Packaging policies to advance public transport systems: Cases of Peru and Colombia

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# Agenda

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LEDS Transport Working Group

Global
- LEDS Transport Toolkit (ledsgp.org/transport)
- Webinars
- Global events and trainings

Regional
- Workshops that serve the specific needs of that region
- Matchmakers for knowledge sharing

Local
- Deep dive, in-country support for governments on specific transport issues and policies
  - Workshops with peer experts
  - Technical assistance
- Remote Expert Assistance on LEDS (REAL)
Objective of session

This interactive session aims to promote collaboration by training participants on developing actions that can be used to create policies for the transport sector that are cohesive with international climate commitments and national government mandates.
Country Case Studies

Peru
Integrating transport into national plans

Colombia
Packaging policies to implement transport project in cities
Policies and Measures to Advance Public Transport Systems in Peru

Margoth Espinoza
General Direction for Climate Change, Desertification and Water Resources
Content

• Competents entities in transport sector
• Low emission projects implemented in transport sector
• INDC from Peru (proces and proposal)
• National GHG Inventory and Infocarbono Law
Competent Entities in Transport Sector

Ministry of Transport and Communications

- Development of transport systems, communications infrastructure and telecommunications in the country.
- In ground transportation: construction of new roads and the implementation of major public transportation systems (example: Metro de Lima).

Municipalities

- To plan, regulate and manage urban transit passenger, granting concessions, permits and operating permits.
Low Emission Projects Implemented In Transport Sector

High Capacity Segregated Corridor (COSAC I)
Length: 27.02 km (southern to the northern corridor of Lima)
Developer: Metropolitan Institute PROTRANSPORTE of Lima
Start operation: 2010
Emission reduction: 68,830 TCO2/año
Cost: 189,240,380 USD

Metro Line 1
Length: 33.28 Km (southern to East of Lima)
Emission reduction: 85,841 TCO2/año
Developer: Authority Electrical Mass Transit System – AATE
Start operation: 2012
Emission reduction: 85,841 TCO2/año
Scraping Program of Public Transport Units
Scope: Metropolitan Lima
Target: 3000 Vehicles (today 2085)
Developer: Metropolitan Institute
PROTRANSPORTE of Lima
Start operation: 2012
ORGANIZATION OF INDC

1°
- Dirección de Cambio Climático, Desarrollo y Recursos Hídricos (Lidema)
- PlanCC, asistencia técnica
- GIZ, facilitador metodológico
- PACC

2°
- GRUPO DE TRABAJO TÉCNICO - POLÍTICO
  Validez las estimaciones y emitir opinión técnica en el marco de las políticas y planes sectoriales.

3°
- GRUPO DE TRABAJO CIENTÍFICO - TÉCNICO (público-privado)
  Facilitar la información y emitir opinión técnica sobre las estimaciones de las Contribuciones a la mitigación global, y las Contribuciones técnicas, sociales y culturales en adaptación.
Permanent Coordination
Sectors involved to build our proposal from 2014

Public consultation
- Resolución Ministerial N°146-2015-MINAM
- Publication of the document “Construyendo participativamente la Contribución Nacional”
- 6 weeks (5 June – 17 July)

Groups consulted
- Private sector and associations
- Indigenous peoples
- Young people
- Academy
- NGOs
- Gender representatives
- Sindicato
- Municipalities
- Citizenship
- Governmental sectors, regional governmental and local.

Activities performed
- Informative meetings
  - 21 with 278 participants
- Workshops Macroregional
  - 5 workshops
  - 25 regions
  - 440 participants
- Web page and table of parts of the Ministry of Environment
  - > 100 contributions and comments
INDC FROM PERU

↓ 30% compared to the BAU in 2030

↓ 20% No Conditioned
↓ 10% Conditioned

Scope
• National

Methodology
• IPCC
• Dynamic sector + GDP projection and population.
• Considers forestry sector (emissions and removals)

Ambición y equidad
• Low current and historical emissions.
• Low per capita emissions
• High vulnerability country

Mecanismos de Mercado
• Acquisition of emission reduction is not considered.
• Sale of emission reduction (if not obstacle to compliance iNDC)
Some projects considered in the evaluation of the proposal:

- Implementation of Complementary Corridors
- Modernization of public transport vehicles
- Conversion and incorporation of urban public transport buses to NGV, where possible.
- Conversion and incorporation of light vehicles to NGV, where possible.
- Incorporación de vehículos livianos híbridos y eléctricos a nivel nacional
- Incorporation of hybrid and electric light vehicles nationwide
- Implementation of Network Meters Lima (some lines)
- Entre otros
CONSULTANCY: TECHNICAL AND MANAGEMENT TOOLS TO IMPLEMENT THE INFOCARBONO

Specific objectives:

A. To collect relevant information to prepare technical and management instruments to implement the INFOCARBONO.

B. Capacity building of competent entities through following instruments:

- Sectoral manuals (It includes workshops on the development of inventories)

- Website where all the information about INFOCARBONO will be published. (manuals, inventories, spreadsheets).
TARGET INFOCARBONO

2014

National GHG Inventory - 2012

Inventory → Collection of information following the guidelines of IPCC

2015

National GHG Inventory - 2014

Technical instruments
- Information and treatment
- Manuals
- Training
- Informar y difundir

Management instruments
- Institutional Arrangements

2016

2017
Thank You

Eduardo Durand
Director General de Cambio Climático, Desertificación y Recursos Hídricos
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LOW EMISSION DEVELOPMENT STRATEGIES
GLOBAL PARTNERSHIP
Punta Cana, Oct 2015

LEDS Transport peer learning session
Case Study: COLOMBIA – URBAN TRANSPORT SECTOR
AGENDA

• INTRODUCTION

• TOWARDS A SUSTAINABLE URBAN TRANSPORT SECTOR

• TRANSPORT ORIENTED DEVELOPMENT NAMA
AGENDA

• INTRODUCTION

• TOWARDS A SUSTAINABLE URBAN TRANSPORT SECTOR

• TRANSPORT ORIENTED DEVELOPMENT NAMA
¿WHAT TYPE OF CITIES DO WE WANT?

SYMPTOMS AND IMPACTS IN COLOMBIAN CITIES:

- Inequality, unsatisfied basic needs
- Urban Sprawl
- Inefficient public transport
- Fast increase of private vehicle ownership – particularly motorcycles
- Increasing travel time (congestion)
- Increasing use of informal transportation modes (paratransit) in two-wheels vehicles (mototaxismo)
AGENDA

• INTRODUCTION

• TOWARDS A SUSTAINABLE URBAN TRANSPORT SECTOR

• TRANSPORT ORIENTED DEVELOPMENT NAMA
National Urban Transport Policy CONPES 3260
- Infrastructure
- 70%-30% financing scheme
- 7 SITMS
- 12 SETPs
- Urban Transport

National Development Plan (2010-2014)
- Creation of the ViceMinistry of Transport at the MoT.
- “Friendly Cities” Strategy
- Development of NAMAs

Climate Change Policy CONPES 3700

EC-LEDS program

TOD NAMA Nama Facility

NMT NAMA

An Environmental Technical Team was formed at the MoT.

Own budget

INDC Submission

- Green growth strategy
- TDM
- Goal: 27% to 40% of trips using sustainable modes in 8 cities
- Subsidies are allow for the operation of transit systems now
- Formulation and Implementation of the MAP with quantitative targets for reducing GHG emissions in the short (2020) and medium term (2025 or 2030)
- Non-motorized transport as an answer to improve mobility in cities.
Besides all the efforts at the National Level, real implementation will take place at the local level.

Cicloruta, ronda del río Sinú. Montería  
BRT Mio, Cali  
Public bicycle sharing system, Medellín

NAMAs are seeing as an opportunity to engage local governments to commit and to implement national policies at the local level.
EXERCISE: The transport sector is in the process of committing to an emission reduction target in accordance with the INDC submission (20% reduction from BAU). It is known that modal shift has an important potential of reducing GHG emissions. At the same time, the promotion of NMT modes is a priority for the National Government.

**ADVISORY COMMITTEE AT THE MINISTRY OF TRANSPORTATION**

- What two key actions would you recommend to the Minister in order to meet the INDC reduction target?
- Design an implementation roadmap for the Minister (e.g. who to involve, how to access funding)

**MAYOR'S OFFICE ADVISORY COMMITTEE**

- What would you recommend to the Mayor of the city to be able to receive support from the National Government to implement local projects on NMT?
- How will the city accomplish targets on GHG emission reduction in the transport sector and be part of the National accountability?
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• TOWARDS A SUSTAINABLE URBAN TRANSPORT SECTOR

• TRANSPORT ORIENTED DEVELOPMENT NAMA
People is already claiming for more sustainable solutions. A climate change approach could be useful for seeking real transformational projects.

**MEDELLIN**

Before and After

**BUCARAMANGA**

Before and After

The TOD NAMA will transform urban development in Colombia, focusing public and private development around transit stations to create neighborhoods where people can safely walk, live, work, shop and play.
TOD NAMA

- Selected by NAMA Facility for €14.7 million (now in the final approval stage)
- Annual savings of 3.6 to 5.4 MMTCO₂ by 2040.
- Through the NAMA, cities will overcome technical, policy and market barriers to TOD by:
  - Implementing catalytic local pilot projects.
  - Developing national policies for replication.
  - Undertaking comprehensive Measurement and Evaluation, by tracking:
    - Implementation progress, land development, investments, travel activity, GHGs, and social and environmental benefits.

Supporting Capacity Building:
- A TOD workshop was held in Bogotá, Cali and Medellín.
- Technical support at Pasto City with its SuperManzanas proposal.
TOD NAMA: COLOMBIAN OPPORTUNITY TO TRANSFORM OUR CITIES

Colombia TOD NAMA: Partners

- **DNP** (Departamento Nacional de Planeación)
- **MinTransporte** (Ministerio de Transporte)
- **MinAmbiente** (Ministerio del Medio Ambiente, Vivienda y Desarrollo Sostenible)
- **MinVivienda** (Ministerio de Vivienda)
- **Findeter** (Financiera del Desarrollo)
- **CCAP** (CENTER FOR CLEAN AIR POLICY)

**MOU**

**FINDETER** Implementing Agency

**CIUDAT**
- Director of CIUDAT (11)
- FC Staff (12)
- TC Staff (13)

**Government of Colombia**

**CIUDAT Board (9)**

**Advisory Committee (10)**

**Technical Cooperation**
- **GIZ**
- **KfW**

**Financial Cooperation**
- **CCAP**
  - Technical Cooperation D.O.

**Local Policy Studies and Recommendations**

**Local TOD Project Steering Committee**
- Municipal
- Private Sector

**TOD Projects**
TOD NAMA: COLOMBIAN OPPORTUNITY TO TRANSFORM OUR CITIES

Pre-selection criteria

- GHG Reductions
- Private Investment
- Financial Leverage
- Replicability and Transformation Potential

Potential locations:

Example: CALI: Transformation of the old industrial center of Cali into a transit- and pedestrian-oriented Green Corridor

PLUS: political support, private sector participation and community engagement

COMPETITIVE PROCESS ENSURES THAT NAMA RESOURCES ARE FOCUSED TO SUPPORT STRATEGIC PROJECTS THAT CAN YIELD SIGNIFICANT, TANGIBLE RESULTS
• Colombia has invested about US$ 10 billion in public transit, social housing and GHG mitigation over the past decade.
• PPT Law
• The TOD NAMA will multiply the GHG benefits of these investments and leverage planned investments in:
  • **Public transportation**
    • US$ 7 billion funding over the past decade (National, IBRD, IDB, CAF)
    • US$ 2 billion planned in the next years
    • US$ 2.5 billion projected for the Bogota Metro
  • **Social Housing**
    • US$ 2.3 billion over the past few years
    • US$ 2.5 billion planned for the next few years
  • **Sustainable Cities**
    • CIUDAT will work to maximize the leveraging of NAMA funds including local government matches and financial instruments structured by Findeter, KfW and others.
• The French Global Environment Fund, is pursuing a €1.5 million grant to support TOD NAMA implementation in Cali’s Green Corridor, as well as for developing national policies for replication and launching M&E efforts.
• Technical cooperation from LCRD program
BARRIERS TO TOD

• Technical, market, regulatory, policy, institutional barriers
• Local investment gaps
• Imperfect public-private collaboration
• Inadequate policy integration
• Limited value capture and finance mechanisms
POLICY ACTION TIMELINE – What is next for CC in the Colombian Transport Sector?

- **2012**
  - Creation of the UMUS at MoT

- **2013**
  - EC-LEDS
  - NMT NAMA
  - TOD NAMA
  - Nama Facility

- **2014**
  - LCRD
  - Environmetal Technical Team was formed at the MoT
  - Own budget

- **2015**
  - NAMA
  - INDC Submission
  - Implementation of the TOD NAMA and NMT NAMA

- **2016**
  - SETPs operation will start
  - Implementation Strategy of the MAP
    - Quantitative targets for reducing GHG emissions in the short (2020) and medium term (2025 or 2030)
THANK YOU!

CLAUDIA DIAZ
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LEDS Transport Working Group

- What are the priorities for learning and assistance in their country in the transport sector?
- How can the LEDS GP Transport Working Group help?
THANK YOU!

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