

# Understanding the NAMA concept

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Introductory Workshop on NAMAs

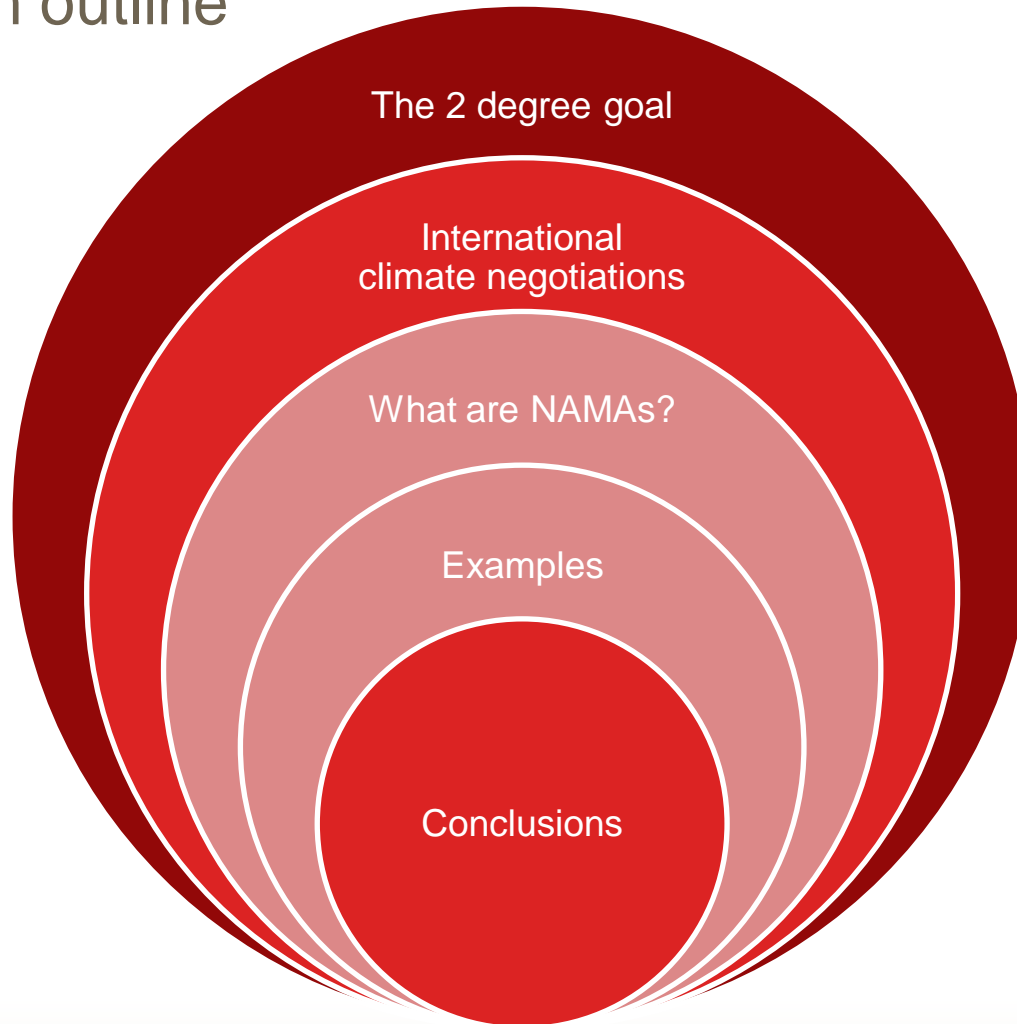
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[www.transportandclimatechange.org](http://www.transportandclimatechange.org)



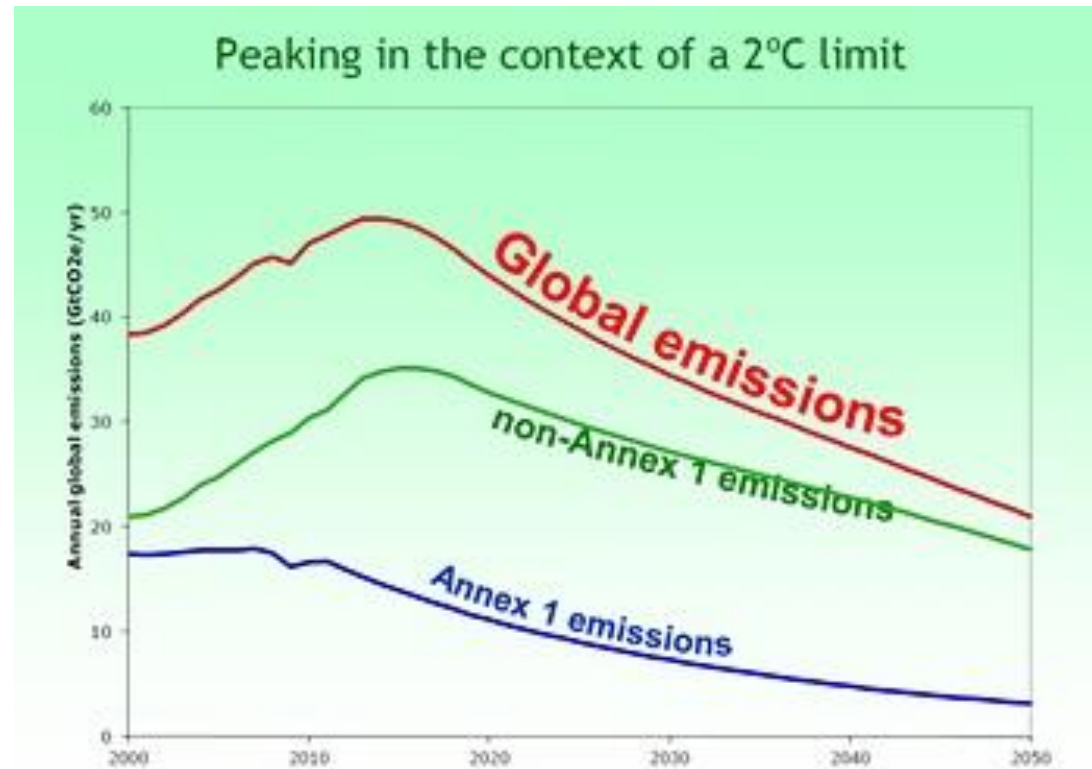
## Presentation outline





## The 2 degree goal

- we are warming the planet
- International consensus: limit temperature increase below 2° Celsius to prevent dangerous climate change
- both developed and developing countries need to act
- NAMA = a tool for developing countries to make their development more climate-friendly and consistent with the 2°C goal.



Source: <http://www.sei-international.org/mediamanager/documents/Presentations/SEI-Kartha-UNFCCC-equity-workshop-May-2012.pdf>



# The international climate change negotiations I



**United Nations**  
Framework Convention on  
Climate Change





## The international climate change negotiations II

- UNFCCC aims to **advance collective action** on climate change
- developing countries are expected to **assume greater responsibility**
- Mitigation action in developing countries needs to consider their socio-economic circumstances, **development priorities** and support needs
- Need to **link climate and development** led to birth of the NAMA concept
- **Developed countries** committed to provide finance, technology and capacity-building **support**
  
- NAMAs = developing country domestic mitigation actions linked to UNFCCC framework = an opportunity to receive international support





## What are NAMAs? I

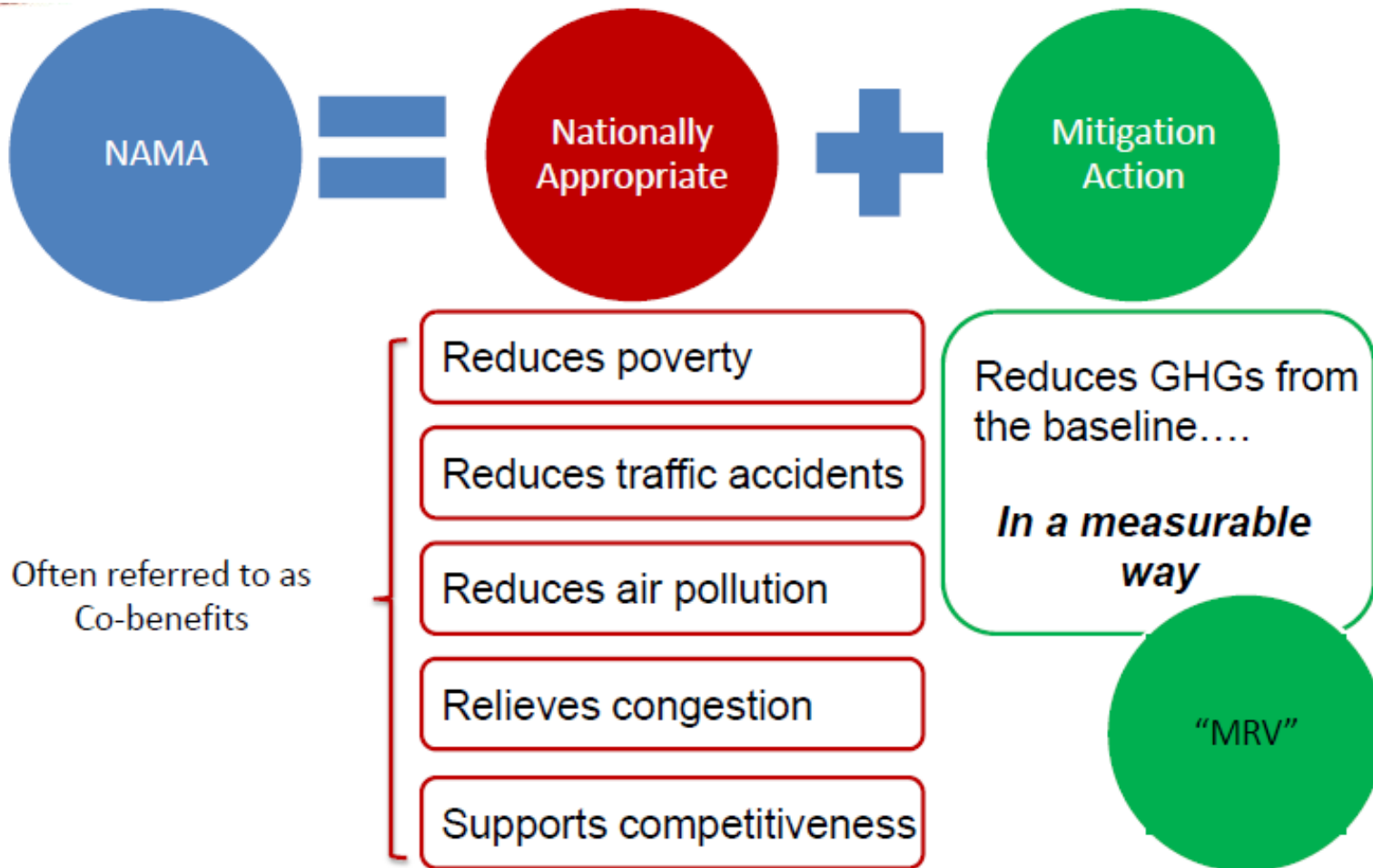
### A few important characteristics:

- Still a relatively **new instrument** in the international climate framework
- Widely used, but **loosely defined**
- A **voluntary effort** by a developing country government
- host country driven and embedded in national **sustainable development** priorities.
- reflect **international and domestic** responsibilities
- NAMAs need to be **measured, reported and verified (MRV)** to ensure transparency of outcomes
- NAMA-types: **unilateral** (for recognition), **supported**



## What are NAMAs? II

NA + MA

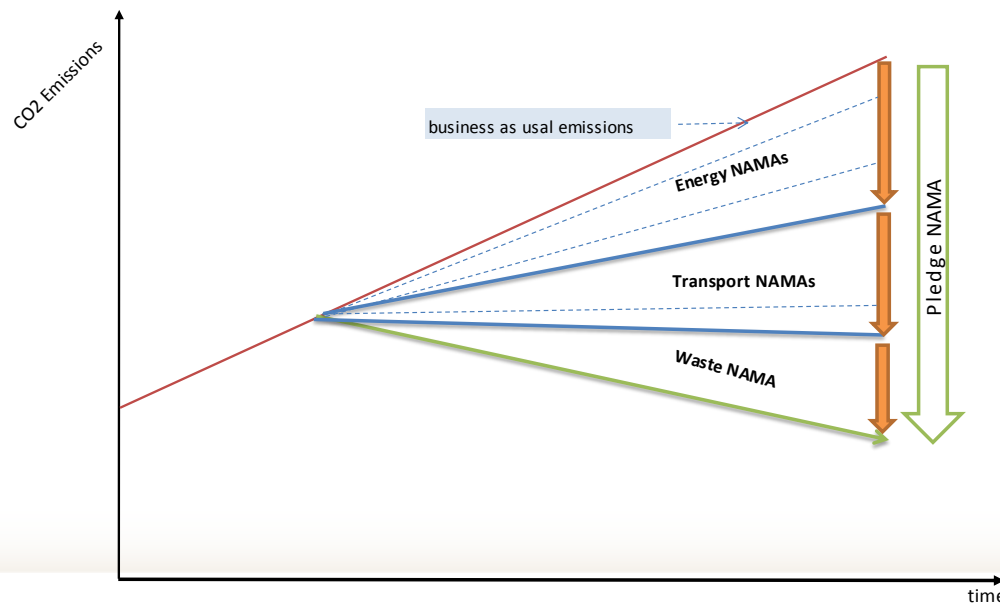


Sakamoto,  
2013



## What are NAMAs? III

- The term NAMA is used in **two connotations**:
  - Aggregate action in the sense of “pledges”: economy-wide or sectoral emission reduction goals
  - Individual actions: Detailed plans for concrete mitigation actions (policies, programmes, projects etc.)







## What are NAMAs? IV

### Strategy – policy - project

#### Box 3: NAMA typologies and examples

The Ecofys NAMA Database (Ecofys, 2013) distinguishes between three types of examples:

- A Strategy** - a long term comprehensive plan of measures and actions designed to achieve a common goal. It contains many types of activities with various degrees of impact:
- 20% Renewable Energy target backed by a market and regulatory strategy to break barriers in RE development.
  - Master plan to improve transit management.

- B. Policy** - a government led programme or measure that has been or is intended to be embodied in legislation:
- Feed-in tariff
  - Emissions trading scheme.
  - Building code.
- C. Project** - a localised capital investment in either infrastructure or machinery:
- Building a concentrated solar power plant
  - Building a bus rapid transit system
  - Deployment of energy efficient industrial motors.

# Examples of NAMA pledges



## Mexico

- aims to reduce its GHG emissions by up to 30% compared to 'business as usual' (BAU) scenario by 2020.

## China

- lower its CO<sub>2</sub> intensity by 40–45% by 2020 compared with the 2005 level
- increase the share of non-fossil fuels in primary energy consumption to around 15% by 2020

# Examples of NAMA pledges



## Morocco

### (a) In the energy sector:

- Mini-hydroelectric plants (total of 300 MW) until 2030. Mitigation potential: 715 kt CO<sub>2</sub>/year;
- 2,000 MW of solar energy on five sites (commissioning from 2015–2020). Mitigation potential: 3,700 kt CO<sub>2</sub>/year;
- 5,000 MW wind farm installed base by 2030. Mitigation potential: 9,250 kt CO<sub>2</sub>/year;
- Two 1,000 MW nuclear power projects planned for 2020–2030. Mitigation potential: 14,968 kt CO<sub>2</sub>/year;

### (b) In the transport sector:

- The renewal of the existing fleet of road transport vehicles for goods and taxis. Mitigation potential: 501 kt CO<sub>2</sub>/year;
- Urban transportation development projects Casablanca Mitigation potential: 800 kt CO<sub>2</sub>/year;
- Rabat Tramway in 2010. Mitigation potential: 119 kt CO<sub>2</sub>/year;



## Conclusion

- NAMAs are the developing country contribution to meeting the 2° goal
- The concept of NAMA was born in the international climate negotiations
- NAMAs need to be seen in the context of UNFCCC
- NAMAs are voluntary actions
- NAMA lead to reduction of GHG emissions and contribute to sustainable development
- NAMAs are strongly linked to support and MRV