

# Regional Workshop on NAMAs

## Session 3B

*Transport Sector*  
*Parallel Thematic Session*

# Agenda

Time	Item	Who
9:00	Welcome remarks & outline of the session	Alvin Mejia, Clean Air Asia
9:10	Introduction to transport NAMAs	Stefan Bakker, GIZ Thailand
9:40	MRV for transport NAMAs	Sudhir Sharma, UNEP DTU
10:00	Country case Indonesia	Widiatmini Sih Winanti, National Council on Climate Change, Indonesia
10:20	Country case Thailand	Chutinthorn Praditpet, Office of Transport Policy and Planning Thailand
10:40	Coffee Break	
11:00	Country case Sri Lanka	Chamika Iddagoda, Ministry of Environment and Energy, Sri Lanka
11:20	Introduction to small group discussions	Alvin Mejia, Clean Air Asia
11:25	Small group discussions	
12:00	Reporting back	
12:25	Closing remarks	Stefan Bakker, GIZ Thailand
12:30	Lunch	

**BREAKOUT**



# Instructions

- ▶ Identify
  - a. Group Facilitator
  - b. Rapporteur
- ▶ As a group, answer the questions that are assigned to you
- ▶ If you have finished answering the assigned questions and there is time left, please choose another question and answer it
- ▶ You are given 30 minutes to discuss
- ▶ Reporting starts at 12:00 pm (maximum 10 minutes per rapporteur)

1. If you would ask your ministry of transport what is the most important aspect of a transport NAMA, what do you think they would say? If several, please rank.

Group 1

2. Think of 2-3 arguments transport officials in your country might raise against doing a NAMA. For each of these, what would be your counterargument in favor of transport-NAMA?

3. Imagine, you are the ministry of transport and you would select a NAMA based on the mitigation potential, where would you see the biggest opportunities? Which policy instruments do you consider suitable to tackle this potential? Suggest three opportunities including appropriate instruments.

Group 2

4. Are mitigation actions in the transport sector expensive? How can potentially small volumes climate finance be utilized most effectively for significantly reducing GHG emissions?

5. Fragmented responsibilities across the government for transport-policymaking are in many countries a barrier for comprehensive action on low carbon transport. How do you think could a NAMA help overcome such challenges?

Group 3

6. Imagine you have successfully selected a transport NAMA, what are your three next steps in order to move it from idea to implementation?