



Clean Air Initiative for Asian Cities Center

## An Action Plan on Transport and Climate Change for the International Community

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Vice-Chairperson BoT CAI-Asia Center

**APEC Workshop on Policies that Promote Energy Efficiency in Transport**  
24-25 March 2009



### Who are we?

**“The Clean Air Initiative for Asian Cities promotes and demonstrates innovative ways to improve the air quality of Asian cities through sharing experiences and building partnerships”**

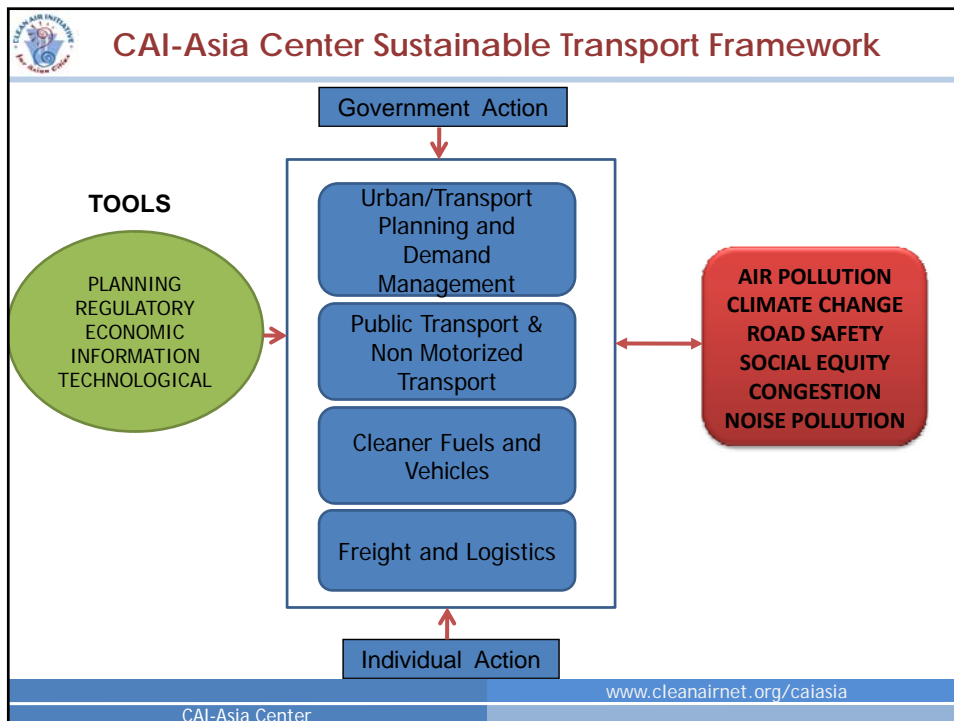
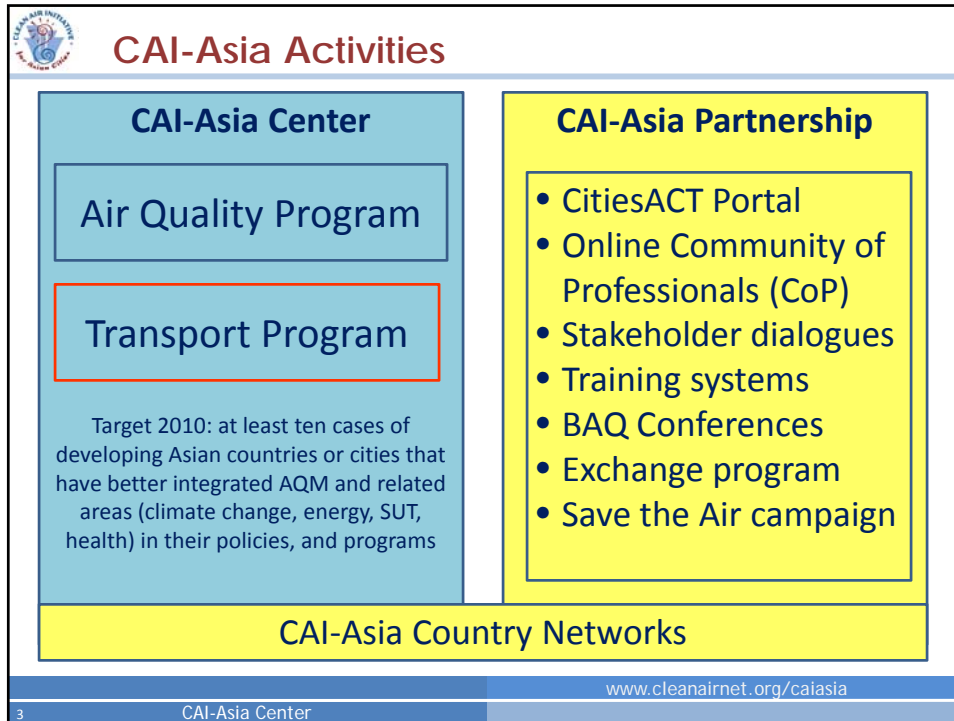


**CAI-Asia** began as a multi-stakeholder initiative by ADB, WB and the United States – Asia Environmental Partnership (a project of USAID)

**The CAI-Asia Center** was incorporated in 2007 as a non-stock, non-profit corporation in the Philippines

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**Sustainable Urban Mobility in Asia (SUMA) Program**

**IMPROVING PUBLIC TRANSPORT**  
 Promoting policies to increase the use of public transport, and to improve the quality of public transport services and infrastructure. This includes: promoting public transport, and other modes of transport (CPT) and other public transport.

**INSTITUTIONALIZING POLICIES**  
 Promoting policies to increase the use of public transport, and to improve the quality of public transport services and infrastructure. This includes: promoting public transport, and other modes of transport (CPT) and other public transport.

**DEVELOP CYCLE INCLUSIVE GUIDELINES FOR ASIAN CITIES**  
 Developing guidelines to improve the quality of public transport services and infrastructure. This includes: promoting public transport, and other modes of transport (CPT) and other public transport.

**PARTNERING WITH CITIES AND CIVIL SOCIETY**  
 Promoting policies to increase the use of public transport, and to improve the quality of public transport services and infrastructure. This includes: promoting public transport, and other modes of transport (CPT) and other public transport.

**TRAINING URBAN TRANSPORT PROFESSIONALS**  
 Promoting policies to increase the use of public transport, and to improve the quality of public transport services and infrastructure. This includes: promoting public transport, and other modes of transport (CPT) and other public transport.


**REDUCING EMISSIONS**  
 Promoting policies to increase the use of public transport, and to improve the quality of public transport services and infrastructure. This includes: promoting public transport, and other modes of transport (CPT) and other public transport.

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**TRANSPORT - CAI-ASIA ACTIVITIES IN 2009-2010**

- Promoting environmentally sustainable transport policies in ASEAN
- “Complete streets” for sustainable urban development, to assist Asian countries and cities in building and converting streets from a vehicle-flow-oriented design towards a people-oriented development
- Think pieces on transport and climate change (measurement; co-benefits; financial mechanisms; policies; institutional framework) and input to the Action Plan on Transport and Climate Change
- Measuring air pollutant and CO2 emissions from transport in Asia
- Improving fuel economy and reducing GHG and air pollutant emissions from diesel trucks / freight
- Promoting fuel economy standards, policies and measures in ASEAN
- Dissemination and piloting of TNT/UNEP “Fleet Management Toolkit”
- Road show for cleaner fuels and vehicles (Making use of “Roadmap for Cleaner Fuels and Vehicles in Asia” and “Phasing down sulphur in fuels” publications)


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# Action Plan

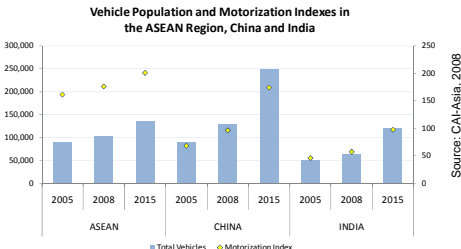
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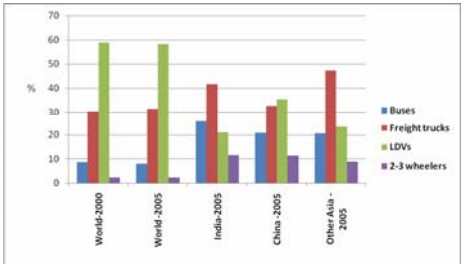


## Preamble

- Transport:
  - represents 13 % of all world GHG emissions
  - Private vehicles account for 10% of global CO2.
  - 23% of CO2 emissions from fuel combustion:
    - road transport (both passengers and freight) - 75%,
    - aviation - 11.5%, maritime - 10.3%.
  - Emissions are expected to increase 57% world wide in the period 2005 – 2030.
  - PRC and India account for 56% of this increase.




Source: CAI-Asia, 2008



IEA-SMP Estimates - World Transport VEHICLE CO2 Emissions by mode - reference case


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## Background

- Realizing climate change mitigation ambitions will require better integration of transport in developing countries
- ADB was assigned lead role on transport and climate change among development banks under the Gleneagles G8 process
- ADB facilitated the development of the Action Plan with active involvement from other organizations, e.g. Clean Air Institute, CAI-Asia Center and GTZ
- Draft Action Plan was discussed at various workshops in 2008 and 2009



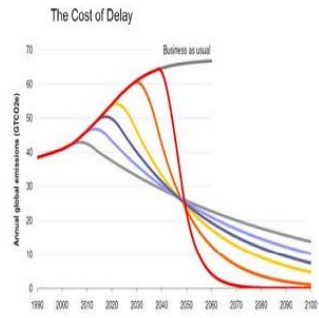
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## Why Coordinate more?

- Many International organizations are:
  - Integrating climate change mitigation as a policy objective in their transport activities;
  - Engaging developing countries in policy dialogue on low carbon sustainable transport activities
  - Trying to make use of climate change modalities (e.g. CDM and NAMAs) for transport;
  - Adopting a co-benefit approach to implement sustainable transport activities



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 **Conceptual Approach (1)**

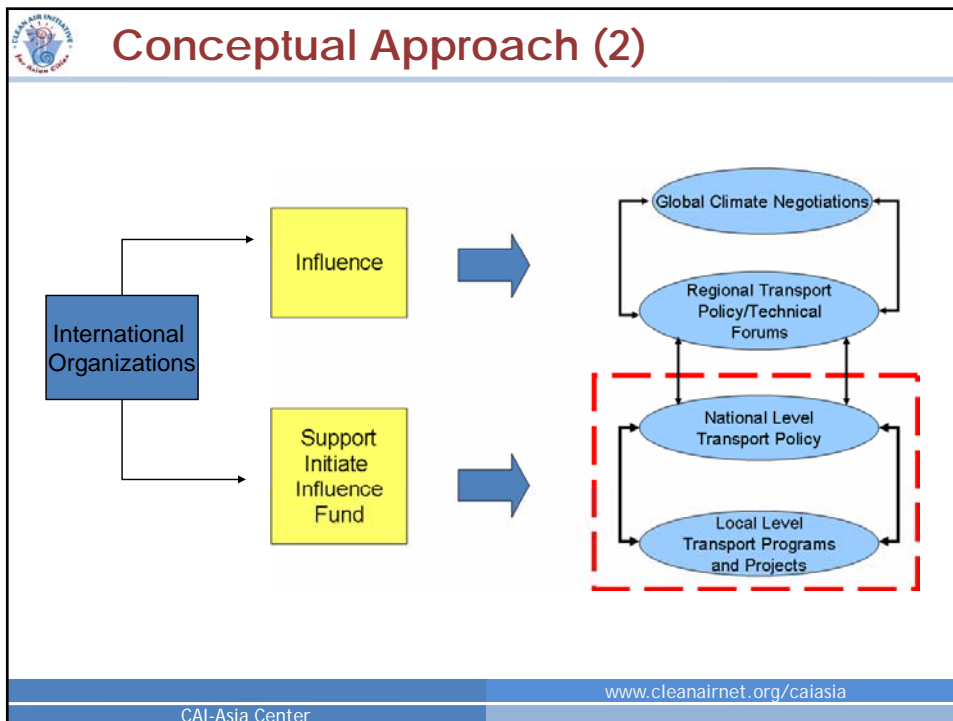
- 1. Better integrate transport into climate negotiations**
- 2. Better integrate climate into transport policies**
- 3. Highlight contribution of transport to Sustainable Development**


*“Given the role that transport plays in causing greenhouse gas emissions, any serious action on climate change will zoom in on the transport sector”.*  
Yvo de Boer, Executive Secretary UNFCCC, Tokyo, January 2009

*“Existing approaches have not worked and we should considering the use of a sectoral approach to Transport to overcome the relative neglect of the sector*  
Rajendra Pachauri, Chairman IPPC, Poznan, December 2008

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## Conceptual Approach (3)

Future policies to limit GHG emissions in the transport sector will have to consist of a combination of measures aimed:

- **Avoiding**, or reducing the future need to travel. This can be best achieved by the integration of land use and transport;
- **Shifting** travel to the most efficient mode, which in most cases will be either non-motorized or public transport;
- **Improving** existing forms of transport through technological improvements to make engines and fuels less carbon intensive. engine technology and fuels

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## Scope, Goal, and Objective

**Scope:**

- Transport (urban, freight and logistics, long haul)
- Developing countries (initially Asia and Latin America, later other parts of developing world)
- Follows the UNFCCC framework of Common but Differentiated Responsibilities for developed and developing countries

▪ **Timeframe:**  
2009 – 2011, with priority actions for 2009

**Goal:**


- Find and implement a sustainable pathway for transport in developing countries that:
  - limits GHG-emissions and minimizes other negative externalities
  - without compromising economic growth and social inclusion

**Objective:**

- Support international and regional organizations in their efforts to promote and support low carbon sustainable transport in developing countries.

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## Main Components Action Plan 2009-2011

1. Common Policy Framework on Transport and Climate Change
2. Development and Harmonization of methodologies and implementation modalities
3. Common dialogues in support of the formulation of sustainable transport with special emphasis on low carbon transport policies

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## Common Policy Framework on Transport and Climate Change

- Describes: Rationale, Policy Objectives, Policy Instruments, Synergies with other Policies, Institutional Framework and Financing
- Builds on existing policy statements (MEET, Leipzig, Aichi statement) and ongoing policy work (e.g. ADB – CAI-Asia think pieces on Transport and Climate Change)
- To be drafted in May 2009 at Meeting in Bellagio, Italy
- Input to:
  - Outcome of COP 15 in Copenhagen,
  - Global regional transport meetings e.g. CSD 2010/2011, Asian Transport Ministers Forum and MEET;
  - Transport and Climate Change policies developing countries and development community

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### Development and Harmonization of methodologies and implementation modalities

- Joint initiative to improve transport data and indicators
- Develop methodologies which will result in:
  - More transport activities under (restructured) CDM
  - Early inclusion of transport in NAMAs and associated MRV
  - Operational guidelines in support of transport activities under special climate funds (e.g. Clean Technology Fund/CIF, Cool Earth Partnership)
  - Climate in ODA transport lending and TA
- Improve co-benefits methodologies to assess and quantify climate change, air quality and other co-benefits of transport interventions
- Special Freight and Logistics Effort

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### Common dialogues in support of the formulation of sustainable transport with special emphasis on low carbon transport policies

- Create better understanding between climate and transport community through 3 workshops in March, May and August 2009 (GTZ, TRL, UITP, Veolia)
- Coordinated side-events during pre-COP meetings March, June and August and during COP 15
- Dialogue with Development Banks on Sustainable Transport and Climate Change
- Dialogue Developing countries on Sustainable Transport and Climate Change
- CSD Dialogue on integrating Sustainable Transport and Climate Change in CSD process for 2010-2011

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## Organization of Action Plan

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## Guiding Principles

- Open architecture: voluntary coordination and cooperation
- Sound science;
- Gradual expansion of activities;
- Continuity in activities;
- Build on by activities undertaken by participating organizations rather than duplicate and replace these;
- Start with informal structure before considering a formal structure;
- Avoid establishment of a permanent bureaucracy;
- Be flexible in ability to respond to new challenges;

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## International and Regional Stakeholders

- **Intergovernmental organizations:** GEF, IEA, ICAO, IPPC, IMO, ITF, UNCRD, UNEP, UN-DESA, UNFCC.
- **Development Banks:** AfDB, ADB, IADB, JBIC, KfW, World Bank
- **Regional Economic Commissions:** ECA, ECLA, ESCAP
- **Partnerships:** C40 Cities, CDIA, CAI for Asia and Latin America, GAEM, GFEI, gTKP, PCFV, WEF – Future of Mobility Council, UNCRD EST Forum, UN-ECE/WP 29.
- **Bilateral Development Agencies:** DFID, GTZ, JICA, Sida,
- **Transport Research Bodies:** EAST, JARI, JTERC, TRB, TRL, WCTR
- **NGOs:** I-CE, ICCT, IGES, ITDP, EMBARQ/WRI, T+E
- **Foundations:** Climate Works, Clinton Foundation, Energy Foundation, FIA Foundation, Hewlett Foundation, Shell Foundation, VREF.
- **Transport operators branch organizations:** UITP, UIC
- **Private Sector:** IPIECA, national and regional associations of vehicle manufacturers

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## Acceptance of the need for coordination

- More coordination and cooperation is required to get transport on the climate agenda and climate on the transport policy agenda:
  - Policy makers need the involvement of research organizations;
  - NGOs need the support of policy makers to scale up their efforts;
  - Intergovernmental organizations need to the assistance of the development community to move beyond general policy recommendations;
  - The climate community is increasingly acknowledging the need for the transport sector to reduce its carbon footprint;
  - The private sector is looking forward to predictable and transparent policies and regulation.

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## Organizational structure implementation Action Plan

- ADB, Clean Air Institute, CAI-Asia Center and GTZ to act as conveners of Action Plan:
  - organize the implementation of the Action Plan by involving a broad range of organizations;
  - Report on a regular basis on the implementation of the Action plan
  - take the lead in reviewing and updating of the Action Plan.
- Assess before the end of 2009 the desirability and feasibility to set up a “Forum on Transport and Climate Change in Developing Countries” which would involve organizations undertaking activities that are part of the Action Plan.
- Lead organizations take the lead for specific 2009 priority actions:
  - Together with interested partner organizations take responsibility for planning and implementing the activity they lead
  - Secure funding

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## Supportive Actions

1. **Maintain webpage to document Action Plan activities**
  - <http://www.sutp.org/bridging-the-gap>
  - Mirror pages on websites other conveners
2. **Documentation of Ongoing Efforts on Transport and Climate Change**
  - Important to strengthen synergy and avoid duplication
  - Either by conveners or by other existing organizations
  - Possible use of CitiesAct database by CAI-Asia Center
3. **Coordinate news updates on Transport and Climate Change**
  - Streamline current efforts by Transport and Environment, SUSTRAN, CAI-Asia, SUMA, and GTZ-SUTP
4. **Coordinate and Optimize use of international conferences, meetings and workshops**
  - Forward oriented consensus building on policies and implementation modalities
  - Coordinate participation by members of Informal Working Group on Transport and Climate Change in Developing Countries

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## 2009 Policy Meetings Relevant for Transport and Environment

<p><b>Policy Meetings</b></p> <ul style="list-style-type: none"> <li>Ministerial Meeting on Energy, Environment and Transport 15-16 January, 2009, Tokyo, Japan (G8 + Asian countries)</li> <li>World Economic Forum, Sustainable Mobility Forum</li> <li>Regional EST Forum – 24-25 February 2009</li> <li>APEC Workshop on Policies that Promote Energy Efficiency in Transport, March 24-25, 2009, Singapore</li> <li>AH-WG KP/LCA:             <ul style="list-style-type: none"> <li>– 29 March to 8 April in Bonn, Germany;</li> <li>– 1–12 June, Bonn</li> <li>– 28 September-9 October 2009, Bangkok</li> </ul> </li> <li>CSD Expert Group Meeting, May 2009, New York</li> <li>International Transport Forum, May 26 - 29, Leipzig</li> <li>MEET Follow-up: Senior Officials meeting on Transport, Climate and Environment, Japan, June 2009</li> <li>Clean Air Conference – Sustainable Transport, July ?, Latin America</li> <li>Forum of Asian Ministers of Transport – FAMT- (similar to ECMT) in the second half of 2009.</li> <li>Transport Ministers/Senior Transport ASEAN- November 2009</li> <li>CSD High Level meeting on Technology and Technology Transfer, November 2009, India</li> <li>COP 15, Copenhagen December 2009</li> <li>2 nd. MEET, December 2009, Italy</li> </ul>	<p><b>Technical Meetings</b></p> <ul style="list-style-type: none"> <li>Transport Research Board (TRB) January 2009</li> <li>World Bank Transport Week, April 2009</li> <li>VREF Transport meeting, April 2009</li> <li>C40 Annual Meeting, Seoul</li> <li>Carbon Expo –Barcelona, May 27-29</li> <li>ADB Asian Transport Forum – June 2009</li> <li>TRB Committee on Transport and Climate Change, June 2009, Seattle</li> <li>UITP World Congress and Mobility &amp; City Transport Exhibition, 7-11 June, Vienna</li> <li>Asilomar, July 2009, California</li> <li>Transport and Climate Change workshop, WCTR, September – October Nagoya, Japan</li> <li>Second World Road Conference: “Sustainable Urban Transport Conference”, 26-28 October, 2009, Singapore</li> </ul>
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## 2009 Workshops under the Action Plan

<b>Bellagio May 2009</b>	<ul style="list-style-type: none"> <li>Workshop on Common Policy Framework on Transport and Climate Change</li> <li>May 12 th - 16th</li> </ul>	<ul style="list-style-type: none"> <li>Organized by ADB, Clean Air Institute with support from Rockefeller Foundation</li> </ul>
<b>UNFCCC events, Workshops and Side events</b>		
<b>Bonn April 2009</b>	<ul style="list-style-type: none"> <li>Side event at AWG-KP7 and LCA5</li> <li>March 29<sup>th</sup> to April 8<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>Workshop 1 Paris (Veolia)- 27.3.2009</li> </ul>
<b>Bonn June 2009</b>	<ul style="list-style-type: none"> <li>Side events at SB30 June 1<sup>st</sup> to June 12<sup>th</sup> in Bonn</li> </ul>	<ul style="list-style-type: none"> <li>Workshop 2 Bonn (GTZ) – May 2009</li> </ul>
<b>September 2009</b>	<ul style="list-style-type: none"> <li>Side events at AWG-KP 9 and LCA 7, 28 September-9 October 2009, Bangkok Thailand</li> </ul>	<ul style="list-style-type: none"> <li>Workshop 3 Brussels (UITP) – August 2009</li> </ul>
<b>Copenhagen Dec 2009</b>	<ul style="list-style-type: none"> <li>Side events COP 15 Copenhagen Dec 1<sup>st</sup> to Dec 12<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>Final Dissemination</li> </ul>

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## Financing Action Plan


### A. Financing 2009 Activities

- To ensure a quick start of the implementation of the Action Plan it is important that the majority of activities proposed for 2009 have some form of funding already in place.
- Additional funding to be identified

### B. Financing 2010 – 2011 Activities


- The financing need for 2010 – 2011 will depend on the priority activities to be selected for this timeframe.
- Funding requirements will also depend on the decision whether to formalize the institutional structure underpinning the Action Plan.

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## Next Steps

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## Next steps

- Initiate first actions from Action Plan – e.g. Paris (27 March) workshop, Bellagio Action Plan (12-16 May);
- Finalize interim institutional structure (conveners) + Action Plan website;
- Integrate comments of first circulation, plus the results of the AWG-KP7 and AWG-LCA5 in Bonn 29 March-8 April in second draft Action Plan;
- Aim for finalization of 2009 version of Action Plan by 20 May, 2009;
- Update Action Plan by December 2009

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