



Copenhagen Accord NAMA Submissions Implications for the Transport Sector

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The Copenhagen Accord¹, an output of the 15th Conference of the Parties under the UNFCCC that was held in December 2009, invited the 151 developing countries Parties to submit Nationally Appropriate Mitigation Actions (NAMA) in Appendix II of the Accord. The first deadline for submitting mitigation actions was the 31st of January 2010. The Bridging the Gap Initiative reviewed the submissions made from a transport perspective² but as of early May an additional 11 developing countries have submitted NAMA, with the most recent submitted on 12 April. This increases the number of submissions made from 25 to 36,³ a total which could continue to increase. The number of Annex I submissions of economy-wide targets has also increased from 35 (as of February) to 42, indicating widespread commitment to reduce and limit GHG emissions by 2020.

This summary document has been compiled to supplement Bridging the Gap's initial analysis of NAMA submissions⁴ and to accompany their Guidance Note for Parties for formulating NAMA in the transport sector.⁵

Overview of the NAMA submissions to the UNFCCC

Eleven developing country Parties⁶ made a NAMA submission between early February and the end of April. As with the initial submissions their content, structure and level of detail contained continues to vary widely, although none of the submissions contain detailed proposals for the NAMA actions outlined.

Nine⁷ of the 11 developing country Party submissions make direct reference to the transport sector. Six⁸ of these nine submissions refer explicitly to NAMA actions in the land transport sector, whilst the other three do not specify the nature of action to be taken. Table 1 overleaf contains a summary of the transport actions proposed by the nine Parties that made explicit reference to the transport sector in their submissions.

¹ http://unfccc.int/files/meetings/cop_15/application/pdf/cop15_cph_auv.pdf.

² http://www.transport2012.org/bridging/ressources/files/1/586,NAMA-submissions_080210_final.pdf.

³ See <http://unfccc.int/home/items/5265.php>.

⁴ http://www.transport2012.org/bridging/ressources/files/1/586,NAMA-submissions_080210_final.pdf.

⁵ http://www.transport2012.org/bridging/ressources/files/1/615,567,Guidance_on_Transport_NAMA.pdf.

⁶ Afghanistan, Benin, Bhutan, Central African Republic, Cote d'Ivoire, Eritrea, Gabon, Ghana, Mauritania, San Marino and Togo.

⁷ Benin, Central African Republic, Cote d'Ivoire, Eritrea, Gabon, Ghana, Mauritania, San Marino and Togo.

⁸ Benin, Central African Republic, Gabon, Ghana, Mauritania and Togo.



Table 1: Transport measures proposed in NAMA submissions.

Developing country Party	Strategy approach	Infrastructure development/enhancement						Land use planning	Awareness campaigns (TDM)	Vehicle or fuel technology	Regulatory policy measures	Other unspecified
		Rail/ light rail	Non-motorised	Road	Other (or unspecified) public transport	Waterborne	Unspecified					
Benin	Shift				✓							
Central African Republic	Avoid, shift and improve						✓				✓	
Cote d' Ivoire	Avoid and shift							✓				
Eritrea	Avoid, shift and improve										✓	
Gabon	Shift and improve				✓					✓		
Ghana	Shift and improve	✓	✓	✓	✓	✓			✓	✓	✓	
Mauritania	Shift				✓							
San Marino	Unclear							✓			✓	
Togo	Shift and improve				✓				✓			

Table 2 in the Appendix contains a more detailed overview of the contents of each of the 11 submissions.

A positive response to the NAMA concept

The level of response to the call for NAMA actions has been positive, with a high initial response followed by a steady submission of additional proposals. Twenty-five of the 36 submissions have made explicit reference to the transport sector, indicating widespread recognition of the role of the sector in climate change mitigation. They also mirror the wider paradigm shift being pursued in the sector, namely to avoid unnecessary journeys, shift travel activity to low carbon modes, and improve the energy efficiency of each mode. NAMA actions proposed have, for example, ranged from land-use planning to increasing the energy efficiency of vehicles and fuel and research into the impacts of different strategies. This endorses the value of the work being conducted by initiatives such as the Bridging the Gap partnership, demonstrating the demand on the ground for better integration of the two sectors and for support for doing so.

The wide-ranging proposals made reflect the open and flexible nature of the NAMA concept. They also, however, highlight that there is a large potential to increase awareness of the different types of land transport measures that can be registered as NAMAs. There is also no indication that transport NAMAs proposed have been developed in the context of wider transport and development strategies, which demonstrates the need for in-depth support if opportunities for realising low carbon mobility in developing countries is to be realised.

There is still uncertainty over how the required technical, financial and technological support for NAMA actions will be delivered, with related frameworks likely to emerge over the coming year under the UNFCCC climate change negotiation process. Bridging the Gap as part of the partnership on Sustainable Low Carbon Transport (SLoCaT – www.slocat.net) will actively observe and contribute to this process. Bridging the Gap will also seek to help developing country Parties who have and have not yet made any NAMA submissions to develop transport NAMA and to pilot related projects.

Appendix

Table 2: NAMA actions submitted until 4 February 2010

Developing country	Sectors covered by NAMA actions	Inclusion of land transport?	Estimated CO ₂ reduction ⁹
Afghanistan	No sectors specified	Indirect potential: <ul style="list-style-type: none"> Preparation of an Initial National Communication (NIC), which will include specific mitigation strategies and activities appropriate for the national context Development of a National Greenhouse Gas Inventory. 	Not specified
Benin	<ul style="list-style-type: none"> Transport Forestry Waste management (specifically in relation to landfills and methane emissions) 	Direct: <ul style="list-style-type: none"> Development of public transport in the city of Cotonou 	Not specified
Bhutan	No sectors specified	No actions specified	Not specified
Central African Republic	<ul style="list-style-type: none"> Transport Urban planning Housing (design and energy consumption of) Renewable energy (hydroelectric, wind and butane) Agriculture Forestry Energy efficiency (lighting) Waste Management Residential (cooking) 	Direct: <ul style="list-style-type: none"> Control emissions from vehicles in major conurbations. Application of land-use planning principles to urban areas to reduce energy consumption and limit urban sprawl. Indirect potential: <ul style="list-style-type: none"> Integrate principles of energy efficiency and renewable energy into the design of housing programmes in rural villages. Creation of a National Environmental Observatory 	Not specified
Cote d'Ivoire	<ul style="list-style-type: none"> Transport Renewable energy Energy efficiency (lighting and housing) Agriculture Forestry 	Direct: <ul style="list-style-type: none"> Campaigns to increase awareness and adoption of sustainable production and consumption patterns in the transport sector. Indirect potential: <ul style="list-style-type: none"> Increase awareness of industry of sustainable consumption and production behaviours. Establishment of an environmental monitoring system to control the quality of air, water and soil. 	Unspecified
Eritrea	<ul style="list-style-type: none"> Transport Energy Industry Agriculture Forestry Waste Management 	Direct: <ul style="list-style-type: none"> Research, develop, demonstrate, apply, diffuse and transfer technologies, practices and processes that control, reduce or prevent anthropogenic emissions of greenhouse gases not controlled by the Montreal Protocol (MOP) in the transport sector 	Unspecified

⁹ 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.

	<ul style="list-style-type: none"> • Environment (protection of ecosystems and habitats) 	<p>Indirect potential:</p> <ul style="list-style-type: none"> • Develop and implement energy conservation and efficiency projects as well as other regional programmes containing measures to mitigate against climate change. • Promote and co-operate in education, training and public awareness related to climate change, and encourage the widest participation in this process. • Develop, periodically update, publish and make available to the COP national inventories of anthropogenic emissions by sources of all GHGs not controlled by the MOP. • Mainstream climate change considerations in the relevant social, economic and environmental policies and actions of Eritrea to mitigate against climate change. • Promote and co-operate in the creation and exchange of scientific, technological, technical, socio-economic and other research or observation related to climate change, and also to the economic and social consequences of various response strategies. • Develop data archives intended to further understanding and to contribute to the reduction of the remaining uncertainties regarding the causes, effects, magnitude and timing of climate change and the economic and social consequences of various response strategies. 	
Gabon	<ul style="list-style-type: none"> • Transport • Forestry • Agriculture • Renewable energy (solar and hydroelectric) • Energy efficiency (of public buildings and industrial units) • Environment (protection of biodiversity) • Waste management 	<p>Direct</p> <ul style="list-style-type: none"> • Development of a high quality public transport (bus) system that runs on gas • Import and sell vehicles that are less than five years old. 	Unspecified
Ghana	<ul style="list-style-type: none"> • Transport • Energy (including efficiency and renewable) • Industry (production and consumption) • Agriculture • Forestry • Waste • Residential (cooking) 	<p>Direct:</p> <ul style="list-style-type: none"> • Expand road and develop and promote infrastructure for rail, non-motorised transport, maritime, air and inland water transportation systems • Develop and improve facilities for public transport • Incentivise the use of public transport and promote car pooling • Enforce road worthiness certification requirements • Substitute the use of gasoline with CNG, LPG and electricity for public transport 	Unspecified

		<ul style="list-style-type: none"> Enhance vehicle technology Promote the production and use of bio fuels as transport fuels <p>Indirect potential:</p> <ul style="list-style-type: none"> Increase public awareness on energy consumption 	
Mauritania	<ul style="list-style-type: none"> Transport Forestry Energy efficiency (lighting) Residential (cooking) Renewable energies (including solar and biogas) 	<p>Direct:</p> <ul style="list-style-type: none"> Promote public transport <p>Indirect potential:</p> <ul style="list-style-type: none"> Conduct research into the efficient use of renewable energy. 	Unspecified
San Marino	<ul style="list-style-type: none"> Transport Energy (efficiency, rationalisation, modernisation, and promotion and development of renewables) Industry (rationalisation and modernisation) Housing Tertiary 	<p>Direct:</p> <ul style="list-style-type: none"> Reduction of energy consumption in the transport sector by saving energy, rationalising use, and information campaigns to support their implementation. <p>Indirect potential:</p> <ul style="list-style-type: none"> Interventions for energy saving and the use of renewable energy. 	Unspecified
Togo	<ul style="list-style-type: none"> Transport Forestry Energy (efficiency and renewables) Energy efficiency (lighting) 	<p>Direct:</p> <ul style="list-style-type: none"> Development of public transport that runs on gas <p>Indirect potential:</p> <ul style="list-style-type: none"> Increasing energy efficiency in urban and rural areas 	Unspecified