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Partnership on Sustainable Low Carbon Transport

THE KOREA TRANSPORT INSTITUTE

Workshop "Nationally Appropriate Mitigation Actions as Catalysts for Environmentally Sustainable Transport", 12-13 April, 2011 Seoul, Republic of Korea[1]

Background Paper No.11

[1] See http://www.slocat.net/event/265 for a description of the workshop including agenda and copies of presentations.

Conclusions and Recommendations:

The Cancun Agreements make explicit reference to NAMAs as the main instrument for developing countries to record their mitigation efforts.[2] The workshop « Nationally appropriate mitigation actions as catalysts for environmentally sustainable transport » was hosted by the Korean Transport Institute (KoTI); organized by the United Nations Department of Economic and Social Affairs, the Partnership for Sustainable, Low Carbon Transport (SLoCaT)[3] and the Bridging the Gap Initiative[4]; and supported by the Asian Development Bank (ADB), the African Development Bank, the German Agency for International Cooperation (GIZ) and the Institute for Transportation and Development Policy (ITDP) and was held in the Intercontinental Seoul COEX in the Republic of Korea from 12-13 April 2011.

The meeting was attended by 60 participants from 23 different countries[5] of which 15 were developing countries and 5 were multilateral organizations. Participants included representatives from national governments, research institutes, international organizations, as well as civil society groups.

The meeting participants heard and discussed 16 presentations and conducted working groups in the context of the following topics:

i. Overview of policies and measures to mitigate climate change in the context of the "Avoid-shift-improve" approach
ii. National Sustainable Transport Policy in the Republic of Korea;
iii. Co-benefits and GHG emission reductions;
iv. Greenhouse Gas emissions evaluation methodologies/tools , including the Transport Emissions Evaluation Models for Projects (TEEMP) and the UNEP Clean Fleet Management Toolkit;
v. Role of NAMAs in mitigating climate change and the operationalization of the NAMA concept for the transport sector
vi. Past and on-going analytical work on transport, climate change and NAMAs
vii. Country reports from Egypt, Indonesia, Mexico and South Africa
viii. National Environmentally Sustainable Transport Strategies as basis for NAMAs
ix. Challenges and opportunities of applying NAMAs to the transport sector
x. Joint SLoCaT/BtG NAMA working group

After discussion on how the NAMA concept can best be operationalized in land transport in developing countries, participants arrived at a number of general conclusions and recommendations, including the following:

i. Access to goods and services plays a critical role in poverty alleviation and economic development and achieving the Millenium Development Goals.

ii. To ensure the sustainability of transport participants expressed support for the "Avoid-shift-improve approach", in which the necessity was emphasized to avoid unnecessary transport through better spatial planning and other measures; to promote modal shifts, favouring transport modes with high transport and fuel efficiency as well as to improve efficiency for all modes of transport. Measures under the "Avoid-shift-improve approach"

[2] See http://unfccc.int/files/meetings/cop_16/application/pdf/cop16_lca.pdf
[3] SLoCaT is a partnership with over 50 members which aims to improve the knowledge on sustainable low carbon transport, help develop better policies and catalyze their implementation. See http://www.slocat.net.
[4] Bridging the Gap is a partnership of GIZ, TRL, Veolia Transdev, UITP and ITDP that is working to facilitate the process to improve the link between the transport sector and climate change polciy. See http://www.transport2012.org .
[5] Specifically Benin, Chile, China, Colombia, Egypt, Ethipia, France, Gabon, Germany, India, Japan, Kazakhstan, Republic of Korea, Mexico, Morocco, Netherlands, Republic of Indonesia, Republic of South Africa, Thailand, The Philippines, Turkey, UK, and the USA.

will help to realize an array of co-benefits including improvements in air qualit and energy security while also improving road safety.

iii. An integrated multi-sectoral approach to the planning and implementation of transport policies and programs involving all levels of decision-making and all stakeholders should be undertaken, which could also include the set-up of inter-ministerial working groups on transport NAMAs (e.g. including ministries responsible for Environment, Transport, Land Use planning, Finance- re. Fiscal framework/ Tax systems) or multi-stakeholder groups at the local level composed of groups with corresponding responsibilities. Both at the national and the local level it is important to engage actively with civil society and private sector groups.

iv. Effective mitigation of climate change in the transport sector will require substantial capacity building. This could be facilitated by earmarking funds in programs and projects for capacity-building activities. Strengthening the activities of Parties and providing prominence to climate change mitigation in the transport sector within the UNFCCC process, will help to inform the UNFCCC process of the potential of transport NAMAs can help to ensure that transport has a clear place in NAMAs as opposed to CDM (where transport share is only 0.2% of emission reductions achieved).

v. Participants emphasized that transport measurement/evaluation models should be reliable and accurate. Such transport measurement/evaluation models will be an important contribution to the development of guidelines for a Measuring, Reporting and Verification (MRV) system for transport NAMAs in developing countries. Methodologies for estimating GHG emission impacts should be affordable and easy to use. Participants noted that most progress has been made so far in the development of project based GHG assessment methodologies; this while the need is as much at the sector and policy level. Methodologies will also be required in support of better coverage of transport in National Communications and the upcoming Biannual Reports, Policy Assessments and Project Assessments. Further development of methodologies will need to be accompanied by training on GHG assessments methodologies/tools and their usage in land transport in developing countries

vi. The further development of GHG assessment methodologies will require considerable improvements in the availability and quality of transport data especially the numbers of vehicles and their activity patterns. Additional investments in data collection and data management systems are required. The participants welcomed the SLoCaT Global Transport Intelligence initiative which will include the development of an overall framework for transport data collection, which defines what data would be collected in which context and who would be responsible to collect such data. This is a clear priority in most developing countries. Such improved data collection and analysis will not only benefit climate change mitigation but also other dimensions of sustainable transport such as road safety, congestion reduction and air quality improvement.

vii. Transport NAMAs have the potential to catalyse climate change action in the transport sector provided that methodological barriers and constraints which hampered the utilization of the Clean Development Mechanism for the transport sector are overcome in the detailed design of the implementation framework for NAMAs. This will require an acknowledgement of differences between the transport sector and the energy sector in terms of structure of emissions sources and the differences in mitigation concepts for the two sectors.

viii. The participants of the workshop welcomed the interest of the Korean Climate Ambassador to promote the interests of the transport sector in the detailed discussions on the NAMA modality. In general it was felt to be important to create sound linkages

between the technical discussions on transport NAMAs and the political discussions on guidelines for NAMAs. This can be facilitated through the organization of side events at Climate and Transport meetings. Also, capacity building by the UNFCCC Secretariat to enhance general understanding of NAMAs as well as their application in the transport sector is expected to help the development of a conducive implementation framework for transport NAMAs.

ix. The participants took note of the widespread interest among countries who had submitted NAMAs to the UNFCCC Secretariat since the Copenhagen Accord in 2009 to include transport in such NAMAs. Several of the countries represented in the workshop have started the formulation of transport NAMAs. Regional agreements on environmentally sustainable transport, such as the Bangkok 2020 Declaration agreed at the 5th Regional EST Forum in Asia in 2010, can provide an important basis and framework to further encourage participating countries in developing NAMAs. It will be important to implement pilot transport NAMAs. Such pilot NAMAs can be programs or projects implemented by cities or countries in the developing world, either independently or with support from development organizations, especially multilateral development banks.

x. There was unanimous support for the joint SLoCaT – Bridging the Gap working group on transport NAMAs. The initial workprogramme of the joint working group will (a) help clarify the application of the NAMA concept to the transport sector; (b) document on-going and new pilot transport NAMAs and (c) contribute towards the development of Measuring, Reporting and Verification (MRV) procedures for NAMAs. The Joint Working Group will be an important venue for exchanging views and sharing experiences on environmentally sustainable transport/low carbon transport though North-south and South-South cooperation, including the use of planning, regulatory, economic, information and technology instruments. The joint Working Group can be an important contribution to the implementation of climate oriented agreements such as the Mexico City Pact which was signed during the World Mayors Summit on Climate that took place in Mexico City in 2010 just a week before nations met in Cancun. Initiatives such as the TRANSfer Project, funded by the International Climate Initiative of Germany, and implemented by the German Development Cooperation are an important contribution to the joint SLoCaT – Bridging the Gap working group and can provide significant technical assistance to developing countries in preparing their transport NAMAs.

The participants expressed thanks to the co-organizers for their effective cooperation in jointly preparing and co-hosting the workshop « Nationally appropriate mitigation actions as catalysts for environmentally sustainable transport », and they expressed their special appreciation for the generous technical and financial support of the Government of the Republic of Korea for this important workshop. The participants requested the Government of the Republic of Korea to transmit the conclusions and recommendations of the meeting to the 19th Session of the Commission on Sustainable Development.