



Policy recommendations (Transport and Air Pollution)

Atty Glynda Bathan-Baterina
Deputy Executive Director



Clean Air Asia is an international non-governmental organization that leads the mission for better air quality and healthier, more livable cities in Asia.

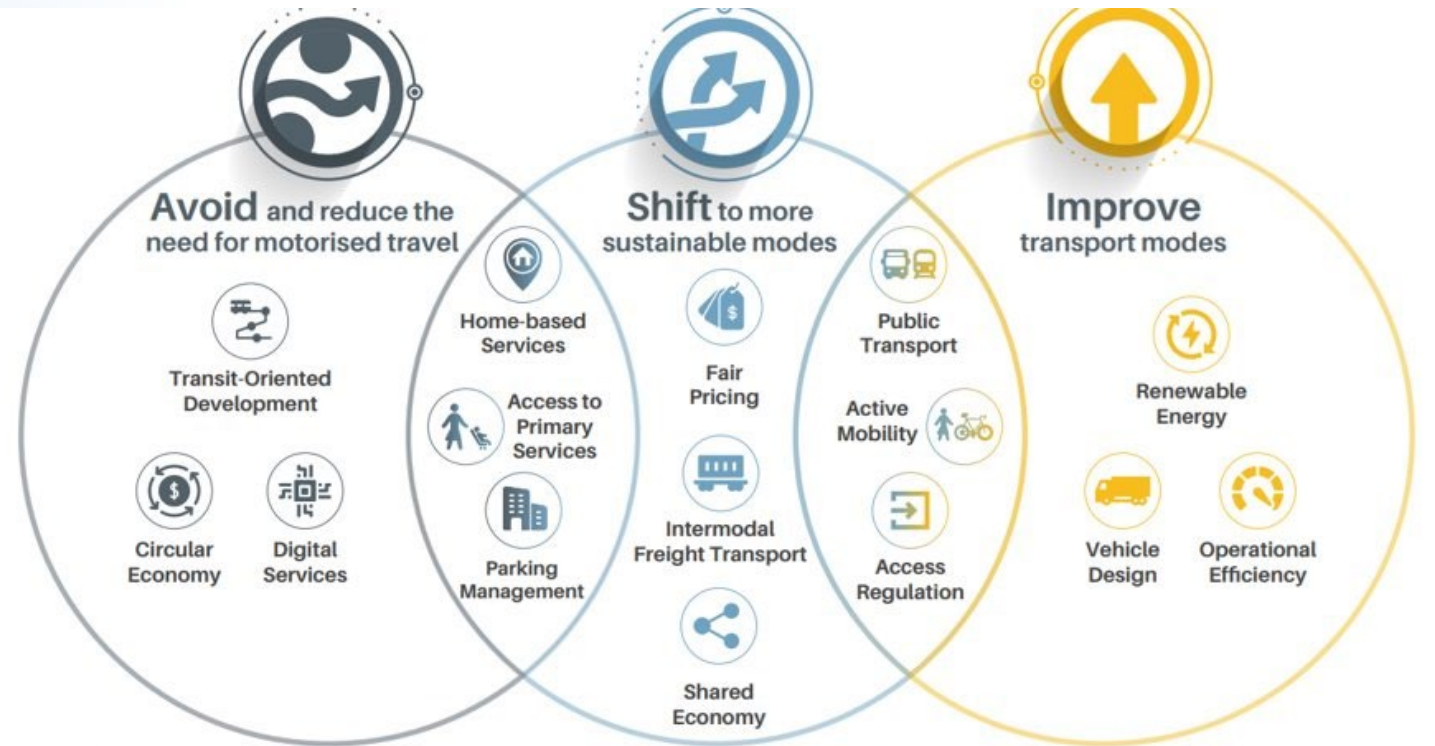


The UN recognizes Clean Air Asia and our partnership network comprised of more than 250 organizations around the world, including country partners in the region.

Clean Air Asia

- Our work focuses on implementing solutions that reduce air pollution and its detrimental health impacts, and that mitigate the climate crisis.
- Approach: science-based policy guidance and capacity building towards stakeholder action at the city, national, and regional levels.





* The A-S-I diagramme presents a non-exhaustive list of measures for illustrative purposes only.

... aims to **reduce energy consumption, transport emissions, and road congestion**

SLOCAT (2021), *Tracking Trends in a Time of Change: The Need for Radical Action Towards Sustainable Transport Decarbonisation, Transport and Climate Change Global Status Report – 2nd edition*, <https://tcc-gsr.com/wp-content/uploads/2021/06/1.1-Global-Transport-and-Climate-Change.pdf>

Bongardt, D., Stiller, L., Swart, A., & Wagner, A. (2019). *Sustainable Urban Transport: Avoid-Shift-Improve (A-S-I) Integrated*. Transformative Urban Mobility Initiative. https://www.transformative-mobility.org/wp-content/uploads/2023/03/ASI_TUMI_SUTP_iNUA_No-9_April-2019-Mykme0.pdf

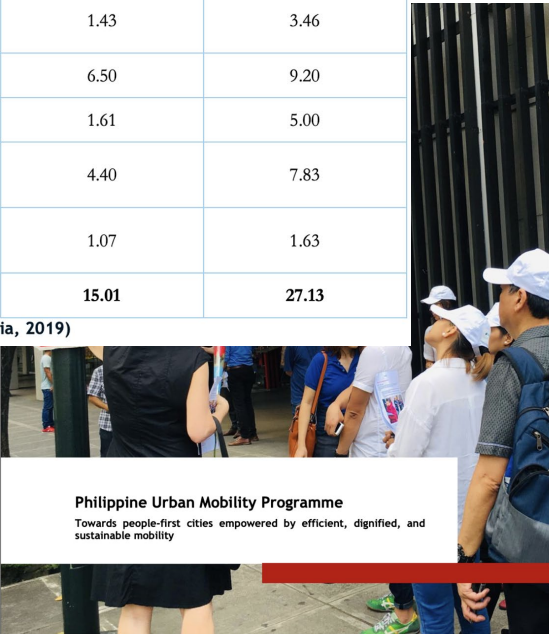
Policy recommendations

- Develop sustainable urban mobility plans (SUMP) to focus on improving accessibility and quality of life.
 - Can help government entities assess requirements for moving goods and people using indicators that measure emissions, access, safety, equity, and economy
 - Can support decision-makers in planning and prioritizing transport interventions or programs against indicators like air quality, modal share, transport cost, and job generation
 - Promotes diligent data monitoring of indicators

PUMP Thematic Area	Geographical Area	Practical Scenario (in MtCO ₂ e accumulated over 10 years)	Optimistic Scenario (in MtCO ₂ e accumulated over 10 years)
A: Non-Motorised Transport	MUCEP Area, Metro Cebu, and all other HUCs	1.43	3.46
B: Public Transport	Philippines	6.50	9.20
C: Urban Freight	Philippines	1.61	5.00
D: Travel Demand Management	MUCEP Area, Metro Cebu, and all other HUCs	4.40	7.83
E: Transit Oriented Development	Provinces and HUCs traversed by rail projects	1.07	1.63
Total Savings (in MtCO₂e)		15.01	27.13

(Clean Air Asia, 2019)

Source: Philippine Urban Mobility Programme



Philippine Urban Mobility Programme
Towards people-first cities empowered by efficient, dignified, and sustainable mobility

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

On behalf of
Federal Ministry for the Environment, Nature Conservation and Nuclear Safety
of the Federal Republic of Germany

Mobilise Your City

Policy recommendations

- Promote shift-oriented measures as an integral part of cities' long-term decarbonization plan
 - To reduce car dependence and promote sustainable travel behavior, governments must promote mass public transport, such as railways and road-based transport

“Clearly Asia is far from a rail renaissance, and railway infrastructure needs to be substantially enhanced.”
(Asian Transport Outlook, 2022)

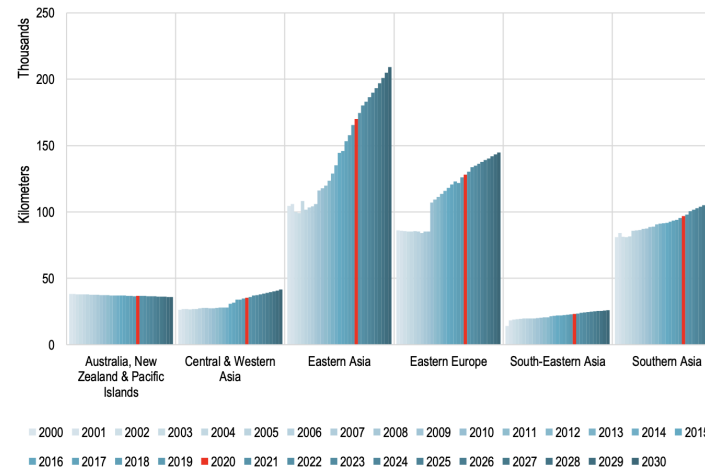


Fig. 5: Heavy rail infrastructure growth

Source: Asian Transport Outlook (2022) National Database INF-TTI-016



Policy recommendations

- Implement active or non-motorized transport (NMT) measures or programs for low-carbon quick wins
 - Shifting short-distance trips using non-motorized transport or active mobility can yield quick emissions reductions
 - Supportive infrastructure is necessary to enhance active mobility to provide or reclaim space for pedestrians, transform cities to low-emissions zones, and improve road safety for all road-users



Policy recommendations

- Transition to low-sulphur fuels for domestic and international maritime transport
 - To address contributions of shipping to emissions, countries can start the transition to low sulphur fuels. However, this would require upgrading or enhancing bunkering capabilities, storage, pipelines, and tank facilities.
 - Port authorities can support the transition by exploring mechanisms to encourage ships to use low-sulphur fuels whether for domestic or international travel





Thank you!

info@cleanairasia.org

cleanairasia.org