

# Nationally Appropriate Mitigation Actions as Catalysts for Environmentally Sustainable Transport

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# **I. Overview**

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## What are NAMAs?

\* NAMA : Nationally Appropriate Mitigation Actions

- Voluntary emission reduction actions by developing countries
- NAMAs can be policies, programs, or projects.
  - Laws & Regulations
  - Technology standards
  - Financial instruments (taxes)
  - Cap and trade scheme
  - Energy efficiency measures
  - Research & Development
- A new concept which continues to evolve

# I. Overview

## Types of NAMA

### Autonomous(Unilateral) NAMAs

- Actions taken voluntarily and unilaterally without external support
- DCs intend to reap co-benefits
  - GHGs mitigation
  - Health benefits
  - Sustainable development
  - Energy security
  - Energy efficiency
- Need to be recognized internationally

# I. Overview

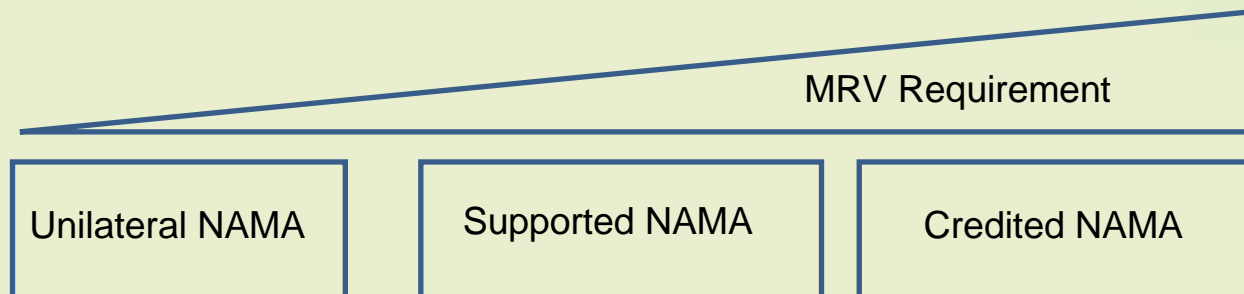
## Types of NAMA

### Supported NAMAs

- Conditioned on financial and technology support from developed countries

### Credited NAMAs

- Generate credits to be sold on the global carbon market
- Sectoral crediting, cap & trade schemes are well-suited to credited NAMAs.



# I. Overview

## NAMA as Catalysts for Environmentally Sustainable Transport

- Hosted by



- Organized by



- Supported by



- Location: Intercontinental Seoul COEX in the Republic of Korea

- Date: 12-13 April, 2011



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## **II. Topics**



## II. Topics

- I. Overview of policies and measures to mitigate climate change; “Avoid-shift-improve” approach, complemented by a short film
- II. National Sustainable Transport Policy in the Republic of Korea;
- III. Co-benefits and GHG emission reductions;
- IV. Greenhouse Gas emissions evaluation methodologies/tools; the Transport Emissions Evaluation Models for Projects (TEEMP) and the UNEP Clean Fleet Management Toolkit;
- V. Role of NAMAs in mitigating climate change and the operationalization of the NAMA concept for the transport sector

## II. Topics

- VI. Past and on-going analytical work on transport for NAMAs
- VII. Country reports from Egypt, Indonesia, Mexico and South Africa
- VIII. National Environmentally Sustainable Transport Strategies as basis for NAMAs
- IX. Challenges and opportunities of applying NAMAs to the transport sector
- X. Joint SLoCaT/BtG NAMA working group

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## **III. Conclusions and Recommendations**

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1. To ensure the sustainability of transport “Avoid-Shift-Approach” Measures: co-benefit improvements in air quality energy security, and road safety.
2. An integrated multi-sectoral approach to the planning and implementation of transport policies and programs; National, local, project/program

### III. Conclusions and Recommendations

3. Capacity building with earmarking funds for sustainable transport
4. Reliable and accurate transport measurement/evaluation models; development of guidelines for a Measuring, Reporting and Verification (MRV) for developing countries.
5. Improvements in the availability and quality of transport data especially the numbers of vehicles and their activity patterns: Global Transport Intelligence initiative (overall framework for transport data collection)

### **III. Conclusions and Recommendations**

6. Transport NAMAs have the potential to catalyse climate change actions: More than CDM for the transport sector.
7. The organization of side events at Climate and Transport meetings, the linkages between the technical discussions and the political discussions can be facilitated.

### III. Conclusions and Recommendations

8. Importance of implementing pilot transport NAMAs for those countries submitted transport NAMA to UNFCCC
9. The initial joint SLoCaT – Bridging the Gap working group will (a) help clarify the application of the NAMA concept to the transport sector; (b) document on-going and new pilot transport NAMAs and (c) contribute towards the development of Measuring, Reporting and Verification (MRV) procedures for NAMAs.

• Detailed presentation files can be found at [www.transport2012.org](http://www.transport2012.org)









## **IV. Participants**

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- ◆ **60** participants from **23** different countries  
(15 developing countries, 5 multilateral organizations)
- ◆ Included representatives from national government, research institutes, international organizations, and civil society groups
- ◆ A short film: “Sustainable Transport for all” can be seen

<http://www.youtube.com/watch?v=LghSPAJdqNs>

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<sup>1)</sup>Benin, Chile, China, Colombia, Egypt, Ethiopia, France, Gabon, Germany, India, Japan, Kazakhstan, Republic of Korea, Mexico, Morocco, Netherlands, Republic of Indonesia, Republic of South Africa, Thailand, The Philippines, Turkey, UK, and the USA



# IV. Participants





**Climate Change Draws New Chance!**

감사합니다

**Thank you very much**