1. NAMAs in the transportation sector

Any realistic strategy to reduce global GHG emissions must address transportation in the developing world. NAMAs (Nationally Appropriate Mitigation Actions) provide a new opportunity for developing countries to take action in the transport sector with its large and rapidly increasing emissions, whilst still managing their need for growth and economic development. NAMAs are actions voluntarily proposed by developing countries that significantly reduce emissions below business-as-usual levels. Of the three types (Unilateral, Supported and Credit-generating), supported NAMAs provide the greatest opportunity to truly transform the transportation sector. The Centre for Clean Air Policy[1] has proposed five principles to use the 'carrot' of funding for supported NAMAs to leverage the negative-cost opportunities that would otherwise be difficult to incentivize through an international fund:

1. Develop Low Carbon Transportation Plans for countries and metropolitan regions for short term and long term GHG reductions[2]
2. Create a transportation 'window' in the Copenhagen Green Climate Fund with dedicated, sector-specific funding and evaluation criteria[3]
3. Earmark planning and capacity-building funding as they are the backbone of effective mitigation but do not directly translate into emission reductions.
4. Fund bundles of projects and policies, each bundle including some low- or negative-cost policies that the host country will implement unilaterally (unilateral NAMAs), as well as more expensive measures that require support (supported NAMAs).
5. Accept uncertainty: fund packages that are directionally correct, even though the exact volume of reductions may be uncertain.

After the Copenhagen Accord, 16 Non-Annex I Parties to the Convention have submitted proposals for transport measures in mitigation actions, of which none promote walking or cycling.[4]

2. Promoting cycling as part of transportation NAMAs

The CCAP principles provide a good starting point for shaping an agenda for the promotion of cycling as part of bundled NAMAs in the transportation sector. Table 1-1 explores how these principles work out for such agenda.

CCAP principles for transportation NAMAs	Towards 'cycling-inclusive' NAMAs

[1] Center for Clean Air Policy. Transportation NAMAs: A Proposed Framework. FINAL DRAFT. Washington, D.C. January 14, 2010

[2] Low Carbon Transportation Plans feed into national Low Carbon Development Strategies as a prerequisite for access to climate funds.

[3] Appropriate evaluation criteria include: consistency with a comprehensive Low Carbon Transportation Plan, long-term GHG reduction potential; cost effectiveness of the integrated bundle of measures, sustainable development co-benefits, local implementation capacity, cost-sharing.

[4] Holger Dalkmann and Anne Binsted. Copenhagen Accord NAMA Submissions Implications for the Transport Sector, February 2010

CCAP principles for transportation NAMAs	Towards 'cycling-inclusive' NAMAs
1. Develop Low Carbon Transportation Plans	Provide cycling expertise in the planning stage; support the development of attractive cycling projects and policies as integral part to these plans
2. Create a transportation 'window' in climate funding	Specify the CCAP evaluation criteria further for cycling
3. Earmark planning and capacity-building funding	Develop long term support packages for countries on planning, economic studies and professional education on cycling for inclusion in supported NAMAs
4. Fund bundles of projects and policies	Make cycling projects and policies solid parts of packages of combined unilateral and supported NAMAs
5. Accept uncertainty	Make the potential of cycling as a convincing mitigation action more substantial in packages that become registered NAMAs, by studying its carbon reduction and prevention potential and co-benefits in more depth.

Table 1 Shaping the agenda for a country-specific 'cycling-inclusive NAMAs'

3. Developing model 'Cycling inclusive NAMAs'

In light of the fact that cycling is not on the radar yet for inclusion in NAMAs, and because knowledge on the potential of cycling is generally limited, the best strategy is to embark on model or pilot 'cycling inclusive NAMAs' in cooperation with a limited number of national governments or authorities of metropolitan areas that wish to deliberately incorporate cycling in their Low Carbon Transportation Plans. Model NAMA development covers the entire process of preparing and implementing cycling (inclusive) projects and policies with capacity building, research and/or infrastructure components. See table 2.

Capacity building on	Research on	Funding for
Cycling specific input for Low Carbon Transportation Plans for individual metropolitan regions **Promotional campaigns (to maintain and increase modal share)**	Co-benefit costing Mitigation potential costing Methodology development on MRV Methodology development on data collection (accessibility)	Bicycle and pedestrian infrastructure

Table 2 Components of potential cycling (inclusive) projects and policies

The funding of model NAMA development should not wait for the international climate funding instruments to be operational. Model NAMAs yield practices and lessons that can be adopted by others for submission under those instruments.

Through model NAMAs, the contribution of cycling to emission reduction and mitigation should be substantiated: the actual facts about the benefits, the carbon value of cycling, the ins and outs of cycling technology transfer, the significance of cycling for development, and how to arrive at cycling-inclusive transport systems. Also, they serve to develop methods for evaluating the opportunity cost of cycling, for calculating the carbon and monetary value to cycling plans and infrastructure, for integrating cycling in the post 2012 instruments. Embarking on model NAMAs facilitates greatly the raison d'être of the SLoCaT Global Cycling Coalition: global information sharing. Finally, it is wise to develop model NAMAs in various contexts, at strategic locations, i.e. as close to the end users as possible.

About I-CE

Interface for Cycling Expertise foundation (I-CE) was established in 1996 and operates as an interface, bringing about exchange and cooperation between professionals, decision makers and civil society on sustainable transport, cycling in particular. I-CE supports the formulation of low carbon transport policies with special attention for the potential of cycling, strengthens the cycling civil society around the globe and generates cycling specific knowledge.