



Guidance Note for Parties

Formulating NAMAs in the Transport Sector: Kick-starting action

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What is this document, and who is it for?

This guidance has been put together for the benefit of developing country Parties to consider ways in which mitigation actions in the transport sector. NAMAs play an important role in both the AWG-LCA and the Copenhagen Accord¹. Without prejudice to the future negotiations, this document provides guidance for developing country Parties to consider ways in which mitigation actions in the transport sector can be developed and supported. More specifically, it provides ideas for various types of NAMAs in the transport sector, focusing particularly on land transport.

What are NAMAs?

Nationally Appropriate Mitigation Actions (NAMAs) are voluntary emission reduction measures by developing countries that are reported by national governments to the United Nations Framework Convention on Climate Change (UNFCCC). They are expected to be the main vehicle for mitigation action in developing countries under a future climate agreement, and can be policies, programs and projects implemented at national, regional, or local levels. NAMAs are a very new concept, and consequently there are opportunities for developing countries to define potential design options and shape concrete policy measures.

New Opportunities through the Copenhagen outcomes

The key outcomes of the COP15/CMP5 in Copenhagen included the Copenhagen Accord, which was officially "taken note of" by the COP, and the extension of the work until COP16 in Mexico of the existing negotiating tracks under the two Ad-hoc Working Groups, on Long-term Cooperative Action under the Convention (AWG-LCA) and on Further Commitments for Annex I parties under the Kyoto Protocol (AWG-KP).

The decision to extend the work of the AWG-LCA provides further opportunities to negotiate under '*Enhanced action on mitigation and its associated means of implementation*', particularly in terms of principles and guidelines for NAMAs by developing country Parties.

There are uncertainties surrounding the extent to which the Copenhagen Accord will be implemented and the role it will play in the negotiations. However, as stated in the Accord, it provides an opportunity for developing country Parties to submit their NAMAs;

"5. Non-Annex I Parties to the Convention will implement mitigation actions, including those to be submitted to the secretariat by non-Annex I Parties in the format given in Appendix II by 31 January 2010, for compilation in an INF document, consistent with Article 4.1 and Article 4.7 and in the context of sustainable development."

Following the January 2010 submissions, the list in Appendix II of the Copenhagen Accord may be added to through National Communications, submitted every two years, which provide details of mitigation actions undertaken by non-Annex I Parties. It is expected that details of supported NAMAs will also be added to the Appendix II list; it is likely that NAMAs that require international support will be recorded within a registry along with relevant technology, finance and capacity building support, and will be subject to international MRV.

Transport NAMAs – supporting sustainable transport in developing countries

Sustainable transport systems are crucial facilitators of equitable access and mobility providing pathways to economic and social development, whilst imposing minimal environmental impacts. The development of sustainable transport is currently being hampered by a lack of workable mechanisms. For example, the Clean Development Mechanism has only been applied to transport on a very limited scale. From this perspective, NAMAs are thought to provide a new opportunity for developing countries to take action in this sector with large and rapidly increasing emissions, whilst still managing their need for growth and economic development. In developing and registering NAMAs under the Copenhagen Accord, it is thought that developing countries can benefit from:

- **Access to new sources of funding** – Funds will be developed to match actions and funding needs for the support of mitigation, adaptation, REDD-plus, technology and capacity building; there is a short term commitment to provide resources approaching USD 30 billion for the period 2010-2012.
- **National and international visibility** – Countries can move directly to the front of climate mitigation action by: (a) sharing the responsibility to reduce GHG emissions, and (b) making the transport sector a key element in achieving this goal.
- **Reaping the co-benefits** – Sustainable and modern low-carbon transportation systems increase the competitiveness of countries and cities by attracting top companies and highly qualified workers. Further benefits are: better air quality and health, increased energy security, reduced congestion, improved safety, social inclusion of poor people, enhanced tourism etc.

What kind of NAMAs can be implemented in the transport sector?

Generally speaking, policies that support mitigation actions in the transport sector focus on:

- **Avoiding** or reducing trips, e.g. through the integration of land use and transportation planning,
- **Shifting** to and maintaining the use of “green” modes, such as public transport and non-motorised transport, and
- **Improving** vehicle and fuel technology of all modes of transport to improve the environmental efficiency from each kilometre travelled.

There are a wide range of NAMAs which are conceivable in the transport sector. In fact, current mitigation actions that could have been submitted as NAMAs include, fuel efficiency standards in China, urban transport policy in India (JNNURM), and Bus Rapid Transit (BRT) systems. The following two tables provide an overview of possible opportunities for NAMAs on the national (table 1) and sub-national level (table 2).

Table 1: Overview of possible supported transport NAMAs on national level

| Policy that could be submitted as a NAMA | Support needed | Co-benefits |
|--|------------------------------------|---|
| Regulations | | |
| Used vehicle import standards <i>To improve overall fuel efficiency of vehicles</i> | • Capacity building | • Air quality |
| Low-carbon fuel standard <i>To incentivize low carbon fuels, e.g. flex-fuels, hybrids, electric cars</i> | • Technology transfer • Finance | • Air quality |
| Economic measures | | |
| Increase of fuel taxation <i>To remove incentives for non-sustainable transport modes and give incentives for use of low carbon modes</i> | • Capacity building | • Less congestion • Financial revenues |
| Rail and inland shipping investments <i>To shift and maintain low carbon modes esp. in long distance freight transport</i> | • Financial support | • Economic success |
| Vehicle registration tax/ license implementation <i>To incentivize using low carbon modes</i> | • Capacity building | • Financial revenues |
| Technology | | |
| Research, Development and Demonstration (e.g. for fuel efficient cars, electric bikes and ‘smart’ public transit) <i>To show applicability of measures</i> | • Technology transfer | • Economic growth • More jobs |

Table 2: Overview of possible supported transport NAMAs on regional or local level

| Policy that could be submitted as a NAMA | Support needed | Co-benefits |
|--|--|--|
| Regulations | | |
| Sustainable Urban Transport Plans: Manage travel demand based on local needs (e.g. bundles of policies; pedestrian, parking, public transport, cycling, information campaigns etc.) <i>To bundle activities that push away from car dominance and pull towards low carbon modes.</i> | <ul style="list-style-type: none"> • Capacity building • Financial Support | <ul style="list-style-type: none"> • Air quality, • Economic success • Cost savings • Less congestion • Social equity |
| Technology | | |
| Transportation system technologies (e.g. priority signaling of buses, green procurement of local car and bus fleets, electronic congestion charge, electronic ticketing) <i>To reap the benefits of new technologies and make alternatives to car use more attractive</i> | <ul style="list-style-type: none"> • Technology transfer • Financial support | <ul style="list-style-type: none"> • Economic success, jobs, financial revenues |
| Land use planning | | |
| Retail centers for urban freight transport <i>To organize urban freight more intelligently</i> | <ul style="list-style-type: none"> • Capacity building • financial support | <ul style="list-style-type: none"> • Air quality, less congestion |
| Mass Rapid Transit (BRT, LRT, Metro) <i>To offer a high quality alternative to car use</i> | <ul style="list-style-type: none"> • Financial support • Capacity building | <ul style="list-style-type: none"> • Less congestion • Air quality • Reliable, timely transport |
| Urban Development Plans: mixed-used, high density cities <i>To make trips short and favorable to low-carbon modes</i> | <ul style="list-style-type: none"> • Capacity building | <ul style="list-style-type: none"> • Reduces land demand • Economic success • Social equity |

Preparing for the road ahead

It is proposed that a number of these, or similar, mitigation actions could be included within submissions by non-Annex I Parties to the secretariat by the 31st January 2010 for inclusion in Appendix II of the Copenhagen Accord. The UNFCCC informed the parties on January 18th, that according to paragraph 5, non-Annex 1 countries “may submit to the secretariat by January 31st information on mitigation actions in the format given in Appendix II. The decision to submit such information is for individual Parties to make and they are at liberty any clarification of their inputs they deem appropriate.”ⁱⁱ To transmit the information a simple letter from a relevant officer from the government is seen as sufficient. The secretariat will make this information publicly available. The submission of transport NAMAs can provide developing country Parties with a “first-mover advantage”, whereby they can be better prepared for the next steps towards receiving international support to implement these NAMAs. Secondly there is a need for the NAMA concept to be further developed, and the submission of good and concrete actions can provide the necessary learning. Such steps are likely to include;

- Estimation of the mitigation potential of the suggested NAMAs
- Methodologies to measure, report and verify (MRV) support and actions
- Setting up appropriate institutional frameworks at local, national and international level to support actions in the transport sector
- Building an appropriate financing architecture for sustainable, low-carbon transport, e.g. relating to the proposed Copenhagen Green Climate Fund
- Ensuring that future technology mechanisms will be supportive of transport.

ⁱ http://unfccc.int/files/meetings/cop_15/application/pdf/cop15_cph_auv.pdf

ⁱⁱ http://unfccc.int/files/parties_and_observers/notifications/application/pdf/notification_to_parties_20100118.pdf