

Bridging the gap

Pathways for Transport in the Post 2012 Process

Designing Successful Transport NAMAs!

Side Event Bonn SB36

Wednesday, 16 May 2012 20:00 – 21:30



Partnership on Sustainable
Low Carbon Transport

AGENDA

1. Welcome

2. Transport NAMA submissions to the UNFCCC

Heather Allen, Programme Director Sustainable Transport TRL

3. NAMAs as a means to obtain recognition and support for low-carbon transport interventions

*Dr. Harald Diaz-Bone, TRANSfer Project Director, GIZ
Wolfgang Sterk, Wuppertal Institute*

4. Towards a green investment framework; The case of low-carbon transport

Geraldine Ang, OECD

5. Open floor structured discussion

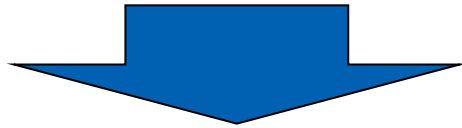
6. Closing remarks

Members of our initiative



Bridging the Gap

- Transport currently not recognised in climate regime
- Climate not recognised in transport

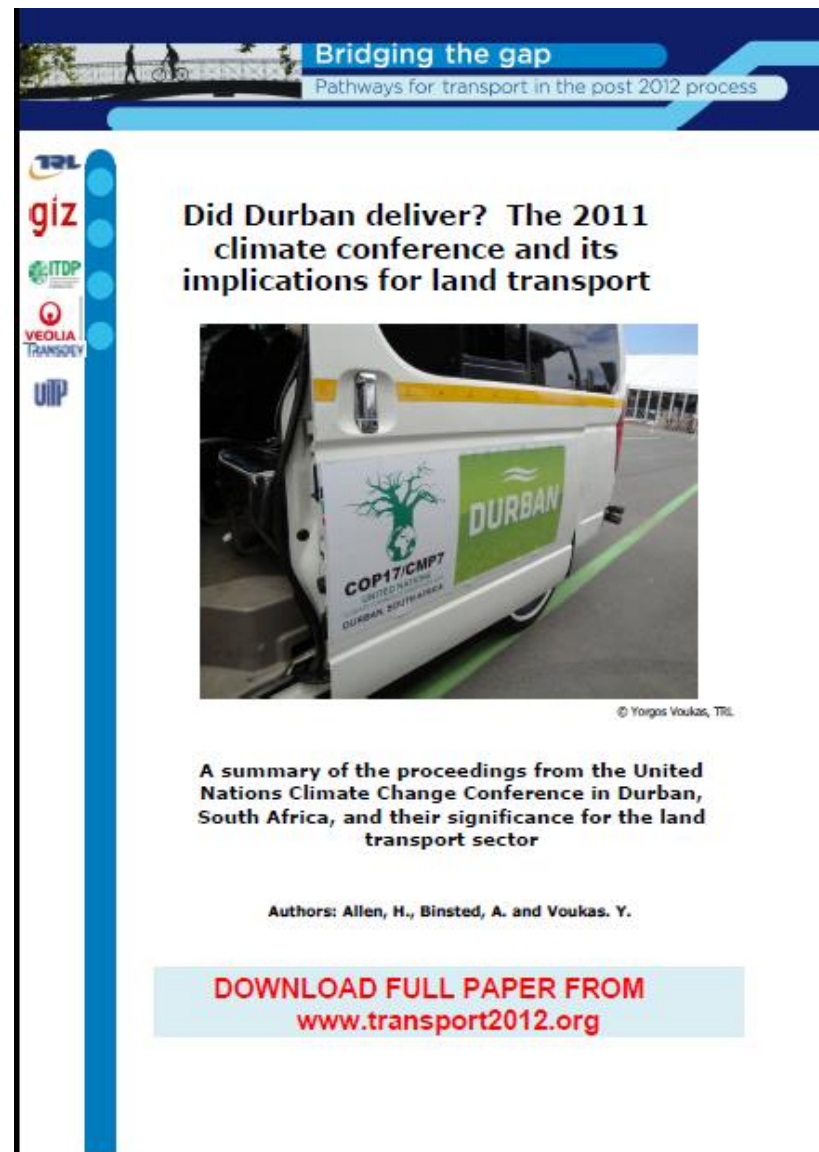


Need to “bridge the gap” and include transport in the climate agenda

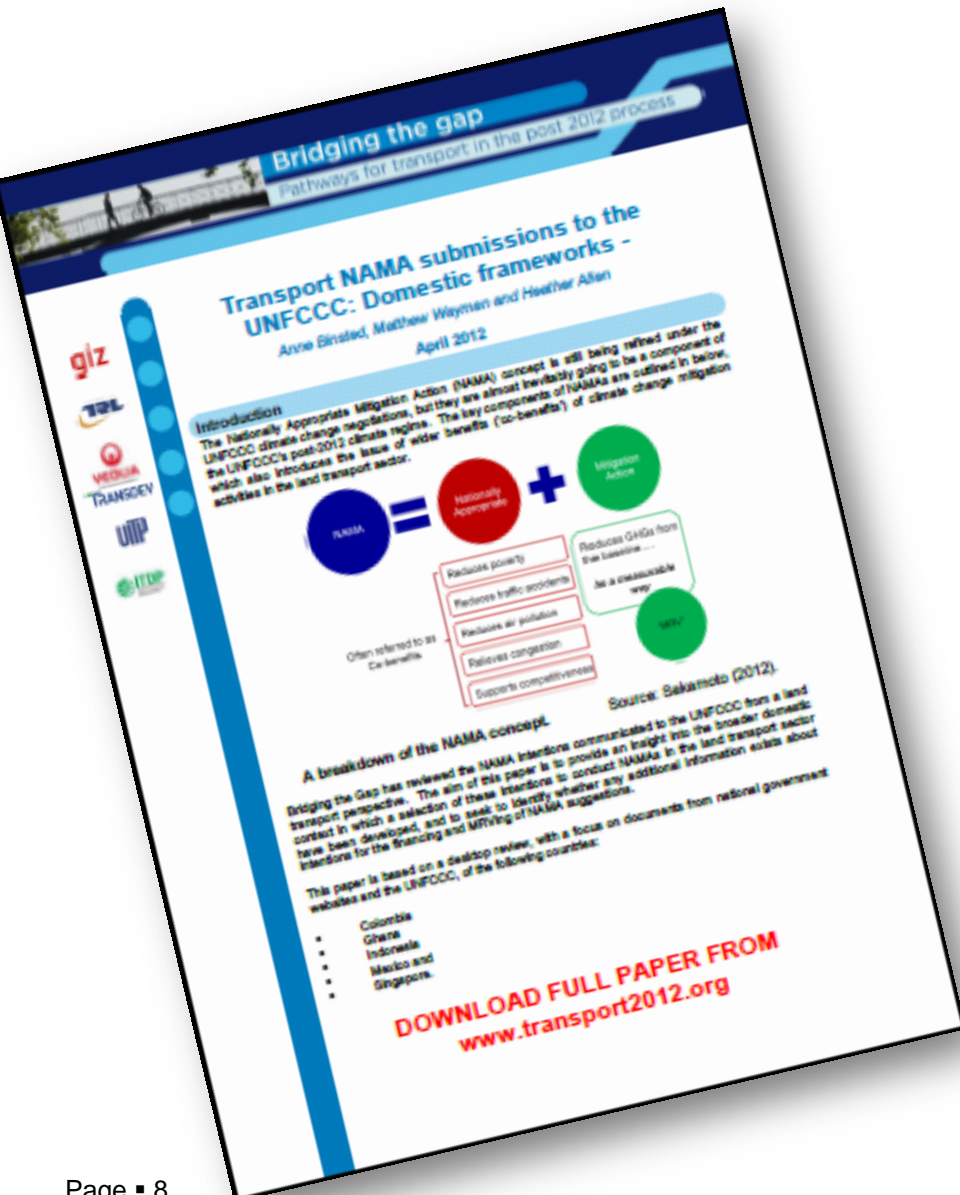
How to bridge the gap?



Analysis of major COP Agreements and what it means for land transport



Analysis of NAMA Proposals



Review of NAMA submissions

- Did they include transport ☺ ☹
- 28 out of 44
- No new updates since 2011 on UNFCCC website (others)

-New Paper looking more in depth at Domestic tNAMAs in:

- Colombia
- Ghana
- Indonesia
- Mexico
- Singapore

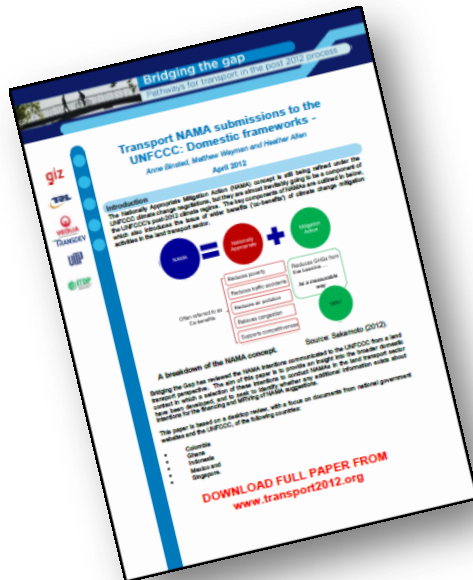
Structure of the paper for each country



- *Transport NAMA intentions that have been communicated to the UNFCCC*
- *National transport and climate change policy context*
- *Relevant national level institutional frameworks*
- *Proposed sources of funding for the transport NAMA intentions identified*
- *MRV provisions*

Some Conclusions

- *Most t-NAMAs are unilateral but to be increased if supported*
- *Huge variety and number of stakeholders*
- *Significant efforts and challenges at institutional level*
- *Don't need to reinvent the wheel!*
- *MRV understanding still relatively weak*
- *Difficulties to turn wish lists into plans, to be implemented and made REAL*
- *Communities of practice could really help build capacity and understanding*



Importance of partnerships

Bridging the Gap active member of ...



Partnership on Sustainable
Low Carbon Transport

More than 40 Organizations

African Development Bank • Asian Development Bank • Center for Clean Air Policy • Centre for Environment Planning & Technology , Ahmedabad • Center for Science and Environment • Center for Sustainable Transport Mexico • Center for Transportation and Logistics Studies, Gadjah Mada University • Civic Exchange • Clean Air Initiative for Asian Cities Center • Clean Air Institute • Corporación Andina de Fomento • German Technical Cooperation • EMBARQ, The WRI Center for Sustainable Transport • Energy Research Center Netherlands • Foundation for Sustainable Transport, Turkey • Global Environmental Facility • Global Transport Knowledge Partnership • Inter-American Development Bank • Interface for Cycling Expertise • International Association for Public Transport • International Energy Agency • International Transport Forum • International Union for the Conservation of Nature • International Union of Railways • Institute for Global Environmental Strategies • Institute for Transport Policy Studies • Institute for Transport and Development Policy • Institute for Transport and Development Policy, Europe • Institute of Transport Studies, UC, Davis • Korean Transport Institute • Ministry of Land Infrastructure Transport and Tourism, Japan • National Center for Transportation Studies, Philippines • Rockefeller Foundation • Stockholm Environment Institute • Society of Indian Automotive Manufacturers • The Energy and Resources Institute • Transport and Environment • Transport Research Laboratory • United Nations Center for Regional Development • United Nations Department for Economic and Social Affairs • United Nations Environment Program • University College of London, Department of Civil, Environmental and Geomatic Engineering • University of Transport and Communication Hanoi • VEOLIA Transport • World Streets • WWF International

Global Fuel Economy Initiative (GFEI) -

Guidance on current sources of international funding to help countries to access funds for climate change action



Total fuel consumption of the international vehicle fleet will increase by more than **5% per year until 2030**

+50% increased vehicle fuel consumption in developing countries.

Improving vehicle fuel economy, which includes:

- Reducing dependency on expensive (generally imported) oil
- Improving economic performance
- Safeguarding quality of life
- Safeguarding the natural environment.

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**Thank you
Heather Allen**

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