Delivering Excellence Through Innovation & Technology

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Transparency and the Paris Agreement

MRV of transport

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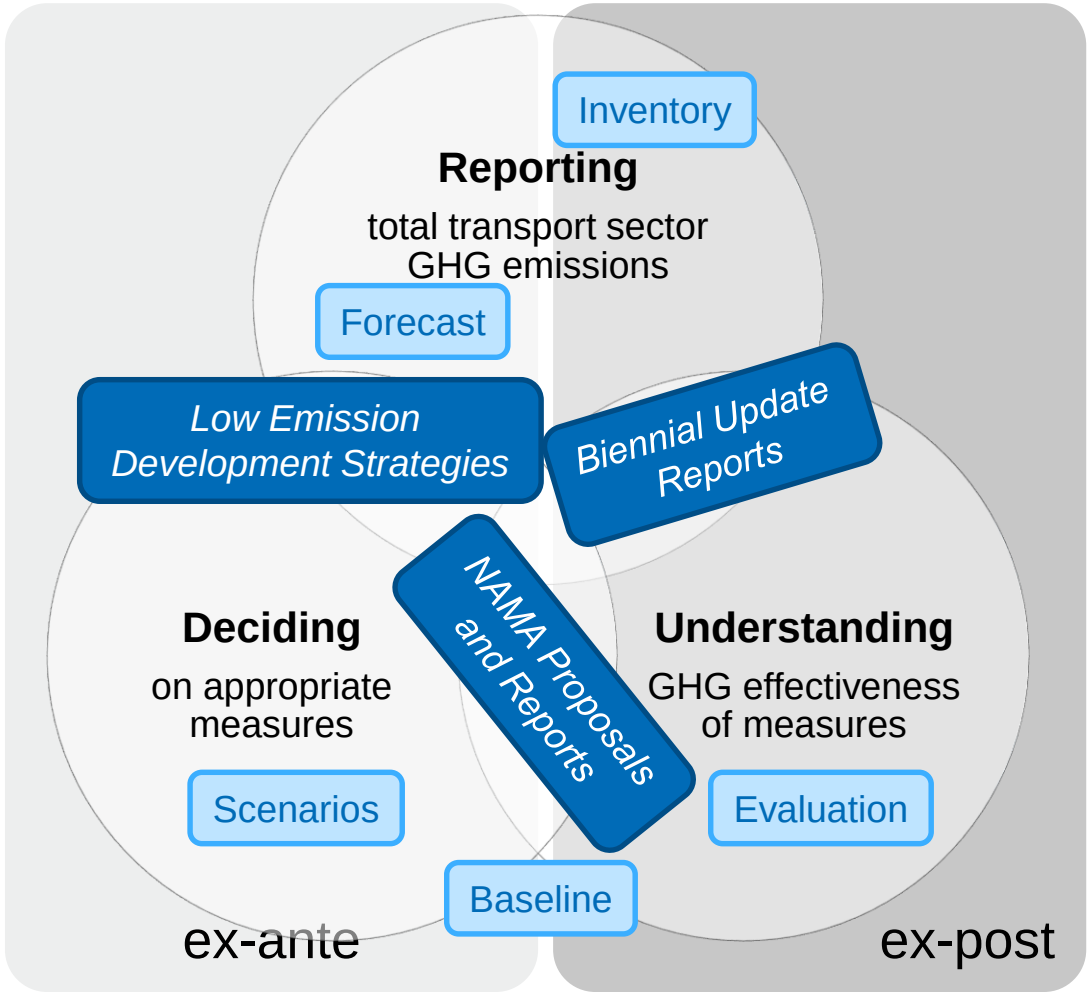
What do countries have to provide information on under the Paris Agreement?

	Developed countries	Developing countries
Shall	GHGI NDC info Support provided	GHGI NDC info
Should	Impacts & adaptation	Impacts & adaptation Support needed & received

Article 13(7)(b)

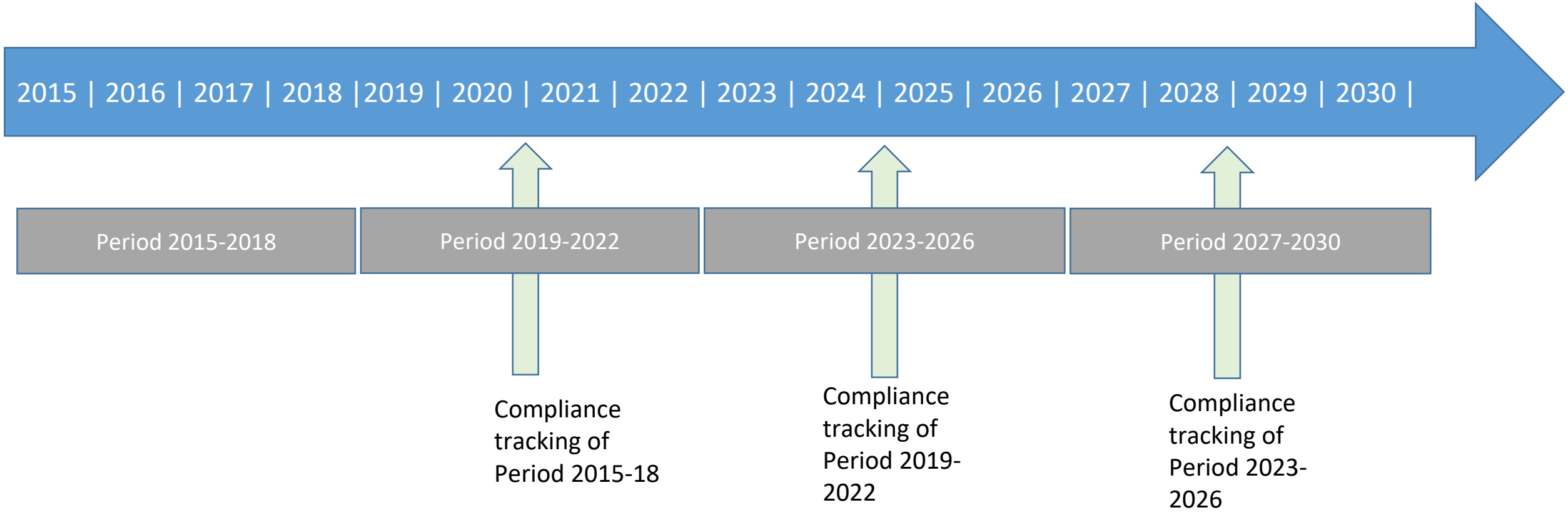
- “Article 13(7)(b): “Information necessary to track progress made in implementing and achieving its nationally determined contribution under Article 4”.
- What this means, depends on what is in your NDC.
  - Is there a quantified target?
    - Is this specifically for transport or for a number of/all sectors?
    - What sort of target? Against BAU? An intensity target?
    - Other targets? E.g. share of hybrid vehicles
  - Gases covered by the NDC.
  - What kind of policies are outlined/committed to?
  - What sort of commitments are made on MRV/M&E/transparency?
- And what sort of information you want/need.
  - Tracking progress in reducing GHG emissions.
    - At national and sectoral level.
  - Tracking effectiveness of policies
    - Need to have some kind of ex-ante assessment.
  - Informing policy decisions
    - When would you need this information by?

Objectives of MRV



The case for GHG projections

- Policy design, implementation and impacts → takes a long time!



So, a transport MRV system under the ETF might include the following…

- Robust GHGI
  - Do improvements need to be made? If so, which transport sub-sectors? Are they ‘material’? Can a sub-sector move to a higher tier of reporting?
  - Does GHGI reporting need to be more frequent to inform policy decisions?
  - Are emissions being reported against a specific transport target?
- Policy reporting
  - Reporting on policy commitments (e.g. “we said we’d introduce policy X by 2018”).
  - Reporting on actions – are there specific actions in a transport action plan?
  - Reporting on policy impacts, on GHG emissions and other indicators.
- GHG projections?
  - In the absence of a fully fledged system of producing GHG projections, can other estimates be made?
  - What can be done now to pave the way for GHG projections in future?

Participating country NDCs

Country	Target	Gases	Policies	MRV/transparency
Cambodia	All sectors (except LULUCF) – 27% below BAU (3.1 MtCO2e) Transport – 3% below BAU (0.39 MtCO2e)	CO2, CH4, N2O	• Promoting mass public transport. • Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving • Increased use of hybrid cars, electric vehicles and bicycles.	CCAP for transport, 2014-2018. Has a section on M&E, which includes transport indicators for policy delivery.
Malaysia	GHG intensity of GDP 35-45% below BAU by 2030	CO2, CH4, N2O	• Biofuels	From 2017 onwards, the 2006 IPCC Guidelines will be used.
Mongolia	14% below BAU by 2030		• Improve national paved road network. • Improve Ulaanbaatar city road network to decrease all traffic by 30-40% by 2023. • Increase share of hybrid road vehicles. • Liquid fuel to LPG in some areas. • Improve enforcement of standards. • BRT system and improved public transport in Ulaanbaatar.	Latest GHGI was for 2006, using 1996 IPCC guidelines.

Participating country NDCs (continued)

Country	Target	Gases	Policies	MRV/transparency
Myanmar	No	All?	• Policies such as the National Transport Master Plan and National Implementation Plan on Environmental Improvement in the transport sector are being developed. • Cities, like Yangon, are studying options for sustainable transport development for example, and CSOs are engaged in proposing solutions to challenges for implementation.	Recognises that high quality MRV system is the cornerstone of project management.
South Korea	37% below BAU (850.6 MtCO2eq) by 2030 across all economic sectors	All	• Continuing to expand infrastructure for environmentally friendly public transport. • Introducing low-carbon standards for fuel efficiency and emissions produced from cars. Will strengthen the average emission standard from 140g/km in 2015 to 97g/km in 2020. • Various incentives provided, including tax reductions for electric and hybrid vehicles in order to promote low-carbon vehicles.	1996 IPCC Guidelines used in general to calculate greenhouse gas emissions and sinks (agriculture used 2006)

Participating country NDCs (continued)

Country	Target	Gases	Policies	MRV/transparency
Thailand	20-25% below BAU by 2030	All	• Environmentally Sustainable Transport System Plan proposes road-to-rail modal shift for both freight and passenger transport, including extensions of MRT lines, construction of double-track railways and improvement of bus transit in the Bangkok Metro areas. • Vehicle tax scheme based on CO2 emission became effective 2016.	-
Vietnam	8-25% below BAU by 2030	All	• Develop public passenger transport, especially fast modes of transit in large urban centres. • Modal shift to rail and inland waterways. • Establish standards on fuel consumption. • Encourage buses and taxis to use CNG and LPG. • Implement management solutions for fuel quality, emissions standards, and vehicle maintenance.	Establishment of a national GHG inventory system, and MRV system at all levels, seen as a key challenge. Many CDM policies approved.

Discussion

- What kind of overall MRV system does your country envisage?
- What does this mean for transport?
- What are the key policies that you will need to track?
- What are the priority sub-sectors?
- What are the priority next steps?