

# Integrating Transport into The Post-2012 Regime

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Low Carbon Transport in Asia:  
Strategies for Optimizing Co-benefits  
26 June, 2009

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## Overall Lack of Sustainability in the Transport Sector

- Growing GHG emissions from the transport sector in developing countries are inextricably linked to an overall lack of sustainability:
  - access, congestion, air pollution, noise, accidents, energy security
- Low carbon transport requires an integrated approach:
  - addresses access and sustainability priorities while mitigating GHGs
  - While promoting economic growth and social inclusion

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# The Need to Act

*"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 IPCC, Poznan, December 2008

*"With transport a major area of concern, we are supporting the improvement of energy-efficient mass transit systems in several Asian cities."*

Haruhiko Kuroda, President, Asian Development Bank, Annual Meeting 2009, Bali, Indonesia

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## Avoid - Shift - Improve

- Future policies to limit GHG emissions in the transport sector must include a combination of measures that:
  - **Avoid** or reduce the need to travel (integration of land use and transport, multi-modal logistic chains)
  - **Shift** travel to the most energy efficient modes (non-motorized, public transport, rail, waterways)
  - **Improve** existing technologies to make engines and fuels less carbon intensive

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# UNFCCC Instruments

|                      | Impact – pre-2012 | Expected Impact post-2012 | Remarks   |
|----------------------|-------------------|---------------------------|---|
| ▪ CDM                | -                 | ★★                        | Impact can be increased in post 2012 if price of carbon and demand CERs goes up and CDM rules can be made more applicable to the transport sector (baseline, additionality, boundary) |
| ▪ Sectoral Crediting | N.A.              | ★                         | Impact to be limited due to competition with other sectors and methodological challenges  |
| ▪ NAMAs              | N.A.              | ★★★                       | Provided external (grant) financing becomes available and developing countries will channel previous unreported domestic actions into NAMAs   |

★ Limited impact

★★ Moderate impact

★★★ High Impact

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# Non UNFCCC instruments

|                         | Impact – pre-2012 | Expected Impact post-2012 | Remarks  |
|-------------------------|-------------------|---------------------------|--|
| ▪ GEF                   | ★                 | ★                         | GEF is likely to become niche funder; less emphasis on actual investments which will go through other instruments and mechanisms.  |
| ▪ Special Climate Funds | -                 | ?                         | These might become subsumed in overall mitigation financing. In case FCCC instruments can not be made to work for transport sector dedicated transport fund to be considered |
| ▪ ODA                   | ★                 | ★★                        | Impact to strengthen as mitigation concepts are translated into lending and potential overlap with NAMA financing is managed properly  |

★ Limited impact

★★ Moderate impact

★★★ High Impact

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# Unreported Domestic Action

|   | Impact – pre-2012 | Expected Impact post-2012 | Remarks   |
|---|-------------------|---------------------------|---|
| <ul style="list-style-type: none"> <li>Un-reported Domestic Action</li> </ul> | ★★                | ★★★                       | <ul style="list-style-type: none"> <li>Will remain important notwithstanding increased involvement of other instruments. Mainstreaming of transport mitigation will mobilize large domestic financing.</li> </ul> |

★ Limited impact

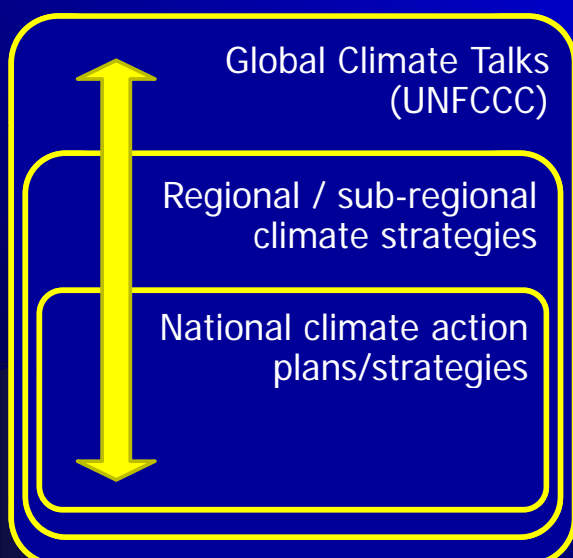
★★ Moderate impact

★★★ High Impact

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## The Challenge: Integration at all Levels

### Climate Processes



### Transport Processes



# Bellagio Process

## *Bellagio Declaration*

### Signatories:

- UITP
- GTZ
- Rockefeller Foundation
- TRL
- CAI-Asia Center
- Paulista Forum on Global Climate Change and Biodiversity
  - UN-DESA
  - EMBARQ/WRI
  - ITDP
  - IEA
  - ADB
- VOLVO Research and Education Foundations
  - Clean Air Institute
  - UC Berkeley
- IGES

### Main Principles:

- Effective Climate Action is incomplete without addressing the overall system performance of the Transport Sector.
- Climate action in the transport sector should recognize co-benefits
- More Effective Carbon finance mechanisms and associated procedures should catalyze sustainable transport policies, programs and projects

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# Bellagio Process

## *Common Policy Framework*

- Common Policy Framework (CPF) outlines the vision for sustainable, low carbon transport in developing countries
- Describes the lead role developing countries must play in making their transport systems sustainable and low carbon
- Details how new climate agreement at COP 15 in December 2009 in Copenhagen can support developing countries
- Describes the role of the international development community prior to a new agreement in 2013

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# Partnership on Sustainable, Low Carbon Transport

- UN Type II, non-legal, non-binding Partnership on Sustainable, Low Carbon Transport
- Partnership will be multi-sectoral and open to all organizations that support sustainable, low carbon transport. It will cover Asia, Latin-America and Africa
- Partnership will support:
  - integration of transport into climate change policies, and
  - the integration of climate in transport policies and programs



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## Thank you

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