



Regional Scoping Workshop on Sustainable Transport Indicators

15 August, 2016
Jakarta, Indonesia

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GIZ

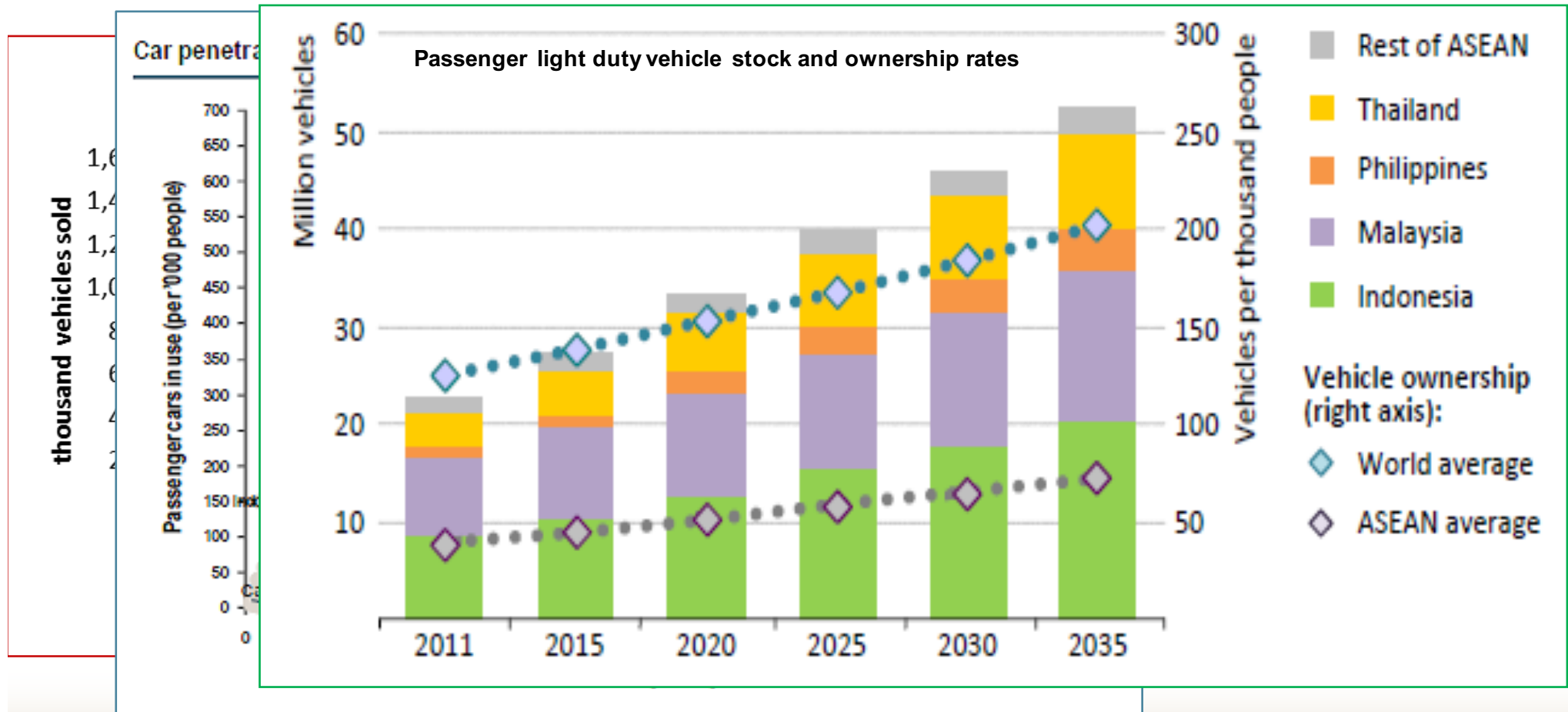
ASEAN-German Technical Cooperation Project “Energy Efficiency and
Climate Change Mitigation in the Land Transport Sector”

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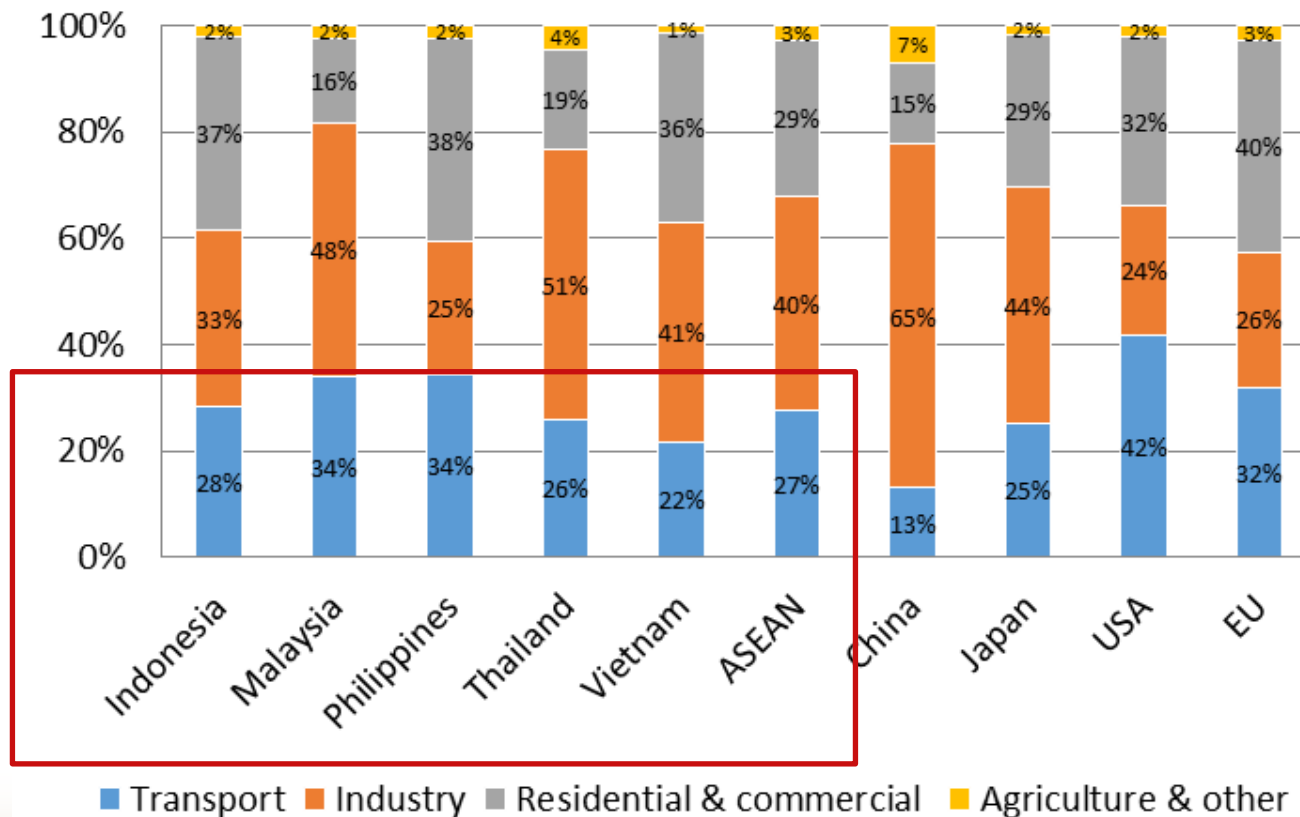


Motorisation across ASEAN is increasing rapidly



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



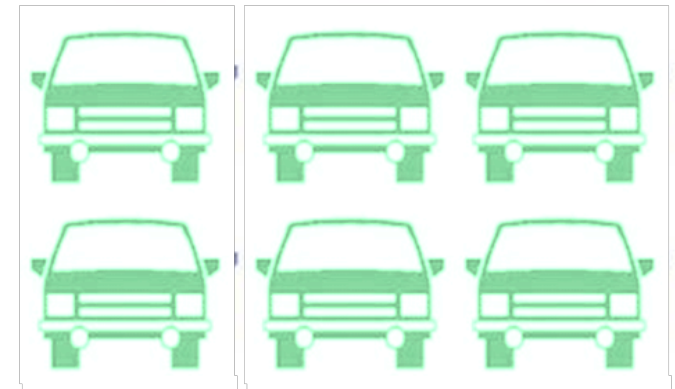
New Paradigm: Avoid – Shift - Improve:

Holistic approach to transport energy efficiency

AVOID
unnecessary trips
REDUCE km



SHIFT modes



IMPROVE vehicles
low carbon fuels





Avoid-shift-improve in ASEAN Member States

Looking at the Intended National Contributions (INDC) Pledge of AMS

- Indonesia pledged to reduce emissions by **29% below business-as-usual (BAU) scenario by 2030** and a conditional 41% reduction below BAU with receipt of international support.
- Malaysia intends to reduce emissions **intensity of GDP by 35% by 2030 relative to the emissions intensity of GDP in 2005** on an unconditional basis, and a further 10% upon receipt of international support.
- The Philippines intends to reduce emissions **of about 70% by 2030 relative to its BAU scenario**, conditional on the extent of receipt of international support.



Avoid-shift-improve in ASEAN Member States

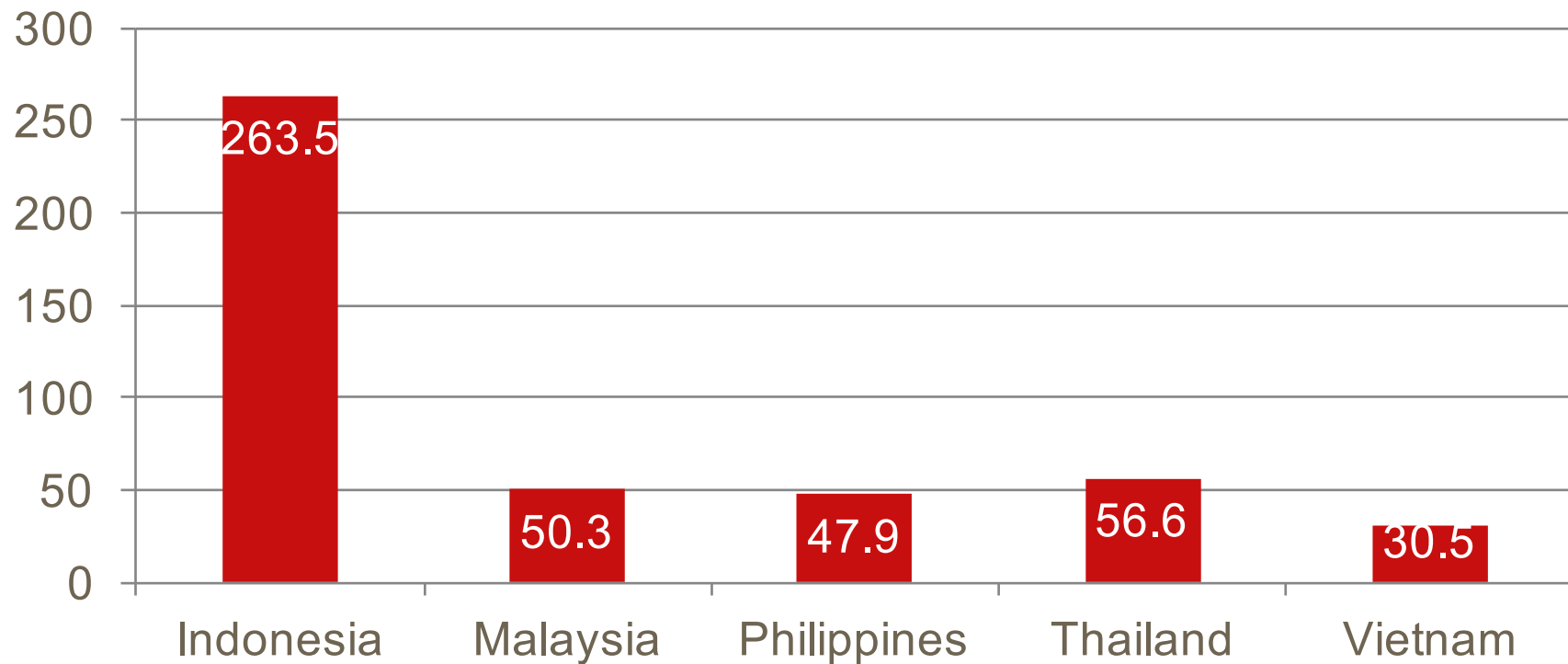
Looking at the Intended National Contributions (INDC) Pledge of AMS

- Thailand pledged to reduce emissions by **20% from the BAU level by 2030** and could be increased up to 25% subject to adequate international support.
- Vietnam pledged to reduce emissions by **8% compared to BAU scenario by 2030** and could be increased up to 25% with international support.
 - **But emission reductions in the transport sector are NOT clearly defined in the INDCs.**
 - **And the indicators to measure GHG emissions reduction are unclear: reduction of emission intensity of GDP (MY and VN) or tons of CO₂ tons and scenario/level are not well-defined.**



Status Quo: Transport emissions in ASEAN

Rd. Transport CO₂ emissions [MMT, 2010]





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



ASEAN – German Technical Cooperation Transport and Climate Change



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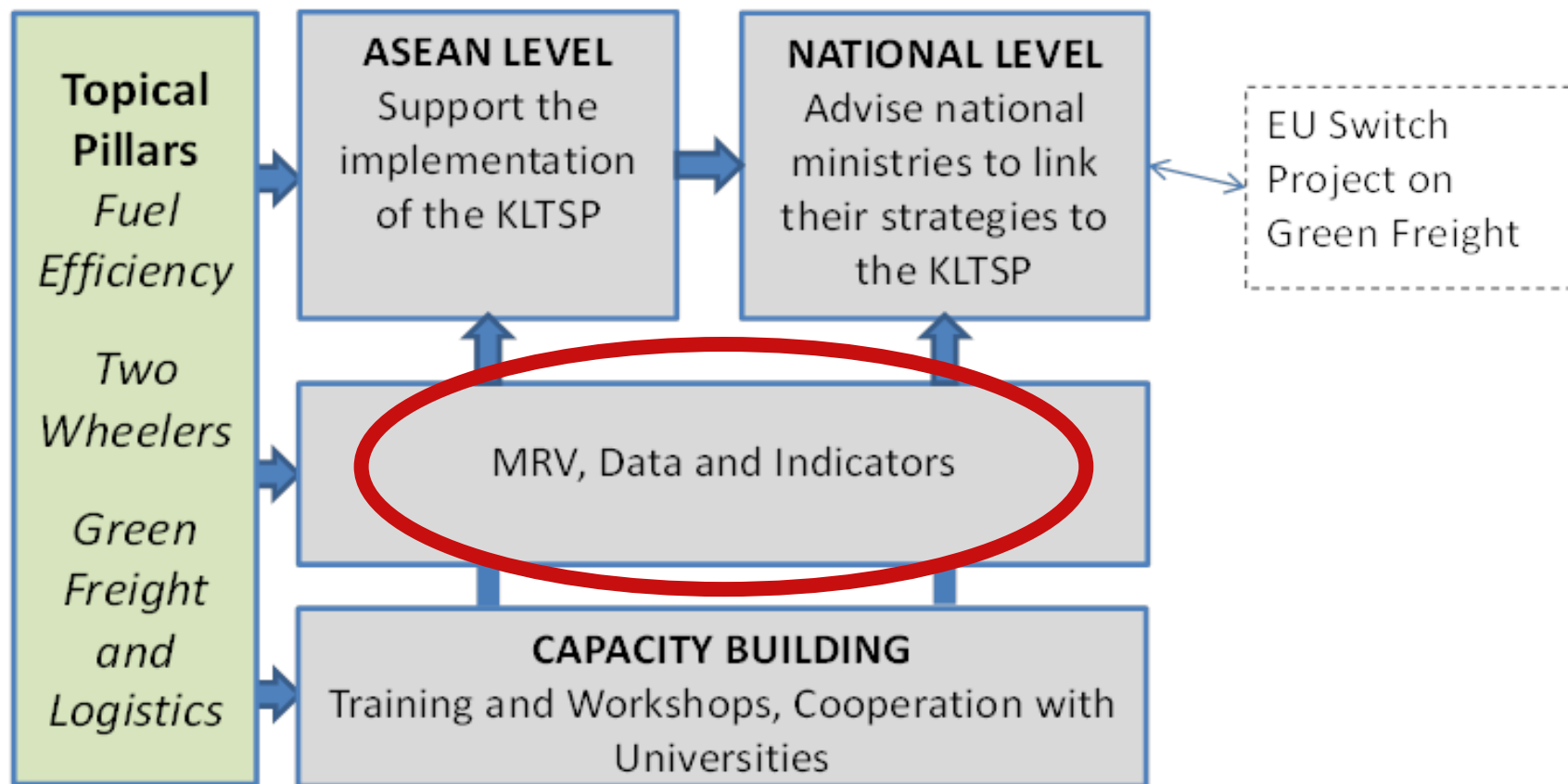


TCC I (2012-2015) National Level Impacts Measurement, Reporting and Verification (MRV)

- Thailand and Vietnam: Progress reports on transport and climate change
- Indonesia: TCC supported the development of guidelines for the calculation of a GHG baseline for the transport sector (with MoT)
- MRV report for Thailand (with OTP), which serves as a foundation for setting up an inter-ministerial working group to implement recommendations.



TCC II (2016-2018) Regional Support on Measurement, Reporting and Verification



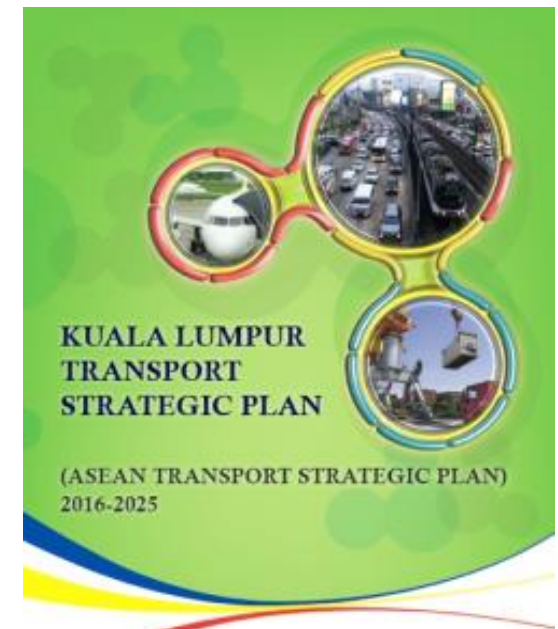


Sustainable Transport Indicators for ASEAN

- **Background:**
 - Insufficient data for tracking progress towards sustainable transport
 - TCC II Output: develop a regional indicator and reporting framework
- **Approach:**
 - Gap analysis
 - Regional events with public and private sectors to discuss sustainable transport indicators
 - Submit indicators for ASEAN endorsement and subsequent implementation
 - Develop capacity of entities responsible for indicators

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



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	Compile data on transport indicators

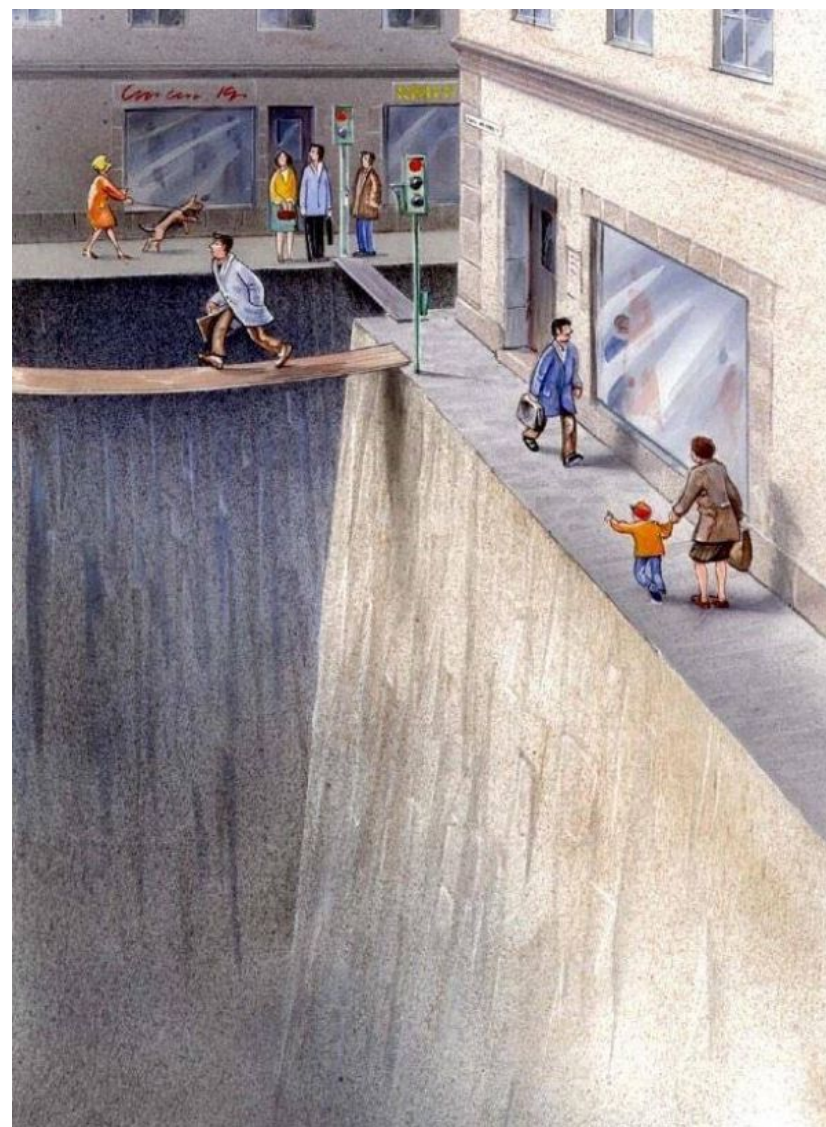


Objective of the Regional Scoping Workshop on Sustainable Transport Indicators

- Understand why indicators are important, and the benefits of ASEAN-wide indicators.
- How do we measure, monitor and report GHG reductions in the transport sector?
 - Discuss and draft guidelines for data collection and reporting among ASEAN member states
 - Discuss and draft indicators among ASEAN member states
 - Million metric tons? Transport-CO₂/GDP? Vehicle kilometres? Etc.



**Thank you for
your attention,
and let's have a
good
workshop!**





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