

NS-119 - Integrated improvement of Road-based Freight sector in Colombia

Colombia

NAMA for Recognition

A Overview

A.1 Party	<input type="text" value="Colombia"/>
A.2 Title of Mitigation Action	Integrated improvement of Road-based Freight sector in Colombia
A.3 Description of mitigation action	The Nationally Appropriate Mitigation Action (NAMA) proposed in this document involves a freight logistics policy, a freight improvement program and freight vehicle scrappage and fleet renewal as part of a general support for the implementation of the policies referred to above. This will enable the country to improve its logistics performance indicators, thereby increasing its competitiveness and gaining other benefits from the improvements implemented.
A.4 Sector	<input type="checkbox"/> Energy supply <input type="checkbox"/> Residential and Commercial buildings <input type="checkbox"/> Agriculture <input type="checkbox"/> Waste management <input checked="" type="checkbox"/> Transport and its Infrastructure <input type="checkbox"/> Industry <input type="checkbox"/> Forestry <input type="checkbox"/> Other <input type="text"/>
A.5 Technology	<input type="checkbox"/> Bioenergy <input checked="" type="checkbox"/> Energy Efficiency <input type="checkbox"/> Hydropower <input type="checkbox"/> Wind Energy <input type="checkbox"/> Carbon Capture and Storage <input type="checkbox"/> Land fill gas collection <input type="checkbox"/> Cleaner fuels <input type="checkbox"/> Geothermal <input type="checkbox"/> Solar Energy <input type="checkbox"/> Ocean Energy <input type="checkbox"/> Low till / No till <input type="checkbox"/> Other <input type="text"/>
A.6 Type of action	<input checked="" type="checkbox"/> National/ Sectoral goal <input type="checkbox"/> Strategy <input checked="" type="checkbox"/> National/Sectoral policy or program <input type="checkbox"/> Project: Investment in machinery <input type="checkbox"/> Project: Investment in infrastructure <input type="checkbox"/> Project : other <input type="checkbox"/> Other <input type="text"/>
A.7 Greenhouse gases covered by the action	<input checked="" type="checkbox"/> CO2 <input type="checkbox"/> N2O <input type="checkbox"/> PFCs <input type="checkbox"/> CH4 <input type="checkbox"/> HFCs <input type="checkbox"/> SF6 <input type="checkbox"/> Other <input type="text"/>

B National Implementing Entity

B.1.0 Name	MINISTRY OF TRANSPORT
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B.1.1 Contact Person 1	VICEMINISTRY OF TRANSPORT
B.1.2 Address	AV. EL DORADO, CAN. TRANSVERSAL 45 NO. 47-14
B.1.3 Phone	3240800 EXT 1524
B.1.4 Email	amzambrano@mintransporte.gov.co
B.1.5 Contact Person 2	Ana María Zambrano
B.1.6 Address	AV. EL DORADO, CAN. TRANSVERSAL 45 NO. 47-14
B.1.7 Phone	3240800 EXT 1524
B.1.8 Email	amzambrano@mintransporte.gov.co
B.1.9 Contact Person 3	Nathaly Torregroza
B.1.10 Address	Calle 37 No. 8 -40 Bogotá, Colombia
B.1.11 Phone	(+57-1) 332 3400 ext 2484 / 2411
B.1.12 Email	NTorregroza@minambiente.gov.co
B.1.13 Comments	The NAMA is led by the sectoral Ministry (transport) and its vice minister of transport. There is also involvement in the development of the NAMA from the Ministry of Environment (MADS) and its Climate Change Direction.

C Expected timeframe for the implementation of the mitigation action

C.1	Number of years for completion	2
C.2	Expected start year of implementation	2014

D Currency

D.1	Used Currency	AED
		Conversion to USD: 1

E Cost

E.1.1 Estimated full cost of preparation	15000000
E.1.2 Comments on estimated full cost of preparation	This cost is related to the preparation of a complete freight policy in the country, as is being developed by the Ministry of Transport in Colombia. It is described in the CONPES policy document number 3779.
E.2.1 Estimated full cost of implementation	530000
E.2.2 Comments on estimated full cost of implementation	This relates to the implementation of the freight improvement program as indicated in CONPES policy documents 3489 (to modernize the sector), 3547 (for a national logistics plan) and 3579 (of fleet renovation).
E.3.1 Estimated incremental cost of implementation	530000
E.3.2 Comments on estimated incremental cost of implementation	The incremental costs are specifically from support of Gesellschaft für Internationale Zusammenarbeit (GIZ) via its TRANSfer project which has supported the work of this NAMA from 2011 which included the development of studies for the consolidation of the sector and the development of an MRV along with overarching support in the development of the NAMA, and InterAmerican Development Bank (IDB) via its work in the development of a NAMA for the sector in a study done in 2011.

F Estimated emission reductions

F.1 Amount	1
F.2 Unit	MtCO ₂ e/yr
F.3 Additional information (e.g. if available, information on the methodological approach followed)	There is a complete methodological document developed with support from GIZ in 2011 and reviewed during the following years. The MRV methodology has continued to improve but calculations for this NAMA are based on specific calculations.

Those calculations have the following main parameters: - Emission factor (EF) of vehicles (based on International Vehicle Emissions-IVE while local measurements are made for Colombia) - Activity Factors (AF) calculated based on origin-destination matrixes of the Ministry of Transport. - The number of vehicles are based on official registry of the Ministry of Transport. These 3 parameters for different vehicular categories are defined in the study for each vehicular category and its subsequent sum. This provides the calculation for baseline and the same was used to calculate the emission reductions. $\sum (EF \text{ (g/Km)} * AF \text{ (Km/year)} * \# \text{vehicles}) = \text{Total CO}_2 \text{ emissions (g/year)}$ With the methodology applied, CO₂ emission reduction potential was estimated in 520.000 tons per year. The study also concluded that in 2013 (base year) CO₂ emissions generated for freight vehicles was approximately 10.4 million tons. This base year calculation was used to calculate the emissions based on existing and projected emissions.

G Other indicators

G.1

Other indicators of implementation

H Other relevant information

H.1 Other relevant information including co-benefits for local sustainable development

Calculations were also made for particulate matter (PM) emissions which arrives at 1,300 tons per year. The reduction of accidents because of the implementation of the freight policy for the first year of implementation was 150 fatal accidents, 715 serious accidents and 4,000 simple accidents. Reduction of diesel consumption due to the implementation of the policy is 93 million gallons in the first year.

I Relevant National Policies strategies, plans and programmes and/or other mitigation action

I.1 Relevant National Policies

MINISTRY OF THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

- Ministry's website: www.minambiente.gov.co
- Colombia's low carbon development strategy: <http://www.minambiente.gov.co/contenido/contenido.aspx?catID=1255&conID=7719>
- Policy documents: CONPES 3700 of 14 July 2011: Institutional strategy for coherent climate change policies and actions in Colombia

MINISTRY OF TRANSPORT

- Ministry's website: www.mintransporte.gov.co
- CONPES policy documents:
 - CONPES 3547 of 27 October 2008: National logistics policy
 - CONPES 3489 of 1 October 2007: National public road freight transport policy
 - CONPES 3759 of 20 August 2013: Policy guidelines for the modernisation of road freight transport, highlighting the strategic importance of the road freight vehicle scrappage and fleet renewal programme.
 - CONPES 3779 of 25 oct 2013: Favorable concept for an external loan from multilateral bank up to 15 million USD in order to implement the national logistics policy

- Procedures for the granting of financial incentives for the scrappage of road freight vehicles and first registration of replacement vehicles and other provisions: Resolution 7036 of 2012, Resolution 10904 of 2012 and Resolution 11270 of 2012.

I.2 Link to other NAMAs

J Attachments

J Attachments

Title	Description
CONPES 3489 2007 - Política nacional de transporte público automotor de carga.pdf	CONPES 3489 of 1 October 2007: National public road freight transport policy
CONPES 3547 - Política Nacional Logística.pdf	CONPES 3547 of 27 October 2008: National logistics policy
CONPES 3759 Modernización Transporte Automotor de Carga.pdf	CONPES 3759 of 20 August 2013: Policy guidelines for the modernisation of road freight transport, highlighting the strategic importance of the road freight vehicle scrappage and fleet renewal programme
CONPES 3779 - Empréstito Financiamiento a la implementación de la PNL.pdf	CONPES 3779 of 25 oct 2013: Favorable concept for an external loan from multilateral bank up to 15 million USD in order to implement the national logistics policy

J.1 Attachment description

J.2 File

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