



Introduction to NAMAs in the transport sector

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NAMA Selection for Vietnam Transport Sector**

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Transport...

- ... provides personal **mobility**, enhances **equity & social inclusion**.
- ... facilitates local & international **trade and economic growth**.
- ... leads to productivity losses from **congestion**.
- ... impacts human health from local **air pollution**.
- ... contributes to climate change from **GHG emissions**.



... 24% energy-
related CO2 em.



... fastest
growing sector



... GHG em. projected to
double by 2050 (BAU)



Transport and climate change in Vietnam

- transport accounts 23% of the GHG emissions of the energy sector and 8% of the total GHG emissions (2000)
- Within transport sector, road transport accounts for the largest share of emissions (68% in 2010), followed by maritime transport (19% in 2010)
- Emissions from two-wheelers/motorcycles constitute the largest share of road transport CO₂ emissions

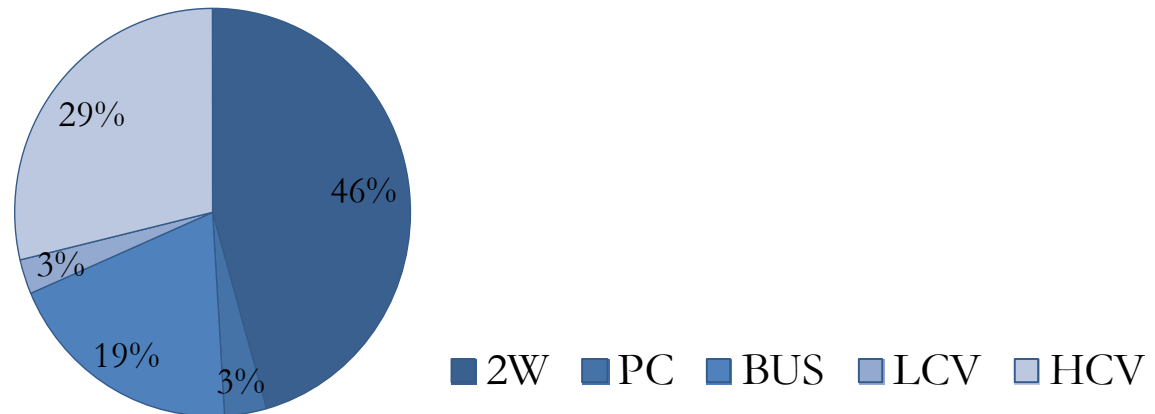


Figure 1: Road transport CO₂ emissions by vehicle type, 2010

Source: Bongardt et.al. 2009 (based on IEA 2008)



NAMAs linked to international CC negotiations



United Nations
Framework Convention on
Climate Change



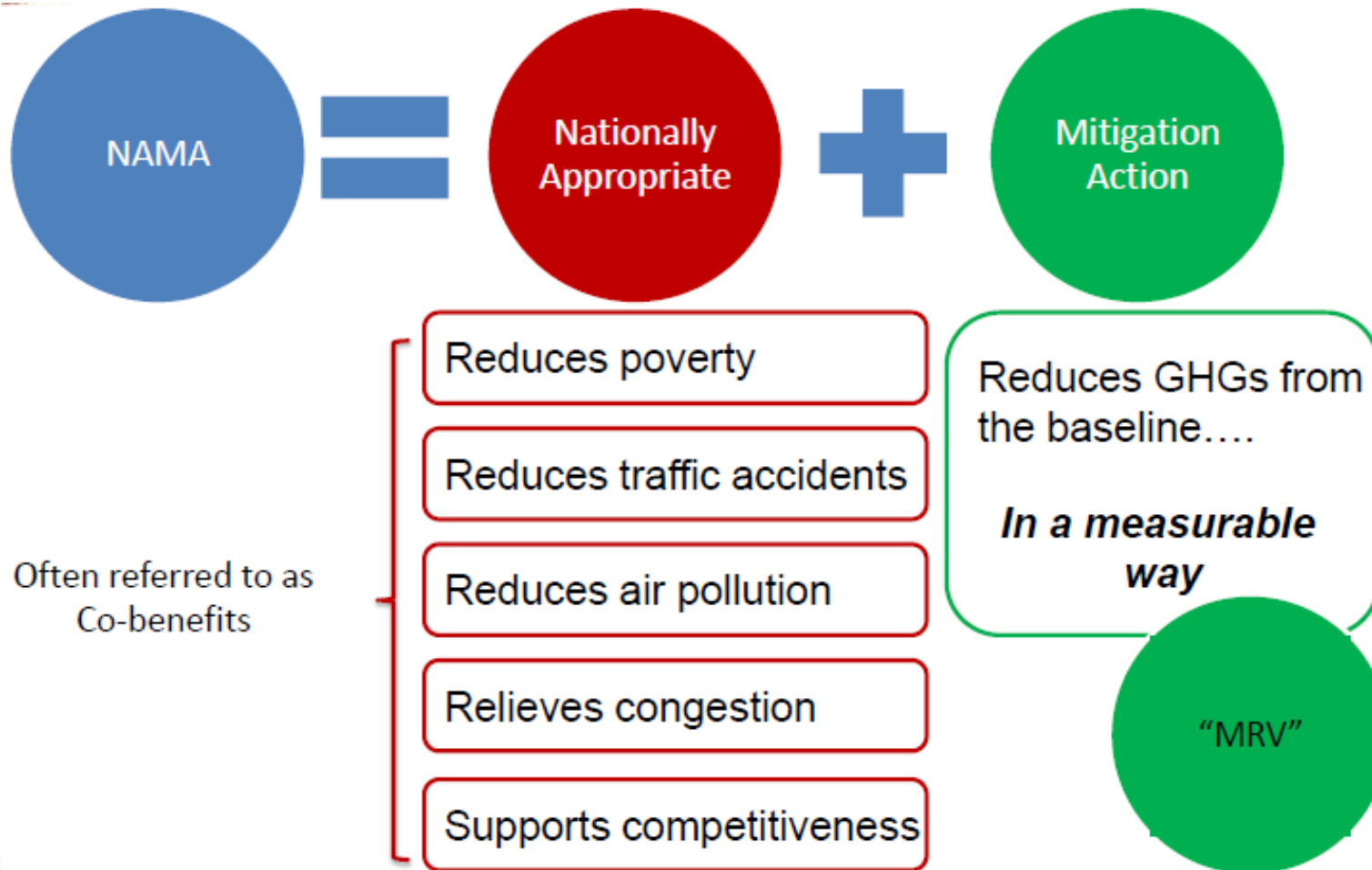
Negotiations





What are NAMAs? I

NA + MA



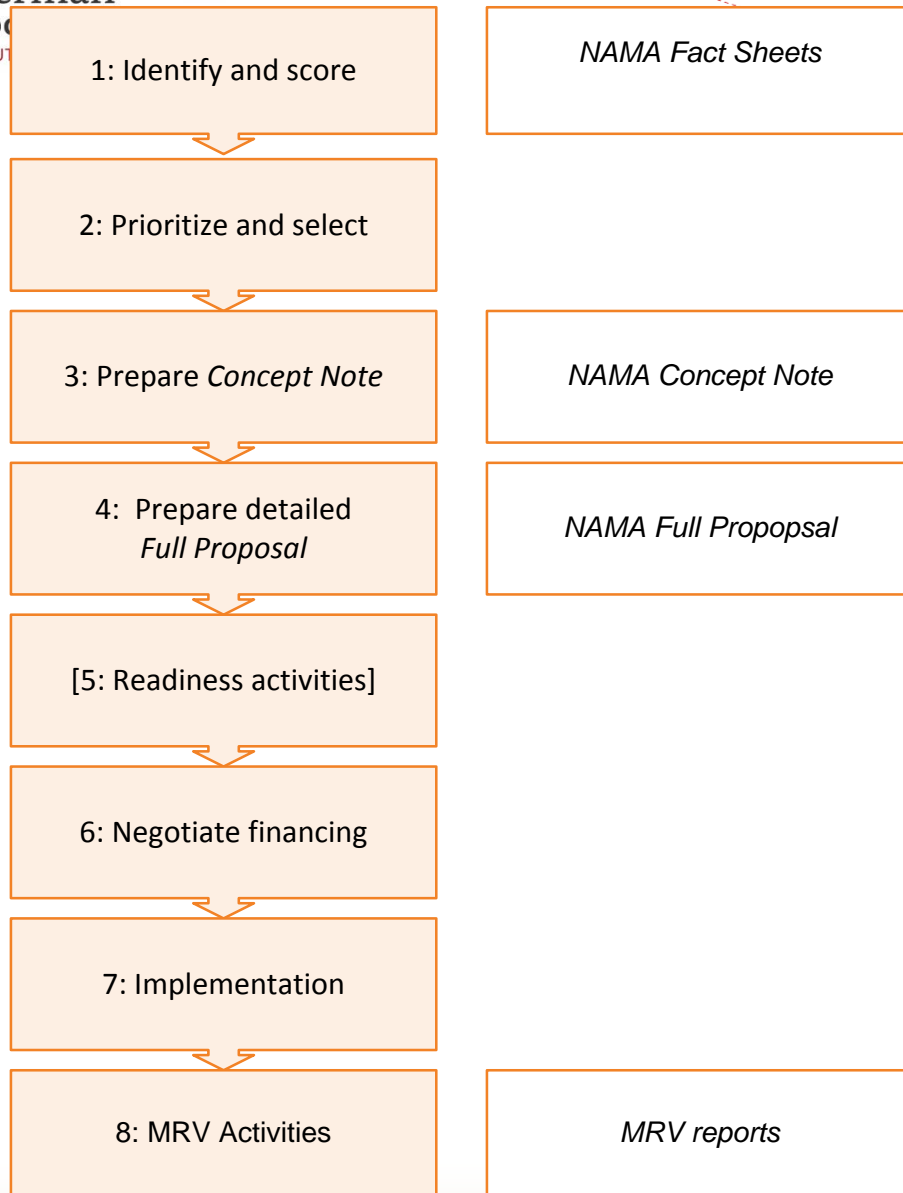
Sakamoto,
2013



What are NAMAs? II

A few important characteristics:

- NAMAs are **voluntary actions** taken by developing countries to reduce GHG emissions (policies, programmes and measures within a sector)
- country driven and following national **sustainable development** priorities.
- GHG emission reductions resulting from NAMAs are to be transparently **measured, reported and verified**.
- NAMA-types: **supported, domestic** (for recognition)

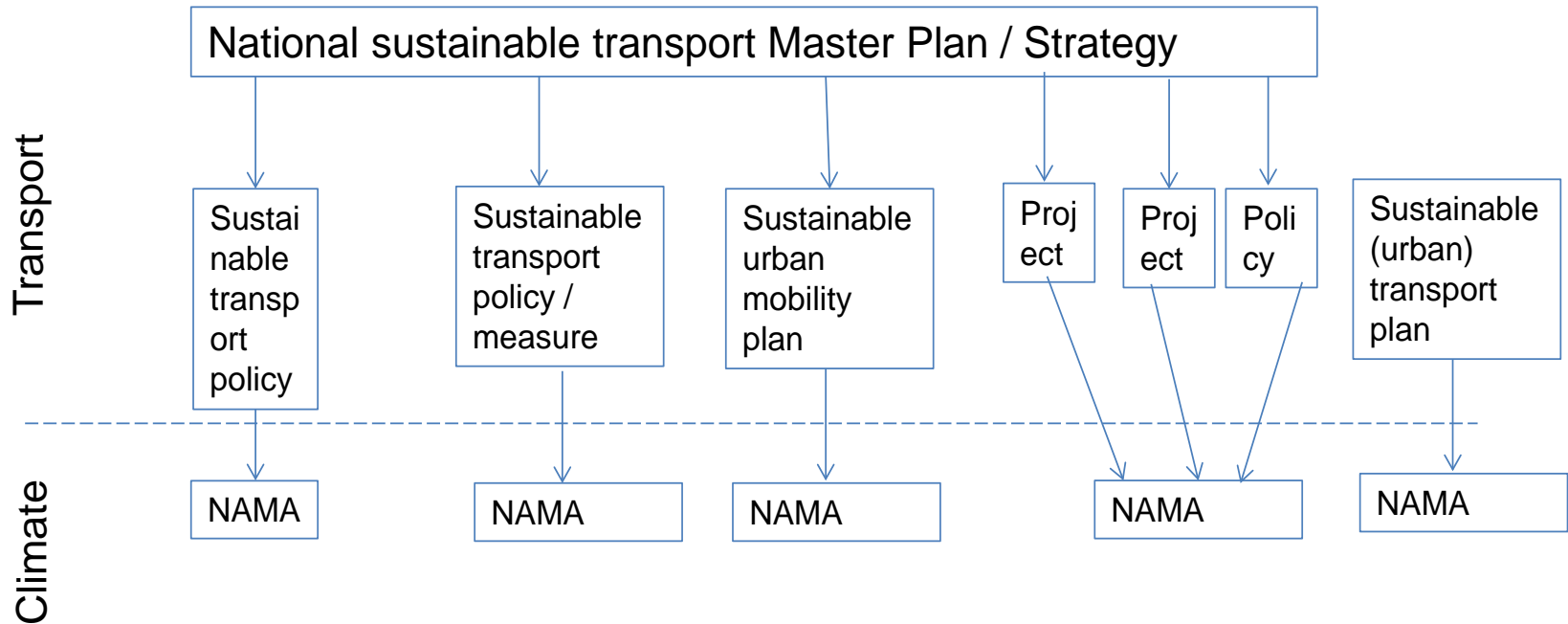


Steps in NAMA development

Register with UNFCCC



transport-NAMA: Connecting transport and climate policy



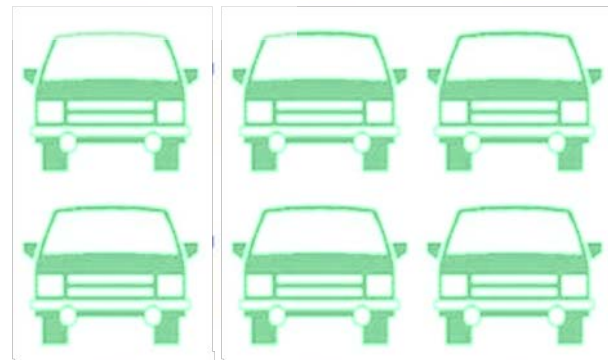


Avoid – Shift - Improve: Comprehensive Approach to GHG Reduction

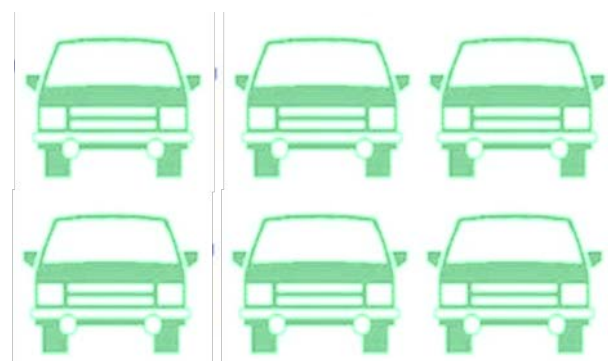
AVOID
unnecessary trips
REDUCE km



SHIFT modes



IMPROVE vehicles
low carbon fuels





Potential NAMAs in the transport sector

**Avoid/
Reduce**
transport demand
passenger km

Urban land use planning
Economic development around MRT corridors
Green Logistics, avoid empty haulage
Reduction of subsidies, Fuel Taxation

Shift
energy intensity
joule / pkm

Non-motorized transport infrastructure
High quality public transport
TDM, incl Road Pricing and Parking Management

Improve
CO₂ intensity
CO₂ / joule

Fuel Economy Standards (FES)
Heavy duty vehicle rejuvenation (scrapping programs)
Eco-Driving campaigns



Indonesia Supported NAMA: Sustainable Urban Transport Initiative



- Promotes sustainable urban transport in Indonesian Cities
- The pilot phase will start with the implementation of low-carbon mobility plans in three cities (Medan, Manado, Batam)
- supporting activities on national level that aim at upscaling the policies of the pilot phase to more Indonesian cities, e.g. a Policy Framework for Sustainable, Low-carbon Urban Transport





How can NAMAs help sustainable transport?

- CO₂ reduction is not the driver for (local) transport policymakers, it's about sustainable development, with CO₂ reduction as a co-benefit
- NAMAs can help governments to overcome barriers to sustainable transport by:
 - Additional finance from international sources
 - Capacity building
 - Positive incentive (recognition) for local policymakers
- NAMAs could go beyond current plans and aim for long-term transformational change in sector
- Monitoring of policies (MRV) helps to:
 - Gain insight in progress
 - Facilitate learning
 - Feedback to stakeholders



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Energy Efficiency and Climate Change Mitigation in the Land Transport Sector in the ASEAN Region

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Project Overview
In order to move towards sustainable transport in the ASEAN region, this project aims at improving energy efficiency and thereby mitigating greenhouse gas emissions arising from land transport. This requires comprehensive strategic orientation of decision makers at the level of national, regional and local governments.
More.

Transport & Climate Change
A certain level of mobility creates benefits for economic and social development, however the current trends in the transport sector in Asia are unsustainable. Having the 2nd largest vehicle fleet in Asia just after China, ASEAN already faces serious problems including congestion, fossil fuel consumption, air pollution and road safety.
More.

News & Events
Regional exchange on NA. How can NAMAs help sustainable transport in Asia? This was the cent...
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Regional Programme
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Non-Profit Organization
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