

Current NAMA thinking and its implications for the transport sector

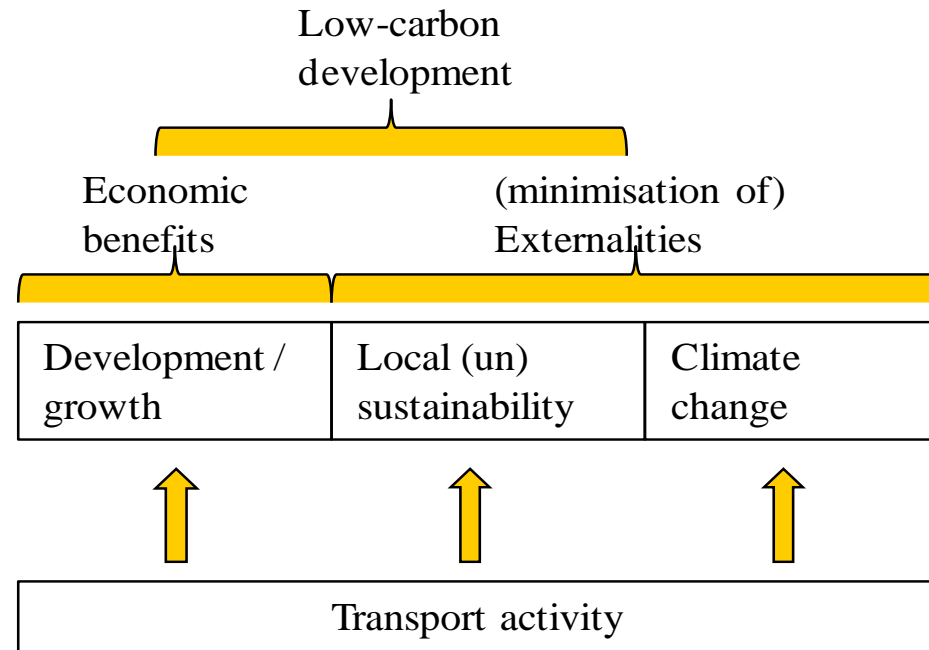
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NAMA as catalysts for environmentally sustainable transport, Seoul, 13 April 2011

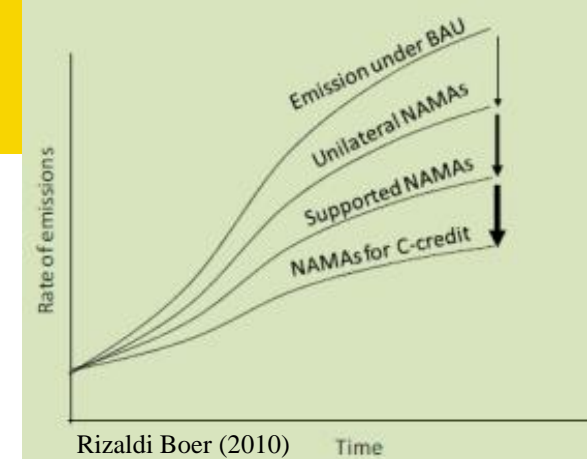


NAMA context

- Overriding priorities for developing countries are growth, poverty reduction and sustainable development: low-carbon development
- LCD strategy could provide framework for mitigation actions, by setting an overall objective, carrying out sector-wide studies, identify priority actions (e.g. NAMAs) in a stakeholder-inclusive process

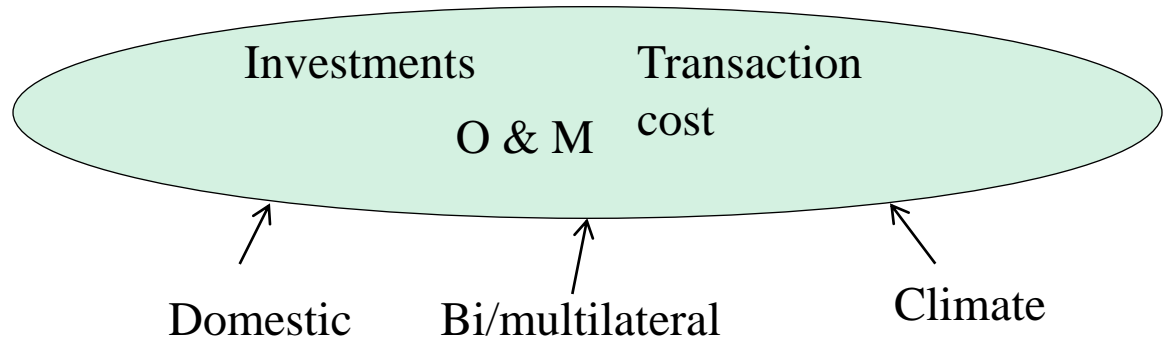


NAMA scope

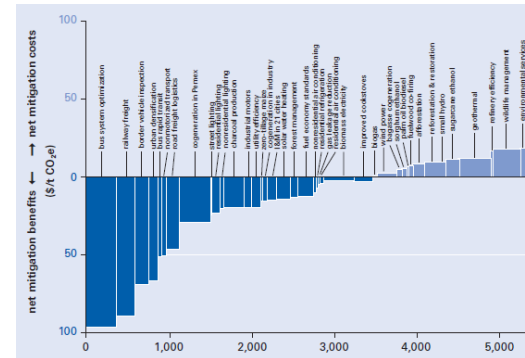


- NAMA: national target, sectoral target, sectoral programme, local programme/policy, project, LCD strategy, capacity building programme
- Transport-NAMAs could include integrated packages of measures
- Distinguishing unilateral, supported and credited NAMAs
- NAMAs can be submitted to the UNFCCC with information on estimated GHG reduction, cost and implementation time frame

Financing



- How to calculate financial support needs
- Incremental costs concept can be problematic
 - Need for new approaches?
- Can climate finance be blended with other financial flows?
- Amount of finance: related to emission reductions? If so, how?
- Need for a transport window in the Green Climate Fund?
- Additionality: does there need to be assurance that the policy measure would not have been possible without NAMA support?



Technology transfer

- What are the key technologies required for mitigation in the transport sector?
- What can be the role of technology transfer and what are the barriers
- New mechanisms: Technology Mechanism and the Climate Technology Centres and Networks



Capacity building

- Gaps in knowledge and capacity to develop and implement sustainable transport policies
 - Knowledge on policies and best practices
 - Tools for planning, implementation and evaluation
 - GHG impact methodologies
 - Framework for data gathering
- How can capacity building be organised?

MRV and co-benefits

- MRV should not be a barrier but stimulate action and provide information to host country, funder and global community
 - Should be cost-effective
 - Information on implementation and on GHG impacts
- 'multi-tiered system', depending on NAMA type, cost of data collection and countries' capabilities
- Indicators other than GHG reduction: need for experience and showcasing of practical approaches in different contexts
- Guidelines to be decided by the CoP
- Reporting of NAMAs in NatCom and Biannual Reports; needs to include information on methodologies used
- Common reporting format for NAMAs?
- Are co-benefits to be reported, and if yes, how?
- Acknowledgement of existing efforts

Key issues for transport NAMAs

- Role of LCDS
 - Financing: incremental cost, blending
 - Role of technology transfer
 - Capacity building needs
 - Design of MRV system: reasonable certainty of outcomes at reasonable cost
- Need for demonstration of successful approaches: pilot NAMAs