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National Programme for Turkey 2013 –
Instrument for Pre-Accession Assistance

Technical Assistance for Developed Analytical Basis for Formulating Strategies and Actions Towards Low Carbon Development

Project Identification No: EuropeAid/136032/IH/SER/TR

Contract No: TR2013/0327.05.01-01/001

Component 3 – Briefing on Consultation Meeting with Transport Sector's Stakeholders

Ankara 2018



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Abbreviations

LCDTR	Technical Assistance for Developed Analytical Basis for Formulating Strategies and Actions Towards Low Carbon Development
MoEU	Ministry of Environment and Urbanization (Beneficiary)
MoTI	Ministry of Transport and Infrastructure
TAT	Technical Assistance Team



1. Summary of the Meeting

Project Name	Technical Assistance for Developed Analytical Basis for Formulating Strategies and Actions Towards Low Carbon Development	
Project No	TR2013/0327.05.01-01/001	
Date	13.11.2018, 14:30	
Location	MoEU 5 th Floor Meeting Room, Ankara, Turkey	
Name of the Meeting	Consultation Meeting with the Ministry of Transport and Infrastructure	
Participants	Ministry of Environment and Urbanization (MoEU)	Gürcan SEÇGEL – Head of Unit
	Ministry of Transport and Infrastructure (MoTI)	Burak ÇİFTÇİ- Expert Ufuk KOCA – Engineer. H. Umur ALSANCAK – Engineer. Gökay ORUÇ – Expert. Engineer. A.Özlem ÇOLAK – Assistant Expert Emre ALBAYRAK - Expert Şerife TOGUR - Kerem SÜMER - Expert Burhan İLHAN – Unit Assistant Manager Tuba YENİLMEZ - Ufuk YILMAZ – Engineer. Coşkun BİLGİN – Engineer.
	Technical Assistance Team (TAT)	Mykola RAPTSUN – Team Leader Burak YÜCEYALÇIN- Project Manager Aynur TOKEL – Statistic, data and sector liaison expert Teksin ÖZTEKİN – Project translator
	Project Sectoral Expert(s)	Doç.Dr. Hediye TÜYDEŞ YAMAN – Senior expert, transport sector

2. Agenda

- Opening speech
- Briefing on the project progress
- Briefing on component 3
- Data needs in component 3
- Discussion and evaluation of GHG mitigation actions and data needs
- Identification of participants for Working Group 3 and 4

Mr. Seçgel commenced the meeting and gave the floor to Mr. Mykola Rapsun to give information on project progress and Component 3.

- Overall objective and purpose of the project
- Stakeholders and target groups
- Project consortium
- Expected results
- Identification of GHG mitigation actions
- Suggested actions for transport sector within component 3

Following to Mr. Rapsun's presentation, senior expert Mrs. Tokel took the floor to inform participants regarding the needed data on assessment of potential GHG mitigation actions and cost for transport sector.

Please see ANNEX for detailed presentation.

Following the presentation, comments and suggestions of the participants were received. Mr. Burak Çiftçi – the representative from the Ministry of Transport and Infrastructure- stated that TIMES model requires intensive data and the Ministry cannot give enough data support with this respect. He also underlined that suggested GHG mitigation actions, such as bike use, are not very realistic, and emphasized that municipalities are responsible for public transportation thus the related actions should be discussed with the municipalities. He stated that the suggested action on “Shifting intercity freight transport from road to rail, maritime, domestic navigation” is more realistic and feasible. He also indicated that the first action is very similar with the last action in terms of freight transportation.

Stating that the actions on vehicle efficiency, alternative fuels can be discussed in detail Mr. Rapsun asked participants to provide feedbacks on the topic.

Mrs. Hediye Tüydeş Yaman stated that combined transportation is always on the agenda however, no study has been carried out. If there is no official projections regarding the issue, she stated that expert opinion/assumption will be used for the projections.



Mr. Çiftçi stated that fossil fuels have become unpopular in the world thus, bioethanol and biodiesel wouldn't be a meaningful study. He suggested to change the first mitigation action as “combined transportation”.

Mrs Yaman stated that data is very important to identify mode shifting for passenger transportation in combined transport. She suggested that surveys prepared for Transport Master Plan can be used for this purpose. She indicated that such information should be covered in the Master Plan and asked if this information can be shared. The representative from MoTI stated that they will discuss it and inform the TA team accordingly.

The representative of General Directorate of Railway Regulation indicated that mentioned information regarding freight transportation is covered logistic master plan.

It was suggested to organise another consultation meeting for transport sector following the TIMES modelling training to be held on November 15,2018, where data needs for the model will be discussed in detail. It was also suggested to invite Turkish State Railways to the other consultation meeting. The date of the next consultation meeting for transport sector is decided to be carried out November 20 2018 at 14:30.

Mr. Rapsun thanked all participants for their participation and contribution and closed the meeting.



ANNEX
Presentation(s)



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Technical Assistance for Developed Analytical Basis for
Formulating Strategies and Actions towards
Low Carbon Development



LCDTR - introduction to the Project and Component 3

Dr. Mykola Rapsun
Team Leader

November 2018, Ankara



REPUBLIC OF TURKEY
MINISTRY OF ENVIRONMENT
AND URBANISATION

Project's Overall Objective and Purpose

Project title: *Technical Assistance for Developed Analytical Basis for Formulating Strategies and Actions towards Low Carbon Development*

This project is co-financed by the European Union and the Republic of Turkey

Overall objective: To reduce anthropogenic GHG emissions to contribute to the global efforts to mitigate climate change in line with the scientific evidence

Purpose: To increase national and local capacity to prepare for medium and long term climate action towards climate resilient low-carbon development, which will gradually align with EU climate policy and legislation by providing an analytical basis to support realisation of low carbon in the long-term, specifically focusing on cost-effective climate change mitigation actions related to building, waste, transportation and agriculture sectors of the National Climate Change Action Plan (NCCAP)

Period of implementation: 36 months (June 2017 – May 2020)

Project Stakeholders and Target Groups

- **Ministry of Environment and Urbanisation –Beneficiary**
 - **Central Finance and Contracts Unit (CFCU) - Contracting Authority**
 - **Ministry of Energy and Natural Resources**
 - **Ministry of Agriculture and Forestry**
 - **Ministry of Transportation and Infrastructure**
 - **Ministry of Foreign Affairs**
 - **Coordination Board on Climate Change and Air Management**
 - **Turkish Statistical Institute**
 - **Local level governmental institutions**
 - **NGOs and private sector - with focus on the key sectors of buildings, transport, waste and agriculture**
-

Project Consortium



Consortium Leader - Human Dynamics, is a leading provider of premium public sector consulting services

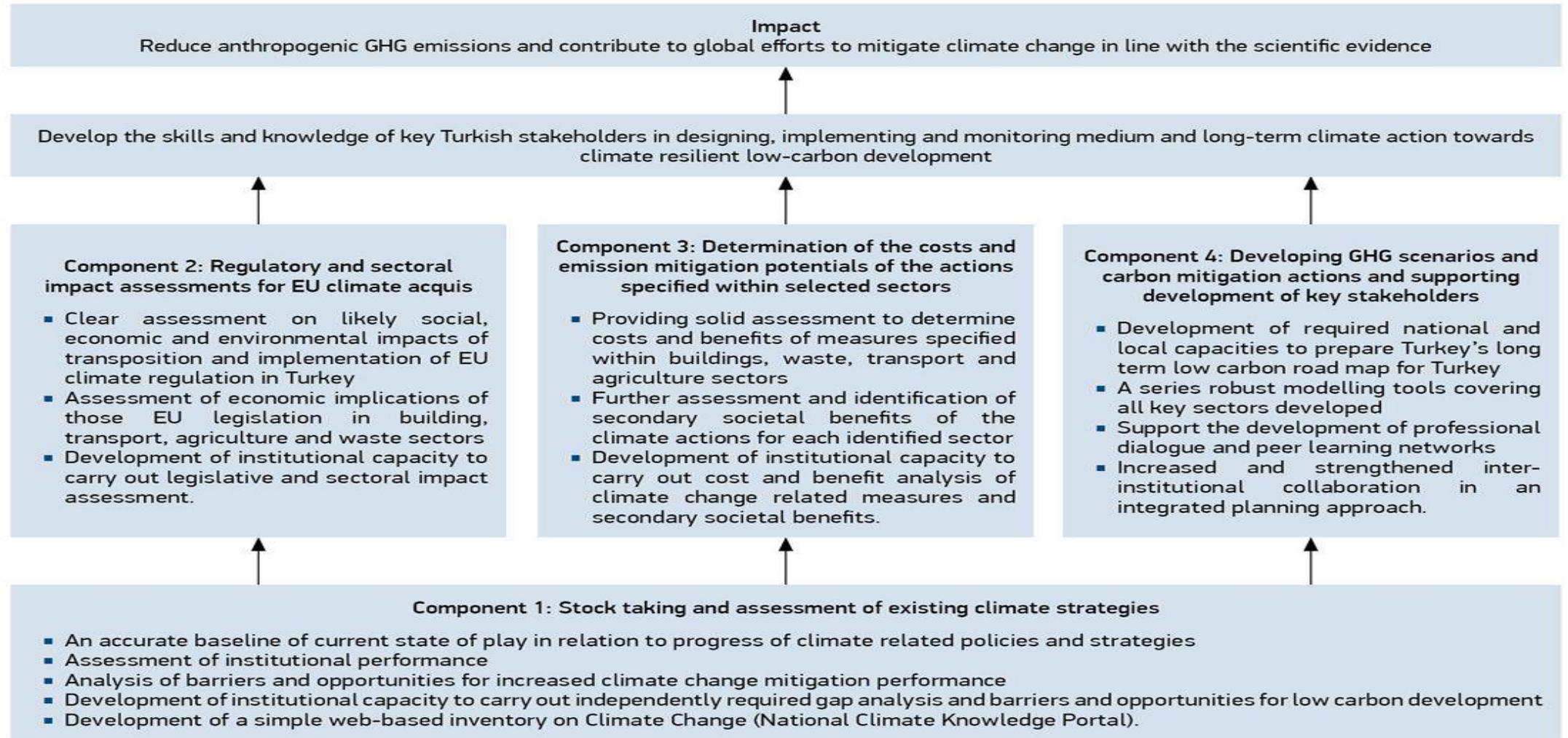


The Regional Environmental Centre for Central and Eastern Europe (REC) is an international organisation with a mission to assist in addressing environmental issues



Agriconsulting Europe S.A. (AESA), is a leading international development consulting firm that has been in operation since 1994.

Expected results



Component 1: *Stock taking and assessment of existing climate strategies (1)*

ACTIVITY, REPORT	CONTENT
<p>Activity 1.1.1 Review and analysis of the status of the climate related strategies policies, plans, and legislation (Status Report, 105 p.)</p>	<ul style="list-style-type: none"> ▪ Introduction ▪ GHG Emission for Turkey: Trends and Projections ▪ Setting Macroeconomic Outlook for Predefined Term (2053) ▪ Review of Existing Turkish Legal and Political Framework on Climate Action and Low Carbon Development ▪ Conclusions, Recommendations and Inputs for Further Analysis
<p>Activity 1.1.2 Identification of the sectoral development policies intended to meet the GHG emissions reduction targets (Demand Status Report, 91 p.)</p>	<ul style="list-style-type: none"> ▪ Introduction ▪ Development Policies and GHG Emission Reduction Targets in Buildings Sector ▪ Development Policies and GHG Emission Reduction Targets in Waste Sector ▪ Development Policies and GHG Emission Reduction Targets in Transportation Sector ▪ Development Policies and GHG Emission Reduction Targets in Agriculture Sector ▪ Conclusions and Recommendations
<p>Activity 1.2 Legislative and institutional gap analysis to improve low carbon development and climate change mitigation performance (Gap Analysis Report, 133 p.)</p>	<ul style="list-style-type: none"> ▪ Introduction ▪ Legal Framework for Low Carbon Development ▪ Political and Legislative Gap Analysis ▪ Governance and Institutional Framework for Low Carbon Development ▪ Conclusions and Recommendations

Component 1: *Stock taking and assessment of existing climate strategies (2)*

<p>Activity 1.3 Identification and analysis of the political, financial, institutional and technological barriers and opportunities for low carbon development (Barriers and Opportunities Report, 143 p.)</p>	<ul style="list-style-type: none">▪ Introduction▪ Analysis of Cross-cutting Barriers and Opportunities in Turkey▪ Analysis of Barriers and Opportunities in Buildings Sector▪ Analysis of Barriers and Opportunities in Waste Sector▪ Analysis of Barriers and Opportunities in Transportation Sector▪ Analysis of Barriers and Opportunities in Agriculture Sector▪ Conclusions and Recommendations
<p>Activity 1.1-1.3 Four summarised and collated reports (Consolidated Baseline Report, 161 p.)</p>	<ul style="list-style-type: none">▪ Executive Summary▪ Introduction▪ Status Report – Review of Existing Strategies Related to Climate Change▪ Demand Status Report - Review of the Sectoral Development Objectives and Policies in Relation to GHG Emission Reduction Commitments for Agriculture, Buildings, Transport, and Waste Sectors▪ Gap Analysis Report – Identification and Assessment of the Political, Legislative, Institutional and Governance Gaps towards LCD▪ Barriers and Opportunities Report – Identifying and Analysing the Problems, Lock-ins and Solutions towards LCD▪ Conclusion

The reports can be downloaded from the project's website:
<http://www.lowcarbonturkey.org/technical-reports/>

Component 2: *Regulatory and sectoral impact assessments for EU climate acquis*

2.1 Four Regulatory Impact Assessment Reports (RIAs) for the EU climate acquis (Emission Trading, Effort Sharing Decision, Carbon Capture and Storage, and Fuel Quality Directives) to be transposed into the national legislation. Assessments will identify and describe the problems to be addressed, establish objectives, formulate policy options and assess the impacts of this options

2.2 Sectoral Impact Assessment Reports (Building, Transport, Waste and Agriculture) – to analyse positive and negative impacts of the EU climate acquis on sectoral competitiveness, access to markets, public procurement, etc.

Component 3: Determination of the costs and emission mitigation potentials of the actions specified within the buildings, waste, transport and agriculture sectors of the NCCAP and other policy documents

3.1 Assess the GHG emission mitigation potentials of at least ten actions in the focus sectors (buildings, waste, transport and agriculture) of the project

3.2 Assess the financial costs and benefits of the actions analysed in activity 3.1

3.3 Identify and analyse other potential positive and negative non-financial societal gains and losses of the analysed mitigation actions

Component 4: *Developing GHG scenarios and carbon mitigation actions and supporting development of key stakeholders*

4.1 Carry out GHG scenario modelling for focus sectors of the project

4.2 Identify carbon mitigation activities entailing significant benefits to Turkey with a perspective to reconcile climate, growth, and energy security in the selected sectors

4.3 Capacity building for key stakeholders (training, coaching and mentoring services, study visits)

Strategic principles of the Project implementation

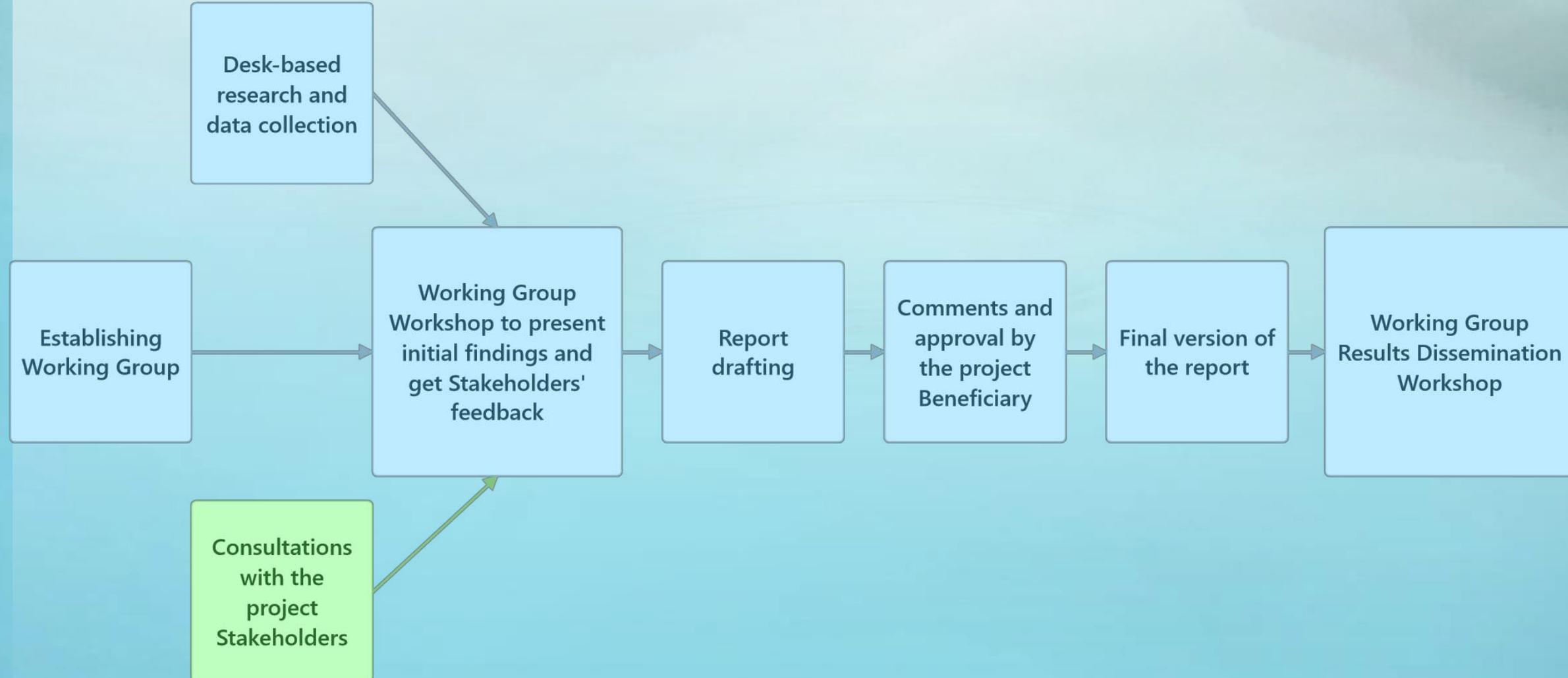
Principle 1: Results-orientated, solution-driven approach

Principle 2: Promoting dialogue and collaboration with relevant stakeholders from the public, private and non-governmental sector

Principle 3: Deep understanding of the sectoral and local situation

Principle 4: Prioritizing capacity development

Participatory approach to policy & strategy analysis



Component 3: identification and selection of the actions for GHG mitigation potentials and costs assessment

Phase
1

- Preliminary sectoral GHG mitigation actions screening and evaluation

Phase
2

- Consultations with the project stakeholders

Phase
3

- Selection of the actions (at least 10) for GHG mitigation potentials and costs assessment

Criteria for GHG mitigation actions selection

- Belong to four project target sectors - transport, buildings, agriculture and waste
- Included in NCCAP and/or other governmental strategic documents
- Cost effectiveness
- High potential for GHG emission reduction
- Other non-financial societal criteria – social, economic, environmental, etc.

Sectoral GHG emissions in 1990 and 2016

Economic Sector	GHG Emissions (kt CO ₂ -eq)		GHG Emissions in total (%)	
	1990	2016	1990	2016
Transport Sector	26968.90	81841.20	12.8	16.5
Buildings Sector	27215.062	56837.303	12.9	11.5
Agriculture Sector	42402.30	56485.70	20.1	11.4
Waste Sector	11090.59	16181.19	5.3	3.3

Transport sector: actions suggested based on preliminary screening

Suggested actions for Transport Sector	Selection Criteria		
	Including in National Climate Change Action Plan (NCCAP)	Cost Effectiveness (EUR/tCO ₂)	Mitigation Potential (MtCO ₂)
Combine transport at intercity transportation	√	?	?
Increasing share of the electric vehicles especially at public transport	√	?	?
At intra city transportation, modal shift from private; to public transport for trip >2km and to biking or walking for trip <2 km	√	?	?
ITS for intermodalism demand management			
Vehicle fuel efficiency (increasing rates of the Hybrid and LPG and electrical vehicles)	√	-246*	13.3*
Increasing the use of alternative fuels (bioethanol, biogasoline, biodiesel)	√	?	?
Shifting freight transport from road to rail, maritime, domestic navigation	√	?	?

* Abatement cost and potential values are taken from, “The Demand for GHG emissions Reductions: An investors’ MACC for Turkey, prepared for EBRD” report.

GHG mitigation scenario development frameworks

- “No regrets”/”win-win” scenarios (cost-effective actions only)
 - Limited costs scenarios - actions up to a certain cost per unit of emissions reduction
 - Emission reduction target based scenarios (including INDC, NCCAP, and others)
 - Mitigation relative to the baseline,
 - Mitigation relative to emissions in some historical year,
 - Mitigation relative to some indicator such as CO₂/capita or CO₂/\$
 - Scenarios which include specific measures or technologies selected because of their perceived economic, social , and technical feasibility.
-

LCDTR – expected impacts in Turkey

Implementation of the LCDTR's capacity building activities will facilitate:

- Harmonization to EU climate change legislation (EU climate acquis) and Complying with UN Sustainable Development Goals
- Reduction of environmental pollution from using fossil fuels (CO₂ co-pollutants - sulfur dioxide (SO₂) and nitrogen oxides (NO_x))
- Attraction of investments in energy efficiency and renewable energy
- Support of jobs growth in hi-tech industries (photovoltaics, high capacity batteries, smart grid technologies, etc.)
- Decrease of country's dependency on fossil fuel import (net import in 2015 was 103.6 Mtoe and total energy supply - 128.8 Mtoe (IEA))

Data Needs-General Information

Data needs

Possible data source

- Population, population growth rate

TurkStat

- GDP, GDP growth rate

Directorate of Strategy
and Budget ?,
TurkStat

- Sectoral growth rate

?

- Complete Energy balance table
- Sectoral Energy Consumption
- Fuel prices and projections

Ministry of Energy and
Natural Resources
(MENR)

Data Needs-Transport Sector

Data needs for road transport

Possible data source

Current fleet including train, air and shipping <ul style="list-style-type: none">• number of vehicles and types (LDV, MDV, HDV, trailers),• average km per vehicle per annum,• average specific fuel consumptions,• vehicles emission standars (EURO 3,4,5,6 etc.)	TurkStat
Future technology characterization	Ministry of Transportation and Infrastructure (MoTI) ?
Political baseline projections (master transportation plan, permitted fuels etc.)	MoTI ?
Demand projections	?
Rapid trains projects, etc.	MoTI?



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Thank you for your attention!

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