Hands-on Training on Sustainable Transport Indicators for Malaysia

Training Concept of the MRV for the Transport Sector

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ASEAN-German Technical Cooperation Project
“Energy Efficiency and Climate Change Mitigation in the Land Transport Sector”
Transport MRV training for the ASEAN Region

Why does TCC deliver training courses?

- Capacity building is one of the core activities of GIZ technical cooperation projects. For TCC; training and capacity building does not only include the development of training courses but also the fostering of knowledge exchange between policy makers and researchers in the region and beyond.

- We will strengthen local and national capacities not only by delivering training courses, but also through training-of-trainers and institutionalisation within the region to further ensure the sustainability of our activities.
Training and capacity building

Objectives

Against this background the KLTSP includes Sustainable Transport Goal 3.1.2: "Carry out training in the field of sustainable transport for representatives of transport related agencies and ministries", the TCC project aims:

- To conduct training courses based on requests by project partners countries in the scope of sustainable transport topics such as data/indicators/MRV, fuel efficiency policies, and green freight & logistics

- To seek opportunity to develop a regional training course of sustainable transport topics (if any)
Benefits for Malaysia

✓ Improve personnel capacity on the GHG emission inventory as well as mitigation actions for the transport sector.

✓ Network with other ASEAN members to exchange knowledge on the tool & methodologies for quantifying GHG emissions & reduction for the transport sector.

✓ Co-develop regional MRV training course with the TCC project by sharing training needs, local experts.
Training development approach

The project will collaborate with regional and national institutions on the course development and all its elements. The project follows the principles of the UN train-X methodology.

Practice is the hardest part of learning, and training is the essence of transformation.
train X methodology concept

PHASE 1
Preliminary Study

PHASE 2
Job Analysis

PHASE 3
Population Analysis

PHASE 4
Design of Curriculum

PHASE 5
Design of Modules

PHASE 6
Production

PHASE 7
Validation and Revision

PHASE 8
Implementation of training

PHASE 9
Evaluation

PHASE 10
Implementation

Analyse the need for training

Development of training material

Evaluation
TCC’s regional MRV training course development process

1. Regional TNA workshop
2. Outline of each course module
3. Regional Course Development Workshop
4. Course material development
5. Regional Training of Trainers or CIW
6. Regional Training Course
7. Course validation & revision
8. Final course materials

Translation
(Pilot) course modules and contents in Thailand

- Rationale
- Activity data of the transport sector
- Indicators of the transport sector (examples and selection)
- Greenhouse gas emissions from the transport sector
- Greenhouse gas emissions calculation approaches
  - Top-Down Approach
  - Bottom-Up Approach
Previous MRV trainings in Thailand by TCC during 2016
(Pilot) course modules and contents
Learning by activities
Outcomes

“Voices from participants”

“People need to know more about fuel efficiency and the effect on the environment. I will try to encourage people to use more public transport, as I’ve seen it is less polluting and more efficient than using cars.”
Other MRV activities in Thailand

TCC Releases Report on Greenhouse Gas Emissions in Thailand’s Transport Sector

20 October 2016 – Better transport data and monitoring of impacts is essential for transport policy making. This report assists in developing a monitoring (MRV) system for the national land transport sector in Thailand by gathering and analysing existing data. It is the most comprehensive analysis to date and covers the two main approaches used in MRV and the respective tools e.g. total fuel consumption (top-down approach), vehicle-km travelled, fuel efficiency, and detailed fleet data (bottom-up approach). These are not only useful for climate change mitigation, but support other areas of transport planning and policy as well. Cooperation between institutions is key and this report also includes an initial analysis of first steps to be taken by several organisations to improve transport data. Based on experience gained from producing this report, the TCC project is developing an MRV training course. The course will aim to build capacity of the relevant stakeholders in collecting transport data and monitoring GHG emissions from the transport sector in the project’s partner countries.

Some key facts from the report include:

- Thailand classifies 23 passenger and freight vehicle categories (and a myriad of sub-types), which is too detailed for accurate estimation. To match the need of data usage especially for GHG emission calculations, regrouping the types of data is recommended.

- From 2004 to 2014, the number of cars and pick-ups increased by over 10% and 6% respectively, and trucks and two-wheelers by approximately 4% each.

- Annual mileage of private vehicles appears to be decreasing (note: more analysis required to determine the cause of this finding).

- About 15% of pickups, buses, and trucks are older than 10 years, and approximately 30% are older than 20 years.

- Natural gas consumption in the transport sector has increased 10-fold in the period 2007 to 2012.

This report was written by PSK Consultants in collaboration with GIZ Transport and Climate Change project and is available here.

Content of Report

0. Executive summary
1. Introduction
2. Methodology for monitoring GHG of national land transport sector
3. Data inventory and gaps
4. Stakeholder analysis
5. References

Annex I Summary of MRV stakeholder workshop
Annex II Table of Contents accompanying data file
Annex III DLT Vehicle definitions
Annex IV MRV framework and recommendations by Grütter Consulting
Annex V Marginal abatement cost analysis: a primer
Other MRV activities in Thailand

Strong interest from Thailand to develop and improve MRV system for the transport sector

Bangkok 25 April 2016 - The Transport and Climate Change (TCC) project together with the Office of Transport the Traffic Policy and Planning (OTP) organised the workshop “MRV Stakeholder Workshop”. The objectives of this workshop were to 1) create common understanding of Measurement Report and Verification (MRV) for the transport sector among stakeholders, and 2) gather feedback and comments on the MRV report from relevant organisations.

Mr. Chaitwatt Thongkhiamkun, Deputy Director General of OTP opened the event by emphasising Thailand’s need to monitor greenhouse gas (GHG) emissions reductions in the transport sector as part of its international commitment to reduce GHG emissions by 20-25% by 2030. This workshop attracted more than 60 participants across 20 organisations, including the Ministry of Transport, Ministry of Energy, Ministry of Environment, as well as other related organisations.

The workshop began by the TCC project detailing its scope of work relevant to MRV system by Mr. Tai Trigg, the Team Leader of the TCC project. Then, Mr. Papondhanai Nanthachatchavankul, the Regional Coordinator of the TCC project, provided further background of the MRV system and Dr. Natchai Wongchavalidkul, the invited speaker and consultant for the TCC project, explained the technical knowledge of MRV system as well as the data gap analysis of the transport sector in Thailand.

Finally, Mr. Stefan Bakker, an international consultant for TCC, shared his experience of the development of transport MRV from other countries by highlighting that both top-down and bottom-up approaches are equally important for the MRV system for the transport sector. By cross-checking with each other, the top-down approach provides the overall picture of the transport sector by collecting fuel consumption, while the bottom-up approach addresses detailed transport activities.

Participants continued by actively discussing and brainstorming their opinions on how to improve data exchange among ministries/organisations. The most common issue raised was that there should be a host entity as a centre for transport data collection to gather data/information from all stakeholders. They also provided feedback on the MRV report conducted by the TCC project. This report is particularly important for developing the MRV system for the transport sector in Thailand. It is scheduled to be launched by the second quarter of 2016.
Other MRV activities in Thailand

- Provide technical support to Ministry of Transport and other relevant ministries on the data collection/ GHG emissions calculation
- Propose MRV institutional structure to Ministry of Transport
- Assist key organisations to standardise monitoring template for the transport sector.
Next steps

Regional:

✓ Develop a MRV training course.

Malaysia:

✓ Today’s and tomorrow’s training, participation in TNA to identify the main needs

✓ Participation at regional workshops to make sure MY needs are reflected on regional level

✓ Participation at a regional Training of Trainers course in order to be a part of the regional MRV trainers.
Thank you for your attention

An organization’s ability to LEARN, and translate that learning into ACTION rapidly is the ultimate

Jack Welch former General Electric CEO

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