

A world map with a light gray background. Several regions are highlighted in a dark green color: Mexico, Central America, Colombia, Venezuela, Ecuador, Peru, Bolivia, Paraguay, Uruguay, Argentina, Chile, South Africa, Madagascar, and the Indonesian archipelago.

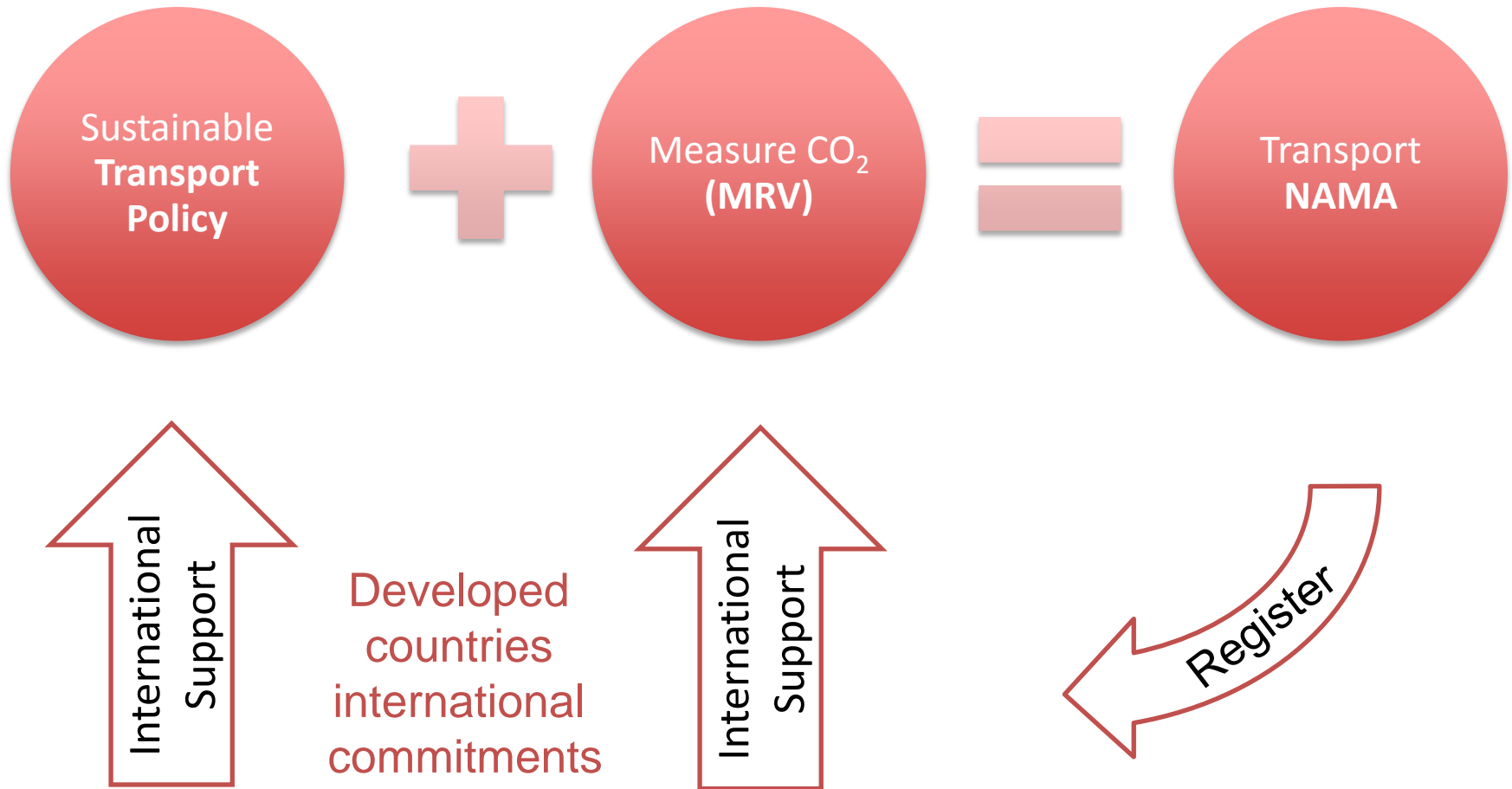
Experiencias Internacionales sobre NAMAs de Transporte

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Introducción

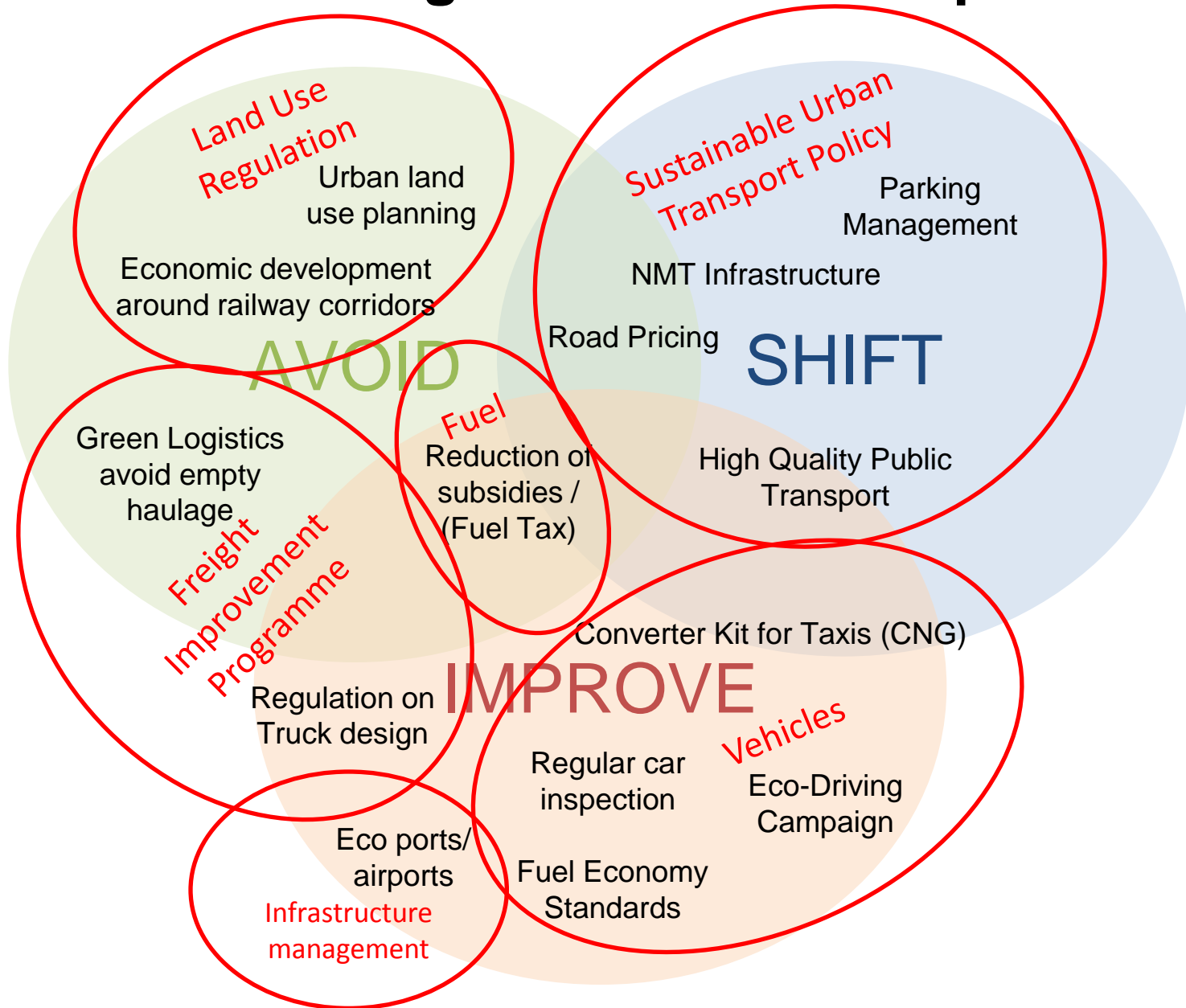
- **NAMAs de Transporte – qué es?**
- **NAMAs de Transporte – cómo son?**
- **Desarrollo urbano orientado al transporte en Colombia (DOT/TOD)**
- **Transporte urbano sostenible en Indonesia (SUTRI)**
- **Mensajes claves y conclusiones**

Que hace un politica de transporte NAMA?



What could be registered as a transport NAMA?

Low Carbon Development Strategy



Transport NAMA Database

Name of NAMA	Country	Development Stage	Type of NAMA	Type of action	Scope of action	Expected mitigation impact (MtCO ₂ e/a)	Type of Approach (A-S-I)	Transport mode (category*)
City wide mitigation programme of Greater Amman Municipality	Jordan	Feasibility study	Supported (with unilateral elements)	Not known	Sub-national	-	Not known	Not known
Comprehensive mobility plan for Belo Horizonte, Brazil	Brazil	Feasibility study	Supported (with unilateral elements)	Strategy or plan	Sub-national	-	A (Avoid) S (Shift) I (Improve)	Bus (PT) Rail (PT) Car (IMT) Motorcycle (IMT) Other motorized transport (IMT) Walking (INMT) Cycling (INMT) Other non-motorized transport (INMT)
E-mobility readiness plan	Chile	Under development	Supported (with unilateral elements)	Strategy or plan	National	-	S (Shift) I (Improve)	Bus (PT) Other public transport (PT)
Electric Vehicles NAMA	Colombia	Under development	Supported (with unilateral elements)	Strategy or plan	National	-	I (Improve)	Other public transport (PT) Car (IMT) Road cargo (F)
Enhancing Vehicle Renovation and operating efficiency in Mexico's federal freight sector	Mexico	Feasibility study	Supported (with unilateral elements)	Policy or program	National	-	I (Improve)	Bus (PT) Car (IMT) Road cargo (F)
Integrated improvement of transit management	Chile	Feasibility study	Supported (with unilateral elements)	Strategy or plan	National	-	I (Improve)	Bus (PT) Other public transport (PT) Car (IMT) Motorcycle (IMT)
Integrated Urban Mobility Systems as a Crediting Mechanism	Mexico	Under development	Supported (with unilateral elements)	Policy or program	National	-	A (Avoid) S (Shift) I (Improve)	Bus (PT) Rail (PT) Car (IMT) Motorcycle (IMT) Cycling (INMT)

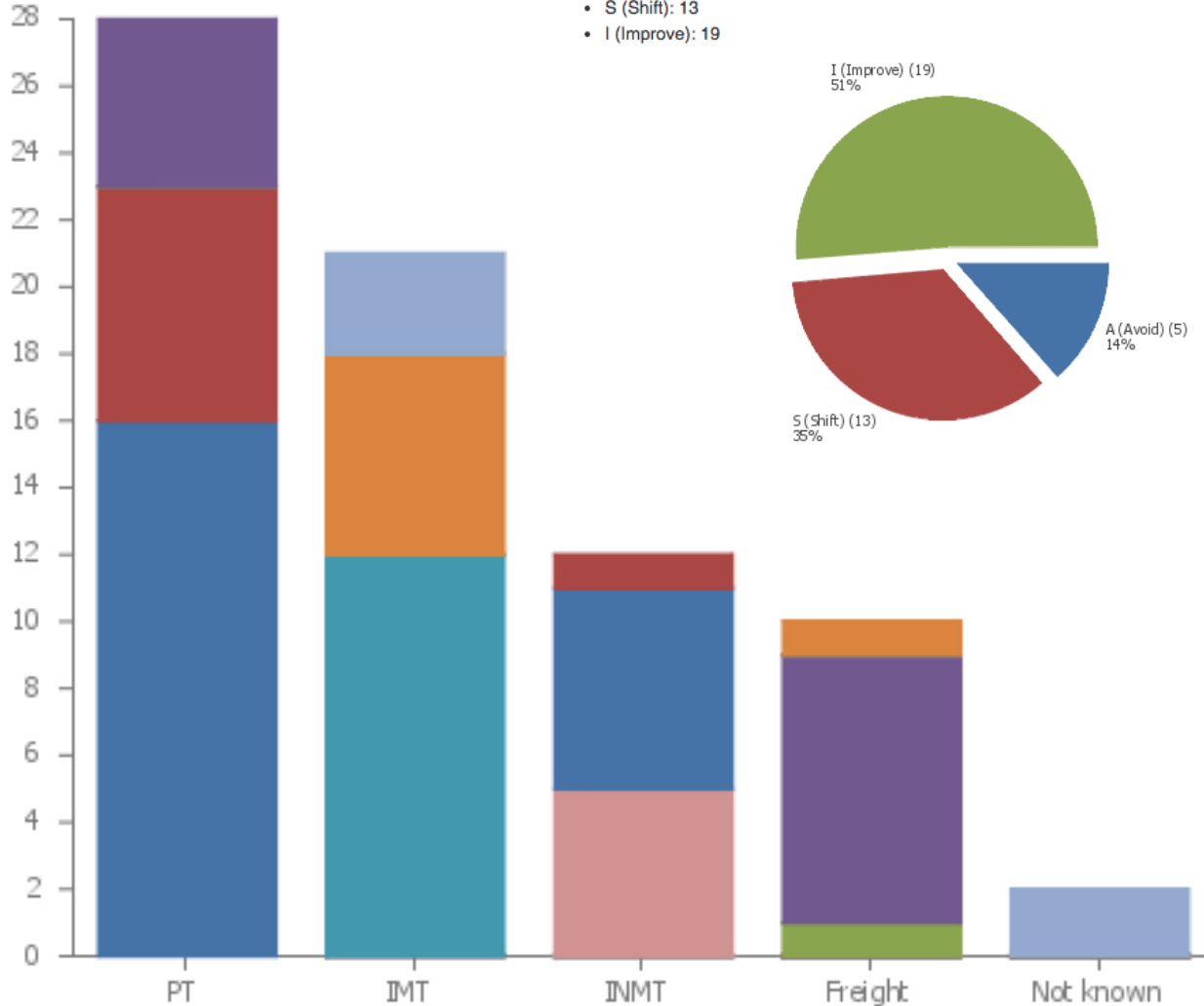
23 tNAMAs contenido en el database (Sep 14)

Transport NAMA Database

This section is currently under review

Type of approach

- A (Avoid): 5
- S (Shift): 13
- I (Improve): 19



- Bus (PT)
- Rail (PT)
- Waterborne (PT)
- Other public transport (PT)
- Car (IMT)
- Motorcycle (IMT)
- Other motorized transport (IMT)
- Walking (INMT)
- Cycling (INMT)
- Other non-motorized transport (INMT)
- Rail cargo (F)
- Road cargo (F)
- Water/river based cargo (F)
- Other freight (F)
- Not known

PT=Public transport, IMT=Individual Motorized Transport, INMT=Individual Non-Motorized Transport, F=Freight



MinAmbiente
Ministerio de Ambiente
y Desarrollo Sostenible

**PROSPERIDAD
PARA TODOS**

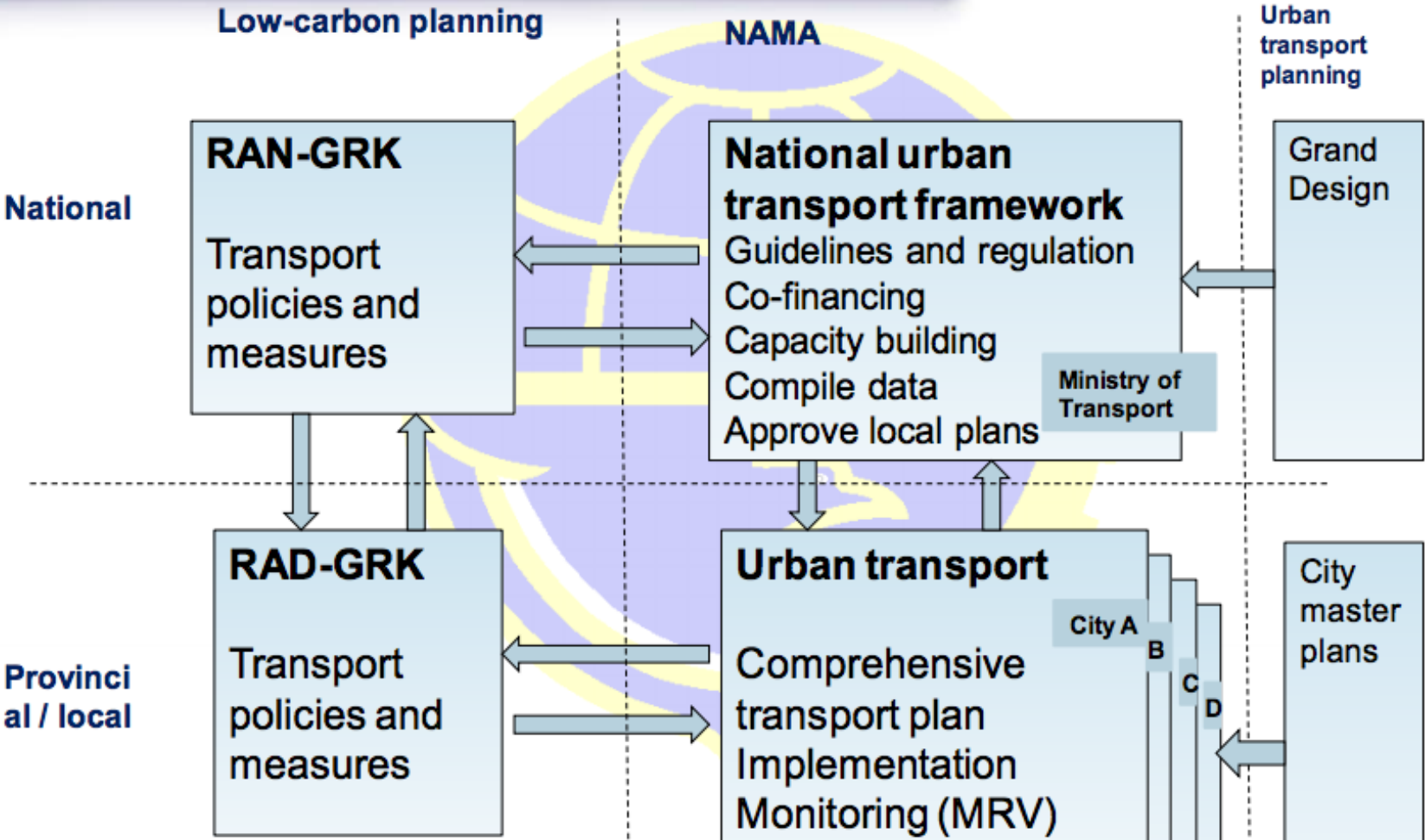
Lessons and Next Steps

- Bringing together the different Ministries and National Level Entities
- Building relationships, establishing trust
- Importance of understanding stakeholder priorities and shaping the NAMA to reflect them
- Having succeeded in going through the first stage of selection process in the NAMA Facility will bring important support to develop the next steps of the TOD NAMA.
- TOD NAMA aims to be *Transformational, Comprehensive, and Replicable* throughout Colombia.

Ejemplo 2: SUTRI en Indonesia



Climate change policies



Eight key messages and approaches



1. **Objetivo:** Dar soporte a los tomadores de decisiones para desarrollar estrategias climáticas en1 carbono atractivas oportunidades de inversión en el sector del transporte, basado en el enfoque Evitar-Shift-Mejorar
2. Proporcionar soluciones rentables en todos los sub-sectores (transporte urbano de pasajeros, transporte de pasajeros, transporte de carga interurbano y logística, aviación y marítimas nacionales, ferroviario, vehículo y tecnologías, combustible.)
3. Asegurar una coordinación interministerial el transporte de mitigación apropiadas para las acciones (NAMAs) en todas las etapas de diseño e implementación de NAMAs de transporte, Con Ministros de Transportes de los principales actores centrales.

Eight key messages and approaches



1. Permitir la participación activa del sector privado y la sociedad civil a través de talleres de múltiples partes interesadas
2. Proporcionar metodologías sencillas pero completas y sólidas? MRV para NAMAs de transporte
3. Oferta creación de capacidad a los países socios? En las opciones de transporte sostenibles para futuras NAMAs de transporte
4. Crear una plataforma para permitir a juego de transporte propuestas de NAMA con oportunidades de financiación
5. Publicación de noticias sobre NAMAs de transporte a través de la red para la difusión de buenas prácticas y lecciones aprendidas

Muchas gracias!

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Water, Energy, Transport



Frequently Asked Questions on Transport NAMAs

Options and Opportunities for Sustainable Transport

What are NAMAs?

Nationally Appropriate Mitigation Actions (NAMAs) are voluntary emission reduction measures by developing countries that are directly reported to the United Nations Framework Convention on Climate Change (UNFCCC). NAMAs will be a practical tool to tackle GHG emissions from the transport sector.

- NAMAs are policies, programmes and projects that are either economy-wide measures (e.g. CO₂ taxation) or specific sectoral initiatives (e.g. fuel efficiency standards).
- Proposals for NAMAs need to be submitted to the UNFCCC by national governments but they can include actions on domestic, regional, or local levels.
- NAMAs are an opportunity to acknowledge developing countries' unilateral contribution to reduce GHG emissions and match these with international funding.
- Proposals for NAMAs seeking international support as well as funded NAMAs will be recorded in a registry at the UNFCCC along with relevant technology, finance and capacity building support.

Why NAMAs in the transport sector?


Sustainable transport systems aim to achieve equitable access and mobility for all people, providing pathways to economic and social development, whilst imposing minimal environmental impacts. The development of sustainable transport is challenged by a lack of workable mechanisms and instruments. For example, the Clean Development Mechanism has initialized less than a dozen of projects in the transport sector since 2005.

From this perspective, NAMAs are envisaged to provide new opportunities for developing countries to address the large and rapidly increasing emissions from transport, whilst still managing their need for growth and economic development. In developing and registering NAMAs under the UNFCCC, it is envisaged that developing countries can benefit from:



- Access to new sources of funding – Funds will be developed to match actions and funding needs for the support of mitigation, adaptation, REDD-plus, technology and capacity building; there is a short-term pledge to provide resources approaching USD 30 billion for the period 2010 – 2012.
- National and international visibility – Countries can move directly to the front of climate mitigation action by: (a) joining the global effort to reduce GHG emissions, and (b) making the transport sector a part of the solution.
- Reaping the co-benefits – Sustainable and modern low-carbon transportation systems help to increase the competitiveness of countries and cities by attracting top companies and highly qualified workers. Further benefits are: better air quality and health, increased energy security, reduced congestion, improved safety, social inclusion of poor people, enhanced tourism, etc.

The Bridging the Gap Initiative

GIZ, TRIL, Voith Transport, UITP and ITDP join forces in Bridging the Gap – Pathways for transport in the post 2012 process to integrate developments in the transport sector with the international climate change negotiations. Info available at: <http://www.transport2012.org>



On behalf of



Federal Ministry for the Environment, Nature Conservation and Nuclear Safety