

Nationally Appropriate Mitigation Actions as Catalysts for Environmentally Sustainable Transport

12-13 April 2011
Seoul, Republic of Korea

Aide-Memoire

Background

Transportation is essential to development, giving access to goods and services including social and economic benefits but as well, if poorly managed, creates drastic environmental, social and economic damage. UNDESA projects that population will stabilize at 9 billion by 2075 and by 2025 most people will live in cities. While the already industrialized countries have reached these plateaus, many developing countries are changing fast and need assistance to shift toward more sustainable development pathways. Besides the health, congestion and pollution drivers for more sustainable transport, climate change is defining limits to fossil fuel resource use. The transport theme for the Commission on Sustainable Development was included in Agenda 21 from Rio 1992 and since part of ongoing deliberations highlighted in CSD 9, CSD 18 and the upcoming CSD 19 May 2011 and the UNCSO Rio+20.

The CSD Decision 9/3 (2003) which had a focus on Transport stated among the many points elaborated, that “there is a strong need for adequate and efficient, economically viable, socially acceptable and environmentally sound transport systems, especially in developing countries, where accessibility and affordability are important for the eradication of poverty, improving access to social services and access to employment opportunities. Prospects for achieving sustainable development depend on taking transport into account in urban and rural planning, public infrastructure decisions, and policies and measures to eradicate poverty and promote gender equality.” The workshop will address all social, economic and environmental aspects of transport as co-benefits to achieving low carbon transport systems.

Relevant Sections of Agenda 21: Changing consumption patterns; Protecting and promoting human health conditions; Promoting sustainable human settlement development; Integrating environment and development in decision-making; Protection of the atmosphere

Relevant Sections of the Johannesburg Plan of Implementation: Changing unsustainable patterns of consumption and production; Role and function of the Commission on Sustainable Development.

Among the Rio Multilateral Environmental Agreements, the UNFCCC process was initiated. To keep global mean temperature increase below 2 degrees Celsius, as suggested in the Copenhagen Accord, developed countries will need to reduce emissions 25-40% below 1990 levels by 2020. In addition, developing countries would need to reduce GHG emissions of

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15-30% below Business as Usual (BAU) by 2020. For the transport sector this would translate to 0.6-1.3 GtCO₂-eq/yr reduction by 2020. For comparison, Europe's total transport emissions were 1 GtCO₂-eq in the year 2000. This will require concerted and coordinated action on the side of developing countries which combines domestic action with internationally supported action through (a) traditional development, including the multilateral development banks (MDBs), (b) special climate funds like GEF and CTF, as well as (c) dedicated climate mechanisms in the form of Clean Development Mechanism (CDM) and Nationally Appropriate Mitigation Actions (NAMAs) which are a new climate mechanism under discussion¹.

In the period after 2012 developing (non-Annex 1) countries will be asked to report on a more regular basis on GHG emission inventories and on mitigation efforts through an increase in the frequency of National Communications to the UNFCCC to reporting on a biennial basis. International Comparative Analysis (ICA) of biennial reports will be conducted to increase transparency of mitigation actions and their effect, and will include information on mitigation actions, inventory reports, progress in implementation and information on domestic MRV and support received.

The transport sector, although one of the most significant sectors in terms of current and expected GHG emissions in developing countries has not fared well so far in mechanisms set-up to catalyze climate change mitigation and it is under-emphasized in all climate funding mechanisms set up under the UNFCCC (CDM and GEF) as well as in other special climate funds (CTF and Cool Earth Partnership). Limited funding has been received and the emission reductions realized through these programs has been limited as well. In part this is a result of the deep interconnectedness of transport activity and socioeconomics.

Table 1 Overview of transport projects in existing climate instruments

	Year of 1 st project	No. of Projects	Funding [\$ million]	Reported/expected emission reductions [MtCO ₂ -eq/yr]
CDM	2006	30 (3) ^a	672(CERs) (63) ^b	3.1 (0.3)
GEF1-4	1994	37	201 (grants)	3.2 ^c
CTF	2009	7	600 (loans)	10 ^d

^a in pipeline: registered, requesting registration and at validation, total CERs realized will most likely be lower than the number indicated, brackets values for registered projects;

^b CERs: Certified Emission Reductions; expected total undiscounted revenues at 10 \$/CER, 3x7 years crediting, excluding transaction cost; brackets values for registered projects

^c direct impact, annual emission reductions calculated based on assumed 10 years lifetime;

^d annual emission reductions calculated based on assumed life time of 10-20 years depending on type of investment

¹ The Republic of Korea has played an important role in lobbying for the NAMA concept in the context of the UNFCCC climate negotiations. The Cancun Agreements make explicit reference to NAMAs as the main instrument for developing countries to record their mitigation efforts
http://unfccc.int/files/meetings/cop_16/application/pdf/cop16_lca.pdf.

Rationale

The decisions reached at COP 16 in Cancun in December 2010 provide a good insight in the possible structure of a post 2012 agreement on climate change and the instruments to be used in developing countries to implement the agreement. The time has now come for more detailed discussions the detailed guidelines for these instruments (e.g. National Communications, NAMAs and Monitoring Reporting and Verification). If the transport sector wants to avoid that its current under participation in international climate mitigation efforts continues beyond 2012 responsible leaders in the sector will have to provide concrete recommendations on how the barriers preventing a fuller involvement can be overcome. A SLoCaT working group on Transport NAMAs is proposed consisting of countries and organizations working on transport NAMAs that would document ongoing efforts on the development of transport NAMAs, and synthesize experiences with the aim to contribute to the process of formulating guidelines for NAMAs.

UNDESA/Division Sustainable Development as co-convenor of the Sustainable Low Carbon Transport (SLoCaT) partnership registered with CSD has proposed a capacity building workshop for developing countries to develop some of the first Nationally Appropriate Mitigation Actions (NAMAs) under the UNFCCC. These are the first attempts to truly combine the sustainable development benefits of improved transport systems with the climate benefits. UNDESA is supporting a number of countries in developing national Environmentally Sustainable Transport (EST) strategies that would encompass the NAMAs.

Mexico, Colombia, South Africa, Laos, Indonesia, Chile, are among the developing countries identifying transport NAMAs and poised to receive assistance from UNDESA and SLoCaT partners. The Republic of Korea is setting a useful example on transport sector planning and hosting this workshop. Capacity building for the planning of land use and transport systems is a major gap in developing countries and there are proven systems approaches that maximize economic, environmental and social benefits.

The workshop outcomes will not only influence CSD19, Rio+20 and UNFCCC CoP 17 but also will carry forward to 6 or more country EST-NAMA projects. SLoCaT partners cofinancing the workshop and follow-up actions are the Korean Transport Institute (KoTI), Asian Development Bank (ADB), Institute for Transportation and Development Policy (ITDP), German Agency for International Cooperation (GIZ), and the Inter-american Development Bank (IDB).

Having a dedicated working group on transport that included developing country partners in the process of developing Environmentally Sustainable Transport Strategies and NAMAs should enable the transport community to be actively represented in the discussions on NAMAs. Such a working group could also generate recommendations on funding for mitigation of transport GHGs through the Green Climate Fund to be initially administered by the World Bank. This workshop would be an inaugural event followed-up with further capacity development by all partner agencies.

The discussion on a fuller engagement of the transport sector in (international) climate efforts comes at a time when transport in developing countries is at a cross roads. As a consequence of past local, national and international efforts there are already a growing number of examples that demonstrate the possibility of alternative – and more sustainable – growth path for transport in developing countries.

These include:

- Transit oriented development for convenient access without requiring private vehicles
- More cost-inclusive pricing of roads, parking, fuel, insurance and vehicle registration fees;
- Establishment of dedicated funding mechanisms in countries to provide early and comprehensive funding for sustainable, low-carbon transport;
- Promotion of public transport through mass transport systems. BRT is an affordable option for the developing world with more than a hundred schemes in operation, under construction or planning in Europe, Africa, Australia, Asia and Latin America;
- Public bicycle and car sharing schemes of which there are now more than 160 in operation world-wide;
- Wide scale use of alternative fuels which reduce both air pollution and GHG emissions;
- Tighter vehicle emission and fuel quality standards, as well as fuel economy standards in many developing and developed countries.

All of these measures have been tested and are ready for large scale replication and scaling up and all of these would contribute towards improving human development status and reducing GHG emissions from transport. In recent years there is also a much better insight in how to measure GHG emissions from transport through efforts by SLoCaT members and others.

At the same time we see an increase in general policy statements calling for sustainable, low carbon transport, see for example the 2009 Ministerial Meeting on Energy and Environment in the Transport Sector, representing the G8 and Asian Transport Ministers, CSD Policy review of Transport 2010, and the Asian EST Forum which adopted the Bangkok Declaration in 2010 outlining priorities for transport up to 2020. The challenge is how to make use of the momentum that is building up in the transport community and apply it to: (a) the national and local level and (b) (future) efforts on climate change mitigation under UNFCCC.

The Republic of Korea is a rapidly emerging economy in Asia which is committed to a green growth model for its economy.² The Republic of Korea also applies the green growth model to the transport sector. This is well illustrated by the comprehensive measures on re-orienting transport systems in Seoul. The Transport Institute (KoTI) is instrumental in many of the changes aimed at reorienting the transport sector to a more sustainable growth path in the Republic of Korea. While primarily oriented towards the Republic of Korea, KoTI is

² The Republic of Korea is the host of the newly established UN Division for Sustainable Development's Office of Sustainable Development which will help stimulate the development of low carbon economic growth in developing countries.

increasingly engaged in regional and global efforts to contribute to sustainable, low carbon transport as is shown by Memorandums of Agreement with for example Asian Development Bank, UN Dept of Economic and Social Affairs and the International Energy Agency.

The SLoCaT Partnership (www.slocat.net) is an initiative of over 58 organizations, registered with the Commission on Sustainable Development that has the objective to improve the knowledge on sustainable low carbon transport, help develop better policies and catalyze their implementation. SLoCaT activities are based on the premise that transport policies, programs and projects in developing countries usually have multiple objectives, of which climate change are only one and the best manner to reduce GHG emissions from transport is by strengthening the overall environmental, economic and social sustainability of land transport systems. The SLoCaT partnership, together with the Bridging the Gap Initiative has played an important role in advancing the discussion on post 2012 climate instruments (see www.slocat.net/cits and www.transport2012.org).

I. Outcomes of the workshop

The workshop will address social, economic and environmental aspects of transport as co-benefits to achieving low carbon transport systems. It will contribute to preparations for the CSD 19 May 2011 decisions dealing with transport. It will influence the UNFCCC process in South Africa December 2011 in regards to inclusion of sustainable transport considerations in nationally appropriate mitigation actions. Finally it will influence on UNCSD Rio20 outcomes relating to transport in the green economy and with importance to achieving the MDGs.

Several of the developing country participants anticipate follow-on with transport sector NAMAs being developed under UNFCCC with assistance from the SLoCaT development partners.

II. Scope, Objectives and Outputs of the Workshop

The scope of the workshop would be land transport in developing countries. The workshop's main objective is to develop a comprehensive but concrete vision on how transport can be integrated in a post 2012 climate mitigation framework in developing countries.

It will have the following outputs:

- (1) Training of 10 developing country experts on GHG assessment methodologies and their usage in land transport in developing countries
- (2) Exchange between transport community in the Republic of Korea and international transport community on possible areas of cooperation on sustainable, low carbon transport;
- (3) Develop recommendations for a coherent framework consisting of National Communications, National Environmentally Sustainable Transport Strategies, NAMAs and Monitoring Reporting and Verification (MRV) for the transport sector which will facilitate scaling up of sustainable, low carbon transport;

- a. Through problem analysis of factors hampering the engagement of the transport sector in the proposed climate change mitigation framework (at country level for each of the participating countries)
- b. Development of solution pathways for main problem clusters identified with the aim to enhance engagement of the transport sector in future climate change mitigation framework;

The discussions and outputs of the workshop will be documented in brief report which can be used as an input in discussions and negotiations on climate change mitigation framework.

A secondary output from the workshop can also be the development of a further collaborative effort to develop guidelines on transport in National Communications, National EST Strategies, MRV and NAMAs.

III. Implementation of the Workshop

The workshop will be hosted by the UN-DESA, CSD SLoCaT partnership and the Korean Transport Institute (KoTI) in collaboration with the Asian Development Bank (ADB), Bridging the Gap Initiative through the German Agency for International Cooperation (GIZ) and the Institute for Transportation and Development Policy (ITDP).

Participants

Participation in the Forum is by invitation only. It is expected that some 30 -40 experts / participants from around the world and from the host country will attend the event, including:

- Senior government officials and policy makers
- Distinguished transport, environment and climate change experts
- Experts and representatives of relevant UN and international organizations, including international financial institutions
- Representatives and experts of civil society, academia and the private sector
- Representatives of national and international professional organisations

Participation in the Workshop is free of charge, but participants are expected to cover their own travel costs. A limited number of travel cost sponsorships will be available for invited experts/resource persons from developing countries

Provisional programme

An outline of the provisional programme is attached. A detailed annotated provisional programme will be circulated to participants in advance of the Forum.

The proceedings of the Forum are intended to be published on the webpage of the UN-DESA: http://www.un.org/esa/dsd/susdevtopics/sdt_transport.shtml

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Languages: The Forum will be conducted in English only.

Logistics: Detailed information on logistics, including registration, visa requirements, travel and hotel accommodation arrangements are contained in a separate Note for Information of participants.

Contacts for further information:

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Annex: **Outline of provisional programme**

Annex – Outline of provisional programme (as of 9 March 2011)

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Day 1: Tuesday 12 April 2011
Training on GHG assessment methodologies in Land Transport in Developing Countries

09.00 – 09.15 am	Welcome remarks UNDESA and KOTI
09.15 – 10.15 am	Introduction of participants and facilitated discussion on problems faced in GHG assessment in land transport and expectations for training
10.15 – 10.30 am	Coffee break
10.30 – 11.00 am	<i>“Avoid-Shift-Improve” approach: overview of policies and measures to mitigate climate change in transport and promote sustainable transport.</i> Holger Dalkmann, Transport Research Laboratory and Bridging the Gap Initiative (tbc)
11.00 – 12.30 am	<i>Transport Emissions Evaluation Model for Projects to assess GHG and co-benefits.</i> Michael Replogle, Institute for Transportation and Development Policy and Alvin Mejia, Clean Air Initiative for Asian Cities
12.30 – 13.30 pm	Lunch break
13.30 – 14.15 pm	<i>GHG assessment in Transport, European Experience.</i> Axel Friedrich, Consultant
14.15 – 15.00 pm	<i>Clean Fleet Tool-kit to assess GHG and co-benefits.</i> Alvin Mejia, Clean Air Initiative for Asian Cities
15.00 – 15.30 pm	<i>Case Study: Estimation of greenhouse gas emission reduction through ASI measures in Republic of Korea.</i> Seungkook Woo, KOTI
15.30 – 16.00 pm	Tea break
16.00 – 17.00 pm	Evaluation of training against expectations and formulation of recommendations on scope, contents and structure of future training on GHG and co-benefits assessment in transport sector

Inauguration of the Workshop

18.00 – 18.15 pm	Formal inauguration of workshop. Kee Yeon Hwang, President, KOTI
18.15 – 18.30 pm	Short statements on behalf of the organizers: Bridging the Gap Initiative; Partnership for Sustainable Low Carbon Transport; and United Nations Department of Economic and Social Affairs
18.30 – 18.50 pm	<i>National sustainable transport strategic plan in Republic of Korea.</i> Sangjin Han, KOTI
18.50 – 19.10 pm	<i>International developments on transport and climate change in developing countries.</i> Tyrrell Duncan, Asian Development Bank
19.10 – 21.00 pm	Welcome reception

Day 2: 13 April 2011
Launch of the SLoCaT/Bridging the Gap Transport NAMA Working Group

08.30 – 09.00 am	Objectives of the meeting and discussion of expectations for the day
09.00 – 09.15 am	<i>The role of NAMAs in meeting climate change.</i> Youn-sung Shin, Ambassador for Climate Change, Republic of Korea (tbc)
09.15 – 09.30 am	<i>Operationalization of the NAMA concept.</i> William Kojo Agyemang-Bonsu, Secretariat United Nations Framework Convention on Climate Change (tbc)
09.30 – 10.30 am	<p><i>Presentation of past and ongoing work on transport, climate change and NAMAs:</i></p> <ul style="list-style-type: none"> • Cornie Huizenga, Partnership on Sustainable Low Carbon Transport • Michael Replogle, Institute for Transportation and Development Policy • TRANSfer project: Daniel Bongardt, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH • Other initiatives and programmes (tbd)
10.30 – 10.45 am	Coffee break
10.45 – 11.00 am	<i>National Environmentally Sustainable Transport Strategies as the basis for NAMAs.</i> Choudhury Rudra Charan Mohanty, United Nations Center for Regional Development
11.00 – 12.30 pm	<p><i>Country – case study presentations of ongoing/planned efforts for formulation of transport NAMAs:</i></p> <ul style="list-style-type: none"> • Argentina • Central Asia • Columbia • Ethiopia • Indonesia • Mexico • South Africa
12.30 – 13.30 pm	Lunch
13.30 – 13.45 pm	<i>Presentation and discussion results SLoCaT/BtG online survey on transport NAMAs.</i> Cornie Huizenga, Partnership on Sustainable Low Carbon Transport
13.45 – 14.00 pm	Goal, objectives of the SLoCaT/ BtG Transport NAMA working group
14.00 – 15.15 pm	Brainstorming on workplan SLoCaT/ BtG Transport NAMA working group: Goal, objectives, activities, structure, target group etc.
15.15 – 15.30 pm	Tea break
15.30 – 17.00 pm	Plenary discussion draft work plan workplan SLoCaT/ BtG Transport NAMA working group: Goal, objectives, activities, structure, target group, as well as next steps
17.00 – 17.15 pm	Communication to the CSD 19 on Transport
17.15 – 17.30 pm	Closure of the workshop, UNDESA, KOTI