



Partnership on Sustainable
Low Carbon Transport

アジアにおける交通コベネフィット： 概念から現実になるまで

Transport Co-benefits in Asia: From Concept to Reality

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持続可能な低炭素交通構想 (SLoCaT) The SLoCaT Partnership

**Improve the knowledge on sustainable, low carbon
transport, help develop better policies and catalyze their
implementation**

**55 Members: International Organizations – Government –
Development Banks – NGOs – Private Sector - Academe**

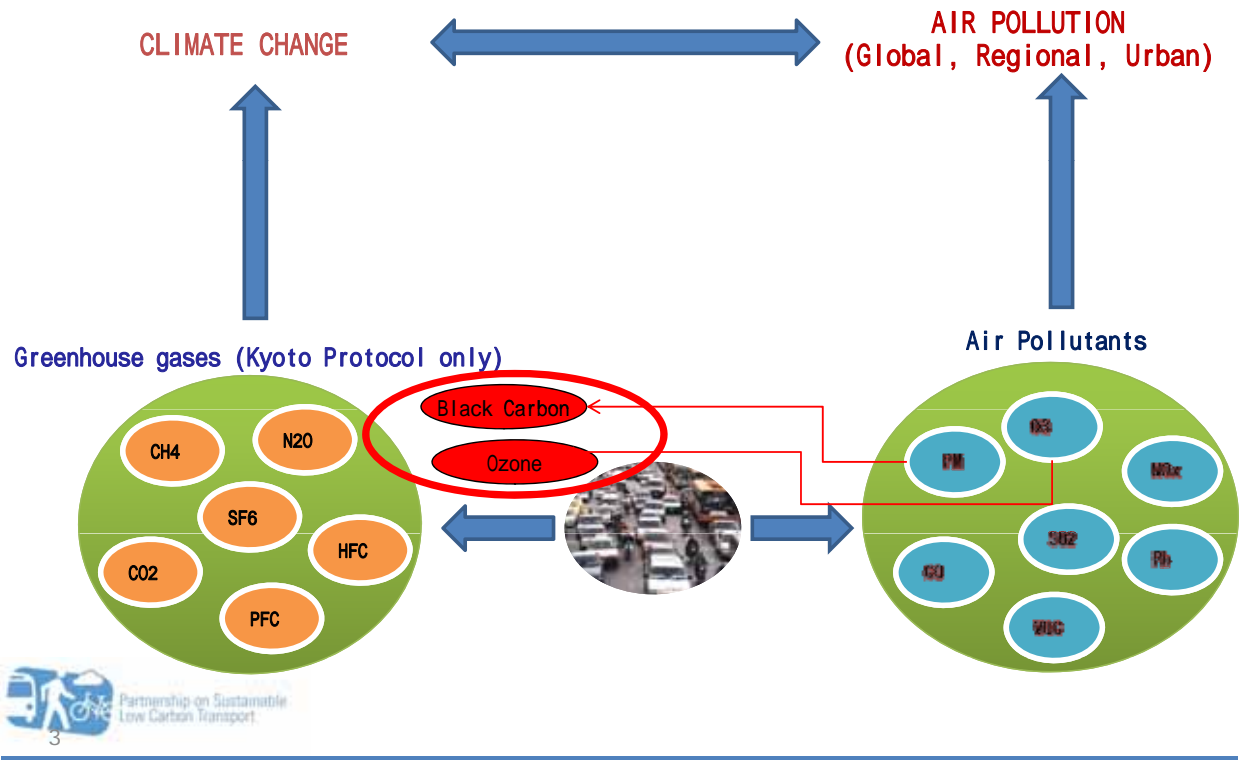
African Development Bank (AfDB) * Asian Development Bank (ADB) * Corporación Andina de Fomento (CAF) * Believe Sustainability * Center for Clean Air Policy (CCAP) * Centre for Environment Planning & Technology (CEPT), Ahmedabad * Center for Science and Environment (CSE) * Center for Sustainable Transport (CTS) Mexico * Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University * China Urban Transport Research Centre * Civic Exchange (CE) * Clean Air Initiative for Asian Cities (CAI-Asia) Center * Clean Air Institute (CAI) * German Technical Cooperation (GTZ) * EMBARQ, The WRI Center for Sustainable Transport * Energy Research Center Netherlands (ECN) * Foundation for Sustainable Transport, Turkey * Fraunhofer- Institute for Systems and Innovation Research (ISI) * Global Environmental Facility (GEF) * Global Transport Knowledge Partnership (gTKP) * Global Urban Development (GUD) * Inter-American Development Bank (IDB) * Interface for Cycling Expertise (I-CE) * International Association for Public Transport (UITP) * International Energy Agency (IEA) * International Transport Forum (ITF) * International Union for the Conservation of Nature (IUCN) * International Union of Railways (UIC) * Institute for Global Environmental Strategies (IGES) * Institute of Urban Transport India (IUTI) * Institute for Transport Policy Studies (ITPS) Institute for Transport and Development Policy (ITDP) * Institute for Transport and Development Policy (ITDP) Europe * Institute of Transport Studies (ITS), University of California, Davis * Institute of Urban Transport India * Korean Transport Institute (KOTI) * Ministry of Land Infrastructure Transport and Tourism, Japan * Mobility Magazine * National Center for Transportation Studies (NCTS), Philippines * Rockefeller Foundation * Society of Indian Automotive Manufacturers (SIAM) * Stockholm Environment Institute (SEI) * The Energy and Resources Institute (TERI) * Transport and Environment (T+E) * Transport Research Laboratory (TRL) * UN-Habitat * United Nations Center for Regional Development (UNCRD) * United Nations Department for Economic and Social Affairs (UN-DESA) * United Nations Environment Program (UNEP) * University College of London, Department of Civil, Environmental and Geomatic Engineering * University of Transport and Communication (UTCC) Hanoi * University of Twente/ITC * VEOLIA Transport * Victoria Transport Policy Institute * World Street * Wuppertal Institute * WWF International



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相互作用

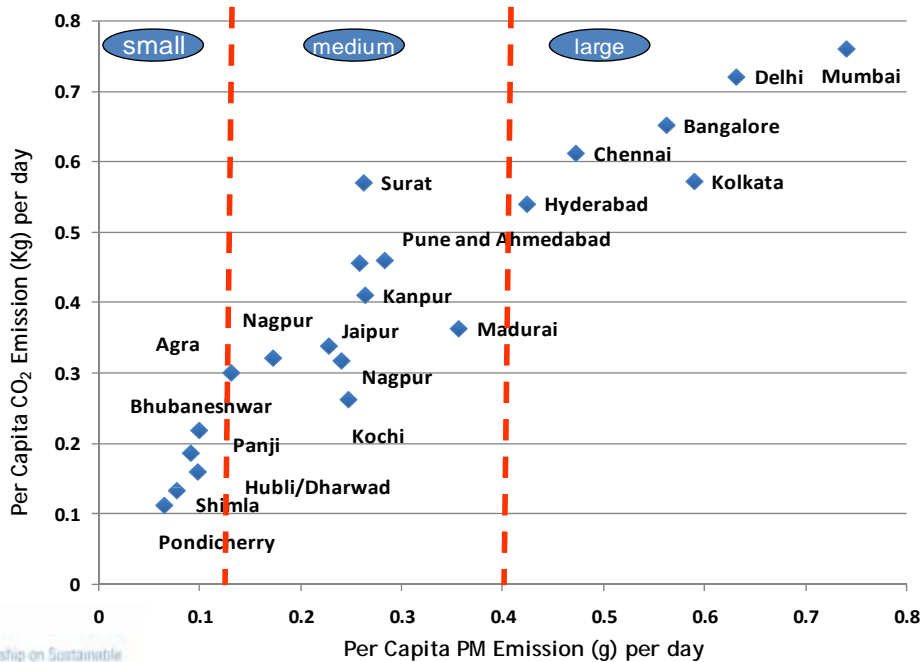
Interacting effects



PM10とCO₂ 排出の関係

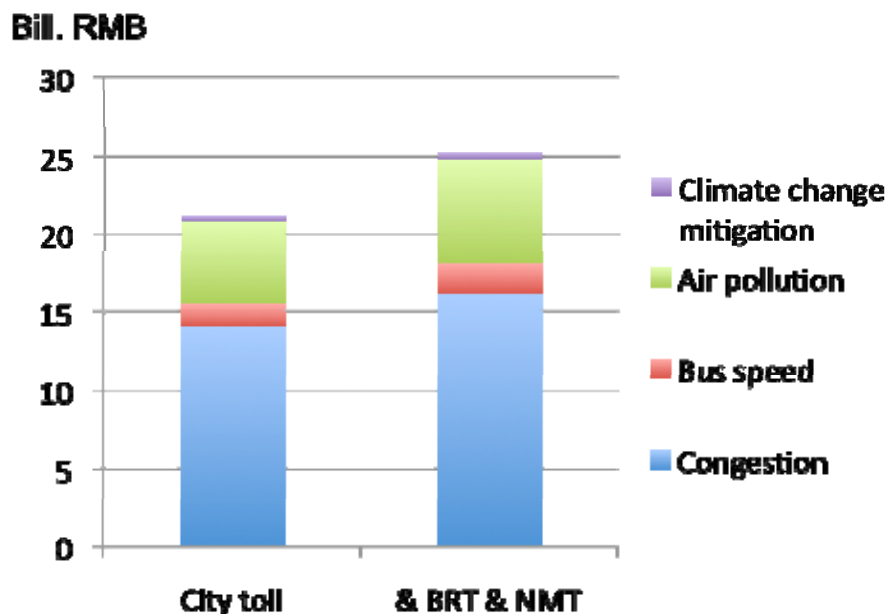
Relationship PM10 – CO₂ emissions

Per Capita CO₂ and Per Capita PM Emissions



北京における交通対策のコベネフィット

Co-benefits of Transport measures Beijing



Source: Creutzig, Deakin 2009



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途上国における交通セクターのコベネフィットの現状

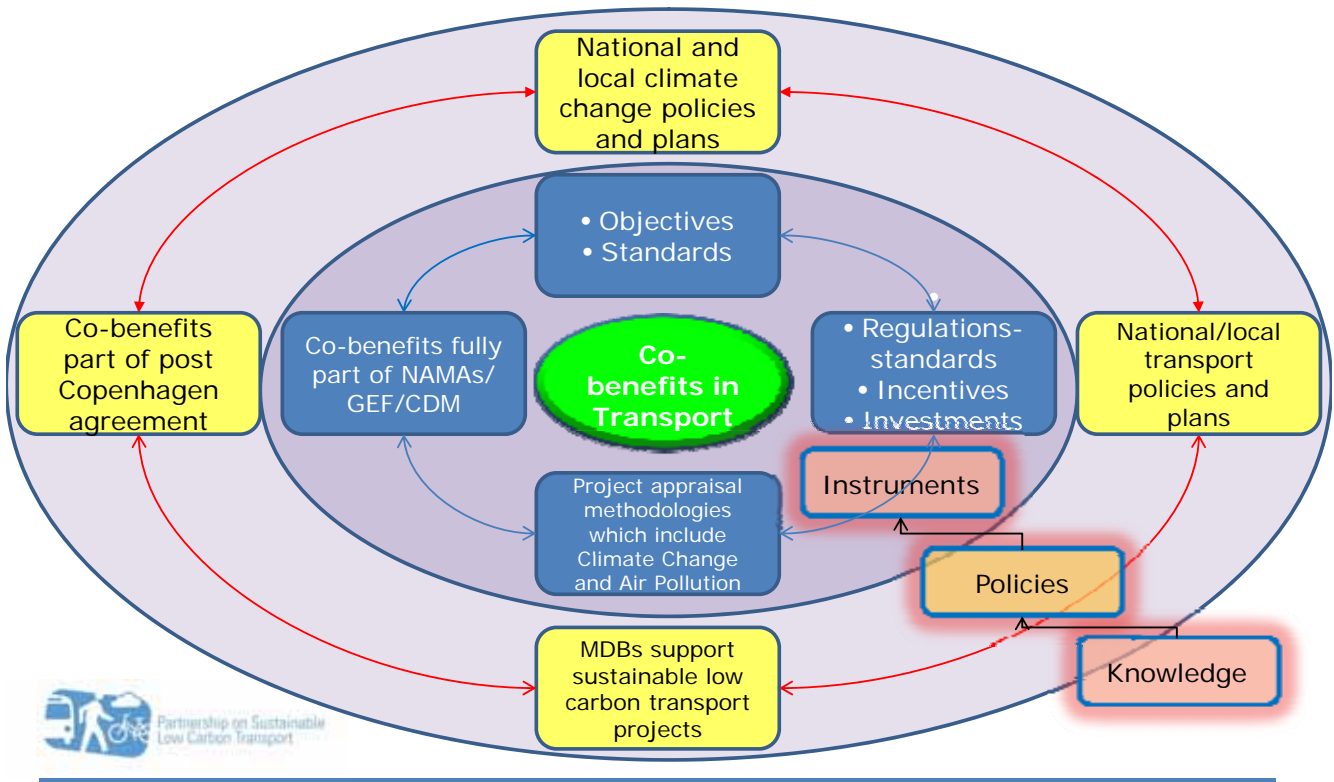
Current Status Co-benefits in Transport Sector Developing countries

Type	Co-benefit Status (0 – 00000)	Climate and Co-benefit Focus
Transport Policies national and local governments	0	Limited - Fuel / public transport policies have (sometimes unintended) co-benefits
Global, National and local Climate Change policies	00	Frequent reference to sustainable development, but generally no rewards co-benefits
Climate modalities (CDM, GEF, CTF, NAMAs)	00	Limited, co-benefits not fully part of approvals and GHG assessments
Transport operations MDBs	000	GHG assessments – change in lending because of climate focus



交通セクターのコベネフィットを強化する包括的アプローチ

Comprehensive Approach to Strengthen Co-benefits in Transport



主な教訓

Key lessons

1. Transport co-benefits are driven by:
 - (a) national and local transport policies;
 - (b) climate change policies and action plans;
 - (c) climate instruments, and
 - (d) development organizations transport and climate change activities
2. Transport Co-benefits need to be recognized, measured ***and*** rewarded;
3. To mainstream transport co-benefits we need to:
 - a) strengthen knowledge on co-benefits,
 - b) mainstream in policies, and
 - c) integrate in NAMA MRV; MDB project appraisal methodologies; and appraisal of national and local government policies and investment programs



ご質問等はこちらまで:
For more information:

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