



Institutional reforms to take effective mitigation measures

Cornie Huizenga
Executive Director
CAI-Asia Center

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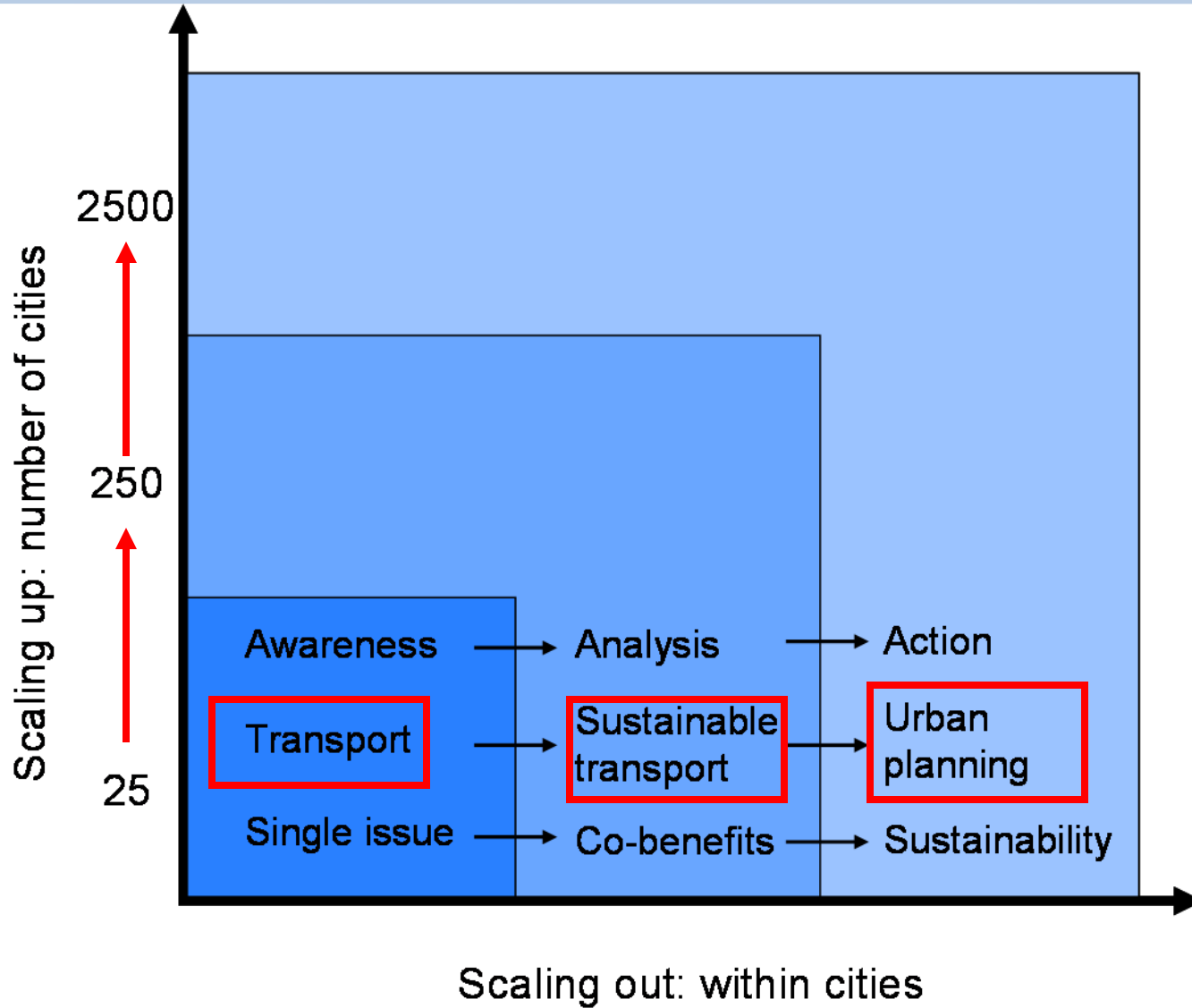


Transport options to reduce air pollution and CO₂

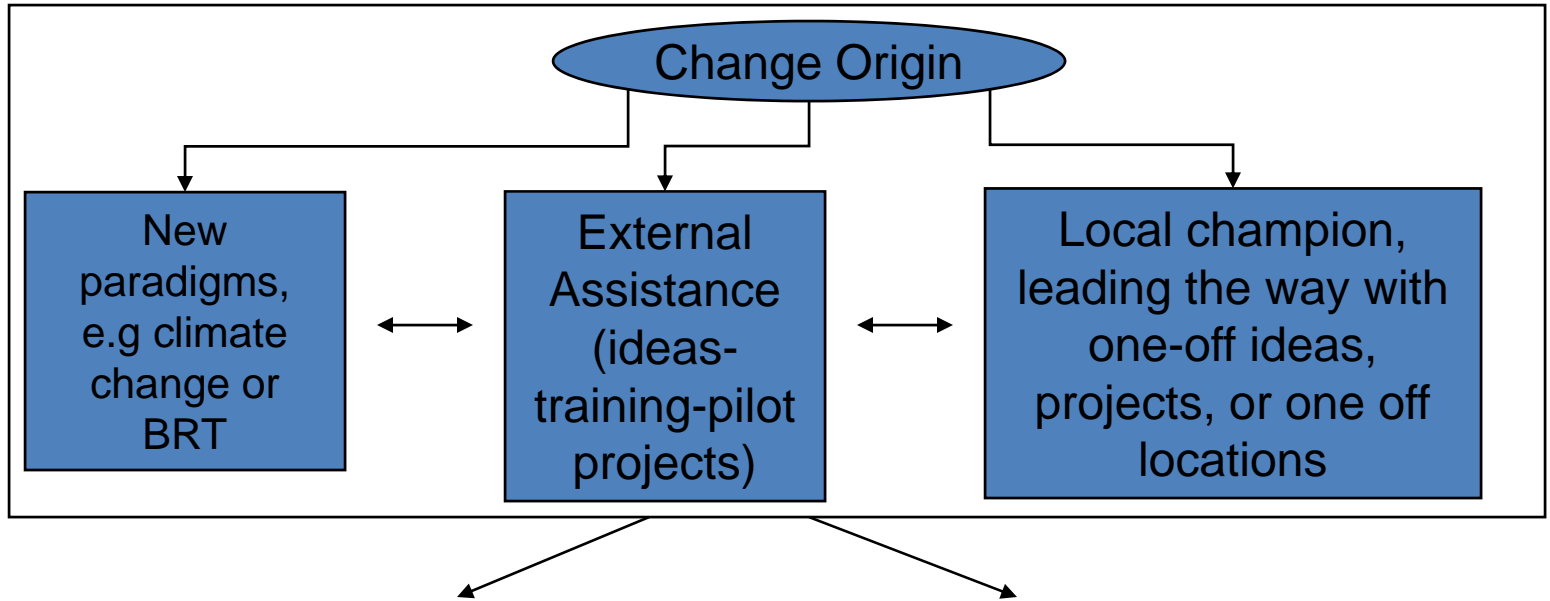
	AP ↓	CO ₂ ↓	\$ Costs
Reduce emissions per kilometer			
Technology/ vehicle change	+++	+	low
Behavioral change (e.g. Fleet mgt, driver's training)	++	+	low
Fuel-switch (e.g. gas to CNG/LPG, to biofuels)	++	?	?
Reduce emissions per unit transported			
Passenger transport:			
Mode switch	+++	++	low-med
Usage of larger units	+	+	low
Improved occupation rates	++	++	low
Freight transport	++	++	low-med
Reduce number of trips			
Land-use – Behavioral change	+++	+++	? - high
TDM	++	+++	? - med

Source: Authors, adapted from GTZ, 2007

The importance of scale: think integrated and big



Change: the danger of short Cuts



Create parallel structures:

- Special delivery vehicles with high level of effectiveness
- Duplication of organizational mandates and possibly organizational confusion

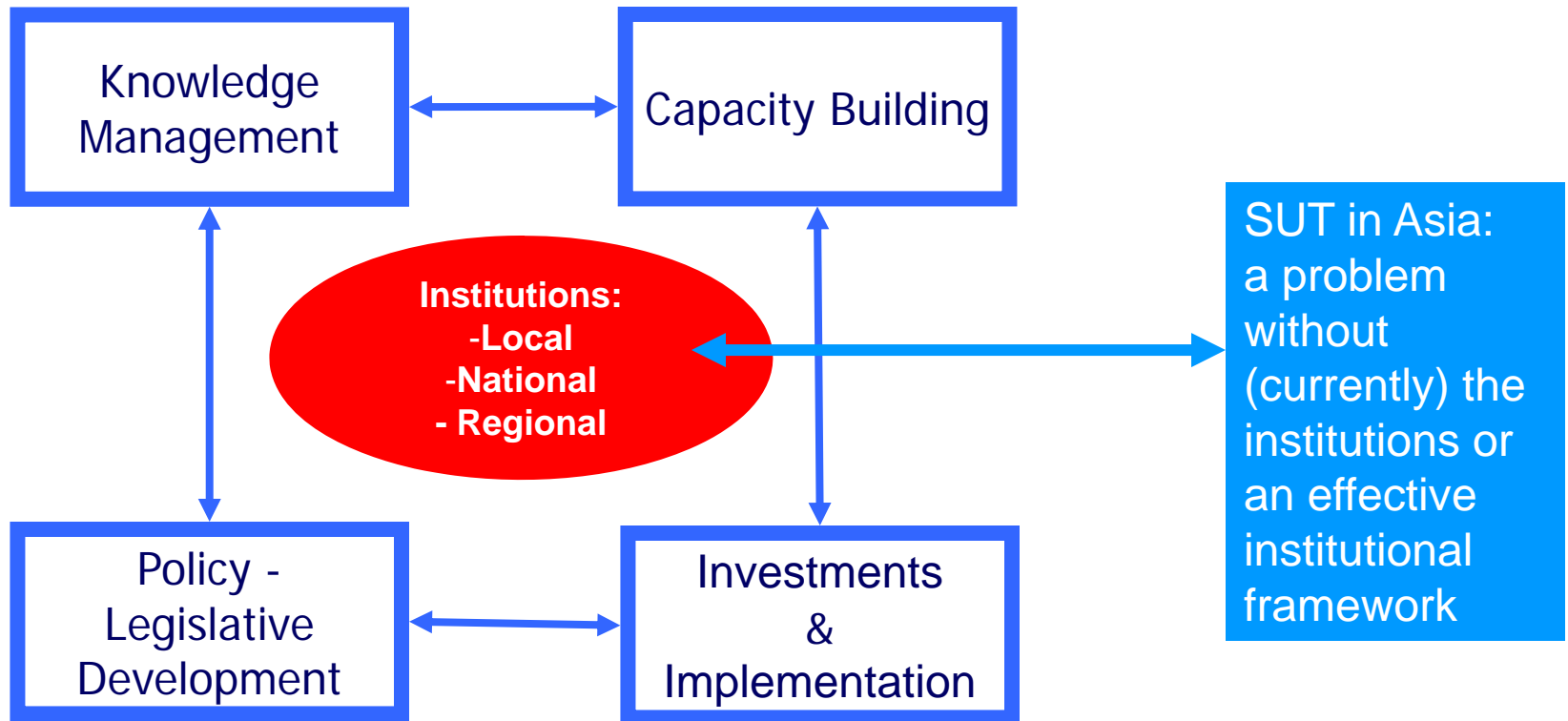
Impact: quick(er) but not structural?

Long March Through the Institutions:

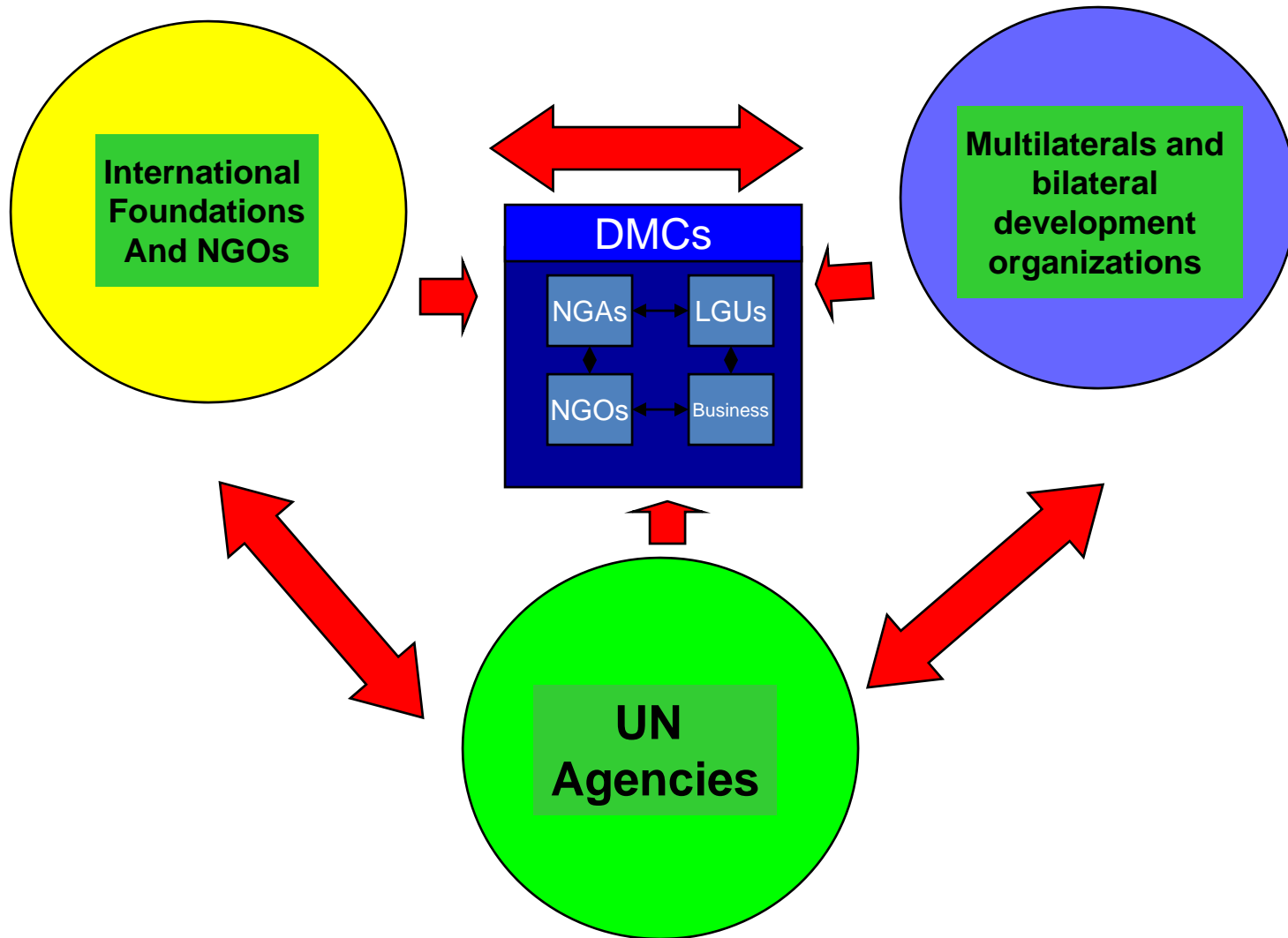
- Change culture
- Change mission, mandates, policies
- Change planning and budgeting
- Change organizational linkages

Impact: slow(er) but more far reaching and comprehensive

Institutional Context for Transport and Climate Change

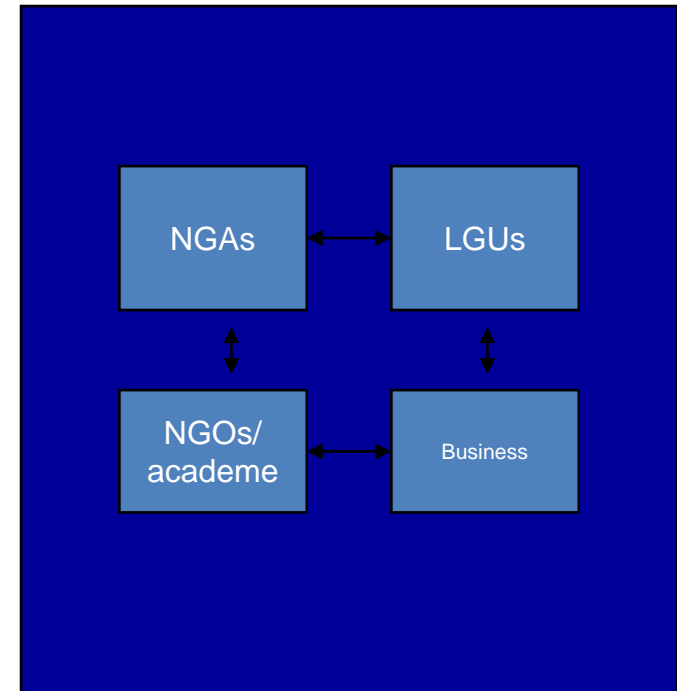


The Institutional Context for advancing Effective Mitigation Measures in Transport in Asia



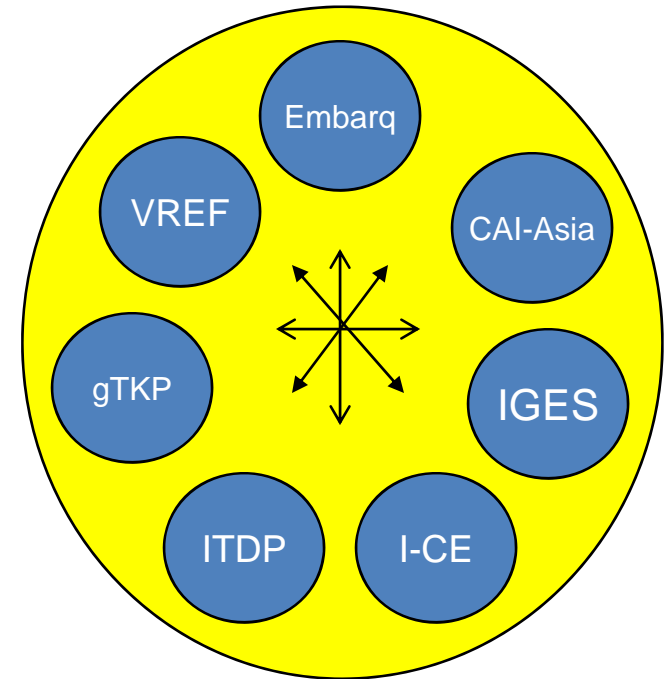
Developing countries

- Weak on structured knowledge generation
- SUT Policy development often national level, yet SUT implementation local level:
 - Policy without implementation
 - Implementation without supportive policy frameworks
- No institutional mandates in transport sector that can catalyze SUT agenda
- Technical SUT capacities weak
- No integrated EST community in most countries
- Political leadership (India and China) is key in advancing EST agenda, but hands on leadership is usually weak
- Mostly no financing mechanisms in place



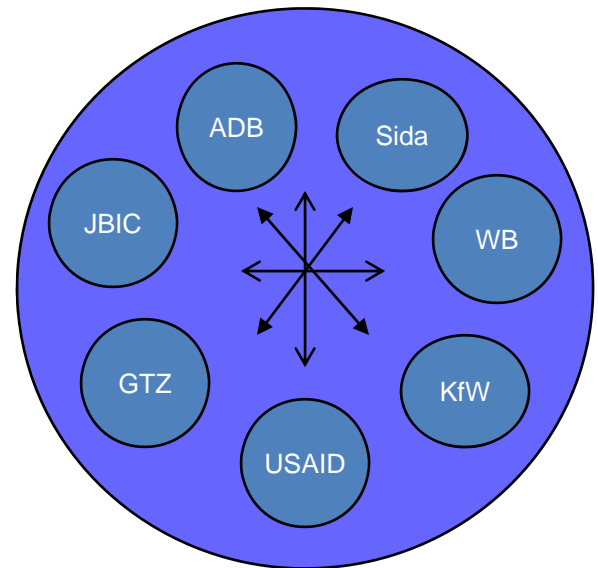
International NGOs and Foundations

- Play a critical role in introducing SUT but lack critical mass to achieve impact at scale required
- Tend to go at alone rather than in coordinated manner
- No coordination on which cities/countries they work in with risk of overlap and gaps in coverage
- Limited exchange on tools and instruments and policy work
- Recent trends: possibility of increase in scale through new initiatives or larger initiatives: e.g Climate Works, Shell foundation, VREF BRT CoE
- SUMA program is a promising start for tangible coordination and cooperation



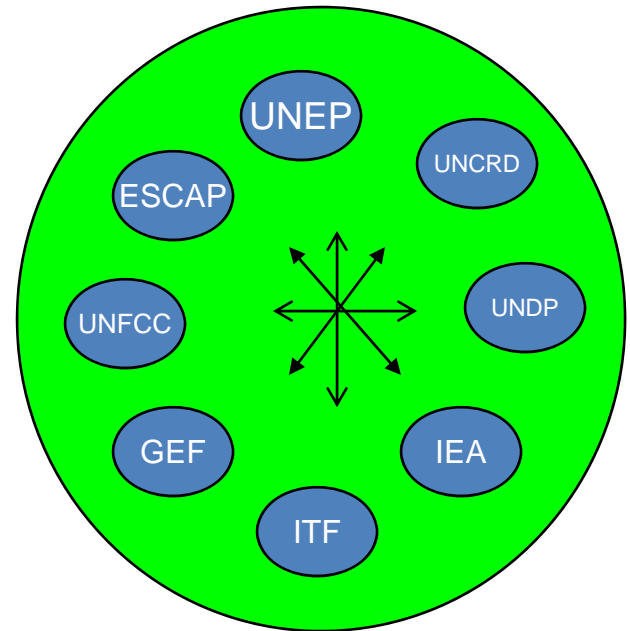
Multi- and bilateral development organizations

- Majority of multi- and bilateral development organizations poised to increase involvement in SUT – (evidenced by this workshop)
- High level agreements being forged e.g. Ministerial Meeting on Environment, Energy and Transport (MEET) without follow-through coordination and cooperation
- In-house capacity and expertise on EST is weak.
- Coordination, when taking place, is often on an ad-hoc and project/program basis to develop a co-financing arrangement
- EST is so far typically (not yet) topics for in-country coordination by multi- and bilaterals (also because countries are not calling for this)
- There is a larger willingness to coordinate on climate change / energy because amounts involved are larger and commitment of leadership larger

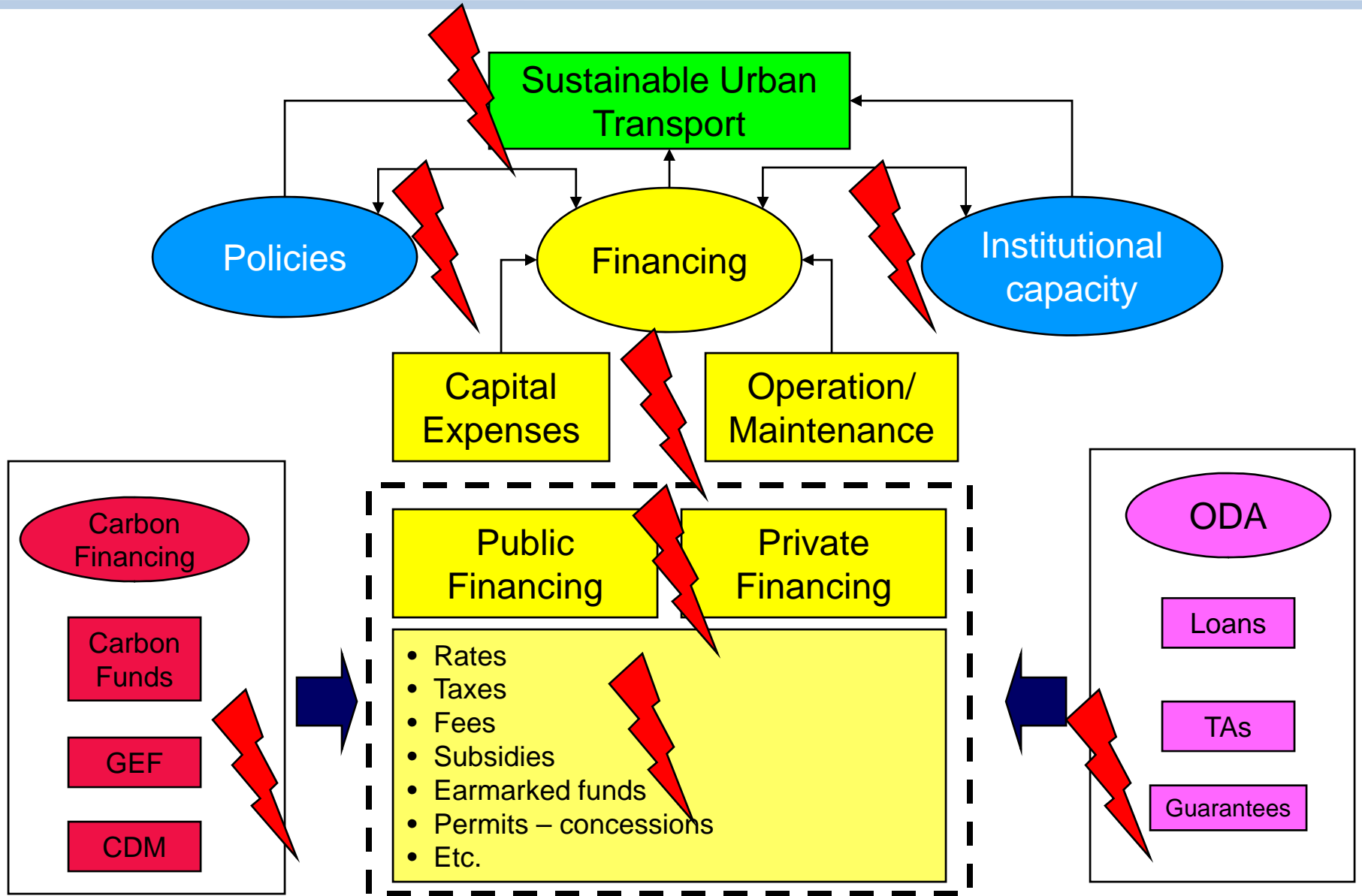


UN-and International Organizations

- No logical leader on transport and climate – position of transport in Kyoto protocol and associated instruments: CDM, hamper the development of a leader -
- Limited capacity and resources in the various organizations makes it difficult to engage in meaningful coordination and cooperation
- External groups not well aware of distribution of tasks within the UN system (possibly same within the UN system).
- Growing attention for SUT as well as funding is not (yet) reflected in emerging structures in the UN system



Case of SUT Financing: where is the consensus





Genuine Institutional Reform for Transport and Climate

- To be driven by well defined and high level policy consensus on transport and climate
- To be powerful enough to accomplish major changes in modal split, technology development and deployment, and behavioral changes
- To be part and parcel of overall institutional reforms for sustainable development in Asia

..... great but out of reach now, therefore...

Guiding Principles for (pre) institutional reform

- Policy Mandate: Transport to be defined in follow-up to Kyoto protocol as well in National/local/sector level climate change action plans
- Leadership: Urgent need for agreed upon leaders:
 - assign lead role within UN system and follow through with allocating functions/powers and resources
 - Assign lead role within Multi and bilateral community and define role and function vis-à-vis UN community
- Enabling legislation at national and local level:
 - Regulatory frameworks – incentives, disincentives
 - Define roles of national versus local level
 - Consensus on relationship of Transport and climate versus other transport issues: environment, congestion-economic development, energy
 - Financial instruments
 - Institutionalized capacity development
- Role of international NGOs and Foundations
 - Facilitate and catalyze work of national – local groups rather than do it for them (same applies to local NGOs-foundations)
 - Knowledge generated flows into local, national and regional policy making

For more information, please contact



CAI-Asia Center

www.cleanairnet.org/caiasia

Cornie Huizenga, Executive Director

cornie.huizenga@cai-asia.org

Bert Fabian, Head Transport Unit

Bert.fabian@cai-asia.org

Unit 3510, 35th Floor, Robinsons-Equitable Tower, ADB Avenue, Pasig City, Metro Manila, 1550 Philippines

www.cleanairnet.org/caiasia