

Side Event: Transport Day  
COP 18, Doha Qatar

# MRV – A challenge and an opportunity for Transport

**Benoit Lefevre, PhD**  
EMBARQ + CEP, World Resources Institute  
[blefevre@wri.org](mailto:blefevre@wri.org)

# Introduction

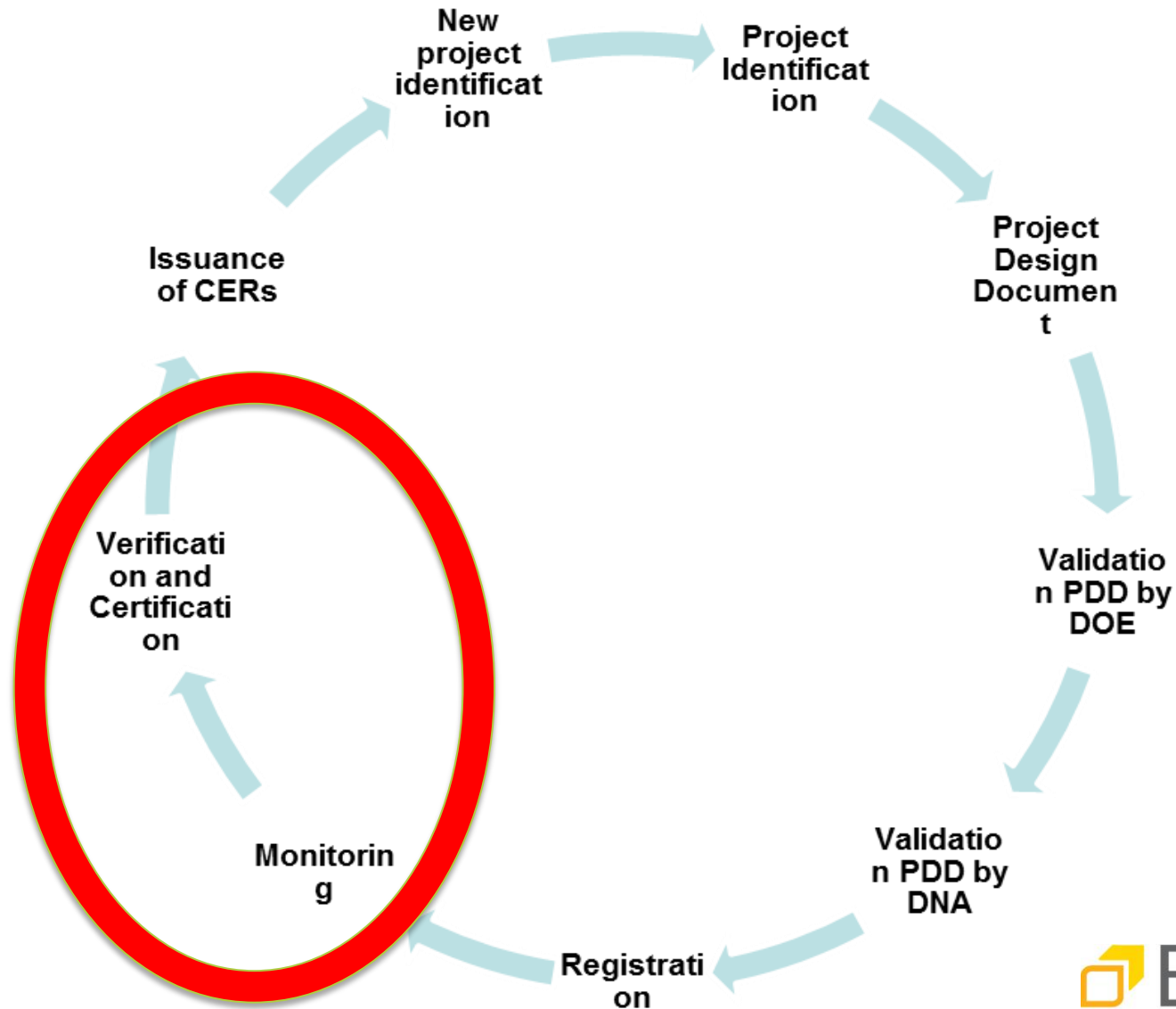
## 1) CO2 emission inventory

- Need of standardized methodologies, at least on a core set of parameters.

## 2) MRV procedures

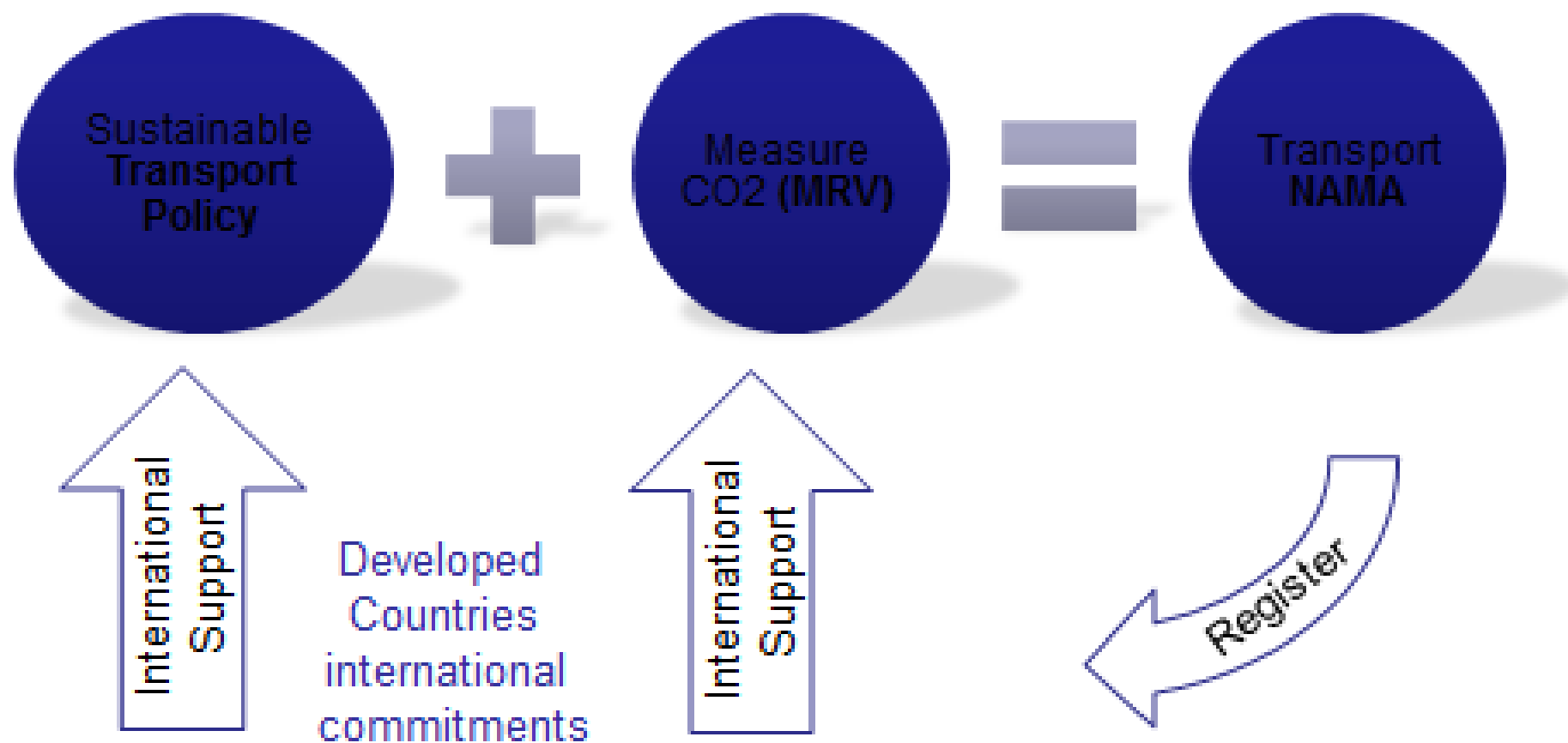
- MRV = a precondition to access international climate finance
- MRV = medium of accountability and credibility, recognizing efforts as well as political credit
- MRV of actions and MRV of support to actions = different objectives but linked to one another.
- The UNFCCC and the Kyoto Protocol contain useful provisions on MRV, but this *acquis* should be expanded and adapted to transport sector
- MRV requirements may vary by country, by action type and by whether support is requested
- MRV should cover mitigation outcomes in terms of performance and/or results.

# CDM project cycle

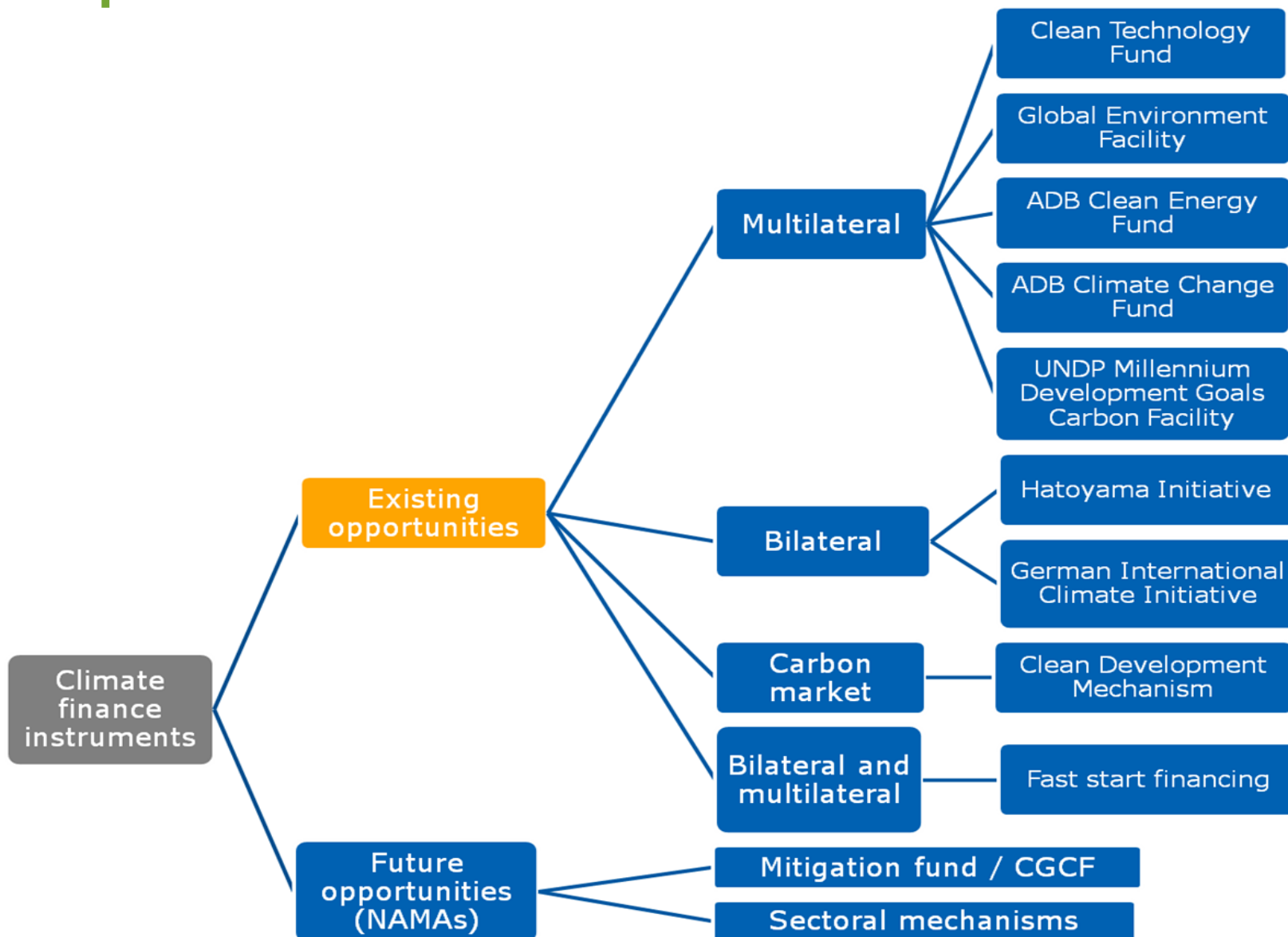


## *Nationally Appropriate Mitigation Action*

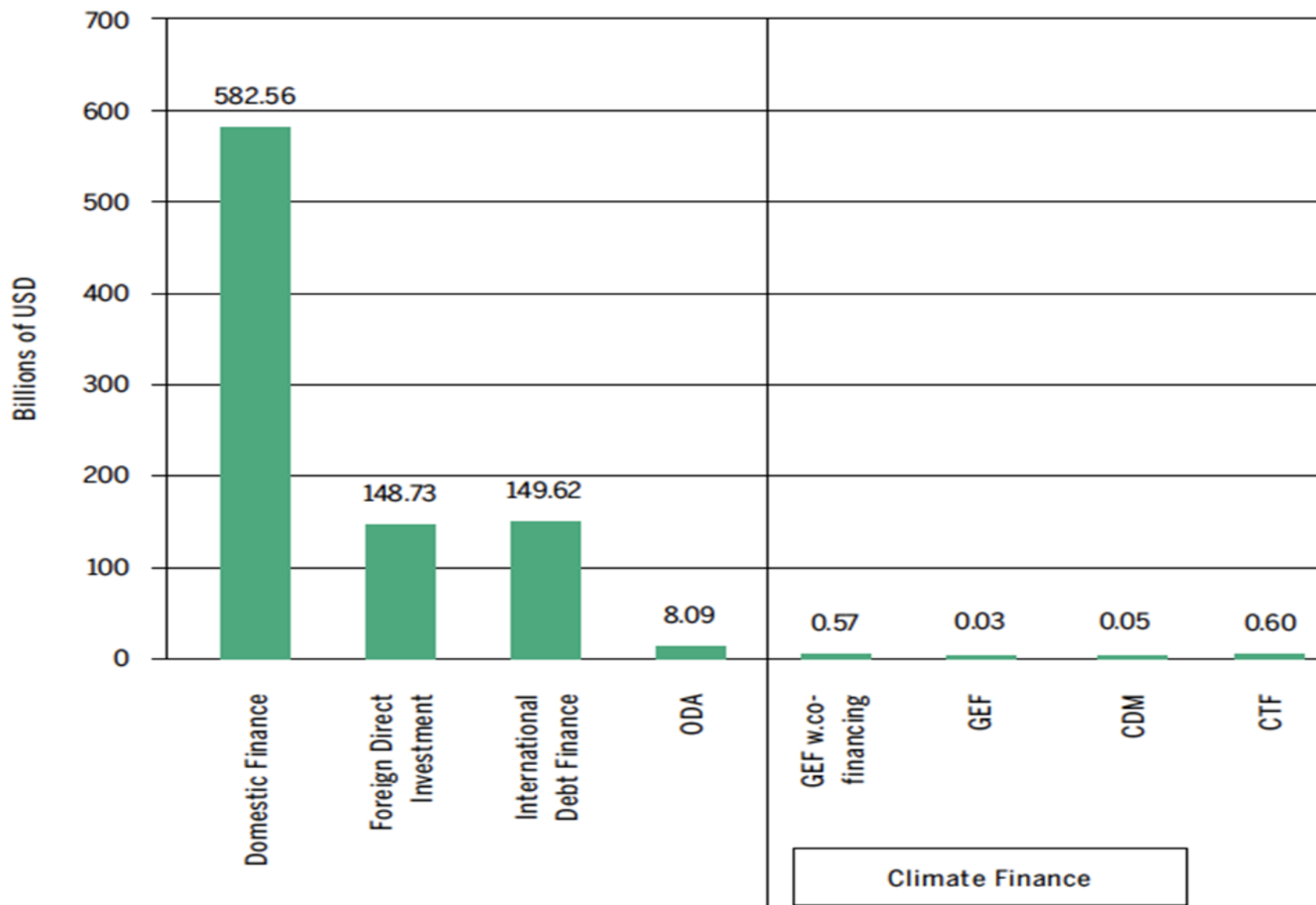
---



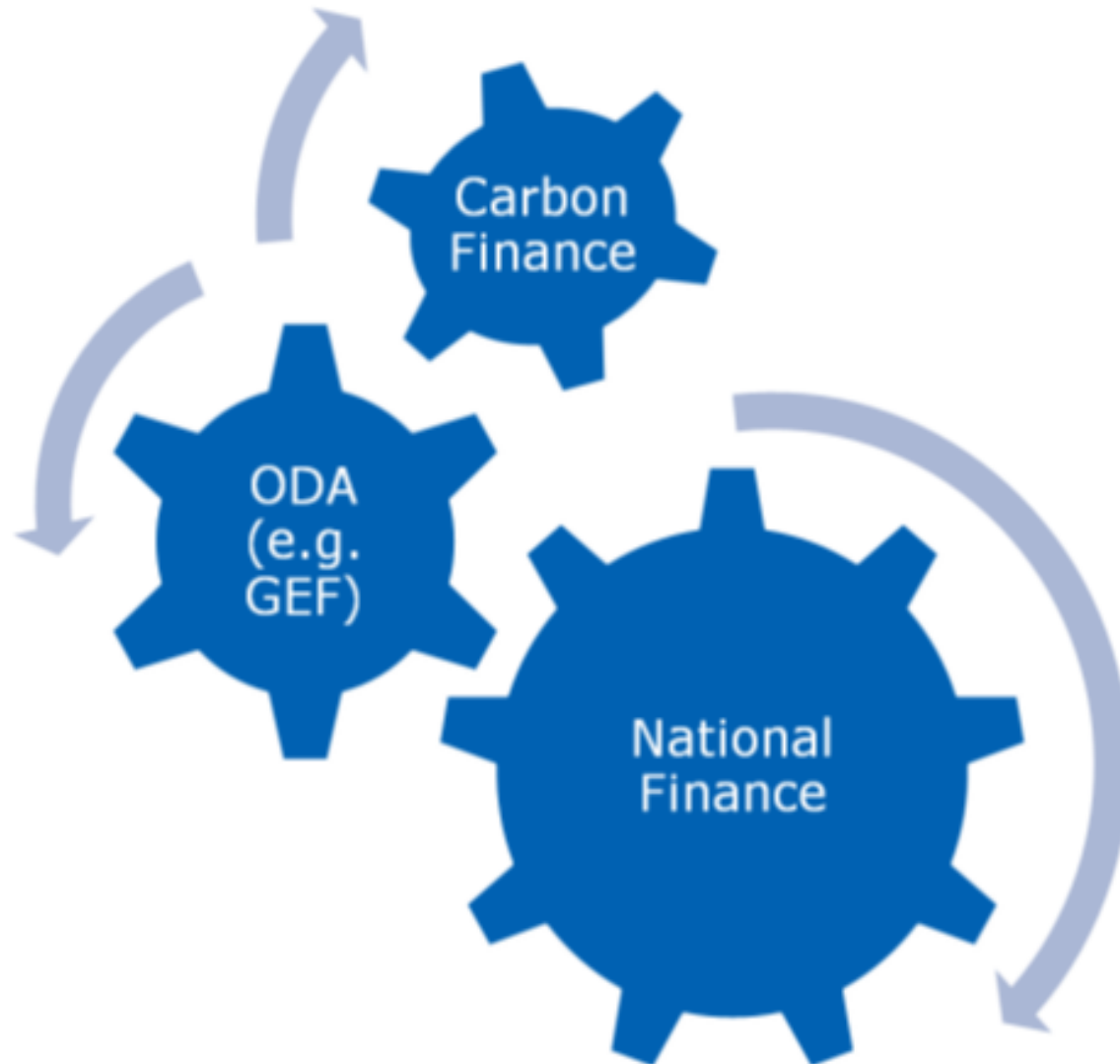
# Funding opportunities for mitigation in the transport sector



# Annual Global Transport Investment by Source



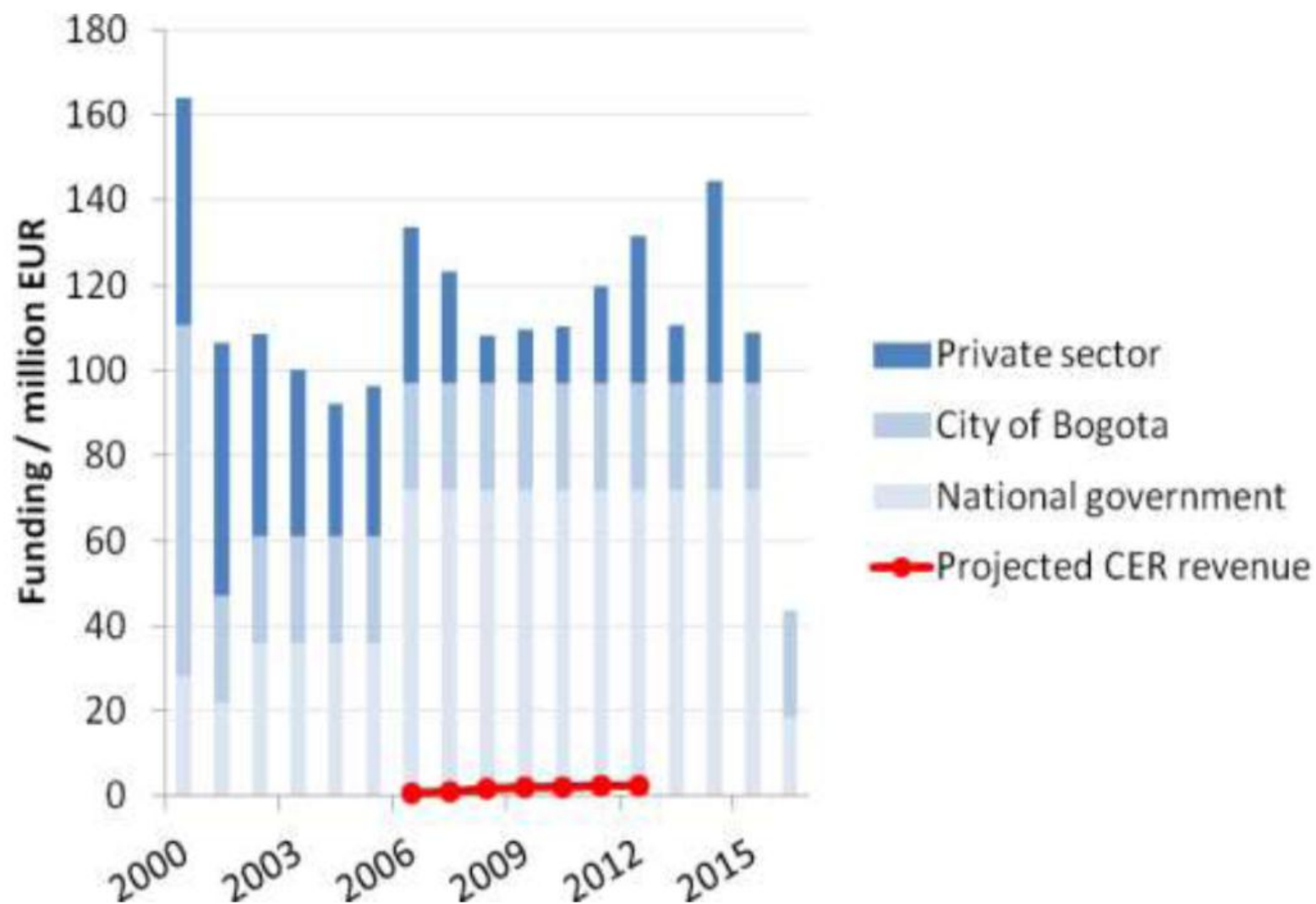
# Carbon finance through Post 2012 as an incentive not as a silver bullet!



# MRV (Measurable, reportable, verifiable) requirements vs size of funding

	Size of funding	GHG emission reduction assessment requirements		Co-benefits assessment
National and local funds	Very large <b>Trillions</b>	-	No GHG assessment requirements in place	Varies per country, generally low
Development bank funding	Large <b>Billions</b>	*	Methodologies under development, not applied	Environmental/Social Externalities not
CDM	Small <b>Millions</b>	*****	Very strict, at entry and during project	Depends on country
GEF	Small <b>Millions</b>	**	New Methodology for 2011, only at project entry	New methodology recognizes but does not reward
CIF/CTF	Small <b>Millions</b>	**	Emphasis is on sector transformation, detailed GHG assessment not at project entry	Qualitative assessment





\*Projected CER revenues calculated assuming a CER price of 8.9 €/tCO<sub>2</sub>

# Key steps for estimating GHGs

Estimating total motorized transport activity

Road-based

Rail-based

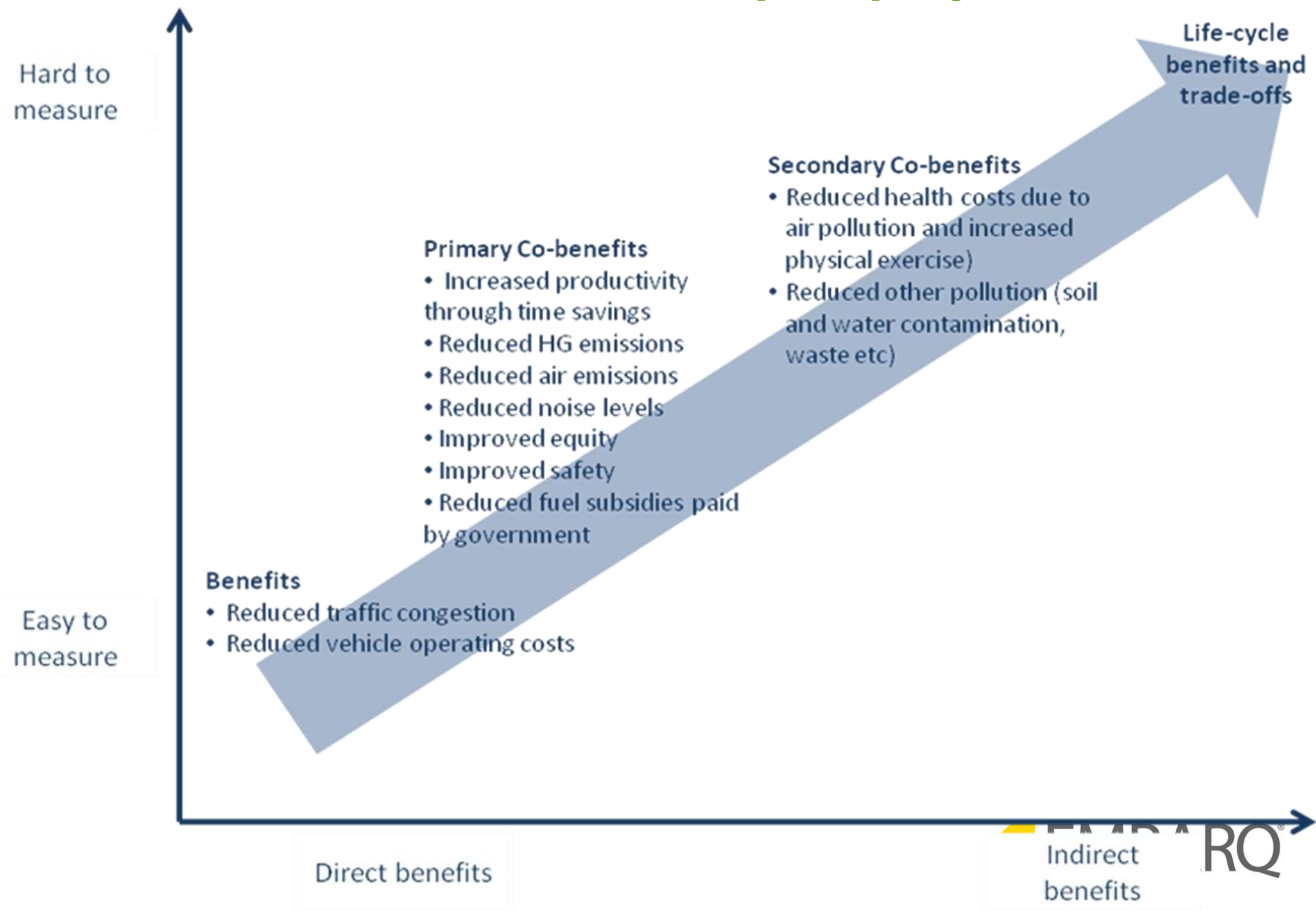
Water-based (if any)

Estimating fuel consumption

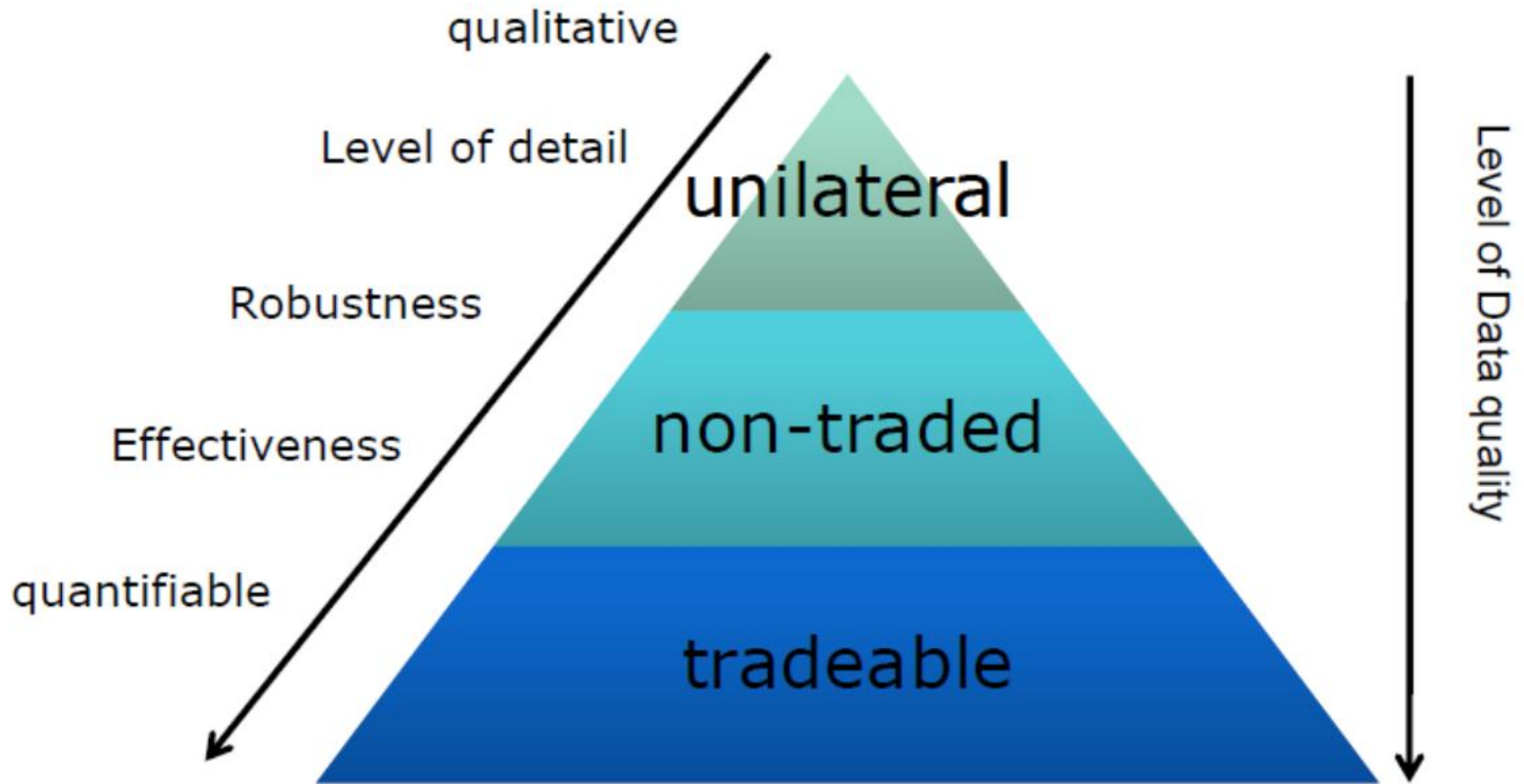
Estimating GHG emissions

Estimating impact of transport plans for the city on  
fuel consumption and GHG emissions

# MRV of co-benefits in transport projects



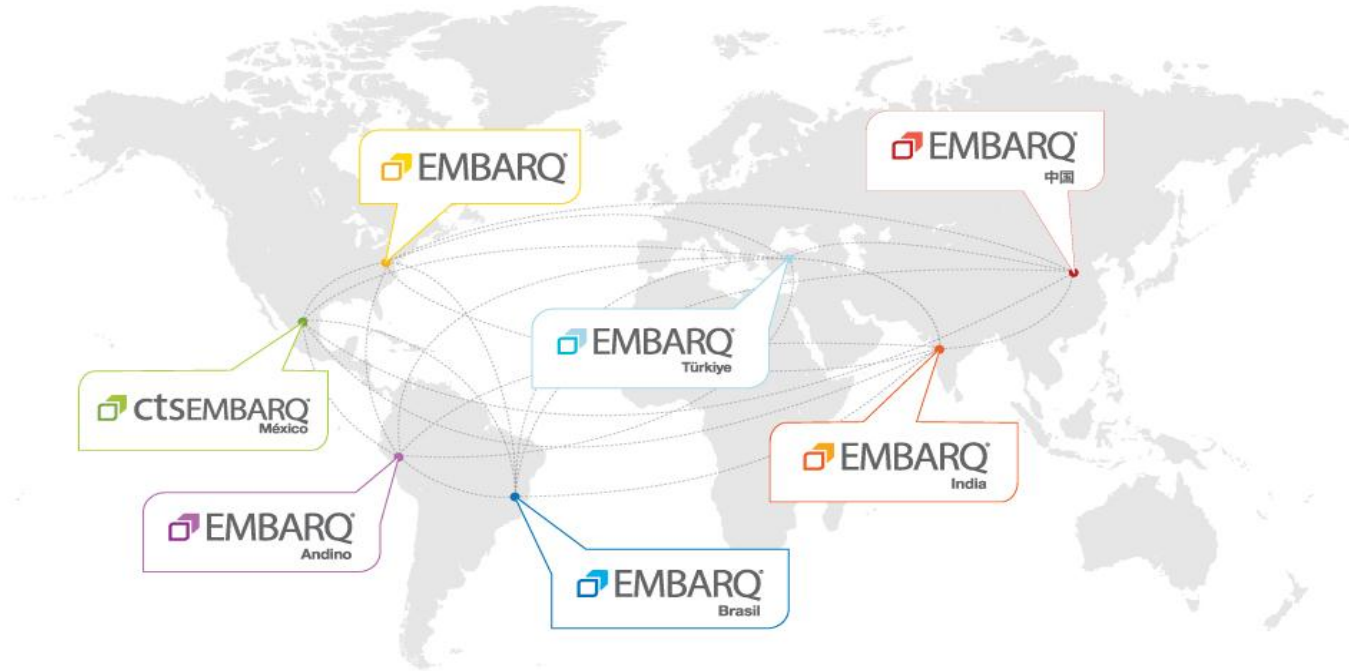
# Measurable, Reportable, Verifiable (MRV): Nationally Appropriate Mitigation Actions (NAMA)



# Key messages

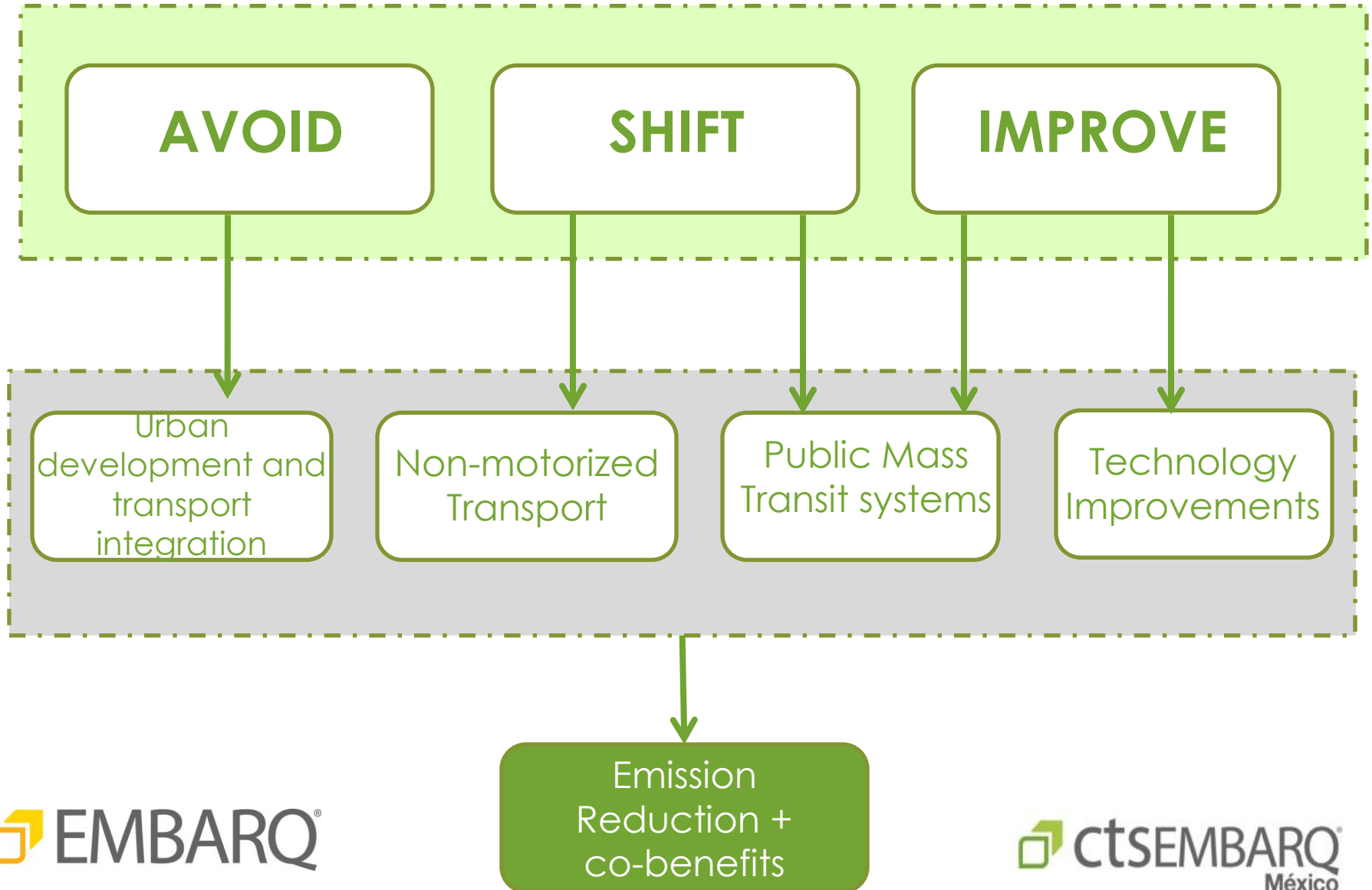
- Mitigation actions can have different variables (and related metrics) to indicate progress, and not all actions will result in direct, immediately measurable emission reductions.
- Design of methodology should take into account the difficulties in collecting good quality data
- While data generation and analysis should be improved, data requirements should not require extensive and expensive surveys
- Leverage effect: Data requirements should be connected with non-(direct) climate related actions (urban planning, institutional changes, fiscal policies, etc)
- Pilots are needed to build a bottom-up consensus & to establish harmonized methodologies for inventory and MRV procedures
- Potential for creating a central database in each city should be explored

# Thank you

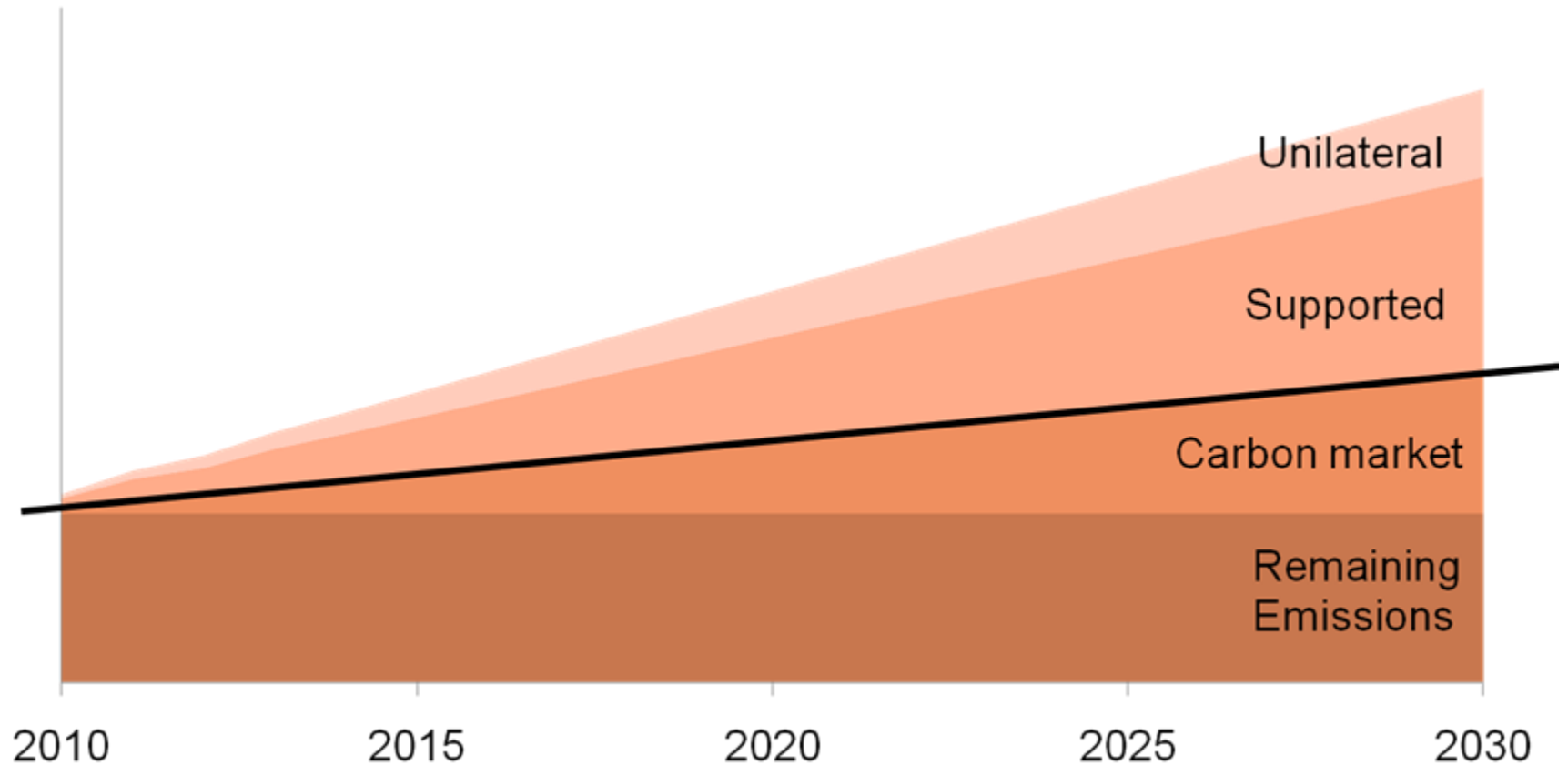


[blefevre@wri.org](mailto:blefevre@wri.org)

# Avoid – Shift – Improve (ASI) Approach



# Nationally Appropriate Mitigation Action





# LEDS and NAMA

