



Win-win transport solutions for
green economy and climate
mitigation

Holger Dalkmann

 WORLD RESOURCES INSTITUTE

 EMBARQ

Is there a win-win situation?

**Status-quo:
Transport and
Climate
Challenges**



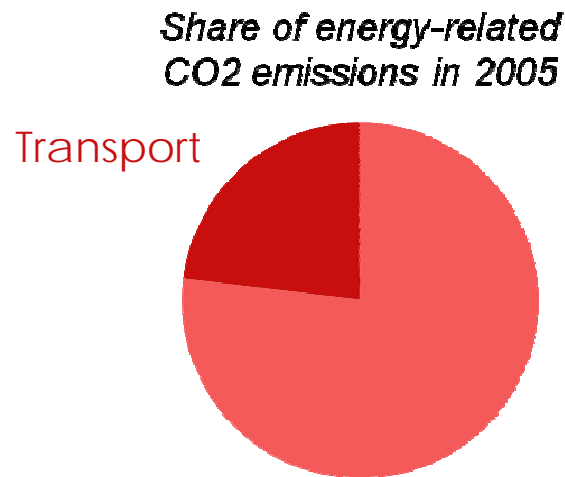
Our Challenge



The Challenge

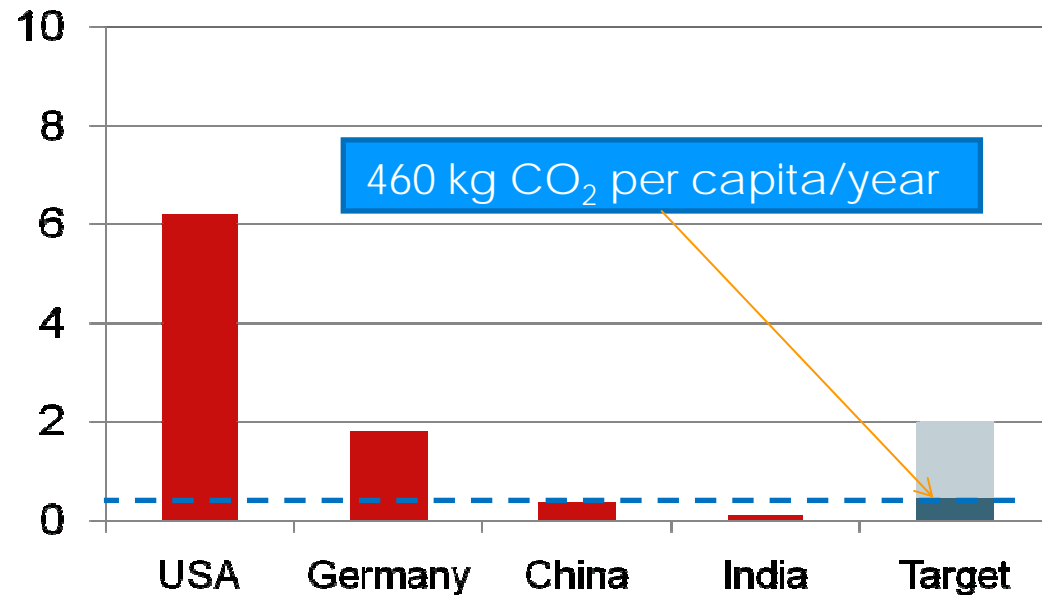
If we want to achieve the **2 degree target** ...

... we need to limit per capita emission to 2t CO₂ eqv. (IPCC 2007).



Source: Bongardt 2010

Per capita CO₂ emission from transport in 2007



Is there a win-win situation?

**Some
doubting
facts...**



COP in Durban – EST in Delhi



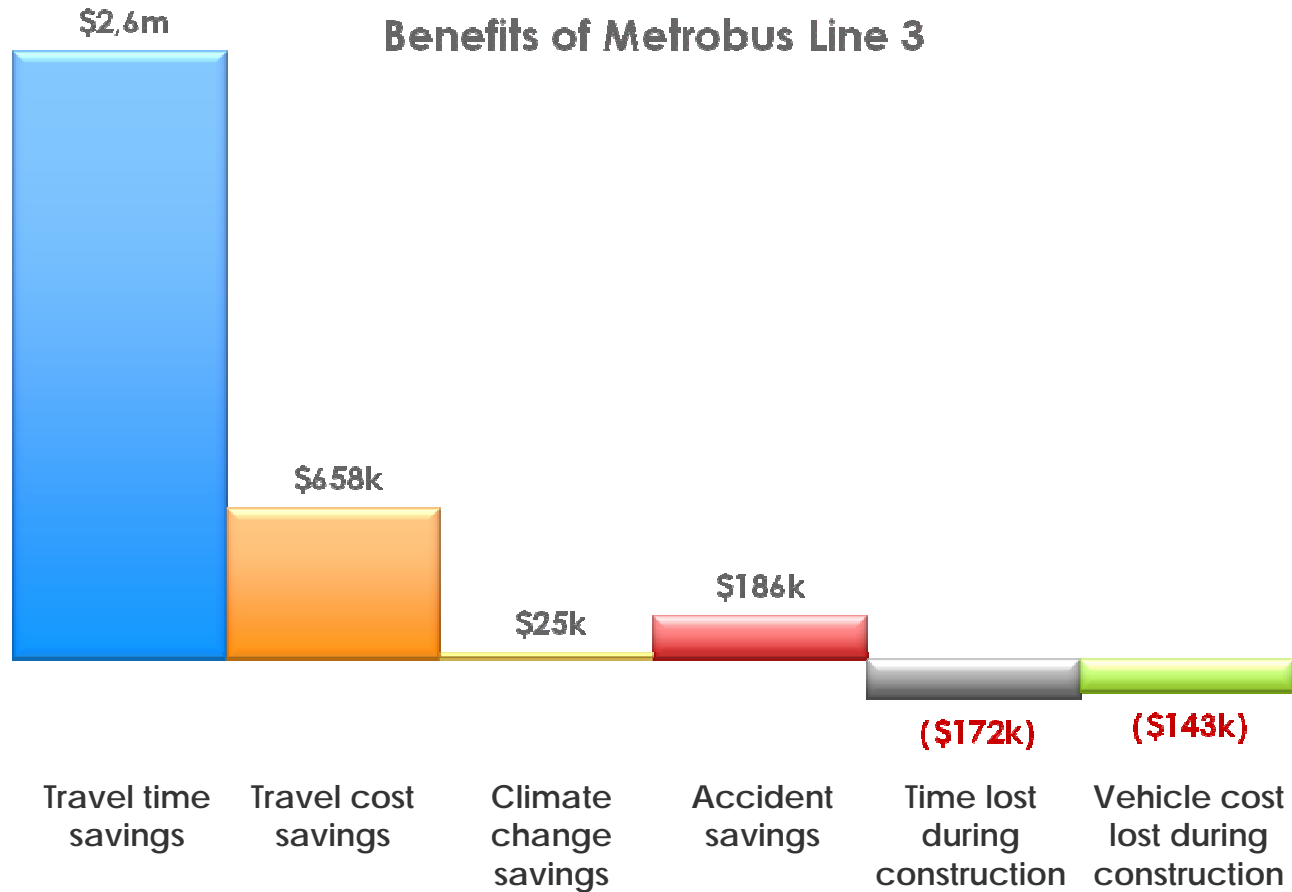
World Health Organization
Regional Office for South-East Asia

U N C R D
Sixth Regional EST Forum in Asia



COP17/CMP7
UNITED NATIONS
CLIMATE CHANGE CONFERENCE 2011
DURBAN, SOUTH AFRICA

Climate is a co-benefit for sustainable transport



Source: CTS Mexico



Kyoto did not work for transport!

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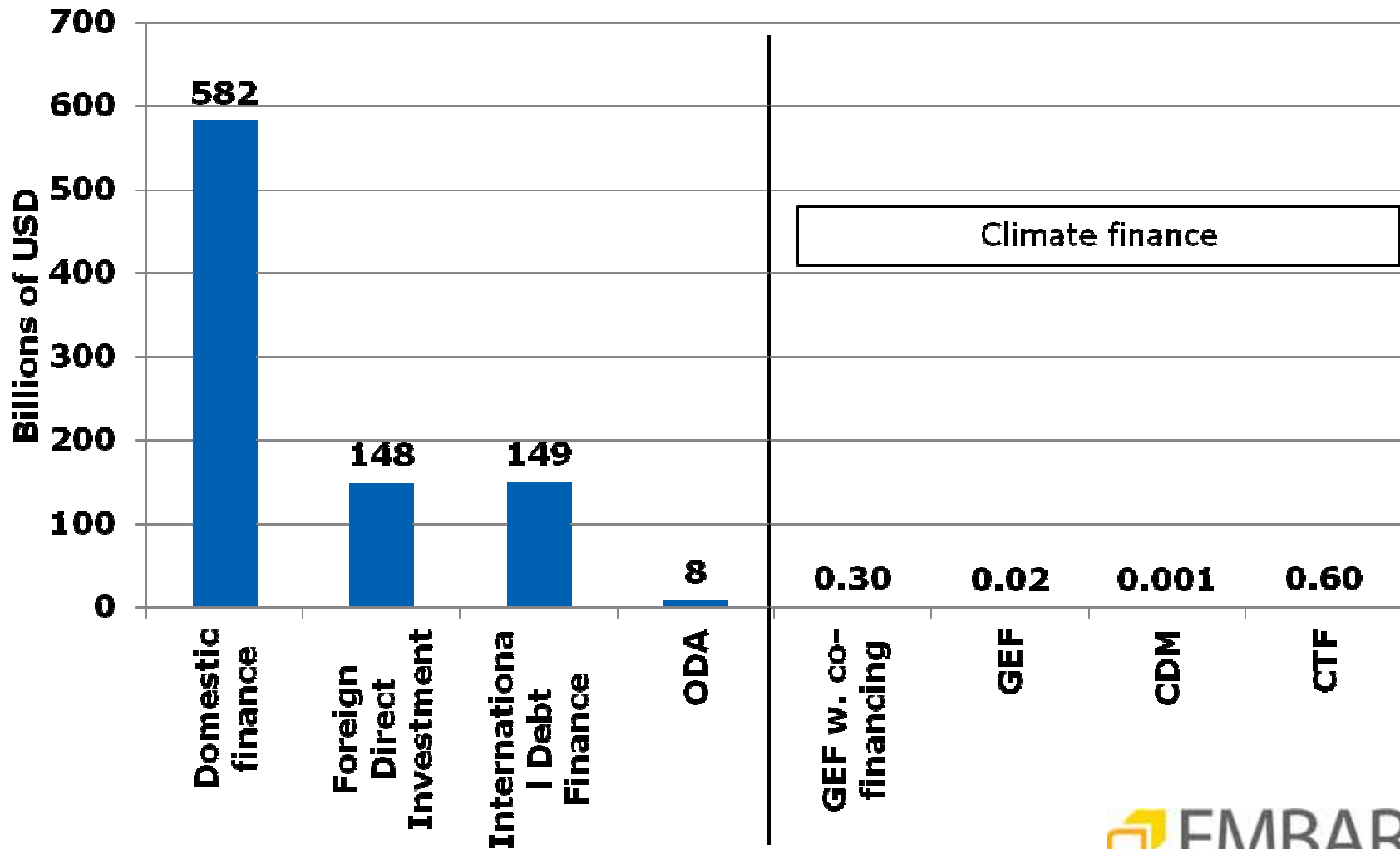
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Climate finance is marginal for transport

Global annual transport investments by source of finance

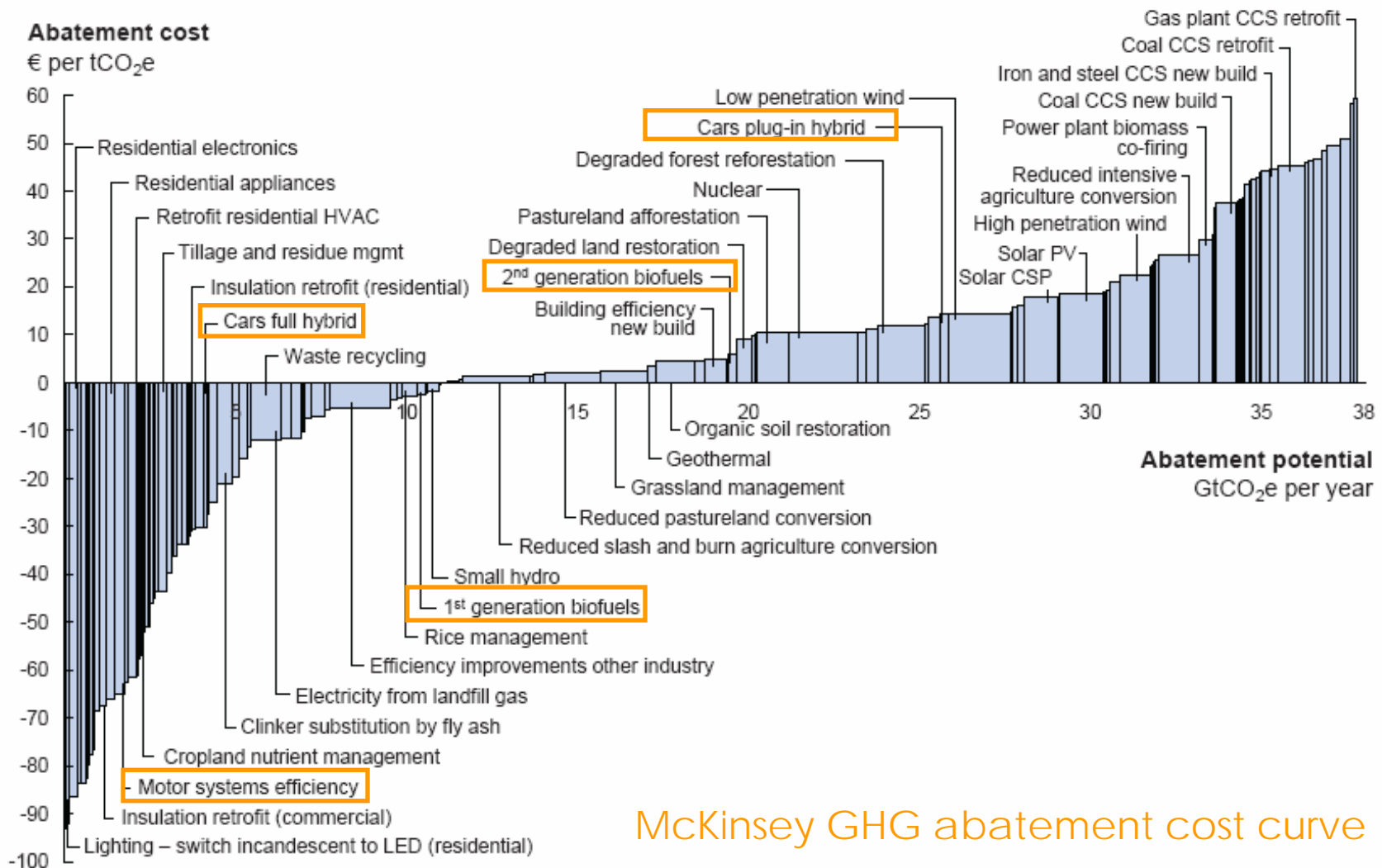


Sources: OECD, UNFCCC



A climate perspective can be misleading

Global GHG abatement cost curve beyond business-as-usual – 2030



McKinsey GHG abatement cost curve

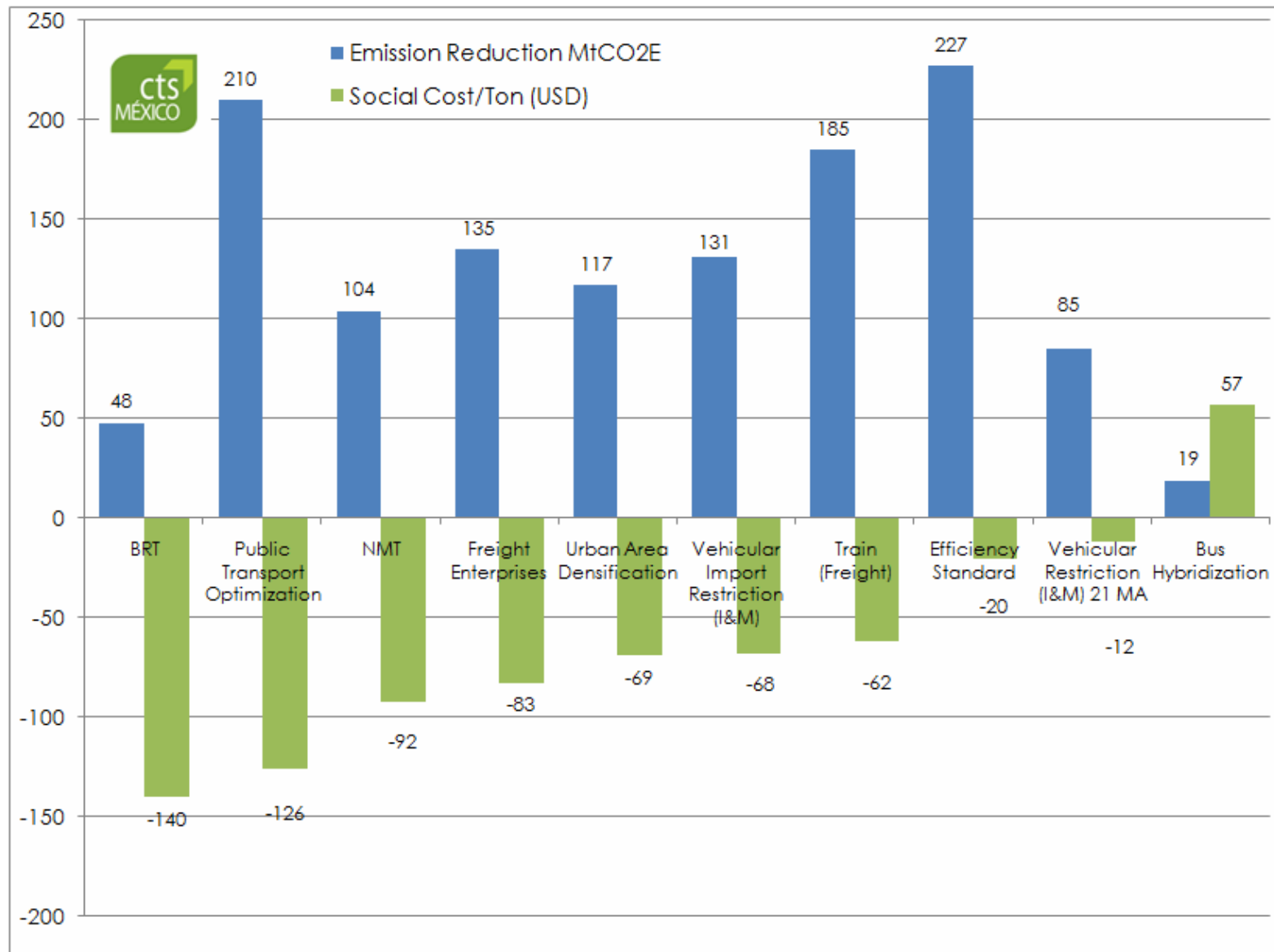
Note: The curve presents an estimate of the maximum potential of all technical GHG abatement measures below €60 per tCO₂e if each lever was pursued aggressively. It is not a forecast of what role different abatement measures and technologies will play.

Source: Global GHG Abatement Cost Curve v2.0

Transport



Potential and cost of emission reductions: A holistic perspective: Mexico case



Is there a win-win situation?

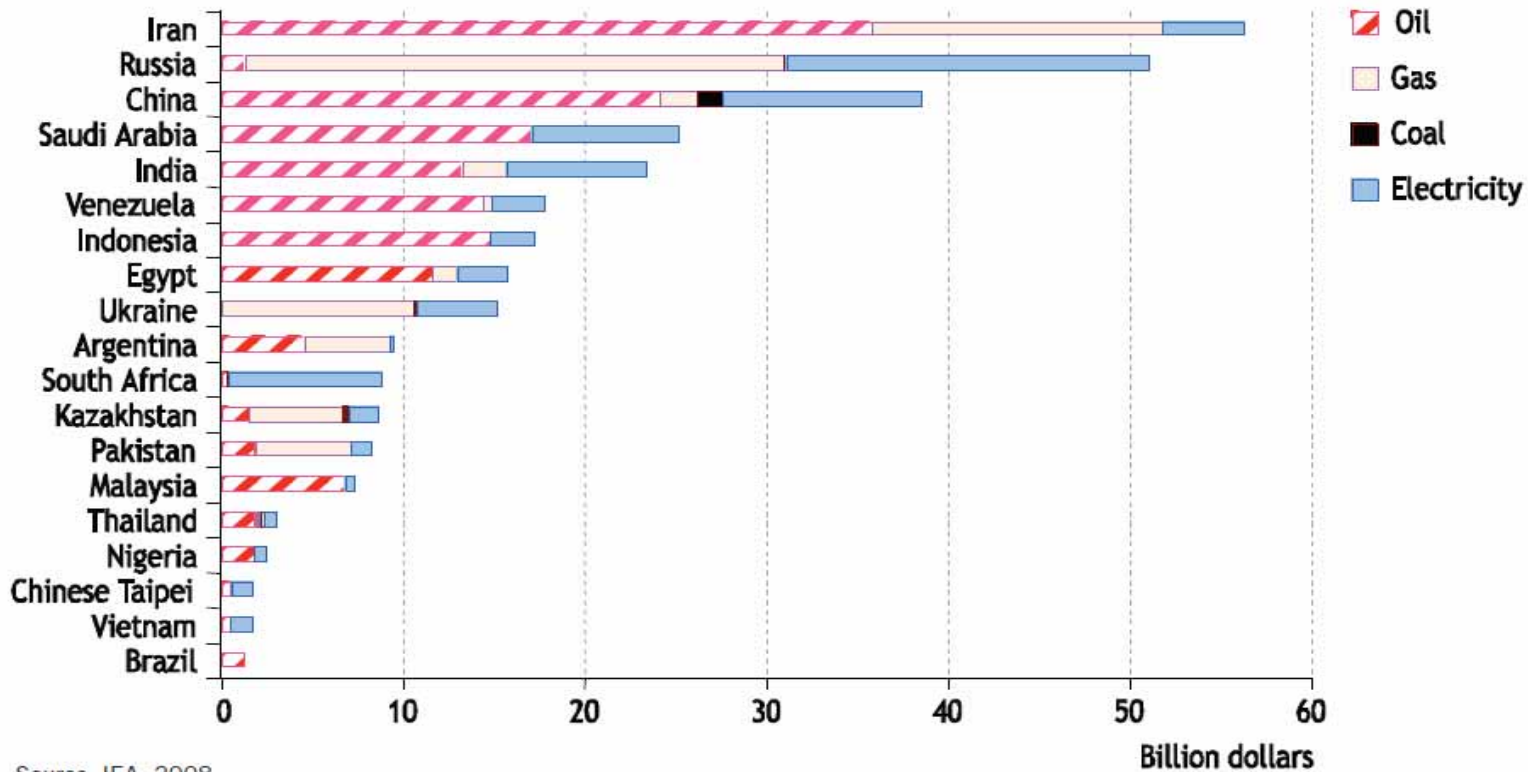
Some good news...

Climate change a driver



Fuel subsidies: A real win-win situation

300 billion US Dollar on fuel subsidies in 2008 (UNEP)



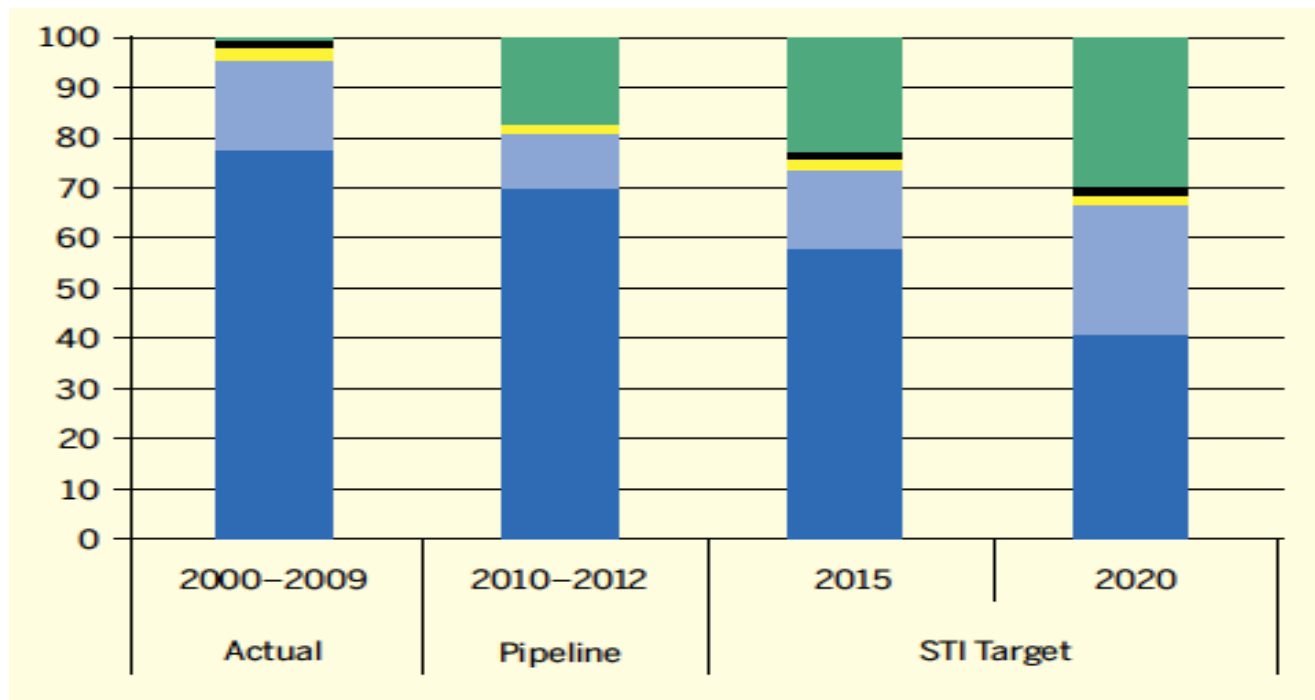
Source: IEA, 2008

6% global GHG reduction by abolishment of fuel subsidies

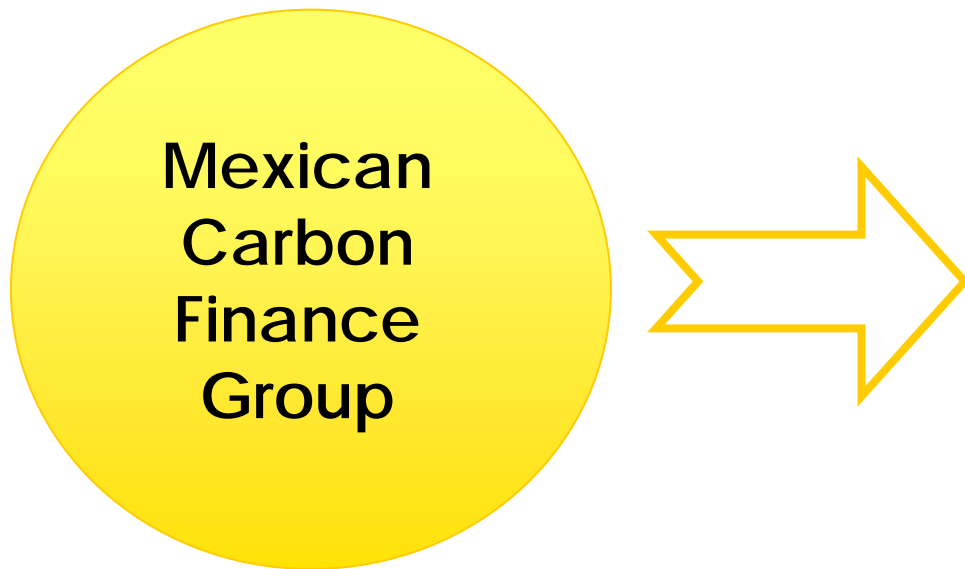
G 20 decision



Climate Change as one driver: Asian Development Bank (2010) – Sustainable Transport Initiative



Climate change as a driver for public participation and funding shift: Mexico



Develop accountability mechanisms for international and national flows to address climate change.

Analyzed the links between the National Policy on Climate Change and assigned federal budget.

Present recommendation to the Congress

If 10 % of the investment assigned to the Ministry of Transport and Communication was relocated

Annual budget US\$6.4 bn

BRT		Bicycle Paths	
10%	US\$646 mn	5%	US\$323 mn
Cost/km of BRT (Guadalajara`s BRT)	US\$4.7 mn	Cost/km of cycle paths	US\$96,000
Km constructed with 10 % of the annual budget for infrastructure	144 km	Km constructed with 5% of the annual budget for infrastructure	7.05 km

Is there a win-win situation?

And what about Durban?

Some prospects



Some good news and Green Climate Fund (?)

Source of climate finance	Total budget	Total allocated	Total allocated to transport
Clean Development Mechanism	n/a	US\$72.9 billion (as of Sept 2010)	US\$4.3 million (as of Sept 2010)
Global Environment Facility	unknown	US\$8.8 billion between 1991 and 2009	US\$201 million (1999 to April 2009) US\$250 mn until 2014
Clean Technology Fund (World Bank)	US\$4.335 billion (between 2008 and 2012)	US\$4.149 billion (as of Jan 2009)	US\$600 million (from 2009 to present)
International Climate Initiative (Germany)	Approx US\$165 million (€120 million) a year since 2008	Approx US\$490 million (€354 million) since 2008	3% of projects but value unknown
Green Climate Fund	Approx US\$100 bn annually	US\$30 bn (2010- 2012)	????

National Appropriate Mitigation Actions (NAMA): The appetite for low carbon transport is there

Developing country Party	Strategy approach	Infrastructure development/enhancement						Land use planning	Awareness campaigns (TDM)	Vehicle or fuel technology	Regulatory policy measures	Energy efficiency	Other unspecified
		Road/light rail	Non-motorized	Road	Other (or unspecified) public transport	Waterborne	Unspecified						
Republic of Armenia	Improve											✓	
Benin	Shift				✓								
Botswana	Shift and Improve			✓								✓	
Central African Republic	Avoid, shift and improve						✓					✓	
Chad	Shift and Improve								✓			✓	
Colombia	Shift and Improve					✓			✓			✓	
Cote d'Ivoire	Avoid and shift							✓	✓				
Costa Rica	Not specified											✓	
Republic of Congo	Avoid and shift				✓		✓			✓			
Eritrea	Avoid, shift and improve											✓	
Ethiopia	Shift	✓											
Gabon	Shift and Improve				✓					✓			
Ghana	Shift and Improve	✓	✓	✓	✓	✓			✓	✓		✓	
Indonesia	Shift											✓	
Jordan	Shift and Improve	✓			✓		✓			✓		✓	
Macedonia	Shift and Improve	✓	✓	✓			✓		✓	✓		✓	
Madagascar	Shift and Improve	✓										✓	
Marshall Islands	Shift and Improve					✓				✓		✓	
Mauritania	Shift				✓								
Mexico	Shift and Improve	✓	✓	✓						✓			
Mongolia	Improve											✓	

28 out of 43 submissions mention transport

Example:

- Indonesia: “Shifting to low-emission modes of transport”

GIZ Transfer project: South-South Transfer Mexican vs Colombian Renovation Programs

A map of North and South America is shown in the background. Mexico is highlighted in a darker orange color, and Colombia is highlighted in a lighter orange color. The rest of the continents are shown in a very light orange color.

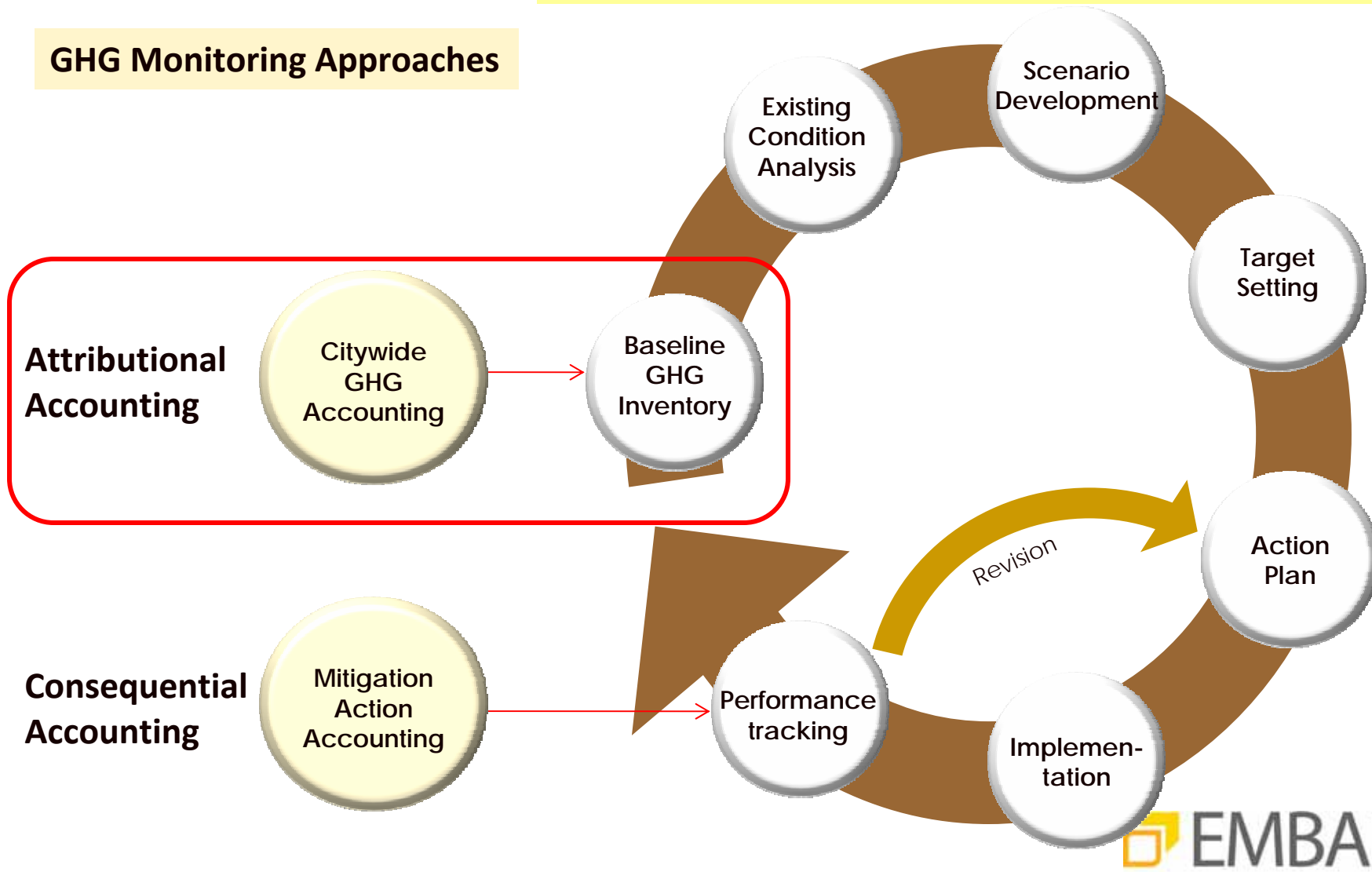
- Similar needs – similar problems
 - Obsolete fleets
 - Dispersed ownership (one man-one truck/bus)
 - Poor registry

- Key differences
 - Funding sources: Colombia private, Mexico public
 - Institutional settings: Colombia separate for trucks (national) and buses (local); Mexico common federal program

Better data: City Level GHG Monitoring Approaches

Typical Low Carbon City Planning Process

GHG Monitoring Approaches



From Principles to Practice: Rio de Janeiro

- City Target: Avoid 20% of 2005 GHG emissions by 2020
- Develop Greenhouse Gas Monitoring Strategies
- Citywide GHG inventories
- Sectoral mitigation action GHG accounting for transportation and waste management

- New standard – opportunity for a city NAMA



Conclusions: Win-win solutions ahead

- Need for a low carbon transport and energy strategy
- Climate change is a co-benefit
- Climate finance can leverage,
- But do not wait for climate to work for transport



Thank you for your attention

- Holger Dalkmann, Director EMBARQ
- hdalkmann@wri.org
- www.embarq.org

