

# **Review of current adaptation and mitigation efforts in Asia and of recommended approach for future**

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Asian Development Bank

**ADB-ESCAP Meeting on Transport and Climate Change**

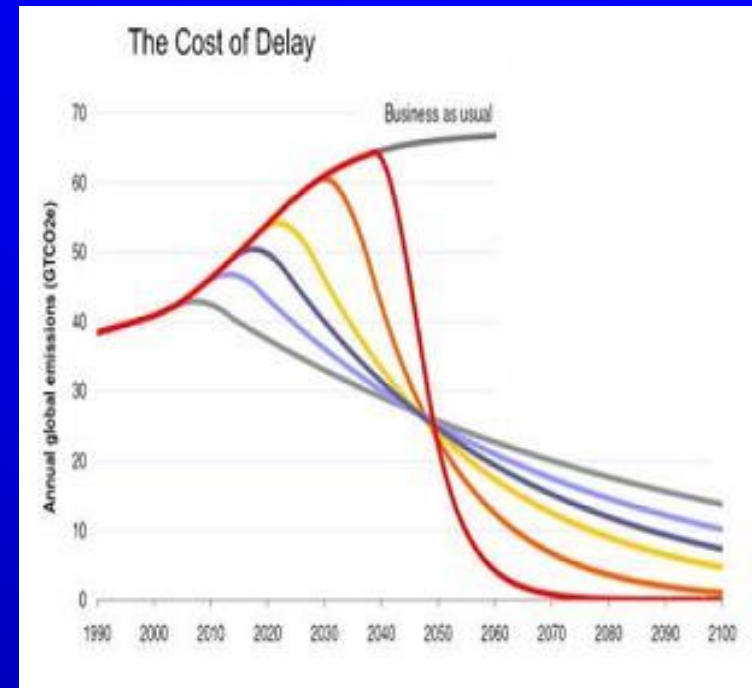
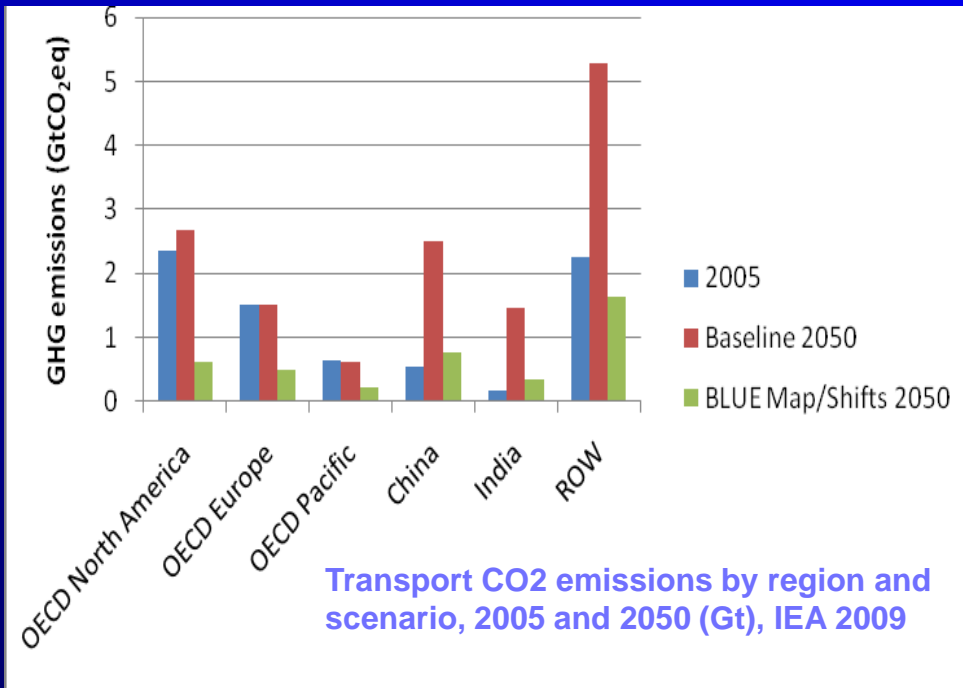
September 25, 2009

Bangkok, Thailand

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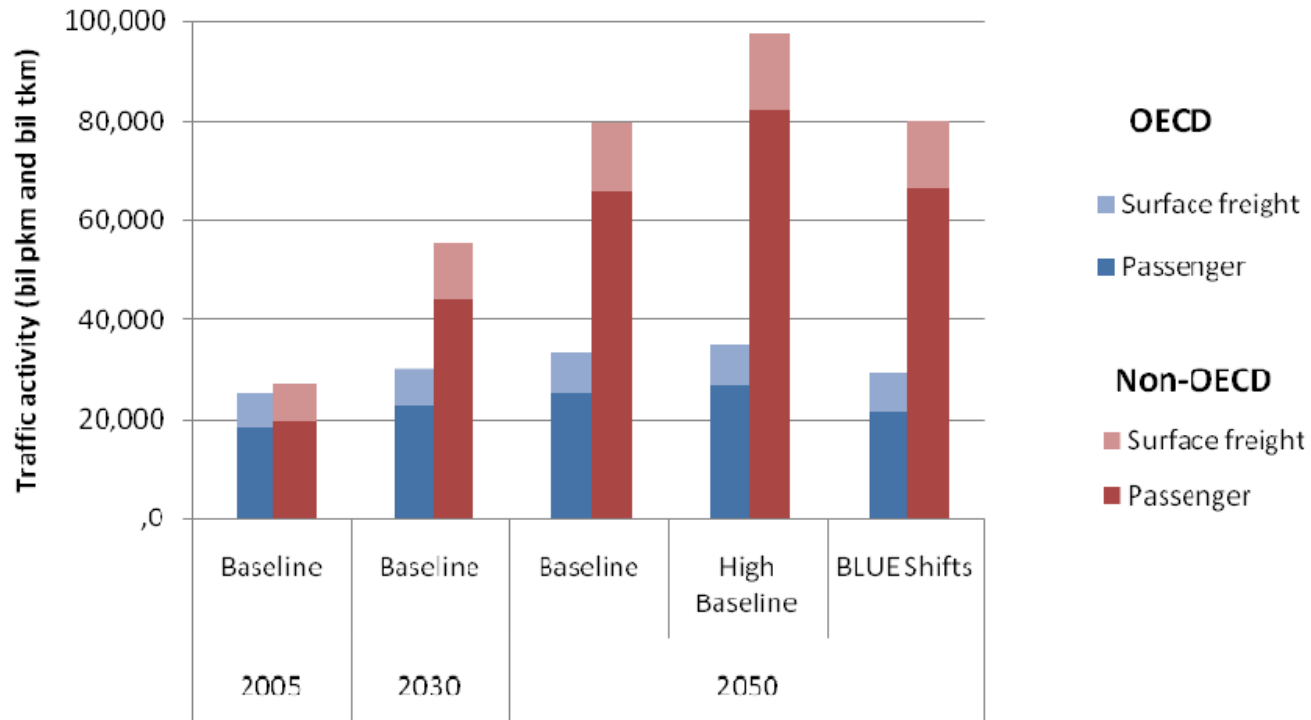
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# The Science and the Price of Delay



- CO<sub>2</sub> emissions from fossil fuel consumption will have to be reduced **globally** by 70-90% compared to 1990 by 2050
- IPCC calls for 15% to 30% reduction in CO<sub>2</sub> emissions below BAU by 2020 as developing country contribution to 2° Celsius scenario
- Is such a moderate 15-30% reduction below BAU by 2020, helpful in reaching the ambitious 2050 targets called for IPCC, or scenarios as modeled by IEA?

# Mobility Split by Type of Transport, OECD and Non-OECD



Source: IEA, draft 2009

# Mitigation approaches in Developed and Developing Countries

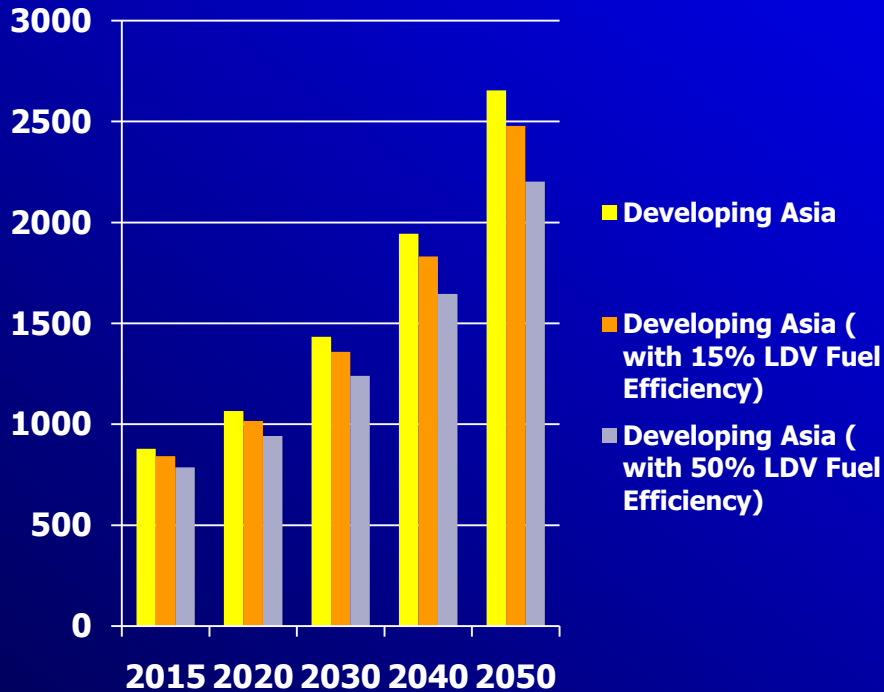
- same principles, different interpretation-

Principles	Developed Countries	Developing Countries
<b>Avoid</b>	<ul style="list-style-type: none"><li>• Emphasis on reduction of VKT through TDM</li></ul>	<ul style="list-style-type: none"><li>• Emphasis on avoiding unnecessary generation of VKT through land use planning, TOD and TDM</li></ul>
<b>Shift</b>	<ul style="list-style-type: none"><li>• Shift from private vehicles to NMT and PT</li></ul>	<ul style="list-style-type: none"><li>• Prevent shift from NMT and PT to private vehicles</li></ul>
<b>Improve</b>	<ul style="list-style-type: none"><li>• Clean up existing vehicles, encourage down scaling vehicle/engine size</li></ul>	<ul style="list-style-type: none"><li>• Ensure that future vehicles are as clean as possible, prevent up scaling vehicle/engine size</li></ul>

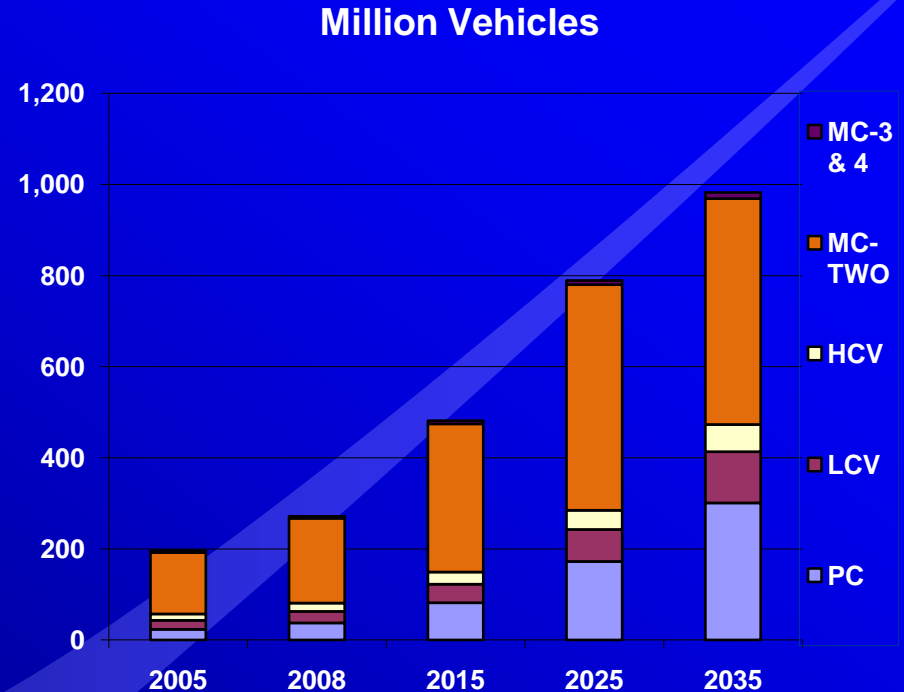
# Mitigation Action in Transport in Developing Asia

- Move towards embracing Avoid-Shift-Improve in transport policies
- Rationale is better transport not climate change
- Scenario development for GHG and Transport sector is in initial stages and hampered by lack of reliable base line data
- Transport mitigation hampered by lack of appropriate financial incentives

# LDV Fuel economy in Asia



Source: SMP 2004, authors



Source: ADB, Segment Y, 2006

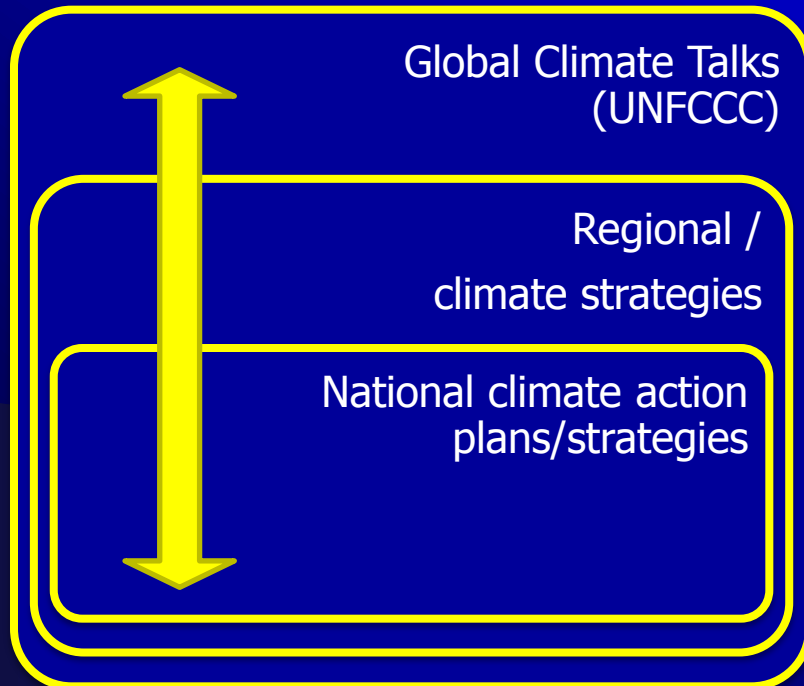
- LDV's fuel Efficiency is not magic bullet as it presently contributes only a small % of share in total passenger VKT (2005 – 12%)
- Only after 2025 the trend will change and LDV VKT will overtake 2W VKT.



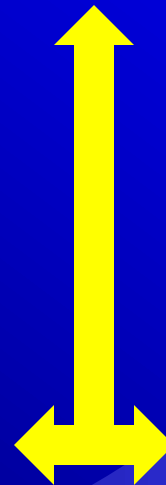
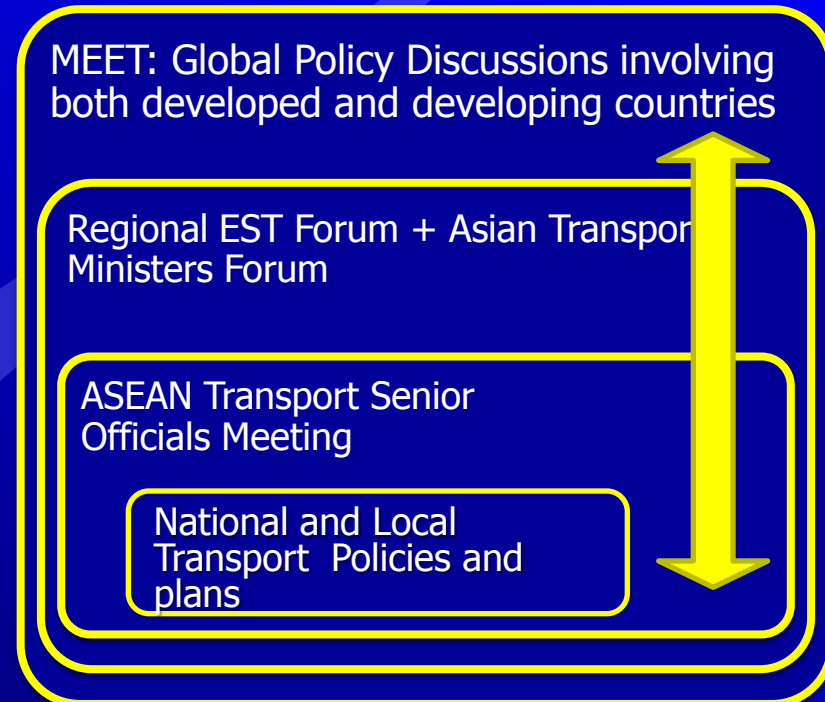
# The Challenge: Integrate emerging processes at all Levels

Sustainable  
Development

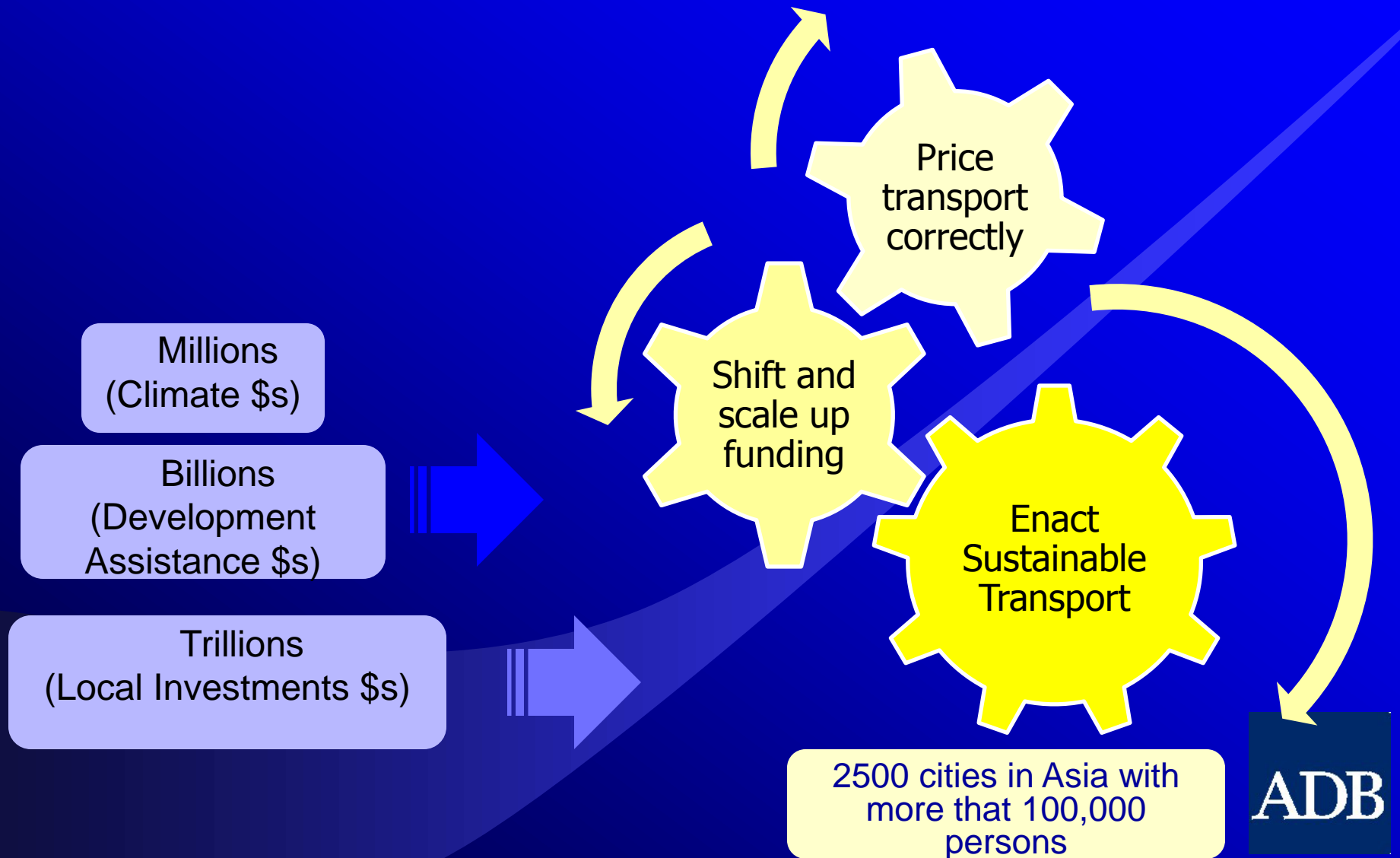
## Climate Policy Processes



## Transport Policy Processes

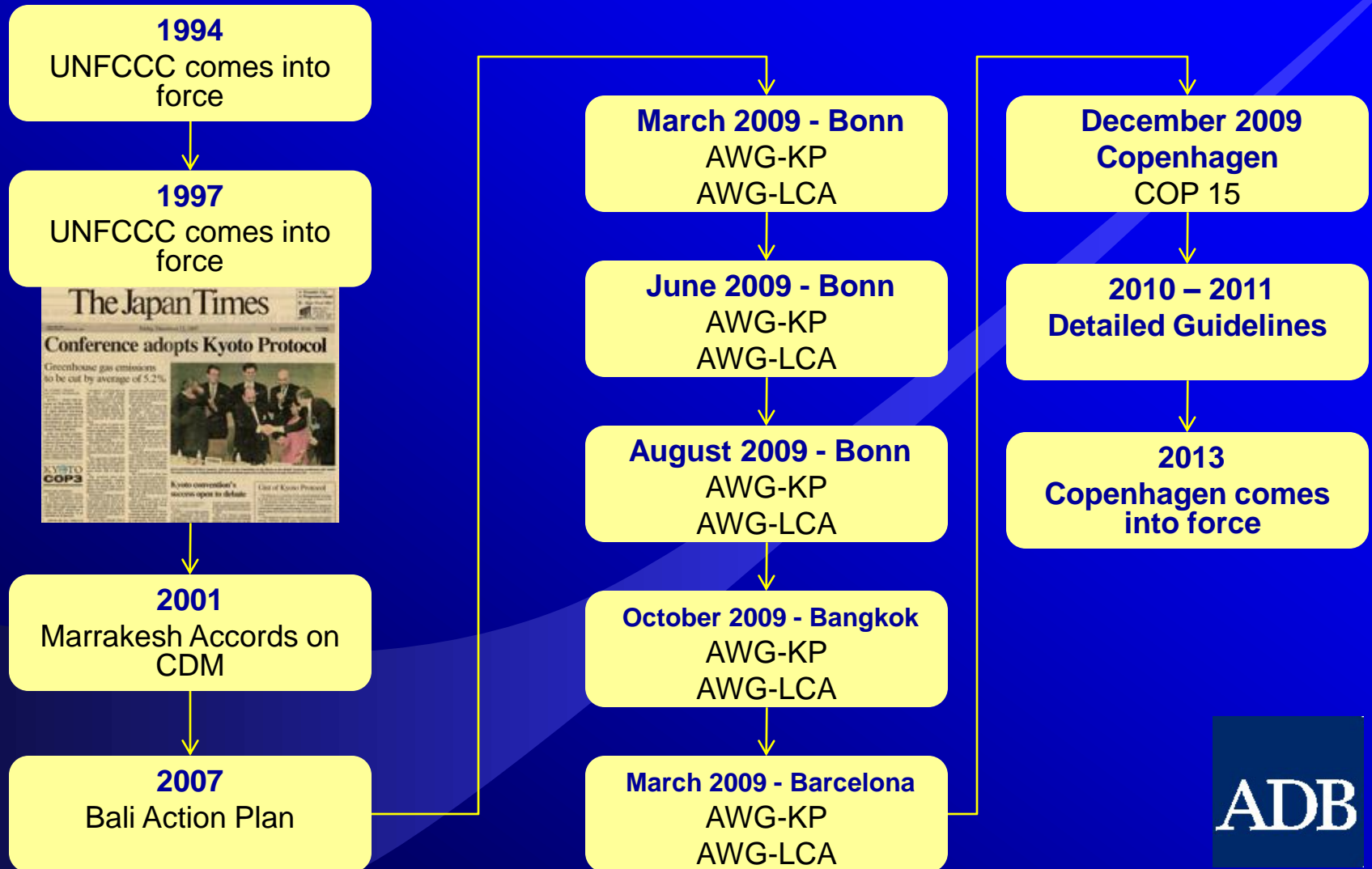


# Funding Sustainable Low Carbon Transport in developing countries: Linkages and Synchronization





# International Climate Policy Process



# Bellagio Declaration Principles

1. Effective climate action is incomplete without addressing the overall system performance of the transport sector
2. Climate action in the transport sector should recognize co-benefits
3. More effective carbon finance should catalyze sustainable transport policies, programs and projects

May 2009  
18  
Organizations

<b>ADB</b>	<b>Clean Air Institute</b>	<b>IEA</b>	<b>ITDP</b>	<b>EMBARQ/ WRI</b>	<b>Paulista Forum</b>
<b>UN-DESA</b>	<b>CAI-Asia Center</b>	<b>TRL</b>	<b>Rockefeller Foundation</b>	<b>GTZ</b>	<b>UITP</b>
<b>IGES</b>	<b>UC Berkeley</b>	<b>VREF</b>	<b>TERI</b>	<b>IADB</b>	<b>Environmental Defense Fund</b>

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# Bellagio

## Common Policy Framework

Outlines the vision for sustainable, low carbon transport in developing countries:

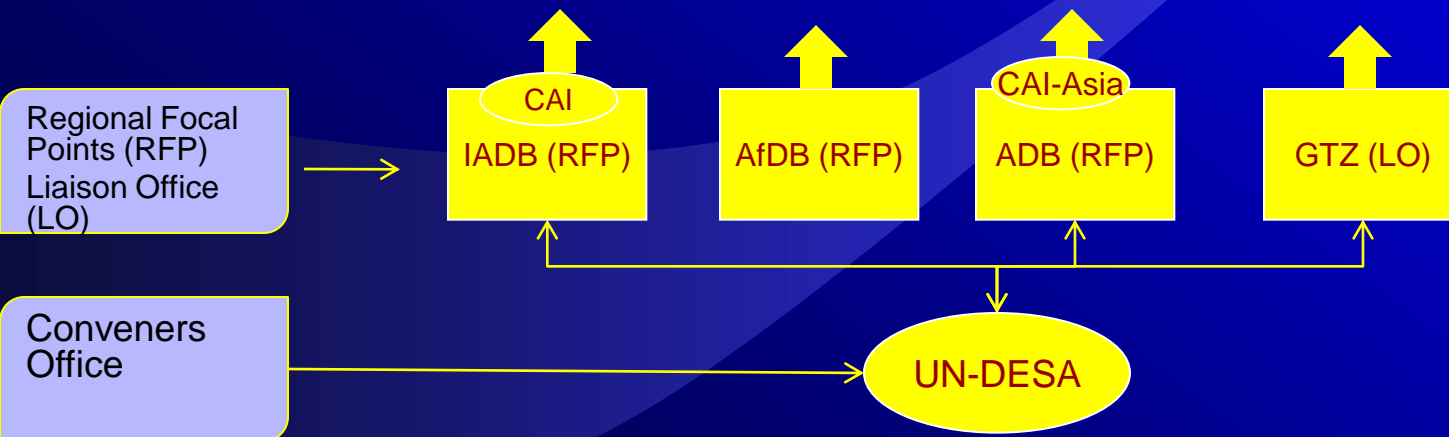
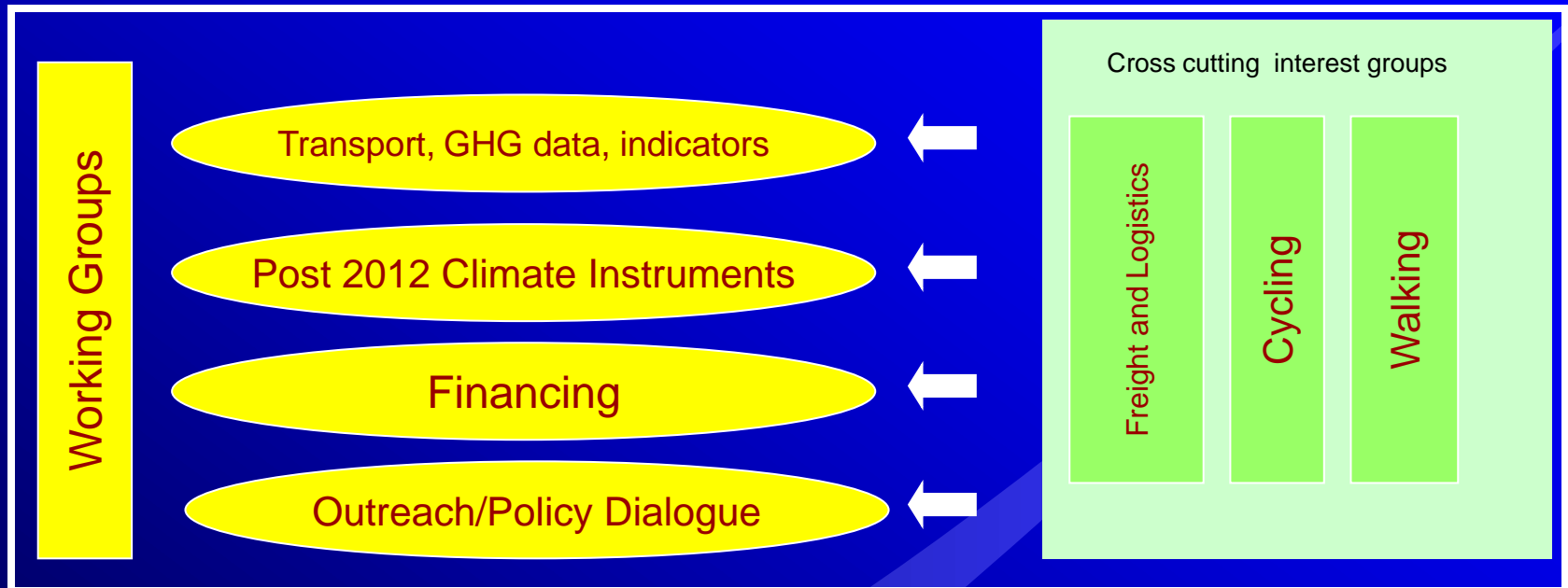
- Developing countries need to take the lead (institutions, policy instruments, pricing, and financing)
- Post 2012 Climate instruments (off-setting: CDM and sectoral crediting; and mitigation: NAMAs), combined with technology transfer, financing and capacity building can catalyze local action but not replace it.
- Development organizations can help and kick-start sustainable, low carbon transport till new more effective Climate Agreement comes into force after 2012 (knowledge management, capacity building, policy dialogue and investment support)

# Partnership on Sustainable, Low Carbon Transport 2009 - 2012



- Strengthen policy processes and their implementation:
  - inputs in COP 15 and formulation of detailed guidelines in 2010-2012
  - support to Ministerial Meeting on Environment, Energy in the Transport Sector 2010-2012
  - support to CSD 2010-2011 and its follow- up
  - Mainstream SUT in development organizations
- Scope land transport in Asia, Africa and Latin America
- Non-legal, non binding character
- Secretariat in UN-DESA

# Organization Partnership



# Thank you

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