

Aumentando la ambición: Mitigación de GEI mediante la movilidad eléctrica

Recomendaciones para política pública

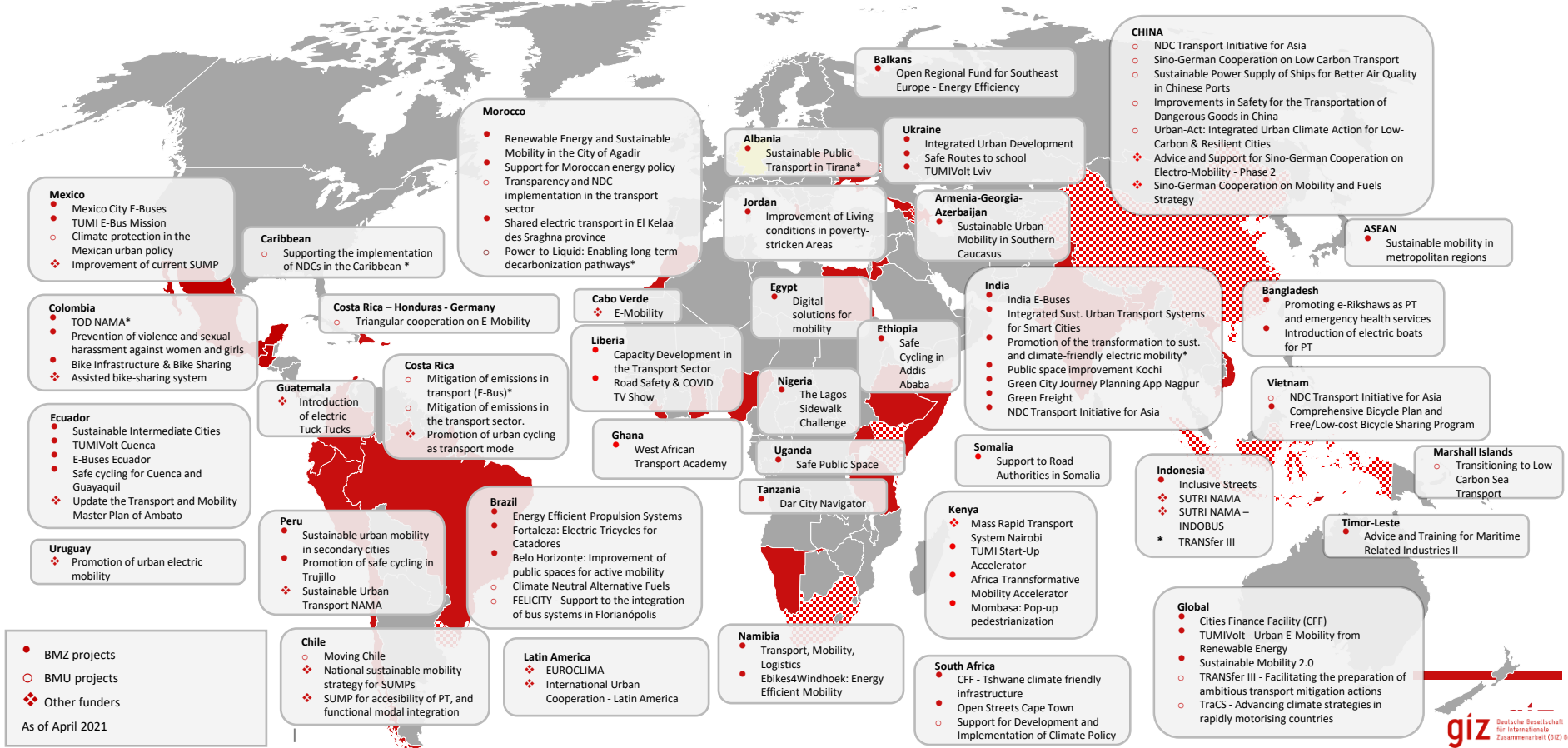
Claus Kruse, GIZ | Webinar movilidad eléctrica, CECACIER | 23.06.2021

El perfil de la GIZ Empresa federal alemana

- Propiedad de la República Federal de Alemania
- Una empresa de derecho privado
- Asiste a los objetivos del Gobierno Federal
- Opera en Alemania y en más de 120 países de todo el mundo
- Volumen de negocios, promedio 2018-2020: 2,7 mil millones de euros
- Alrededor de 20.000 colaboradores y colaboradoras en todo el mundo

GIZ Transport Projects

On behalf of German Federal Ministries and further donors, GIZ is active in more than 30 countries, pursuing transport projects, that help to make a difference.



As of April 2021

Taller latinoamericano sobre movilidad eléctrica

[Increasing Ambition to Mitigate Greenhouse Gases in the Transport Sector through Electro-Mobility - Changing Transport \(changing-transport.org\)](#)



Incrementando la ambición en mitigación de gases de efecto invernadero en el transporte a través de la movilidad eléctrica

Increasing ambition to mitigate greenhouse gases in the transport sector through electro-mobility

Recomendaciones de políticas basadas en la experiencia en América Latina

Policy Recommendations based on recent experience in Latin America

giz
The Global Institute for
Transportation and
Urban Mobility

Federal Ministry for the
Environment, Nature Conservation
and Nuclear Safety

Ministerio de Transporte y
Urbanismo
Ministry of Transport and
Urbanism



Recommendation I - Get started!

- Provide an initial vision for e-mobility in the country
- Build a multi stakeholder alliance of potential beneficiaries of electro-mobility
- Provide financial incentives
- Work on e-mobility in parallel to work on decarbonizing the electricity grid



Recommendation II - Secure broad stakeholder participation

- Map stakeholders and prepare stakeholder strategy
- Ensure clear leadership and defined competencies
- Devise appropriate engagement strategies for the different stakeholder groups
- Create spaces and platforms for participation and feedback
- Identify opposition groups/arguments and address critical opinions in the dialogue
- Establish cooperation mechanism between national/regional and local levels (vertical integration)
- Start by identifying win-win solutions
- Use pilot projects experiences and data to convince stakeholders

Recommendation III – Initiate Pilot Projects

- Create an inter-institutional coordination group to prepare and implement pilot projects
- Conduct thorough market study of targeted market segment
- Thorough evaluation of pilots in the short and long time
- Provide a suitable legal framework to support pilot activities
- Use pilot generated data



Recommendation IV - Create a narrative that goes beyond decarbonization

- Visualize the coherence with related policy
- Demonstrate broader benefits beyond GHG mitigation
- Use arguments based on data / real impacts
- Communicate in a language that is appropriate to the target group
- Avoid creating false / exalted expectations

Recommendation V - Build political support for e-mobility

- Create a space/platform for inter-institutional exchange on electro-mobility
- Provide sound technical input to inform political decision
- Learn from international experience
- Present clear analysis / demonstration of the benefits of electro-mobility for different groups of stakeholders



Recommendation VI – Establish an enabling national policy framework

- Establish clear leadership
- Prepare a national strategy and provide a suitable legal framework (e-mobility law)
- Include non-fiscal incentives as well
- Include gradual quotas for certain types of e-vehicles that are ambitious but realistic
- Consider phase-out of vehicles with internal combustion engine (city, market and/or import limitations)
- Put in place necessary technical standards

Recommendation VII - Provide fiscal incentives

- Develop package of fiscally neutral incentives
- Link fiscal incentives to the social and environmental benefits
- Organize group purchases for common vehicle types
- Work with governments and/or Development Banks to provide subsidy's / grants for vehicle owners/operators
- Provide state guarantees to reduce the cost of loans
- Provide a suitable legal framework for e-vehicles leasing



Specific Recommendation VIII - Light Duty vehicles (cars and vans)

- Provide financial incentives for owners/operators of small and light duty vehicles
- Focus on institutional fleets (public and private)
- Early adopters have the chance to influence the electric vehicle supply

Recommendation IX – Deployment of electric buses - general

- Test electric bus technology for local conditions
- Work in close cooperation with vehicle operators
- Share risk between actors
- Revise the image of public transport



Specific Recommendation X - Financing of electric buses

- Business models that allow for the sharing of risks
- Concession periods and financing schedules
- Exploit the difference in price between diesel and electricity
- Allow for flexibility in concession contracts



Mitigación de emisiones en el sector
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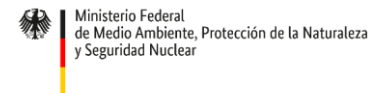


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