Overview of Urban Mobility and climate change mitigation in Latin America

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TRANSPORT AND CLIMATE CHANGE IN LATIN AMERICA & CARIBBEAN

2. DRIVERS OF TRANSPORT DEMAND

Demand for transport is driven by economic and population growth in the LAC region:

- **Economic growth**: +42% between 2000 and 2017
- **Population growth**: +23%

Motorisation growth:

- From 124 cars per 1,000 people to 196 cars per 1,000 people, an increase of +58%

Information are based on the Transport and Climate Change Global Status Report: slocat.net/tcc-gsr
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3. TRANSPORT EMISSIONS

Transport CO₂ emissions:

- 396 million tonnes in 2000
- 578 million tonnes in 2017

+ 46% increase from 2000 to 2017

- + 174% in Bolivia
- + 124% in Peru
- + 91% in Costa Rica
- +54% in Chile

Latin America has high transport emissions relative to economic output vs. other regions (tonnes CO₂ per 10,000 USD):

- EUROPE: 0.52
- NORTH AMERICA: 0.97
- LATIN AMERICA: 1.13
- AFRICA: 1.27

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4. TRANSPORT MITIGATION POTENTIAL

Regional transport CO₂ emissions per capita:
- ASIA: 0.52 tonnes
- EUROPE: 1.49 tonnes
- AFRICA: 0.24 tonnes
- LATIN AMERICA & CARIBBEAN: 0.9 tonnes
- NORTH AMERICA: 5.08 tonnes

To reach Paris Agreement targets, global transport CO₂ emissions must be reduced to

2 GIGATONNES
by 2050

More than 75% below current levels

Information are based on the Transport and Climate Change Global Status Report: slocat.net/tcc-gsr
75% of NDCs submitted by LAC countries refer to transport as a mitigation source.

3 NDCs in the LAC region include indirect other transport mitigation targets (Dominica, Grenada and Trinidad and Tobago).

3 NDCs in the LAC region include transport emission mitigation targets.

Total of 33 submitted NDCs.

Information are based on the Transport and Climate Change Global Status Report: slocat.net/tcc-gsr
## NDCs with transport GHG reduction targets

<table>
<thead>
<tr>
<th>Country</th>
<th>Transport Emission Reduction Target</th>
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</thead>
<tbody>
<tr>
<td>Dominica</td>
<td>16.9% below 2014 levels by 2030</td>
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<tr>
<td>Grenada</td>
<td>20% below 2025 BAU</td>
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<tr>
<td>Trinidad and Tobago</td>
<td>30% below 2030 BAU in public transport</td>
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</tbody>
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Transport measures in LAC NDCs

- Public Transport (Bus)
- E-mobility
- Biofuels
- Other Energy Efficiency Measures (Fleets, Eco-driving)
- Mobility Management
- Rail Infrastructure Development
- Inspection and Maintenance
- LPG/CNG
- Vehicle Restrictions
- Improvement of Data and Modelling
- Road Infrastructure Development
- Fuel Economy Standards
- Green Freight Measures
- Fuel Quality
- Public Transport (Metro)
- Parking Policies

Measures identified in LAC NDCs
Improve measures dominate largely in regional NDCs

- Sector Targets?
- Transport Demand Management?
- Access regulations?
- Freight Measures?
- Parking Policy?
- Fair pricing?
- Walking and cycling?

**Avoid**
- Avoid and reduce the need for motorized travel

**Shift**
- Shift to more environmentally friendly modes

**Improve**
- Improve energy efficiency of transport modes

2%  26%  72%
Increasing climate ambition in the transport sector through electro-mobility –
Policy Recommendations based on recent experience in Latin America

UNFCCC PreCOP – October 2019
San José
Recommendation I - Get started!

- Provide an initial vision for e-mobility in the country
- Build a multi stakeholder alliance of potential beneficiaries of electro-mobility
- Provide financial incentives
- Work on e-mobility in parallel to work on decarbonizing the electricity grid

Recommendation II - Secure broad stakeholder participation

- Map stakeholders and prepare stakeholder strategy
- Ensure clear leadership and defined competencies
- Devise appropriate engagement strategies for the different stakeholder groups
- Create spaces and platforms for participation and feedback
- Identify opposition groups/arguments and address critical opinions in the dialogue
- Establish cooperation mechanism between national/regional and local levels (vertical integration)
- Start by identifying win-win solutions
- Use pilot projects experiences and data to convince stakeholders
**Recommendation III – Initiate Pilot Projects**

- Create an inter-institutional coordination group to prepare and implement pilot projects - Conduct thorough market study of targeted market segment - Thorough evaluation of pilots in the short and long time - Provide a suitable legal framework to support pilot activities - Use pilot generated data

**Recommendation IV - Create a narrative that goes beyond decarbonization**

- Visualize the coherence with related policy
  - Demonstrate broader benefits beyond GHG mitigation
  - Use arguments based on data / real impacts
  - Communicate in a language that is appropriate to the target group
  - Avoid creating false / exalted expectations
**Recommendation V - Build political support for e-mobility**

- Create a space/platform for inter-institutional exchange on electro-mobility
  - Provide sound technical input to inform political decision
  - Learn from international experience
  - Present clear analysis / demonstration of the benefits of electro-mobility for different groups of stakeholders

**Recommendation VI – Establish an enabling national policy framework**

- Establish clear leadership - Prepare a national strategy - Provide a suitable legal framework (e-mobility law) - Include non-fiscal incentives as well - Include gradual quotas for certain types of e-vehicles that are ambitious but realistic - Consider phase-out of vehicles with internal combustion engine (city, market and/or import limitations) - Put in place necessary technical standards
Recommendation VII - Provide fiscal incentives

- Develop package of fiscally neutral incentives - Link fiscal incentives to the social and environmental benefits
- Organize group purchases for common vehicle types - Work with governments and/or Development Banks to provide subsidy’s / grants for vehicle owners/operators - Provide state guarantees to reduce the cost of loans - Provide a suitable legal framework for e-vehicles leasing

Specific Recommendation VIII - Light Duty vehicles (cars and vans)

- Provide financial incentives for owners/operators of small and light duty vehicles - Focus on institutional fleets (public and private) - Early adopters have the chance to influence the electric vehicle supply
Recommendation IX – Deployment of electric buses - general

- Test electric bus technology for local conditions
- Work in close cooperation with vehicle operators
- Share risk between actors
- Revise the image of public transport

Specific Recommendation X - Financing of electric buses

- Business models that allow for the sharing of risks
- Concession periods and financing schedules
- Exploit the difference in price between diesel and electricity
- Allow for flexibility in concession contracts
Thank you for your attention!

For more information, visit our websites:

http://slocat.net/
http://www.ppmc-transport.org/
http://tda-mobility.org/

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