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## The State of Palestine's Nationally Determined Contribution (NDC) implementation plans: Transport – Promoting sustainable road usage

Report for Palestine's Environment Quality Authority and the Islamic Development Bank under the NDC Partnership's Climate Action Enhancement Package



Environment Quality  
Authority

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## List of abbreviations

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|-----------------------|--|
| AFD                   | French Development Agency (Agence Francaise de Developpment) |
| EBRD                  | European Bank for Reconstruction and Development             |
| EIB                   | European Investment Bank                                     |
| GCF                   | Green Climate Fund   |
| GIZ                   | German Development Cooperation                               |
| GHG                   | Greenhouse gas   |
| IsDB                  | Islamic Development Bank                                     |
| IKI                   | International Klimaschutzinitiative                          |
| JICA                  | The Japan International Cooperation Agency                   |
| MoT                   | Ministry of Transport  |
| MoWA                  | Ministry of Women's Affairs                                  |
| NAMA Facility         | Nationally Appropriate Mitigation Action Facility            |
| NDC                   | Nationally Determined Contribution                           |
| PENRA                 | Palestinian Energy and Natural Resources Authority           |
| PV                    | Photovoltaics  |
| UNDP                  | United Nations Development Programme                         |
| WB                    | World Bank   |

# 1 Introduction

## 1.1 Overview

This plan for **promoting sustainable road usage** is intended to enhance Palestine's opportunities to access climate finance and thereby facilitate successful implementation and delivery of Palestine's Nationally Determined Contribution (NDC). Details of the methodology used to develop this plan are provided in Annex 1.

The plan lays out steps to deliver the following NDC actions that are conditional on being able to secure international funding

- Encourage the use of public transport, in addition to bus rapid transport
- Modal shift programmes

Two other conditional NDC actions, 'reduce traffic jams' and 'use multi-modal transport patterns' are encompassed within the actions that this plan seeks to address and will therefore also be achieved through the implementation of this plan.

Palestine does not currently have a bus network for public transport. The main modes of public transport are in the form of privately-owned minibuses and vans, which transport people between cities, as well as within cities. This leads to a large number of vehicles on the road, creating high levels of congestion, which reduces access to key services (such as health and/or education) and may disrupt the transport of key goods (such as food and/or medicine). The large number of small transit vehicles in Palestine also contributes to high levels of emissions originating from the transport sector.

These NDC actions aim to reduce the numbers of small transit vehicles on the road and promote a shift towards the use of larger capacity vehicles. This is to be achieved through the completion of eight activities, each contributing to the following targets that align with the NDC actions:

- 20% of all small transit vehicles are replaced with larger capacity buses by 2030, and 40% by 2040
- The overall number of vehicles is reduced by 20% by 2030, and 40% by 2040

The indicative total cost of achieving these targets is 618m USD. Taking national contributions into account, there is a total funding gap of 400m USD. Achieving the targets will provide considerable benefits in reducing Palestine's emissions and increasing its climate resilience by reducing the sensitivity of people to the impacts of climate change on health and improving their access to key services. There is strong government support to undertake these activities, which already feature in multiple national and sectoral strategies.

## 1.2 Geographical scope

Activities in this NDC implementation action plan are an equal priority for the whole of the Occupied Palestinian Territory i.e. the West Bank including East Jerusalem, and the Gaza Strip. However, the consequences of Israel's military actions during May 2021 have major implications for the transport sector, its related infrastructure and the capacity of the Ministry of Transport (MoT) to provide services to the Palestinian people living in Gaza. As this plan

was developed in the months immediately prior to Israel’s military actions, there is an urgent need to reassess the transport sector’s need for rehabilitation before implementing specific activities in Gaza. Hence, the activities laid out may need to be revisited to account for resultant damage to buildings and infrastructure.

## 2 Relevance of GCF Country Programme

The Green Climate Fund (GCF) Country Programme includes a funding proposal to “Promote sustainable transport programme to reduce greenhouse gas (GHG) emissions.” This is to be achieved through three outputs, one of which is specifically relevant to this plan: **“Scale up sustainable public transport system (e.g. modal shift and park and ride scheme)”**. This NDC implementation action plan’s activities also go beyond scaling up public transport system by including activities to retrain drivers, recycle obsolete vehicles and promote and incentivise the use of public transport among the public.

## 3 Reasons for prioritisation of NDC actions

National stakeholders scored the relevance and feasibility of the two NDC actions that are the focus of this plan based on the extent to which the Government’s existing national and sectoral policies, strategies and plans already acknowledge their importance (High = 10, 5, 0 = Low); their adaptation and mitigation benefits (Very positive = 10, 5, 0, -5, -10 = Very negative) and the capacity and technology available to achieve them (High = 5, 2.5, 0 = Low).

The capacity scores reflect that the activities in this plan are not currently being implemented, although this plan aims to increase the capacity available, as necessary, to address constraints. The results are shown in Table 1.

Table 1 Priority scores for NDC actions

| NDC actions   | Government support | Adaptation benefits | Mitigation benefits | Capacity available | Technology available | Total     |
|---|--------------------|---------------------|---------------------|--------------------|----------------------|-----------|
| Encourage the use of public transport, in addition to bus rapid transport | 5                  | 5                   | 5                   | 2.5                | 2.5                  | <b>20</b> |
| Modal shift programmes  | 5                  | 10                  | 5                   | 2.5                | 2.5                  | <b>25</b> |

These scores drew upon and are justified by information in the following sub-sections that address each of the priority criteria.

### 3.1 Government support

Both NDC actions are featured in the National Development Plan (2021-2023)<sup>1</sup> and the Palestinian Transport Sector Strategy (2017-2022)<sup>2, 3, 4</sup>. This strategy has since been updated to 2021-2023, detailing progress made on the strategic goals<sup>2,3,4</sup> and further outlining the Government's support towards the NDC actions in this plan.

The NDC action “Encourage the use of public transport, in addition to bus rapid transport” is also featured in the National Road and Transportation Master Plan (2016)<sup>5</sup>. It also supports a ‘park and ride’ scheme, whereby buses will be used to transport people from villages to a bus depot. Passengers will then be transported by small transit vehicles into the city centres from this bus depot.

There is, therefore, strong government support to promote sustainable road usage in ways that are reflected by this plan.

### 3.2 Benefits for adaptation to climate change

Future climate scenarios for Palestine project an increase in temperatures and a decrease in average annual rainfall, translating into an increase in the risk of drought. Increased temperatures may result in negative impacts on health, among others, causing heat stress, particularly in urban areas.

Air pollution from road transport also damages people's health leading to respiratory problems, exhaustion, and heatstroke, among others. This exacerbates people's sensitivity to the negative impacts of higher temperatures on health. Moreover, air pollution from road transport amplifies the urban-heat-island effect, increasing the capacity of surfaces to absorb and retain heat.

By reducing the use of private transport within cities, as well as between cities, both NDC actions in this plan will contribute to reducing the number of vehicles on the road and, hence, the levels of air pollution. This will reduce impacts on health and attenuate the urban heat effect, thereby providing some adaptation benefits. Moreover, reducing the number of vehicles on the road will reduce congestion, improving access to key services in hospitals,

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<sup>1</sup> National Policy 30, Text reads: “Meeting the basic needs of our communities...Improve public transportation and road safety...”

<sup>2</sup> Text reads: “Enhancement of road safety for road users: 1. Decrease in the number of traffic accidents; 2. Enhancement of traffic safety; 3. Control over environmental pollution by the sector; 4. Restructuring of the public transportation sector; 5. Study of public transportation sector; 6. Encouragement of private sector investment in the sector; 7. Design of public transportation centres, stations and stops; 8. Modernisation of the main transportation centres and stops”.

<sup>3</sup> Text reads: “...aims at developing the transport industry to arrive at a complete multi-modal multi-way transport system strong enough to contribute to the Palestinian economic growth, offering the best transportation services for people and goods....”

<sup>4</sup> Text reads: “...Restructuring of the public transportation sector, study of public transportation network, design of public transportation centres, stations and stops, modernisation of the main transportation centres and stops...”

<sup>5</sup> Public transport sector development projects phases 1A-4. Note that this is the latest version of this document, which dates to 2045.

schools, etc, which will increase the population's adaptive capacity to cope with other impacts from slow-onset climate change and extreme weather events.

### 3.3 Benefits for mitigating climate change

As Palestine does not have a national public transport network, the population relies on privately-owned vehicles for transportation. This contributes to Palestine's road-transport sector being responsible for approximately 30% of Palestine's total emissions<sup>6</sup>.

By reducing the number of vehicles on the road and reducing congestion, both NDC actions that are the focus of this plan will reduce emissions per person and reduce the number of emissions per trip. This will bring significant mitigation benefits. The use of electric minibuses will also further enhance the mitigation benefits that a non-electric bus network will deliver.

### 3.4 Capacity available

The capacity to implement these NDC actions is available within MoT. However, both NDC actions require behavioural changes among the population to switch from individual private transport to using a new public bus network. Campaigns will, therefore, be required, in order to raise people's awareness of the social, economic and environmental benefits of using public transport.

### 3.5 Technology available

Both of the NDC actions will require the purchase of additional buses, which can be readily imported into Palestine. Electric minibuses are also not available in Palestine but can be readily imported.

Materials for associated infrastructure (bus stations and bus stops) are available in Palestine or can be imported. This includes material for the electric-charging stations, which need to be installed for the electric minibuses.

## 4 Gender mainstreaming

### 4.1 Rationale for mainstreaming gender in this plan

The impacts of climate change are not gender neutral<sup>7</sup>. Globally, women and girls are disproportionately affected by the impacts of the climate crisis, as existing vulnerabilities are intensified and intersect with a range of social, economic and political inequalities<sup>8</sup>. A business-as-usual approach is likely to exacerbate existing inequalities and limit the opportunities for gender-sensitive and, where appropriate, gender-responsive adaptation actions that may improve gender equality.

At the UNFCCC's 25th Conference of the Parties in 2019 the Enhanced Lima Work Programme on Gender and its gender action plan acknowledged the need for gender mainstreaming through all relevant targets and goals, noting that gender-responsive

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<sup>6</sup> Palestine Initial National Communication Report (INCR)

<sup>7</sup> Toolkit for a Gender-Responsive Process to Formulate and Implement National Adaptation Plans (NAPs) (2019), p.2. Accessible [here](#).

<sup>8</sup> Climate change, agriculture and gender in Gaza: Assessing the implications of the climate crisis for smallholder farming and gender within olive and grape value chains in Gaza (2020), p.5. Accessible [here](#).



implementation of climate policy and action can raise ambition, enhance gender equality, and promote a just transition of the workforce<sup>9</sup>. Integrating gender equality into development leads to better outcomes in terms of economic efficiency, productivity and policy choices. Gender responsive solutions can help to tackle poverty and inequality while providing better community representation and technical solutions.

## 4.2 Gender mainstreaming in this plan

All activities and targets under this plan have been reviewed by a team of gender experts, including a representative of the Ministry of Women’s Affairs (MoWA). Activities identified as gender-relevant are planned in ways that ensure they are at least gender-sensitive<sup>10</sup> and at best gender-transformative<sup>11</sup>. Specifically, this plan’s addresses women’s challenges regarding the accessibility and safety of public transport by ensuring that:

- Bus stops are located in well-lit areas
- Bus stops can be accessed by prams and pushchairs, and buses have sufficient spaces for prams and pushchairs on board.
- Bus routes and schedules consider both men’s and women’s requirements for transportation, for example by including regular buses around school start and finish times.

## 5 Activities

The targets set by national stakeholders in order to facilitate implementation of this plan and achieve its focal NDC actions are outlined in Figure 1.

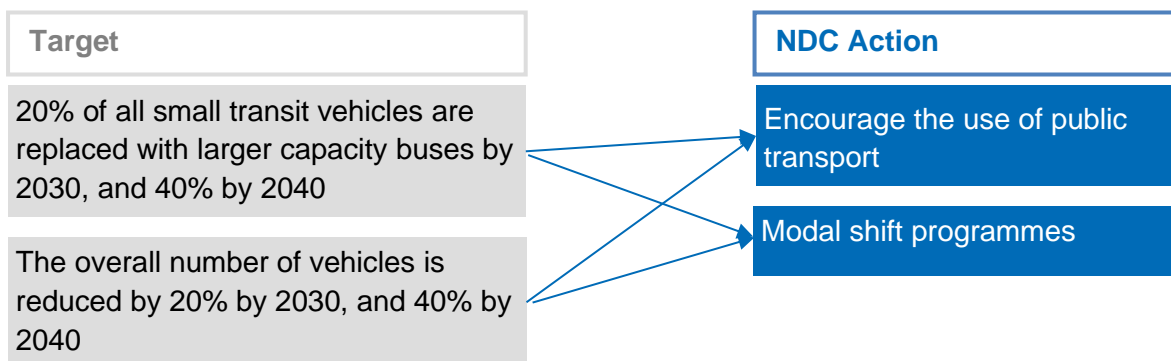
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<sup>9</sup> Report of the Conference of the Parties on its twenty-fifth session, held in Madrid from 2 to 15 December 2019 (2019), p.6-15. Accessible [here](#)

<sup>10</sup> Gender-sensitive programmes and policies are Level 3 in the WHO Gender Responsive Assessment Scale and is defined as “Considers gender norms, roles and relations; Does not address inequality generated by unequal norms, roles or relations; Indicates gender awareness, although often no remedial action is developed”. Accessible [here](#).

<sup>11</sup> Gender-transformative programmes and policies are Level 5 in the WHO Gender Responsive Assessment Scale and is defined as “Considers gender norms, roles and relations for women and men and that these affect access to and control over resources; Considers women’s and men’s specific needs; Addresses the causes of gender-based health inequities; Includes ways to transform harmful gender norms, roles and relations; The objective is often to promote gender equality; Includes strategies to foster progressive changes in power relationships between women and men”. Accessible [here](#).

Figure 1 Targets for promoting sustainable road usage



In total, eight activities were identified in order to achieve these targets. They are listed in Figure 2. Further details are provided in the subsequent sections.

Figure 2 Summary of activities to “Encourage the use of public transport” and for “Modal shift programmes”

| Encourage the use of public transport   |  | 608.860m USD (total)<br>399.672 m USD (gap) | Target |
|---|--|---|--------|
| Modal shift programmes  |  |   |        |
| <b>20% of all small transit vehicles are replaced with larger capacity buses by 2030, and 40% by 2040</b> |  |   |        |
| Carrying out a study for planning of bus stations, routes and stops                                       | 0.160m USD (total)<br>0.152m USD (gap)     |   |        |
| Preparing and implementing the infrastructure required for the bus network                                | 343.700m USD (total)<br>339.520m USD (gap) |   |        |
| Deploying more large-capacity vehicles and buses in the public transport fleet                            | 205.000m USD (total)<br>0.000m USD (gap)   |   |        |
| Developing a recycling scheme to ensure adequate disposal of old vehicles                                 | 0.000m USD (total)<br>0.000m USD (gap)     |   |        |
| Retraining drivers  | 60.000m USD (total)<br>60.000 USD (gap)    |   |        |
| <b>The overall number of vehicles is reduced by 20% by 2030, and 40% by 2040</b>                          |  |   |        |
| Establishing a baseline of the number of vehicles in the vehicle fleet                                    | 0.030m USD (total)<br>0.029m USD (gap)     | 9.190m USD (total)<br>0.184 m USD (gap)     | Target |
| Carrying out an assessment of the social and environmental impacts of shifting to public buses            | 0.060m USD (total)<br>0.058 m USD (gap)    |   |        |
| Promoting the use of buses for public transportation  | 9.1000m USD (total)<br>0.097m USD (gap)    |   |        |

NDC Actions

## 5.1 Activities to replace small transit vehicles with larger capacity buses

National stakeholders have identified the specific activities that need to be undertaken to achieve the following target: “20% of all small transit vehicles are replaced with larger capacity buses by 2030, and 40% by 2040”. These activities are listed below:

### 1. Carrying out a study for planning of bus stations, routes and stops

One feasibility study in the West Bank and another in the Gaza Strip will determine the number of bus stations and bus stops required, as well as their locations and routes. The study will also identify locations of charging stations, which are required to charge the electric minibuses, if charging stations do not yet exist<sup>12</sup>.

The study will also be informed by the findings of a social and environmental impact assessment (Activity 7), in particular, regarding the gender-specific barriers and requirements for using public transport identified.

### 2. Preparing and implementing the infrastructure required for the bus network

In accordance with the findings from the feasibility study (Activity 1), preparation and implementation of the infrastructure required for the bus network will involve:

#### a. Building bus stations

Bus stations will be constructed at the locations identified by the study in Activity 1.

#### b. Creating bus stops

Bus stops will be created at the locations identified by the study in Activity 1.

#### c. Development of electric charging infrastructure

Electric-charging infrastructure will be developed to charge the electric minibuses, if it is not already implemented<sup>12</sup>.

### 3. Deploying more large-capacity vehicles and buses in the public transport fleet

#### a. Importing minibuses for use within districts

Minibuses will replace the Ford vans currently used for transport between villages and the larger cities in order to reduce the number of vehicles on the roads and, thereby, congestion and air pollution.

#### b. Importing large buses for use between cities

Large buses are to be imported for travel from one city to another. The use of large buses will reduce the number of vehicles travelling between cities and, thereby, reduce congestion and air pollution.

#### c. Importing electric minibuses for use within cities

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<sup>12</sup> Note that the implementation plan ‘Reducing emissions in the transport sector’ includes activities for development of electric-charging infrastructure in Palestine. Consideration of locations for charging infrastructure is only required if this plan is to be carried out before the ‘Reducing emissions in the transport sector’ plan. Sub-activity 2c is a subset of the activity in the ‘Reducing emissions in the transport sector’ plan and is only necessary if it is to be carried out before the electric-charging infrastructure is developed on a wider-scale for the ‘Reducing emissions in the transport sector’ plan.

Electric minibuses are to be imported for travel within cities. The minibuses will reduce the number of vehicles on the roads, air pollution (including GHG emissions) and congestion.

#### **d. Importing seven-seater vehicles as taxis within cities**

Increasing the maximum capacity of taxis from four to seven people will reduce the number of vehicles within cities and, thereby, congestion and air pollution. It is proposed to phase in smaller vehicles no longer being given a licence to operate as taxis by the MoT, which will also ensure appropriate enforcement. The taxis operate in a similar manner to a bus system, stopping at several different, planned destinations to pick up and drop off different people.

#### **4. Developing a recycling scheme to ensure adequate disposal of old vehicles**

A recycling scheme will be developed to ensure adequate disposal of old vehicles, including disassembly of parts, compacting and shredding. MoT will be responsible for administration of the scheme. Palestine already has private-sector facilities that disassemble vehicles into parts. It is anticipated that the private sector will procure additional technology to compact and shred vehicles.

#### **5. Retraining drivers<sup>13</sup>**

A large reduction in the number of vehicles used by the public for transport will mean a substantial proportion of drivers will face unemployment. Hence, a retraining programme will be developed to support former drivers in securing alternative work.

## **5.2 Activities to reduce the overall number of vehicles**

National stakeholders have identified the specific activities that need to be undertaken to achieve the following target: *“The overall number of vehicles is reduced by 20% by 2030, and 40% by 2040”*.

Even if public buses are in service, reducing the overall number of vehicles on the road requires that the public does not preferentially use their private vehicles anymore. Hence, activities to achieve the target focus on promoting and incentivising the use of public transport. These activities are listed below.

#### **6. Establishing a baseline of the number of vehicles in the vehicle fleet**

Data will be collected in the Gaza Strip and the West Bank to determine the total number of vehicles on the road, as well as the size and types of vehicles, and their age.<sup>14</sup>

#### **7. Carrying out an assessment of the social and environmental impacts of shifting to public buses**

This study will aim to:

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<sup>13</sup> Note that the Dutch Government previously provided 20 USD million for a modal shift programme, however, the funding was withdrawn largely due to concerns about the impact on owners of private transit vehicles. This activity is included in the plan specifically to ensure that they receive an adequate level of support.

<sup>14</sup> Note that the implementation plan ‘Reducing emissions in the transport sector’ also requires a baseline assessment study, to determine the total number of vehicles in use on the roads. The studies have different outputs, however, this activity could be combined for practicality.

- Identify factors (economic, social and environmental) that will determine whether people decide to shift from privately-owned small transit vehicles to public buses, as a means of transportation
- Minimise social disruption by identifying the impacts that a modal shift will have on the public (disaggregating findings by gender).

This study will target individuals irrespective of whether they own or use private vehicles, as its findings are intended to inform a campaign promoting the use of public transport by all.

## **8. Promoting the use of buses for public transportation**

### **a. Through an awareness campaign**

The campaign will seek to enhance people's awareness of the social, economic and environmental benefits of using public buses in comparison to privately-owned small transit vehicles. The campaign will be informed by the social and environmental impact assessment and tailor messages to target audiences accordingly, including in relation to gender. It will be delivered in the West Bank and the Gaza Strip through the TV, radio, and social media platforms.

### **b. By maintaining incentives to support the shift**

In Palestine, buses are exempt from licensing fees for the first five years of operation, which will incentivise their deployment in the public transport fleet.

## **6 Timeframes, indicative costs, existing funding and likely sources of funding**

For each of the activities and sub-activities, Table 2 (below) identifies:

- The indicative implementation period
- Indicative costs
- National contributions, where relevant
- Existing international funding, where relevant
- Any remaining funding gap, and
- Potential international public funding sources that were preliminarily identified as potential support to address the funding gap. Note that international funders' priorities are subject to change and negotiation.

## **7 Institutional arrangements**

Figure 3 (below) sets out the institutional arrangements for implementing this plan. It identifies the MoT as the lead organisation for a cross-ministerial Project Steering Committee, as well as project delivery partners and other project stakeholders. The latter may include other organisations as delivery of the plan is progressed. MoT is intended to be the main contact point with international public funders. The committee will aim for equal gender representation in order to encourage gender mainstreaming throughout plans and activities.

It will be of key importance for MoT to allocate appropriate financial and administrative resources and clearly secure internal ownership of each activity in the implementation plan. This way, MoT can ensure that the implementation plan is delivered, and the Project Steering Committee is functional, delivering the activities to achieve the targets of the plan while adhering to timescales.

The Palestinian Energy and Natural Resources Authority (PENRA) will also play a key role in the successful implementation of this plan as a delivery partner. This is because the use of electric minibuses in Palestine will require expansion of the electricity infrastructure's capacity to provide energy. This energy will also need to come from renewable sources if the use of electric minibuses is to lead to a true reduction in emissions. The plan's successful implementation, therefore, requires particularly good communication and coordination between MoT and PENRA. These organisations are already in communication and working together to ensure smooth introduction of charging stations for electric minibuses.

## 8 Recommendations for an enabling environment

The successful delivery of this plan will be ensured by developing a supportive enabling environment where it does not yet exist. This may include updating or developing legislation, regulations, statutory guidance (and standards), national or sectoral policies and strategies, and incentives (including fiscal measures) that would contribute to ensure the successful implementation of the activities or remove potential barriers to implementation.

There are already some existing policies in place which, if successful, will facilitate the implementation of this NDC implementation plan. These include:

- **Licensing fee exemptions** for buses for their first five years of operation.

However, throughout the implementation of this plan, the existing incentives should be regularly reviewed to assess their effectiveness. If the existing incentives are insufficient, further incentives should be developed to ensure that the shift to buses is successful.

Key recommendations for development of the enabling environment to support the implementation of this plan, identified by national stakeholders, that will be given further consideration include:

- **Palestine's Environment Law Amendment** that is yet to be enacted **should be used as an enabling context** for the development of the legislation, regulation, statutory guidance, policies, strategies or incentives that are relevant to this plan.
- **Developing comprehensive legislation and standards** to phase in prevention of small transit vehicles from operating. Appropriate measures are currently being reviewed by the MoT. This includes progressively discontinuing licensing of smaller vehicles as taxis, thereby ensuring over time that only larger vehicles are used.
- **Updating the National Road and Transportation Master Plan** to reflect targets and activities outlined in this implementation plan.
- **Developing regulations for solar-photovoltaics (PV) charging.** An early version of the regulations for charging stations has been drafted, outlining the regulations around ownership, licensing requirements, planning approval, and operation of the

charging stations. The draft also considers the development of some off-grid solar PV charging stations. This should be further developed to help reduce the strain on the grid that would be caused by a substantial increase in the number of electric vehicles, and to ensure that they are using electricity from renewable sources.

PENRA can be responsible for implementing this regulation.

- **Developing regulations and statutory guidelines to enforce gender budgeting**, i.e. analysing all budget lines and financial instruments for climate adaptation and mitigation from a gender-perspective, to ensure gender-sensitive or gender-responsive investments in relevant programmes (e.g. addressing technology transfer and capacity building), such as this plan. The MoWA can be responsible for taking forward this recommendation and securing formal Cabinet approval.

## 9 Challenges for implementation

Israeli control over Palestinian territories is no impediment to the implementation of this plan. Palestine's unique geo-political situation since 1995 means that the MoT and its delivery partners have adapted to the requirements and restrictions enforced by Israel's various levels of control and occupation across the West Bank and the Gaza Strip<sup>15</sup>. Efficient decision-making and implementing structures have been developed to circumvent restrictions, including by communicating with the Israeli authorities.

Over the years, the MoT has worked with a range of international development partners, including the World Bank, the AFD, EBRD, EIB and others. In doing so, it has assisted them in navigating the administrative procedures required to ensure that programmes can be successfully implemented.

With regard to implementation of this plan in the West Bank, constraints arising from Israel's occupation may lead to delays and/or restrictions in establishing a new transport system and associated infrastructure, as well as challenging its use by passengers whose freedom of movement is restricted. The implementation of the plan will address these challenges by:

- Focusing on improving the existing road-transport system rather than building railways and/or airports to achieve a complete modal shift. The shift from small transit vehicles to larger buses between cities has been prioritised as the only pragmatic way of implementing a reliable and effective means of sustainable transport.
- Accounting for Israeli restrictions on Palestinian movements when planning bus routes and determining suitable locations for bus stations and bus stops.

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<sup>15</sup> Palestine constitutes the Occupied Palestinian Territory, which is made up of the West Bank (including East Jerusalem) and the Gaza Strip, based on the borders of June 1967 and are separated by Israel, the occupying power. The Oslo II Accord, formally entitled the 'Interim Agreement on the West Bank and the Gaza Strip of 1995', created three territorial zones in The West Bank: Area A, where the Palestinian Government has responsibility for public order and internal security; Area B, where the Palestinian Government assumes responsibility for public order for Palestinians, while Israel controls internal security; and Area C, where Israel maintains exclusive control.

Table 2 Timeframes, indicative costs, existing funding (USD million) and likely sources of funding

| Activity | 2021<br>- | 2026<br>- | 2031<br>- | Unit<br>cost | No.<br>units       | Unit type                         | Total cost | National<br>contribution | International<br>funding | Funding<br>gap | Indicative options<br>to secure<br>international public<br>funding to address<br>funding gaps |
|----------|-----------|-----------|-----------|--------------|--------------------|-----------------------------------|------------|--------------------------|--------------------------|----------------|---|
|          | 2025      | 2030      | 2040      |              |                    |                                   |            |                          |                          |                |   |
| 1        |           |           |           | 0.080        | 2                  | Studies                           | 0.160      | 0.008 <sup>16</sup>      | 0.000                    | 0.152          | <b>AFD; EBRD; EIB;<br/>GiZ; IsDB; IKI;<br/>JICA; NAMA<br/>Facility; UNDP;<br/>WB</b>          |
| 2a       |           |           |           | 13.000       | 26 <sup>17</sup>   | Bus stations                      | 338.000    | 3.380 <sup>18</sup>      | 0.000                    | 334.620        |   |
| 2b       |           |           |           | 0.005        | 1000 <sup>19</sup> | Bus stops                         | 5.000      | 0.100 <sup>20</sup>      | 0.000                    | 4.900          |   |
| 2c       |           |           |           | 0.007        | 100 <sup>21</sup>  | Charging<br>stations              | 0.700      | 0.700                    | 0.000                    | 0.000          |   |
| 3a       |           |           |           | 0.045        | 300 <sup>22</sup>  | No. of vehicles<br>to be imported | 13.500     | 13.500                   | 0.000                    | 0.000          |   |
|          |           |           |           | 0.045        | 300 <sup>23</sup>  | No. of vehicles<br>to be imported | 13.500     | 13.500                   | 0.000                    | 0.000          |   |
| 3b       |           |           |           | 0.090        | 300 <sup>23</sup>  | No. of vehicles<br>to be imported | 27.000     | 27.000                   | 0.000                    | 0.000          |   |
|          |           |           |           | 0.090        | 300 <sup>23</sup>  | No. of vehicles<br>to be imported | 27.000     | 27.000                   | 0.000                    | 0.000          |   |
| 3c       |           |           |           | 0.080        | 400 <sup>23</sup>  | No. of vehicles<br>to be imported | 32.000     | 32.000                   | 0.000                    | 0.000          |   |
|          |           |           |           | 0.080        | 400 <sup>23</sup>  | No. of vehicles<br>to be imported | 32.000     | 32.000                   | 0.000                    | 0.000          |   |

<sup>16</sup> Staff time, providing materials and information, data specification.

<sup>17</sup> Bus stations (Note this is an estimate as the final value will be determined by the study in Activity 1).

<sup>18</sup> Staff time, providing information, data, specifications for the design and building stations 1%.

<sup>19</sup> Bus stops (Note this is an estimate as the final value will be determined by the study in Activity 1).

<sup>20</sup> staff time, providing information, data, specifications for the design and building stations 2%.

<sup>21</sup> Cost per charging stations, assuming five per governorate for 20 governorates.

<sup>22</sup> Number of vehicles to be imported (note this is an estimate, as the final value will be determined by the study in Activity 1).



| Activity     | 2021<br>- | 2026<br>- | 2031<br>- | Unit<br>cost        | No.<br>units       | Unit type                         | Total cost          | National<br>contribution | International<br>funding | Funding<br>gap              | Indicative options<br>to secure<br>international public<br>funding to address<br>funding gaps |
|--------------|-----------|-----------|-----------|---------------------|--------------------|-----------------------------------|---------------------|--------------------------|--------------------------|-----------------------------|---|
|              | 2025      | 2030      | 2040      |                     |                    |                                   |                     |                          |                          |                             |   |
| 3d           |           |           |           | 0.010               | 3000 <sup>23</sup> | No. of vehicles<br>to be imported | 30.000              | 30.000                   | 0.000                    | 0.000                       |   |
|              |           |           |           | 0.010               | 3000 <sup>23</sup> | No. of vehicles<br>to be imported | 30.000              | 30.000                   | 0.000                    | 0.000                       |   |
| 4            |           |           |           | 0.000               | 0                  |                                   | 0.000 <sup>23</sup> | 0.000                    | 0.000                    | 0.000                       |   |
| 5            |           |           |           | 0.010               | 3000 <sup>24</sup> | No. of drivers to<br>be retrained | 30.000              | 0.000                    | 0.000                    | 30.000                      |   |
|              |           |           |           | 0.010               | 3000 <sup>24</sup> | No. of drivers to<br>be retrained | 30.000              | 0.000                    | 0.000                    | 30.000                      |   |
| 6            |           |           |           | 0.030               | 1                  | Study                             | 0.030               | 0.002 <sup>25</sup>      | 0.000                    | 0.029                       |   |
| 7            |           |           |           | 0.030               | 2 <sup>26</sup>    | Studies                           | 0.060               | 0.002 <sup>27</sup>      | 0.000                    | 0.058                       |   |
| 8a           |           |           |           | 0.005               | 20                 | Campaigns                         | 0.100               | 0.003 <sup>27</sup>      | 0.000                    | 0.097                       |   |
| 8b           |           |           |           | 0.015 <sup>27</sup> | 300                | Vehicles                          | 4.500               | 4.500 <sup>28</sup>      | 0.000                    | 0.000                       |   |
|              |           |           |           | 0.015 <sup>30</sup> | 300                | Vehicles                          | 4.500               | 4.500 <sup>28</sup>      | 0.000                    | 0.000                       |   |
| <b>TOTAL</b> |           |           |           |                     |                    |                                   | <b>618.050</b>      | <b>218.196</b>           | <b>0.000</b>             | <b>399.854<sup>29</sup></b> |   |

<sup>23</sup> Costs of this activity are expected to be covered by the private sector and are mostly associated with the recycling scheme planned as part of the NDC implementation action plan “Reducing emissions in the road transport sector”.

<sup>24</sup> Number of drivers to be retrained (Note this is an estimate as the final value will be determined by the study in Activity 1).

<sup>25</sup> Staff time, providing materials and information, data specification.

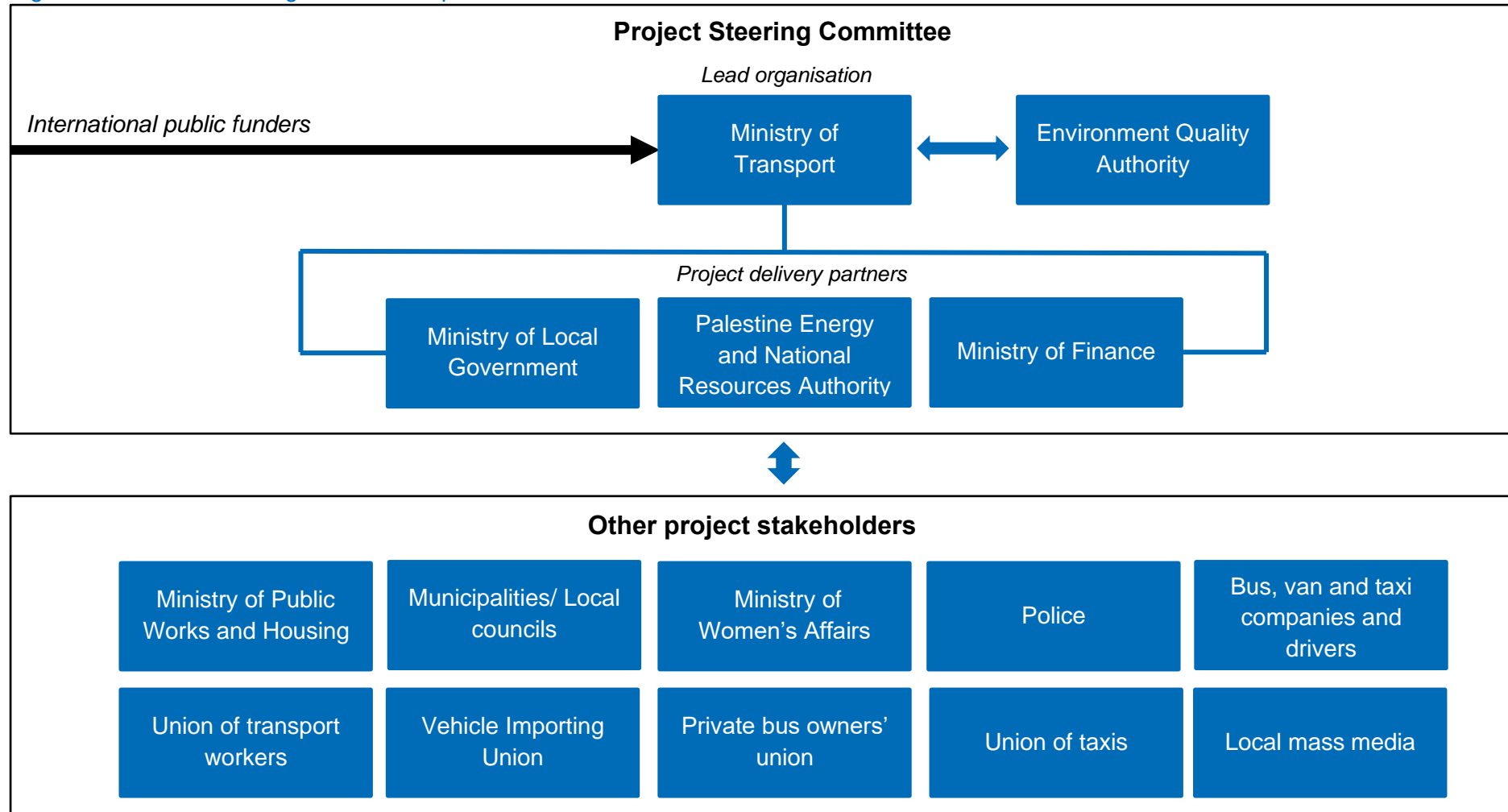
<sup>26</sup> Studies (Gaza Strip and West Bank).

<sup>27</sup> Accumulated licensing fees over five years per vehicle.

<sup>28</sup> Government contribution in the form of losses due to bus exemption of licensing fees for first five years of operation.

<sup>29</sup> Total funding gap is subject to rounding errors.

Figure 3 Institutional arrangements for implementation





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معالي الاخ جميل مطور حفظه الله  
رئيس سلطة جودة البيئة

الموضوع: اعتماد خطط العمل لتنفيذ المساهمات المحددة وطنيا في قطاع النقل والمواصلات

Subject: Endorsement of NDC Implementation Plans for the transport sector

تحية طيبة وبعد.....

تهديكم وزارة النقل والمواصلات أطيب التحيات وتتمنى لكم موفور الصحة والعافية وتتقدم لكم بجزيل الشكر على جهودكم الموصولة والهادفة لحماية البيئة الفلسطينية، بالإشارة إلى الموضوع أعلاه وبناء على طلبكم يرجى العلم بأن وزارة النقل والمواصلات تؤيد وتدعم خطط العمل لتنفيذ المساهمات المحددة وطنيا والتي تم اعدادها بالتنسيق والتعاون مع وزارة النقل والمواصلات وأعضاء اللجنة الوطنية لتغير المناخ والشركاء ذوي العلاقة وذلك ضمن نشاطات المشروع المنفذ من قبل سلطة جودة البيئة وشراكة المساهمات المحددة وطنيا وبدعم من البنك الاسلامي للتنمية.

قائمة بأسماء الخطط والكلفة الاجمالية لها حسب رسالة سلطة جودة البيئة:

- 1- Reducing emissions in the road, estimated budget: 1,517.654 M USD.
- 2- Promoting sustainable road, estimated budget: 618.050 M USD.

مع العلم بان هذه الخطط تأتي انسجاما مع توجيهات مجلس الوزراء وبما يتوافق مع الاولويات الوطنية و الاستراتيجية الوطنية لقطاع النقل والمواصلات .

وتقبلوا فائق التقدير والاحترام

أ. عاصم سالم  
وزير النقل والمواصلات





Excellency Mr. Jameel Mtour

Chairman of Environment Quality Authority

**Subject: Endorsement of the INDC Implementation Plans for the Transport Sector**

The Ministry of Transport sends you best regards and wishes you good health in these difficult days of COVID 19, and would like to thank you for your extended and continued efforts to protect the Palestinian Environment.

Reference is made to the subject and to your kind request for an endorsement letter, and in my capacity as Minister of Transport, this is to confirm that Ministry of Transport fully endorse the NDC Implementation Plans for Transport Sector, that was prepared with Ministry of Transport, National Committee for Climate Change and key stakeholders as part of the project implemented by Environment Quality Authority and NDC Partnership and funded by the Islamic Development Banks.

List of Plans and estimated budget:

1. Reducing emissions in the road, estimated budget: 1,517.654 M USD.
2. Promoting sustainable road, estimated budget: 618.050 M USD.

I would like to reiterate that this plan is in conformity with the National Priorities and relevant Sectoral Strategies as well as the guidance of the Palestinian Council of Ministers.

Assem Salem

Minister of Transport





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معالي الاخ جميل مطور حفظه الله  
رئيس سلطة جودة البيئة

الموضوع: اعتماد خطط العمل لتنفيذ المساهمات المحددة وطنيا في قطاع النقل والمواصلات

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