



Workshop on Capacity Building Strategy for the Implementation of Low Carbon High Volume Transport in South Asia

The [Partnership on Sustainable, Low Carbon Transport \(SLoCaT\)](#), under the framework of the Applied Research Programme in High Volume Transport (HVT) by the [Department for International Development of the United Kingdom \(DFID\)](#), is organising a half-day workshop in cooperation with the United Nations Centre for Regional Development (UNCRD) on 2 October 2018. The workshop will be held in concert with the Eleventh Intergovernmental Regional Environmentally Sustainable Transport (EST) Forum in Asia,¹ hosted by the UNCRD from 2 – 5 October 2018 in Ulaanbaatar, Mongolia.

Project Background

SLoCaT is currently carrying out [a joint project with DFID](#) to explore the current state of knowledge and capacity of low carbon HVT in selected project countries for research in Africa and South Asia.² The project will provide a review of potential transport solutions for the selected priority countries to move towards expanding and accelerating uptake of low carbon passenger and freight transport measures.

One of the major planned deliverables of the project is the development of a capacity building strategy for the institutions responsible for the practical uptake and implementation of research findings on low carbon HVT in project countries in Africa and South Asia.

Capacity gaps are often not related to a lack of technical engineering skills but a lack of experience with problem definitions and alternatives, public engagement, stakeholder relations, and monitoring and evaluation. The reasons may have a combination of different aspects that can be addressed through capacity building:

1. **Technical** – Insufficient or inadequate knowledge of available low carbon solutions;
2. **Institutional** – Lack of an effective network of organisations that can achieve the specific low carbon transport objectives on a sustainable basis;

¹ Eleventh Intergovernmental Regional Environmentally Sustainable Transport (EST) Forum in Asia.
<http://www.uncrd.or.jp/?page=view&nr=1125&type=13&menu=198>

² Project countries for research include: (South Asia) India, Indonesia, Bangladesh, (Africa) South Africa, Ghana, Nigeria, Rwanda, Uganda, Kenya.

3. **Political / Social** – Low priority, interest, or acceptance of developing low carbon high volume transport solutions; and
4. **Financial / Economic**—The presence of barriers to implementation that dis-incentivise public or private investment in the low carbon high volume transport solutions. May include lack of ready access to targeted funding.

The capacity building strategy thus aims to:

1. Analyse the current capacity, needs, knowledge, and knowledge-transfer processes within ministries and transport agencies in project countries to implement low carbon HVT;
2. Identify reasons why low carbon high volume transport solutions are not being more actively implemented in the project countries. Evaluate the possible causes of a lack of broader application of effective actions based on four categories: 1) technical; 2) institutional; 3) political and social; and 4) financial/ economic.
3. Identify capacity building opportunities, elements and requirements to increase uptake of low carbon HVT measures;
4. Identify capacity needs for planning processes in project countries, including how to evaluate success of low-carbon programmes and projects (using nuanced, context-specific criteria) and how to increase equity and other sustainable development objectives in addition to low-carbon impacts;
5. Assess the need for development of appropriate skills development (including management, communication, governance) and performance indicators within transport authorities to spur critical reflection and engagement.

Workshop Objectives

SLoCaT will seek input to the capacity building strategy described above in a half-day workshop with stakeholders from EST countries, with a particular focus on DFID-priority countries in Asia.³ The purpose of the workshop is to obtain input from relevant national and local stakeholders on the needs and barriers in capacity building for implementing low carbon, high volume transport in the region. Their input will contribute to build a proposed capacity building implementation strategy that could be effective in the project countries for research of the DFID-SLoCaT project.

This will identify potential opportunities for capacity development among researchers and research bodies, government officials and implementing agencies, and political decision-makers in the project countries (in cooperation with international bilateral and multilateral donors) to accelerate and streamline the adoption and implementation of research recommendations from this study.

A key objective of this study and workshop is to build not only skills and knowledge, but also levels of confidence in decision-making, assessing of proposed solutions, and developing context-specific success criteria. This will increase the likelihood of successful implementation of adopted policies and programmes, and of these programmes achieving the necessary long-term social, environmental and urban impacts.

³ DFID priority countries that are EST members include: Afghanistan, Bangladesh, China, India, Indonesia, Kyrgyz Republic, Myanmar, Nepal, Pakistan, Tajikistan

The workshop will also pay specific attention to the implementation of low carbon, high volume transport in the context of the Bangkok 2020 Declaration, which consists of 20 goals with measurable performance indicators categorized under the Avoid-Shift-Improve framework to serve as a recommended set of benchmark among Asian countries for their overall decisions in transport policy, planning, and development. Identifying the needs, opportunities, and gaps in implementing low carbon, high volume transport measures could also serve as input to the ongoing consultation on a possible follow-up agreement to the Bangkok 2020 Declaration.

Target Participants

The workshop will aim to invite 20 - 30 government officials from transport ministries of DFID priority countries in Asia,⁴ as well as other regional peer (low- and lower-middle income) countries to bring in a wider set of best practices and perspectives.

Other invited participants will include key stakeholders from key non-government organisations, such as the Asian Development Bank, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), UNCRD, World Resources Institute and Clean Air Asia, who will provide additional development and technical perspectives, with a particular focus on other service providers for other themes in the DFID study (e.g. ITDP (urban transport) and Cardno (long-distance road and rail)).

Provisional Workshop Programme

	2 October 2018 (Tuesday)
Time / Room	Provisional Programme
14:00-14:50	Opening Session
14:00 – 14:05	Introduction to Workshop: Motive and Objectives (5 minutes) <i>Mr. Karl Peet, Research Director, Partnership on Sustainable, Low Carbon Transport (SloCaT)</i> <ul style="list-style-type: none">• Give overview of DFID programme• Provide goals of capacity-building programme
14:05 – 14:10	Role of Low Carbon, High Volume Transport in Achieving the Bangkok 2020 Declaration (5 minutes) <i>Mr. C.R.C. Mohanty, Environment Programme Coordinator, United Nations Centre for Regional Development (UNCRD)</i>

⁴ DFID priority countries that are EST members include: Afghanistan, Bangladesh, China, India, Indonesia, Kyrgyz Republic, Myanmar, Nepal, Pakistan, Tajikistan

	2 October 2018 (Tuesday)
Time / Room	Provisional Programme
14:10 – 14:40	Overview of Opportunities/ Challenges of Implementing Low Carbon, High Volume Transport in Project Countries (10 minutes each) <ul style="list-style-type: none"> • <i>Bangladesh</i> • <i>India</i> • <i>Indonesia</i>
14:40 – 14:50	Organization and specific program of the workshop (10 minutes) <i>Mr. John Rogers, Senior Climate Change Specialist</i> <ul style="list-style-type: none"> • How the sessions are organized • What we expect to achieve
14:50-16:30	Break-out sessions
	<p>The participants will split into 3 breakout groups looking at the same problems with different focuses:</p> <ul style="list-style-type: none"> ○ Break-out Group 1: As viewed by National-Level Ministries <ul style="list-style-type: none"> • Coordinator/Moderator: Alice Yiu ○ Break-out Group 2: As viewed by Local-Level Authorities <ul style="list-style-type: none"> • Coordinator/Moderator: Karl Peet ○ Break-out Group 3: As viewed by Private Investors / Transport Operators <ul style="list-style-type: none"> • Coordinator/Moderator: John Rogers <p>Members of each group will be invited to write their opinions and explain their thoughts on each of the following four questions. The time allowed for each question is 20 minutes. Sessions will be recorded.</p> <p>The groups are expected to discuss barriers in in each of the following four categories.</p> <ul style="list-style-type: none"> ○ Technical – Insufficient or inadequate knowledge of available low carbon solutions ○ Institutional – Lack of an effective network of organizations that can achieve the specific low carbon transport objectives on a sustainable basis ○ Political / Social – Low priority, interest, or acceptance of developing low carbon high volume transport solutions ○ Financial / Economic—The presence of barriers to implementation that disincentivize public or private investment in the low carbon high volume transport solutions. May include lack of ready access to targeted funding. <p>The groups are expected to discuss how this could affect Passengers and Freight on Road, Rail, and where applicable, National Aviation, Inland waterways and Coastal shipping.</p>

	2 October 2018 (Tuesday)
Time / Room	Provisional Programme
14:50 – 15:10	Break-out Session A:
	<p>From the point of view of the cohort of stakeholders represented by your group for your country/city:</p> <ul style="list-style-type: none"> ○ What priority does reducing GHG emissions have in local decisions that affect transport?
15:10 – 15:30	Break-out Session B:
	<p>From the point of view of the cohort of stakeholders represented by your group:</p> <ul style="list-style-type: none"> ○ Is it necessary and/or desirable to promote low carbon, high volume transport over the coming years? ○ Why is it important (or not) to promote this? Do users/voters demand action?
15:30 – 15:50	Coffee Break
15:50 – 16:10	Break-out Session C
	<p>From the point of view of the cohort of stakeholders represented by your group for your country/city:</p> <ul style="list-style-type: none"> ○ What are the principle barriers/obstacles that could make this difficult to achieve?
16:10 – 16:30	Break-out Session D
	<ul style="list-style-type: none"> ○ What needs to be done to remove these barriers? ○ How can this be implemented and who needs to take action for this to happen?
16:30-17:30	Plenary Session:
	<p>Each group will elect a representative to report back to the plenary. The reporting will be done by themes (questions). The report by each group (per theme) will be no more than one powerpoint slide and no more than 3 minutes to allow time for discussion.</p>
16:30 – 16:40	<p>A. Priority of reducing GHG emissions in local decisions that affect transport</p> <p><i>Reports from:</i></p> <ul style="list-style-type: none"> ○ <i>Group 1: National-Level Ministries</i> ○ <i>Group 2: Local-Level Authorities</i> ○ <i>Group 3: Private Investors / Transport Operators</i>

	2 October 2018 (Tuesday)
Time / Room	Provisional Programme
16:40 – 16:50	<p>B. Necessity and/or desirability to promote low carbon, high volume transport</p> <p><i>Reports from:</i></p> <ul style="list-style-type: none"> ○ <i>Group 1: National-Level Ministries</i> ○ <i>Group 2: Local-Level Authorities</i> ○ <i>Group 3: Private Investors / Transport Operators</i>
16:50 – 17:00	<p>C. Principle barriers/obstacles that could make this difficult to achieve</p> <p><i>Reports from:</i></p> <ul style="list-style-type: none"> ○ <i>Group 1: National-Level Ministries</i> ○ <i>Group 2: Local-Level Authorities</i> ○ <i>Group 3: Private Investors / Transport Operators</i>
17:00 – 17:10	<p>D. What needs to be done to remove these barriers</p> <p><i>Reports from:</i></p> <ul style="list-style-type: none"> ○ <i>Group 1: National-Level Ministries</i> ○ <i>Group 2: Local-Level Authorities</i> ○ <i>Group 3: Private Investors / Transport Operators</i>
17:10 – 17:30	Discussion across groups
17:30-18:00	Closing Session
	<p>Mr. Karl Peet and Mr. John Rogers, SLoCaT Partnership</p> <ul style="list-style-type: none"> ○ Summarize outputs of reports/inputs to capacity-building programme ○ Extend outputs to other DFID themes (long-distance transport, urban transport) ○ Explore relevance to successor of Bangkok 2020 Declaration