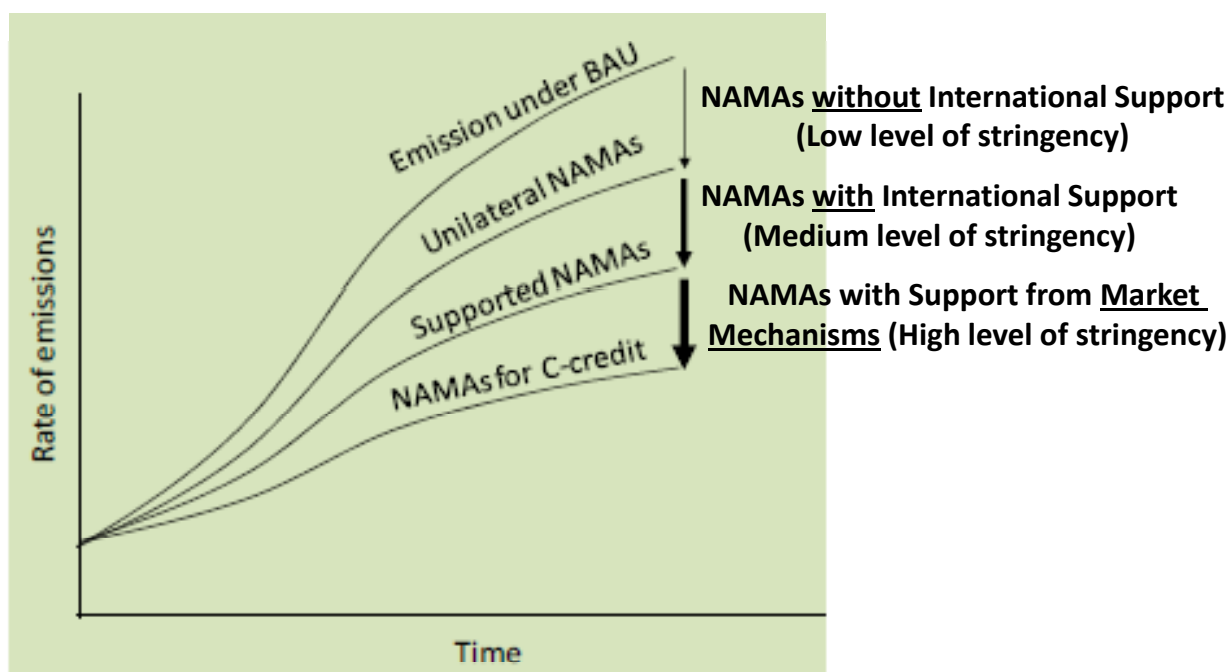


# Towards a Credible MRV Framework for NAMAs in the Future Climate Regime: Some Considerations

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Disclaimer: Views expressed in this presentation are solely of the author and should not be ascribed to ADB.

## Nationally Appropriate Mitigation Actions (NAMAs): Types and possible impacts & Implications



# Cancun Agreement on MRV for NAMAs

## Decision 1/CP.16

- Para 61: “Internationally supported NAMAs” will be measured, reported and verified (MRVed) domestically and will be subject to “**international MRV guidelines**” to be developed under the UNFCCC.
- Para 62: “Domestically supported NAMAs” will be MRVed domestically in accordance with “**general guidelines**” to be developed under the UNFCCC.
- Para 64: “NAMAs” considered should include information on domestic “MRV” and support received.

# Cancun Agreement on MRV for NAMAs

- Para 66: Agreement on a work program for the development of modalities and guidelines for: MRV of supported “**actions**” and corresponding “**support**”
- Para 73: REDD+ “evolving into **results-based actions** that should be fully “MRVed””; ANNEX 2 SBSTA work program also refers to development of modalities and guidance for MRV on NAMAs
- Para 112: Establish Standing Committee under COP to assist on “**MRV of support**” provided to developing country Parties.

# Comparison of Cancun requirements and existing MRV provisions

Source: MRV and Review Informal Workshop Summary, Wellington, May 2011

Cancun	Current	Work Needed
<i>Developing Countries</i>		
Enhanced reporting in national communications	Inventory only at summary level; Information on mitigation actions and support received not required	Requires revision of guidelines
Biennial Update Reports	--	Requires development of new guidelines
General guidance for domestic MRV	--	Requires development of new guidelines
International Consultation and Analysis	--	Requires development of guidelines and modalities, including technical analysis by experts
<i>Support for reporting</i>		
Enhanced Support	GEF financing for national communications	Guidance for GEF to support improved reporting on an ongoing basis

## A Few Considerations To Move Forward

- Reduce ambiguity on NAMAs as much as possible
- Balanced “Monitoring” vs. “Measurement”
- Priority should be on “internationally supported NAMAs”
- “Qualitative” vs. “Quantitative” NAMAs in the context of sustainable development and poverty eradication
- MRV frameworks are required for both **“Actions (NAMAs)”** and **“Support”**.
- Equivalency of MRV frameworks on a sectoral basis (LULUCF vs Energy vs Transport vs Waste)

## A Few Considerations To Move Forward

- **Lack of trust and credibility on MRV** can delay the implementation of NAMAs.
- **Matching** technical, financial and capacity **“Support” with “Actions” is more crucial**, because only focusing on actions without ensuring “support” will lead to more distrust.
- MRV systems may be credible only when they
  - are developed under explicit & transparent rules and procedures; Flexibility is crucial but it should be transparent.
  - include quality control & assurance; and
  - are based on accountable institutional arrangements appropriate to the national context.

## Additional Considerations

- **MRV system is not new**; many principles are there in the UNFCCC and the Kyoto Protocol.
- Be facilitative, not punitive or burdensome. Undue focus on verification before even setting up a credible M&R system can only delay the process.
- Transparency, comparability and usefulness of indicators (input-based, process-based and output-based)
- MRV methodological & institutional frameworks should build on existing M&E arrangements (focusing first on removing barriers in current mechanisms)
  - CDM, GEF (LDCF, SCCF, SFM), CIF (CTF, SREP, FIP), CCPL

## Some Interesting Works in Progress in Asia

- IGES: Negotiating a low carbon transition in Asia (categorization of NAMAs); MRV for Transport NAMAs; and many others
- ICRAF: MRV of agricultural NAMAs – Case study from China
- Bogor Agric. Univ:
- Clean Air Initiative Asia, Korea Transport Institute – NAMAs for Transport
- ADB: Technical assistance on MRV frameworks for Climate Actions (both mitigation & adaptation) for the Greater Mekong Subregion (In preparation)

## Concluding Remarks

- Effective implementation of NAMAs will remain uncertain until a credible MRV framework is agreed upon. Many **challenges** (thereby **opportunities** for institutions such as IGES!!!) remain.
- Both “NAMAs” and “MRV” frameworks should **focus** first on guidelines for “**internationally**” **eligible** “actions” and “support”.
- A credible MRV framework should aim at both “**actions**” and “**support**”. Time to start thinking about **MRV for “adaptation actions”**.
- Frameworks should be “**soft enough**” to be **appealing** to developing countries to take more action but “**hard enough**” to be **credible** for support by developed countries . → Balance!!!