



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

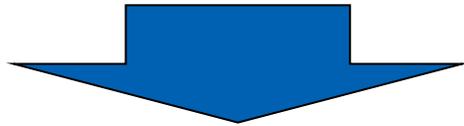
## 6. Closing remarks

# 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

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## Cancún can, can land transport?



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**A summary of the proceedings from the United Nations Climate Change Conference in Cancún, Mexico, and their significance for the land transport sector**

**Authors:** Holger Dalkmann, Anne Binsted, Benoit Lefevre, Cornie Huizenga, Kate Avery and Daniel Bongardt.

**Acknowledgements:** The authors are grateful to Harald Diaz, Caroline Edant and Heather Allen for their contributions to this report. They would also like to acknowledge the financial support provided by GIZ.

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## Did Durban deliver? The 2011 climate conference and its implications for land transport



© Yorgos Voukas, TRL

**A summary of the proceedings from the United Nations Climate Change Conference in Durban, South Africa, and their significance for the land transport sector**

**Authors:** Allen, H., Binsted, A. and Voukas. Y.

**DOWNLOAD FULL PAPER FROM**  
[www.transport2012.org](http://www.transport2012.org)

# Analysis of NAMA Proposals



Review of NAMA submissions

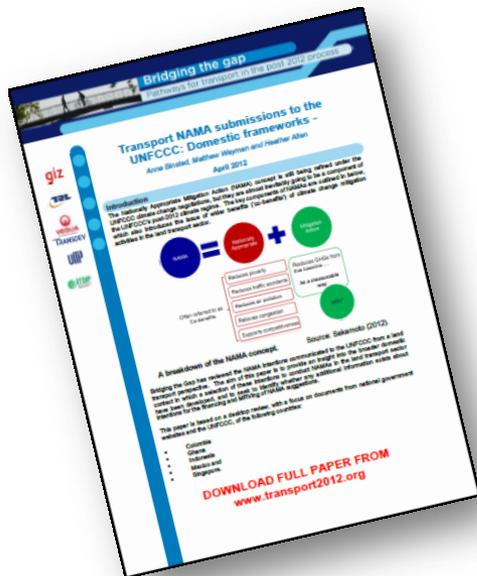
- Did they include transport 😊 ☹️
- 28 out of 44
- No new updates since 2011 on UNFCCC website (others)

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

- Colombia
- Ghana
- Indonesia
- Mexico
- Singapore

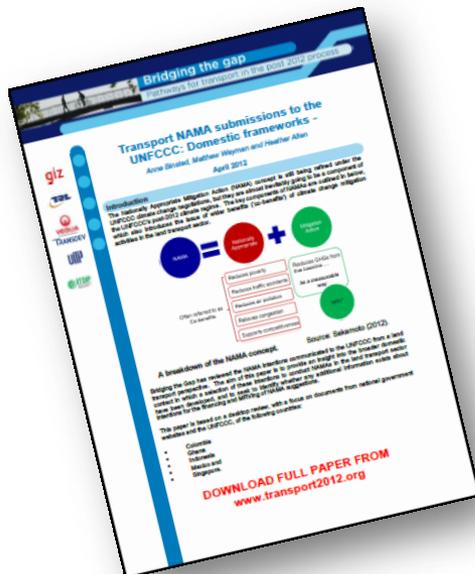
# Structure of the paper for each country

- *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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