

Overview of Urban Mobility and climate change mitigation in Latin America

EUROCLIMA+
December 2019
COP25 - Madrid

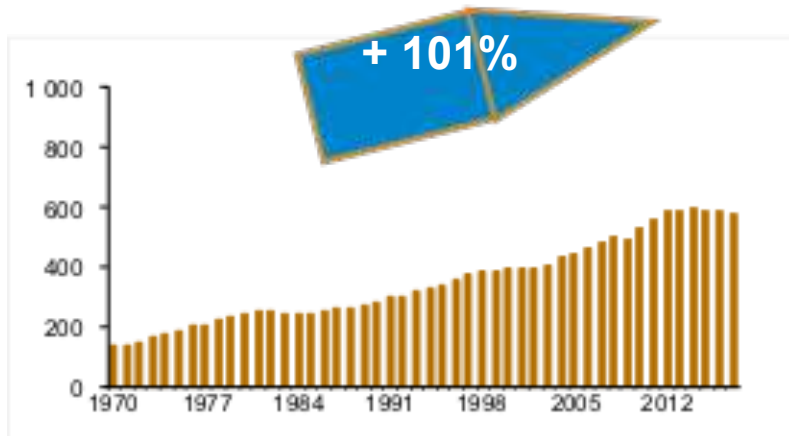


Partnership on Sustainable
Low Carbon Transport

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2. DRIVERS OF TRANSPORT DEMAND

Transport sector emissions of CO2 in LAC



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

Between
2000
and
2017

+ 42% Economic growth

+ 23% Population growth

Motorisation growth:

124 cars
per 1,000 people

Increase from
2005 to 2015

+ 58%

196 cars
per 1,000 people



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3. TRANSPORT EMISSIONS

Transport CO₂ emissions:



+ 46%



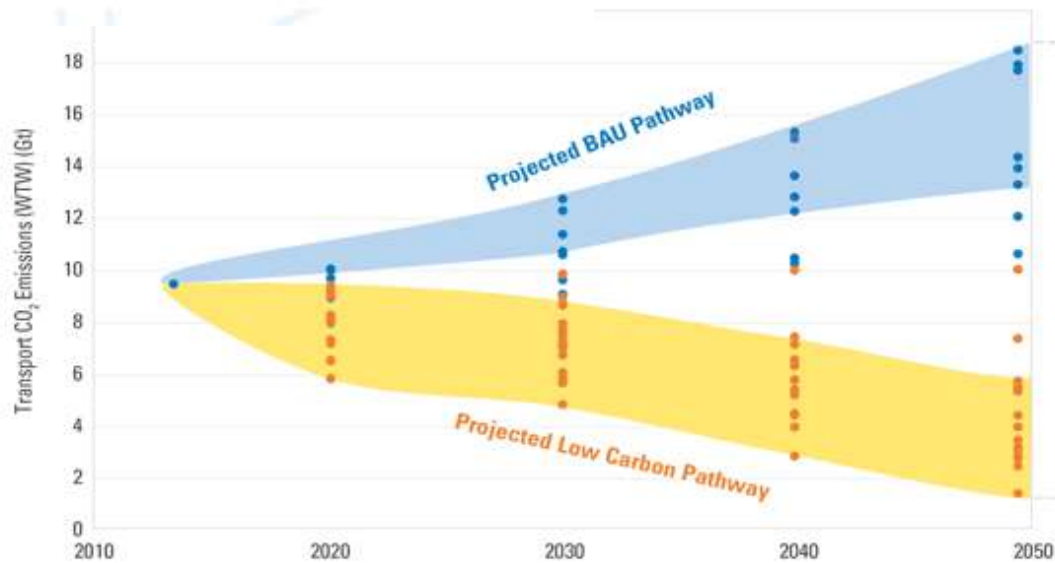
- + 174% in Bolivia
- + 124% in Peru
- + 91% in Costa Rica
- + 54% in Chile

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

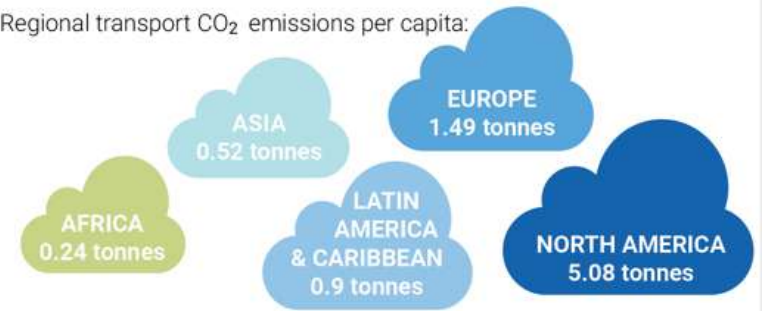
EUROPE 0.52	NORTH AMERICA 0.97
LATIN AMERICA 1.13	AFRICA 1.27

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4. TRANSPORT MITIGATION POTENTIAL



Regional transport CO₂ emissions per capita:



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

2 GIGATONNES
by 2050

More than **75%** below current levels

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5. NATIONALLY DETERMINED CONTRIBUTIONS (NDCs)

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

3 NDCs

in the LAC region include transport emission mitigation targets (Dominica, Grenada and Trinidad and Tobago)



Total of 33 submitted NDCs.

-  NDCs without specific references to transport
-  NDCs referring to transport as a mitigation source
-  NDCs with transport GHG emission mitigation target
-  NDCs with other transport targets

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5. NATIONALLY DETERMINED CONTRIBUTIONS (NDCs)

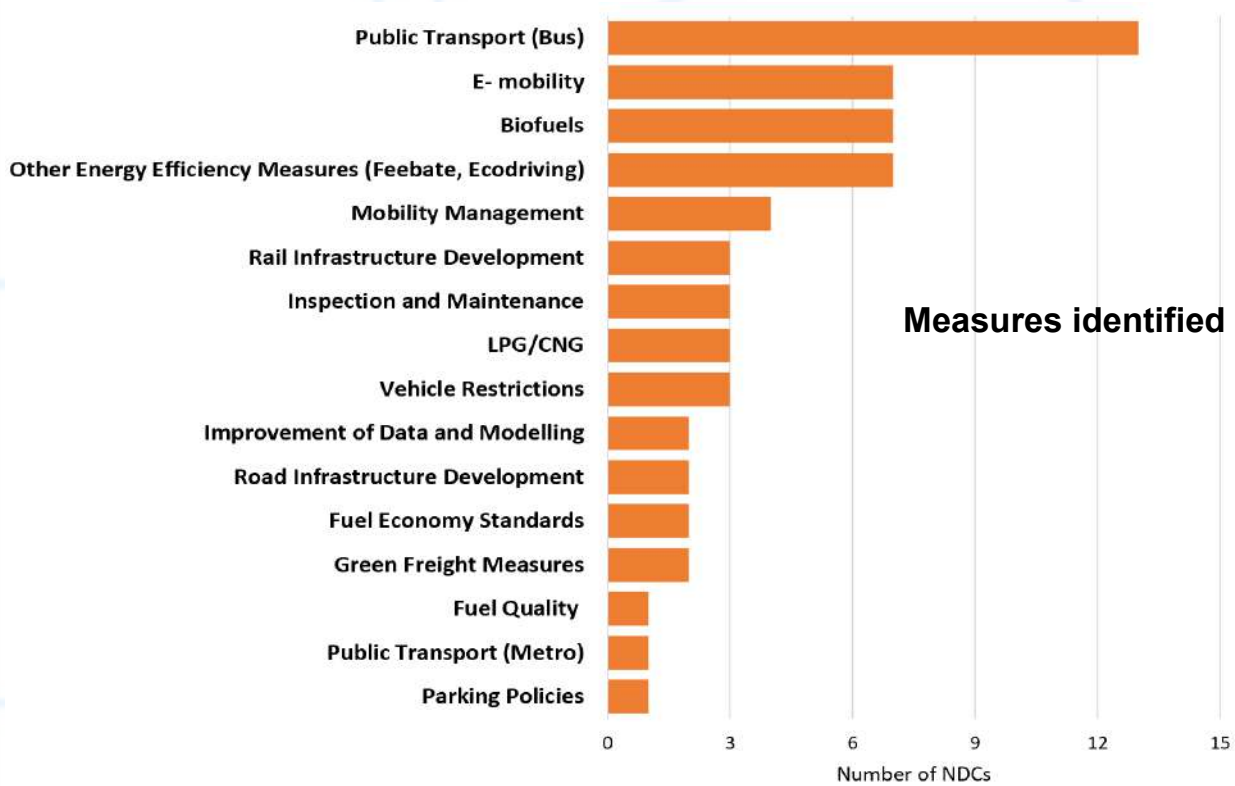
NDCs with transport GHG reduction targets

Country	Transport Emission Reduction Target
Dominica	16.9% below 2014 levels by 2030
Grenada	20% below 2025 BAU
Trinidad and Tobago	30% below 2030 BAU in public transport



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Transport measures in LAC NDCs

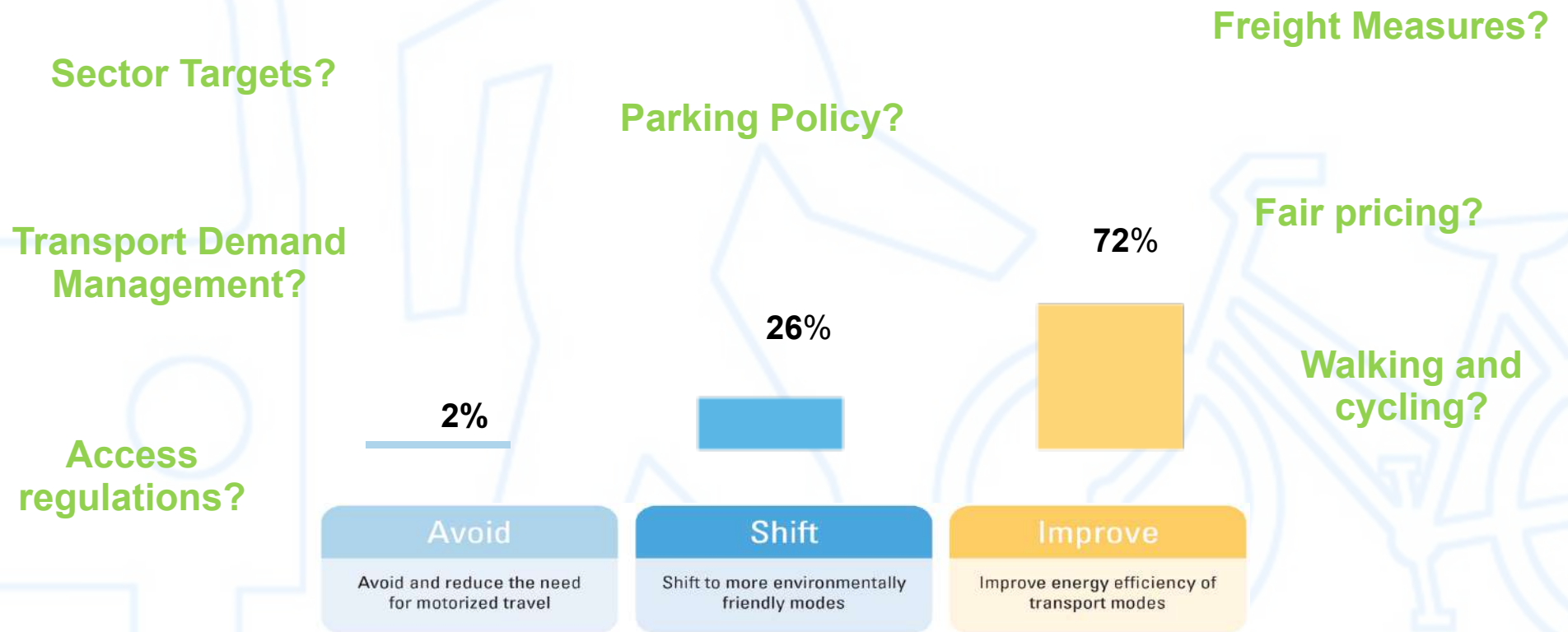


Measures identified in LAC NDCs



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Improve measures dominate largely in regional NDCs



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



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- **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



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● 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



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- **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



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- **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 subsidies / 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



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- **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



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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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