



# **Nationally-appropriate mitigation actions as a means to obtain recognition and support for low-carbon transport interventions**

A brief introduction to TRANSfer and its handbook  
“Navigating Transport NAMAs”

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## Challenge

Motorised transport is responsible for 23% of fossil-fuel related carbon dioxide emissions (IEA, 2010) and for 36% of their growth until the year 2035 (IEA, 2011). The key driver is rapid motorisation, in particular in developing countries.



## TRANSfer Project

### Objective

To support developing countries to develop climate change strategies in the transport sector as NAMAs.

### Scope

A three-year project run by GIZ, funded by the International Climate Initiative of the German Ministry for the Environment.

### Partner Countries

Colombia, Indonesia and South Africa.

## Handbook

The handbook "Navigating Transport NAMAs" provides guidance on how to take mitigation action in the transport sector already today.

The handbook consists of two parts:

- Part 1 explains how to design a NAMA in the transport sector in four practical steps.
- Part 2 contains case studies from experiences in selected developing countries.

## Transport NAMAs

Nationally Appropriate Mitigation Actions (NAMAs) are voluntary emission mitigation measures by developing countries as part of their commitment to fight climate change.

According to the Cancun Agreements, NAMAs are to be "supported and enabled by technology, financing and capacity-building, in a measurable, reportable and verifiable manner."

## Publications

- Factsheet TRANSfer
- FAQ NAMAs
- CDM and NAMAs
- GIZ Modules on Transport and Climate Change



## Website

[www.transferproject.org](http://www.transferproject.org)



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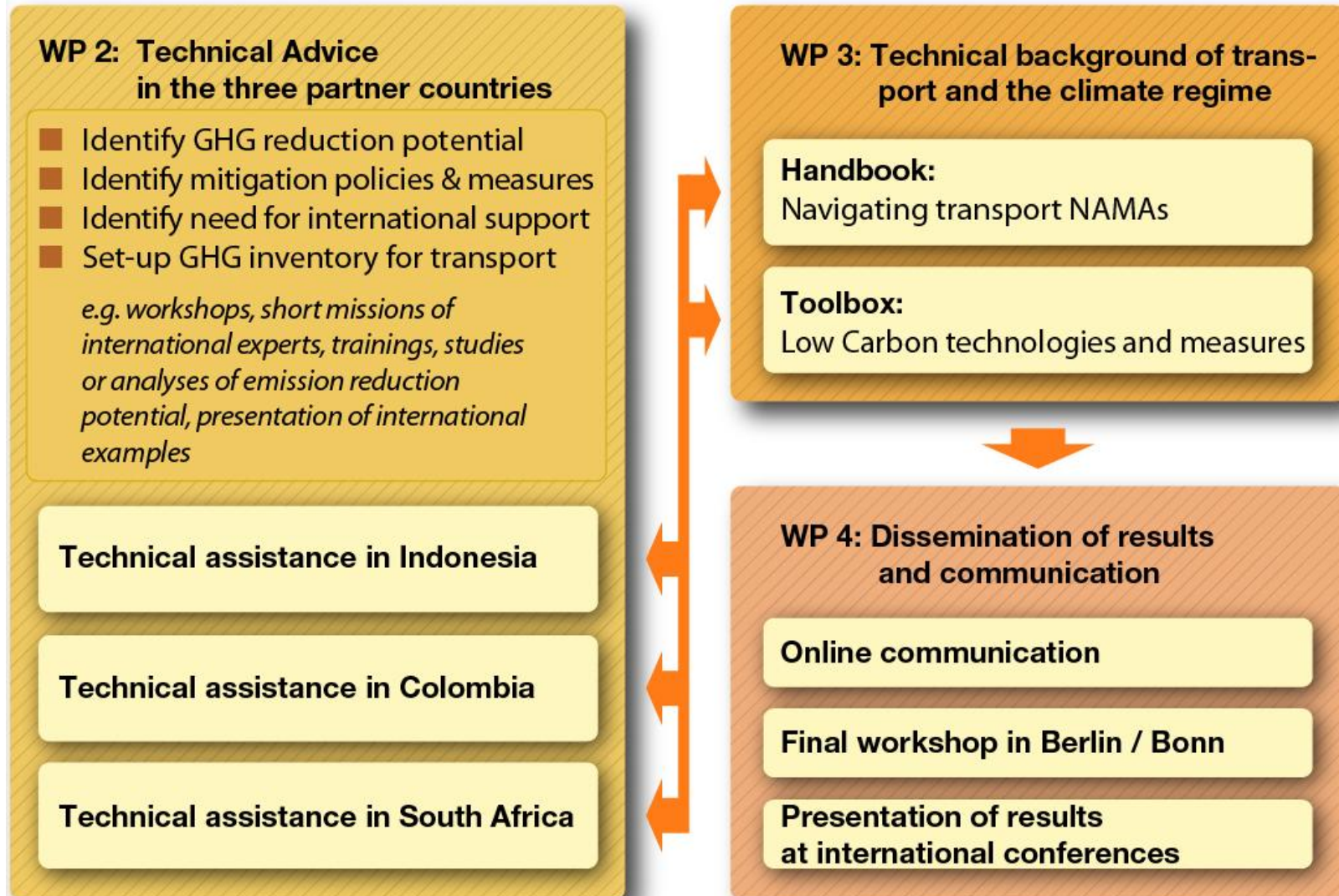
Supported by  
German Ministry for Economic Affairs and Energy  
German Federal Government



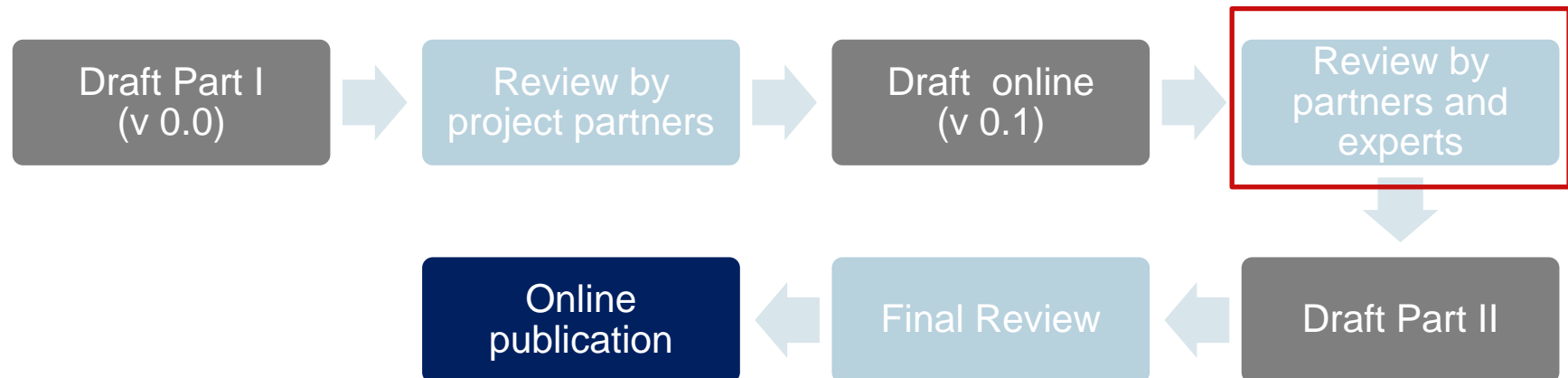
The transport sector offers a broad spectrum of options for mitigation action:

- Urban land use planning
- Green logistics
- Road pricing
- Parking management
- High quality public transport
- Shift to low carbon fuel
- Fuel economy standards
- Renewal of the vehicle fleet





- Contains all relevant information for decision makers and practitioners in the transport sector
- Available online at [www.TRANSferProject.org](http://www.TRANSferProject.org)
- Status:





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How to use this handbook .....	iv
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## Part I Generic information on mitigation action in the transport sector ..... 1

1. Many solutions towards sustainable low carbon transport are ready for implementation .....	4
2. Transparency on emission reductions is key .....	15
3. Financial and technical support can be tapped from different sources .....	25
4. Implementation of mitigation action is beneficial for all stakeholders .....	43

## Part II Case studies from partner countries

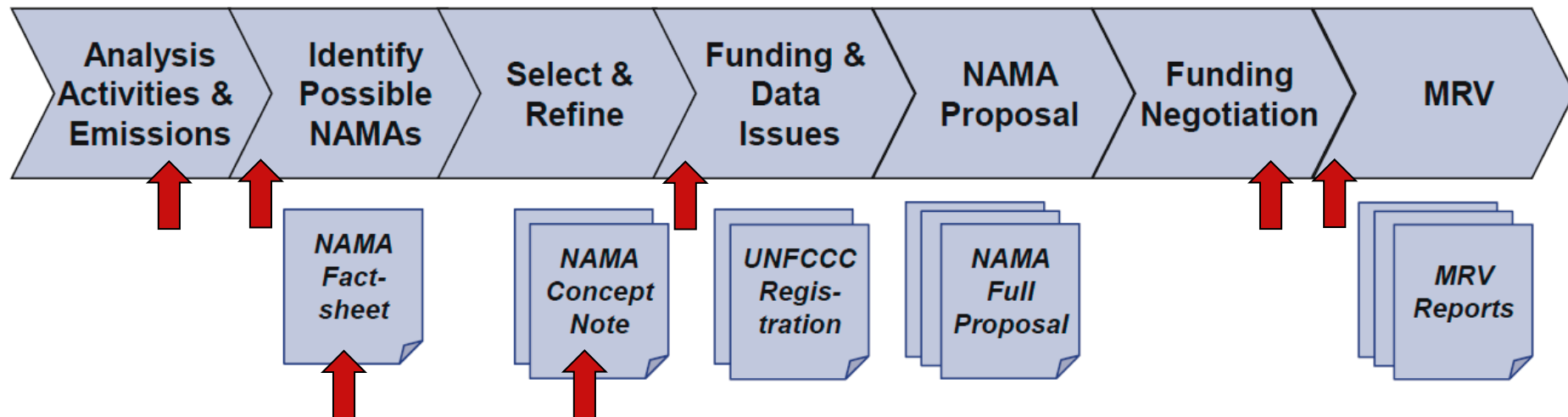
- A. Colombia
- B. Indonesia
- C. South Africa
- D. Mexico
- E. Costa Rica
- F. Chile

Annex A: Overview of options for GHG emission mitigation actions (factsheets)

Annex B: International Climate Finance Sources



- Contains tools and approaches that are country-specific or trans-regional



## **Elements and drafts available in 2012**

Screening Tool

Training Material

Templates for NAMA Fact Sheet und Concept Note

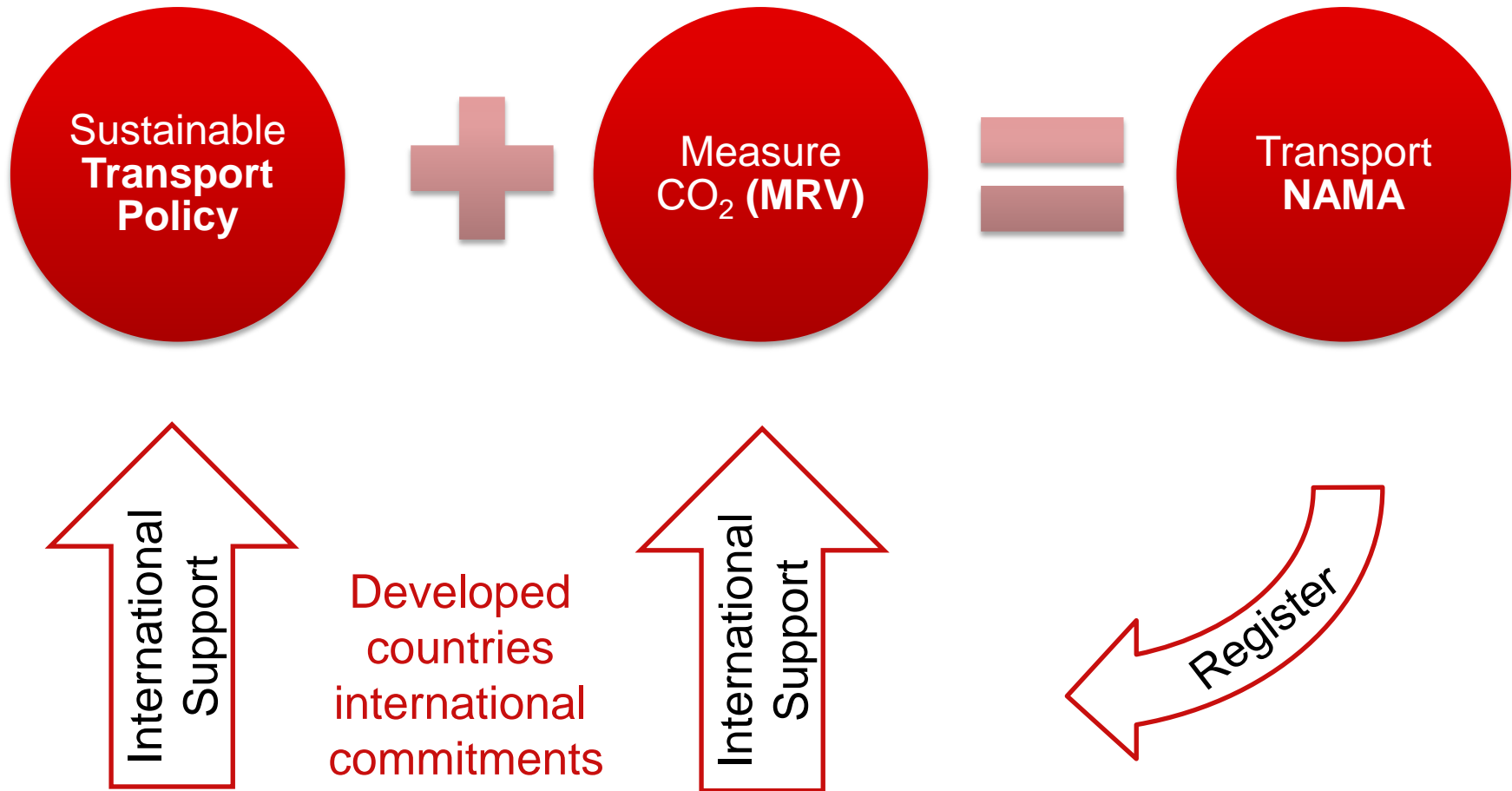
Overview of GHG emission mitigation actions in Land Transport

Guideline for Local Mitigation Actions in Land Transport

## **Planned for 2013**

MRV Guideline

Matching Platform for Funding







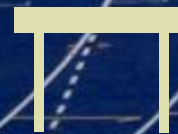
**Registration**



**Financing**



**MRV**



**Policy Identification**





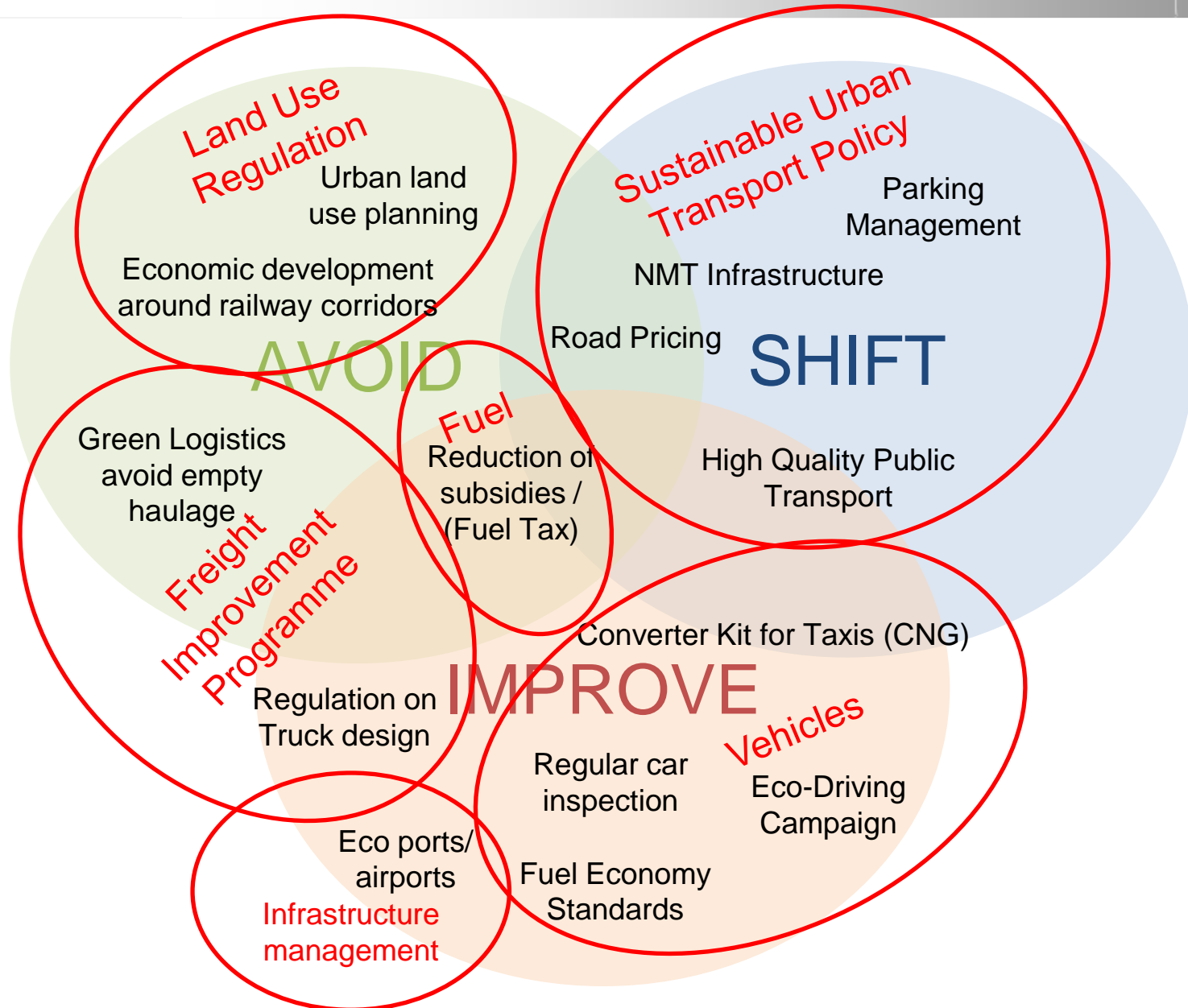
**Technology  
Transfer**  
(e.g. TNA)

**Clean  
Development  
Mechanism** (e.g.  
methodologies)

**NAMAs**

**Capacity  
Building**  
(e.g. inventory  
trainings)

**Policies  
and measures**  
(e.g. estimation of  
effects)



# **giz** 9 Steps of a NAMA Development



1. NAMA idea
2. NAMA pledge
3. NAMA proposal
4. Planned NAMA
5. Adopted NAMA
6. Registered NAMA
7. NAMA under implementation
8. Implemented NAMA
9. Closed / finalized / verified / aborted / cancelled NAMA



# giz TRANSfer – 8 key messages and approaches



**Objective: Support decision makers to develop climate strategies in transport as Nationally Appropriate Mitigation Actions (NAMAs)**

1. Offer **attractive carbon investment opportunities** in the transport sector, based on the Avoid-Shift-Improve approach
2. Provide **bankable solutions in all sub-sectors** (urban passenger transport, inter-urban passenger transport, freight transport and logistics, domestic aviation and shipping, rail, vehicle and fuel techn.)
3. Ensure sound **inter-ministerial coordination** in all stages of design and implementation of transport NAMAs, with Ministers of Transport as central key players

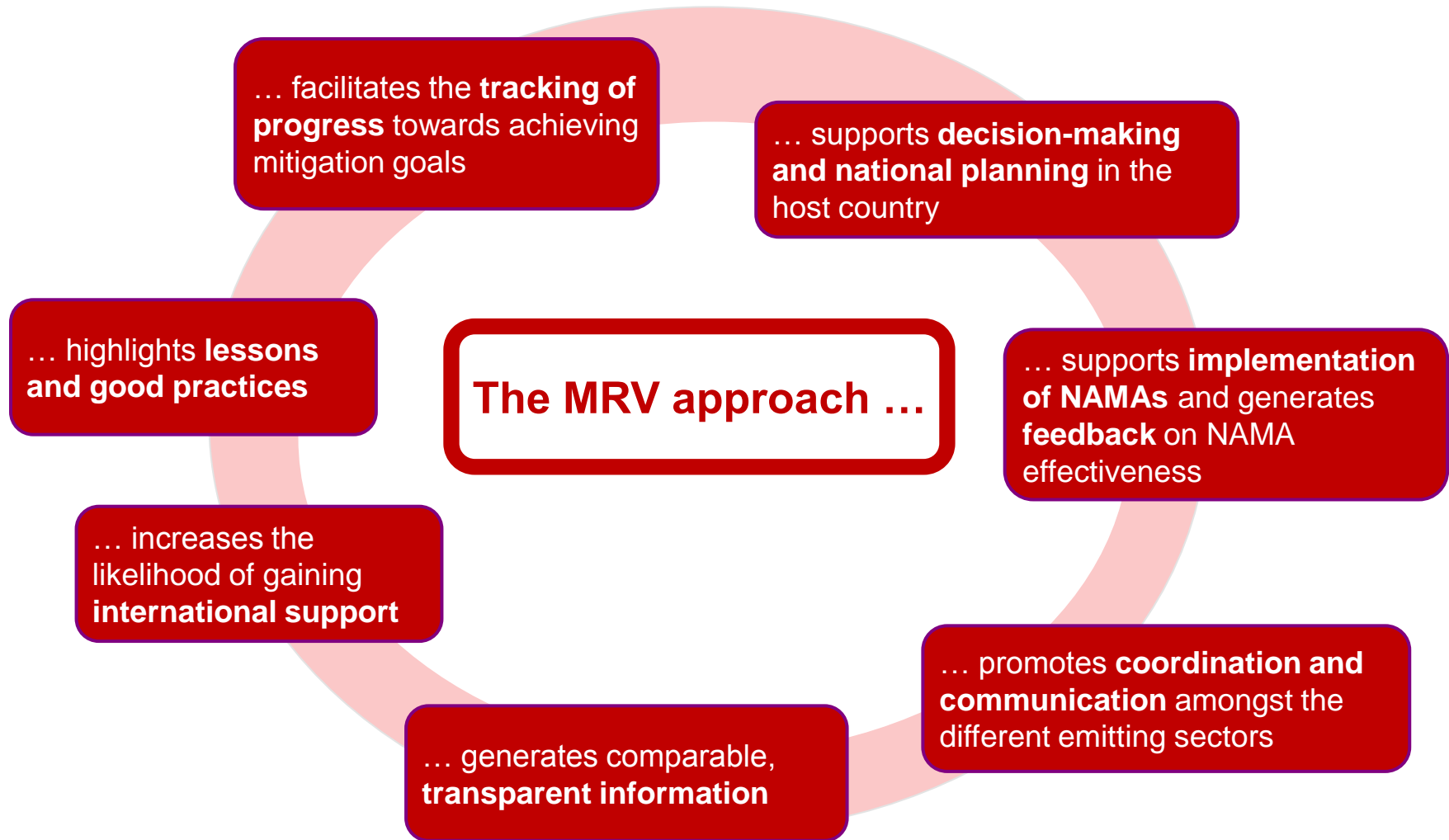
# giz TRANSfer – 8 key messages and approaches



4. Allow for active **participation of private sector and civil society** through multi-stakeholder workshops
5. Provide **simple** yet comprehensive and solid **methodologies for MRV** of transport NAMAs
6. Offer **capacity building** to partner countries on sustainable transport options for future transport NAMAs
7. Create a **platform to allow matching** of transport NAMA proposals with funding opportunities
8. Spread the news about transport NAMAs via a **network for dissemination** of good practices and lessons learned



Initiated in the Bali Action Plan, MRV (Measurement, Reporting, Verification) is a key requirement under the UNFCCC.







### 3 steps for the elaboration of a MRV-system for tNAMAs

#### Step 1

- Identify key parameters for the MRV approach
- Data requirements may differ depending on the type of NAMA (direct, indirect, process indicators)

#### Step 2

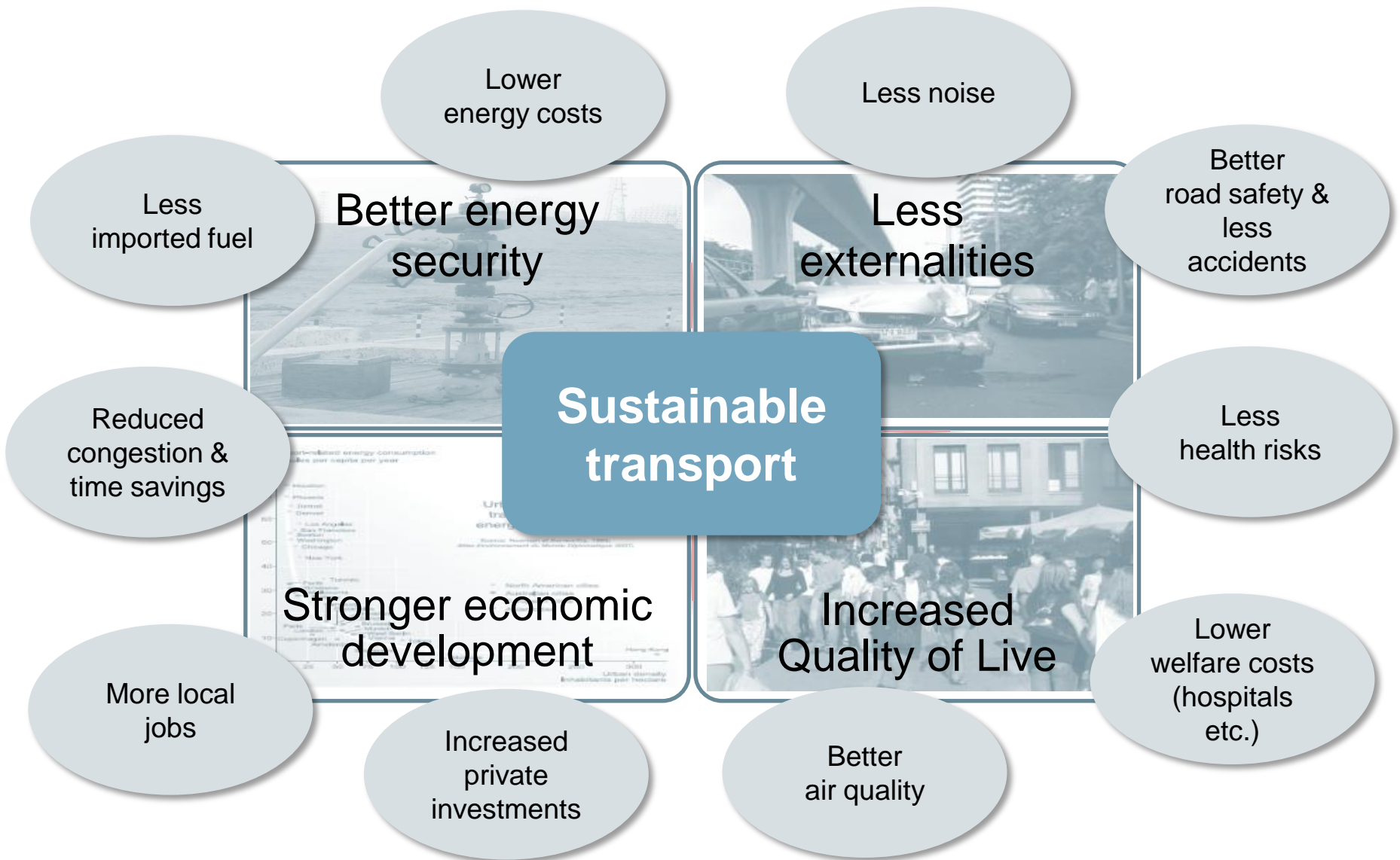
- Check data availability and needs
- Data has to be generated, gathered and updated

#### Step 3

- Develop a MRV process for mitigation effects of transport NAMAs
- Include co-benefits in the monitoring plan



	Financing	Technology Transfer	Capacity Building
<b>Concepts &amp; Plans</b> <i>finance of organization</i>	<ul style="list-style-type: none"> <li>• Integrated urban and transport plans</li> <li>• Guidelines &amp; Rules</li> <li>• Outlining Transport systems (e.g. BRT)</li> </ul>	<ul style="list-style-type: none"> <li>• Transport modelling</li> <li>• Data gathering (e.g. traffic counting)</li> </ul>	<ul style="list-style-type: none"> <li>• Organisation development</li> <li>• Trainings</li> <li>• Setting up networks</li> <li>• MRV concept</li> </ul>
<b>Infrastructure</b> <i>mainly initial Investments</i>	Construction of ... <ul style="list-style-type: none"> <li>• Bus lanes, rail, stops</li> <li>• NMT networks</li> <li>• Interchanges (integration of modes)</li> </ul>	<ul style="list-style-type: none"> <li>• Efficient vehicles and retrofitting</li> <li>• E-ticketing</li> <li>• Passenger information systems</li> </ul>	<ul style="list-style-type: none"> <li>• Green public procurement</li> <li>• Building Standards</li> </ul>
<b>Operation &amp; Management</b> <i>continuous financial flows</i>	<ul style="list-style-type: none"> <li>• Operational subsidies</li> <li>• Campaigns</li> <li>• Reporting on performance</li> </ul>	<ul style="list-style-type: none"> <li>• Intel. Transport Systems (ITS)</li> <li>• Charging systems</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance &amp; Inspection</li> <li>• System optimization</li> <li>• Eco Driving</li> </ul>







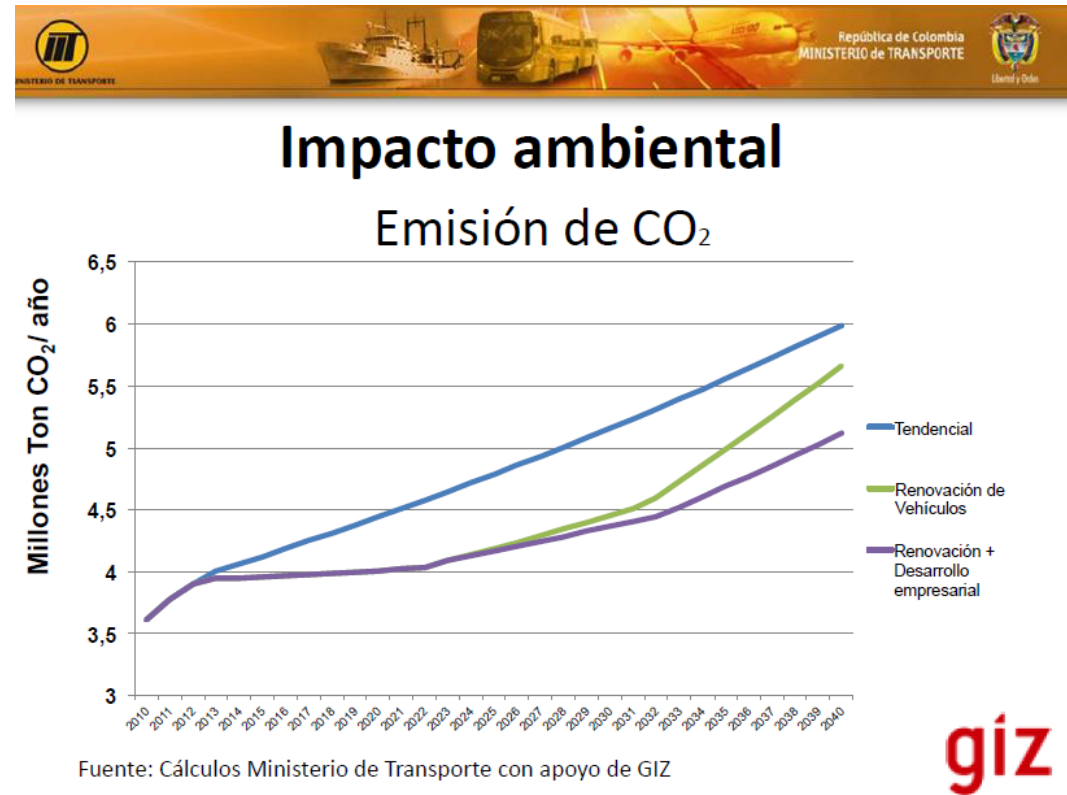
## **Context of tNAMA: Renovation of HDV fleet**

- 4-year presidential term has just started in 2010
- Strong and decided support from national government (including Presidential mandate)
- Well-informed and pro-active key stakeholders in all ministries
- Second pilot NAMA on freight logistics (supported by IADB) is complementary to HDV fleet renovation
- Synergy to Mexican NAMA => South-South Cooperation
- Other tNAMAs are currently being planned in Colombia (e.g. urban mobility management)



## **Fleet renovation tNAMA- steps for MRV**

- MoE developing MAC curves
- GIZ supporting in preliminary CO<sub>2</sub> estimations and development of studies
- Currently identifying data, information and studies that are needed for tNAMA





## **Complementary activities of the project**

- Installation of a working group on tNAMAS for Colombia
- Participation in events related to NAMAs and with Colombian delegations
- Individual meetings with other key stakeholders (experts, industry, other ministries, etc)



**Photo: Workshop activity in Santiago de Chile related to NAMA development for Colombia (November, 2011)**



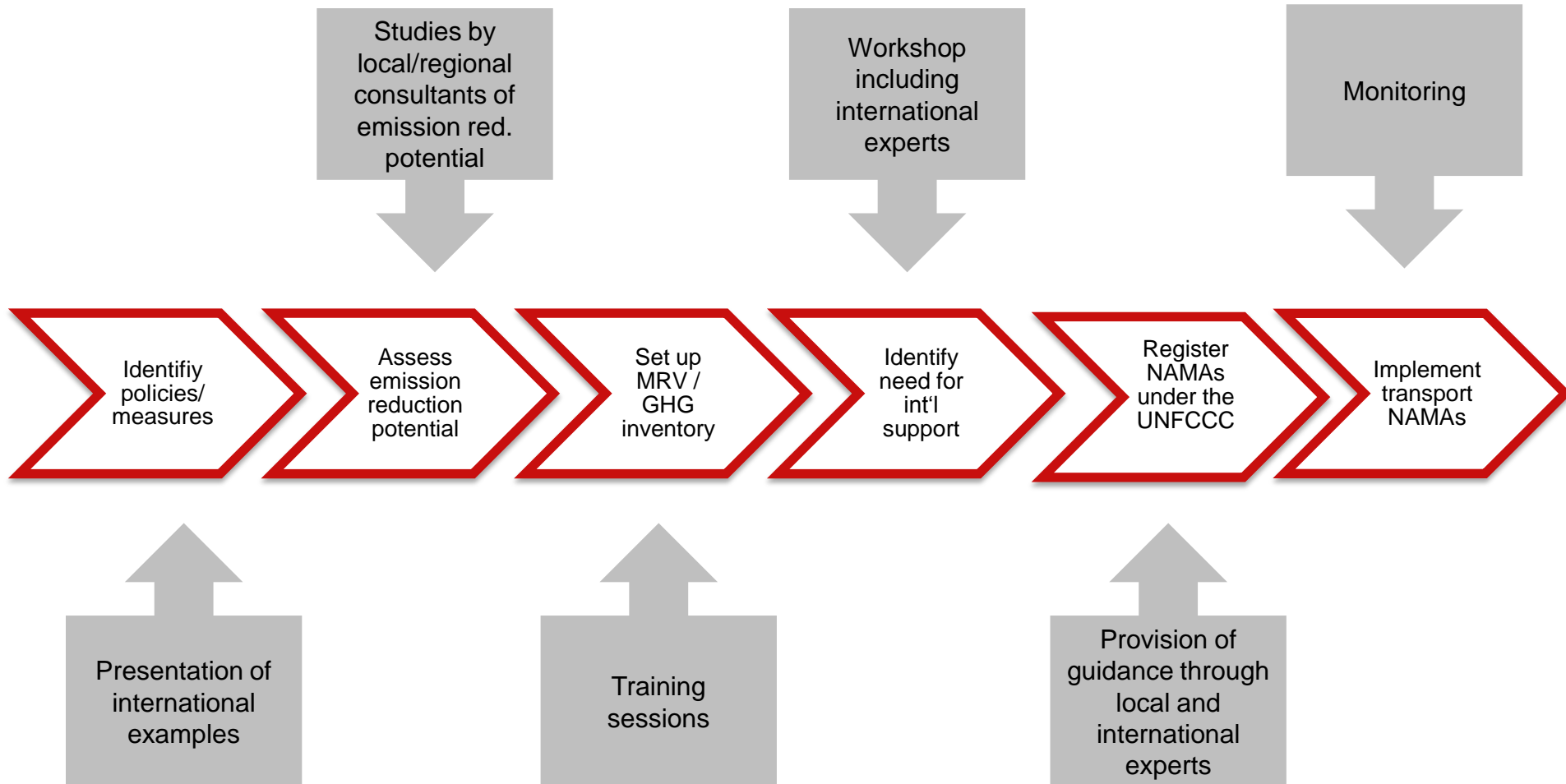


## **tNAMA Fleet renovation: Barriers/obstacles/challenges**

- Data quality must be improved considerably (some steps have already been taken by various parties)
- Some opportunities (i.e. plans for 10 ppm diesel sulphur content) have not been seized by government
- Coordination of various actors takes longer (but yields better results)
- Freight sector needs organizational enhancement to nurture all tNAMA developments via fleet renovation



**Photo: Preparatory meeting with local government identifying timelines related to diesel fuel quality**



## The NAMA development and registration process



**Visibility of your country**  
as inspiring examples in the  
“NAMA handbook”

Short term  
**technical**  
**advice** from  
international  
experts

Financial  
support for  
**studies** and  
background  
research

**Training** of staff  
on transport and  
climate related  
topics

Exchange of  
knowledge and  
experiences in a  
**South-South-  
North expert  
network**

Improvement of  
your **transport**  
system and  
related co-  
benefits

Supporting the process of identification and registration of NAMAs



# Fuel efficiency and emissions of trucks in Germany An overview

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Commissioned by

**giz** Deutsche Gesellschaft  
für Internationale  
Zusammenarbeit (GIZ) GmbH



Federal Ministry for the  
Environment, Nature Conservation  
and Nuclear Safety





- 
- A large, semi-transparent image of a car speedometer serves as the background for the list. The speedometer has a yellow frame and a white face with black markings and numbers (0, 20, 40, 60, 80, 100, 120). The needle is pointing towards the 100 mark.
- 1 Background and Scope
  - 2 Road Transport in Germany
  - 3 Emission Regulation Heavy Duty Vehicles in Europe
  - 4 Development of Fuel Quality - Europe/Germany
  - 5 Emissions from heavy-duty trucks - Measurements and Modelling
  - 6 Fuel efficiency and GHG emissions from heavy-duty trucks
  - 7 Development of Transport, Emissions and Fuel Efficiency
  - 8 Summary

# **giz** TRANSfer presentations at COP17, Durban



Date	Time & Location	Organisers	Title	Description
Thursday, 01 Dec 2011	16:45— 18:15  Levubu River	Bridging the Gap Initiative  Centro de Transporte Sustentable de México Asociacion Civil (CTS México)	<b>'Bridging the Gap' between transport and climate policy: time to tackle the transport sector</b>  (side event)	Leading transport experts explain how to make land transport part of national climate change action plans and how it can be incorporated into NAMA development. Parties and developing country representatives will also discuss existing and emerging finance, capacity building and technology provisions.
Friday, 02 Dec 2011	15.30- 17.00 EU Pavilion, Room Warsaw	The Federal (German) Environment Ministry (BMU)	<b>TRANSfer – Germany's support for developing countries' NAMA in the transport sector</b>	This is a joint BMU-GIZ event on the transfer of climate-friendly technologies and measures in the transport sector.
Tuesday, 06 Dec 2011	13:00- 15:00  Climate Change Response Expo (outside ICC)	South Africa Ministry of Transport  Bridging the Gap Initiative	<b>Tackling Climate Change and Transport: Strategies and Best Practices from around the World</b>	The event will bring together high-level officials from Ministries of Transport from different countries as well as multilateral development banks to share ideas to address climate mitigation challenges in the transport sector.



**COP17/CMP7**  
**UNITED NATIONS**  
 CLIMATE CHANGE CONFERENCE 2011  
**DURBAN, SOUTH AFRICA**

**28 Nov – 9 Dec:**  
**TRANSfer**  
**presentation at**  
**Durban CCR Expo,**  
**Stand 174**

# **giz** Interaction between the two worlds



Negotiation	Implementation
1992 UNFCCC adopted	
	1995 UNFCCC Entry into force (NCs, GHG inv, PaMs, Finance & Techtransfer)
1997 Kyoto Protocol adopted	
	2005 KP Entry into force (National Systems, Compliance Regime, AAUs, ETS, JI, CDM)
2009 Copenhagen Accord 2010 Cancún Agreement	
	2012 (?) GCF, NAMAs, Up-scaled level of ambition (2 degree Celsius)
2015 (?) Outcome of Durban Platform	
	2020 (?) New Global CC Regime



Issue	Political Perspective	Technical Perspective
Level of ambition	How much mitigation can we pledge? At what costs?	Assessment of domestic mitigation potential, cost-benefit analysis
Global burden sharing	How much do others do? What's our fair share?	Transparency through MRV of mitigation action
CBDR <sup>a</sup>	How much technical and financial support may we expect to receive?	Transparency through MRV of support
ACCCT <sup>b</sup>	Which rules, modalities and procedures need to be set at a global level?	Institutional arrangements, national circumstances, data availability etc.

a: Common but differentiated responsibility and capability

b: accuracy, consistency, comparability, completeness, transparency



# Thank You!

## Contact

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[www.TRANSferProject.org](http://www.TRANSferProject.org)

[www.giz.de](http://www.giz.de)

Water, Energy, Transport



### Frequently Asked Questions on Transport NAMAs

Options and Opportunities for Sustainable Transport

**What are NAMAs?**  
Nationally Appropriate Mitigation Actions (NAMAs) are voluntary emission reduction measures by developing countries that are directly reported to the United Nations Framework Convention on Climate Change (UNFCCC). NAMAs will be a practical tool to tackle GHG emissions from the transport sector.

- NAMAs are policies, programmes and projects that are either economy-wide measures (e.g. CO<sub>2</sub> taxation) or specific sectoral initiatives (e.g. fuel efficiency standards).
- Proposals for NAMAs need to be submitted to the UNFCCC by national governments but they can include actions on domestic, regional, or local levels.
- NAMAs are an opportunity to acknowledge developing countries' unilateral contribution to reduce GHG emissions and match these with international funding.
- Proposals for NAMAs seeking international support as well as funded NAMAs will be recorded in a registry at the UNFCCC along with relevant technology, finance and capacity building support.

**Why NAMAs in the transport sector?**  
Sustainable transport systems aim to achieve equitable access and mobility for all people, providing pathways to economic and social development, whilst imposing minimal environmental impacts. The development of sustainable transport is challenged by a lack of workable mechanisms and instruments. For example, the Clean Development Mechanism has initialised less than a dozen of projects in the transport sector since 2005.

From this perspective, NAMAs are envisaged to provide new opportunities for developing countries to address the large and rapidly increasing emissions from transport, whilst still managing their need for growth and economic development. In developing and registering NAMAs under the UNFCCC, it is envisaged that developing countries can benefit from:

- Access to new sources of funding – Funds will be developed to match actions and funding needs for the support of mitigation, adaptation, REDD-plus, technology and capacity building; there is a short-term pledge to provide resources approaching USD 30 billion for the period 2010 – 2012.
- National and international visibility – Countries can move directly to the front of climate mitigation action by: (a) joining the global effort to reduce GHG emissions, and (b) making the transport sector a part of the solution.
- Reaping the co-benefits – Sustainable and modern low-carbon transportation systems help to increase the competitiveness of countries and cities by attracting top companies and highly qualified workers. Further benefits are: better air quality and health, increased energy security, reduced congestion, improved safety, social inclusion of poor people, enhanced tourism, etc.

**The Bridging the Gap Initiative**  
GIZ, TFL, Vöest-Transport, UITP and IEDP join forces in Bridging the Gap – Pathways for transport in the post 2012 process to integrate developments in the transport sector with the international climate change negotiations. Info available at: <http://www.transport2012.org>



On behalf of

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