



Partnership on Sustainable
Low Carbon Transport



Results Bridging the Gap – SLoCaT Survey Transport NAMAs March-April 2011

Background to the Survey

- Find out how familiar transport and climate change community is with NAMA concept;
- Get opinions on how to implement NAMA concept in general and for the transport sector;
- Get inputs for the formulation of the workprogram of the joint Bridging the Gap – SLoCaT working group on transport NAMAs;
- Survey was posted on Climate L listerv and sent out to subscribers of the Bridging the Gap List serv and the SLoCaT Forum;
- Total number of respondents: 84

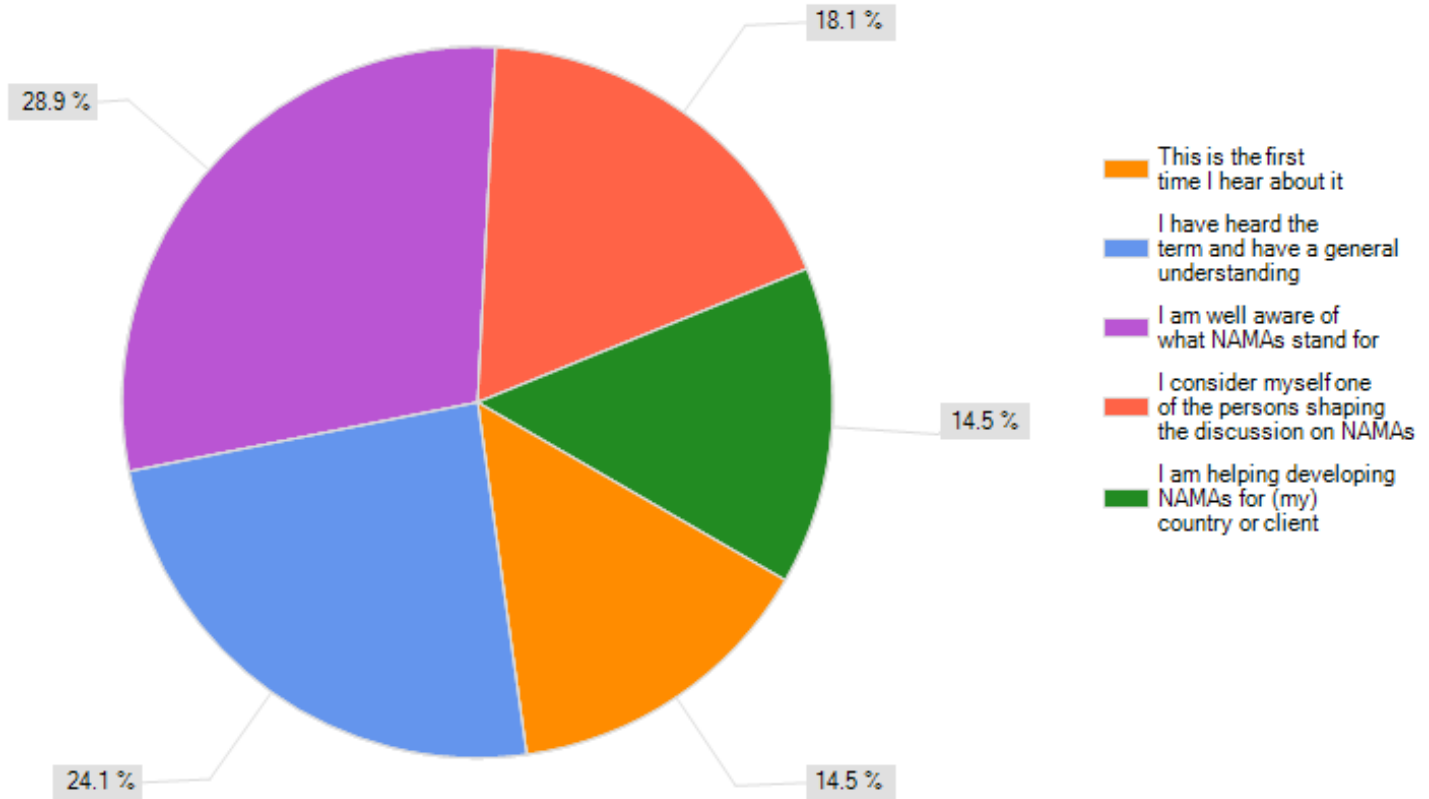


Results Highlights

- Majority of respondents are familiar with NAMA concept
- Respondents work on transport and climate change in developing countries
- Majority of respondents from developing countries
- Awareness of limited role CDM in transport, main problems methodology and its application, hopeful for post 2012 role for CDM
- Flexible approach for NAMAs: policy or project, national or local level
- At least 2 years to agree on detailed NAMA guidelines
- Proxy indicators for GHG assessment useful
- Mixed views on earmarking of NAMA funding for transport
- Co-benefits should be part of MRV and should be rewarded
- Target group of WG on Transport NAMAs is broad
- WG on transport NAMAs should provide “how to” guidance
- Broad range of activities required to advance transport NAMAs



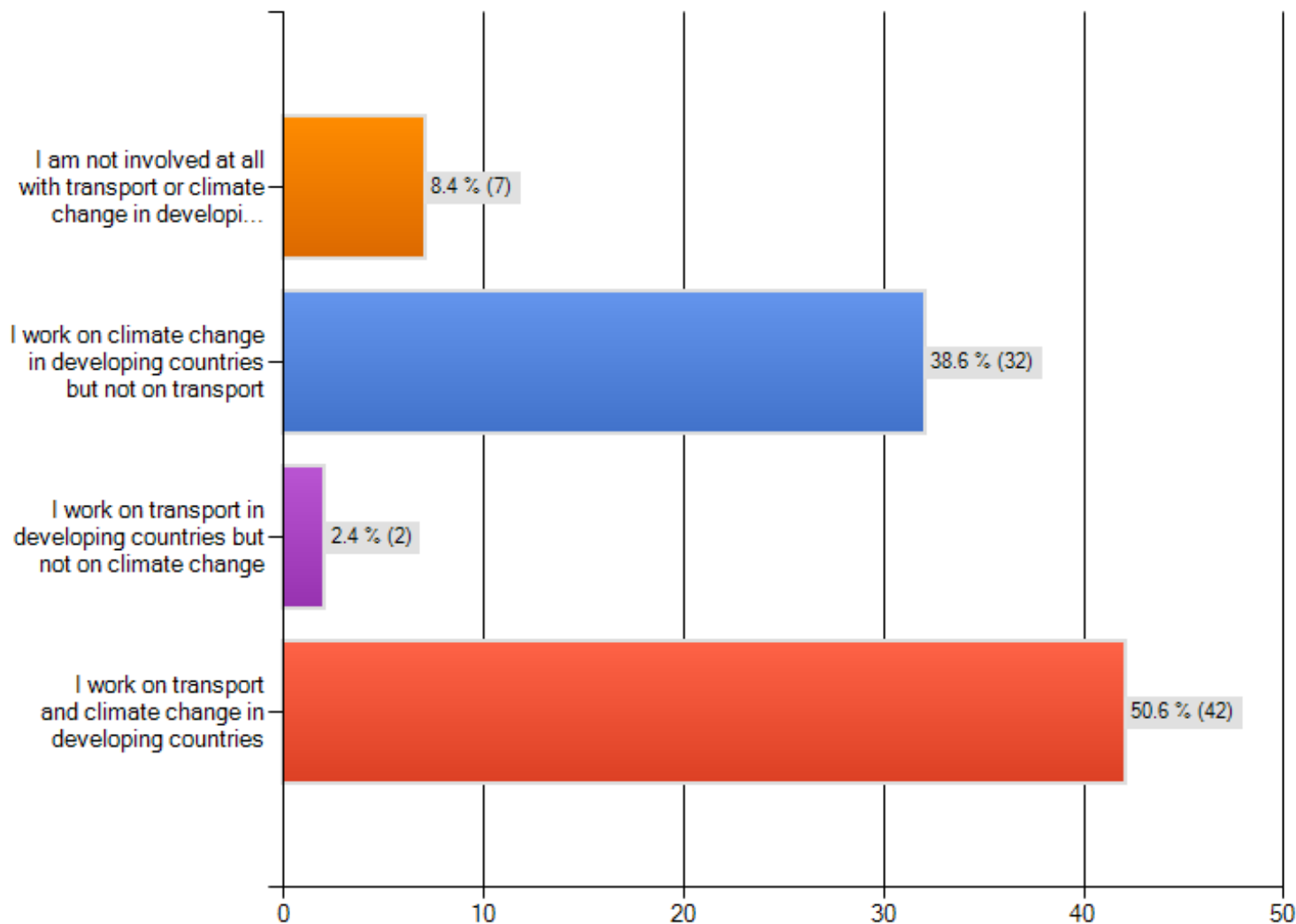
How familiar are you with the concept of Nationally Appropriate Mitigation Actions (NAMAs)?



Majority or respondents are familiar with NAMA concept



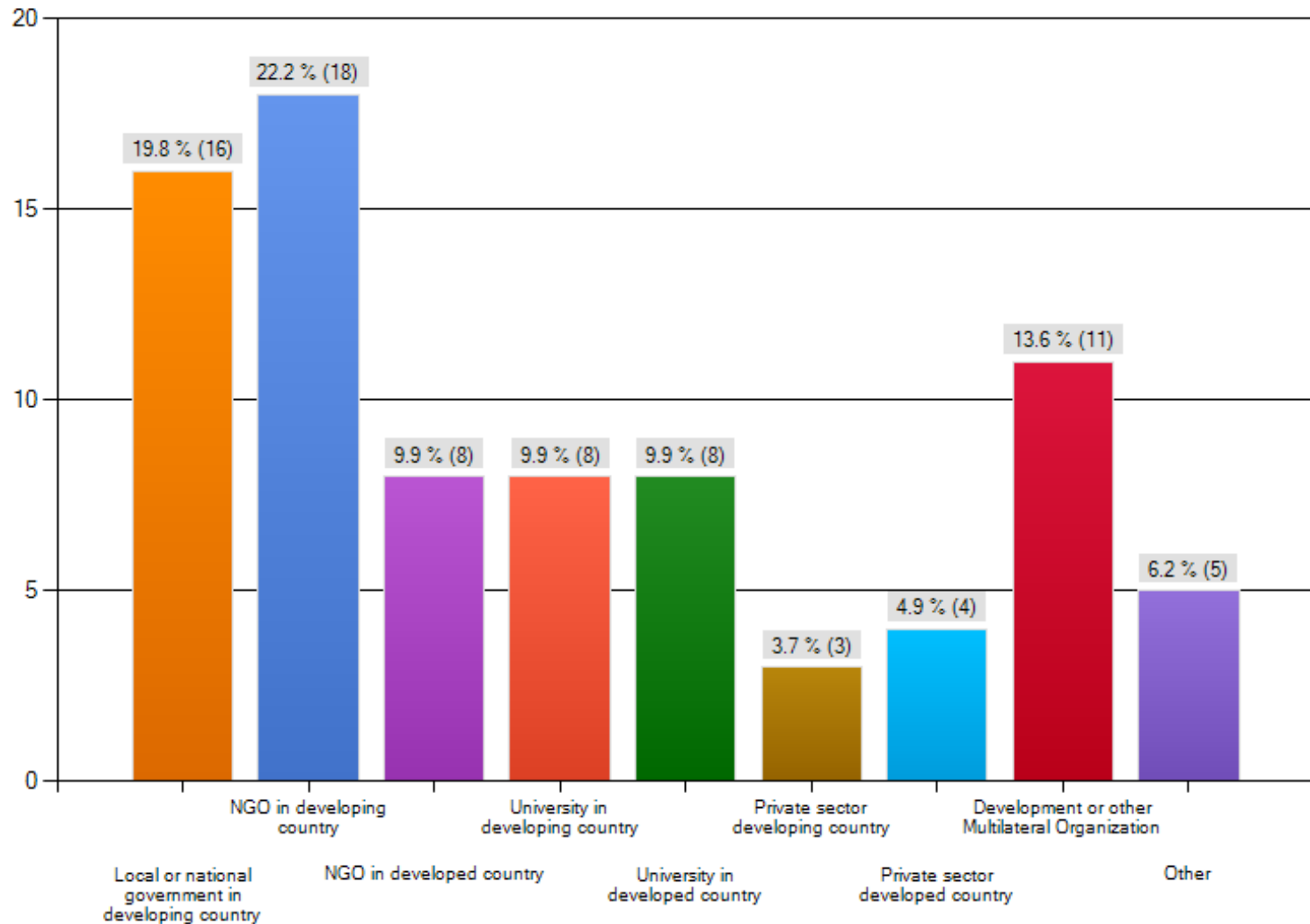
What is your involvement with transport and/or climate change in developing countries?



Respondents work on transport and climate change in developing countries



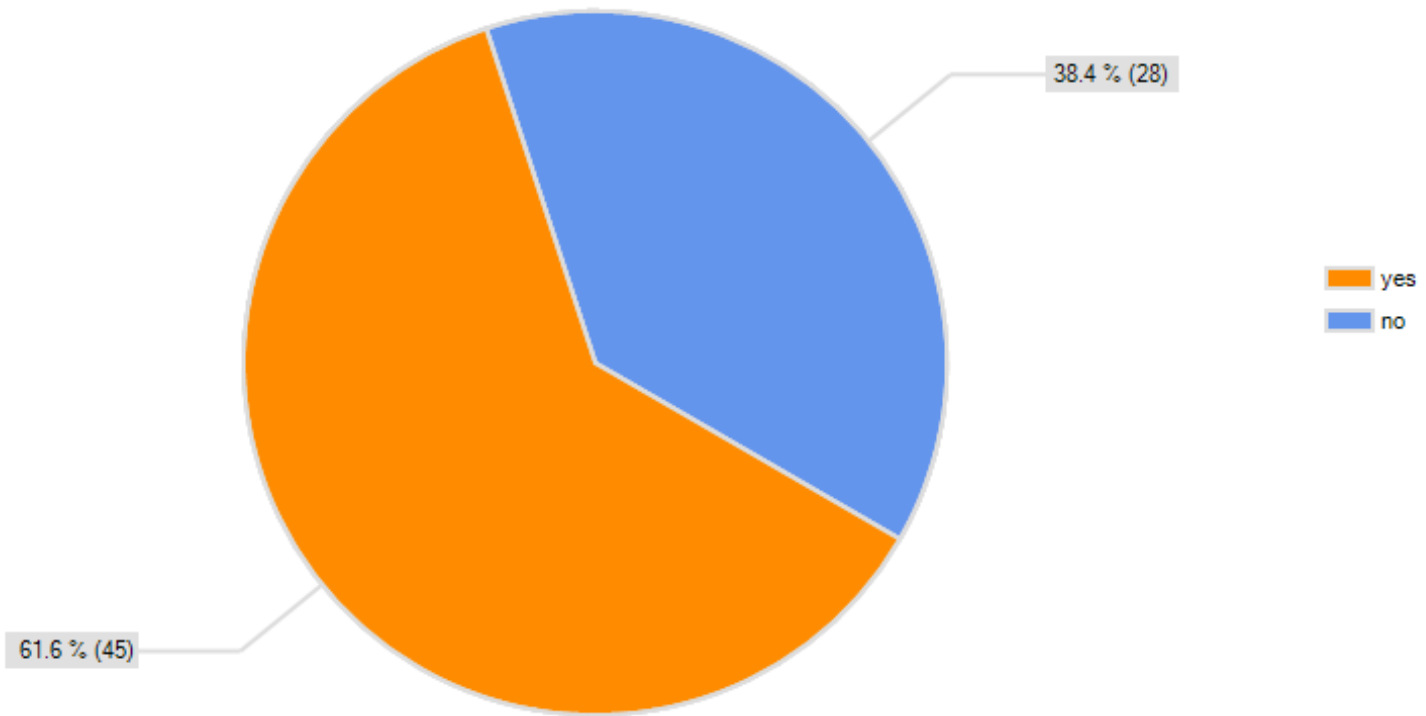
I work with:



Majority or respondents from developing countries



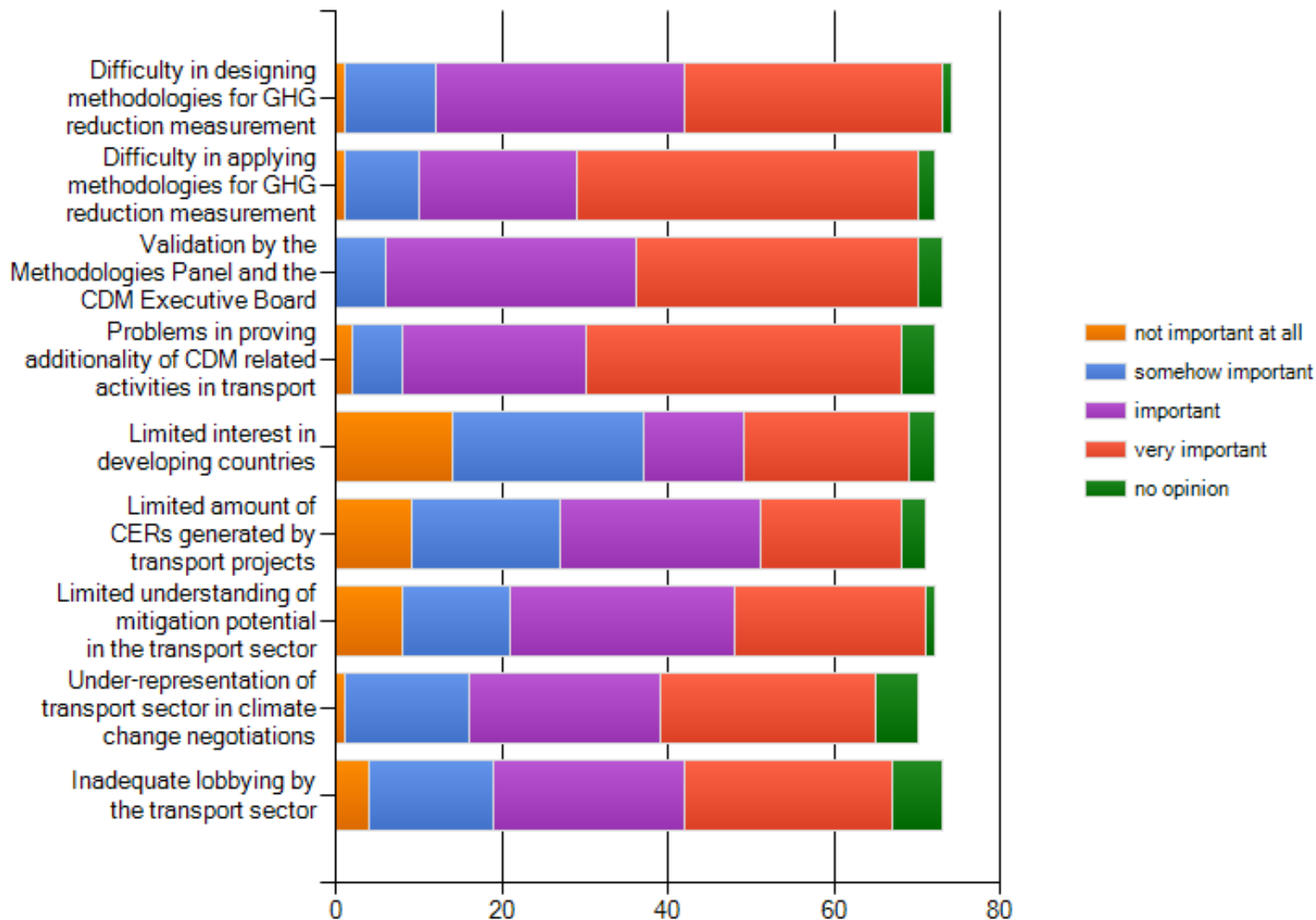
Were you aware that the number of registered transport projects in CDM is less than 10?



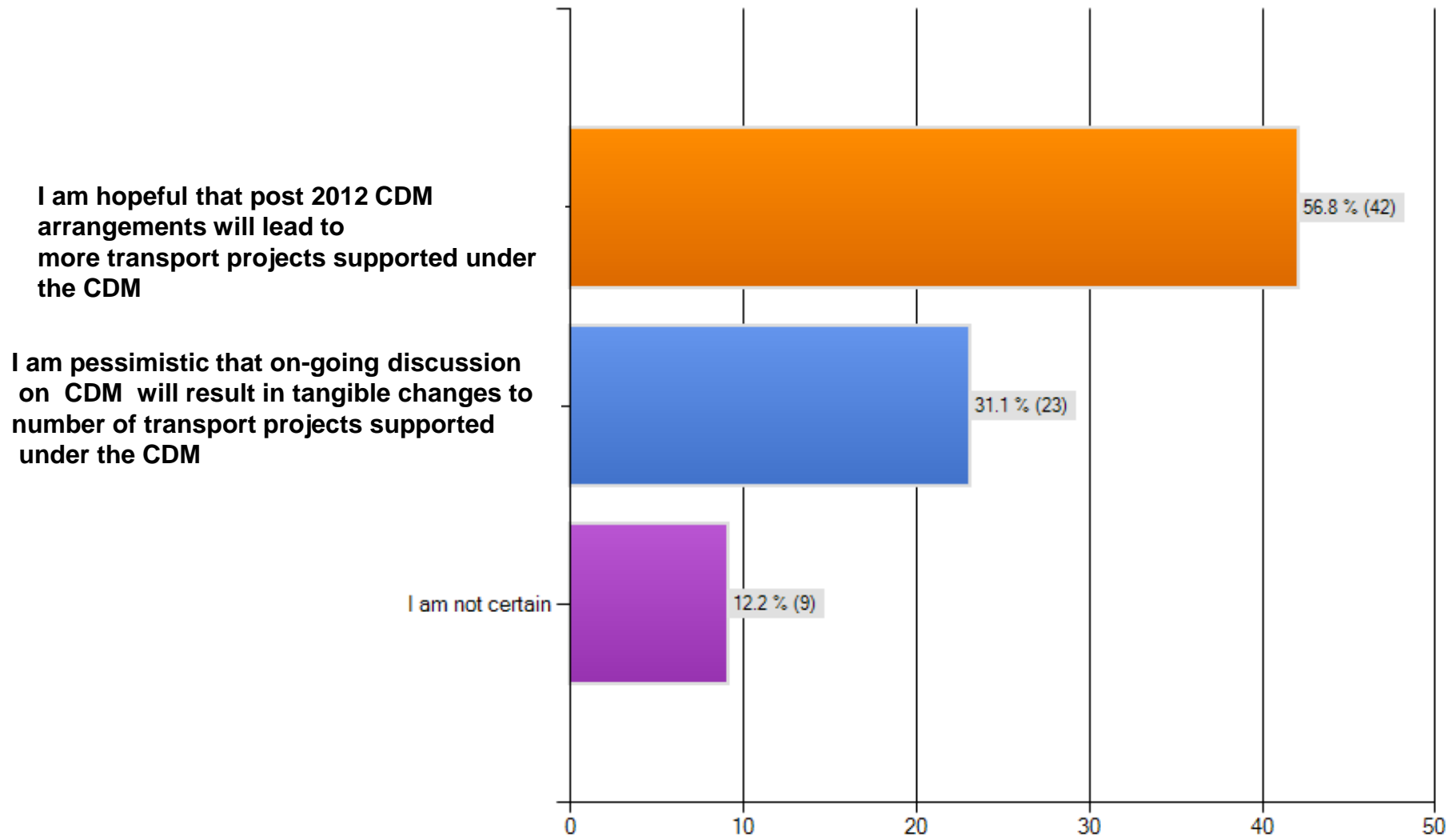
Awareness of limited role CDM



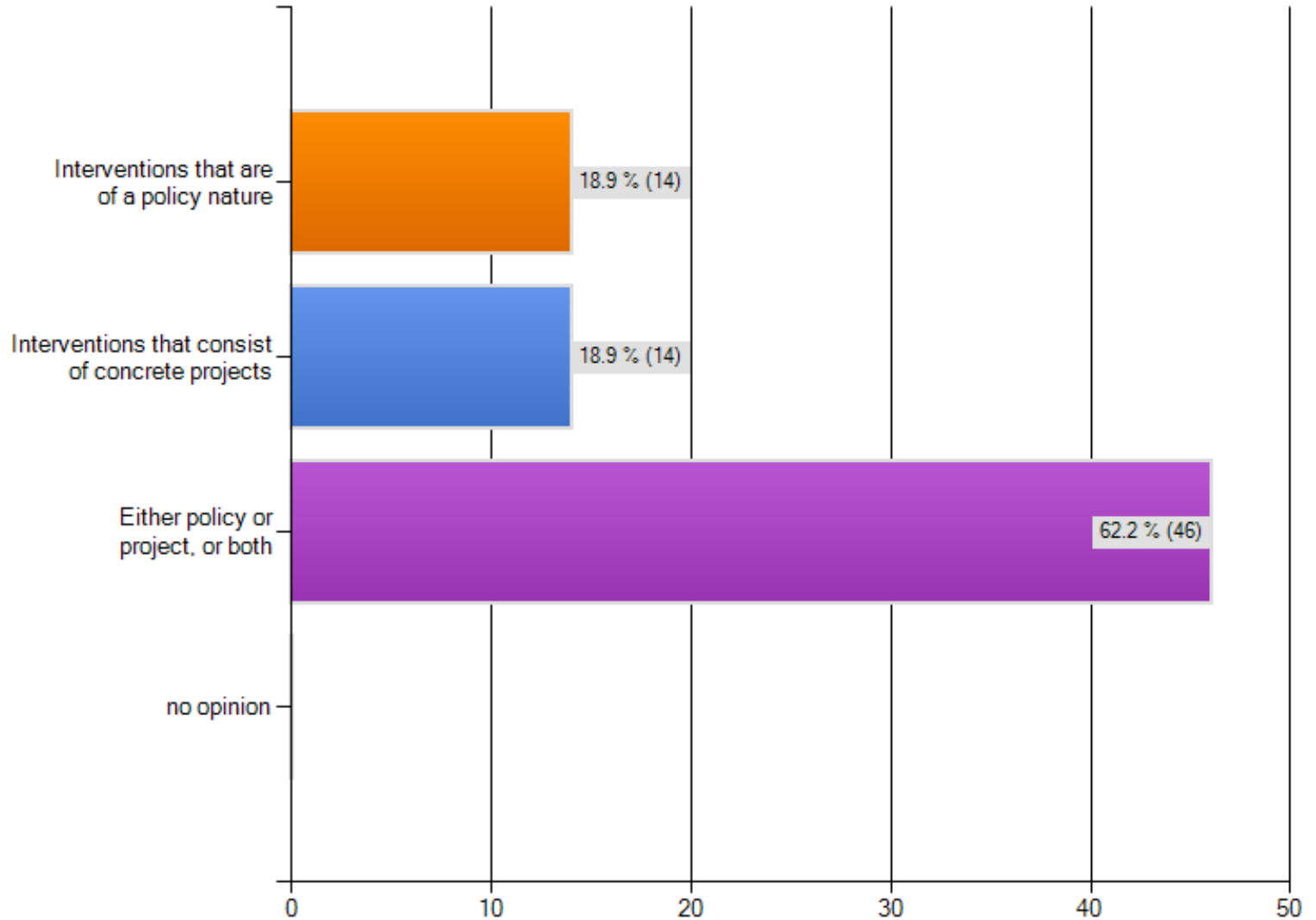
Which of the following factors help to explain the low participation of the transport sector in the CDM



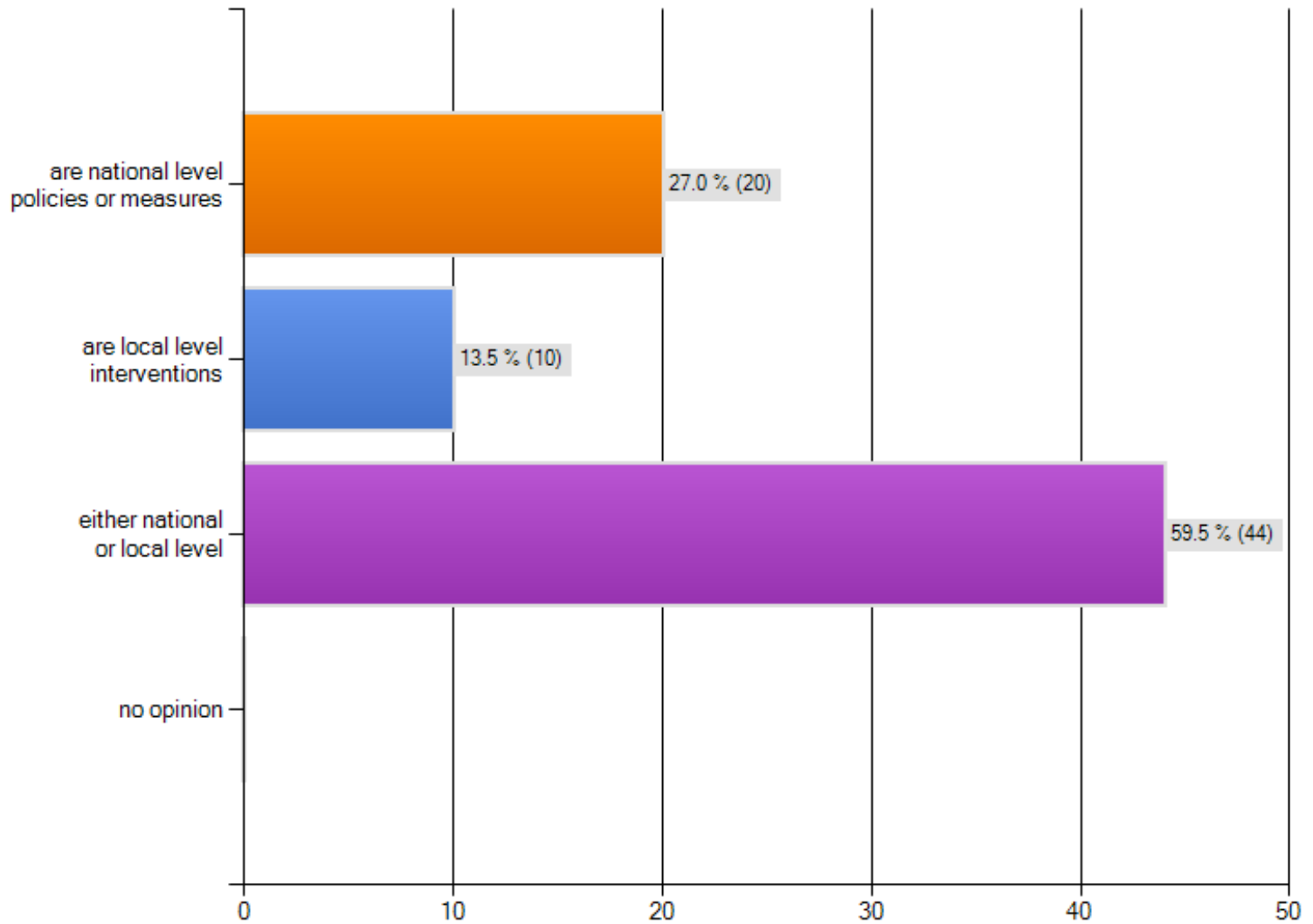
What is your expectation with respect to the future of transport under CDM?



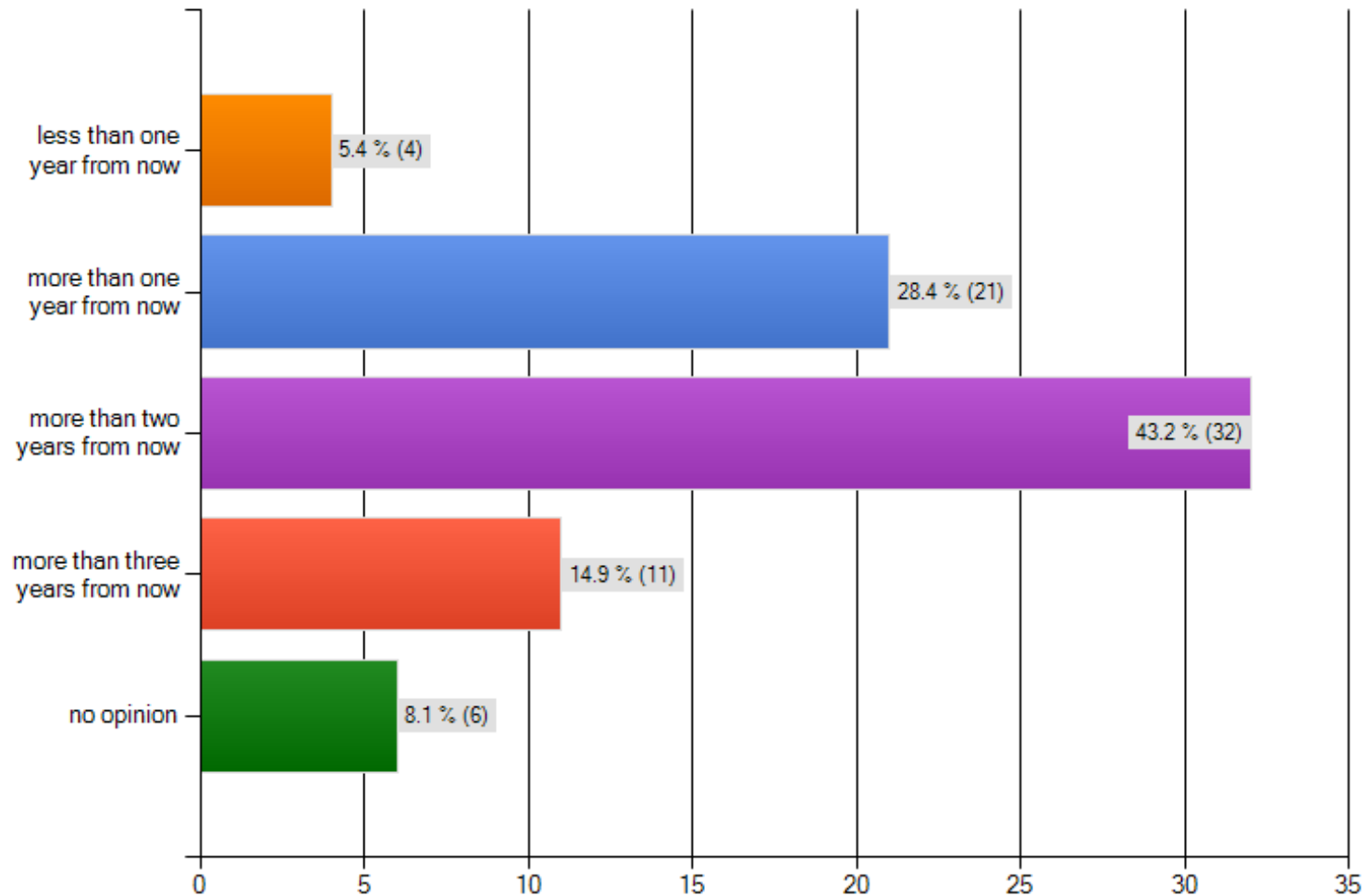
In your view, NAMAs should consist of:



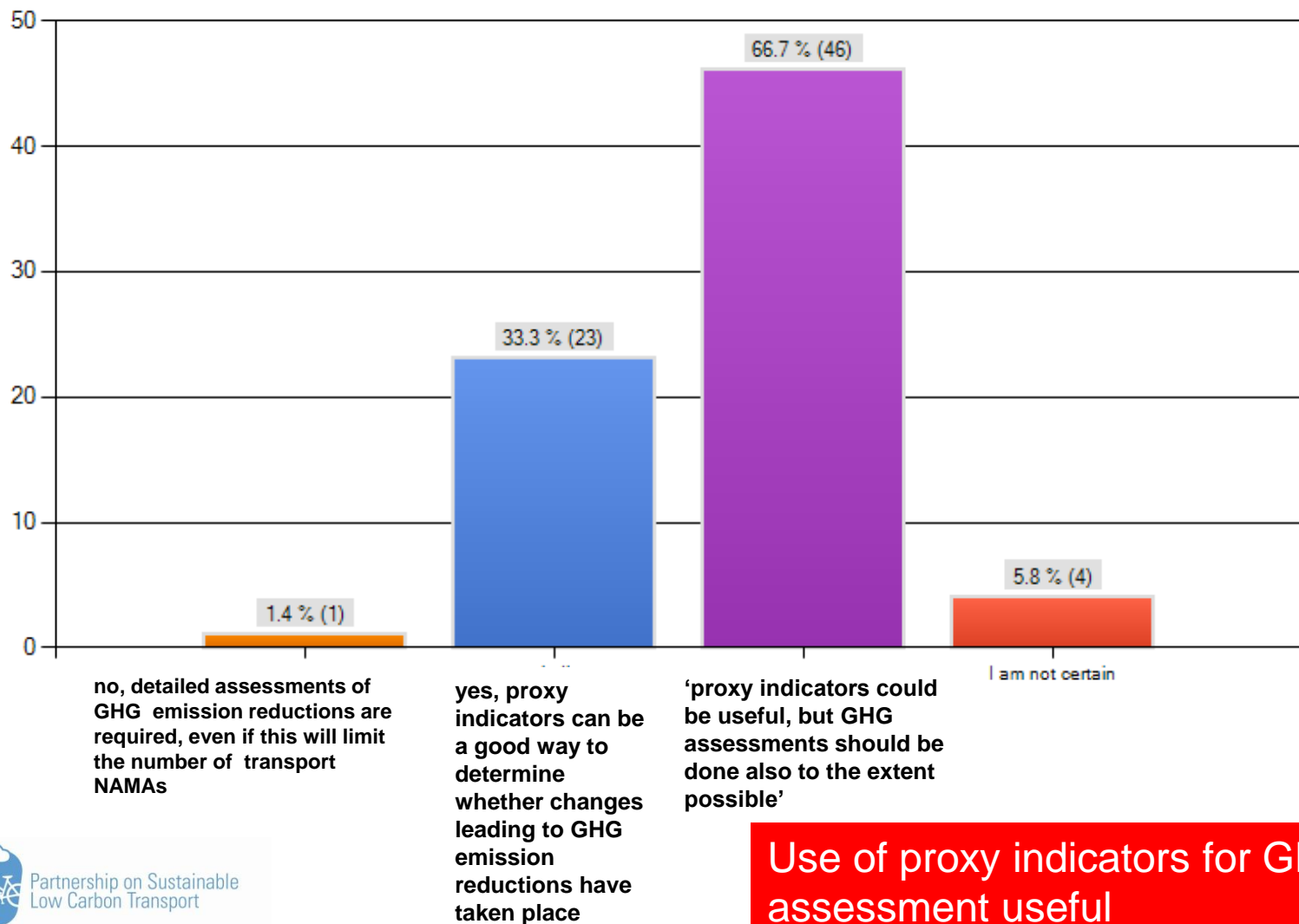
To optimize impact it would be best if NAMAs



How long do you expect that it will take to develop and agree on a detailed implementation framework for NAMAs which includes amongst others MRV procedures, financing rules, registration of emission reductions:

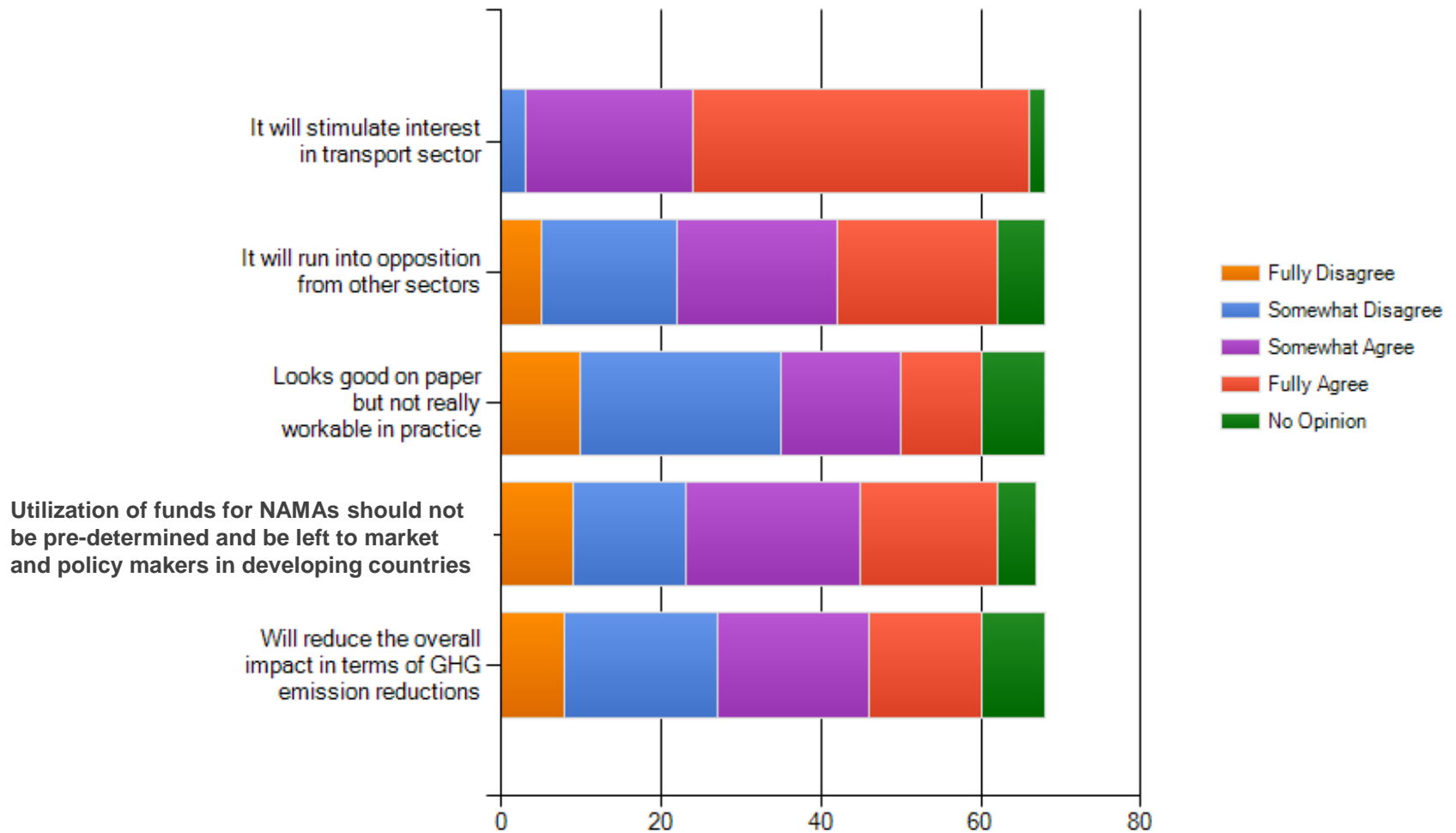


One of the difficulties faced by the transport sector in climate financing is to demonstrate the exact amounts of GHG emission reductions. It has been suggested therefore that the use of proxy indicators should be allowed as part of MRV procedures for supported transport NAMAs. (Proxy indicators do not directly measure GHG emission reductions but measure processes/activities which are commonly agreed to be associated with reduced GHG emissions. For example a larger number of people traveling by bus, or more people cycling.) What is your view?

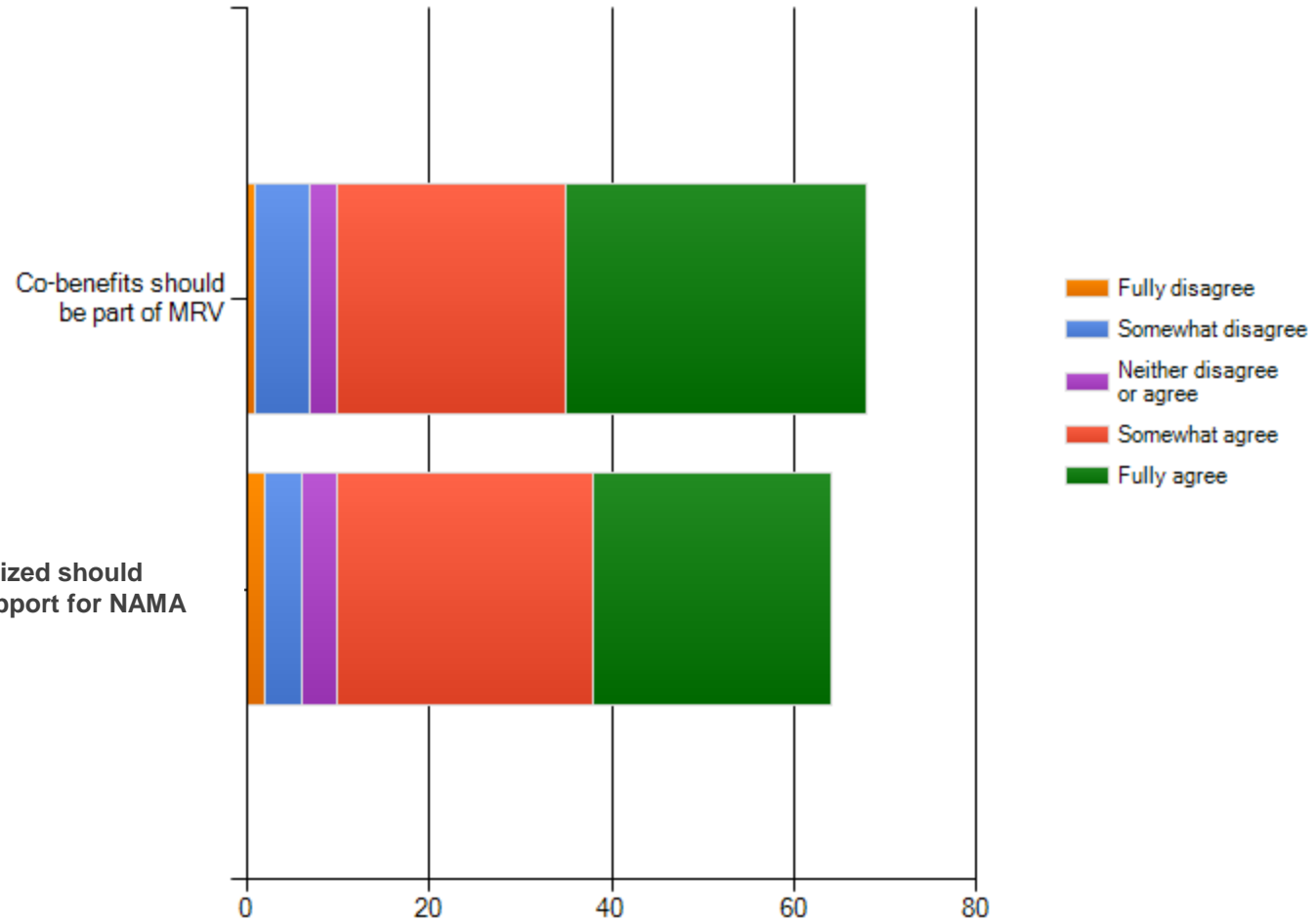


Use of proxy indicators for GHG assessment useful

To stimulate the number of supported transport related NAMAs it has been suggested to "reserve" part of the funding available for NAMAs for the transport sector. What is your view on linking financing for supported NAMAs to the contribution made by sector to GHG emissions?



Interventions in the transport sector to reduce GHG emissions often have other benefits which can be more important to local stakeholders than the GHG benefits. How important is it that such co-benefits are part of the MRV of supported transport NAMAs and their financing



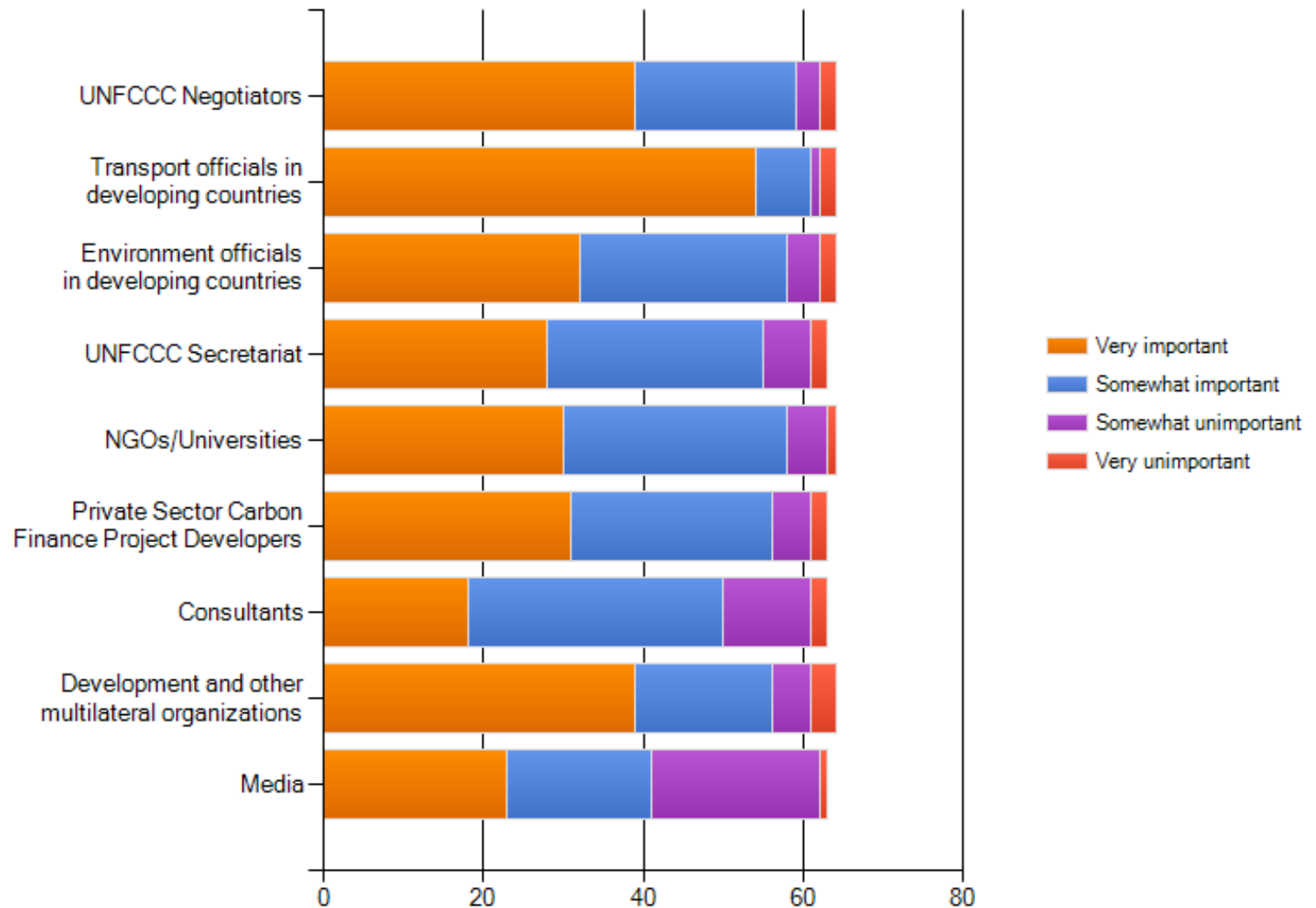
Amount of co-benefits realized should guide level of financial support for NAMA



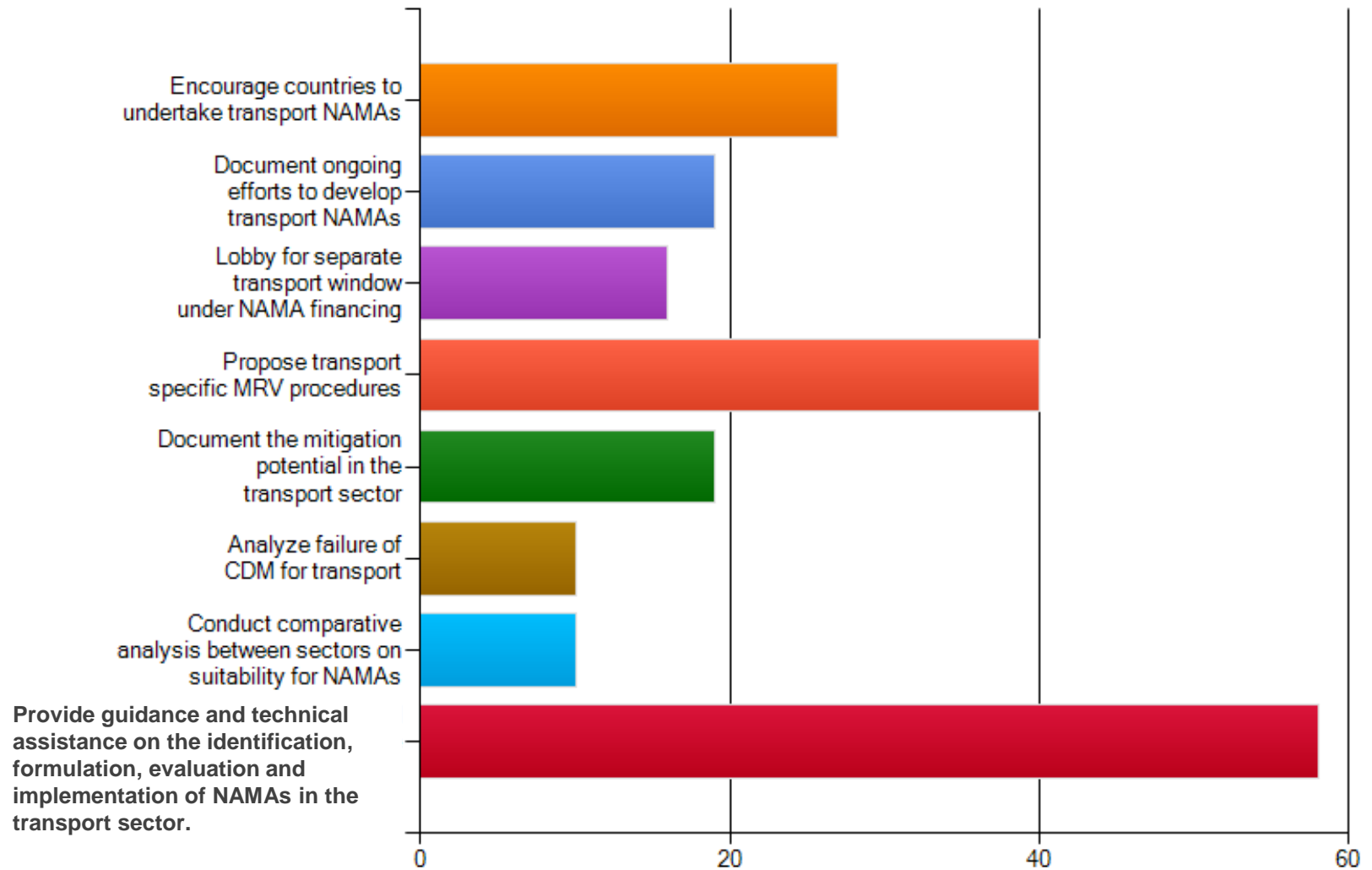
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Co-benefits should be part of MRV and should be rewarded

What is the importance of the following stakeholders for a working group on Transport NAMAs



Out of the following activities, what should be the top 3 priorities of the new Transport NAMA working group (Choose maximum three options)



What is your view on suitability of following approaches to advance the case for transport NAMAs

