

NAMAs in the Transport Sector

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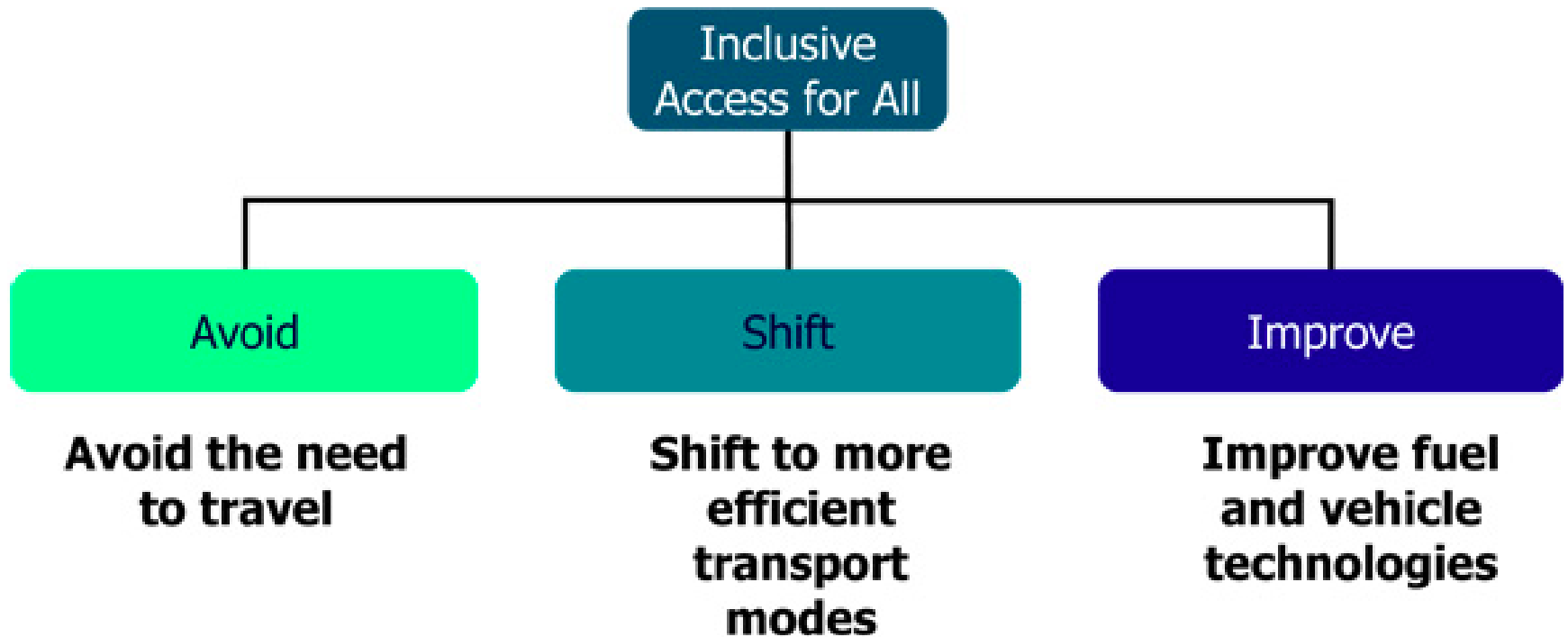
GIZ

UNEP NAMA workshop, 1-3 October 2014, Ha Long City





Avoid – Shift – Improve: a paradigm for sustainable transport planning



Sustainable Transport Paradigm



Climate change mitigation as a co-benefit of sustainable transport policy

Sustainable transport:

- Improves energy efficiency
- Benefits economy
- Increase road safety
- Improves air quality
- Reduces congestion
- Increase in liveability
- Reduces greenhouse gas emissions



Typology of policy instruments

- Infrastructure and technology investment (e.g. roads, cycle paths, BRTs, railways, stations, airports, traffic management systems, vehicles and rolling stock)
- Regulation and planning (standards, codes, audits and rules)
- Economic instruments (taxation, subsidies, pricing, research programmes)
- Information and communication (e.g. campaigns, labelling, etc.)



Policy instruments and ASI

Type of policy instrument	Avoid	Shift	Improve
Economic	Road pricing, TOD, parking pricing,	Bus ticket pricing, Sustainable transport fund	CO ₂ based vehicle taxation, EV subsidy
Regulatory	Environmental zoning, bus route optimisation	Parking management, high-occupancy vehicle lanes	Fuel economy standard, speed limits,
Information	Promotion of teleworking,	Bicycle campaign, 'branding' of public transport	Car labelling, eco-driving
Public spending / investments	Logistic centres	Multi-modal facilities, BRT, metro construction, dedicated cycling lanes	Electric vehicle charging stations

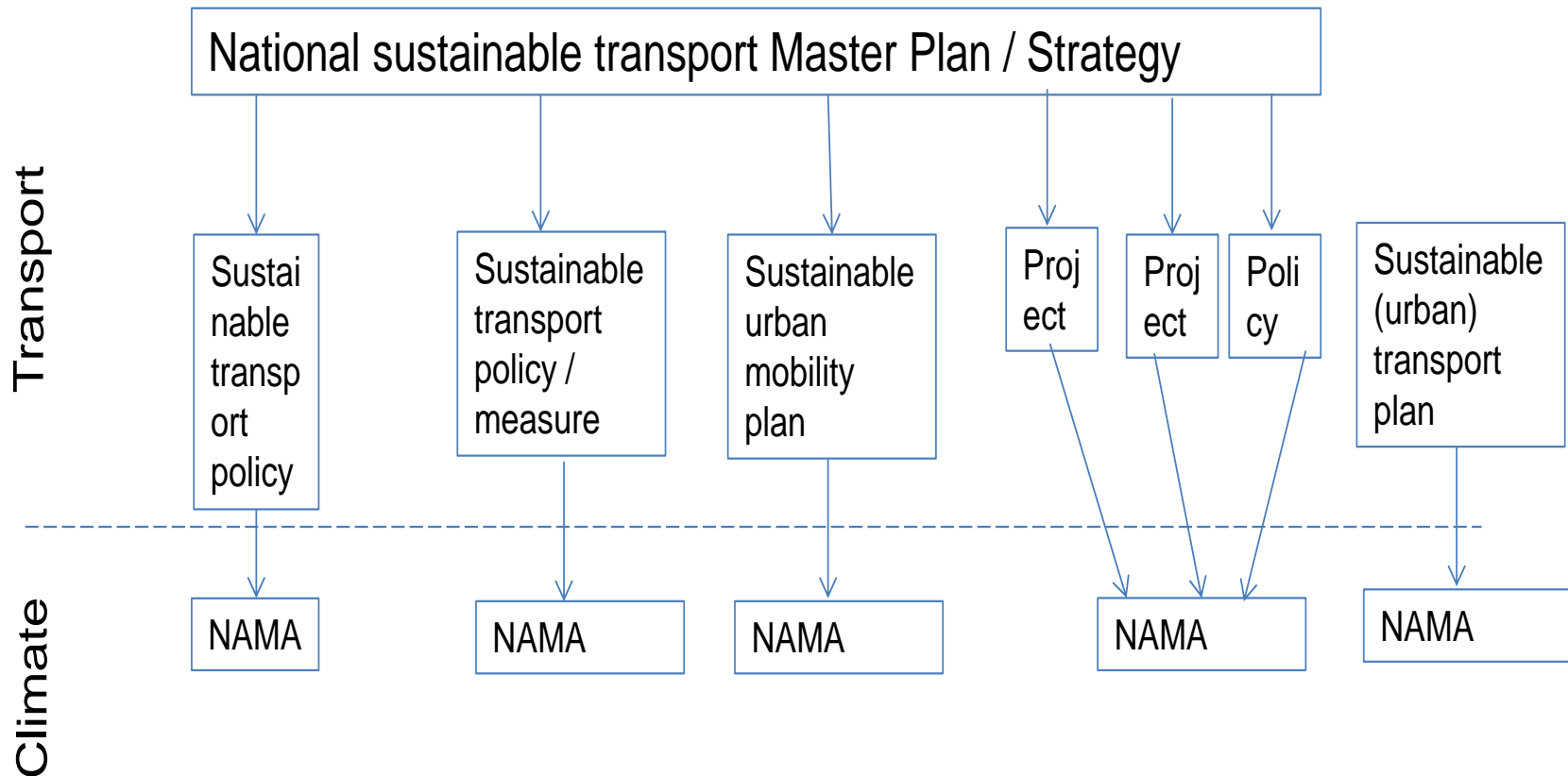


What can be the role of NAMAs in promoting sustainable transport?





NAMA can connect transport and climate policy





NAMAs can help sustainable transport policies

- Help overcome barriers:
 - Technical and institutional capacity
 - Design high-quality policies and strategies
 - International financial support, leveraging domestic finance and other sources
 - Political support, local-national-international
- Achieving long-term change by moving beyond current plans, in a systemic approach (avoid mistakes made in industrialised countries)
- Scaled-up finance by shifting investments from traditional approaches to sustainable transport (notably public transport)

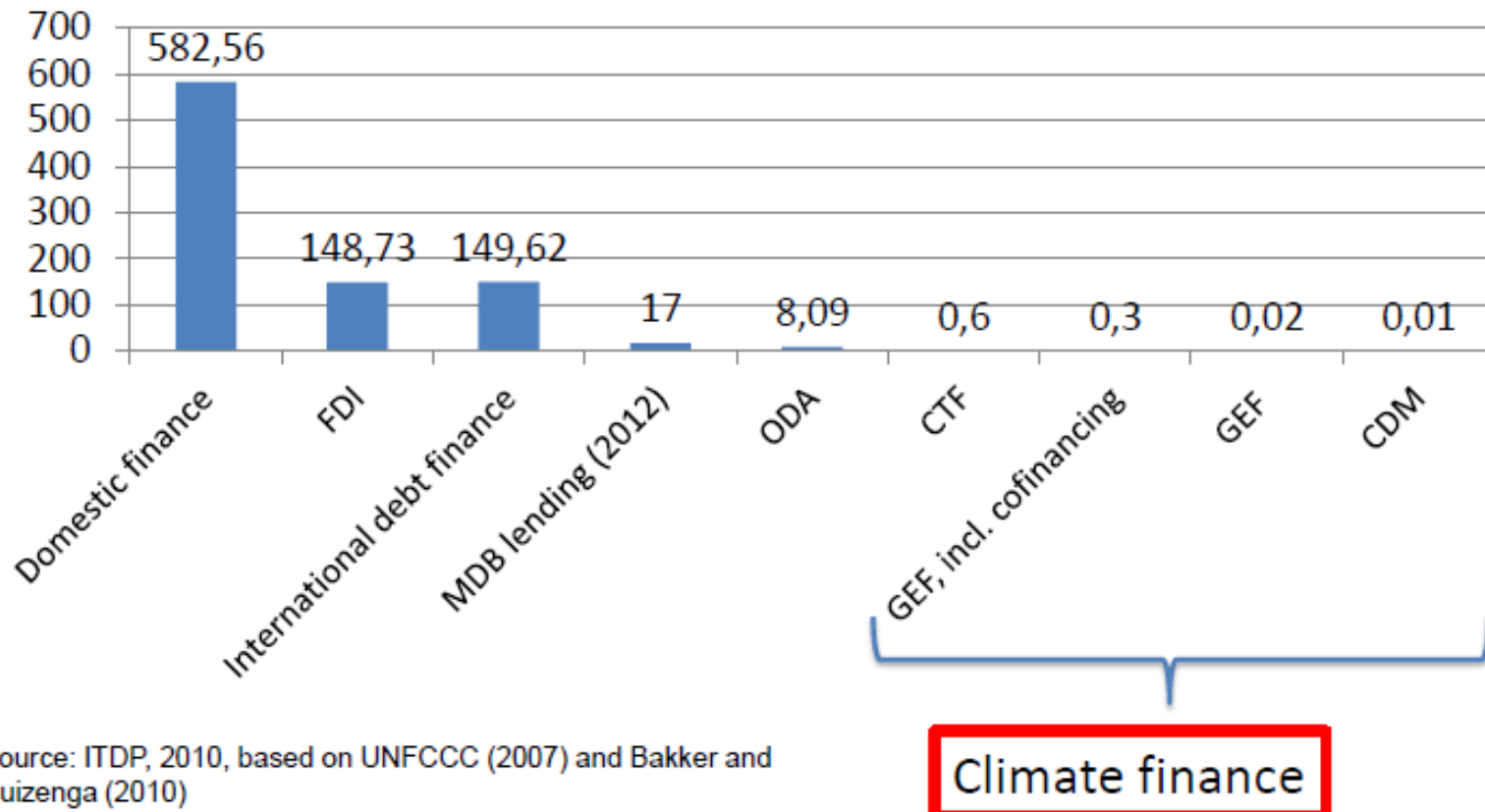
**Can NAMAs
work better
than CDM?**





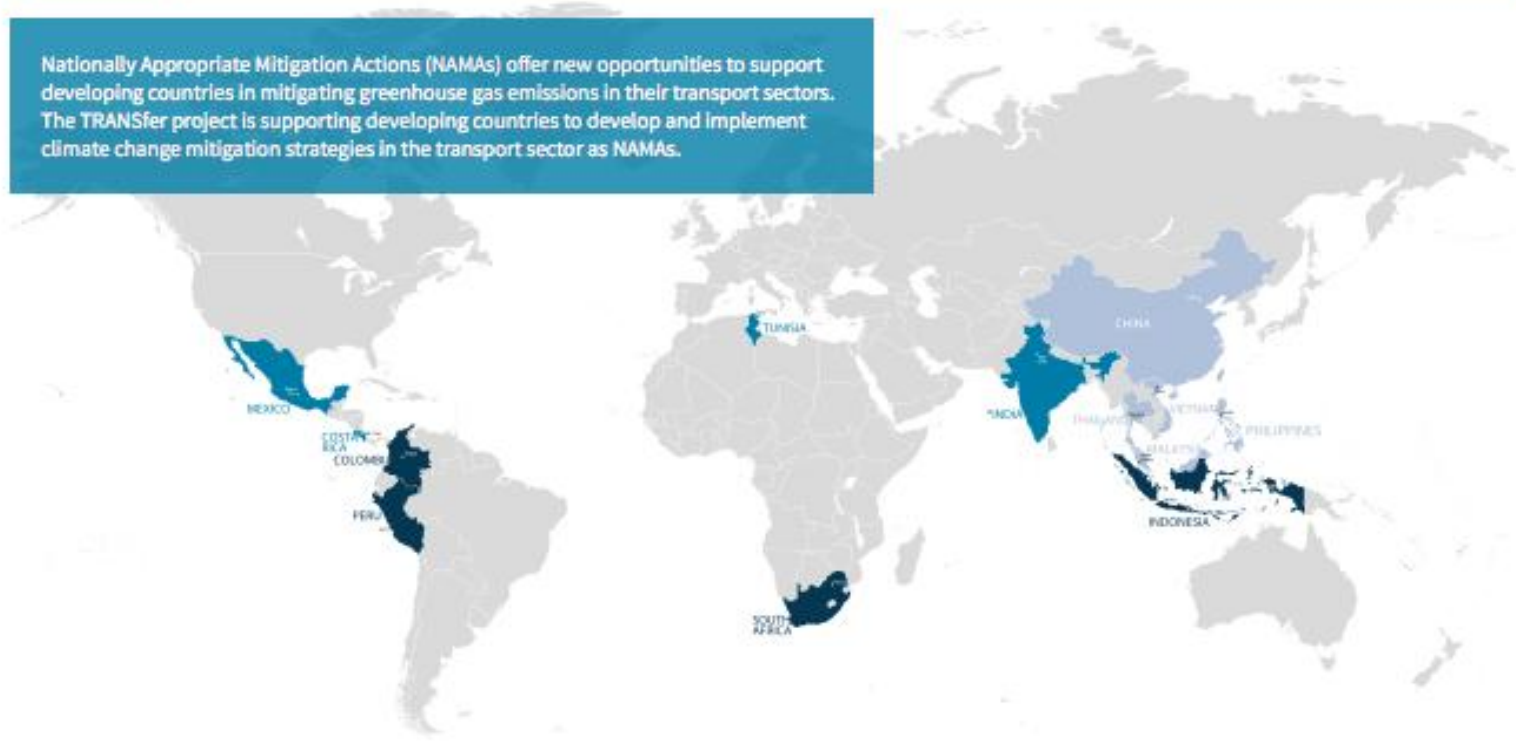
Can climate finance make a difference?

Global transport investments by source of finance in annual terms (US\$ bn)



Source: ITDP, 2010, based on UNFCCC (2007) and Bakker and Huizenga (2010)

Nationally Appropriate Mitigation Actions (NAMAs) offer new opportunities to support developing countries in mitigating greenhouse gas emissions in their transport sectors. The TRANSfer project is supporting developing countries to develop and implement climate change mitigation strategies in the transport sector as NAMAs.




Transport NAMA Database


TRANSPORT NAMA DATABASE

News and Events

EXPERT GROUP ON CLIMATE FINANCE FOR SUSTAINABLE TRANSPORT

search 

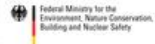
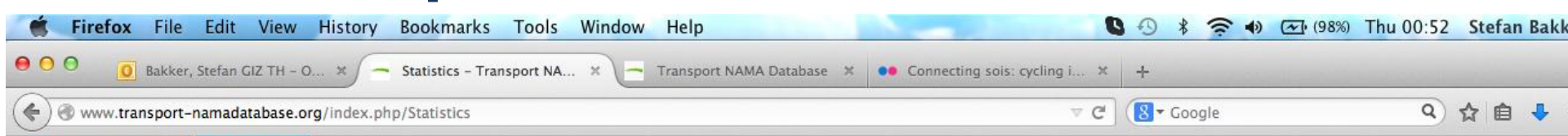
Publications 

Handbook 

t-NAMA Survey



Transport-NAMA database



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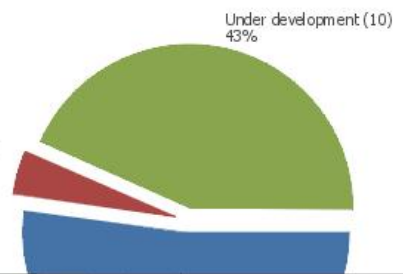
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Statistics

Stages

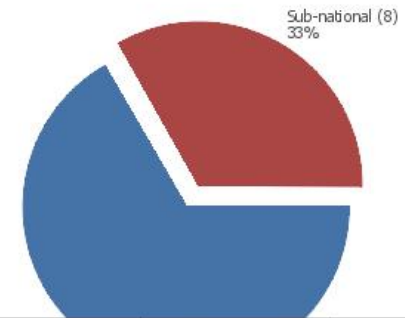
Total NAMAs in each stage

- Feasibility study: 12
- Implementation: 1
- Completed: 0
- Not known: 0
- Under development: 10



Level of implementation

- Supra-national: 0
- National: 16
- Sub-national: 8
- Not known: 0





Status

- 23 in database (tip of the iceberg)
 - 13% - equal to share in global emissions
- Mostly in passenger transport (even though freight is 45% of emissions)
- Mostly in urban transport
- ASI all represented
- Most in Latin America
- Not much known about mitigation impact



Transport and climate change



Transport-NAMA Database

www.transport-namadatabase.org/index.php/Main_Page Google

Programme for Energy Efficiency in the Transport Sector in Chile	Chile	Feasibility study	Supported (with unilateral elements)	Strategy or plan	National	-	I (Improve)	Bus (PT) Road cargo (F)
Public transport development	Lebanon	Feasibility study	Supported (with unilateral elements)	Strategy or plan	Sub-national	-	S (Shift) I (Improve)	Bus (PT) Rail (PT) Car (IMT)
Public Transport Route Optimization and Vehicle Fleet Renovation	Mexico	Under development	Supported (with unilateral elements)	Policy or program Project Not known	National	-	S (Shift) I (Improve)	Bus (PT)
Rehabilitation of Arterial Roads in Serbia	Serbia	Under development	Supported (with unilateral elements)	Project	National	-	I (Improve)	Bus (PT) Car (IMT) Motorcycle (IMT) Road cargo (F)
Rollout of electric private passenger vehicles	South Africa	Feasibility study	Supported (with unilateral elements)	Not known	National	-	I (Improve)	Car (IMT)
Santiago Transportation Green Zone	Chile	Under development	Supported (with unilateral elements)	Strategy or plan	Sub-national	-	S (Shift) I (Improve)	Bus (PT) Other public transport (PT) Car (IMT) Walking (INMT) Cycling (INMT)
Supported NAMA for Improvement of Road-based Freight sector	Colombia	Feasibility study	Supported (with unilateral elements)	Policy or program	National	-	A (Avoid) S (Shift) I (Improve)	Road cargo (F)
Sustainable Urban Transport	Indonesia	Under	Supported (with	Policy or	National	-	S (Shift)	Bus (PT)

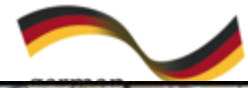


Criteria for high-quality transport-NAMAs

- GHG impact
 - Direct
 - Indirect (replication, long-term impact, innovation)
- Embedded in low-carbon development strategies
- Transformational approach
- Solid and transparent MRV approach
- Financial structure and potential for leveraging
- Cost-effectiveness
- Sustainable development benefits



Transport and climate change





Conclusions

- All types of policy instruments are required to implement the Avoid-Shift-Improve approach
- NAMAs can help to overcome barriers
- Bundling of actions into one NAMA helps to create more comprehensive strategy
 - Projects, policies and programmes
- Transport-NAMAs have high SD benefits
- Climate finance will be little compared to infrastructure investments
- Promising pipeline development: time to start implementation!



Transport and climate change



www.TransportAndClimateChange.org

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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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