

On behalf of



Federal Ministry for the  
Environment, Nature Conservation  
and Nuclear Safety

of the Federal Republic of Germany

**giz** Deutsche Gesellschaft  
für Internationale  
Zusammenarbeit (GIZ) GmbH



# *NAMAs in the transport sector-GIZ Experiences*

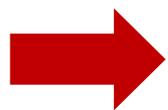
**Manfred Breithaupt(GIZ)**

(Based on material provided by TRANSfer)



## GIZ worldwide

- GIZ's purpose is to promote **international cooperation for sustainable development**.
- GIZ operates in more than **130 countries** worldwide with an **annual turnover** of approx. **2 Billion EUR** (in 2011) and employs approximately **17,000 staff members** worldwide
- GIZ is active in a **variety of sectors**, including e.g. education; health care; agriculture; infrastructure (water, energy, transport)

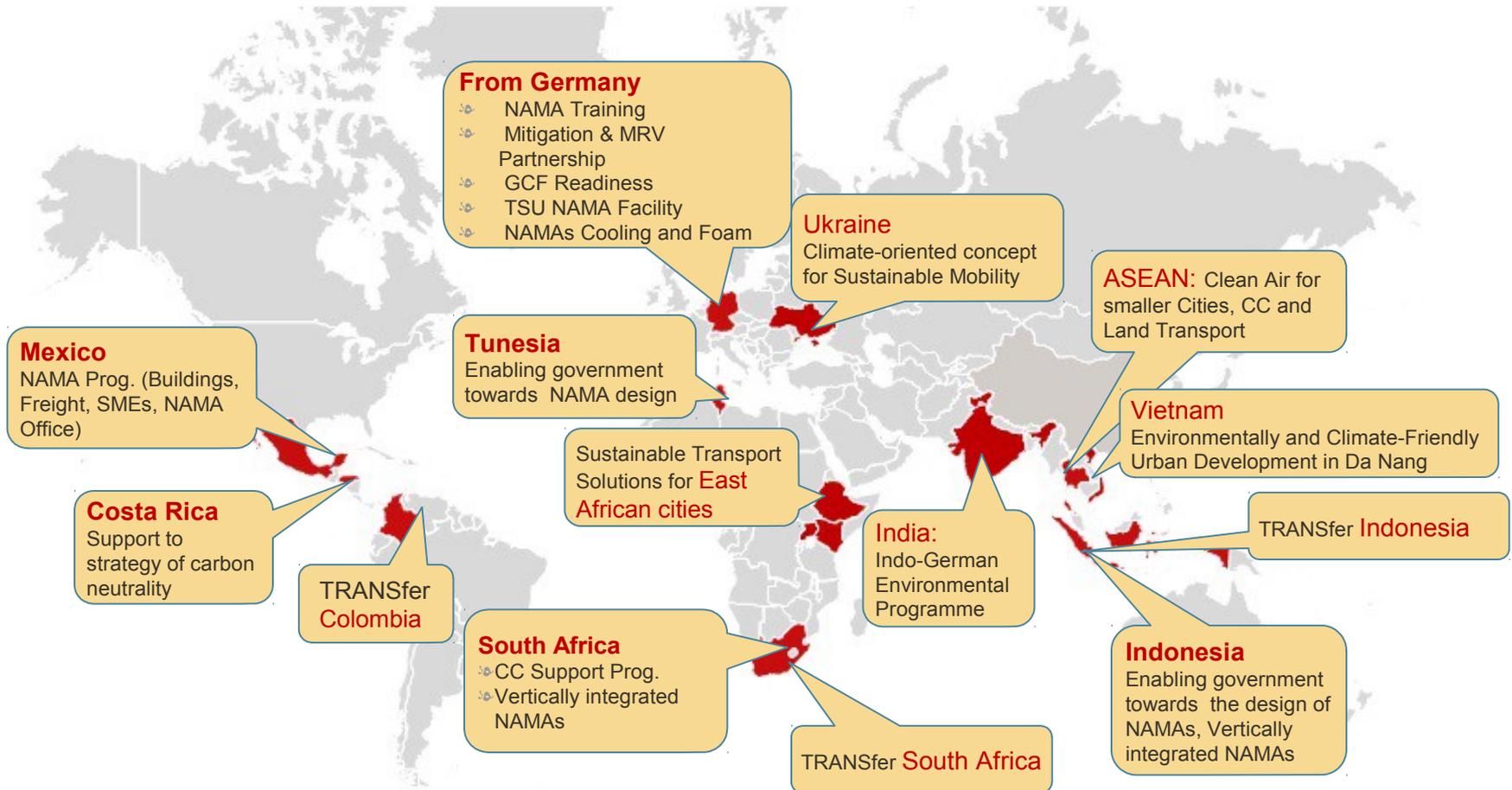


GIZ started to work on NAMAs intensively a couple of years ago





# Overview on GIZ NAMA activities





## GIZ & NAMAs

### NAMA Awareness

- Transport and Climate and NAMA training
- Side events
- publications (fact sheets, etc.)

### NAMA Development

- longterm technical cooperation
- T-NAMA Handbook
- NAMA sourcebook
- tools (e.g. NAMA selection tool)

### NAMA Piloting

- MX Housing NAMA
- upcoming: MRV applications SA, COL, MX
- Technical Support Unit (TSU) NAMA Facility

### NAMA Readiness & Learning

- GCF Readiness Programme (GCFit)
- TRANSfer Seminar Series (to start in 2013)
- NAMA Training (general and sector specific)
- NAMA handbooks, case studies, tools
- Transport NAMA information platform (planned for 2013)
- Side Events at int. conferences and COPs (support to Transport Day 2013 at COP19)



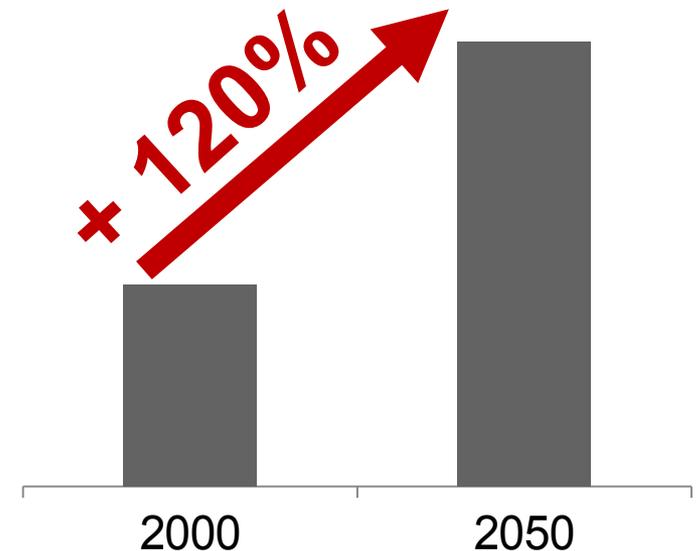
## Transport and climate change

- Transport is responsible for **27% of global CO2 emissions** from fuel combustion Expected GHG emission increase from 2000 to 2050 of 120%

**“If you do not tackle transport then you cannot tackle climate change.”**

**Yvo de Boer, previous Executive Secretary of the UNFCCC**

### Transport GHG Emissions worldwide



Source: International Energy Agency (IEA) (2011)



## Potential NAMAs in the Transport Sector

### **Avoid/ Reduce**

transport demand  
passenger km

Urban land use planning  
Economic development around MRT corridors  
Green Logistics, avoid empty haulage  
Reduction of subsidies, Fuel Taxation

### **Shift**

energy intensity  
joule / pkm

Non-motorized transport infrastructure  
High quality public transport  
TDM, incl Road Pricing and Parking Management

### **Improve**

CO<sub>2</sub> intensity  
CO<sub>2</sub> / joule

Fuel Economy Standards (FES)  
Heavy duty vehicle rejuvenation (scrapping programs)  
Eco-Driving campaigns



## TRANSfer - Towards Climate-Friendly Transport Technologies and Measures

- **Objective:** Developing countries make use of t-NAMAs to mitigate climate change.
- **Budget:** 7 mill. Euro (6 years, BMU funded)
- **Workstreams**
  - **Technical advice to partner countries** (Indonesia, Colombia, South Africa, etc.)
  - **Technical background documents** (e.g. Handbook, Toolbox, Case Studies)
  - **International outreach and learning process** (e.g. seminar series, conferences, COPs, t-NAMA database, etc.)
- **Website:** [www.transferproject.org](http://www.transferproject.org)



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# Case Studies from partner countries now available!

## South Africa

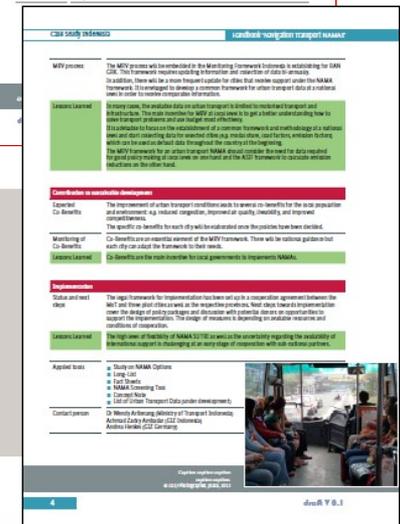
- MRT-NAMA for **recognition** in preparation (Gautrain MRV)
- priorities set for further NAMAs (e.g. BRT, NMT)

## Indonesia

- NAMA “Sustainable Urban Transport Initiative” with 3 pilot cities registered for **support** at UNFCCC

## Colombia

- NAMA “Heavy duty vehicle renovation” in implementation **funded by COL** (GIZ supported technical design & MRV)
- preparation of NAMA registry for **additional internat. support**





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## Learnings: Different starting points

**Green field:**  
Establishing  
new  
Initiatives  
(Indonesia)

**Upscaling** of existing  
initiatives:  
geographically,  
conceptually, in number  
(South Africa, Columbia)

**NAMA packaging**  
of running  
projects /  
programs (South  
Africa, Columbia)



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## Challenges for t-NAMA success

**Co-benefits** are the main driver for t-NAMAs.

=> *Funding criteria, cross-sectoral comparisons, etc. need to consider this.*

**MRV:** Transport is very complex (many mobile units, data constraints).

=> *„Solid, yet simple approach“ and international learning process needed.*

**Climate finance** is a drop in the ocean compared to t-investment needs.

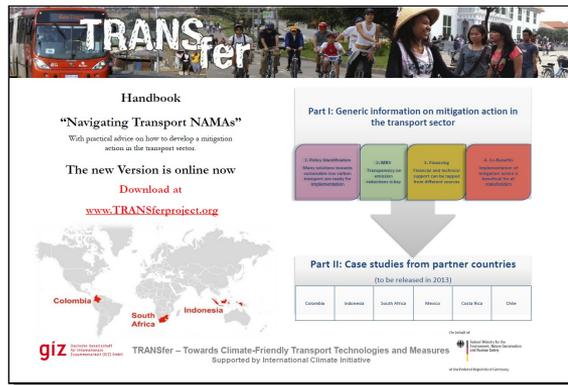
=> Smart schemes needed to shift traditional into sustainable transport investments and to make the most out of climate finance resources

**Capacities** often weak (sustainable transport, MRV, financing schemes).

=> South-south learning key for t-NAMA outreach with adequate quality and for to move from concepts to implementation.



## Handbook „Navigating Transport NAMAs“

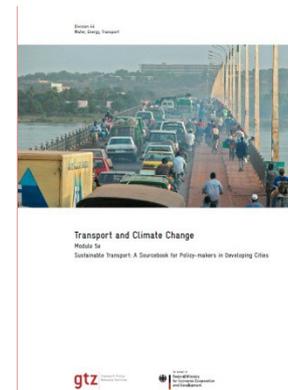


[www.TRANSferproject.org](http://www.TRANSferproject.org)

## Case studies



## Sourcebook on sustainable urban transport (over 50 modules and technical Docs)



See also webpage of BtG Initiative [www.transport2020.org](http://www.transport2020.org)

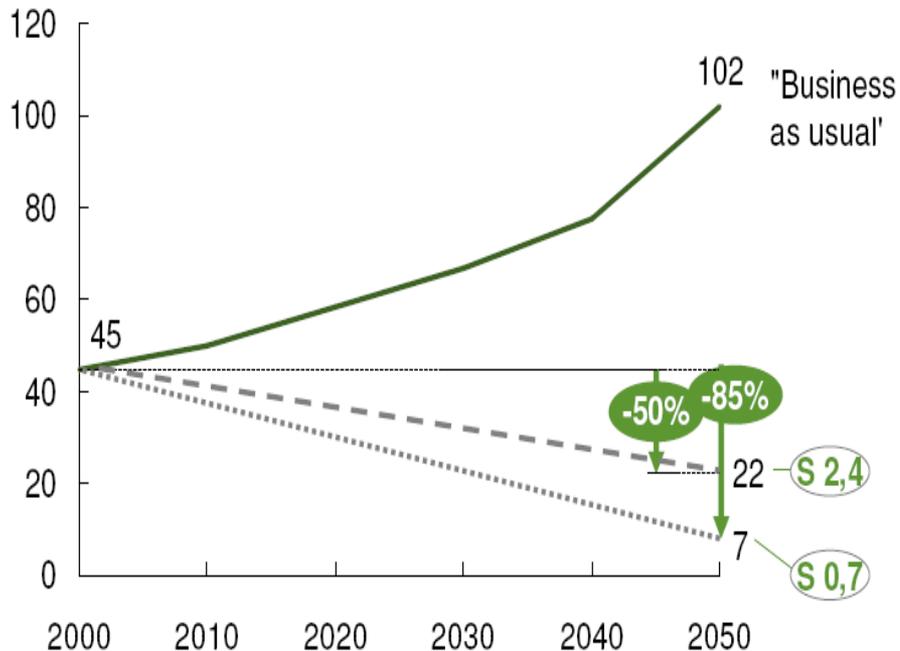




# Challenge global climate protection

GmbH

## CO<sub>2</sub>-emissions in Gt CO<sub>2</sub>e p.a.



Calculations: McKinsey for BMU, 2010

Remark: -50% is the lower "safety limit" to reach the 2-degree-target (p=67%).

- International 2-degree-target requires a CO<sub>2</sub>-reduction of at least 80% in industrialized countries until 2050
- Reductions in this scale do not allow for burden sharing between emitting sectors, hence transport will need to follow a similar mitigation path
- German Gov pursues -80 bis -95% CO<sub>2</sub> (2050 to 2005) across all sectors
- Targets for transport in Germany: Reduce final energy consumption by 10% until 2020 and by 40% until 2050 (to 2005)
- Transport EU: CO<sub>2</sub>-reduction by 60 % until 2050 (to 1990, white paper transport)
- Energy EU: Share of at least 10 % renewable energies in transport by 2020



# How to reduce emissions in passenger transport?

