

NAMAs and MRV in the transport sector

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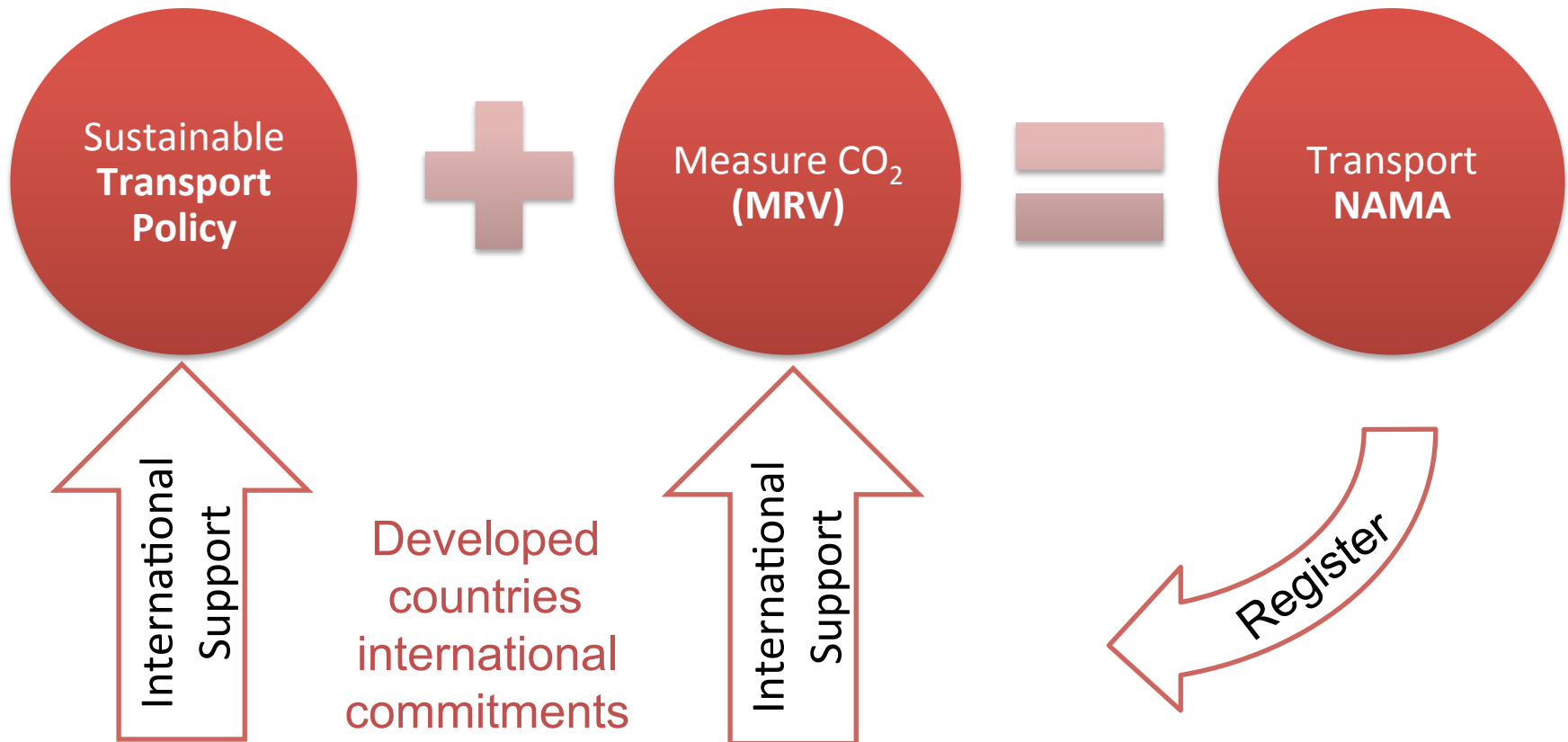
Kick-off workshop Transport & climate change

Bangkok, 5 March 2013



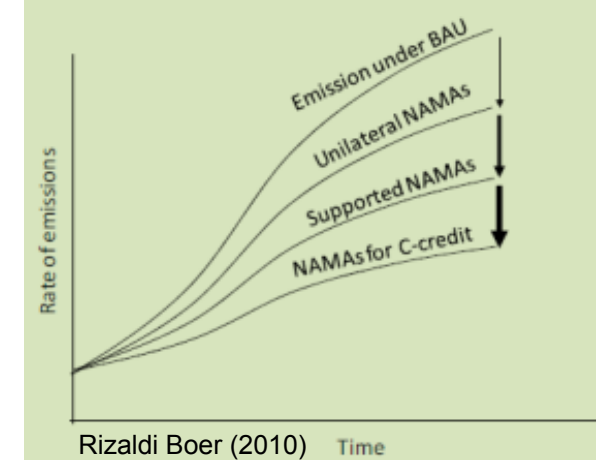


What is a transport NAMA?





NAMA scope



- NAMA: national target, sectoral target, sectoral programme, local programme/policy, project, low-carbon development strategy, capacity building programme
- Transport-NAMAs could include integrated packages of measures
- Distinguishing unilateral, supported and credited NAMAs
- NAMAs can be submitted to the UNFCCC using a standard format

http://unfccc.int/cooperation_support/nama/items/6945.php



Why transport NAMAs

- Sustainable transport faces a number of barriers (financial, institutional, behavioural, political, etc)
- (internationally supported) NAMAs can help to overcome these:
 - Financial support
 - Capacity building, e.g. for policy development, data gathering, technical support
 - Technology transfer
 - Political drivers



Transport-NAMAs: current status

23% of all NAMAs under development from transport sector

Registered with UNFCCC: 2

Proposal/planning: 8

Concept: 10

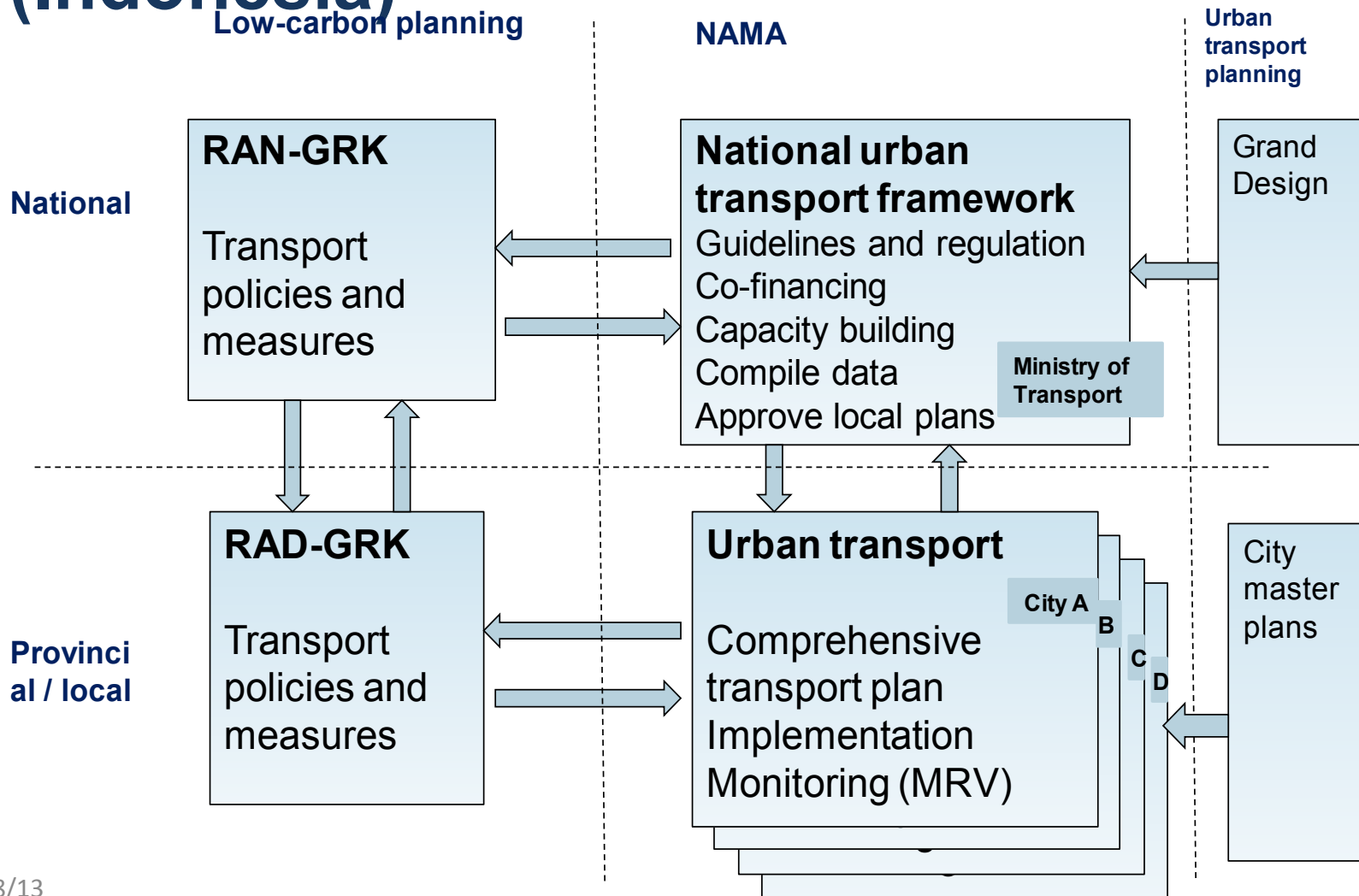
Examples:

- Electric vehicles in Colombia, Chile and South Africa
- City-wide transport plans in Mexico, Indonesia, Brazil, Jordan
- Vehicle energy efficiency improvement in Mexico, Colombia
- Modal shift road to rail in Ethiopia
- Bus optimisation and transit systems in various countries



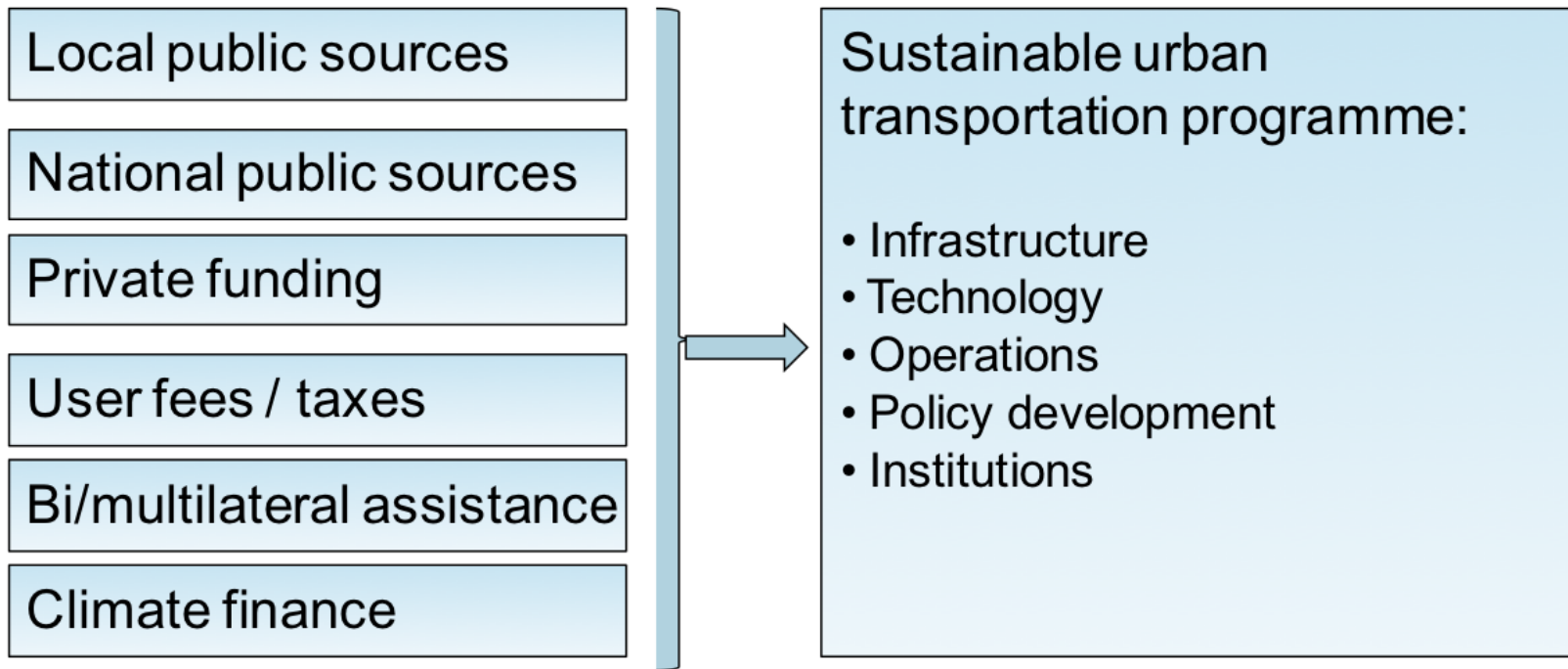


Sustainable Urban Transport NAMA (Indonesia)





Blending domestic finance with international support



Climate finance can be grant or loan, and can be based on the additional cost of the policy compared to business-as-usual



MRV: what is it and why is it useful?

Measurement, reporting and verification: policy monitoring and evaluation of the impact

- Facilitate implementation and management of individual programmes
- Identify best practices and foster international learning
- Provide accountability to domestic stakeholders (including private sector investors)
- Provide mutual accountability in the case of international cooperation

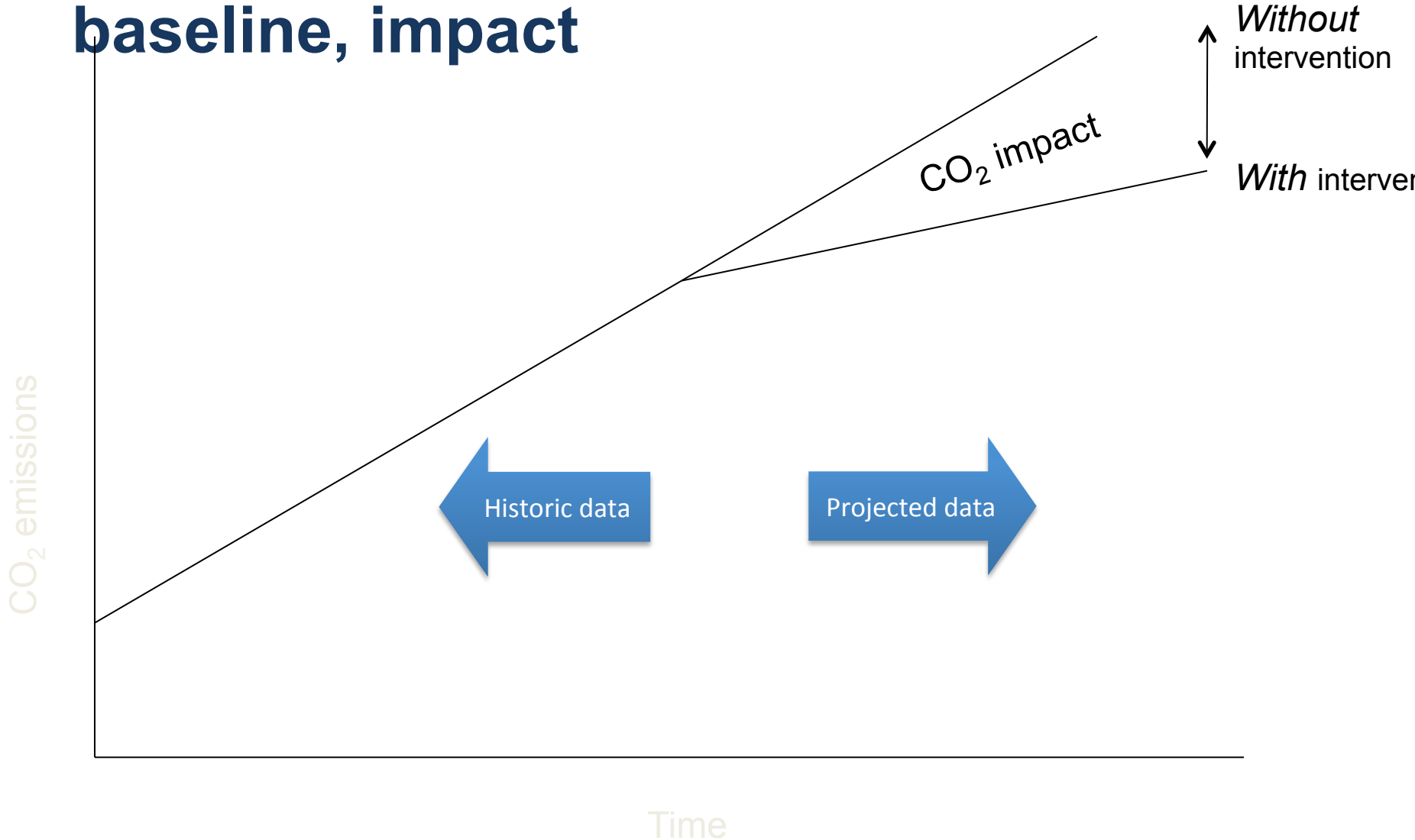


What can be MRV-ed?

- Action
 - Plan
 - Implementation
 - GHG reduction compared to baseline
- Support
 - Finance
 - Technology
 - Capacity building

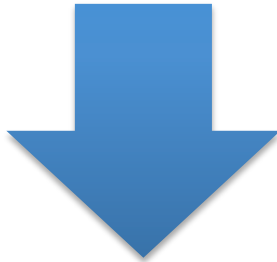


Historical and future emissions, baseline, impact



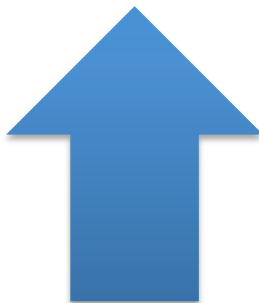


CO₂ emission estimation approaches



Top –Down

- Fuel sales (by fuel type)
- Emission factor (by fuel type)
 - *Often used for emission inventories*



Bottom-up

- More detailed data by vehicle type and travel behaviour
- *More suitable to gain insight in the transport system and policy impacts*

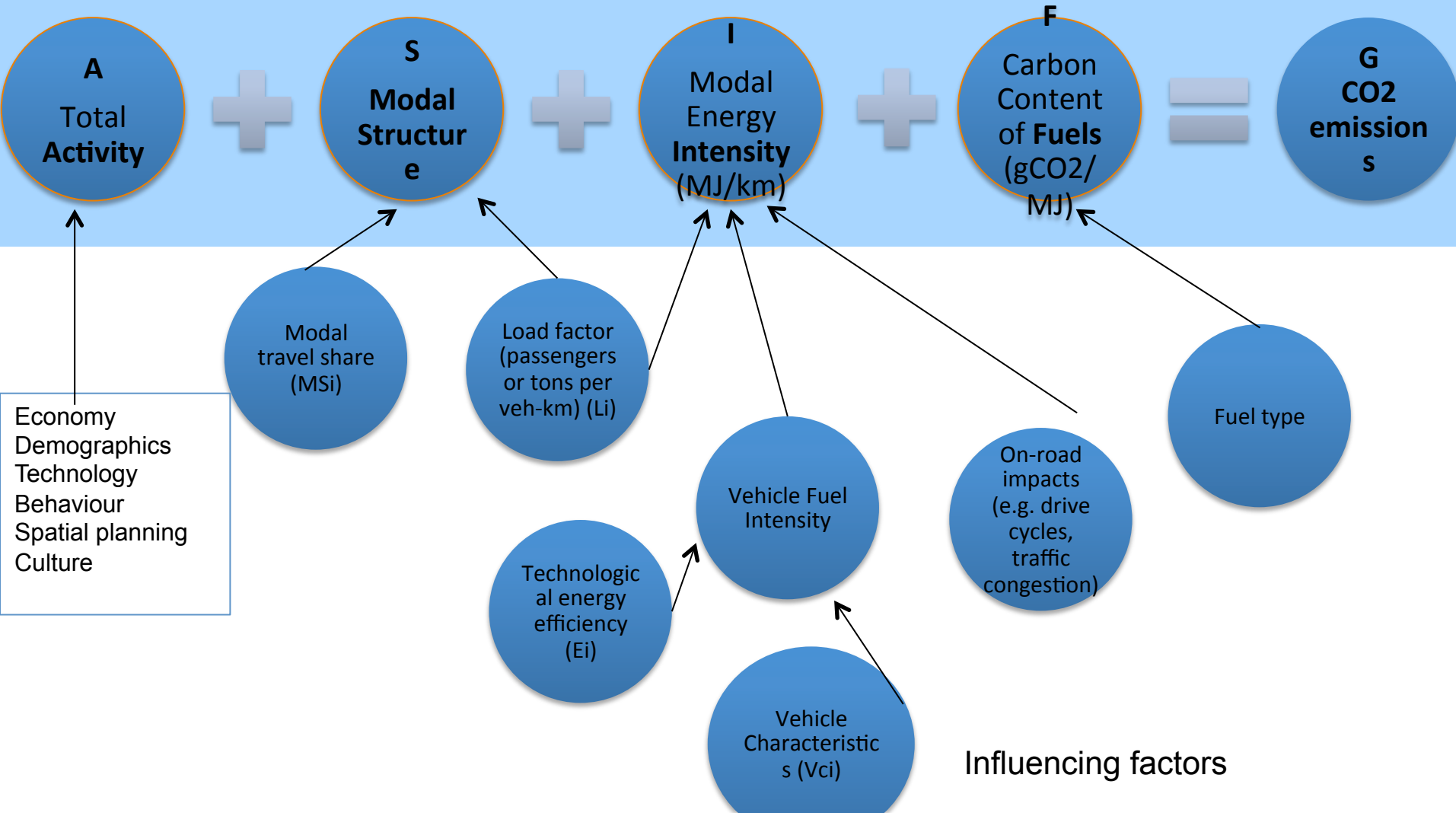


Transport and climate change



Bottom-up approach: ASIF

ASIF formula





NAMA MRV – more simple than CDM

- No crediting, therefore less stringent requirements for CO₂ estimation
- CO₂ estimation based on simpler methodologies, with less data required
- Other indicators can be used too, e.g.:
 - km of bus rapid transit or bicycle lane
 - Change in modal split in a certain area
 - CO₂ standards for new vehicles
 - Parking policy adopted



Conclusions

NAMAs are a new climate policy instrument

Can help to overcome barriers to sustainable transport

Many NAMA ideas are under development, few full proposals

MRV useful tool for policymakers to understand impact and provide learning