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2nd Regional Workshop on Sustainable Transport Indicators

8 November 2016

Kuala Lumpur, Malaysia

TCC, KLTSP and Sustainable Transport Indicators

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**ASEAN-German Technical Cooperation Project
“Energy Efficiency and Climate Change Mitigation in the Land Transport Sector”**



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About GIZ

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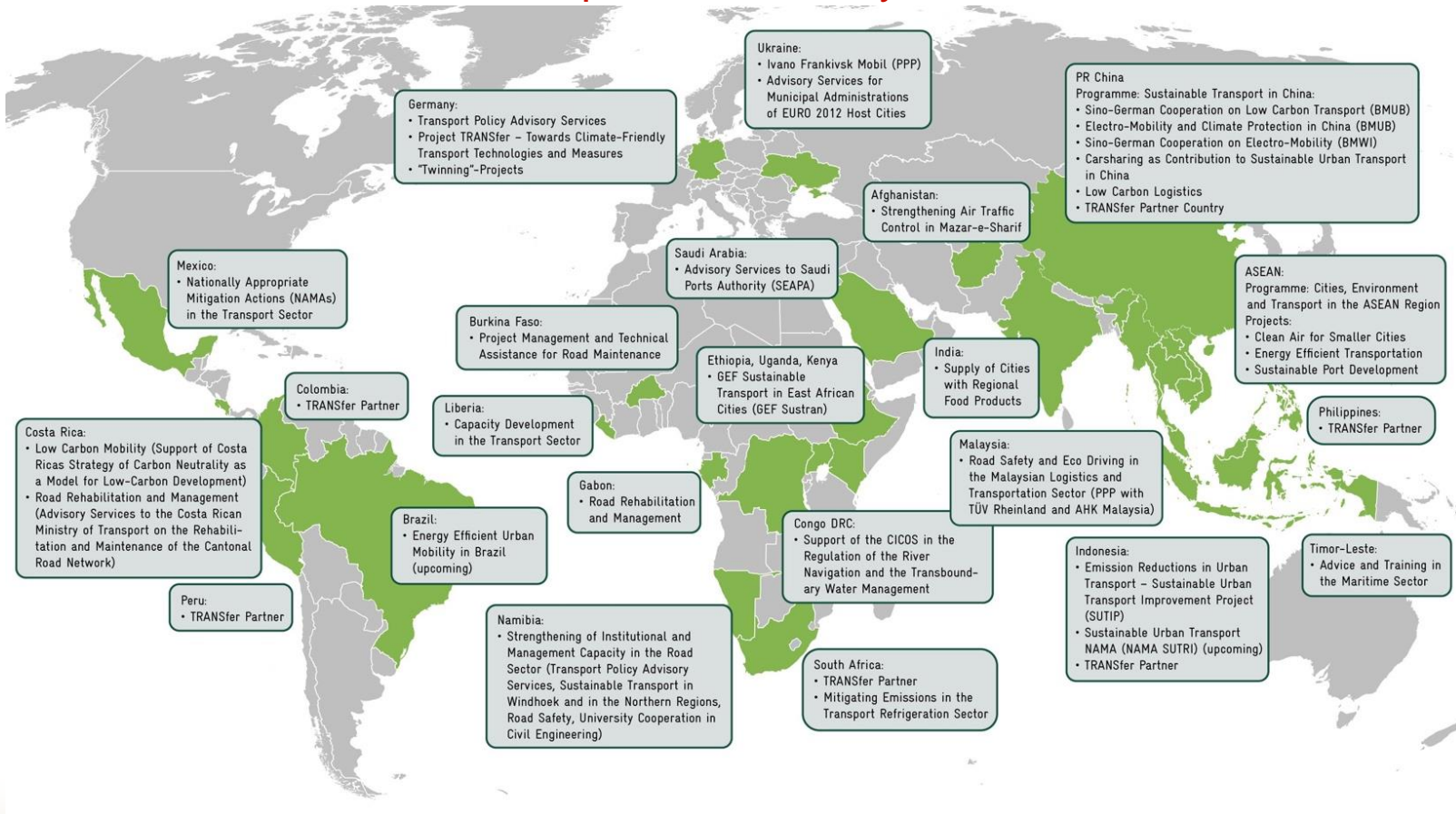


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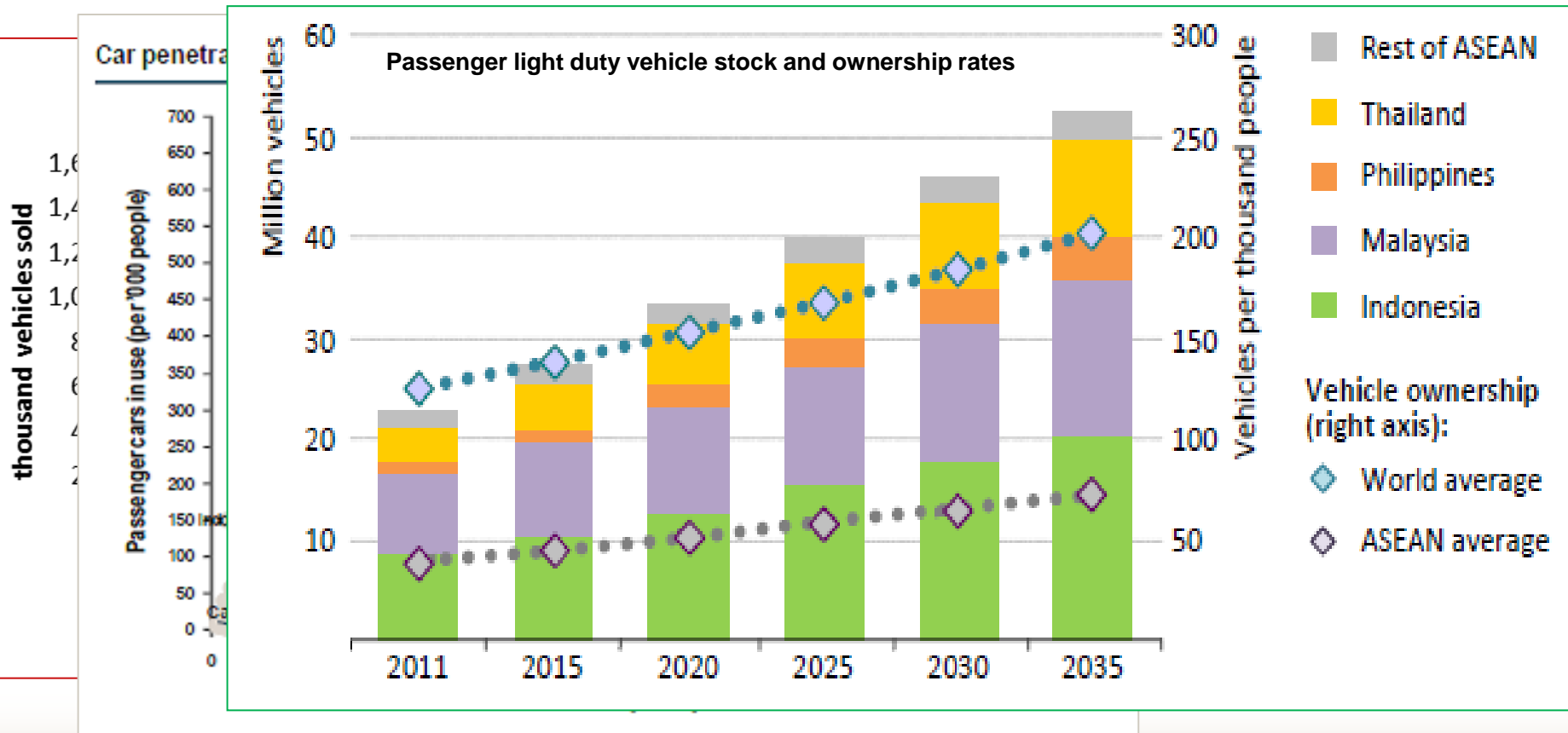
About GIZ

Current Activities in the Transport and Mobility Sector





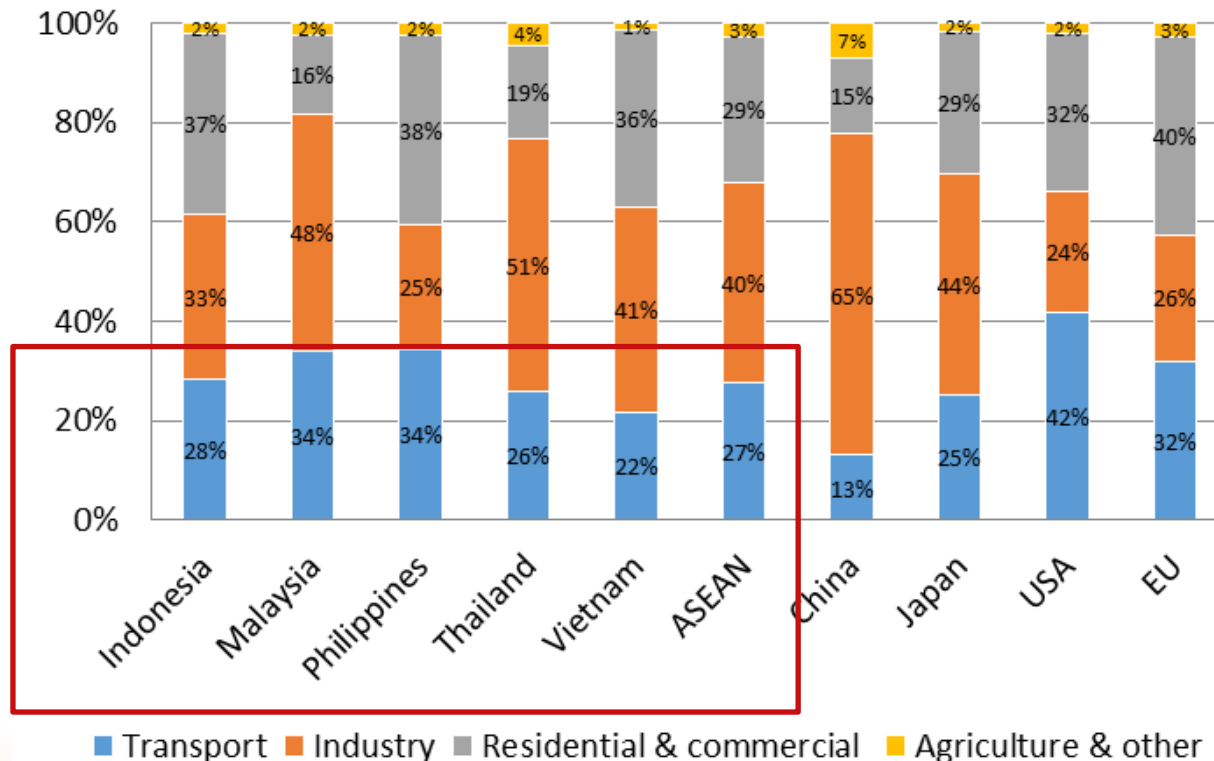
Motorisation across ASEAN is increasing rapidly





Transport is at least 25% of energy consumption in ASEAN countries and other parts of the world

Energy consumption by sector (2012)



- Transport is no 1 oil consumer
- Road transport accounts for 80% of consumption
- Freight transport 40% of consumption

Source: GIZ, based on APEC data



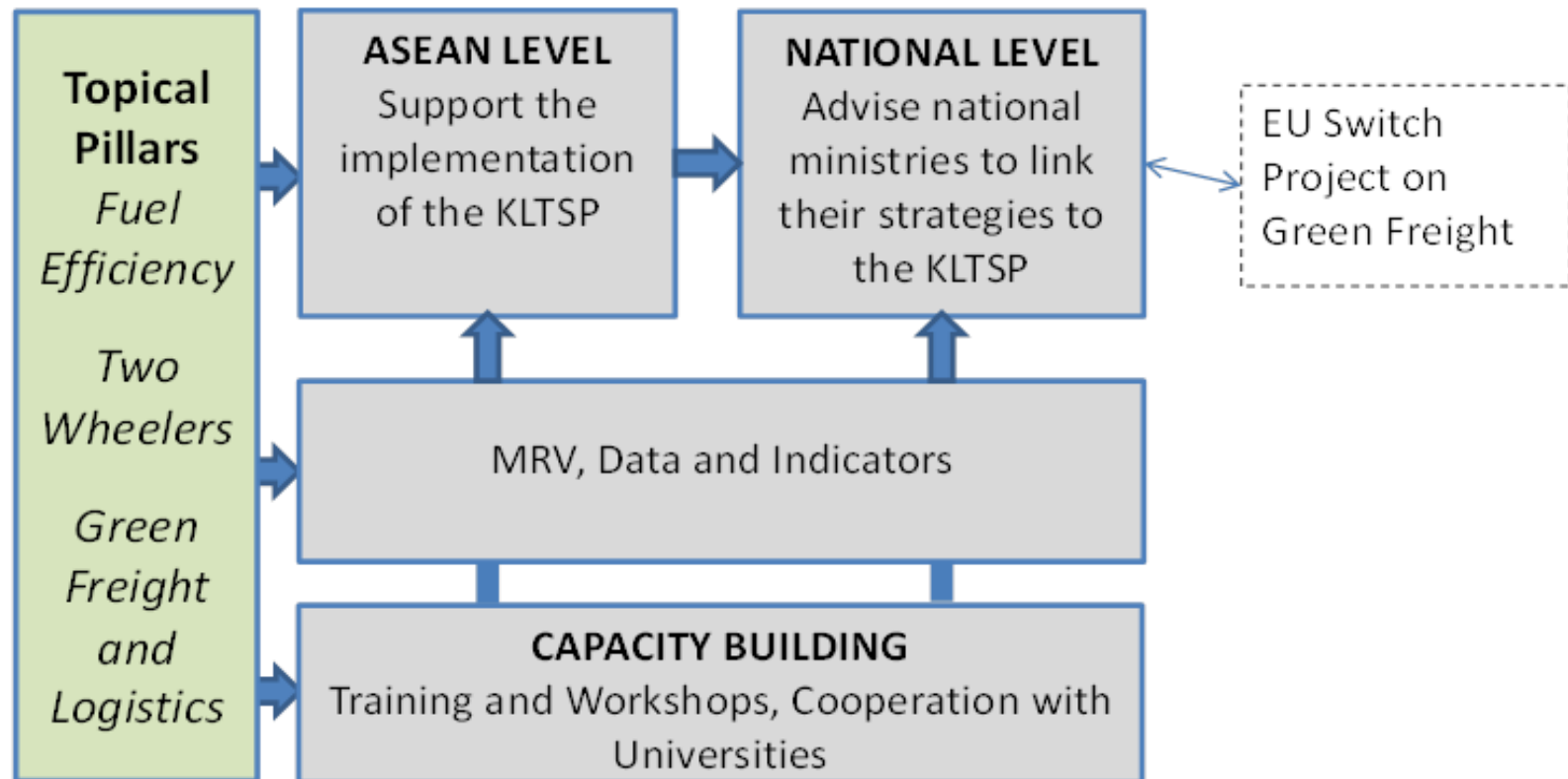
Energy efficiency and climate change mitigation in the land transport sector in the ASEAN region

In Short: Transport and Climate Change (TCC)

- **Objective:** The region has strategies and action plans with which it can enhance energy efficiency in the transport sector and reduce the emission of greenhouse gases (GHG).
- **Overall term:** 2012 – 2015 (phase I); **2016 – 2018 (phase II)**
- **Budget:** € 2.5 million for phase I; **€ 3.5 million for phase II**
- **Commissioned by:** German Federal Ministry for Economic Cooperation and Development (BMZ)
- **Partner countries:** Indonesia, Malaysia, Thailand, the Philippines, Vietnam



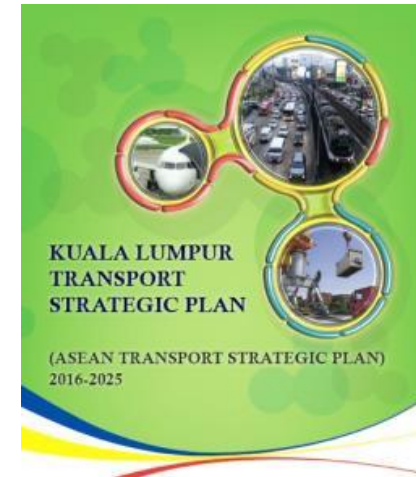
TCC II (2016-2018) Workpackages





TCC and KLTSP

- ASEAN's Regional Transport Strategy (2016-2025)
- Successor of the Brunei Action Plan
- Has a chapter on sustainable transport
 - Includes objectives and milestones on fuel economy, green freight and sustainable transport indicators
- Key reference for TCC II activities
- Support alignment of national policies with regional guidance in the five partner countries: Indonesia, **Malaysia**, Thailand, the Philippines, Vietnam





Sustainable Transport Indicators for ASEAN

Why do we need indicators?

- **Background:**
 - Comprehensive transport-related data are useful for many types of decision making and to monitor impact on emissions.
 - Harmonised indicators and data are needed for international reporting mechanisms (Monitoring, Reporting and Verification (MRV)) for a number of concepts (NDC, NAMA, SDG)
 - However, current data for tracking progress towards sustainable transport is insufficient and lacking consistency and quality control



KL TSP alignment: Sustainable Transport Indicators

ST-2.3: Develop monitoring framework and harmonised approach for indicators on energy and GHG emissions in the transport sector

Section	Goals and actions
ST-2.3.1	Carry out workshop and study on potential indicators and monitoring
ST-2.3.2	Adopt an action plan to develop and operationalise indicators (and/or) Guidelines on monitoring and indicators
ST-2.3.3	Support data compilation on transport indicators



What was achieved in the last workshop?

1st Scoping Workshop on Sustainable Transport Indicators, August 2016 in Jakarta

- **Addressed one of the key challenges in implementation of sustainable transportation in the region, with several suggested solutions:** *Improvement of some key data/indicators and MRV is important for proper transport sector planning.*
- Brought together stakeholders from the ASEAN region working at the intersection of transport, energy and environmental disciplines.
- Provided a platform for consultation to promote greater awareness to measure and monitor transport sector performance.
- First step towards development of the monitoring framework and harmonised approach for indicators on energy and GHG emissions in the transport sector as outlined in KLTSP.



Objective of the 2nd Regional Workshop on Sustainable Transport Indicators

The main objectives are:

- Presentation and discussion of **background paper for Sustainable Transport Indicators in the ASEAN**. (ST-2.3.1)
- Discussion on what elements should be included in the development of guidelines and monitoring framework for sustainable transport indicators. (ST-2.3.2)
- Discussion of how key data/indicators collection and MRV exercises can support tracking progress towards sustainable transport by partner countries. (ST-2.3.3)



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Energy Efficiency and Climate Change Mitigation in the Land Transport Sector in the ASEAN Region

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Project Overview

In order to move towards sustainable transport in the ASEAN region, this project aims at improving energy efficiency and thereby mitigating greenhouse gas emissions arising from land transport. This requires comprehensive strategic orientation of decision makers at the level of national, regional and local governments.

More

Transport & Climate Change

A certain level of mobility creates benefits for economic and social development, however the current trends in the transport sector in Asia are unsustainable. Having the 2nd largest vehicle fleet in Asia just after China, ASEAN already faces serious problems including congestion, fossil fuel consumption, air pollution and road safety.

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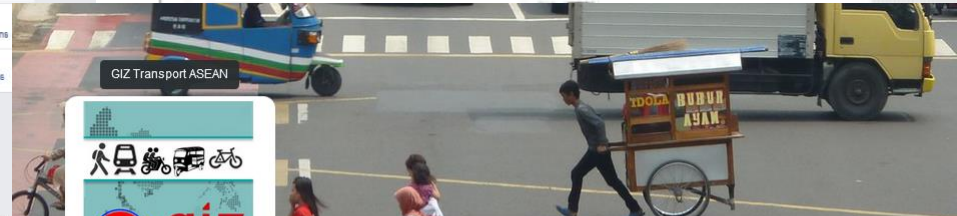
Transport and Climate Change in ASEAN
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This commentary explains what Manila can learn from Seoul in on reforming the bus system.

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**Thank you for your attention, and I wish you
all a fruitful workshop!**





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