



# Frequently Asked Questions on Transport NAMAs

## The TRANSfer Project's View on Opportunities for Sustainable Transport

### What are NAMAs?

Nationally Appropriate Mitigation Actions (NAMAs) are voluntary emission reduction measures by developing countries that are reported to the United Nations Framework Convention on Climate Change (UNFCCC).

NAMAs can become a practical instrument to combine GHG emissions reductions and improved quality of life through sustainable transport measures.

- NAMAs are strategies, policies, programmes or projects that are either economy-wide measures (e.g. CO<sub>2</sub> taxation), local or regional plans or specific sectoral initiatives (e.g. fuel efficiency standards) that contribute to climate change mitigation.
- NAMAs are an opportunity to acknowledge developing countries' unilateral contribution to reduce GHG emissions or to match national needs for NAMA preparation and/or implementation with international assistance.
- NAMAs can be registered in a registry at the UNFCCC along with relevant technology, finance and capacity building support.
- NAMAs seek to contribute to transformational change of a sector or the whole economy.
- The mitigation effect needs to be measured, reported and verified (MRV).

### Why NAMAs in the transport sector?

Sustainable transport systems aim to achieve equitable access and mobility for all, 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 only initialised 32 projects in the transport sector since 2005 (= less than 0.5 % of all projects).

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 capacity development and new sources of funding – Funds will be developed to match actions and funding needs for the support of mitigation.
- National and international visibility – Countries can move to the forefront of climate mitigation 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 decrease environmental damages and at the same time increase the competitiveness of countries and cities. Further benefits are: better health, increased energy security, reduced congestion, improved safety, social inclusion of poor people, enhanced tourism and overall quality of life.

### The Bridging the Gap Initiative

Eight partners with worldwide transport expertise 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>

**giz** The transport sector contributes to 23% of energy-related CO<sub>2</sub> emissions and is the fastest growing sector in terms of GHG emissions in developing countries.

Our key activities:

- 1) Our Initiative
- 2) Carbon tax - can save transport
- 3) Greenhouse gas emissions: implications for the transport sector - December 2010
- 4) Reaping Benefits through Sustainable Transport (RBSST)
- 5) Our workshops and side events
- 6) Bridging the Gap publications

On behalf of



**Table 1: Selection of possible supported transport NAMAs at different levels**

NATIONAL LEVEL	REGIONAL/LOCAL LEVEL
<ul style="list-style-type: none"> <li>■ Fuel economy standards <i>To improve overall fuel efficiency of vehicles</i></li> <li>■ Low-carbon fuel standard <i>To incentivise low carbon fuels, e.g. biofuels or compressed natural gas (CNG)</i></li> <li>■ Introduction and increase of fuel taxation <i>To remove incentives for non-sustainable transport modes and provide incentives for use of low-carbon modes</i></li> <li>■ Rail and inland shipping investments <i>To shift and maintain low carbon modes especially in long distance freight transport</i></li> <li>■ Vehicle registration tax/license implementation <i>To incentivise using low-carbon modes</i></li> <li>■ National Programs and incentive systems, Development and Deployment (e.g. for smart public transit, fuel-efficient cars, electric bikes) <i>To advance the use of new technologies</i></li> </ul>	<ul style="list-style-type: none"> <li>■ Sustainable Urban Transport Plans: Manage travel demand based on local needs (e.g. parking management, public transport, city logistic concepts, vehicle restrictions) <i>To bundle activities that push away from car dominance and pull towards low-carbon modes</i></li> <li>■ Integrated Land Use Planning: mixed-used, high density cities <i>To make trips short and suitable for low-carbon modes</i></li> <li>■ Logistic centres for urban freight transport <i>To organise urban freight more efficiently</i></li> <li>■ Mass Rapid Transit (BRT, LRT, Metro) <i>To offer a high quality alternative to car use</i></li> <li>■ Transportation system technologies (e.g. priority signalling for buses, green procurement of car and bus fleets, electronic congestion charge, electronic ticketing) <i>To reap the benefits of new technologies and make alternatives to car use more attractive</i></li> </ul>

### What could be submitted as a transport NAMA?

In principle, NAMAs could be all policies and measures that reduce emissions. There are three ways to achieve this:

- **Avoiding** the number of trips or the distance travelled, e.g. through land-use planning or teleworking;
- **Shifting** to the use of “green” modes, such as public transport, rail and non-motorised transport; and
- **Improving** vehicle efficiency for all modes of transport and reduce the carbon-intensity of fuels.

Based on that, there is a wide range of NAMAs which are conceivable in the transport sector. In fact, current mitigation actions that could have been submitted as NAMAs include fuel efficiency standards in China, urban transport policy in India (JNNURM), and Bus Rapid Transit (BRT) systems. An overview of possible opportunities for NAMAs at national and sub-national levels is given above in Table 1.

### How to develop transport NAMAs

In order to develop NAMAs four steps are suggested:

1. Identify policies and measures that are appropriate to the national and local circumstances and identify GHG reduction potential.
2. Set up an approach to measure, report and verify (MRV) GHG emissions and co-benefits.

3. Identify support needs and existing sources of support (national, international, public, private).
4. Register at the NAMA registry of the UNFCCC.

### What is GIZ’s role in supporting transport NAMAs?

In 2011 GIZ started the TRANSfer project – funded through the International Climate Initiative on behalf of the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety – towards developing transport NAMAs in a number of countries in Asia, Africa and Latin America. The aims of the project are to support its partner countries to develop new NAMAs in the transport sector, to acquire necessary financial means for NAMA implementation and to implement transport NAMAs. In addition the international learning process will be supported through a Work package “International dissemination and feedback into the UNFCCC negotiation process”.

#### Contact

E: [transport@giz.de](mailto:transport@giz.de)  
I: <http://www.transferproject.org>