



Co-benefits Approach in Asia: From Air Pollution to Climate Change

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About the Clean Air Initiative



The Clean Air Initiative for Asian Cities promotes better air quality and livable cities by translating knowledge to policies and actions that reduce air pollution and greenhouse gas emissions in transport, energy and other sectors

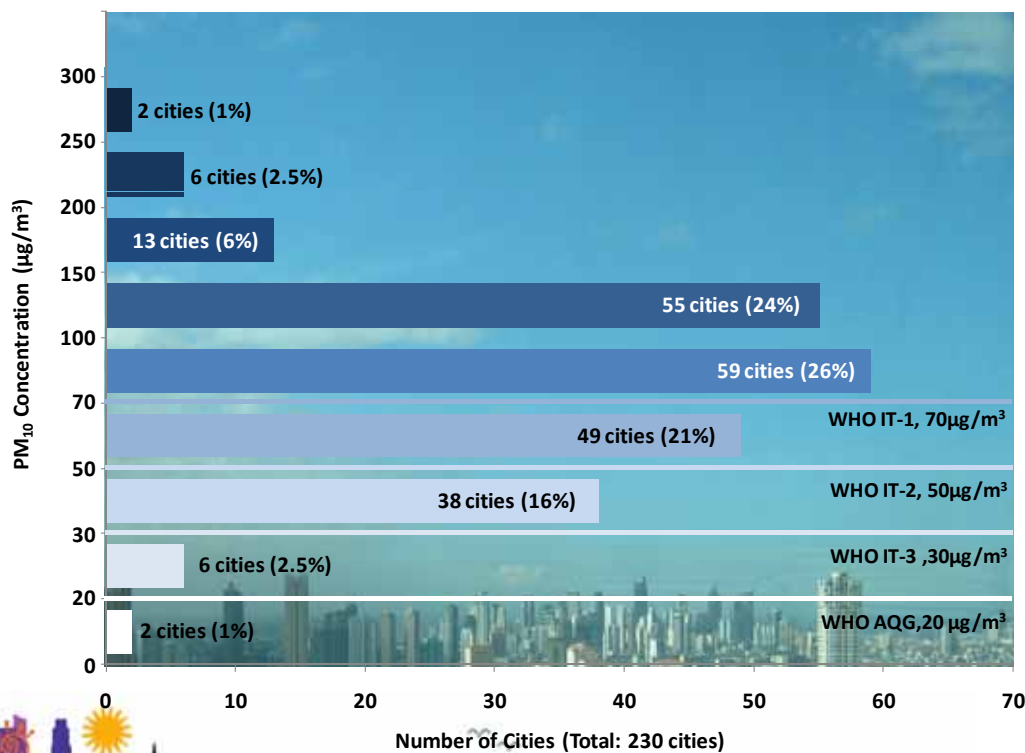


CAI-Asia began in 2001 as a multi-stakeholder initiative by ADB, World Bank and USAID

Since 2007, CAI-Asia is a **UN Type-II Partnership** with almost 200 organizational members, **8 Country Networks**, and the **CAI-Asia Center** as its secretariat (a non-profit organization)



Air pollution levels exceed health guidelines (WHO)



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Increasing CO₂ emissions and impacts in Asia



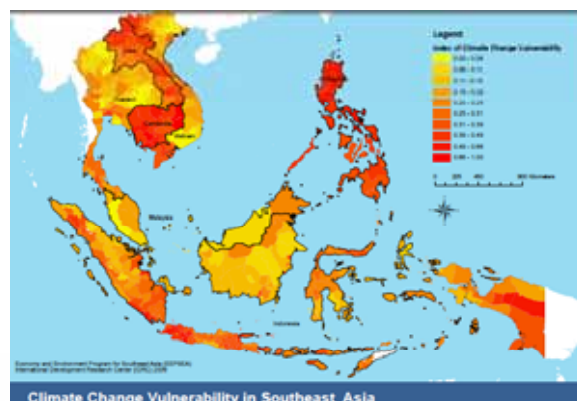
Table 7.1. Greenhouse Gas Emissions (MtCO₂-eq)

	1990	1995	2000	World (% share)	Per Capita Emissions (tons CO ₂ -eq)	% Increase over 1990-2000
Southeast Asia	4,091.2	4,944.9	5,187.2	12.0	10.2	27
Annex I countries	14,645.1	16,628.2	17,001.9	39.5	13.9	16
World	37,736.2	41,481.8	43,058.2	100.0	7.2	14

Note: Annex I countries (industrialized countries): Australia, Austria, Belarus, Belgium, Bulgaria, Canada, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Latvia, Liechtenstein, Lithuania, Luxembourg, Monaco, Netherlands, New Zealand, Norway, Poland, Portugal, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom, United States of America (based on the United Nations Framework Convention on Climate Change grouping).

Source: CAIT Database (WRI 2008).

- SEA energy sector emissions increased 83% (1990 – 2000)



Sources: ADB, 2009 and IDRC, 2009

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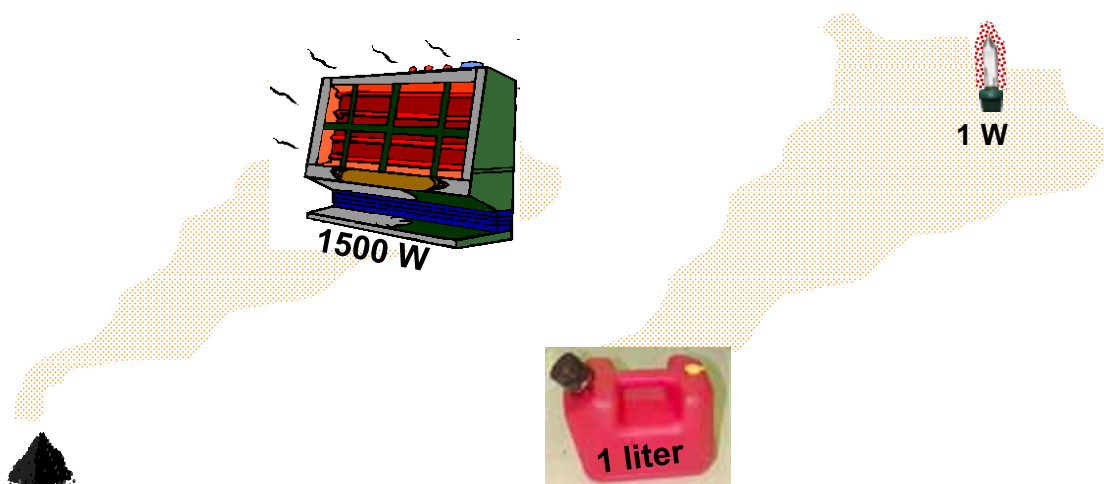
GHGs and Air Pollutants emitted together



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Warming Potential: Black Carbon vs CO2



Black carbon- powerful, immediate, regional warming

CO₂ - long, slow, global warming

1 g BC = space heater for 1 week
3 kg CO₂ = 1 small bulb for 100 years

Source: Bond, 2010

Both come from an old diesel truck driving ~3.5 km

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- Two major problems – air pollution and climate change
 - Cities acknowledge need to address urgently
- Lacking information on contribution to AP and GHG (emissions inventory)
- Weak understanding of co-benefits approach
 - Including science linkage of air pollutants and GHGs
- Weak institutional/policy capacity – for both AP and GHG
 - lacking financing mechanisms to reduce AP and GHG (changing donor focus to CO₂ only)
 - Institutional responsibilities overlap
 - Trade-offs in some policies



Advancing co-benefits

1. Combined assessment and measurement tools
 - Clean Air Scorecard
 - Integrated GHG/AP accounting tools for companies
 - Transport Emissions Visioning-Backcasting model
 - GHG/AP Indicators for Transport and Energy sectors
2. Integrated climate change and air pollution plans and policies and
3. Alignment of institutional responsibilities for climate change mitigation and air quality management
 - Making Co-Benefits Work Project in China
 - Clean Air in Mega-Events website
4. Balanced consideration of donors and foundations for global benefits such CO₂ reduction and local objectives such as air pollution reduction, energy efficiency and sustainable transport



Thank you!



“Air Quality in a Changing Climate”

www.BAQ2010.org

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