

CONCEPT NOTE

Joint Bridging the Gap – SloCaT Working Group. Transport-NAMAs in Developing Countries: The way forward

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Background

The concept of Nationally Appropriate Mitigation Actions (NAMAs) was introduced in the Bali Action Plan,ⁱ which was adopted at COP13. The term 'NAMAs' refers to voluntary climate change mitigation activities by both Annex 1 and Non Annex 1 Parties to the Convention. The criteria for what can and cannot constitute a NAMA have not been well defined at this stage of the negotiations. There is still a lack of common understanding amongst certain Parties about the type of activities that may be eligible.

NAMAs were featured prominently in the outcome of the work of the AWG-LCA at COP16 in December 2010 in Cancun, Mexico,ⁱⁱ which encouraged Parties to continue to submit NAMA proposals to the UNFCCC. This was the continuation of a call for the voluntary submission of NAMAs that was made in the Decisions of COP15.ⁱⁱⁱ A total of 44 Non Annex 1 Parties have responded to this call (correct as of 4 April 2011), 26 of which have made specific reference to climate change mitigation activities in the land transport sector.^{iv}

Aim

NAMAs present an opportunity to catalyse climate change mitigation in the land transport sectors of developing countries. In this context the concept of a joint Bridging the Gap^v (BtG) and Partnership on Sustainable Low Carbon Transport^{vi} (SLoCaT) Working Group on 'Transport-NAMAs' has been developed. This forum should aim to support the timely and effective realisation of transport NAMAs by:

- Facilitating the exchange of experience on good practices and lessons learned.
- Strengthening the activities of Parties and providing prominence to climate change mitigation in the transport sector within the UNFCCC process.
- Providing guidance to both developed and developing country Parties on how the NAMA concept can be best operationalized in land transport in developing countries.
- Informing the UNFCCC process on transport NAMAs.

Membership

The Transport-NAMA Working Group convened by Bridging the Gap and SLoCaT will consist of:

- (a) Practitioners – transport related authorities at the local, regional or national level working on the development and implementation of transport NAMAs;
- (b) Party representatives - countries which have submitted, or are considering submitting, NAMAs with a transport component or countries which support, or are considering supporting, transport NAMAs in developing countries;
- (c) Experts – representing organizations facilitating the development and implementation of transport NAMAs

In the context of the TRANSfer project, funded by the International Climate Initiative of Germany and aiming to provide technical assistance to Governments of three developing countries in their efforts to develop NAMAs in the transport sector, GIZ is in a position to provide limited technical support to the Working Group on transport NAMAs until the end of 2012. All members of the working group are invited to provide technical and/or financial support in a transparent and verifiable manner in order to allow the proper functioning of this Working Group up to and beyond 2012.

Bridging the gap

Pathways for Transport in the Post 2012 Process

An initiative of GIZ, Veolia Transport, UITP, ITDP and TRL



Process

The joint SLoCaT Bridging the Gap Transport NAMA Working Group will be launched in Seoul, Korea on 13 April during the workshop: “NAMAs as Catalysts for Environmentally Sustainable Transport” hosted by the Korea Transport Institute (KOTI) and jointly organised by SLoCaT, BtG and the United Nations Department for Economic and Social Affairs.

The development of the joint Working Group is linked to the UNFCCC process and may consider evolving in line with;

- 1) future agreements on climate change for the post 2012 period (based on 1/CP16);
- 2) the adoption of detailed guidelines for the implementation of NAMAs;
- 3) the establishment of the Climate Registry.

The rationale for the Working Group and its work program will be assessed on an annual basis (in conjunction with the annual COP).

Meetings of the Working Group will be linked to other climate or transport events. It is planned that its second event targeting the ‘Party representative’ and ‘Implementer’ streams will be in parallel to the UNFCCC climate talks in Bonn in June 2011.

The Transport-NAMA Working Group will be ad-hoc in nature and will run initially until the end of 2012. It will comprise of three streams, each of which will target different stakeholders to optimise their impact. Deliberations for each of the streams may be conducted jointly or in parallel depending on the exact focus of each event. In order to optimise the impact of the Working Groups and to capitalise on the value of having a number of stakeholders in attendance each meeting could result in specific output(s). The three streams, which are structured by stakeholder group, are broadly outlined in Table 1 below.

Table 1: Transport-NAMA Working Group Streams.

Stream	Focus	Potential outputs
Practitioner: Transport and related local, regional and national authorities.	<ul style="list-style-type: none">• Exchange of experience• Development of a common understanding of transport NAMAs.	<ul style="list-style-type: none">• An overview of NAMA development (linked to BtG)• Transport NAMA manual (linked to TRANSfer).
Party representative: UNFCCC negotiating Parties	<ul style="list-style-type: none">• Dissemination of practical experience• Informing the UNFCCC process• Co-ordination of positions.	<ul style="list-style-type: none">• Reports on side events• A dedicated website (i.e. http://www.transport-NAMA.org).
Expert: Technical and Policy experts	<ul style="list-style-type: none">• Transport NAMA options and their relative impacts• Associated MRV methodologies and other related UNFCCC processes• Guidance on advising Party representatives and practitioners of NAMAs.	<ul style="list-style-type: none">• Recommendations for NAMA development• Technical notes (i.e. on MRV).• Transport NAMA manual (linked to TRANSfer).

SLoCaT and BtG are exploring options to develop an Internet Platform that could be accessed by all members of the Working Group to facilitate continued dialogue between meetings.

ⁱ UNFCCC (2007) Decision-/CP.13. Bali Action Plan. Available from http://unfccc.int/files/meetings/cop_13/application/pdf/cp_bali_action.pdf.

ⁱⁱ UNFCCC (2010) Draft decision [-/CP.16]. Outcome of the work of the Ad Hoc Working Group on long-term Cooperative Action under the Convention. Available from http://unfccc.int/files/meetings/cop_16/application/pdf/cop16_lca.pdf.

ⁱⁱⁱ UNFCCC (2010) Report of the Conference of the Parties on its fifteenth session, held in Copenhagen from 7 to 19 December 2009. Available from <http://unfccc.int/resource/docs/2009/cop15/eng/11a01.pdf>.

^{iv} Binsted, A., Davies, A. and Dalkmann, H. (2010) Copenhagen Accord NAMA Submissions. Implications for the Transport Sector. Bridging the Gap. Available from http://www.transport2012.org/bridging/ressources/files/1/913,828,NAMA_submissions_Summary_030810.pdf.

^v 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 policy. See <http://www.transport2012.org>.

^{vi} 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>.