Transport Co-benefits in Asia: From Concept to Reality

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The SLoCaT Partnership

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


**Interacting effects**

**Relationship PM10 – CO2 emissions**

Per Capita CO2 and Per Capita PM Emissions

### Co-benefits of Transport measures Beijing

![Graph showing co-benefits in Beijing](image)

Source: Creutzig, Deakin 2009

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### Current Status Co-benefits in Transport Sector Developing countries

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

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