

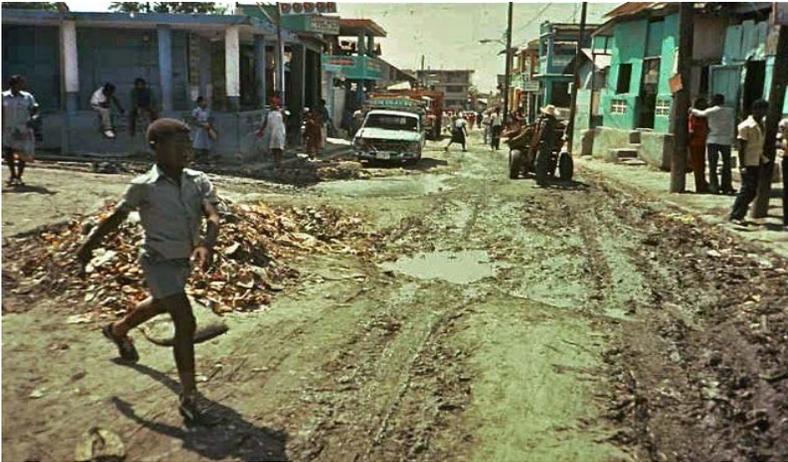


Growing Partnerships to Advance Sustainable Urban Transport: Introducing the ASAP Vision

Michael A. Replogle
August 23, 2010

5th EST in Asia Meeting, Bangkok

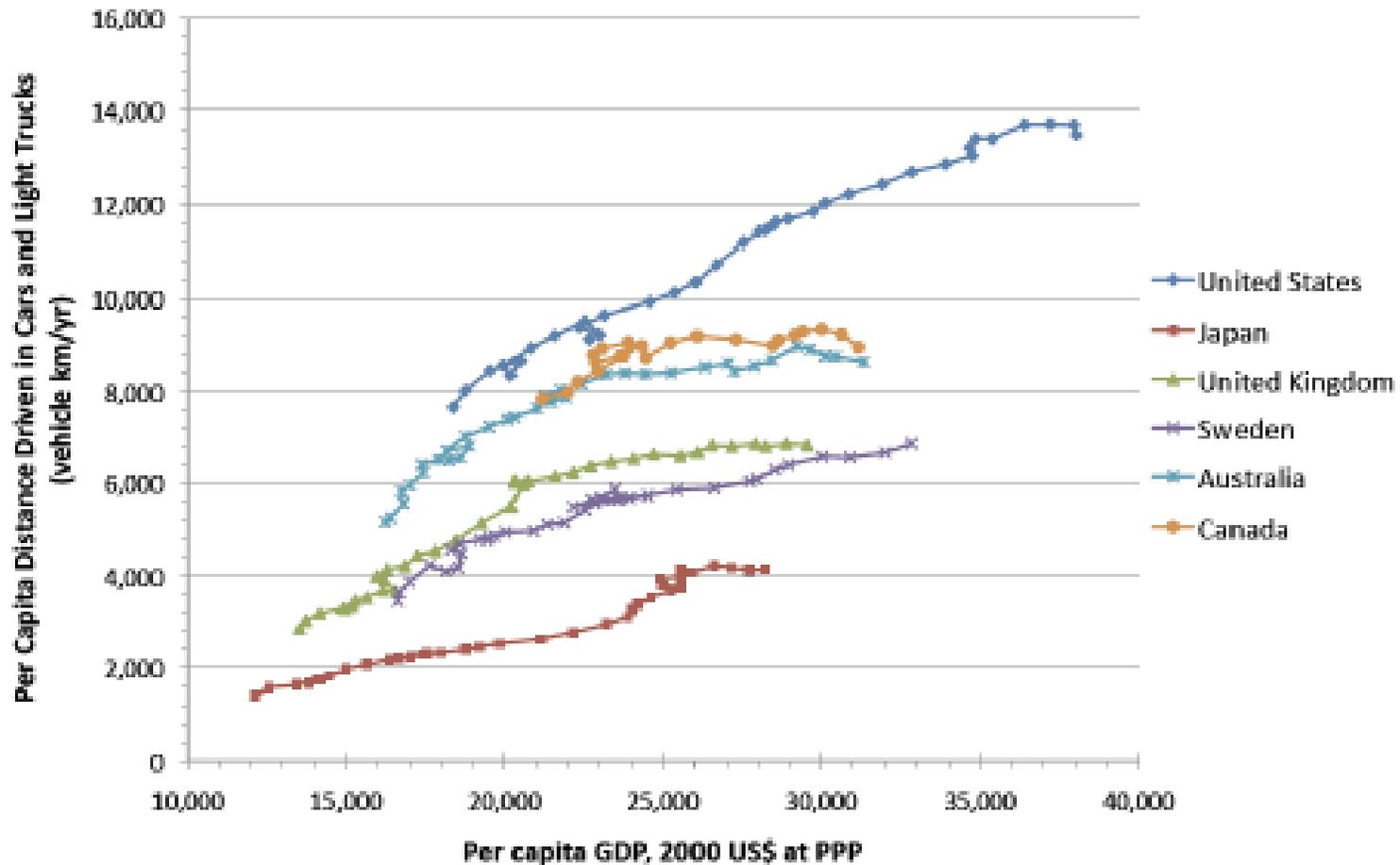




**The context:
rapid urbanization,
rapid motorization,
rising but disparate incomes**



Low vs. High Carbon Transportation Growth Paths: 1970-2006



Source: Millard-Ball and Schipper (2010).



A majority of the world's people will be unable to afford private motor vehicles in our lifetime

Photo: Carlos Pardo

For whom are we developing and managing transport systems?



Photo: Carlos Pardo



Photo: Carlos Pardo



Photo: Carlos Pardo

บัตรพุ่ม ม.3, ม.6, ปวช./หรือ

Partnerships to what end?

To achieve rapid motorization

- Subsidies for motor fuels, motor vehicle manufacturing
- Subsidies for high speed roads, parking, company/government cars
- Support for sprawl & car-oriented superblock development
- Neglect of cyclists, pedestrians, public transport



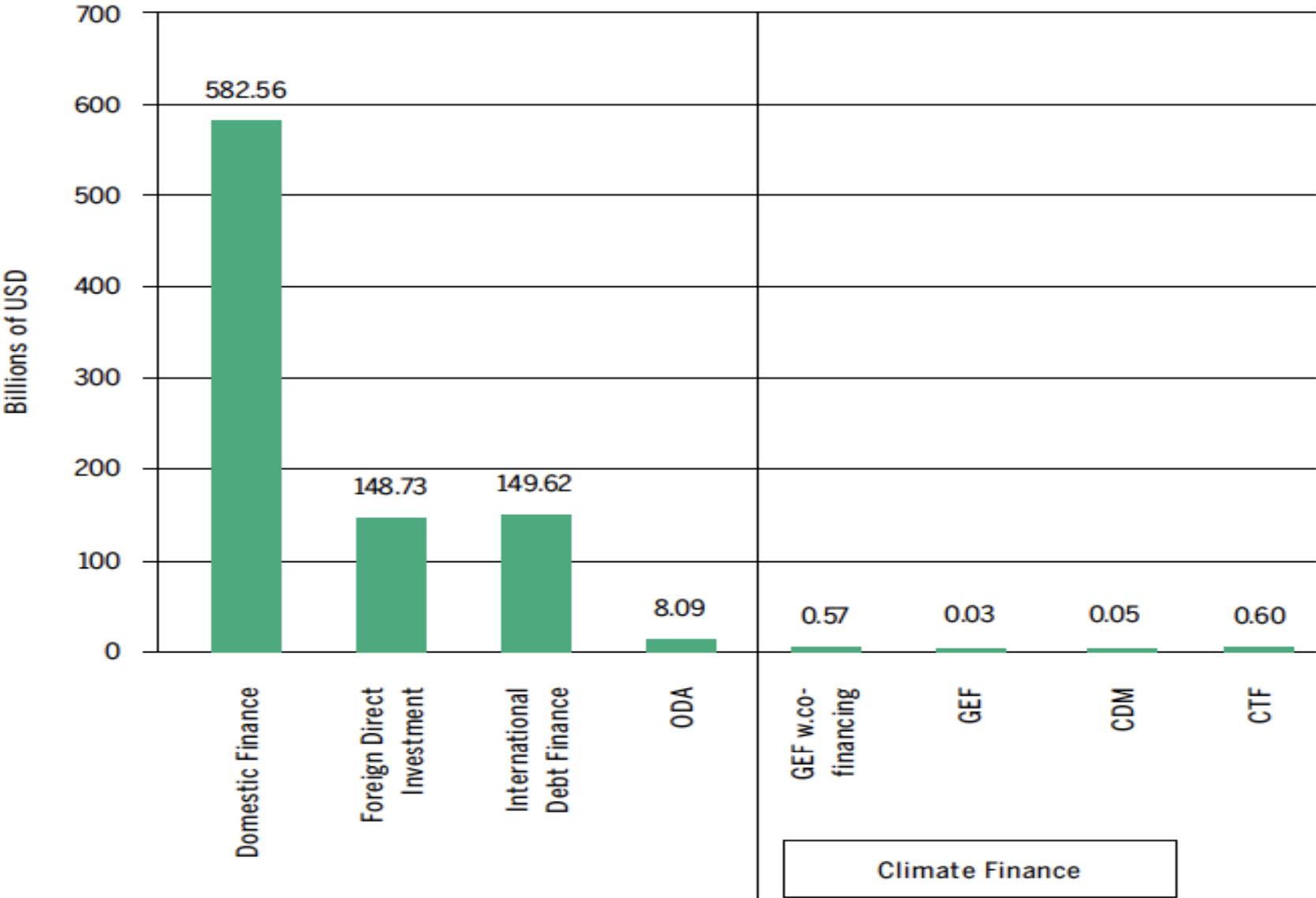
Partnerships to what end?

To achieve sustainable transport

- Support high-efficiency transport (especially BRT, rail, NMT)
- Phase out public/private subsidies for fossil fuel, car manufacturing & use
- Road space for pedestrians, cyclists, public space protected
- Support people-friendly transit oriented development



Annual Global Transport Investment by Source



Global motor fuel subsidies

US \$300-740 billion/year:

For every unit transferred to poor, 3-5 times more goes to higher income people*

G-20 Leaders (September 2009):

"inefficient fossil-fuel subsidies encourage wasteful consumption, distort markets, impede investment in clean energy sources and undermine efforts to deal with climate change."

Leaders committed to "rationalize and phase out over the medium term inefficient fossil-fuel subsidies that encourage wasteful consumption."

* Source: IMFSurvey – Rethinking Fuel Subsidies 2007

Institute for Transportation and Development Policy



Domestic Public Finance of Transport

- Focus on infrastructure
- Time and vehicle cost savings focus in project appraisal
- Little analysis of equity & environmental impact
- Subsidies for fossil fuels, parking, motor vehicle use



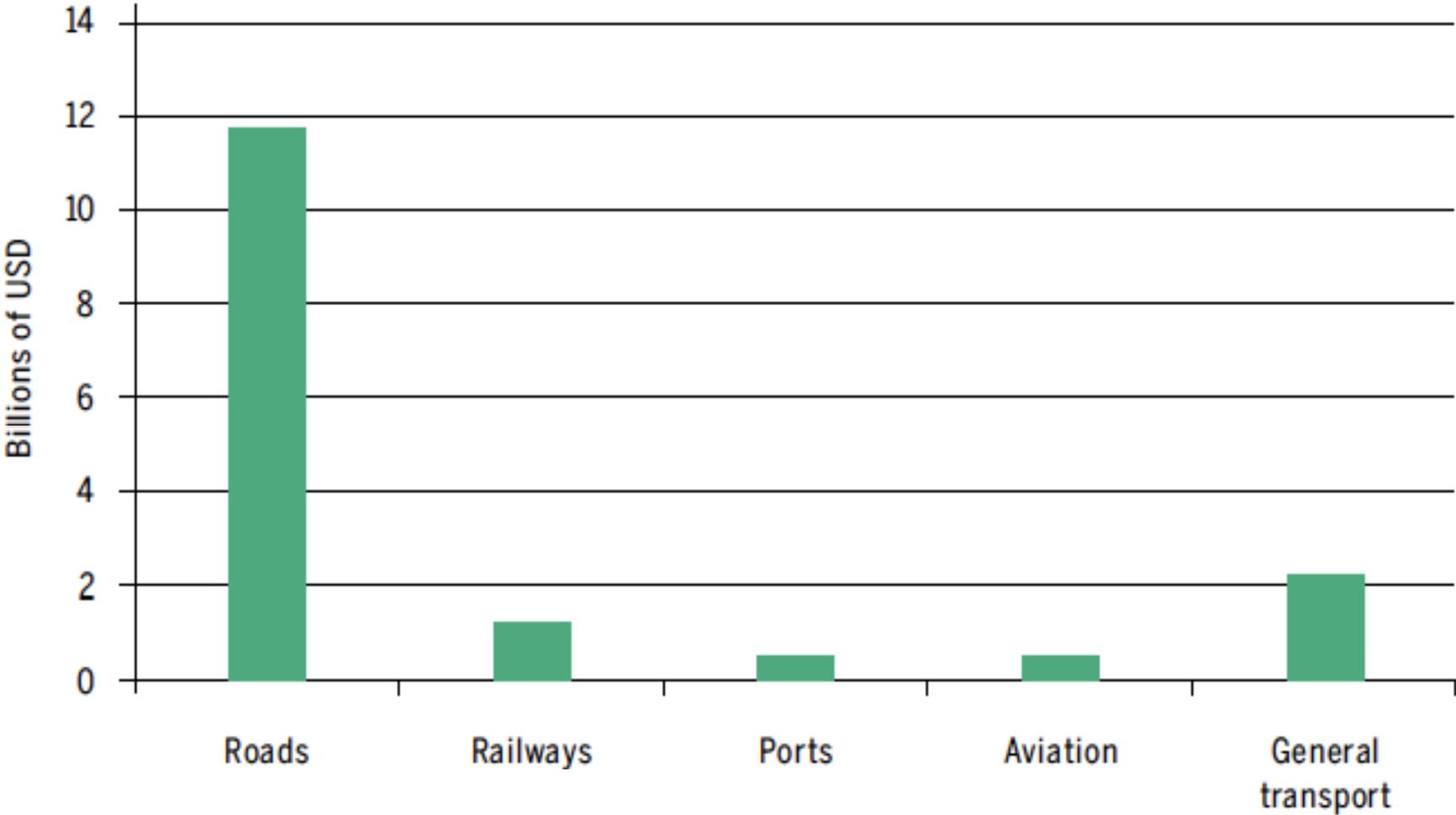
Official Development Assistance for Transport



- Directed toward development based on motorization model
- Reflect requests of recipient countries & technical assistance of donor organizations
- Time and vehicle cost savings focus in project appraisal
- Weak environmental evaluation & safeguards

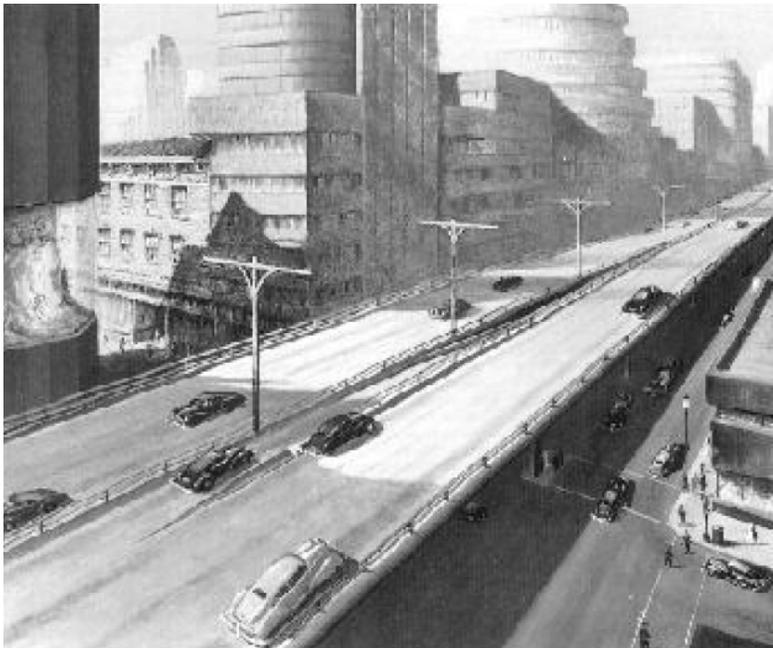


Transport Lending by World Bank 2001-06

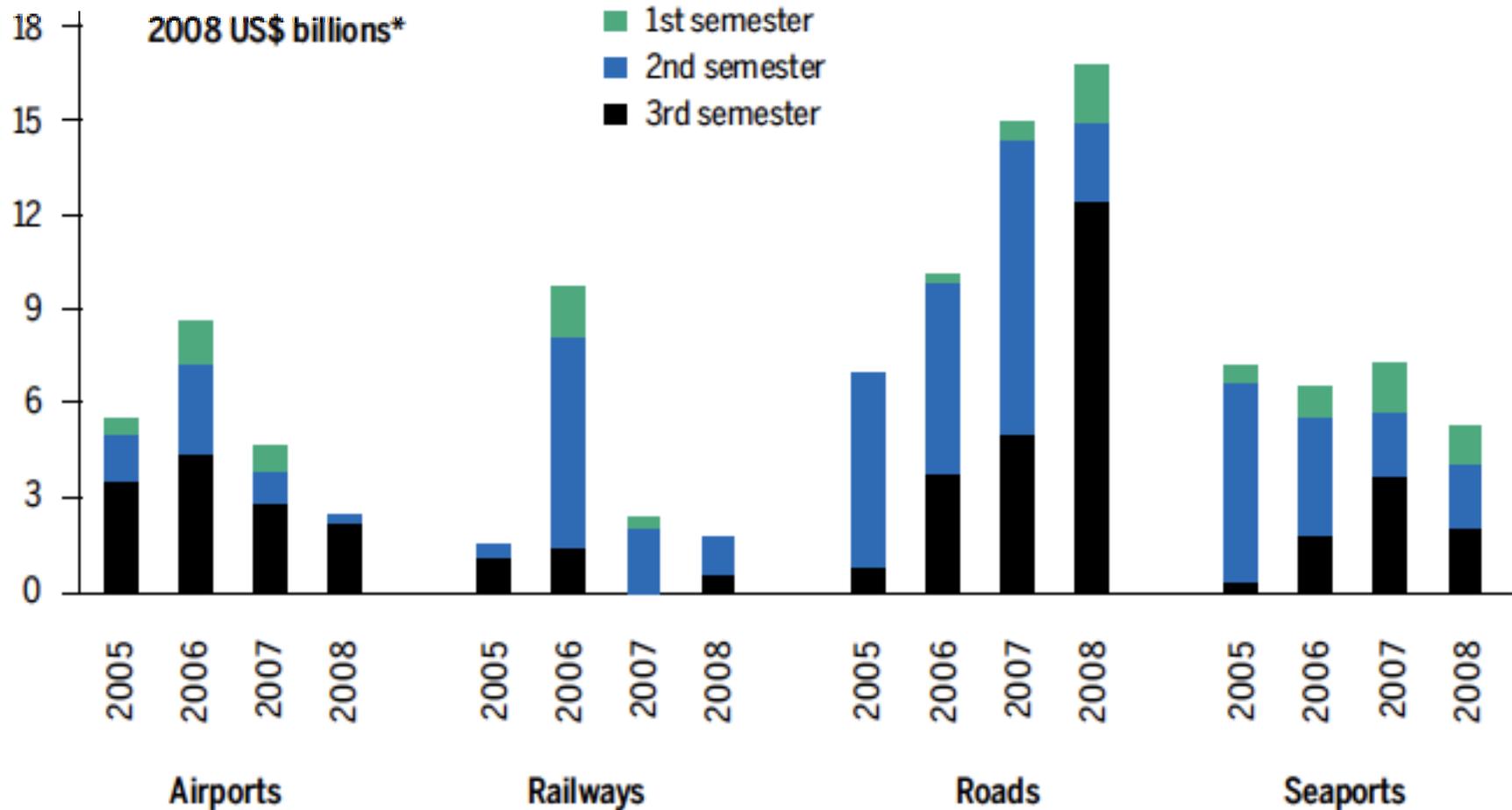


Private Investment Flows for Transport Investment

- Develop goods, services, infrastructure to support rapid motorization
- Environmental & social costs excluded from market signals
- Pricing structures designed to spur more consumption of driving



Transport Infrastructure Investments With Private Participation in Developing Countries (by year of closure)

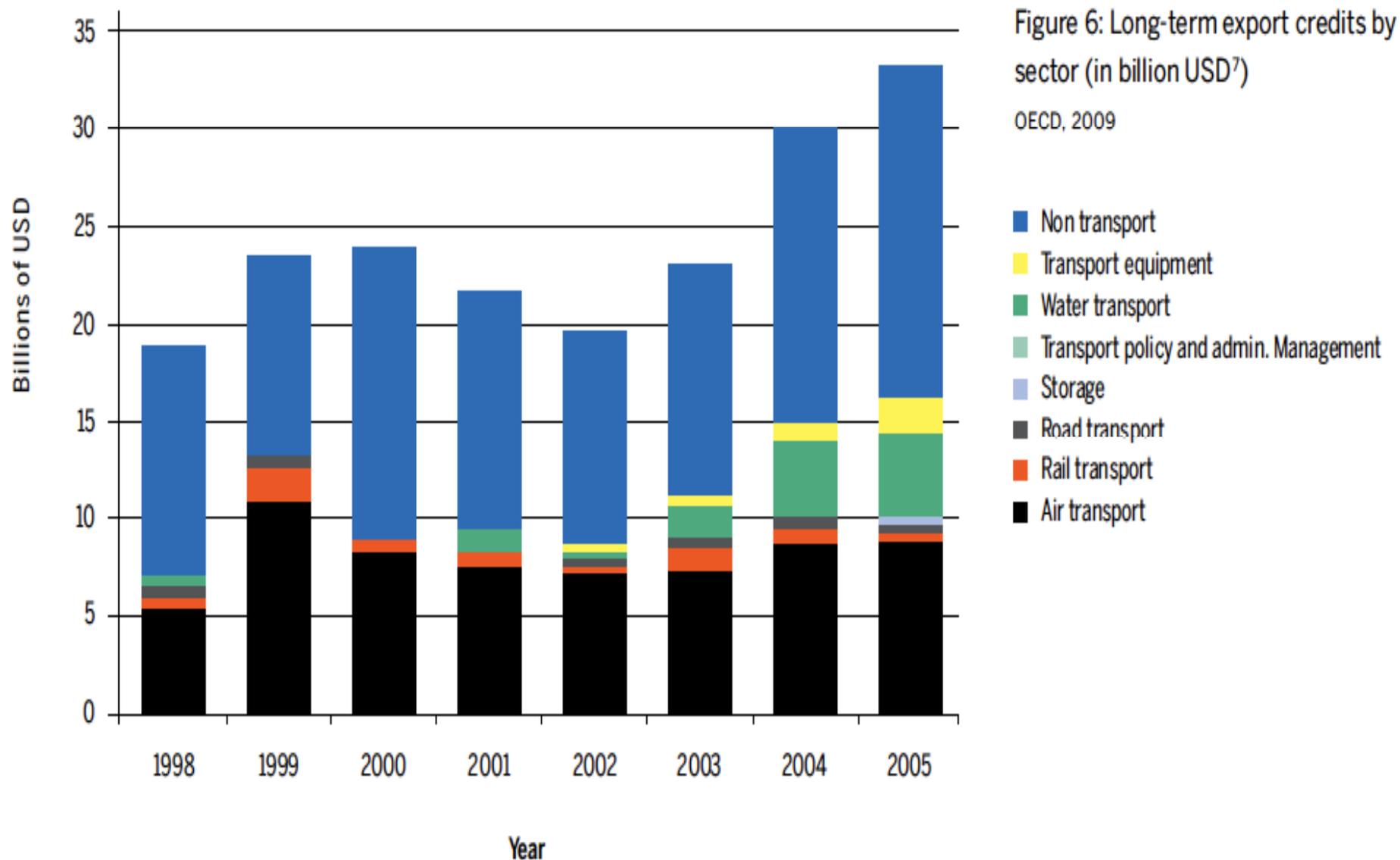


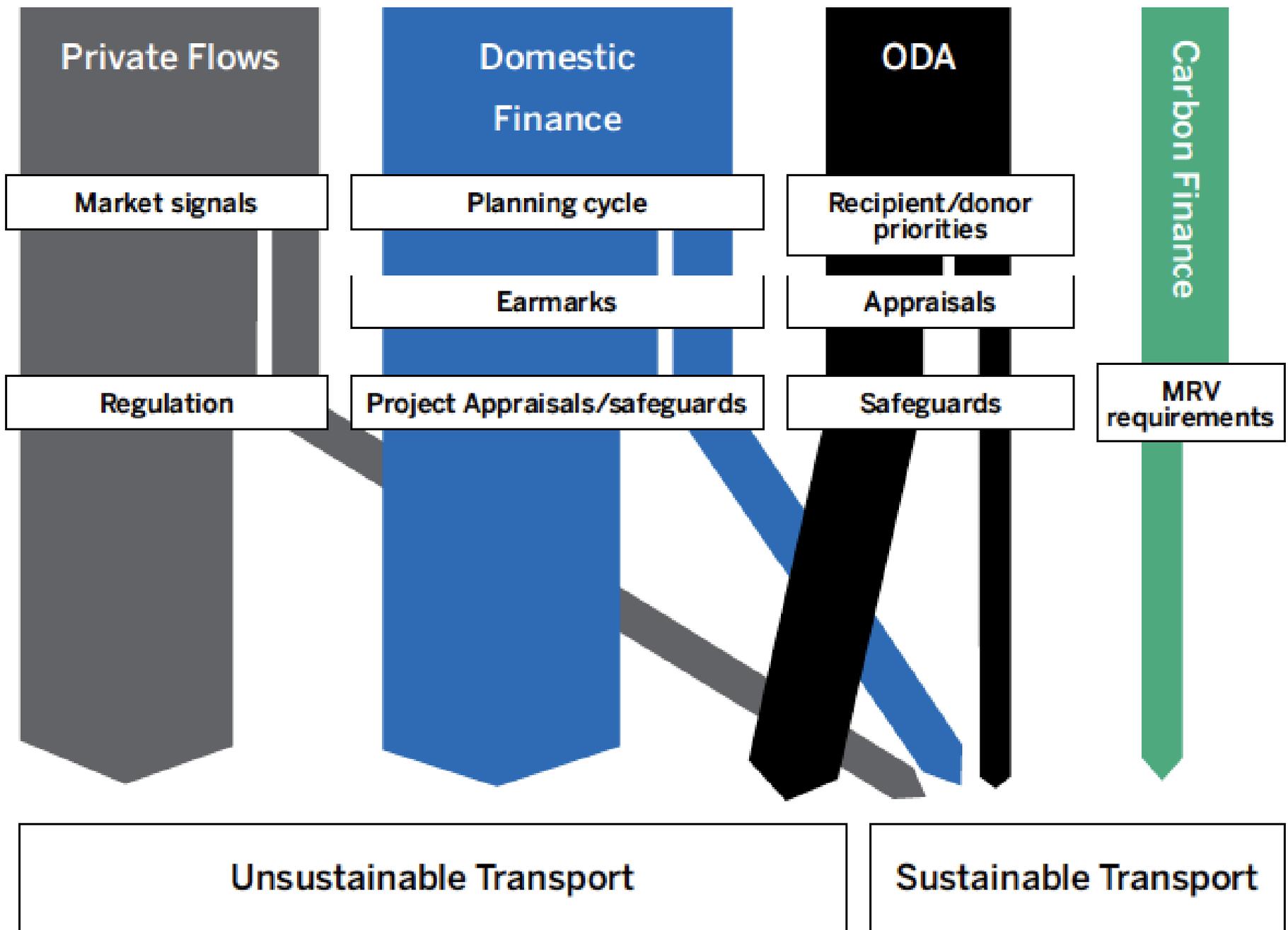
Export Credit Assistance

- Support aviation and water transport development
- Environmental & social costs excluded from market signals



Long-Term Export Credits by Sector





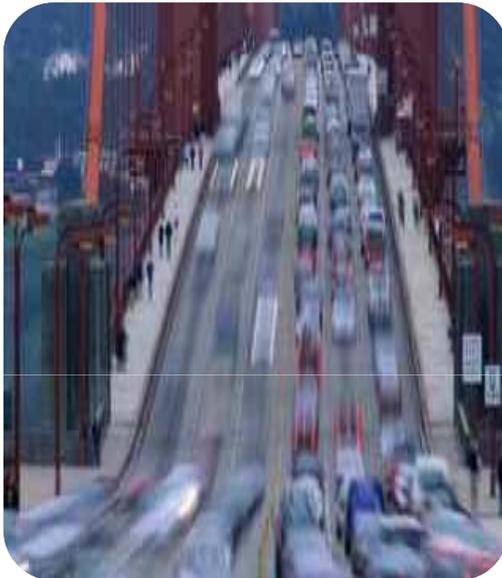
Partnerships to Finance the New Vision: ASAP

ANALYZE The impacts of financing decisions on sustainability

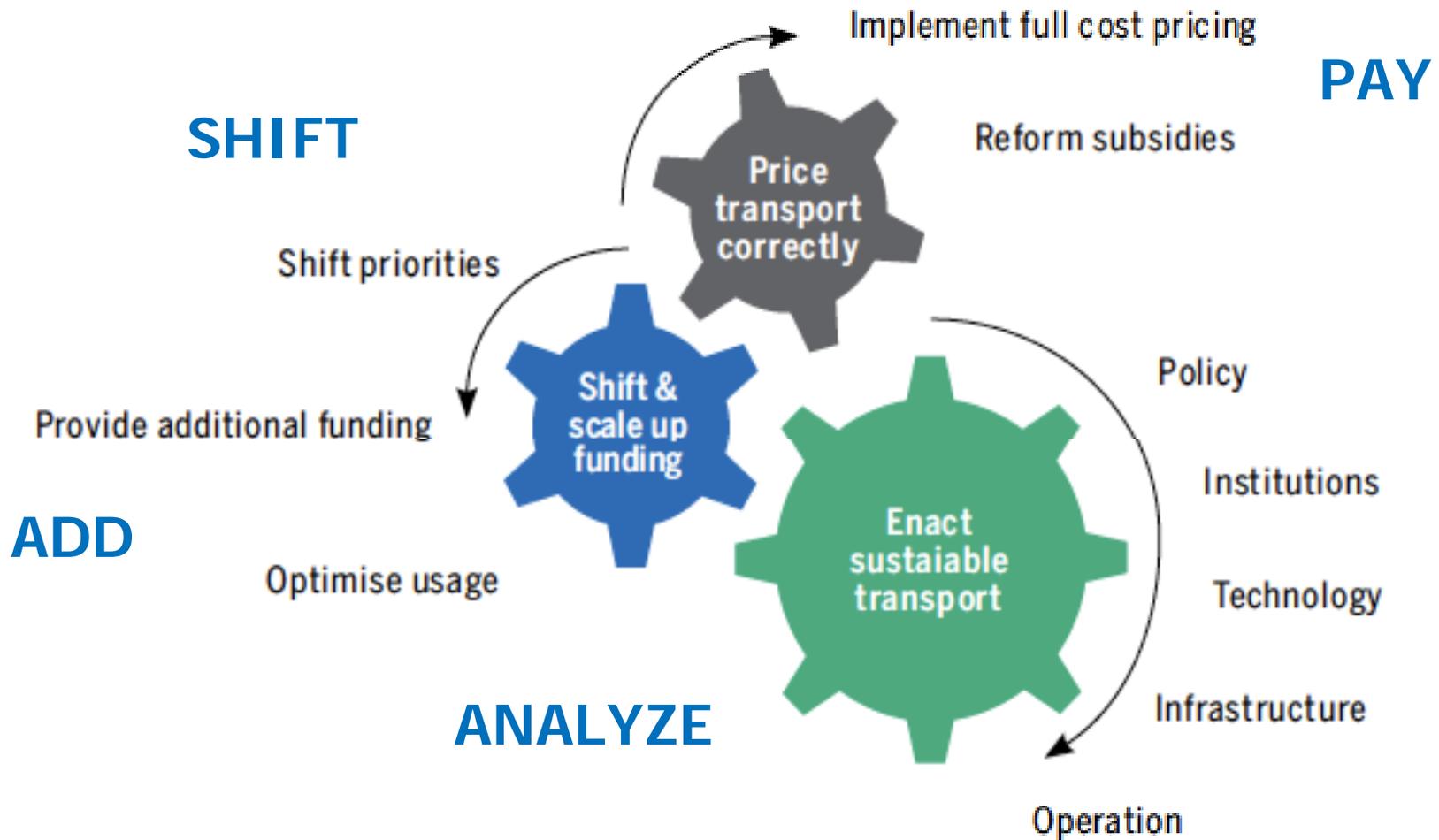
SHIFT Existing resources toward a sustainable direction

ADD Increased funding for areas where resources are lacking

PAY For the full costs of transport including environmental depreciation



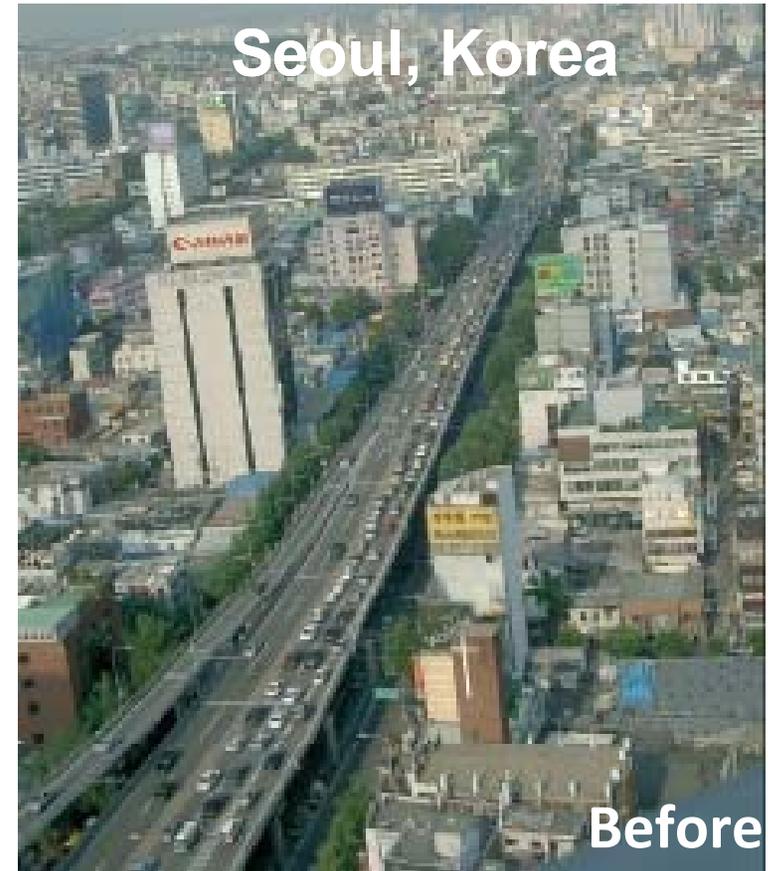
Partnering to Advance Sustainable Transport



ROADMAP FOR ACTION

Developing & Developed Country Governments

- Shift domestic budgets towards sustainable investments
- Shape how international support for transport is provided
- Apply appropriate pricing
- Adopt sustainable transport goals, monitor and report on performance



ROADMAP FOR ACTION

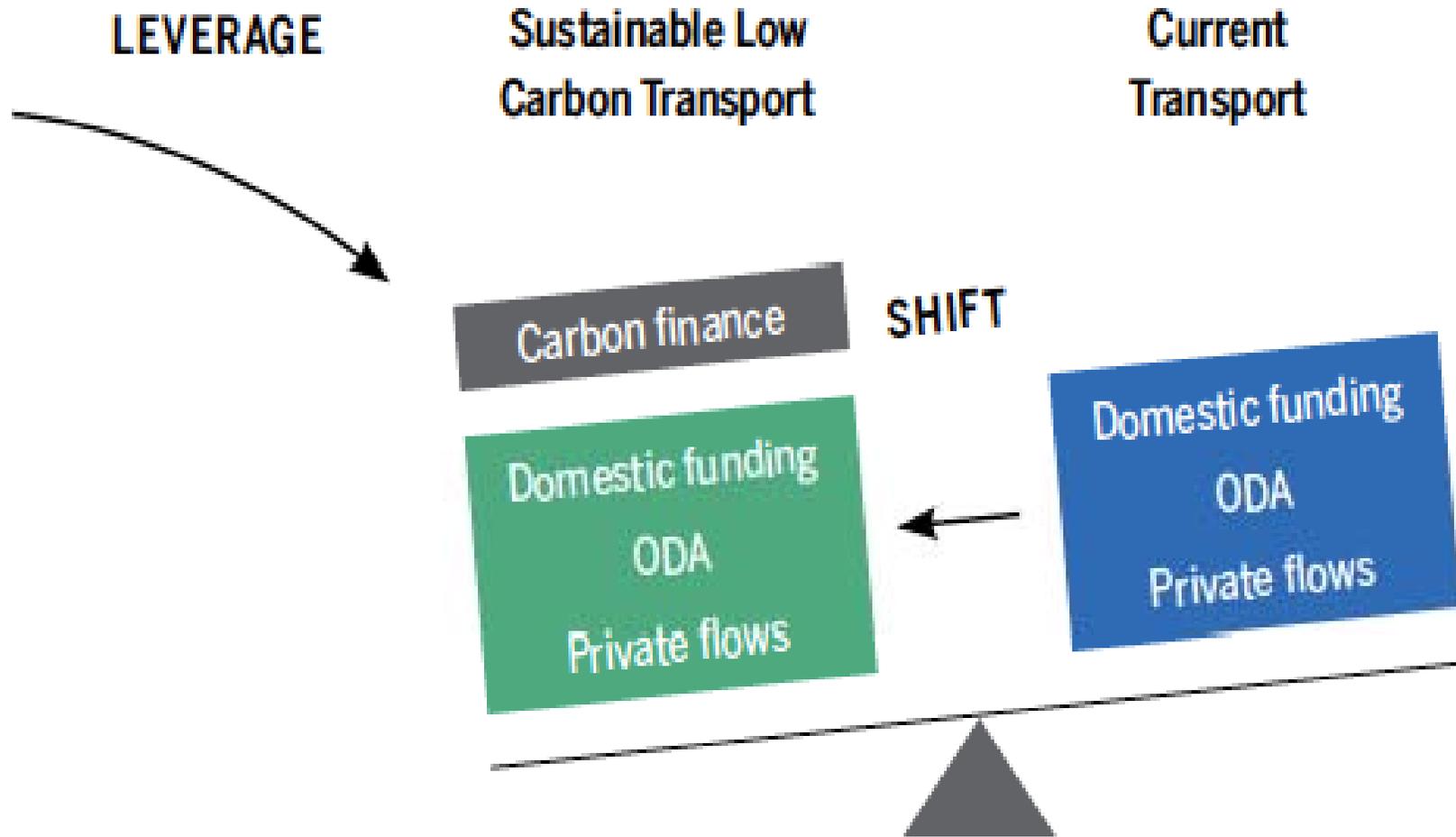
Multilateral Development Banks & Bilateral Aid Agencies

- Evaluate GHG impacts and carbon intensity of initiatives
- Direct technical assistance to develop capacities, institutions, knowledge in support of sustainable transport
- Align lending criteria with sustainability objectives to catalyze changes in domestic priorities
- Promote monitoring & reporting



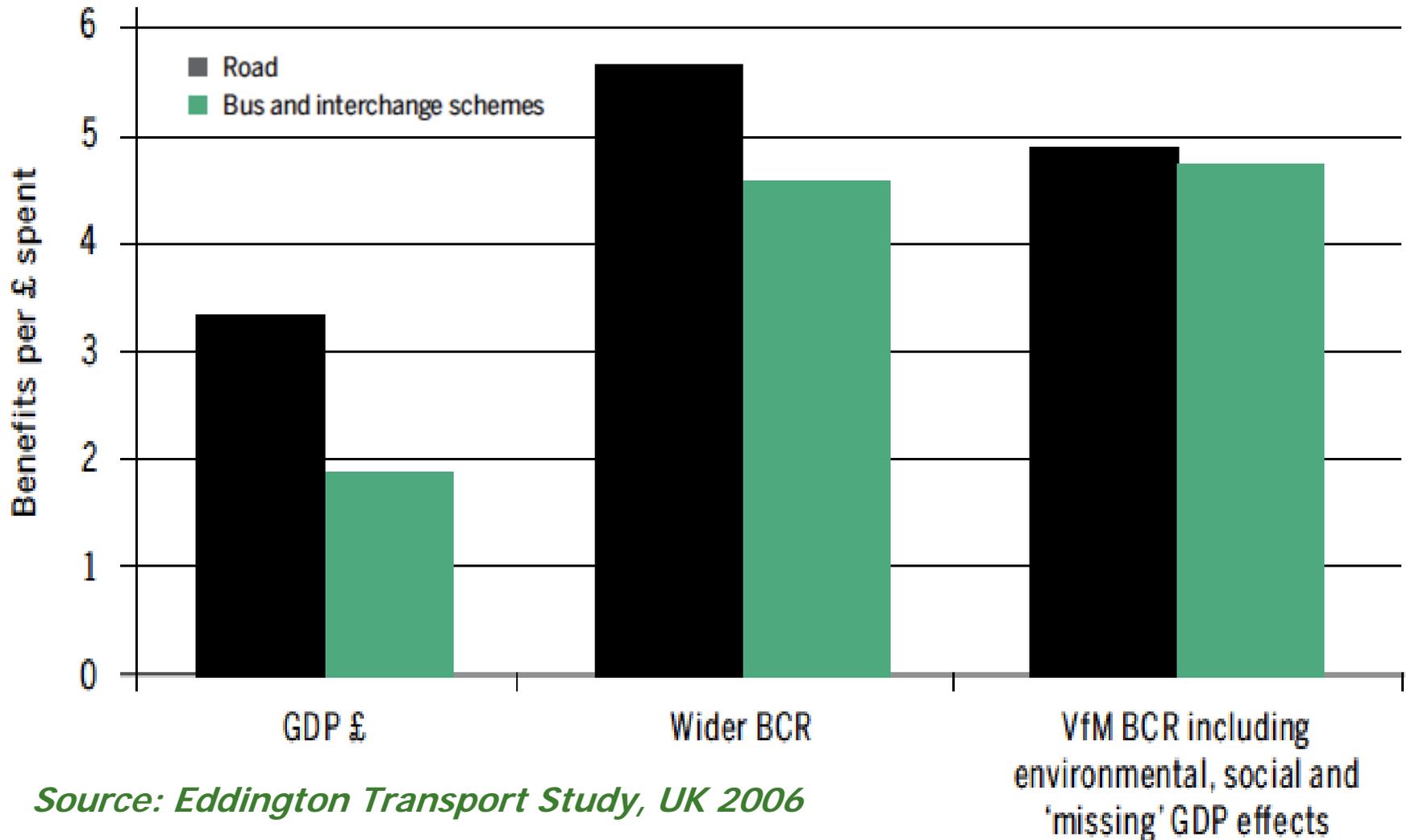
ROADMAP FOR ACTION

Carbon Finance: Partnering to Leverage Change

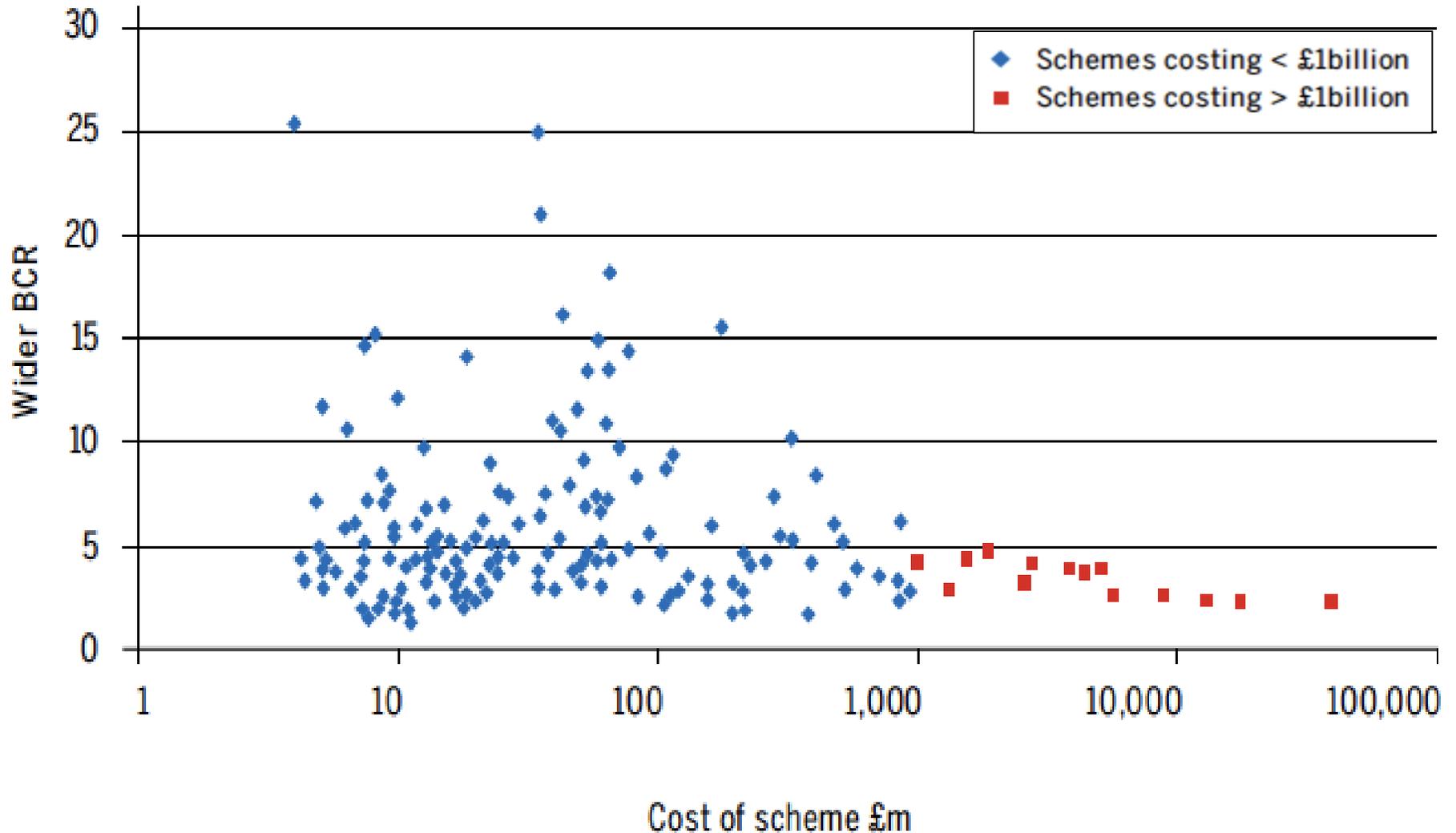


ANALYZE:

Account for Full Costs and Benefits

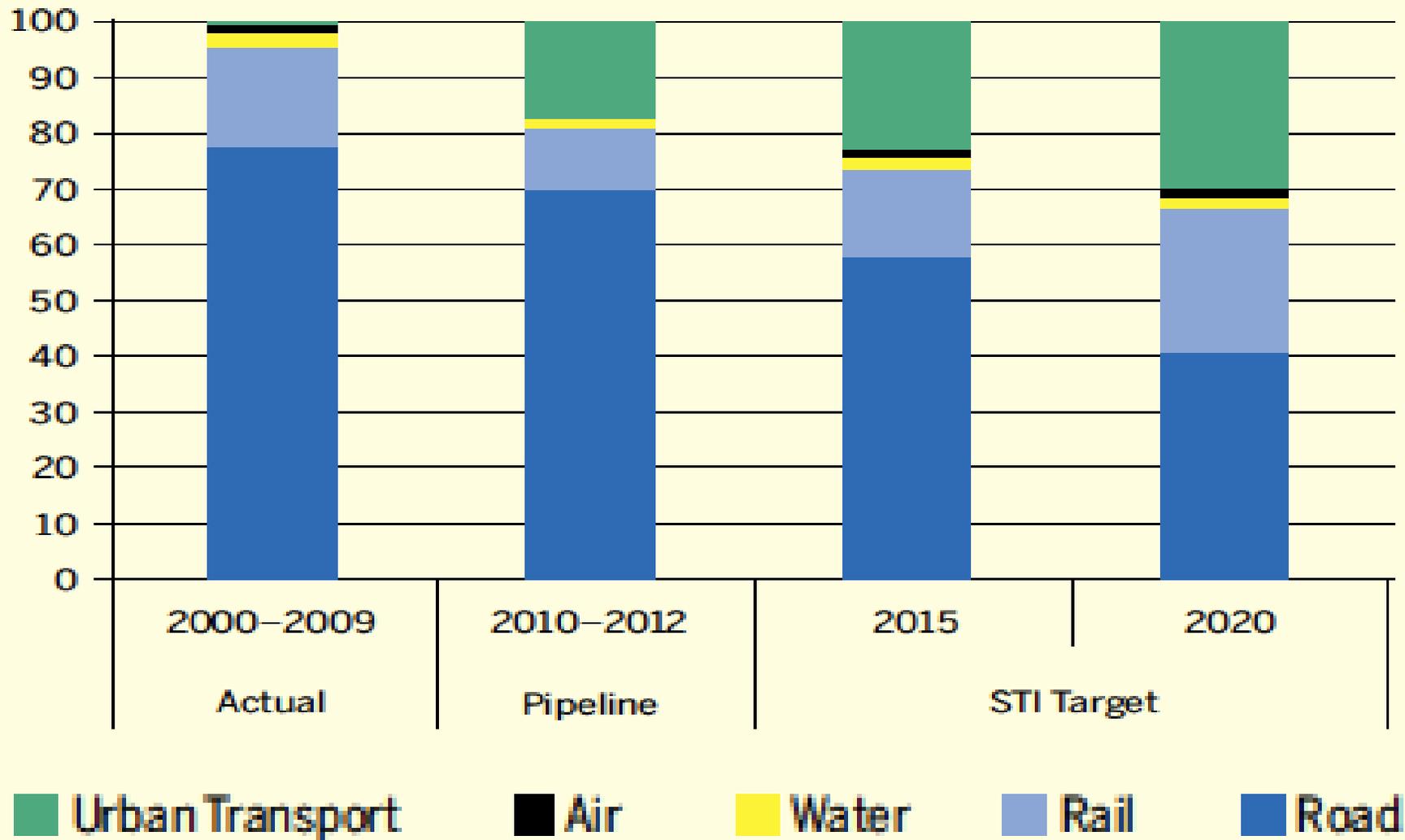


ANALYZE: Small projects often yield much higher social returns than high cost projects

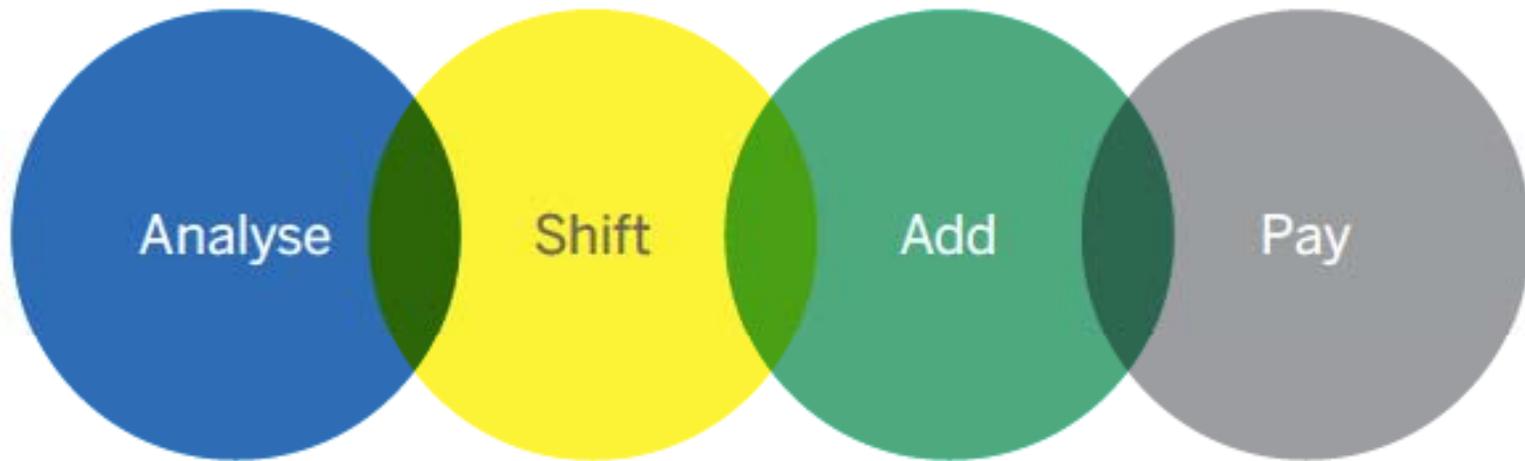


Source: Eddington Transport Study, UK 2006

SHIFT & ADD: ADB's Sustainable Transport Initiative Sets Targets for Growing Investment



Achieving sustainable transport requires partnerships that:



For More Information

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