



Center for  
Clean Air Policy

# **Transportation-Sector NAMA Window: Policy Choices, Evaluation Criteria, and Bundled NAMAs**

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***Side Event “Developing Country Implementation Strategies  
and Nationally Appropriate Mitigation Actions (NAMAs)”***

*Room Halfdan Rasmussen, 20:00-21:30*

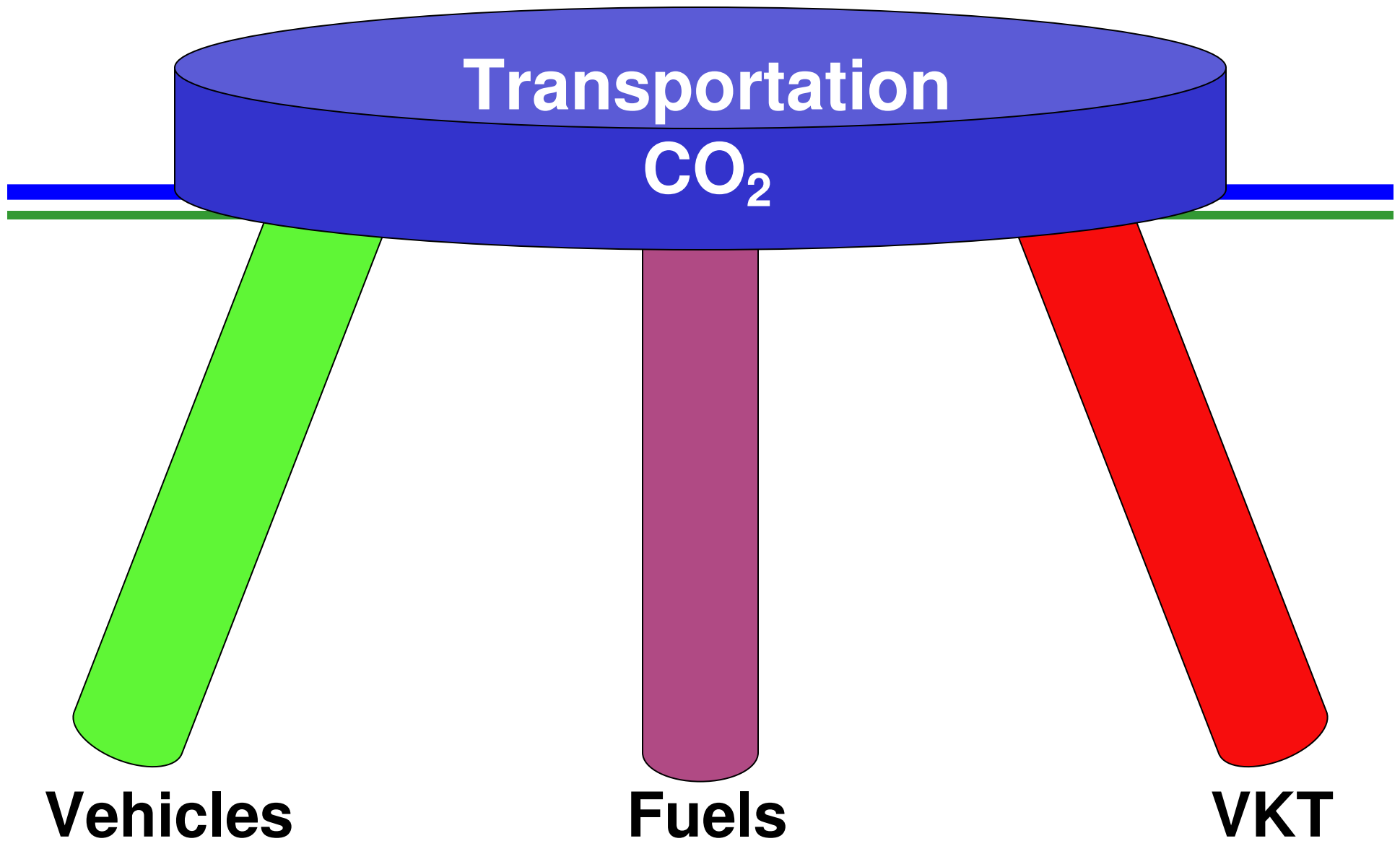
*COP-15 Copenhagen*

***December 8, 2009***

# Why Does the Transportation Sector Deserve Special Consideration?

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- The transportation sector differs from most other high-emitting sectors:
  - » CO<sub>2</sub> benefits of transport mitigation measures tend to be long-term and grow over time
    - Transformational opportunities are prevalent
  - » Co-benefits of mitigation are significant
  - » Emissions baselines and CO<sub>2</sub> reductions are uncertain and difficult to estimate
    - Vehicle fuel efficiency, alternative fuels may be exceptions
  - » All three “legs of the stool” impact emissions
    - Synergies are important within/among the 3 legs



# NAMAs and Transportation

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- Unilateral NAMAs:
  - » Many measures can have low or negative cost:
    - reductions in fuel subsidies
    - differential vehicle taxation
    - abolition of minimum parking requirements
    - congestion pricing
- Supported NAMAs:
  - » These are the most promising.
- Credit-generating NAMAs:
  - » Likely to face similar problems to transport under the CDM
    - Additionality
    - Methodological (quantification, baselines)

# Supported Transportation NAMAs

Types of Measures	Planning and Research (Capacity Building)	Regulation and Policy (Primarily Capacity Building)	Infrastructure (Finance, technology)
Vehicles and Fuels	<ul style="list-style-type: none"> <li>Fuel economy test procedures</li> </ul>	<ul style="list-style-type: none"> <li>Fuel economy standards</li> </ul>	<ul style="list-style-type: none"> <li>Alternative-fuel infrastructure</li> <li>Retooling factories</li> </ul>
Land-Use and Infrastructure	<ul style="list-style-type: none"> <li>Planning and outreach</li> <li>Travel demand modeling</li> </ul>	<ul style="list-style-type: none"> <li>Congestion pricing</li> <li>Smart growth</li> <li>Abolish parking requirements</li> </ul>	<ul style="list-style-type: none"> <li>Bus Rapid Transit</li> <li>Bicycle networks</li> <li>Transit-oriented development</li> </ul>
Cross-Cutting	<ul style="list-style-type: none"> <li>Data collection</li> <li>Professional development</li> <li><b>Low-Carbon Transportation Plans</b></li> </ul>	<ul style="list-style-type: none"> <li>Fuel taxation</li> </ul>	

# Low-Carbon Transportation Plans

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- Framework to guide a comprehensive package of mitigation measures
  - » Locally defined so as to address development and quality-of-life concerns of developing countries (DCs)
  - » Include short-term and long-term measures/impacts
  - » Assess costs and co-benefits
  - » Identify key implementation steps
- Two types of components to a plan:
  - » National plans
  - » Plans for metropolitan regions
- NAMA assistance would support plan development for all DCs and implementation for selected DCs
- Only measures in a plan are eligible for support

# Transportation Window for Funding NAMAs

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- For approved plans, CCAP proposes a direct-access Transportation Window with funds earmarked for:
  - » Planning and capacity building
  - » Implementation of Low-Carbon Transportation Plan
- For transportation, comprehensiveness and policy effectiveness, not cost-effectiveness, are the key criteria to use in evaluation of plans:
  - » Emission reductions difficult to quantify with precision
  - » Cost per ton CO<sub>2</sub> does not consider co-benefits
  - » Some NAMAs have no direct CO<sub>2</sub> impact (planning)
  - » Many benefits are long-term
- BUT, transformational change requires risk taking

# Proposed Transportation Window Funding Allocation Criteria

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- Comprehensiveness and quality of Low-Carbon Transportation Plan
- Implementation capacity
  - » likelihood of success of plan
- Co-benefits expected (health, development)
- Bundling of NAMAs to produce synergies
- Cost-sharing (taking capability into account)
- Long-term CO<sub>2</sub> reductions and cost-effectiveness of NAMA bundles



# Summary of Key Principles Proposed by CCAP

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- Create a Transportation Window with dedicated funding and evaluation criteria
- Earmark funding for planning and capacity-building
- Develop Low Carbon Transportation Plans
- Fund the best bundles of projects and policies that produce synergies
- Accept uncertainty

# Conclusions

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- Supported NAMAs are the most promising NAMA mechanism for the transportation sector
- Large co-benefits from emission reductions
- Bundling NAMAs can produce synergies
- Low-Carbon Transportation Plans can catalyze both emissions reductions and development



Photos:  
Right (Planetizen), Left  
([www.oregonlive.com](http://www.oregonlive.com) )



# Thank you!

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For More Information:

Visit [www.ccap.org](http://www.ccap.org)

Transportation NAMA white paper to be  
released in January 2010