



## **ASEAN Messages from Workshop on the Role of Nationally Appropriate Mitigation Actions (NAMA) in Promoting Sustainable Transport**

A regional workshop on NAMAs was held in Manila on May 5<sup>th</sup>-7<sup>th</sup>, 2015, co-hosted by UNEP, GIZ (German International Cooperation), and the Climate Change Commission of the Philippines with the participation of over 40 delegates from ASEAN countries to discuss the potential of NAMAs in the context of sustainable transport. Key topics included MRV, financing mechanisms, motivation for NAMAs, INDCs, and transformational change. NAMAs are currently being developed in the Philippines, Vietnam, Indonesia, Malaysia, Laos and Thailand.

### Workshop outcomes:

#### Data and MRV (Measurement, Reporting and Verification)

- Data availability and regular data collection are continuing hurdles
- Data is often collected on project-level, which is less useful and harder to access
- A common and consistent checklist for data metrics (which types of data and how they are collected) is required, especially within every country across different ministries.
- Data collection efforts, quality and consistency differ in the ASEAN member countries. However, regional similarities in transportation systems can be a good basis for creating ASEAN-level "default" values that can be used for different purposes (particularly in terms of GHG and co-benefit analysis)
- ASEAN member states can learn from one another with regards to the generation and management of transport emissions-relevant data
- Many of the emissions-relevant data for the transport sector are often also crucial data for monitoring the sector in general, and should be collected even in the absence of a climate context
- NAMA financing provides opportunities for strengthening the monitoring of indicators in the transport sector and also in improving the capacities of relevant government institutions in monitoring relevant data and indicators
- MRV for NAMA can help to facilitate the accounting of sector actions in national GHG reporting efforts and increase the transparency and accountability of domestic mitigation efforts at international level
- There is a need to communicate mitigation potential together with relatable metrics, such as time-savings, to help convince domestic stakeholders and win political support



## INDCs (Intended Nationally Determined Contributions) in relation to NAMAs

- The transport sector is being considered in ASEAN countries' INDC discussions due to its significance for GHG mitigation
- NAMAs can raise awareness of links between climate change and transport, and help structure discussion on INDCs by establishing e.g., who the key stakeholders are and how they can interact
- NAMAs are important for the UNFCCC negotiations as they may help improving confidence to adopt ambitious reduction goals (INDCs) under the post 2015 climate change regime. NAMAs can be a tool to achieve the mitigation goal formulated through a country's INDC.
- In the absence of international guidance, countries develop their own definition of the relationship between NAMA and INDC. Government bodies in charge of climate change need to provide clear guidance to sector stakeholders in order to avoid confusion.

## Transformational Change

- Transformational change has become an explicit ambition of NAMA financing
- Transformative action towards low carbon development is voluntary but imperative. It is complex to achieve but can take off from innovative small-scale projects with high potential for up scaling and replication. A shift in mind-sets and the 'established way of doing things' is also needed.
- NAMAs offer the possibility to change prevailing structures by addressing underlying incentive systems, which cause actors to behave in profit-maximising but perhaps inefficient ways. They can help breaking path-dependencies.
- NAMA concepts must address the livelihood impacts linked to transformational changes in the transport sector

## Financing Mechanisms

- International climate financing for transport is disproportionately low compared to its mitigation potential
- Finance should not only go towards technological interventions, but also to help create conducive policy environments and capacity building
- As NAMA funding can cover only a small portion of the investment needs, it needs to be used in a particularly smart way to be effective
- Potential utilisation of international climate funding mechanisms need to be clarified and well-coordinated in the first stages of NAMA development to support domestic stakeholders
- Many ASEAN countries and also the Green Climate Fund (GCF) prioritise public transport interventions for NAMAs, followed by interventions to improve the environmental performance of vehicle fleets which are similarly eligible for international support mechanisms.



## **Key ASEAN Messages on Transport Identified by Workshop Participants:**

### **MRV:**

- *The potential of NAMAs and MRV is not limited to projects, but includes programmes and policies. Better coordination is needed across ministries to identify existing data, which may be used for more than one agency.*

### **Financing:**

- *Development of funding mechanism for NAMAs should be supported through capacity-building and technical expertise, as well as clarified, and coordinated in the earliest phase possible.*
- *ODA and support from multilateral development banks can act as enablers to scale up climate finance.*
- *NAMA can develop pipeline projects that can attract private sector financing modalities.*

### **NAMAs and Transformational Change:**

- *NAMAs can fit into, and kick start, systemic changes, which make them larger than a single action or project; it is a process and NAMAs should be viewed in a broader context.*
- *The added value of NAMA for sustainable transport: NAMA creates local and international recognition, helps to get access to climate and international finance and advice and assistance from partners, and creates momentum and a framework for policymakers and stakeholders for consistent action. A NAMA is a window of opportunity for sustainable transport measures.*

**For more information on workshop and presentations:**

**[Highlights of the Regional Workshop on Transforming Building and Transport Sectors through NAMAs, 5-7 May, Manila](#)**