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“NAMAs in the Transport Sector: Experiences and Perspectives” SB38 Side Event Report

Overseas Environmental Cooperation Center (OECC)
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This is a report of a side event held at the 38th Session of the Subsidiary Bodies of Implementation of the UNFCCC from June 3rd to 14th 2013, in Bonn, Germany.

- Title: “NAMAs in the transport sector: experiences and perspectives”
- Date : 5 June 2013 (18:30-20:00)
- Organizer(s) : GIZ
- Venue : Solar (MoE)
- Presenter(s) : Andre Eckermann, GIZ; Benoit Lefevre, EMBARQ, WRI; Heather Allen, Bridging the Gap
Panelists: (Moderator): Niklas Hohne, Ecofys; Sandra Lopez, Colombia; Dr. Brian Mantlana, South Africa; Heather Allen, Bridging the Gap; Ned Helme, Center for Clean Air Policy
- Abstract: Transport contributes the 2nd highest share of energy-related CO2 emissions. How can NAMAs leverage the transport sector’ s contribution to climate change mitigation? What is required to pave the way for more transport NAMAs? The session shared practical experiences and discussed new opportunities.

Summary

Welcome address: Andre Eckermann, GIZ

1. Benoit Lefevre (EMBARQ, WRI): “The importance of the transport sector for global climate change mitigation”

- Mr. Lefevre pointed out the importance of initiatives in the transport sector, making a comparison of percentage of emissions between sectors.
- The fact that co-benefits are usually developed when implementing NAMAs projects in transport sector brings direct implications to sustainable development. Introduction of transport NAMAs (T-NAMAs), is attractive, although the huge costs to be met by this kind of projects, makes it necessary to consider participation of various stakeholders.
- Supported by some graphs, Mr. Lefevre demonstrated that different kinds of benefits are

produced through activities to reduce greenhouse gas emission.

- The Avoid-Shift-Improve methodology was explained together with new funding options for the sector.
- He concluded by indicating that in order to tackle problems related to emissions from the transport sector, a solid discussion is required among those working on NAMA issues and he welcomed new partners in this effort.

2. Heather Allen (Bridging the Gap): “Bridging the gap between land transport and international climate change - getting on the right pathway”

- This presentation focused on the importance of transport sector. Land transport is currently not recognized in the climate regime hence, she pointed out that there is a need to bridge the gap by including transport sector into the climate agenda.
- One way to do this is by improving communication between the transport community and the climate change negotiations community. A better understanding between different actors is necessary. In addition, she suggested other activities to bridge the gap, such as mainstreaming knowledge on transport sector and strengthen awareness.
- Ms. Allen provided some statistics in relation to number of transport NAMA-related projects in databases such as the UNEP RISOE pipeline list and the Ecofys NAMA database, pointing out that although it is not easy to collect information of all NAMAs currently being developed, the sectoral distribution of T-NAMAs is considerable.
- She introduced country cases of Egypt, Ethiopia, Indonesia and the Dominican Republic. She remarked the efforts undertaken in these countries and mentioned that currently there are few incentives for sustainable transport.

3. Andre Eckermann (GIZ): “NAMAs in the transport sector”

- The presentation started with a brief introduction of GIZ’ s activities in different sectors.
- As for T-NAMAs, Mr. Eckermann mentioned that GIZ has started with a few projects in the last couple of years. These projects are divided into bilateral technical cooperation, projects with global focus, bilateral and also global.
- GIZ’ s interventions with NAMAs are related to awareness activities, development, piloting, readiness and learning. As a result, the T-NAMA Handbook has been issued.
- He introduced an initiative called “Transfer - Towards climate friendly transport technologies and measures” which objective is for developing countries to make use of T-NAMAs to mitigate climate change, through technical advice, technical background documents, international outreach and learning process (<http://www.transferproject.org/>)
- Experiences in Colombia and South Africa were mentioned.

- Among key learning points, he mentioned that when analyzing a country there are several efforts conducted in the area in different development stages, thus, upscaling existing initiatives was important.
- Among the challenges, he indicated that in many developing countries co-benefits are the main driver for T-NAMAs rather than CO2 emission reductions; MRV in transport is very complex which means that an international learning process is necessary.

Panel Discussion: The moderator divided the discussion in 3 blocks:

1. Sharing experiences: Panelist briefly commented on experiences in introduction of NAMAs, and what kind of opportunities and issues they have found in those activities.
2. Major barriers for an action in transport: Sandra Lopez mentioned the interaction between stakeholders and lack of capacity as a main barrier. Brian Mantlana had the same opinion specifying that how MRV should be conducted is complicated. Heather Allen pointed out locating financing sources at different stages as a major barrier.
3. Perspectives: Sandra Lopez mentioned that the MRV system should be kept simple otherwise there is the risk to have the same experience with CDM. Heather Allen discussed on the need to incentivize people to do T-NAMAs. Ned Helme agreed with Lopez and added that the beauty of NAMAs is flexibility but proposals such as credit-generating NAMAs would be a mistake.

■ Q&A

Q. (Representative from ICLEI): To Sandra Lopez. You have mentioned some barriers in the conduction of NAMAs. Can you please specify if you are referring to the linkage between national and local entities? Or are you talking about capacity and financial barriers?

A. Ms. Lopez: More than barriers, they are a challenge. Formulation of NAMA implies a communication challenge but it helps to articulate a relation between national and local level, being the later the one that implement actions.

A. Mr. Mantlana: In South Africa we have put particular emphasis on co-benefits. I admit that this is a challenge since co-benefits are much important rather than mitigation efforts.

Q. (Representative from the Armenian delegation): I would like to ask about the importance of MRV. Although I understand the importance of having accurate information, too many processes can undermine the efforts to do NAMAs.

A. Mr. Helme: The importance of MRV is that we want to know about carbon emission



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reductions and see the change in emissions in the long range. I want to see NAMAs score emission reductions in the long term. Personally, although I recognize that there are many discussions on methodologies for MRV, I do not care about exact numbers because I am more interested in scope. Too much stringency will make people not to do NAMAs.

A. Ms. Allen: Don't let MRV don't do T-NAMAs. It is important to get recognition on the components that reduce emissions of greenhouse gases, but in the case of transport networks, I should say that complex process will not attract actors when we do want exactly the opposite.

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