

Proposed Action Plan to make Transport in Developing Countries more Climate Friendly

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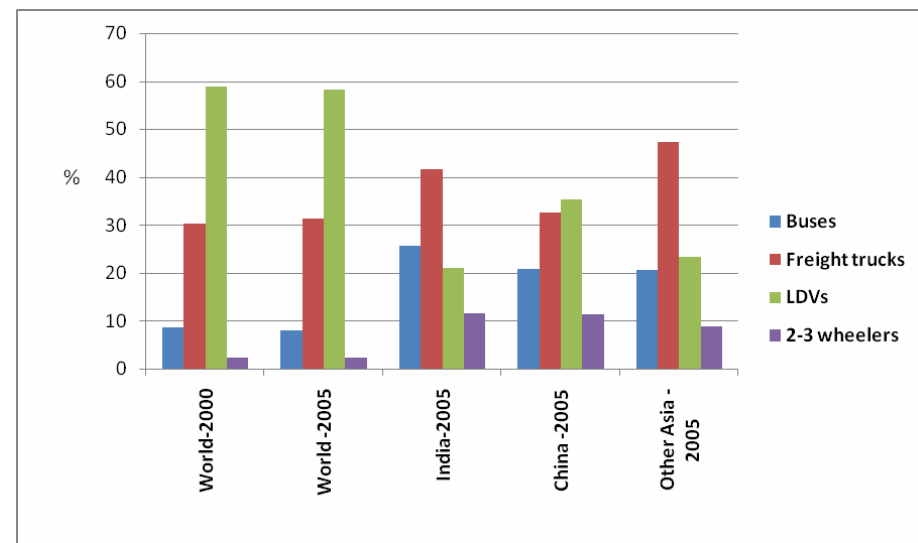
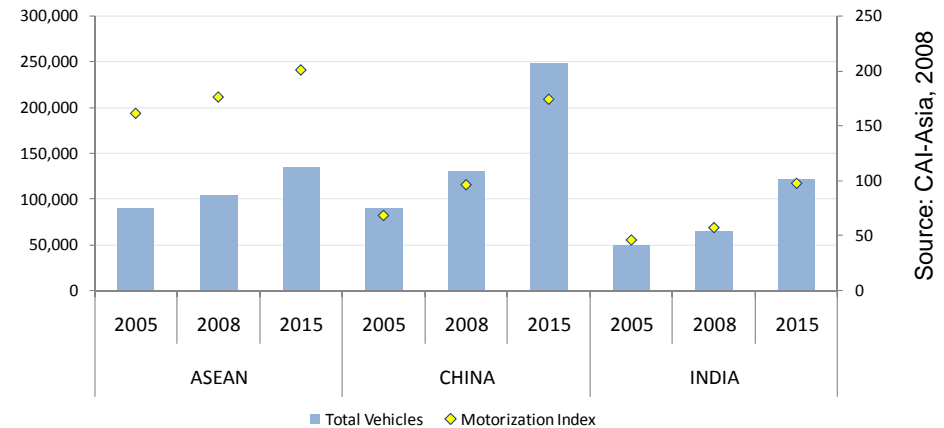




Preamble

- Transport plays a vital role for economic and social development and there is a need to find and implement a sustainable pathway that limits GHG-emissions and minimizes other negative externalities without compromising economic growth and social inclusion
- Transport:
 - represents 13 % of all world GHG emissions
 - 23% of CO2 emissions from fuel combustion of which:
 - road transport (both passengers and freight) - 75%,
 - aviation - 11.5%, maritime - 10.3%.
 - Private vehicles account for 10% of global CO2.
 - Emissions are expected to increase 57% world wide in the period 2005 – 2030. It is estimated that PRC and India account for 56% of this increase.

Vehicle Population and Motorization Indexes in the ASEAN Region, China and India



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



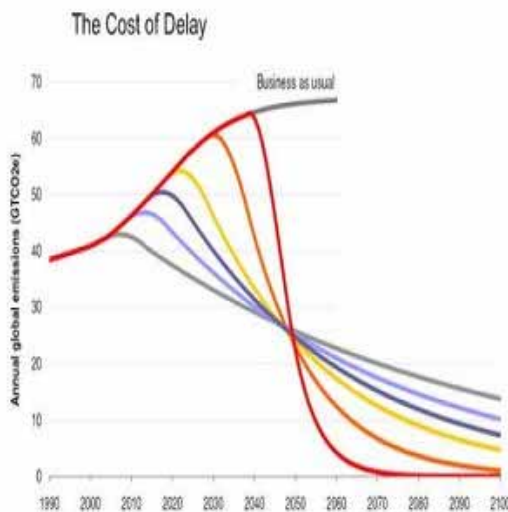
Background

- Over last year several events and processes where organizations met and expressed interest to coordinate:
 - a) Consultation meetings on the drafting of a strategy for the future of CDM financing for Transport in January 2008 in Washington DC and in June 2008 in Bonn, Germany
 - b) ADB Transport Forum in September 2008;
 - c) Transport and Climate Change: An Urgent Call for Action, a side event at COP 14 in Poznan, Poland in December 2008
 - d) Workshop on Achieving Global and Local Objectives through Sustainable Transport and Land Use: an agenda for 2009 and beyond, in Washington DC in January 2009
- Increasing number of high level policy meetings and policy initiatives on transport and environment in Asia
- ADB lead on transport and climate change among development banks under the Gleneagles G8 process and also under the Climate Investment Funds





What if there is not more coordinated action among international organizations and initiatives?



- (a) Slower generation of knowledge on effective solutions to achieve low(er) carbon transport;
- (b) More limited knowledge transfer
- (c) Uncoordinated policy dialogues with governments in developing countries
- (d) Follow-up to Kyoto protocol and its (new) financing modalities possibly will (again) not be very transport-friendly
- (e) Altogether, the introduction of low carbon sustainable transport will be unnecessarily delayed and proceed as a slower pace.



Action Plan



Conceptual Approach

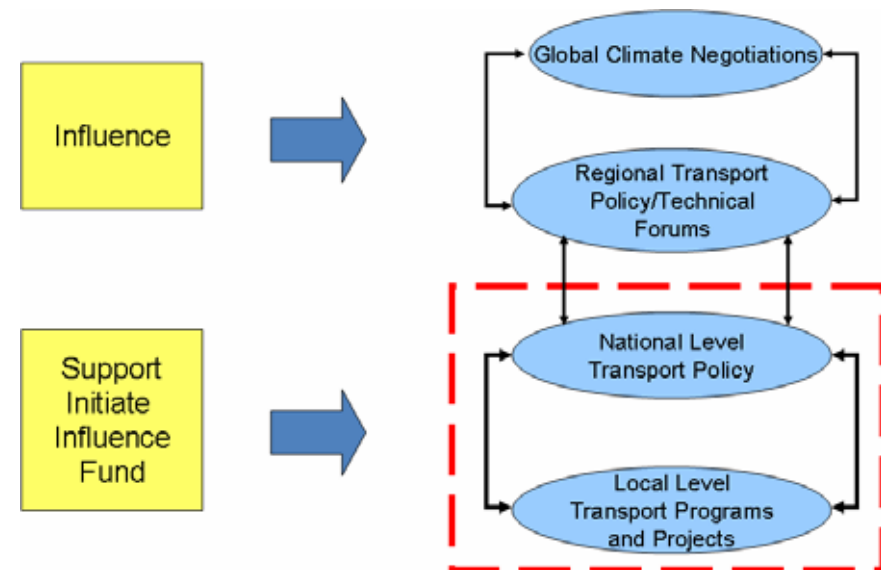
1. Better integrate transport into climate negotiations
2. Better integrate climate into transport policies

“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





Avoid – Shift - Improve

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

- **Avoiding**, or reducing the 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



Goal, Objective and Scope

- **Goal:**
Find and implement a sustainable pathway that limits GHG-emissions and minimizes other negative externalities without compromising economic growth and social inclusion

- **Objective:**
Provide regional and global stakeholders on Transport and Climate Change with a coordinated agenda and approach to put their regional and national actions on Transport and Climate Change in a larger context and to implement part of their activities in a (more) coordinated manner and thereby increase their impact and reduce the transaction costs

- **Scope:**
Transport (urban, freight and logistics, long haul) in developing countries (primarily Asia and Latin America)

- **Timeframe:**
2009 – 2011



Actions included in the Action Plan 2009-2011

1. Common Policy Framework on Transport and Climate Change

- How to move forward in making transport in non-Annex 1 countries more climate-friendly
- Guide activities under the other two clusters of the Action Plan
- Provide inputs to COP 15, global regional transport meetings e.g. CSD 2010/2011 and MEET, policies developing countries and development community

2. Development and Harmonization of methodologies and implementation modalities

- Methodologies and implementation modalities will clarify how the policy consensus on transport and climate change can be implemented in e.g. CDM, NAMAs, GEF, CIF

3. Dialogues

- Generate and disseminate the agreed upon policy consensus and the methodologies and implementation modalities.



Priority Actions 2009: Component 1

Common Policy Framework on Transport and Climate Change

- Bellagio Meeting to formulate Common Policy Framework on Transport and Climate Change
- Possible COP Decision on Transport and Climate Change to influence outcome of COP 15 in Copenhagen



Priority Actions 2009: Component 2

Development and Harmonization of methodologies and implementation modalities

- Feasibility Study on Global Transport Data initiative
- Report on implementation of transport programs under new climate change modalities
- Three workshops of transport and climate change negotiation experts
- Improve methodologies to assess climate change, air quality and other benefits of transport interventions
- Operational guidelines on funding transport sector activities under the Climate Investment Fund
- Special Freight and Logistics Effort



Priority Actions 2009: Component 3

Dialogues

- Coordinated side-events during pre-COP meetings March/June and August and during COP 15
- Dialogue with ADB on Transport and Climate Change
- Dialogue with IADB or WB on Transport and Climate Change
- Dialogue with Asian countries on Transport and Climate Change
- Dialogue with Latin American country on Transport and Climate Change
- CSD Dialogue



Organization of Action Plan



Considerations for implementation Action Plan

- Open architecture: voluntary coordination and cooperation
- Ensure that all activities are based on sound science;
- Make certain that ambition of the organization is matched by ability to deliver;
- Gradual expansion of activities;
- Continuity in management of the organization or initiative;
- Build on by activities undertaken by supporting 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;



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



Acceptance of the need for coordination

- Awareness and acceptance that more coordination and cooperation is required to get transport on the climate agenda and climate on the transport policy agenda. E.g.:
 - 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 the general 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.



Organizational structure implementation Action Plan

“Forum on Transport and Climate Change in Developing Countries.”

- By late 2009 a review of organizational structure and whether there is a need to further formalize this.
- The ADB and the Clean Air Institute, who took the lead in the development of this Action Plan will act as co-conveners for the Action Plan in 2009 whereby:
 - ADB, will act as the principal convener among the intergovernmental bodies, the official development community as well as convener of activities in Asia;
 - The Clean Air Institute will act as the principal convener for the NGO and Foundations and of activities in Latin America
- The tasks of the conveners include:
 - organize the implementation of the Action Plan by involving a preferably broad range of organizations;
 - keep other stakeholders not directly involved in the implementation of activities in the Action Plan informed on its progress
 - represent the Informal Working Group on Transport and Climate Change in Developing Countries, and
 - take the lead in reviewing and updating of the Action Plan.



Responsibility for implementation of 2009 priority actions

- Lead organizations take the lead for specific 2009 priority actions:
 - responsible for planning and managing the activity they lead
 - ensure that funding is available
- Other organizations can be involved as supporting organizations
- 2009 Priority Actions to be selected based on availability of lead organizations and funding
- Conveners maintain overviews and provides periodic quarterly updates
- Task groups have the possibility to report at technical meetings and organize side meetings or events



Supportive Actions

- 1. 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
- 2. Coordinate news updates on Transport and Climate Change**
 - Streamline current efforts by Transport and Environment, SUSTRAN, CAI-Asia, SUMA
- 3. 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



2009 Policy Meetings Relevant for Transport and Environment

Policy Meetings

- Ministerial Meeting on Energy, Environment and Transport 15-16 January, 2009, Tokyo, Japan (G8 + Asian countries)
- World Economic Forum, Sustainable Mobility Forum
- Regional EST Forum – 24-25 February 2009
- APEC Workshop on Policies that Promote Energy Efficiency in Transport, March 24-25, 2009, Singapore
- AH-WG KP/LCA:
 - 29 March to 8 April in Bonn, Germany;
 - 1–12 June, Bonn
 - 28 September-9 October 2009, Bangkok
- CSD Expert Group Meeting, May 2009, New York
- International Transport Forum, May 26 - 29, Leipzig
- MEET Follow-up: Senior Officials meeting on Transport, Climate and Environment, Japan, June 2009
- Clean Air Conference –Sustainable Transport, July ?, Latin America
- Forum of Asian Ministers of Transport – FAMT- (similar to ECMT) in the second half of 2009.
- Transport Ministers/Senior Transport ASEAN- November 2009
- CSD High Level meeting on Technology and Technology Transfer, November 2009, India
- COP 15, Copenhagen December 2009
- 2 nd. MEET, December 2009, Italy

Technical Meetings

- Transport Research Board (TRB) January 2009
- World Bank Transport Week, April 2009
- VREF Transport meeting, April 2009
- C40 Annual Meeting, Seoul
- Carbon Expo –Barcelona, May 27-29
- ADB Asian Transport Forum – June 2009
- TRB Committee on Transport and Climate Change, June 2009, Seattle
- UITP World Congress and Mobility & City Transport Exhibition, 7-11 June, Vienna
- Asilomar, July 2009, California
- Transport and Climate Change workshop, WCTR, September – October Nagoya, Japan
- Second World Road Conference: “Sustainable Urban Transport Conference”, 26-28 October, 2009, Singapore



2009 Workshops under the Action Plan

**Bellagio
May 2009
(tbc)**

- Workshop on Common Policy Framework on Transport and Climate Change
- May 12 th - 16th

- Organized by ADB, Clean Air Institute with support from Rockefeller Foundation

UNFCCC events, Workshops and Side events

**Bonn
April 2009**

- Side event at AWG-KP7 and LCA5
- March 29th to April 8th

- Workshop 1 Paris (Veolia)- 27.3.2009

**Bonn June
2009**

- Side event at SB30 June 1st to June 12th in Bonn

- Workshop 2 Bonn (GTZ) – May 2009

**September
2009**

- Side event at AWG-KP 9 and LCA 7, 28 September-9 October 2009, Bangkok Thailand

- Workshop 3 Brussels (UITP) – August 2009

**Copenhagen
Dec 2009**

- Side events COP 15 Copenhagen Dec 1st to Dec 12th

- Final Dissemination



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
- 2009 Priority activities were selected keeping this in mind
- It is not intended to create a common budget and funding pool in support of the implementation of the Action Plan in 2009.
- Specific funding for the COP 15 side events in Copenhagen could be required in case it is decided by the Informal Working Group on Transport and Climate Change that a large presence is desirable at COP 15

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.



Send your comments by
March 10 to
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