



Partnership on Sustainable
Low Carbon Transport

Opportunities and challenges of applying NAMAs in the transport sector in Asia

Thomas Hamlin

Technical Adviser, Energy and Transport

UN Department of Economic and Social Affairs



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Low Carbon Transport

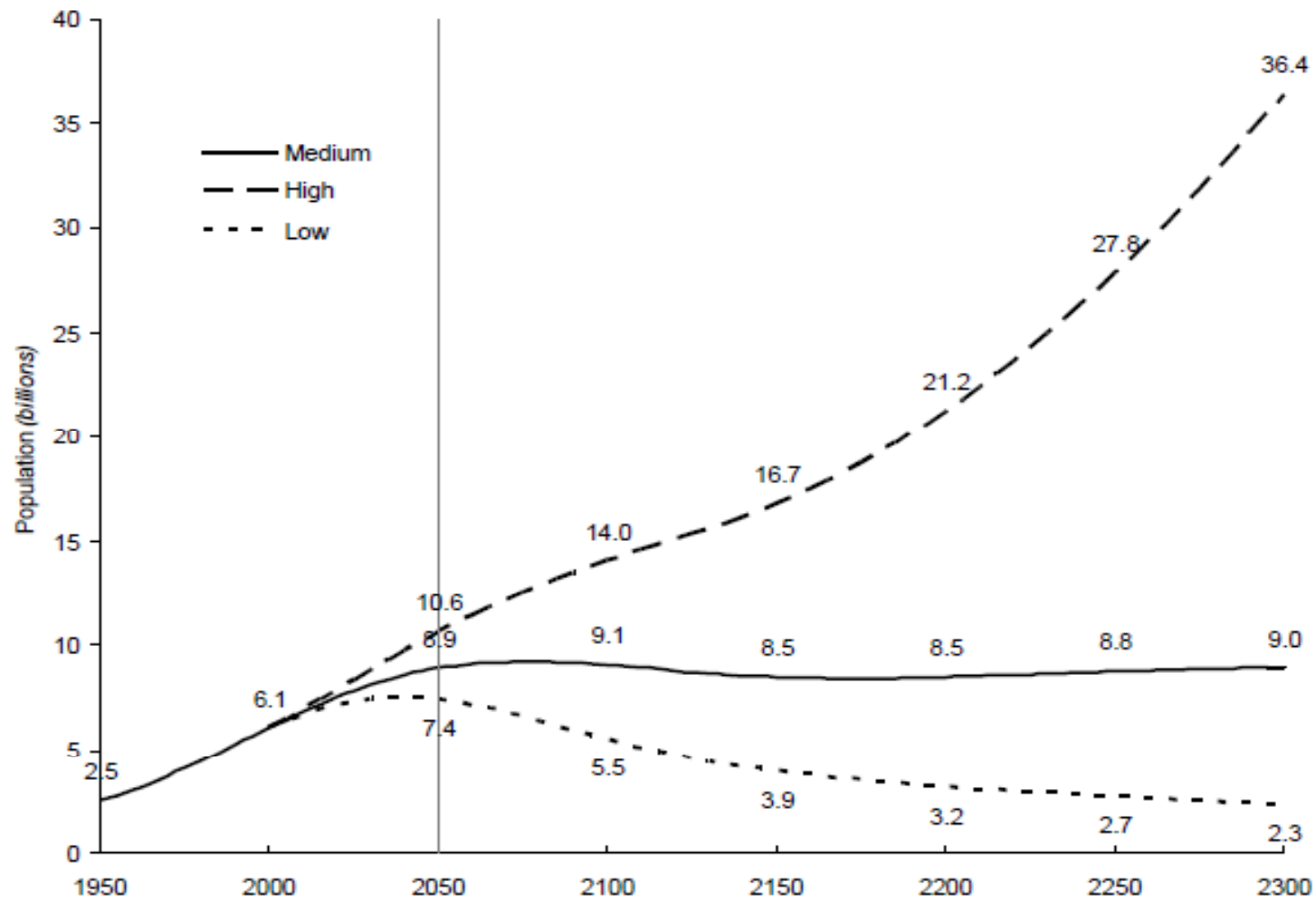
- **Sustainable Development is facing several important transitions in the 21st Century**
- **These topics are driving the debate in Rio+20 June 2012**



21st Century Transitions

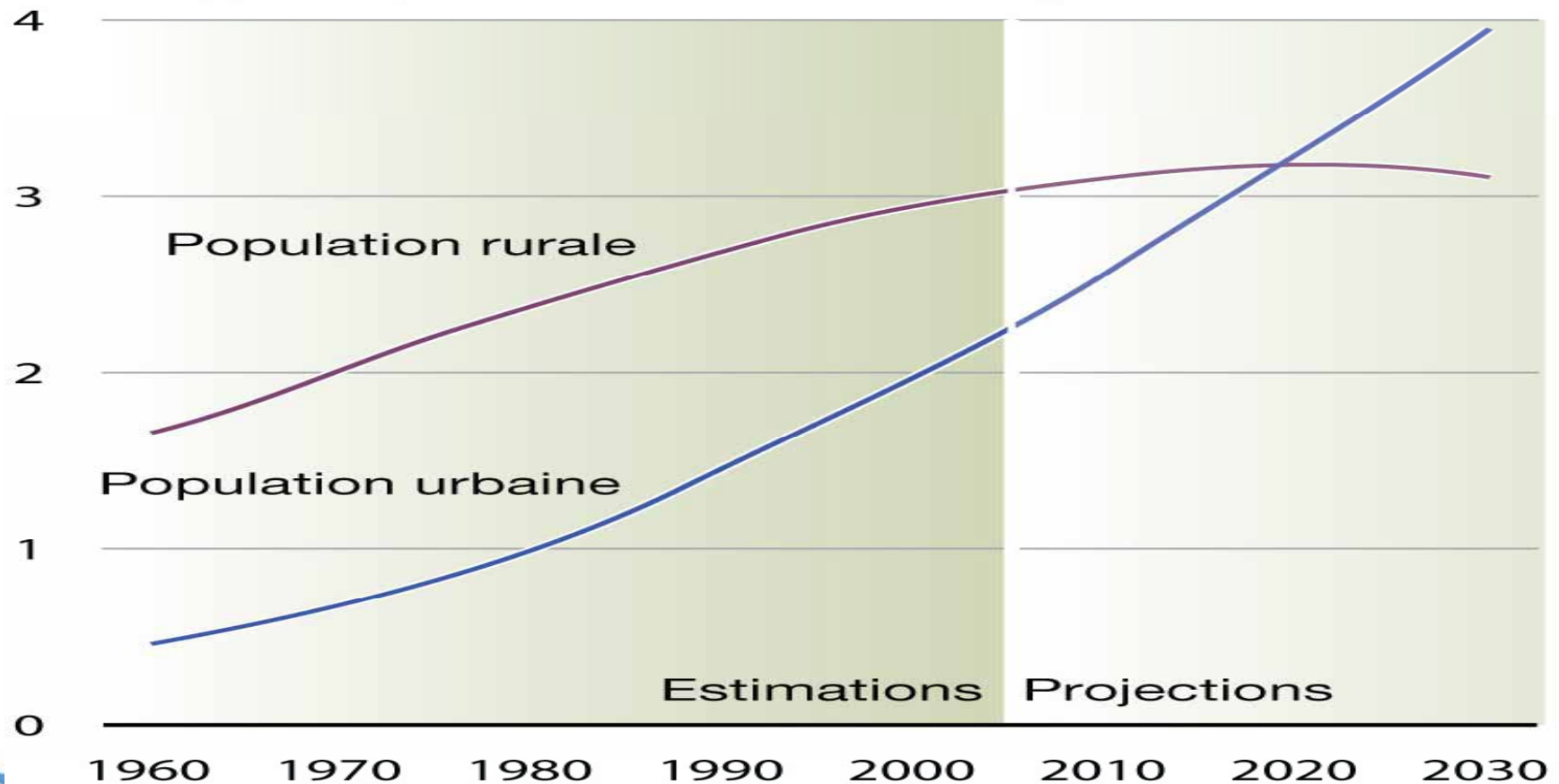
- Stabilization of global population at 9 Billion by 2075 (UN DESA population projection)
- Developing country population is mostly urban by 2030

Figure 6. Estimated world population: 1950-2000, and projections: 2000-2300

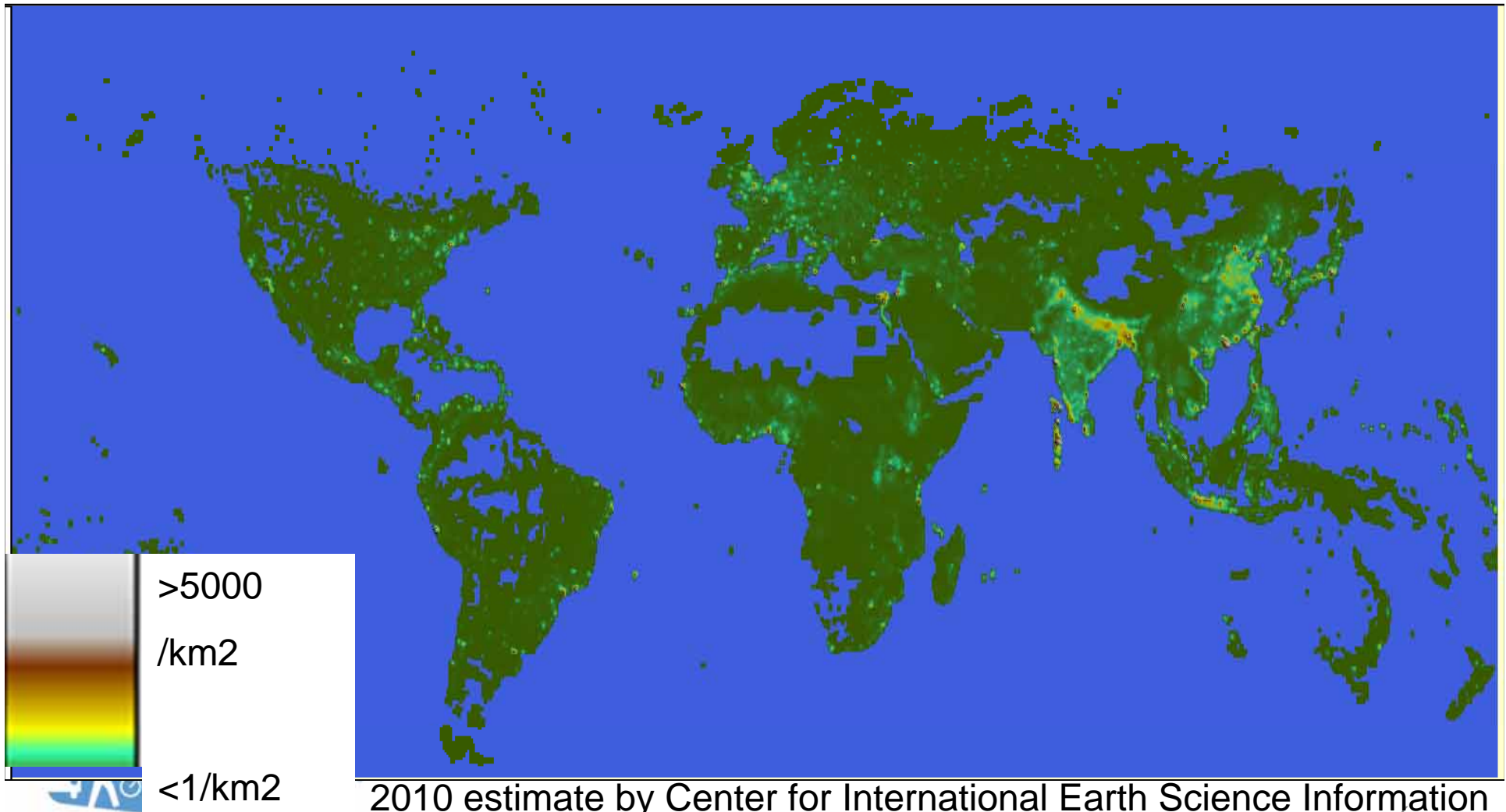


Urbanisation is continuing in developing countries

Population urbaine et rurale dans les régions les moins développées (en milliards d'habitants)

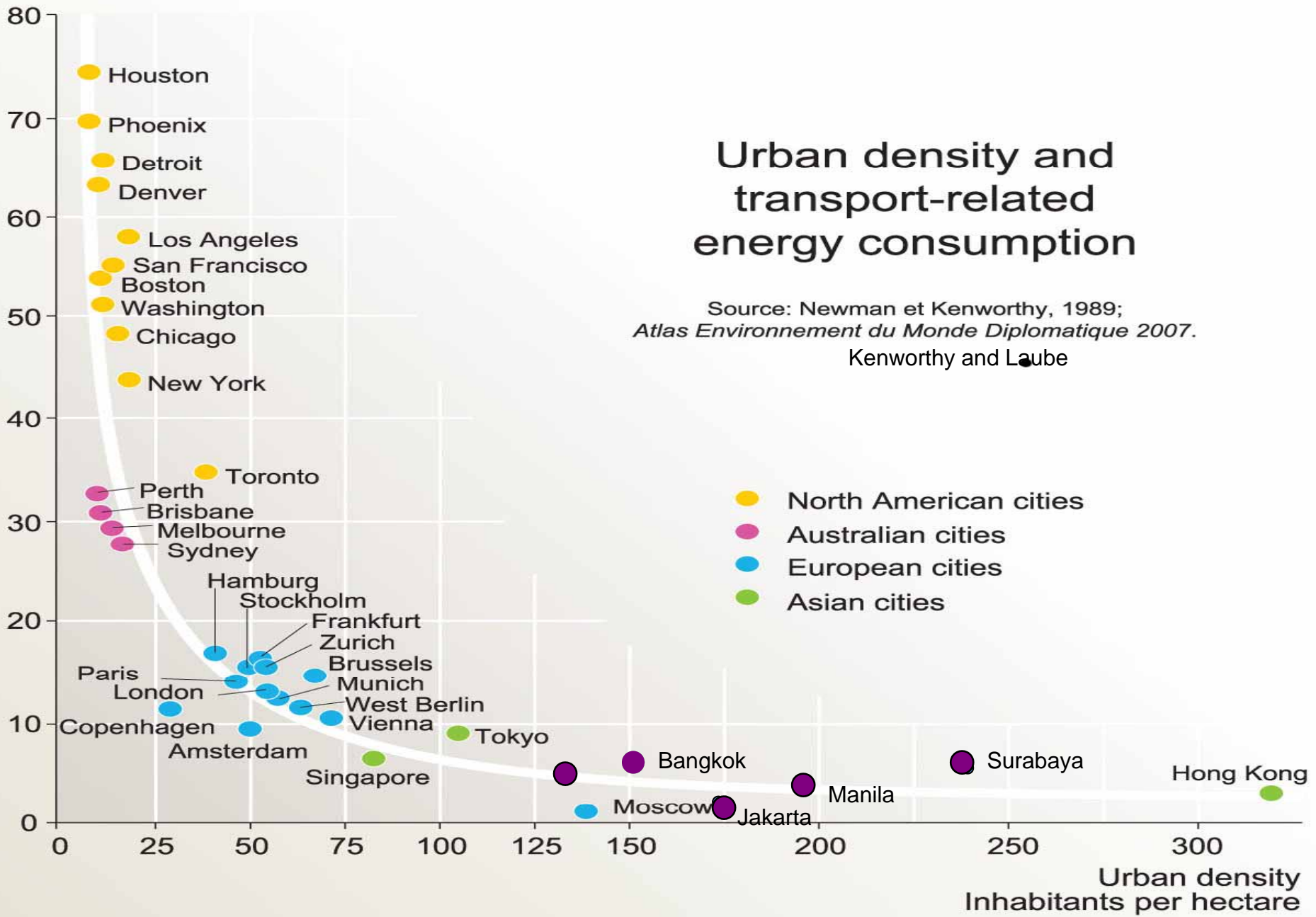


Asian urban population density presents best opportunities for mass transit & worst potential congestion problems

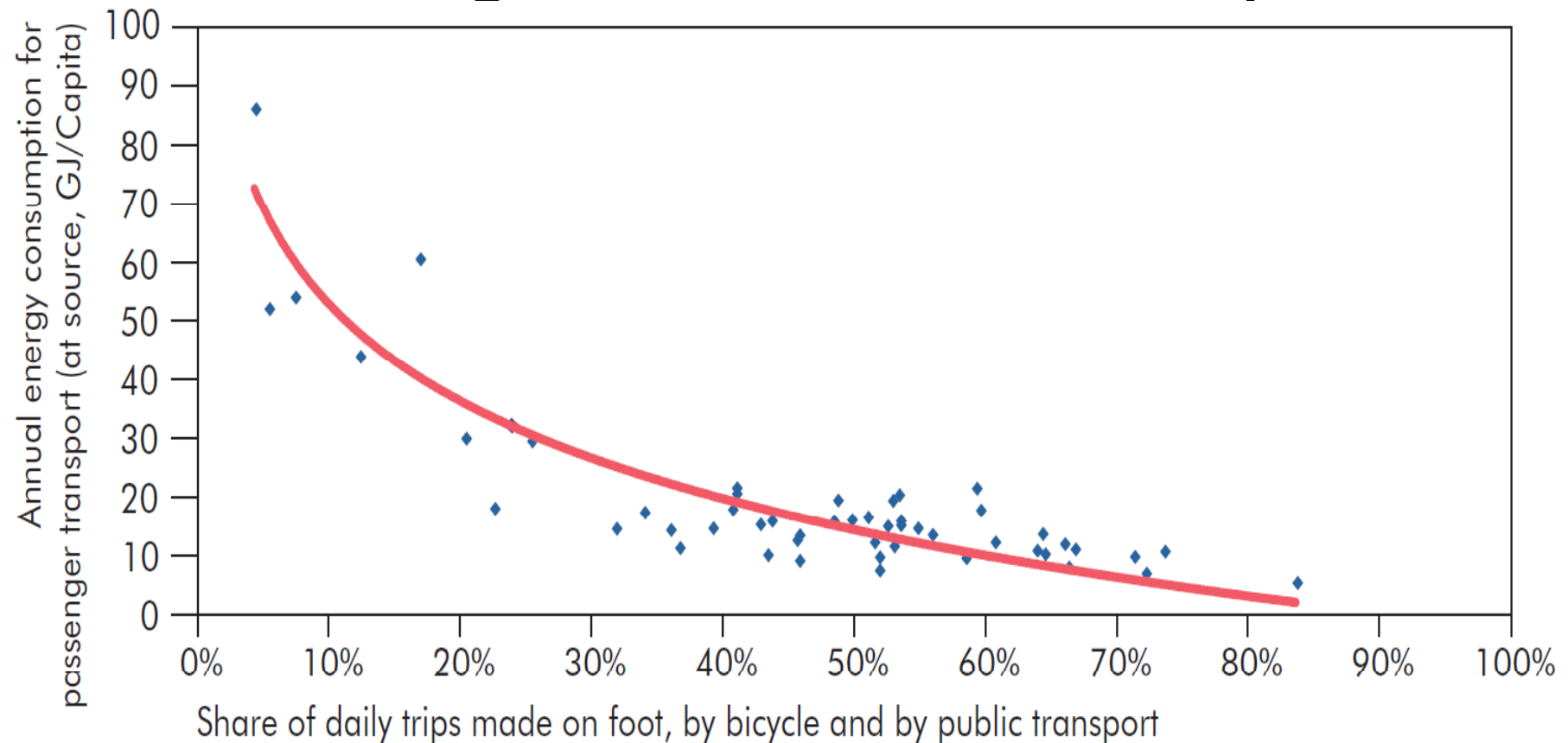


2010 estimate by Center for International Earth Science Information Network, Socio-Economic Data Center, Columbia University

Transport-related energy consumption
Gigajoules per capita per year



Modal Share and Energy Intensity of Urban Transport



Note: Points represent cities in the SYSTRA data base, from around the world.

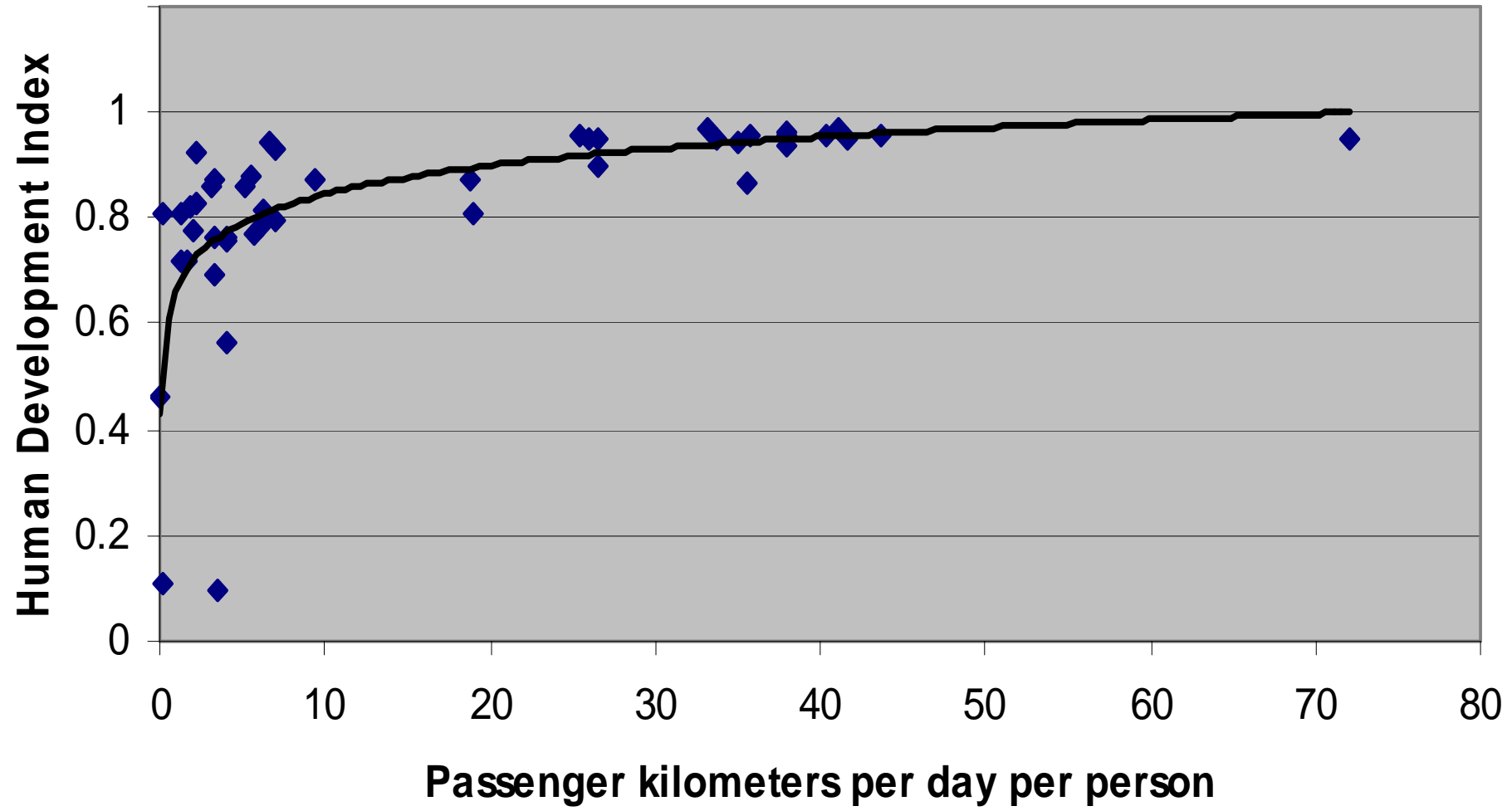
Source: UITP, 2006 (Courtesy of SYSTRA).



21st Century Transitions

- Convergence of social and economic levels – (UNCSD Millennium Development Goals)
- Access to Goods and services plays a critical role in poverty alleviation and economic development

Development and motorized public and private mobility

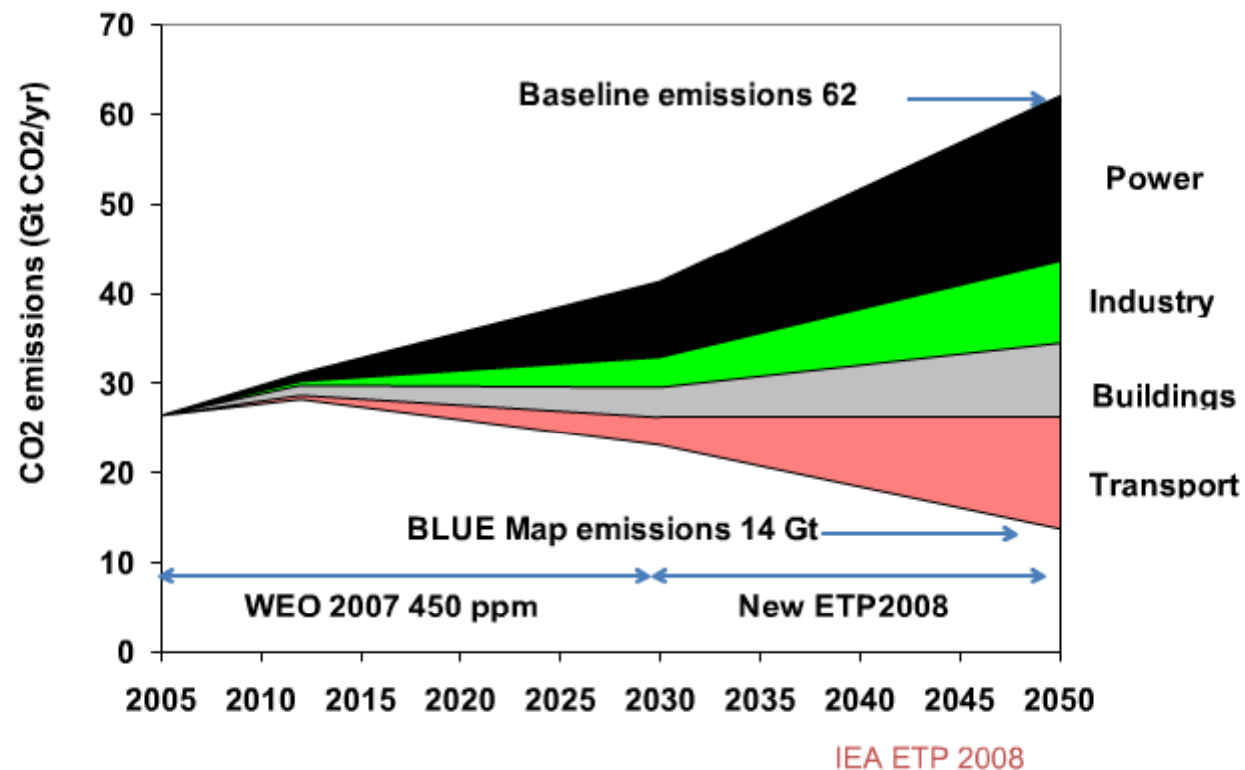




21st Century Transitions

- Transition to a constrained natural resource use and low carbon energy economy 50% by 2050 (IPCC)
- Low Carbon Transport is a critical component

Scale and Impact: We need a global 50% CO2 cut by 2050



“Given the role that transport plays in causing greenhouse gas emissions, any serious action on climate change will zoom in on the transport sector”
Yvo de Boer, Executive Secretary UNFCCC, January 2009



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Nationally Appropriate Mitigation Actions as Catalysts for Sustainable Transport

- Workshop held in Seoul **April 12-13
2011**

NAMA as Catalysts for Environmentally Sustainable Transport

Hosted by



Organized by



Supported by



Location: Intercontinental Seoul COEX in the Republic of Korea

Date: 12-13 April, 2011



What are NAMAs?

* NAMA : Nationally Appropriate Mitigation Actions

- Voluntary emission reduction actions by developing countries
- NAMAs can be policies, programs, or projects.
 - Laws & Regulations
 - Technology standards
 - Financial instruments (taxes)
 - Cap and trade scheme
 - Energy efficiency measures
 - Research & Development
- A new concept which continues to evolve



Types of NAMA

Autonomous (Unilateral) NAMAs

- Actions taken voluntarily and unilaterally without external support
- DCs intend to reap co-benefits
 - GHGs mitigation
 - Health benefits
 - Sustainable development
 - Energy security
 - Energy efficiency
- Need to be recognized internationally



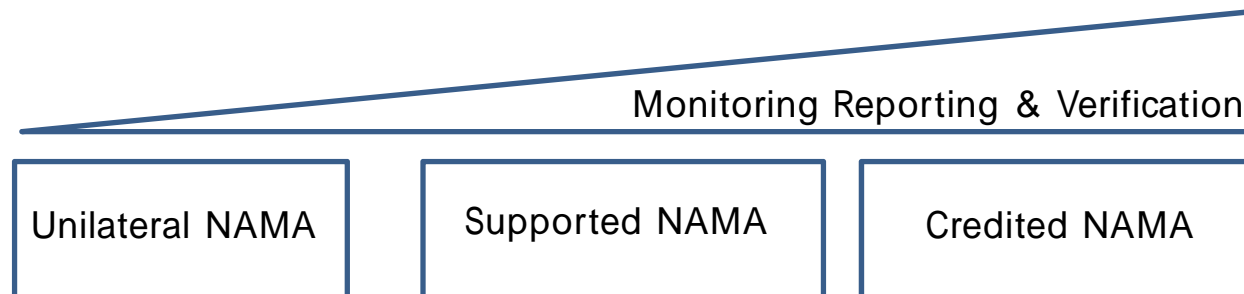
Types of NAMA

Supported NAMAs

- Conditioned on financial and technology support from developed countries

Credited NAMAs

- Generate credits to be sold on the global carbon market
- Sectoral crediting, cap & trade schemes are well-suited to credited NAMAs.



Conclusions and Recommendations

- To ensure the sustainability of transport “Avoid-Shift-Approach” Measures: co-benefit improvements in air quality energy security, and road safety.
- An integrated multi-sectoral approach to the planning and implementation of transport policies and programs; National, local, project/program
- Capacity building with allocated funds for sustainable transport
- Reliable and accurate transport measurement/evaluation models; development of guidelines for a Measuring, Reporting and Verification (MRV) for developing countries.



Conclusions and Recommendations

- Improvements in the availability and quality of transport data especially the numbers of vehicles and their activity patterns: Global Transport Intelligence initiative (overall framework for transport data collection)
- Transport NAMAs have the potential to catalyse climate change actions: More than CDM for the transport sector.
- The organization of side events at Climate and Transport meetings, the linkages between the technical discussions and the political discussions can be facilitated.

Conclusions and Recommendations

- Importance of implementing pilot transport NAMAs for those countries submitted transport NAMA to UNFCCC
- The initial joint SLoCaT – Bridging the Gap working group will (a) help clarify the application of the NAMA concept to the transport sector; (b) document on-going and new pilot transport NAMAs and (c) contribute towards the development of Measuring, Reporting and Verification (MRV) procedures for NAMAs.





Developing country/Party	Strategy approach	Infrastructure development/enhancement						Lead in a planning	Awareness campaigns (TAs)	Vehicle of low technology	Regulatory/policy measures	Energy efficiency	Other unspecified
		Road/highway	Non-motorized	Road	City or inter-urban public transport	Waterborne	Unimodal						
Republic of Armenia	Improve											✓	
Benin	Shift				✓							✓	
Botswana	Shift and Improve			✓								✓	
Central African Republic	Avoid, shift and improve						✓					✓	
Chad	Shift and Improve									✓		✓	
Colombia	Shift and Improve					✓				✓		✓	
Cote d'Ivoire	Avoid and shift							✓	✓			✓	
Costa Rica	Not specified											✓	
Republic of Congo	Avoid and shift					✓	✓				✓	✓	
Eritrea	Avoid, shift and improve											✓	
Ethiopia	Shift	✓										✓	
Gabon	Shift and Improve				✓						✓	✓	
Ghana	Shift and Improve	✓	✓	✓	✓	✓			✓	✓		✓	
Indonesia	Shift											✓	
Jordan	Shift and Improve	✓			✓	✓				✓		✓	
Macedonia	Shift and Improve	✓	✓	✓		✓			✓	✓		✓	
Madagascar	Shift and improve	✓										✓	
Marshall Islands	Shift and Improve						✓				✓	✓	
Mauritania	Shift				✓							✓	
Mexico	Shift and Improve	✓	✓	✓							✓	✓	
Morocco	Avoid, shift and improve	✓		✓			✓				✓	✓	
Papua New Guinea	Not specified											✓	
San Marino	Unclear							✓				✓	
Sierra Leone	Shift and Improve			✓	✓					✓		✓	
Singapore	Shift and Improve			✓		✓			✓	✓		✓	
Togo	Shift and Improve				✓					✓		✓	
Turkey	Avoid, shift and improve	✓			✓		✓		✓		✓	✓	

National Appropriate Mitigation Actions (NAMAs)

The appetite for low carbon transport is there!

- Based on analysis of NAMA submissions to Copenhagen Accord by Sept 2010

28 out of 43 submissions mention transport

Example:

- Indonesia: “Shifting to low-emission modes of transport”

See: http://www.transport2012.org/bridging/resources/files/1/828.NAMA_submissions_Summary_030810.pdf

Thank you

Contact: hamlin@un.org

