10th Urban Mobility India Conference & Expo 2017

CODATU 2017

Promoting Climate Resilient Transport Policies

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Empowered lives.
Resilient nations.

Institute of Urban Transport (India)

Resilience is an integral part of planning

Vulnerable to climate risks; Increase in frequency and intensity of extreme events
Mitigation Vs. (and) Adaptation

Natural ?

Human induced ?

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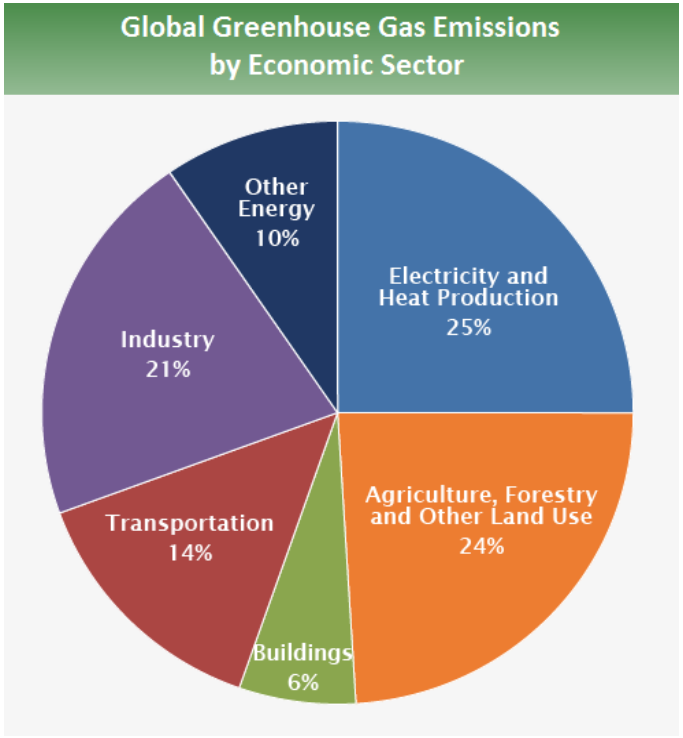
Transport contributes to GHG Emissions in a significant way

- Significant share (23%); 40% of energy related emissions from Transport
- Substantial growth (~ 3 -5%; exponential also in some countries – China, Vietnam);
- Almost all (95%) of the world's transportation energy comes from petroleum-based fuels, largely gasoline and diesel.
- Primarily involve fossil fuels burned for road, rail, air, and marine transportation.

Any global attempt at limiting global average temperature rise to less than 2°C would thus include transport sector!



Source: IPCC (2014); based on global emissions from 2010. Details about the sources included in these estimates can be found in the *Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*

Entails a vision towards a zero-carbon and climate-resilient sustainable development path

Empowered lives
Resilient nations.

UNDP is an established partner providing support to countries to identify linkages and joint opportunities for the implementation of policy and programmes that can both meet and aim to exceed the aspirations of national climate pledges and development goals.

UNDP believes that an integrated approach, driven by a country's leadership, is necessary to transition towards zero-carbon and climate-resilient sustainable development.

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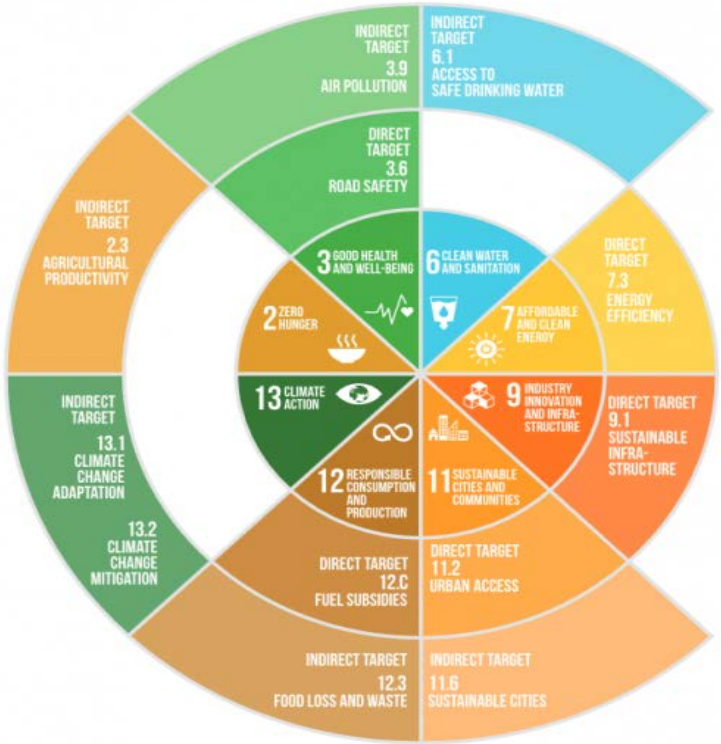
A closer look at SDG goals and Transport



Mainstreamed into SDG in 2030 Agenda; Transport-Relevant SDG Targets (food security, health, energy, infrastructure, cities and human settlements, and climate change

Transport-Relevant SDG Indicators	
3.6.1	Death rate due to road traffic injuries
9.1.1	Proportion of the rural population who live within 2 km of an all-season road
9.1.2	Passenger and freight volumes, by mode of transport
11.2.1	Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
12.c.1	Amount of fossil-fuel subsidies per unit of GDP (production and consumption) and as a proportion of total national expenditure on fossil fuels

An Overview of UNDP's climate commitment

ZERO-CARBON GROWTH

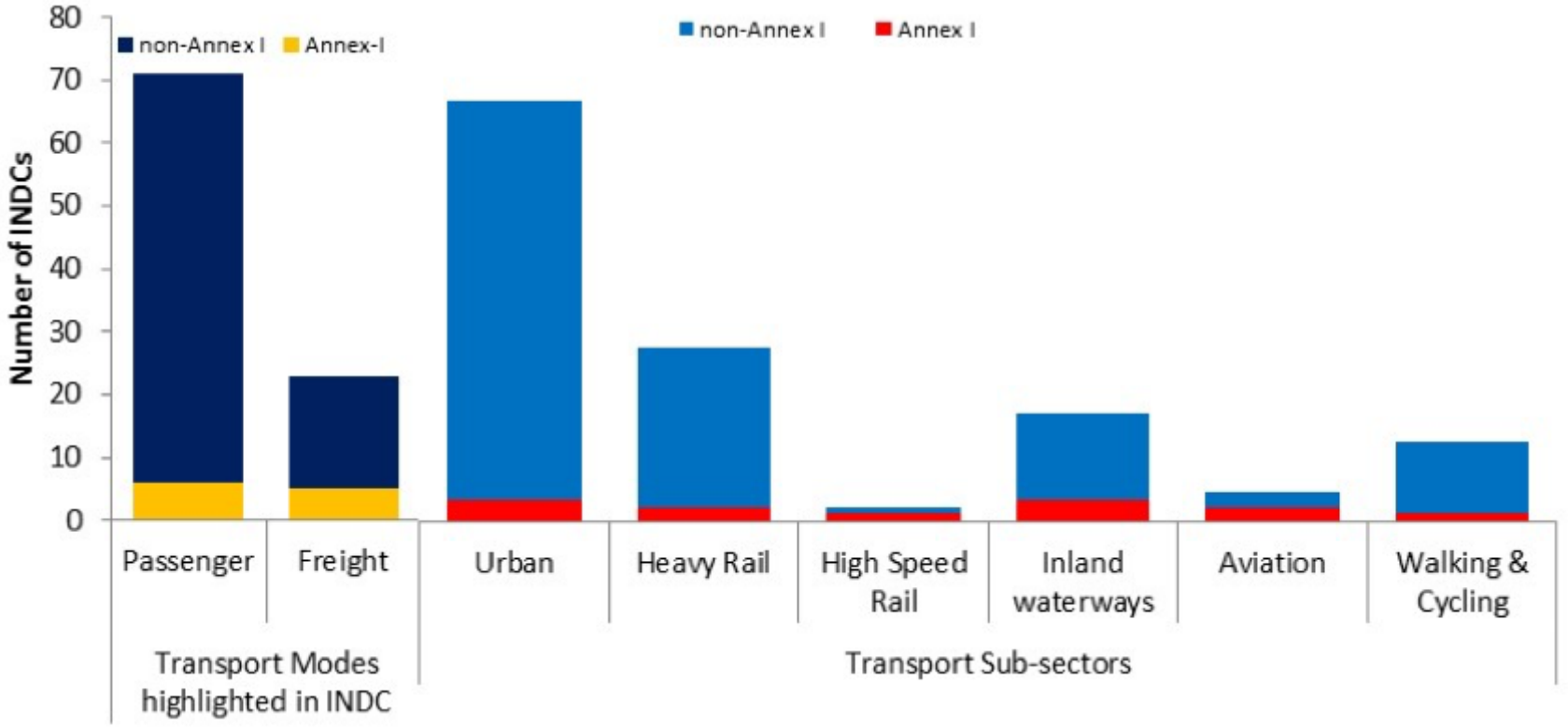
- Implement Nationally Determined Contributions
- Integrate Zero-carbon Development
- Deliver Sustainable Energy
- Reduce Emissions through Protecting Forests

ADAPTATION AND RESILIENCE

- Strengthening Integrated Adaptation Policies, Plans and Strategies
- Advance Cross-sectoral Adaption Action
- Address Climate and Disaster Risks
- Instilled Risk-informed Disaster Recovery

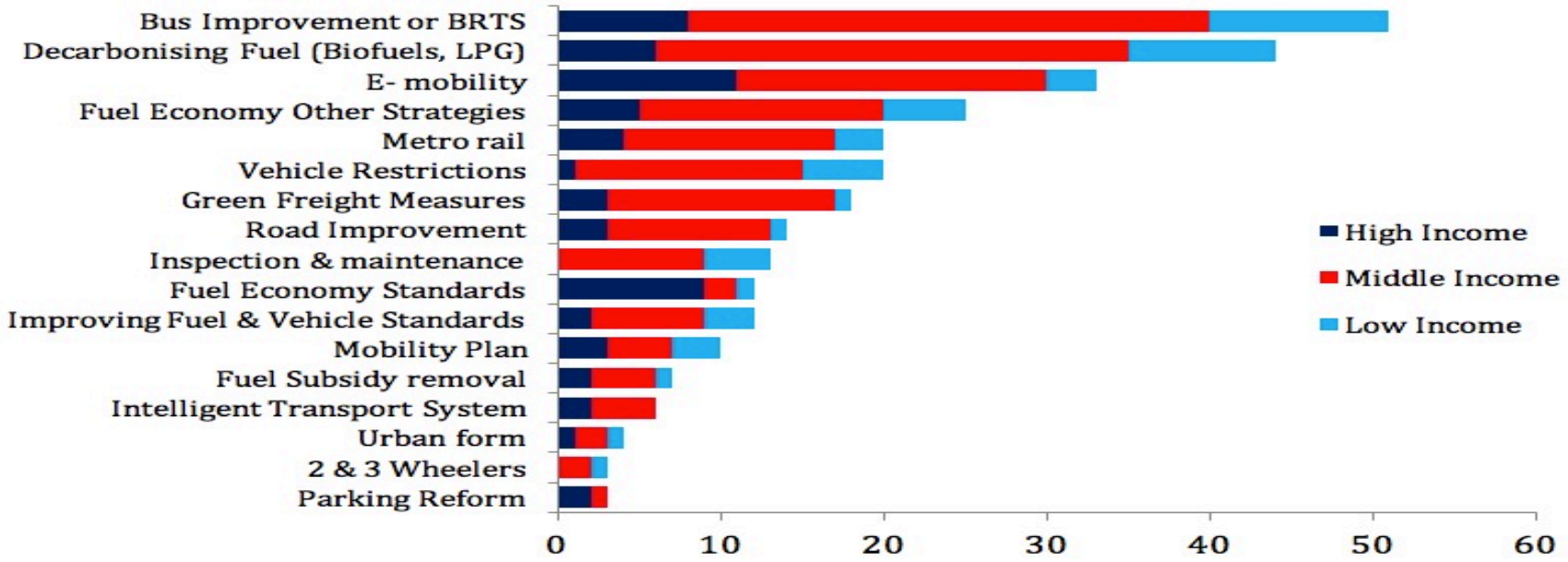
Strengthening capacities	Catalyzing finance	Leveraging partnerships	Promoting social inclusion and gender equality

Share of Mitigation Measures by Mode in INDCs



Among 160 NDCs representing 187 countries submitted as of August 1, 2016, more than three quarters explicitly identify the transport sector as a mitigation source, and more than 63% of INDCs propose transport sector mitigation measures. (source: http://www.ppmc-transport.org/overview_indcs/)

Share of Transport Mitigation Strategies



4% of countries identify transport-specific adaptation strategies, which focus mainly on vulnerability assessments and infrastructure resilience planning. source: http://www.ppmc-transport.org/overview_indcs/)

What we learnt in supporting INDCs

- Whole-of-Government approach expands pool of expertise, raises awareness and political momentum
- Climate change gains most momentum & traction when framed in terms of national development targets (not solely emission reductions)
- Quality of data and ensuring responsible agencies have the mandate to collect MRV data is critical
- Securing finance relies on accurate assessment of gaps or needs, financial mechanism feasibility in the local context, and funding opportunities available

Resilience building not specific to transport – Is it required?

- **1,239 disaster reduction and adaptation plans** were put into place at national and subnational levels in 58 countries.
- 38 countries adopted enforceable laws or regulations to **address disaster and climate risks**.
- More than 5.3 million people had **improved access to energy in 50 countries**.
- **240 early warning systems** were established in 30 countries at all levels of government and community.
- 481 plans and programmes informed by multi-hazard national and subnational disaster and **climate risk assessments in 36 countries**.

To be adapted comprehensively for Transport

Bhutan – EV programme with GEF funding

- **Area**: 38,394 sq km
- **Population**: 768,577 (2016 est.)
- **Terrain** : Mostly mountainous (318' – 24,836')
- **Forest cover**: 70% approximately
- **Arable land**: About 8%
- **Transport System**: Land and Air Transport
- **Airports**: 1 Int'l and 3 domestic
- **Total Vehicle Number**: 89,300 (Aug 2017)
- **Road Length (all types)**: 11,177 Km (2016)

Transport system in Bhutan

- As with countries elsewhere, vehicle number in Bhutan is increasing every year.
- Vehicle number has increased from 19,463 in 2000 to 89,300 as of 31 Aug 2017
- Transport sector emitted 0.118 million tons of CO2-equivalent from fuel combustion, accounting to about 45% of all energy-related emissions

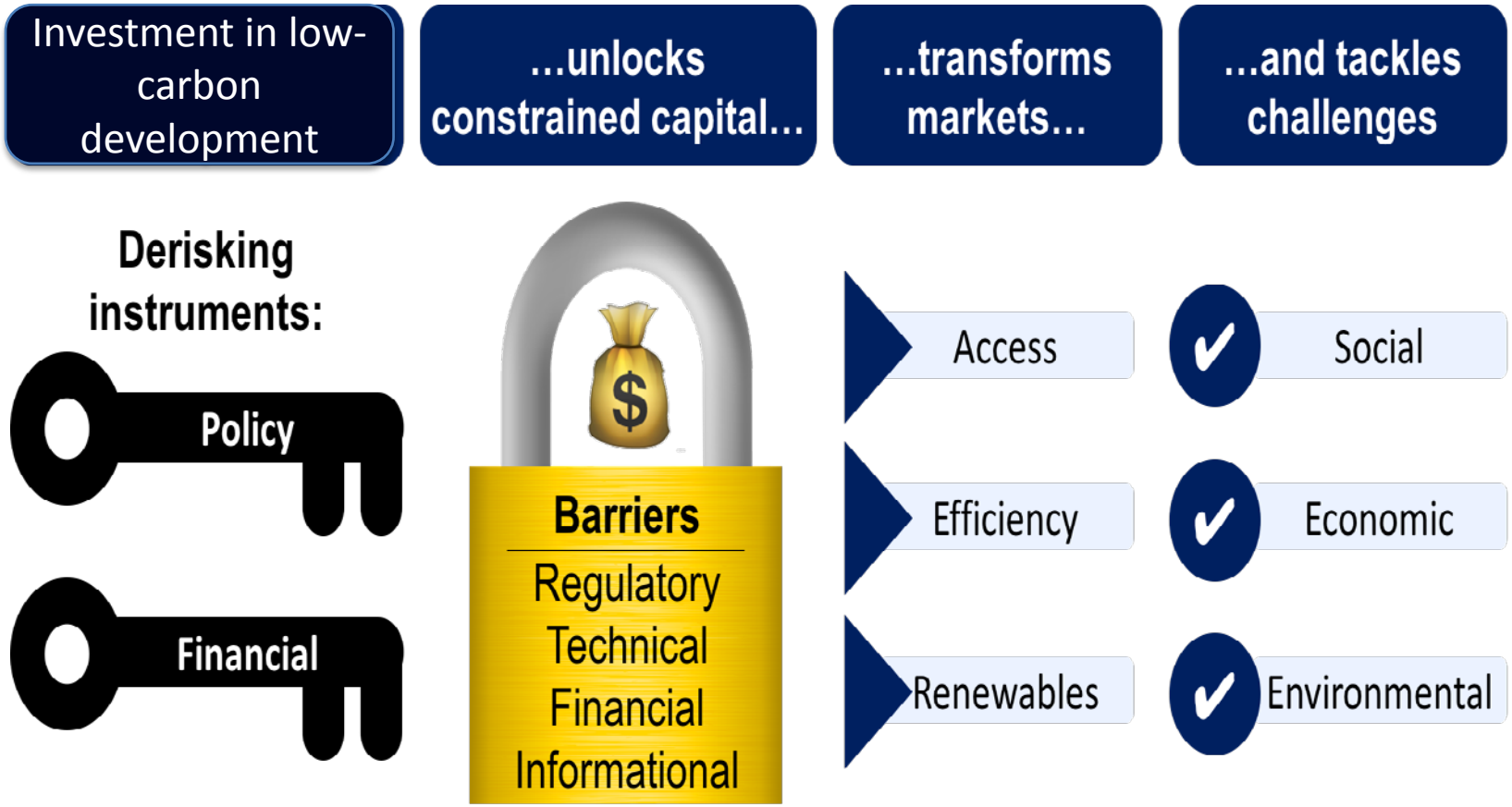
GHG Mitigation strategies

- Carbon Neutral Declaration
- The National Strategy & Action Plan for Low Carbon Development
- Bhutan's Second National Communication
- Nationally Determined Contributions
- Low Emission Development Strategy
- Nationally Appropriate Mitigation Action
- Vehicle emission roadmap

UNDP GEF Project with Objective: Promotion of low emission public transport (e.g. hybrid and electric) systems as the preferred choice for urban mobility in Bhutan (3 million with cofunding 16 million)

Climate Change Mitigation in Transport Sector (Resilience)

UNDP's theory of change



Thank You!

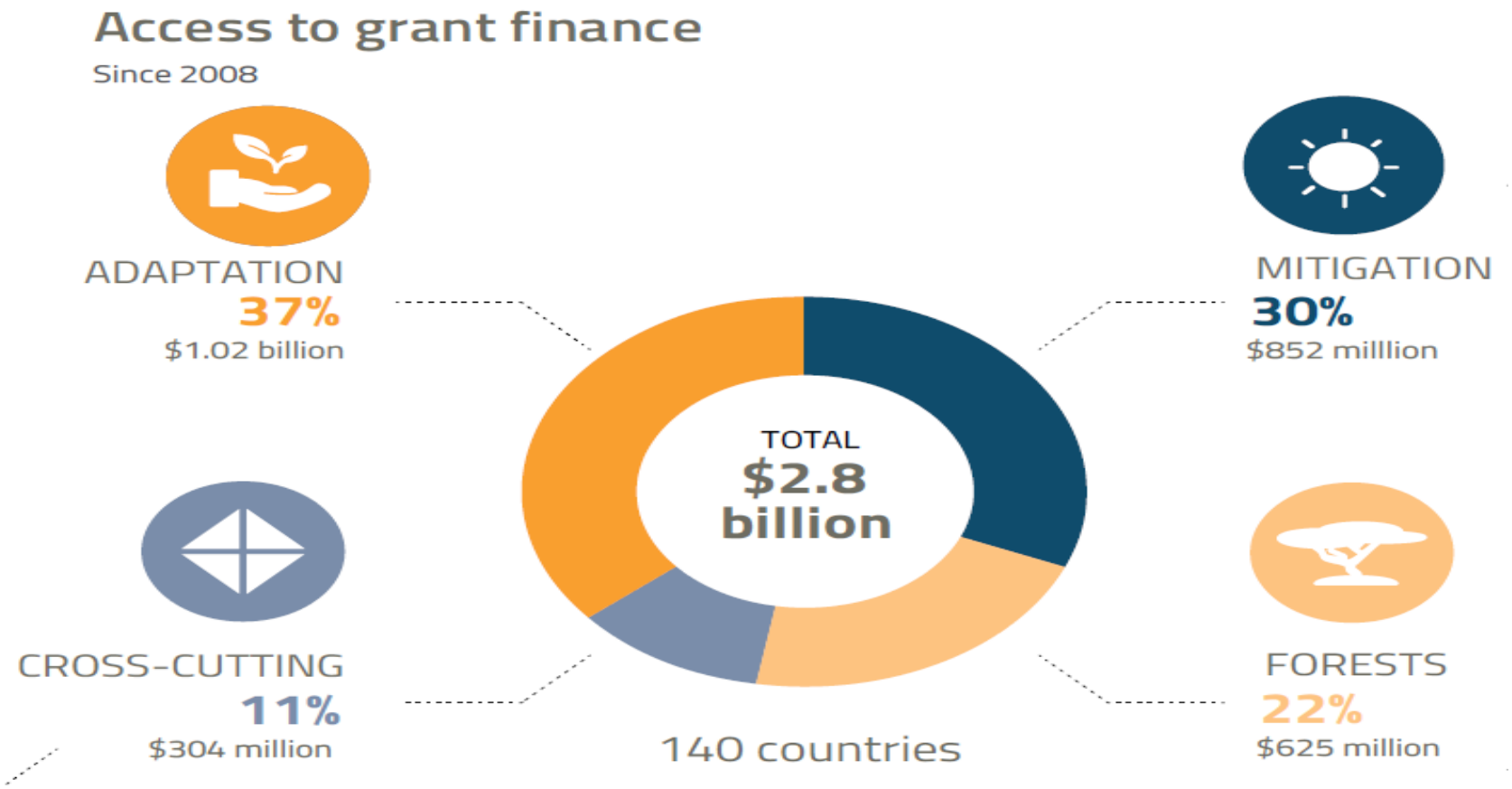
- The goal of the UNDP-GEF Energy, Infrastructure, Transport and Technology team is to make the use and supply of energy more environmentally sustainable, affordable and accessible; and to promote low emission and climate resilient urban and transport infrastracture.

UNDP AND CLIMATE FINANCE

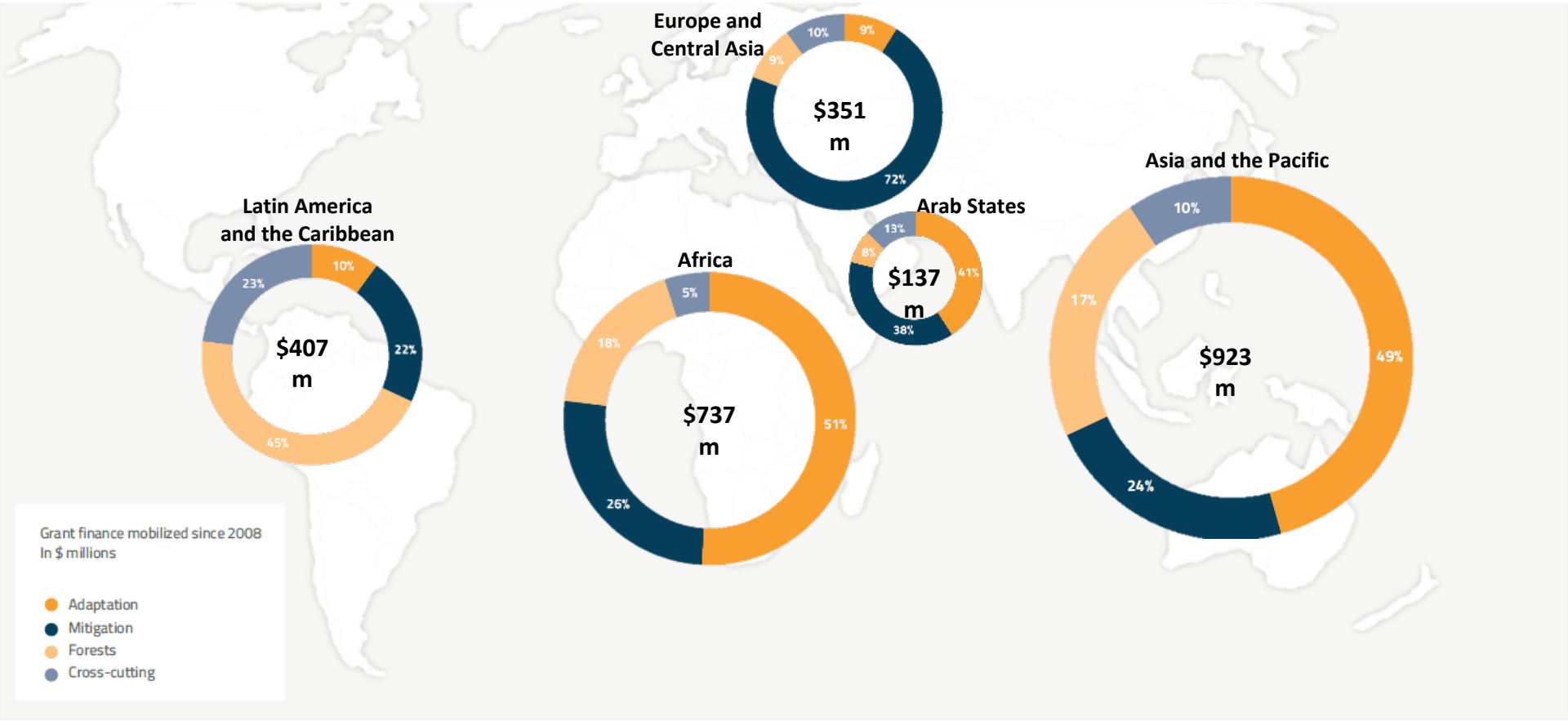
HOW WE WORK

- Global Environment Facility
- Green Climate Fund
- Adaptation Fund

UNDP's climate change portfolio – A global overview



UNDP's climate change portfolio – Regional Overview



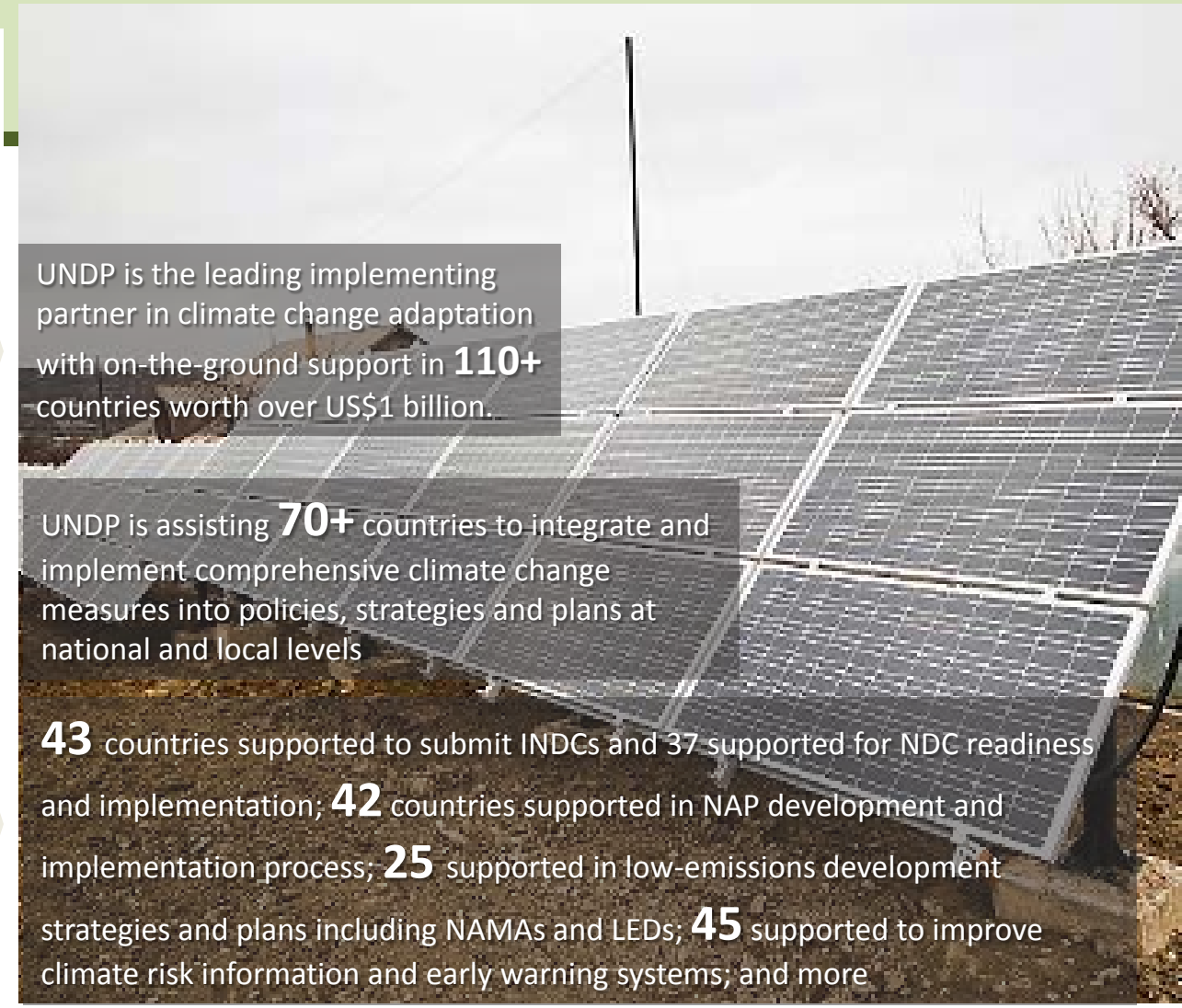
SDG 13
CLIMATE ACTION

Take urgent action to combat climate change and its impacts

TARGET 13.1
STRENGTHENING RESILIENCE AND ADAPTATIVE CAPACITY

TARGET 13.2
INTEGRATING CLIMATE CHANGE INTO NATIONAL PLANS

TARGET 13.3
IMPROVING HUMAND AND INSTITUTIONAL CAPACITY ON MITIGATION, ADAPTATION AND EARLY WARNING



UNDP is the leading implementing partner in climate change adaptation with on-the-ground support in **110+** countries worth over US$1 billion.

UNDP is assisting **70+** countries to integrate and implement comprehensive climate change measures into policies, strategies and plans at national and local levels

43 countries supported to submit INDCs and 37 supported for NDC readiness and implementation; **42** countries supported in NAP development and implementation process; **25** supported in low-emissions development strategies and plans including NAMAs and LEDs; **45** supported to improve climate risk information and early warning systems; and more

SDG 13
CLIMATE ACTION
Take urgent action to combat climate change and its impacts

TARGET 13.A
ACCESSING AND IMPLEMENTING CLIMATE FINANCE

TARGET 13.B
ENHANCING CAPACITY OF LEAST DEVELOPED COUNTRIES (LDCS) AND SMALL ISLAND DEVELOPING STATES (SIDS)

140+ countries supported to access climate finance with a total of over **US$2.8 billion** since 2008.

UNDP's support to catalyze climate finance is intrinsic to three key principles:

UNDP is supporting all 48 LDCs and 39 SIDs to access climate finance and implement adaptation and mitigation measures.