



Highlights of the Transport-NAMA Session and MRV roundtable meeting from the

UNEP Regional Workshop on NAMAs

1-3 October, Ha Long City, Vietnam

Supported by GIZ



Thematic session on Transport NAMAs

- Different types of policy instruments are needed to implement the avoid-shift-improve strategy, and NAMAs can help to overcome several barriers
- An MRV Roadmap process has been initiated to develop guidance (Reference Document) for countries to establish an MRV system and develop a set of 'MRV Blueprints for Transport NAMAs'
- Indonesia showed how funding from the NAMA Facility is going to be used to leverage public and private finance for implementation of projects and actions under the SUTRI NAMA
- A NAMA identification and prioritisation process led to selection of a NAMA on Public Transport Management and Connectivity, which the Ministry of Transport intends to further develop together with GIZ
- Sri Lanka has undertaken a low-carbon study on transport, resulting in identification of possible transport-NAMAs.
- The ADB is going to operate a Transport NAMA Support Facility, providing assistance to 10 Asian countries in the development NAMAs in order to link these with existing action/projects, achieve scaling up, and foster regional learning.
- As NAMA development is a country-driven process, we are at a stage where developing countries can help in shaping the emerging concepts and to be able to maximize the benefits brought about by NAMA opportunities

In break-out groups, participants discussed six questions:

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.
 - Aspects mentioned were connection to master plan, provide better transport services and access, assist in achieving policy goals e.g. of Ministry of Transport, and developing green technology.
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 favour of transport-NAMA?
 - Developing NAMA and MRV can be an additional burden and civil servants are already overburdened ('why do we have to do this?'). Also for some countries there can be language barrier as it has to be written in English. MRV is viewed as being complicated.
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.
 - Urban transport and infrastructure very important and has large potential; can be tackled in a comprehensive strategy including management and 'shift' policies. In freight, there is also a large untapped potential.

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?
 - Sometimes expensive especially infrastructure-related, sometimes not e.g. information instruments. International experience can help optimising efficiency of instruments.

5. Fragmented responsibilities across the government for transport-policy making 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
 - NAMA can help overcome differences in approaches / knowledge between agencies and help in getting the right technology or policy options so that all related agencies would be working in a common direction. Also finance can assist in implementing projects.

6. Imagine you have successfully selected a transport NAMA, what are your three next steps in order to move it from idea to implementation?
 - Try getting funding, implement pilot phase or projects, then, after proving the benefits to stakeholders, scale up.



Roundtable meeting: GIZ ASEAN regional exchange on MRV for transport NAMAs

Context

- GIZ TRANSfer process on Roadmap for MRV of Transport NAMAs <http://transport-namas.org/2nd-international-expert-workshop-on-progressing-in-mrv-of-transport-namas/#more-688>
- At August 2013 Singapore workshop on ASEAN Regional Exchange on Transport NAMAs participants requested more in-depth discussions on MRV <http://transportandclimatechange.org/news-events/giz-hosts-asia-regional-exchange-on-namas-in-the-transport-sector/>

Key Outcomes

- An MRV system for the transport sector consists of three related components:
 - Transport data used for non-climate purposes such as vehicle-km travelled and modal split
 - Carbon emission factors
 - Data needed to monitoring specific policies and measures e.g. NAMAsThese need to be consistent and therefore ideally use common methodologies and data sources. Indicators such as gCO₂/pkm can help ensure consistency.
- Climate finance can help improve transport data availability, thereby assisting in sustainable transport planning. It's quite reasonable that a relatively small amount of the total assistance is set aside for MRV. However there may be a chicken-and-egg problem: better data may be needed to access climate finance too, as robust ex-ante analysis is requested by donors.
- Tools to estimate emission reductions ex-ante and ex-post are already available and ready to be used with existing data. See e.g. presentation on TEEMP

Other

- Whether and how to monitor sustainable development benefits including 'access'? How to monitor transformational change?
- Indonesia has been advancing well in the past years on MRV and monitoring/reporting in the context of the sectoral climate action plan (RAN-GRK). Other countries can learn from this experience.
- The TOD NAMA in Colombia proposes an elaborate MRV mechanism involving a range of different indicators and a control area where TOD is not implemented.
- Vietnam intends to implement fuel efficiency policies for vehicles, and considers using on-board monitoring equipment installed in new vehicles to monitor actual fuel consumption.

Follow-up

- GIZ Transport & Climate Change project continues to work with countries on the MRV system and MRV concepts for particular NAMAs.



Agenda Thematic session on Transport NAMAs, October 2, 2014.

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 group work	Alvin Mejia, Clean Air Asia
11:25	discussion in small groups per table	
12:00	report back from break out groups	
12:25	Closing remarks	Alvin Mejia, Stefan Bakker
12:30	lunch time	

Agenda Roundtable meeting: GIZ ASEAN regional exchange on MRV for transport NAMAs

2 October 2014, 2-5 pm, Ha Long City, Vietnam

Objectives

- Enhance knowledge of GIZ counterparts on challenges and solutions for GHG emissions monitoring in the transport sector including NAMAs.
- Identify key issues and next steps towards practical application of MRV in ASEAN countries
- Foster networks of key experts on MRV in the transport sector

Participants:

GIZ TCC ASEAN counterparts and consultants from transport and environment ministries in Vietnam, Thailand, the Philippines, Indonesia, Malaysia; international organisations

- Alvin Mejia (Clean Air Asia)
- Chutinthorn Praditphet and Nopporn Jaroongkiat (MoT Thailand)
- Tran Anh Duong (MoT Vietnam)
- Mohd Syafiq Suhaimi (MoT Malaysia)
- Anh Tuan Nguyen (GIZ)
- Stefan Bakker (GIZ)
- Indira Darmoyono (GIZ, by phone)
- Laura Wong (CCAP)

Final agenda

2.00 pm	Welcome and round of introduction	All
2.15 pm	MRV system elements and indicators for MRV'ing transport sector and NAMAs <ul style="list-style-type: none"> • GHG versus other indicators • Key data requirements • Simplicity version comprehensiveness • Emission factors: how to obtain and use them? 	Stefan Bakker (GIZ) / Alvin Mejia (Clean Air Asia)
3.00 pm	Data availability in Thailand	Papondhanai (GIZ)
3.15 pm	Open discussion	
3.30 pm	Coffee Break	
3.30 pm	In-depth discussion on MRV concepts and tools for different NAMA scopes, including examples <ul style="list-style-type: none"> • Urban transport (TEEMP and other approaches) • Transit Oriented Development • Freight (energy efficiency of trucks) 	Indira Darmoyono (GIZ, tbc) Alvin Mejia Laura Wang (CCAP, tbc)
4.30 pm	Next steps for: <ul style="list-style-type: none"> • Countries • MRV Roadmap process • ASEAN roundtable 	Moderated discussion
5.00 pm	Closure	