

**FOR PARTICIPANTS ONLY
14 March 2017
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**UNITED NATIONS
CENTRE FOR REGIONAL DEVELOPMENT**

In collaboration with

**Ministry of Public Works and Transport, Lao People's Democratic Republic
Ministry of the Environment (MOE), Japan
Partnership on Sustainable, Low Carbon Transport
United Nations Economic and Social Commission for Asia and the Pacific, and
United Nations Office for Sustainable Development**

**TENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST) FORUM IN ASIA,
14-16 MARCH 2017, VIENTIANE, LAO PEOPLE'S DEMOCRATIC REPUBLIC**

**Environmentally Sustainable Transport – Connecting to Implement of Paris Agreement on Climate
Change in Lao PDR**

(Presentation for EST Plenary Session 1 the Provisional Programme)

Final Draft

This presentation has been prepared by Mr. Syamphone Sengchandala, Ministry of Natural Resources and Climate Change, Lao PDR for the Tenth Regional EST Forum in Asia. The views expressed herein are those of the author only and do not necessarily reflect the views of the United Nations.

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Laos Preparation to Implement the Paris Agreement

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Deputy Director General

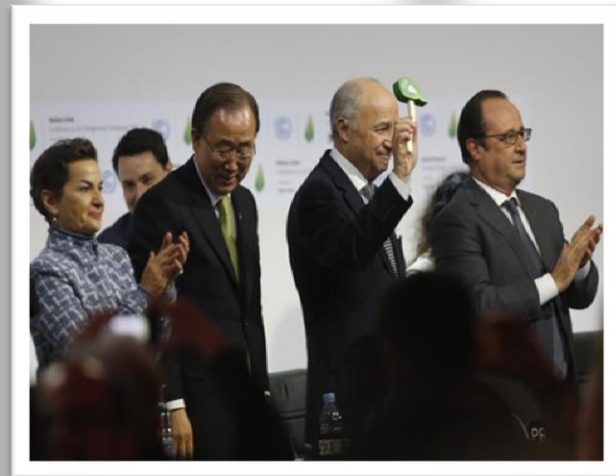
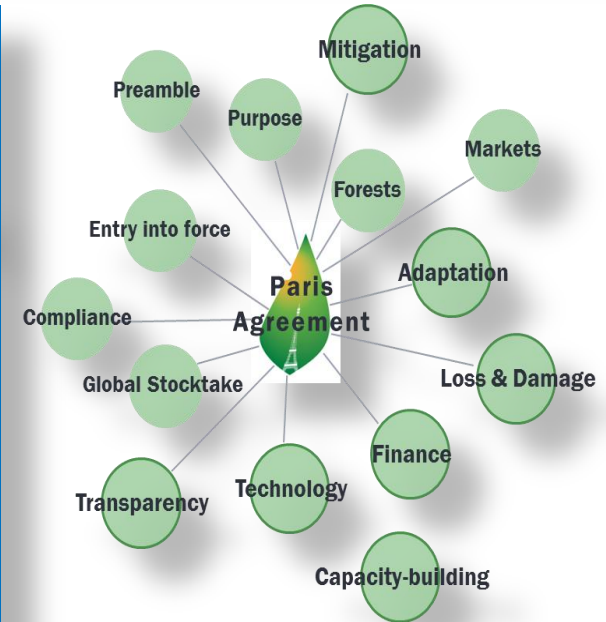
**Department of Disaster Management and Climate Change
Ministry of Natural Resources and Environment (MONRE)**

Outline

- Overview of Paris Agreement (PA);
- Laos Ratified the Paris Agreement
- Emission From Transport Sector and Transport Sector in Paris Agreement
- Laos Intended Nationally Determined Contribution (INDC/NDC)
- Key Activities for implementing INDC and Paris Agreement of Laos

Paris Agreement (PA)

- Foundation for a new climate regime;
- 29 articles of the Agreement;
- Adopted in Paris on 12th December 2015;
- Required entry into force : required double criteria (55 parties & 55% of total global GHG emissions);
- Entry into force on 04 November 2016;



Paris Agreement Timeline



Paris Agreement Implications

- Balanced & hybrid legally binding outcome
 - Political agreement among 195 state parties
 - Different legal nature of obligations : NDCs process and implementation, national targets, finance, etc.
- Ensures flexibility and broad participation
 - Self-differentiation taking into account CBDR/RC in light of different national circumstances
- Sets a global long-term goal sending strong signal
 - Temperature goal (2°C / 1.5°C)
 - Peaking / balance between global emissions and removals

Paris Agreement Implications (Cont.,)

- Establishes ambitious rule-based mechanism
 - Global stocktake every 5 years / progression of ambition
- Focuses on mobilizing climate finance
 - \$100 billion goal to be extended through to 2025
 - Encourages expansion of the donor base
- Opens the door for a market based mechanism
 - Internationally transferred mitigation outcomes (ITMOs)
 - Mechanism to contribute to mitigation & support sustainable development

Overview Implementation Flow Under PA

Enhancing implementation of the Convention, including its Objective

Context of sustainable development

Strengthened long term temperature limit 2→1.5 C

Global adaptation goal: enhance adaptive capacity, strengthen resilience, reduce vulnerability

Global peaking → rapid reductions in line with science → climate neutral or 'balance'

Financial flows = low GHG and climate resilient development

Assessing progress

Informing action and Support
Enhancing international cooperation

Climate action by all

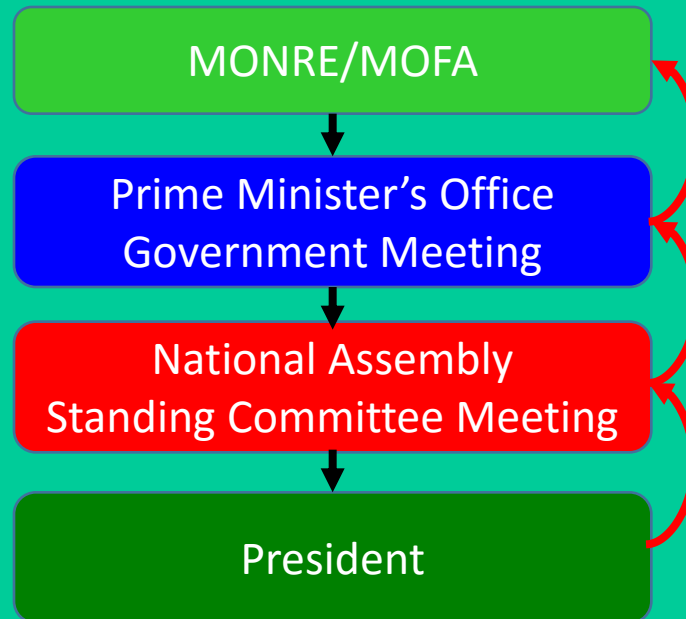
Transparency of action and support

International cooperation and support

Laos Ratified the Paris Agreement

- The Lao Government ratified the PA and submitted its instrument of ratification to Secretary General Ban Ki-moon during his participation in the 8th ASEAN-United Nations Summit in Vientiane on 7 September 2016;
- Laos is the first country in ASEAN ratified the PA (no. 27th).

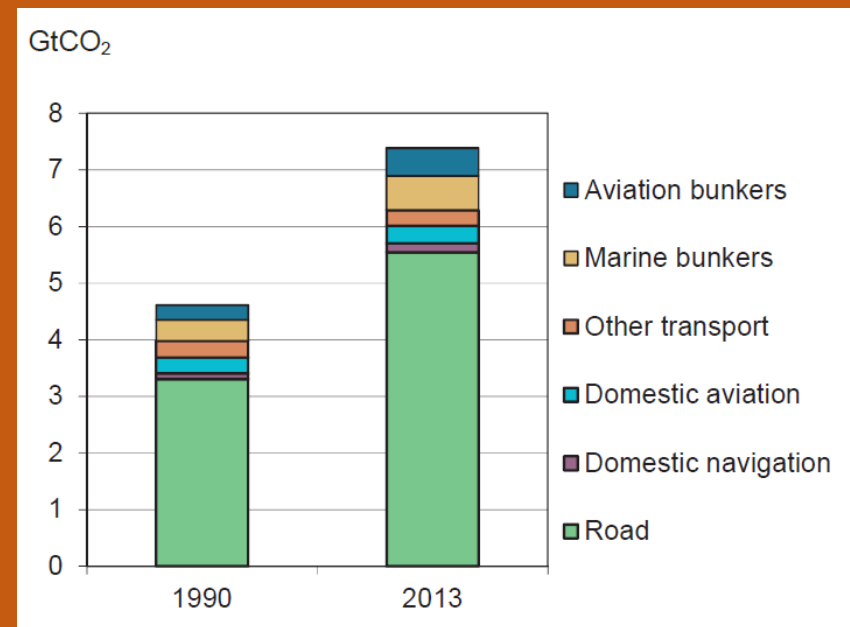
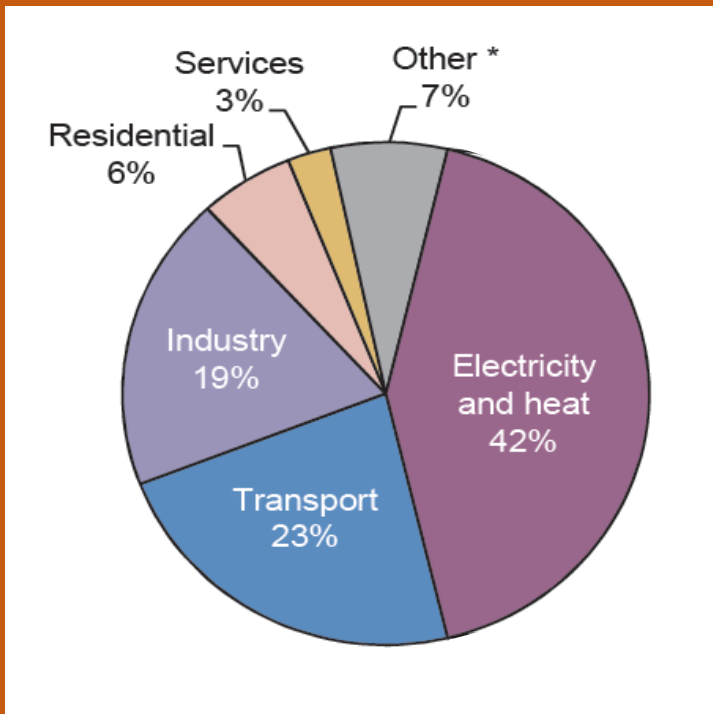
Key Steps of the Paris Agreement Propose to Ratify the Paris Agreement in Laos



Emissions From Transport Sector

- Transport represented 23% of global CO₂ emissions in 2013

- CO₂ emissions from road are driving the growth of transport emissions



Emissions From Transport Sector (Cont.,)

- One of the fastest growing sectors of CO₂ emissions
 - 8.7 Gt in 2012 → 12 Gt in 2050
(without aggressive and sustained mitigation policies)
 - At the same time, it offers considerable potential for mitigation
 - 15-40% reduction of CO₂ from transport sector
baseline growth is plausible by 2050 (IPCC)
- ⇒ Transport sector is key to meeting the climate target

Transport Sector in Paris Agreement

- UNFCCC Article 4 Paragraph 1(c)
 - All Parties shall ... Promote and cooperate in the development, application and diffusion, including transfer, of technologies, practices and processes that control, reduce or prevent anthropogenic emissions of greenhouse gases not controlled by the Montreal Protocol in all relevant sectors, including the energy, transport, industry, agriculture, forestry and waste management sectors;
- However, transport is not explicitly mentioned in the Paris outcomes
 - Mention on international aviation and shipping was removed from the text during the negotiations

Transport Sector in Paris Agreement (Cont.,)

- Nonetheless, Paris outcome will shift the transport sector through:
 - Each country's implementation of its INDC
 - Among the 163 INDCs submitted as of Feb 2017
 - Continued support from the Lima-Paris Action Agenda (LPAA)
 - 15 transport initiatives presented at COP21 "Transport Day"
 - (e.g.) Mobilize Your City initiative : 100 cities engaged in sustainable urban mobility planning to reduce GHG emissions
 - COP21 decision : continue to build on the LPAA process

Lao PDR Intended Nationally Determined Contribution (INDC)

Laos INDC included:

1. Mitigation;
2. Adaptation;



Lao People's Democratic Republic
Peace Independence Democracy Unity and Prosperity

Intended Nationally Determined Contribution

30 September 2015

GHG Mitigation Options

69.183.340
tCO_{2e} by 2020

Forest cover
70%

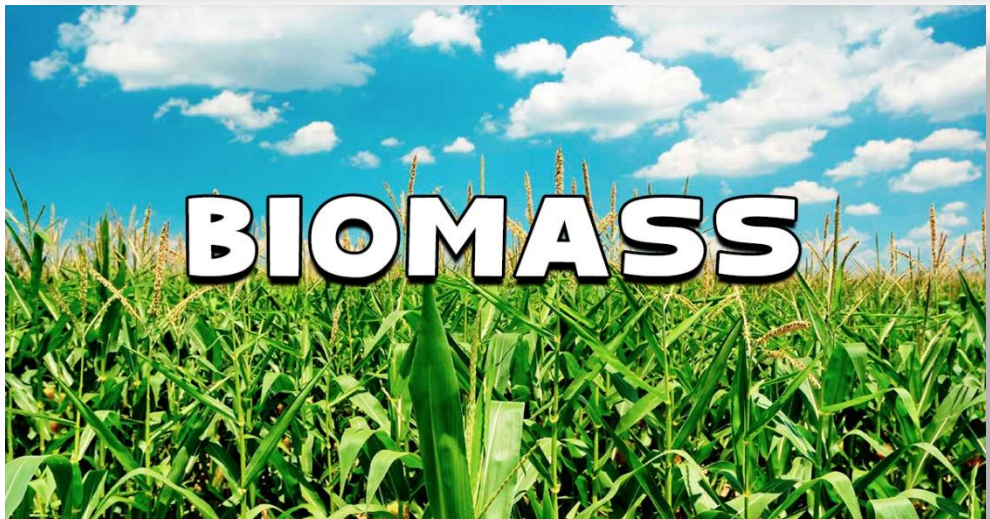
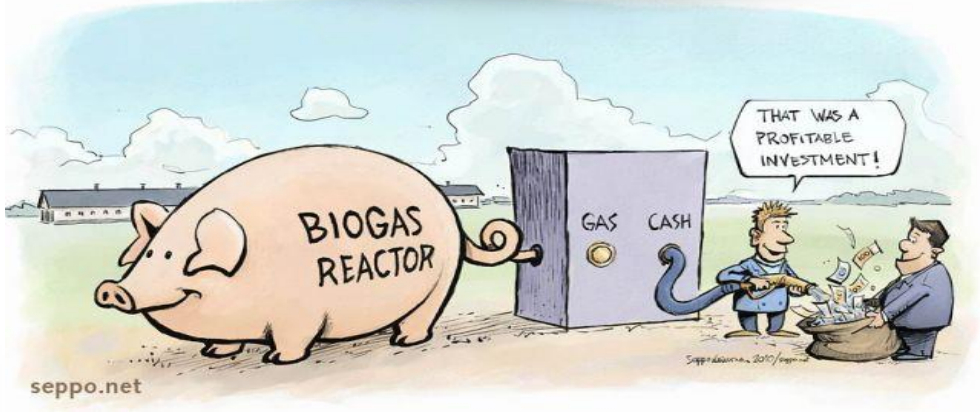
Implementation of Forest Strategy, 2020

Implementation of Renewable Energy Development Strategy

Increase the share of total consumption 30% by 2025; For transport fuels, meet 10% of the demand by 2025

GHG Mitigation Options

478.000.000 tCO_{2e} from 2015 to 2020; and 770.000.000 from 2020 to 2025



Implementation of Rural Electrification Programme

- Electricity available to 90% of households in rural area by the year 2020
- 630.180 tCO₂ from 2010 to 2020



GHG Mitigation Options

Implementation of identified Transport NAMAs

- **Better road networks:**
32.746tCO₂/person/year
- **Improve public bus service:** 158.343tCO₂/person/year



GHG Mitigation Options

Develop large scale of hydropower

To develop larger 15 MW to neighbor countries up to 2020



**16,284.074.5
tCO₂ (2020)**

Agriculture Sector

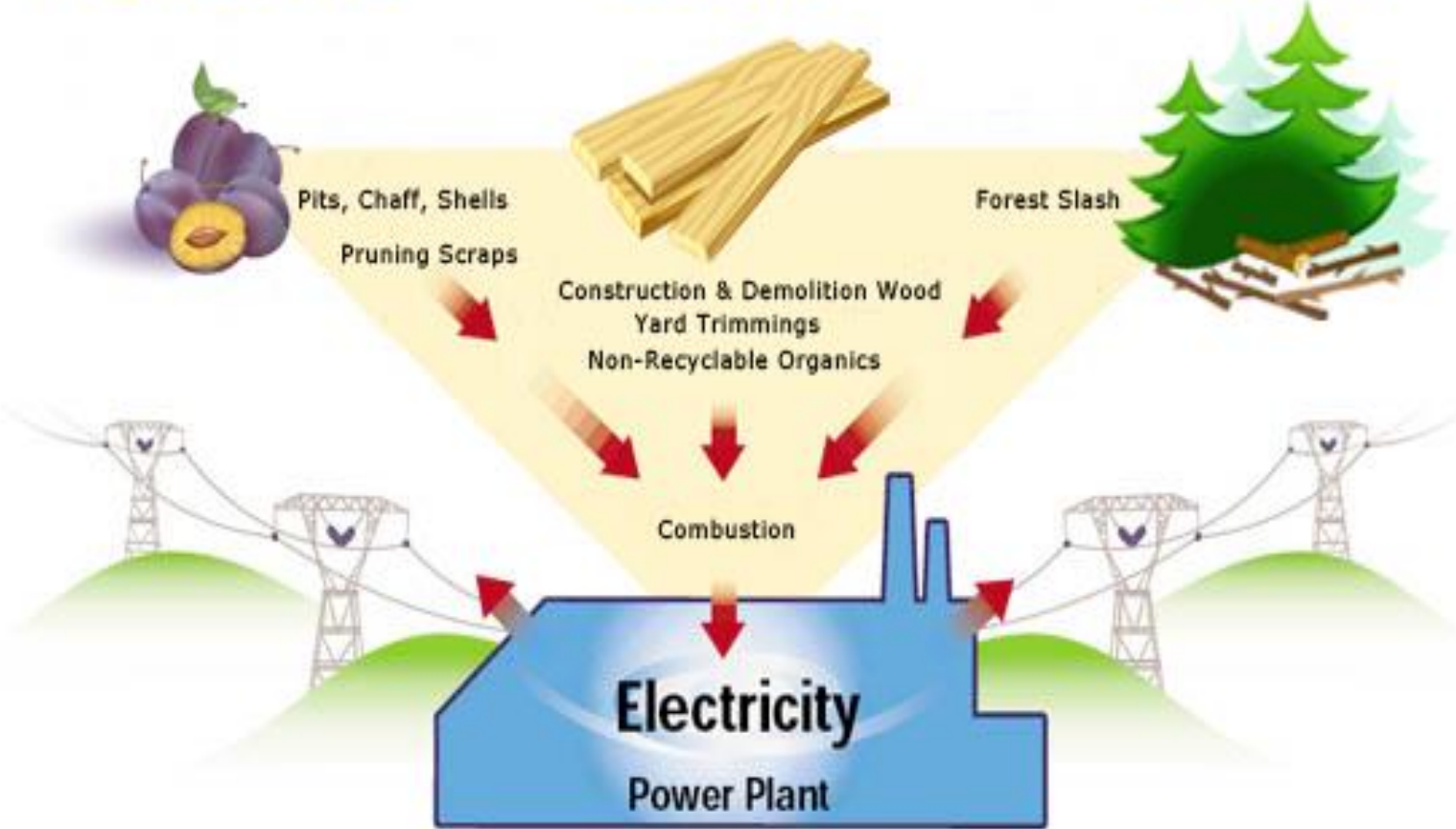


Agriculture Sector

Agriculture

Urban

Forest



Forestry and Land Use Change



Energy



Industry



Biological degradation of wastewater



Biomass Burning



Transport and Urban Development



Next step for implementing INDC and Paris Agreement of Laos

1: Relevant Institutional capacities of Lao's government enhanced

- Capacity need assessment to identify capacity gaps to strengthen institutional involvement in the INDC process;
- Design of training packages to inform on the information required for the INDC as well as the data needs to ensure the necessary technical basis.

2: Identification and review of mitigation measures and adaptation options for INDC

- Development of policy advice paper to address how mitigation can help achieve non-climate benefits in addition to GHG reduction benefits;
- Identify/development of strategies for domestic visibility for adaptation planning, action and needs, including development of additional measure action plans, recommendation for adaptation planning process improvement, and dissemination workshop.

Key Activities for implementing Lao PDR INDC (Cont.,)

3: Relevant government sectors trained in the context of the INDC and COP-21 related issues

- Consultation workshops to increase awareness on INDC, its implementation plan and M&E framework, as well as disaster and climate change law
- Translation of INDC to local languages, organized dissemination events and development of communication materials to increase awareness of the INDC across sectors at national and local levels.
- Capacity need assessment to identify capacity gaps including gender sensitivities to strengthen institutional involvement in the INDC process

4: Identification of INDC priorities and development of implementation plans and monitoring of implementation

- Assess the existing institutional activities that inline with the implementation of the INDC and recommendations for government agencies for the establishment of the INDC coordination mechanism.
- Stakeholder consultation workshop to facilitate the establishment of the INDC Coordination mechanism to develop the INDC implementation plan and join resources.
- Strengthening of national institutional frameworks for INDC implementation - e.g. policy development, tools developments.

Way Forward

- Capacity Building on the accessing to the GCF, Adaptation Fund and etc.,
- Continue drafting on Disaster and Climate Change Law and submit to the National Assembly for endorsement by the end of 2017;
- Mobilize and implement the National Strategy on Climate Change (2010);
- Mobilize the National Adaptation Plan (NAP) and develop long term plan;
- Establish Climate Model and Evaluate the impact on the forest and water sector for short and long period;
- To ensure the UNFCCC, KP and PA implementation The Ministry of Natural Resources and Environment (MONRE) will continue to collaborate with line ministries on implementing the focused activities as follow:
 1. Ministry of Information, Culture and Tourism continue disseminate on climate change, National Determined Contribution (NDC) and Paris Agreement to entire people aiming at educating them and culturing awareness;

Way Forward (Cont.,)

2. Ministry of Education and Sports continue to evaluate and develop the climate change curriculums of the nursery school, basic education, and university (both Bachelor and Master Degree) as appropriate;
3. Ministry of Agriculture and Forestry increase capacity of irrigation system to enable water supply throughout the year and continue research on resilient crop seeds include crop and animal diseases restrain measures;
4. Ministry of Health continue to monitor the climate change situation impact on health, avoid and restrain the vector born diseases from flood and drought;
5. Ministry of Public Works and Transport increase re-inspection on building construction, housing, urban planning, road network more resilient to the climate change such as flood, drought by issued regulation; improve measures on solid waste management for reducing greenhouse gas emission and health impact;

Way Forward (Cont.,)

6. Ministry of Energy and Mines summarize the Renewable Energy Development Strategy implementation to ensure implement the Paris Agreement;
7. Ministry of National Defense integrated disaster and climate change into the military curriculum;
8. Ministry of Foreign Affairs continue monitor and participate with MONRE for evaluating the conventions and Paris Agreement implementation;
9. Line Ministries such as MAF, MEM, MPWT, MOH and MONRE will revise strategies, action plans and projects related to climate change for combining into Nationally Determined Contribution (NDC) by focused on fund access for implementing its instrument of contribution effectiveness and timely manner.

Thank you for your kind attention

