International Support for Domestic Action
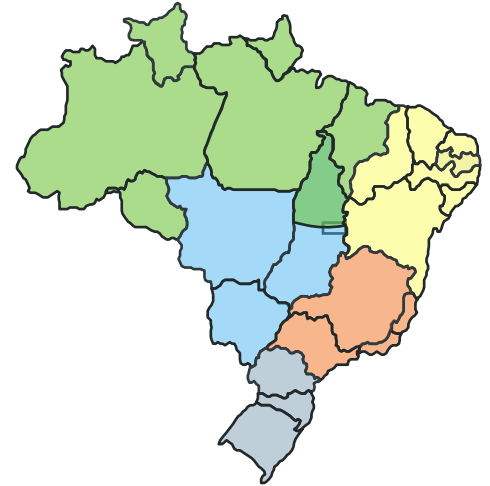
Brazil case study:

Transportation System

Márcia Valle Real

Policies implementation for low carbon freight and international support options

Bonn, 5th June 2009

Transport Brazilian Context

-Total energy consumption (2007) 57.6 Mtoe;

❖**52.8** Mtoe Road Transportation (91.8%);

▪ **25.1** Mtoe (47.6%) passenger cars;

▪ **10.8** Mtoe (43.2%) Alternative fuels => NGV and Ethanol
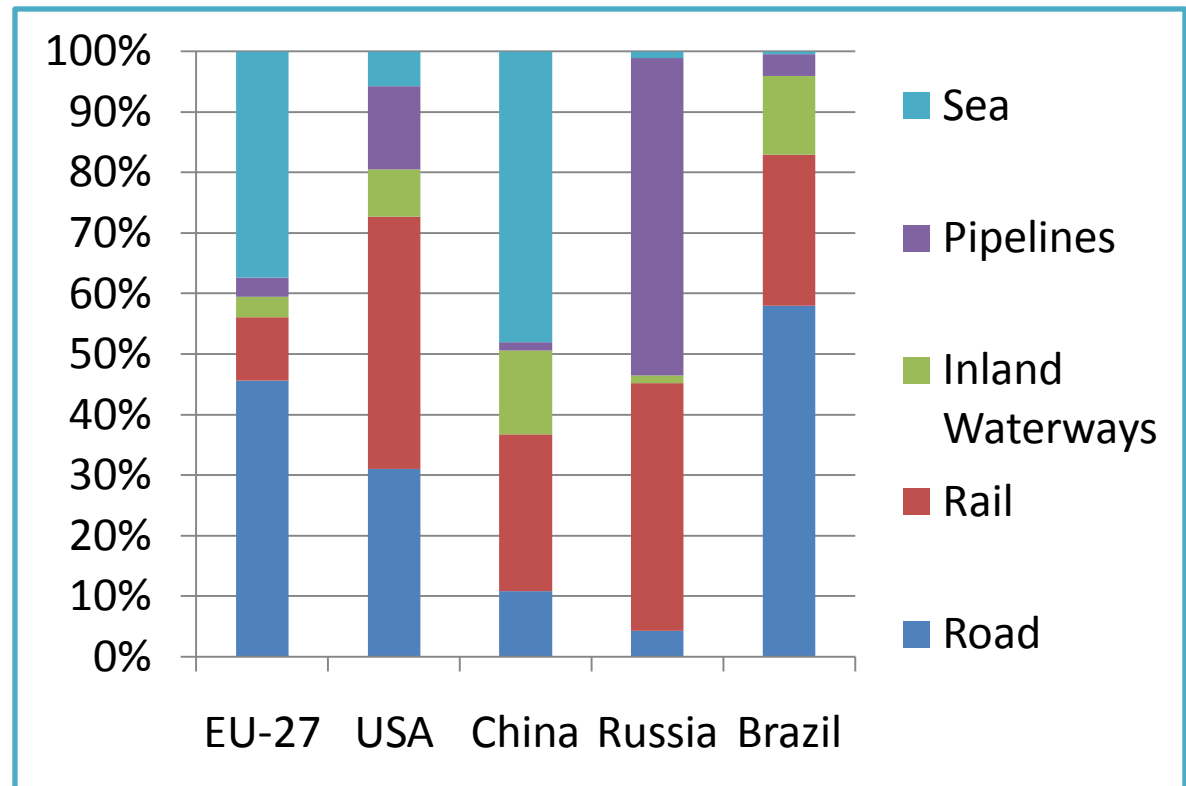
✓**8.6** Mtoe (34.2%) Renewable fuels => Ethanol

Alternative Fuels	10.8 Mtoe	Renewable Fuels	8.6 Mtoe
Total	19.1%	Total	14.9%
Road	20.5%	Road	16.3%
Cars	43.2%	Cars	34.2%

Brazilian biggest problem: Intensive use of Road Transport

- Energo-intensive mode;

- High costs for commodities transport;

- Infrastructure in bad conditions;

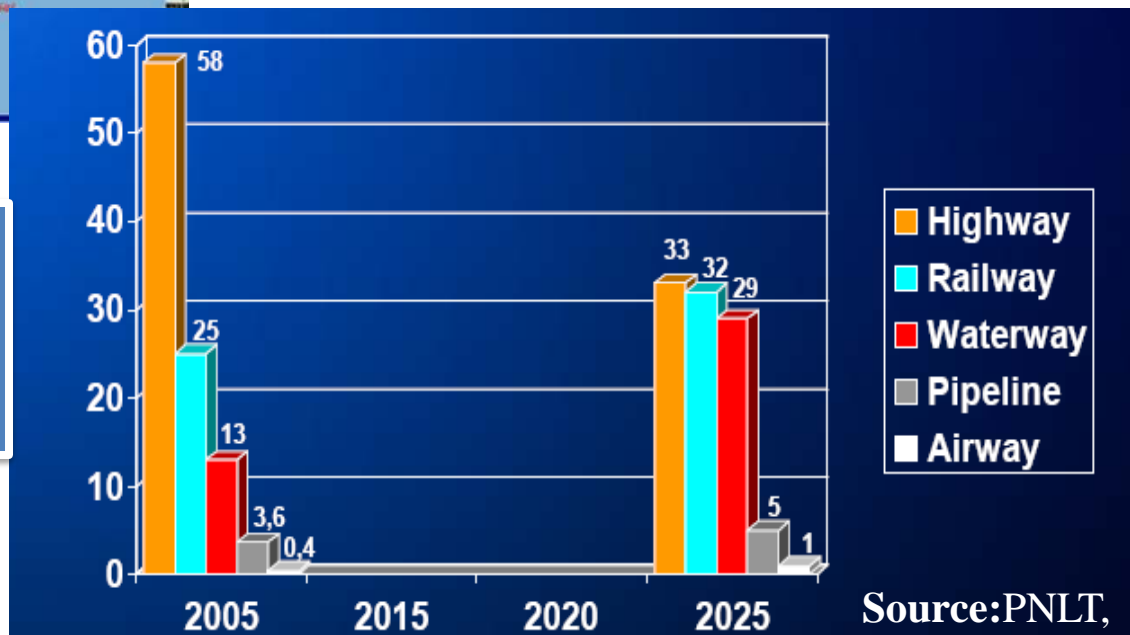- Low safety traffic;

Freight Transport
(tkm)

Federal Government Solution

"**The National Plan on Logistics and Transport**: a policy that can promote a significant change in the modal split in the country"

The reduction of freight by road has potential to mitigate GHG emissions!

Source: PNLT,

The Transport Emissions

	CO2 Emissions (Gt)	%CO2 (energy related)	Source
World	6.3	23%	IPCC, 2007
Brazil	0.137 (2.2% WE)	13.5%	WRI, 2009

Mitigation potential due to changes in the modal split on freight

(variations due to efficiency vehicles & systems)

11% a 24%

15 a 30 Mt CO2/year

How to achieve that?

That was our question!

Workshop Objective
Identify what is necessary for change modal split in brazilian freight

• How can we implement this transfer?

• What are the push factors and barriers?

• What measures and solutions are required for its viability?

• How to measure the carbon emissions reduced resulting from this

transfer?

• What kind of international support can encourage / help that

actually occurs?

Methodology applied during the workshop

• **Discussion between 2 heterogeneous groups** (6 persons/ group);

1 – "Organized" brainstorm:

>**SWOT analysis** *(**S**trength, **W**eakness, **O**pportunities, **T**hreats)*
>
> • *Identifying strengths and weakness;*
>
> • *Identifying strategies for viability*

2 – Identification and ranking process:

Looking for the best kind or categories of measures or actions that should be used

>**AHP methodology** *(**A**nalytic **H**ierarchy **P**rocess)*
>
> • *Ranking categories of actions;*
>
> • *Ranking measures by categories;*
>
> • *Identify and ranking international support options;*

3 - **Indicators research**

> • *Questionnaire*

Ranking of cathegories of domestic measures

	Group 1	Group 2	Total
1- Political	50.4%	38.9%	45.1%
2 -Legal/ Regulation	21.1%	25.0%	22.9%
3 - Investiment	23.7%	11.1%	17.9%
4 - Technological	4.7%	25.0%	14.1%

Ranking of domestic measures

Cathegory	Measures
Political	Creation of group for integrate ministerial actions related to climate change and transport
Legal/ Regulation	Tax incentives for use of more efficient transport modes Tax incentive for the intermodal operation
Investiment	Intensification of the public-private partnership
Technological	Investment in RDI Improve the systems of information management (ITS) Technological transfer

Ranking of cathegories of international support

	Group 1	Group 2	Total
Economic / Financing	73.9%	47.6%	61.6%
Technological	21.5%	47.6%	33.8%
Political	4.6%	4.8%	4.7%

Ranking of measures of international support

Cathegory	Measures
Economic / Financing	•Partnership for exploration and operation of infrastructure;
Technological	•Technological transfer for rail and waterways infrastructure; •T&I systems for improve intermodal operation and for permit MRV (measuring, register and verifying)
Political	•There was no consensus among the groups.

Research related to Indicators

1. In <u>Brazil it is not easy</u> to obtain reliable data and information for designing indicators in transport;

2. <u>Input indicators:</u> ⟹ the most readily available in Brazil;

3. <u>Project / Policy management indicators</u>:

   • provide an early warning of problems or issues;

   • can significantly promote project / policy implementation;

   • and contribute to identifying the issues faced, but not by a specific form;

4. <u>Success / Failure of the project / policy</u> :

   • disagree that indicators offer a fair measure for success and that the focus on indicators distract them from long-term goals;

   • agree that indicators can inform decisions on continuation/expansion of a project or policy.

5. <u>Learning for other projects / policies:</u>

   • agree that indicators are important to translate experience to other contexts / countries, but not to identify the "best practices' for future projects.

Final Questions

1 - Who are domestic supporters?

2 - What are domestic barriers?

3- What type of international support mechanisms can enhance scale,

scope and speed of implementation?

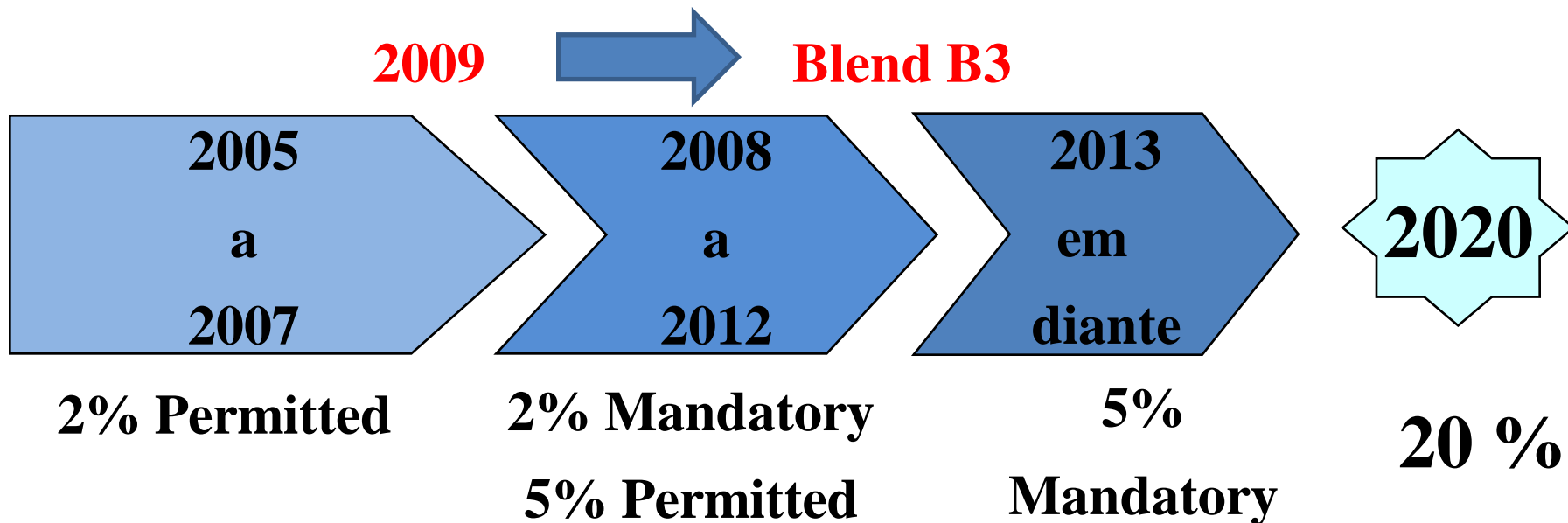4 - How can success be managed and measured?

Thank you for your attention!

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Brazilian Road Transport : Passenger and Freight

- **27.7** Mtoe (52.4%) => Public Transport & Freight

❖ Alternative fuels: Blends of Biodiesel

Federal Government: The Biodiesel National Program

2009 ➡ **Blend B3**

2005 a 2007

2008 a 2012

2013 em diante

2020

2% Permitted

2% Mandatory
5% Permitted

5% Mandatory

20 %

Brazil - Indicators

Proposal of best indicator for evaluates the policy sucess of

changing modal split in Brazilian freight:

Financial resources government applied/ intermodal station

Number of intermodal stations installed

Cargo handled / intermodal station

Quantity of fuel sold in areas of intemodal stations