



Copenhagen Accord NAMA Submissions Implications for the Transport Sector

*Holger Dalkmann and Anne Binsted
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This paper provides a brief overview of the Nationally Appropriate Mitigation Actions (NAMAs) submissions made by developing countries as of February 4th, 2010. Since February 1st submissions are added to the UNFCCC website¹ every day and a number of Parties have stated an 'intention' to do so. The current fluidity of the process means that the website should be referred to for updates, although to date 25 countries have submitted NAMA actions, and 35 developed countries submitted national pledges to cut and limit greenhouse gases (GHGs) by 2020. These countries collectively account for more than 78% of global emissions from energy use.

The 15th Conference of the Parties under the United Nations Framework Convention for Climate Change (UNFCCC), COP15, that took place in December 2009 resulted in the 'Copenhagen Accord'². The Copenhagen Accord is an agreement that was negotiated by approximately 30 Heads of States and Governments whose countries are collectively responsible for more than 80% of global GHG emissions.

In the full plenary session the 192 participating countries only 'took note' of the Accord. Developing country Parties were invited to align themselves with the Accord by recording NAMAs in Appendix II of the Accord. The first deadline for submitting mitigation actions to the UNFCCC for compilation into an INF document was the 31st of January 2010, although submissions continued to be made over the following days. The Copenhagen Accord indicates that this task should now be carried out every two years.

Box 1: What are NAMAs?

NAMAs are voluntary emission reduction measures undertaken by developing countries that are reported by national governments to the UNFCCC. They are expected to be the main vehicle for mitigation action in developing countries under a future climate agreement, and can be **policies, programs or projects** implemented at national, regional, or local levels. NAMAs are a relatively new concept, and consequently opportunities for developing countries to develop NAMA to support low carbon development and mobility have not been realised. The guidance document "[Formulating NAMAs in the Transport Sector](#)", provides information on how mitigation actions in the transport sector can be developed and supported and can be downloaded at www.transport2012.org.

Analysis of NAMA submissions to the UNFCCC

There are 151 developing country Parties to the UNFCCC, and 25 of these Parties made a NAMA submission by 4 February 2010. As expected, the content of the submissions varied greatly: from letters of intent to undertake NAMA under the Copenhagen Accord to reports of over 30 pages in length detailing climate change mitigation actions broken down by sector, scenario, estimated impact, timeframe, financial requirement and specific NAMA actions.

¹ <http://unfccc.int/home/items/5265.php>.

² http://unfccc.int/files/meetings/cop_15/application/pdf/cop15_cph_auv.pdf.



14 of the 25 submissions have estimated the CO₂ emission reduction potential of the mitigation actions proposed within their submissions.³

Table 1: Transport measures detailed in NAMA submissions.

Developing country Party	Strategy approach	Infrastructure development/enhancement					Fiscal incentives	Land use planning	Walking and cycling promotion	Traffic management	Regulatory policy measures	Energy efficiency	No details specified
		Rail/ light rail	Road	Other public transport ⁴	Waterborne	Unspecified							
Republic of Armenia	Improve											✓	
Botswana	Shift and improve			✓								✓	
Costa Rica	Not specified												✓
Republic of Congo	Avoid and shift					✓		✓			✓		✓
Ethiopia	Shift	✓											
Indonesia	Shift												
Jordan	Shift and improve	✓			✓		✓				✓	✓	
Macedonia	Shift and improve	✓	✓	✓			✓			✓	✓	✓	
Madagascar	Shift and improve	✓										✓	
Marshall Islands	Shift and improve						✓				✓	✓	
Mexico	Shift and improve	✓	✓	✓							✓		
Mongolia	Improve											✓	
Morocco	Avoid, shift and improve	✓		✓				✓			✓		
Papua New Guinea	Not specified												✓
Sierra Leone	Shift and improve			✓	✓						✓	✓	
Singapore	Shift and improve			✓			✓				✓	✓	

³ The way in which the estimated CO₂ emission reduction potentials are expressed varies in terms of magnitude, the base year used, and the type of target set (i.e. aggregate or intensity). Table in the Appendix contains an overview of the submissions made, although the diversity of submissions means that direct comparisons between Parties cannot be made.

⁴ Submissions do not tend to specify the type of public transport interventions proposed.



Table 1 above contains a summary of the transport actions proposed by the 16 Parties that explicitly mention the sector, 14⁵ of which refer to the land transport sector. A further three Parties indicate that the transport sector could be included in their NAMA indirectly, for example through measures to increase energy efficiency (Brazil), pursue low carbon growth (Georgia), and reduce energy consumption (Israel). The other six⁶ Parties have not specified NAMA actions to be undertaken and so whilst they may be planning to undertake actions in the transport sector this has not yet been made apparent.

In submissions where the transport sector is explicitly mentioned, the nature of the actions is not elaborated. They do, however, provide a positive indication of the likely actions to be undertaken in the transport sectors of these countries. Once strategic action plans are developed, chances are high that NAMA actions will incorporate a wider range of policy measures than indicated in the table

The road ahead

The level of response to the call for NAMA actions has been positive and the number of submissions made is continuing to increase. From a transport perspective the submissions indicate that many developing country Parties consider that actions in the transport sector are necessary to mitigate CO₂ emissions. The number of submissions making reference to the transport sector also indicates that the NAMA instrument can accommodate the sector, better integrating transport in the climate change process than the Kyoto flexible mechanisms such as the CDM.

Next steps must now be to ensure that these countries get the adequate support for implementing these plans, and that developing countries that have not made submissions are also supported to develop sustainable transport and development strategies. The action plans developed by Parties that have made submissions but that have not specified the nature of NAMA actions to be undertaken should also be followed in 2010 to identify whether they include a sectoral breakdown of actions.

NAMA submissions that seek international support must contain sufficient information for them to be evaluated and appraised, although it is important that the concept remains open and flexible. The process for accessing support for the NAMAs should also be relatively unbureaucratic to help ensure that the necessary financial, technology transfer and capacity building support is provided in a timely manner and that momentum is not lost. This should apply both to support for implementation of plans and also to wider enabling factors, such as capacity building and to fulfil the MRV (Measurable, Reportable and Verifiable) requirement.

Financial support should be provided on an ad hoc basis to support these actions, providing immediate support to climate change mitigation projects. This could be provided bi-laterally and also by the Copenhagen Green Climate Fund, which the Copenhagen Accord states will be established as an operating entity of the financial mechanism of the Convention. This mechanism has not yet been set up and so steps to do so should be put into action soon.

The submissions made are encouraging although also indicate that there is benefit in providing further technical support. Countries should be made aware of the need for a sectoral breakdown of action, and of the broad variety of transport interventions that could be developed as NAMAs. Bridging the Gap as part of the partnership on Sustainable Low Carbon Transport (SLoCaT – www.slocat.net) aims to be active in this process, helping developing country Parties who have and have not yet made any NAMA submissions to develop transport NAMA and to pilot such projects.

⁵ Republic of Armenia, Botswana, Republic of Congo, Ethiopia, Indonesia, Jordan, Macedonia, Madagascar, Marshall Islands, Mexico, Mongolia, Morocco, Sierra Leone and Singapore.

⁶ China, India, Republic of Korea, Maldives, Moldova and South Africa.

Appendix

Table 2: NAMA actions submitted until 4 February 2010

Developing country	Nature of NAMA actions	Inclusion of land transport?	Estimated CO ₂ reduction ⁷
Republic of Armenia	<ul style="list-style-type: none"> • Transport • Energy • Buildings • Waste • Forestry 	<p>Direct:</p> <ul style="list-style-type: none"> • Expand electrical transport • Increase the proportion of natural gas in motor fuel. <p>Indirect:</p> <ul style="list-style-type: none"> • Improvement of energy efficiency in all sectors of the economy. 	-
Botswana	<ul style="list-style-type: none"> • Transport • Forestry • Energy (including energy efficiency and energy performance standards) • Agriculture • Building sector 	<p>Direct:</p> <ul style="list-style-type: none"> • Reducing emissions from the burning of petrol in the transport sector • Energy conservation and efficiency projects and programmes targeting mass transport systems and other forms of transport. • Wider policies in the transport sector. <p>Indirect:</p> <ul style="list-style-type: none"> • Energy efficiency programmes. 	-
Brazil	<ul style="list-style-type: none"> • Forestry sector • Land-use • Energy efficiency • Energy sector (increase the use of bio-fuels, alternative energy sources and energy from HEP). 	<p>Indirect:</p> <ul style="list-style-type: none"> • Energy efficiency, increasing the use of biofuels and alternative energy sources (no mention of any specific sector) 	36.1% to 38.9% by 2020 (aggregate).
China	No specified actions.	n/a	40-45% reduction by 2020 on 2005 levels (intensity).
Republic of Congo		<p>Direct:</p> <ul style="list-style-type: none"> • Transport infrastructure rehabilitation • Land use planning • Vehicles emissions control in major urban areas 	-
Costa Rica	<p>not specified, although intention stated to:</p> <ul style="list-style-type: none"> • Create incentives to develop on a low emission pathway • Likely efforts in transport, energy, forestry and waste management. 	n/a	-

⁷ A number of submissions do not state whether the emission reduction targets are intensity or aggregate. In a small number of cases assumptions have therefore had to be made based on the other information provided within the submissions.



Bridging the gap

Pathways for transport in the post 2012 process

Developing country	Nature of NAMA actions	Inclusion of land transport?	Estimated CO ₂ reduction
Ethiopia	<ul style="list-style-type: none"> • Transport • Forestry • Agricultural • Waste • Alternative energy (HEP, wind, geothermal, biofuel, renewable energy). 	Direct: <ul style="list-style-type: none"> • Railway projects (8 routes) • Light rail projects (1 route) 	-
Georgia	No specified actions although intention stated to: <ul style="list-style-type: none"> • support a low carbon growth plan and low carbon strategy • Place emphasis on the use of renewable energy and global co-operation. 	Indirect: <ul style="list-style-type: none"> • Low carbon growth and associated strategy. 	-
India	No specified actions	n/a	20-25% by 2020 on 2005 levels (intensity).
Indonesia	<ul style="list-style-type: none"> • Transport • Forestry • Agriculture • Promotion of energy efficiency • Energy • Waste 	Direct: <ul style="list-style-type: none"> • Shifting to low-emission modes of transport. Indirect: <ul style="list-style-type: none"> • Promotion of energy efficiency. 	26% by 2020 (aggregate).
Israel	<ul style="list-style-type: none"> • Energy 	Indirect: <ul style="list-style-type: none"> • Reduction of electricity consumption. 	20% by 2020 (aggregate).
Jordan	<ul style="list-style-type: none"> • Transport • Energy • Environment • Waste • Agriculture • Forestry 	Direct: <ul style="list-style-type: none"> • Railway project (design and feasibility) • Light rail project (urban transport) • Removal of import duty on hybrid cars • Modernisation of freight transport (including fleet renewal) • Two port construction projects (to reduce congestion and pollution from road freight). Indirect: <ul style="list-style-type: none"> • Energy efficiency projects. 	-
Republic of Korea	not specified	n/a	30% by 2020 (aggregate).



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Developing country	Nature of NAMA actions	Inclusion of land transport?	Estimated CO ₂ reduction
Macedonia	<ul style="list-style-type: none"> • Transport • Energy • Industrial and heating sectors • Waste • Agriculture • Forestry 	<p>Direct:</p> <ul style="list-style-type: none"> • 4 projects to improve the overall efficiency of the transport sector, including energy efficiency of vehicles • Improvement of public urban and inter-city transport • Harmonise national transport legislation with EU Directives. <p>Indirect:</p> <ul style="list-style-type: none"> • Enhancing energy efficiency of consumer behaviours. • Awareness raising of consumers. 	-
Madagascar	<ul style="list-style-type: none"> • Transport • Energy • Forestry • Agricultural • Waste 	<p>Direct:</p> <ul style="list-style-type: none"> • Promotion of use of biofuels in the sector • Introduce and develop less polluting modes of transport • Urban rail public transport. • Improve transport vectors (difficult to specify, although likely to relate to shifting demand to less carbon intensive modes). <p>Indirect:</p> <ul style="list-style-type: none"> • Techniques to reduce emissions from the energy sector. 	-
Maldives	not specified	n/a	'Carbon neutrality' by 2020.
Marshall Islands	<ul style="list-style-type: none"> • Transport • Energy 	<p>Direct:</p> <ul style="list-style-type: none"> • Enhance energy efficiency of the transport network for urban and rural areas • Purchase of more efficient vehicles • Establish rules, guidance and training for improved maintenance and operations of vehicles to enhance efficiency • Adjust tax structures to encourage the import and sale of energy efficient forms of transport • Mandate the use of locally produced biofuel in government vehicles by 2015 • Penalties for vehicles that emit above a specified level. <p>Indirect:</p> <ul style="list-style-type: none"> • Capacity building to strengthen public, private, civil society and academic institutions to support initiatives • Developing and disseminating public awareness materials on energy efficiency. • Developing and maintaining appropriate databases on energy production and consumption to support decision making. • Adoption of the user pays principle. 	40% on 2009 levels by 2020 (aggregate).



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Developing country	Nature of NAMA actions	Inclusion of land transport?	Estimated CO ₂ reduction
Mexico	<ul style="list-style-type: none"> • Transport • Energy • Waste • Forestry • Residential • Industry • Agriculture 	Direct: <ul style="list-style-type: none"> • Increased use of rail for freight transport • Construction of 38 new highways • Scrappage of old motor vehicles • Clean highway cargo and passenger transport program. 	Up to 30% by 2020 (aggregate).
Moldova	not specified	n/a	25% on 1990 levels by 2020 (aggregate).
Mongolia	<ul style="list-style-type: none"> • Transport • Energy sector • Building sector • Industry • Agriculture • Forestry 	Direct: <ul style="list-style-type: none"> • Use of more fuel efficient vehicles. 	-
Morocco	<ul style="list-style-type: none"> • Transport • Energy • Industrial • Agricultural • Forestry • Habitats • Waste 	Direct: <ul style="list-style-type: none"> • Renewal of freight vehicles and taxis fleets • Promotion and development of rail transport • Urban transport projects • Tram projects • Integrated land-use planning. Indirect: <ul style="list-style-type: none"> • Energy efficiency programmes which include awareness raising activities 	Indication provided for each NAMA action
Papua New Guinea	<ul style="list-style-type: none"> • Transport • Forestry • Agriculture • Energy • Mining and fire 	No NAMA specified.	50% by 2030 and carbon neutral by 2050 (aggregate)
Sierra Leone	<ul style="list-style-type: none"> • Transport • Forestry • Agriculture • Land-use • Air, water and soil poll. standards • Clean energy (incl. biofuels) • Natural Resource management • Waste • Energy efficiency 	Direct: <ul style="list-style-type: none"> • Development and enforcement of regulations on regular maintenance of vehicles • Improving the use of mass transport (e.g. road and water) for passengers and cargo to reduce traffic congestion and GHG emissions. Indirect: <ul style="list-style-type: none"> • Energy efficiency programmes, which include awareness raising activities. 	-



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Developing country	Nature of NAMA actions	Inclusion of land transport?	Estimated CO ₂ reduction
Singapore	<ul style="list-style-type: none"> • Transport • Industry • Energy • Buildings • Waste • Land-use 	<p>Direct:</p> <ul style="list-style-type: none"> • Enhancing public transport (focus on integration of modes) • Reducing fuel consumption (road pricing, shifting demand for travel) • Adopting fuel efficient technologies (new technologies, Fuel Economy Labelling Scheme) • Cleaner diesel fuels • Cleaner forms of commuting (encourage walking and cycling). <p>Indirect:</p> <ul style="list-style-type: none"> • Enhancing urban environments • Improving air quality • Building knowledge and expertise • Encouragement of community participation and awareness. 	16% by 2020 (aggregate)
South Africa	No specified actions.	n/a	34% by 2020 and 42% by 2025 (aggregate).