry of Transportation but not published online.
- The Philippines has two agencies charged with collecting data – the Land Transportation Office (LTO, registering all vehicles) and Land Transportation Franchise and Regulatory Board (LTFRB, public transport, permits to operate). For nationwide data, the Metro Manila Urban Transport Integration Project (MMUTIS) provided a transportation database for Metro Manila and nearby provinces in 1996. Transport plans are based on the national plan which includes updating the transport database, improving the rail system, and implementing Bus Rapid Transit (BRT) systems (in Cebu and Manila).
- Thailand has many departments collecting data; however there is no central management of data. Data is open to everyone.

Topic 2. Transport and Climate Change

What is your experience in implementing foreign-funded projects and the reporting requirements needed? Will the MRV framework be an additional burden or an opportunity to ensure implementation of sustainable transport projects/policies? If the MRV system will be implemented, which government agency or institution do you think would most likely monitor it?

How are impacts of climate change mainstreamed in your agencies' operations? How is transport planning affected by climate-related international finance and/or policy? In your opinion, how do you think should transport projects and/or implementation of transport city plans be supported by climate-related financing in the future? Status quo meaning thru CDM or thru transport NAMAs?

- China mainly follows the protocols set by the National Development and Reform Commission (NDRC).
- India agrees that climate change needs to be mainstreamed into transport policies. State-level workshops may be best way to communicate such information since there is great deal of variation across the states. Climate driven initiatives may not be necessary since public transport, walking and other forms of low emissions transport are actively being promoted under development programs.
- Indonesia's budget allocations are currently being determined against the backdrop of its pledged 26% emission reduction target (41% with international assistance).
- Laos also plans to have a National Social Development Plan every five years. Several agencies are expected to be involved in drafting that plan, including the Ministry of Transport. Laos (especially Vientiane) is hosting several feasibility studies for transport and NAMAs that may be implemented in the future.
- The Philippines bases its transport-related climate change actions on the National Environmentally Sustainable Transport Strategy. They have conducted seminars in key cities for implementation.
- Thailand believes that climate change impacts and especially transport is not that well known within the transport sector. Awareness raising of how rules and instruments such as MRV apply to transport will be critically important moving forward.

Closing Remarks – Eric Zusman (IGES)

In the past, Asia has played a more reactive role to international climate change policies. However as Asia grows hosts the world's fastest growing economies, it is now more important for Asia to play a proactive role in reducing emissions. Asian countries have similar challenges in data collection. They may share experiences on how they can be overcome. The interests of the climate and transport communities are converged. IGES

offers to put together a submission for the United Nations Framework Convention on Climate Change (UNFCCC). They are also working on an e-learning class with The Energy Research Institute (TERI) and World Bank on capacity building.

Key messages:

- There is growing awareness of the need for GHG emissions management in the transport sector, but also a need for more information of how specific mechanisms and modalities under the future climate regime such as NAMAs and MRV relate to transport.
- While the CDM has largely failed to support transport projects, it can offer some useful lessons into how NAMAs and MRV could be made more transport-friendly. One area that will need to be clarified is the role of additionality for supported NAMAs.
- Mechanisms such as NAMAs and MRV could raise the profile of transport actions that are otherwise hidden and left ineligible for international support.
- To make the most of these new mechanisms it will be important for developing countries to improve the availability, quality, and accessibility of their transport data. This will not be easy since there are many challenges against the systematic collection of data (i.e. needs-based collection, budget limitations, insufficient interagency coordination).
- Integrating and streamlining data by source and type will be increasingly important for crafting an effective data management strategy.
- It is possible to develop tools that handle the lack of data and reflect the actual conditions in developing countries.
- Countries such as Indonesia that is beginning to convert pledged reduction targets into sector specific actions could provide some useful lessons for countries that have not begun to develop transport NAMAs. It will also be useful for countries to draw on other initiatives such as feasibility studies to improve the quality and coverage of their transport data.
- Some countries are already developing mechanisms that operate similar to NAMAs domestically. The fiscal support China is providing for locally appropriate mitigation actions is a clear example.
- While capacity building will be important for improving readiness conditions, it will be equally important to understand what are the different needs of different countries. For instance, in India capacity building programs should be tailored to varying needs of state level governments.
- Asia's policymakers should aim to play a proactive role in shaping the MRV guidelines that are still being developed in international climate negotiations.