1. Organizer

Overseas Environmental Cooperation Center, Japan (OECC)

2. Title

Guidebook on NAMA-based experiences in Asia and the World

3. Theme

The event introduces a Guidebook on NAMAs jointly drafted by Asian countries and international experts. The Guidebook introduces top-down and bottom-up approaches to quantify GHG emissions and reduction targets, institutional framework for governing NAMAs, and low carbon technology application. Authors include Cambodia, Mongolia, Lao PDR, Vietnam, NIES, IGES, OECC, WRI, etc.

4. Agenda and speakers

Opening Remarks
Mr. Kotaro Kawamata, Ministry of the Environment, Japan (MOEJ)

Introduction of the NAMA Guidebook
Moderator: Jiro Ogahara (OECC)

Introduction of Japan's initiatives and the NAMA Guidebook
Dr. Junichi Fujino, National Institute of Environmental Studies (NIES)

NAMAs as a tool for low carbon societies and sustainable development
Dr. Kentaro Tamura, Institute for Global Environmental Strategies (IGES)

Cambodia's contribution to the Guidebook
Mr. Sum Thy, Ministry of Environment, Cambodia

LAC perspectives on Transport NAMA - WRI's experiences in Mexico
Mr. Benoit Lefevre, World Resources Institute (WRI)

A Shared Vision of NAMAs: practical examples from Latin America and Asia
Ms. Julie Cerqueira, Center for Clean Air Policy (CCAP)

Relationship between NAMAs and national greenhouse gas inventories - outcomes from the 11th Workshop on Greenhouse Gas Inventories in Asia
Ms. Takako Ono, Greenhouse Gas Inventory Office of Japan, NIES

5. Outline of presentations and discussions

1. J. Fujino, NIES: NAMA Guidebook and Japan's Initiatives

The NAMA Guidebook has been prepared for the purpose of sharing knowledge and experiences gained through support activities for NAMAs in Asian countries. In this regard, the Guidebook contains information not only on approaches and policy elements but also on case studies in Asia and the world.

2. K. Tamura, IGES：NAMA as a low carbon growth and sustainable development tool.

Low carbon growth provides an important concept that cautions developing countries to avoid "carbon lock-in" or middle income country's trap, which lead to economic stagnation. NAMA can be a tool that combines sustainable development and low carbon growth. There are 2 approaches to NAMA designing. One is to identify mitigation activities within long-term SD policies and LCDS, which is called "top-down approach". The other is to formulate mitigation actions in short-term policies and measures, which is a bottom-up approach. Developing countries can conduct mitigation actions through NAMAs, CDM, REDD+, and others. We should take NAMAs not as one-shot event but as a long-term tool for mitigation action.

3. Sum Thy, Ministry of Environment, Cambodia: "Lesson learned gained through Cambodia's experiences"

Cambodia is a small country and heavily dependent on the import of fossilfuels.95% of energy is from fossil-origin, 3 % from hydro, 2 % from RE. While Cambodia has no obligation to reduce GHG, it has made efforts to advance action based on UNFCCC principles.

On October 31, 2013, the Cambodian Climate Change Strategy Plan（CCCSP）was approved by Prime Minister. The CCCSP is key to advance mitigation and adaptation efforts. As to mitigation, Cambodia has cooperated with Japan for NAMA preparation. In particular, in 2012, National Biodigester Program(NBP) was taken as a pilot NAMAs, taking into consideration the situation, where rural population heavily replies on non-renewable biomass for cooking. We are currently discussing the submission of NBP to UNFCCC.

4. Benoit Lefevre, WRI: LAC perspectives on Transport NAMA - WRI's experiences in Mexico

The Climate Inter-ministerial Coordination Committee（CICC）was established in 201, and the Basic Low on Climate Change was enacted. By this arrangement, even if the administration changes, climate policy is expected to be stable. WRI has contributed to 3 NAMAs, namely, the promotion of eco-drive, optimization of public transport, (route improvement, replacement of vehicles etc.) improvements of urban transportation system (mass rapid transit, fuel switch, traffic demand

management). We created to evaluation criteria for selection, such as environmental aspect, economic benefit, social benefit, national capacity, national plans. Also, simple MRV methodologies were proposed. More detailed MRV should be based on requirements of international finance by donors. . Also co-benefits such as air pollution improvements, should be MRV-ed.

5. Julie Cerqueira（CCAP）： Shared vision for NAMAs - experiences from Latin America and Asia

There are 4 basic principles for achievement of NAMA. First, it must be country-driven, cross-cutting in different sector, nation-wide, and contribute to both GHG emission reduction and sustainable development. Also, there should be policy and financial mechanisms for NAMAs. And international finance should be facilitating domestic finances.

CCAP has worked in Colombia in the waste sector. The NAMA involves changes in fees for waste processing, establishment of NAMA equity fund, formalization of informal sector (waste pickers). Through these activities, we promote recycling and composting, production of RDF etc.. The programs covers Indonesia, Pakistan, the Philippines, Vietnam, and Thailand.

6. T. Ono, NIES-GIO：Relationship between NAMAs and GHG inventory - Outcomes from the 11th Workshop on Greenhouse Gas Inventories in Asia

The Workshop on GHG Inventory in Asia (WGIA) was organized in July 2007 in Japan. WGIA took up NAMA that are reference to GHG inventory for data collection as basic sources. It was recognized that experts both GHG inventory and NAMAs planning should work together effectively.

6. Photograph