

CHAPTER 5:

Next Steps

This study presents one of the first comprehensive efforts to analyze the relationship between the transport sector and climate change in Asia over the next 25 years. The results of the analysis make it clear that even the most optimistic scenarios, integrating all expected technological improvements, will lead to a tripling of CO₂ emissions over this period. At the same time, the growth model for the transport sector on which these estimates are based will also result in an increase in air pollution from the transport sector and increase congestion to levels that seriously hamper the ability to move people and goods in an effective manner. In short, any continuation of historic tendencies or variations thereof are not sustainable and should not be used as the basis for policy making and investments in urban development and transport.

A paradigm shift will be required that should result in a new Asian consensus on economic development mobility, which can guide policy making and investment decisions. The international development community plays a key role in placing energy efficiency and climate change from transportation on the agenda. It needs to promote this change in vision together with the co-benefits of the proposed action plans that directly impact several major problem areas that the countries in emerging Asia are currently facing. The international development community, through its assistance, can help facilitate a paradigm shift by presenting and discussing the policy recommendations of this study in the continuation of the deliberations on the G8 Gleneagles' Action Plan on Climate Change, Clean Energy and Sustainable Development, as well as in regional meetings such as the second Regional Environmentally Sustainable Transport Forum in December 2006 in Indonesia and the First Governmental Meeting on Urban Air Quality, also in December 2006 in Indonesia. The ADB Regional and Sustainable Development Department workshop on Energy Efficiency and Climate Change Considerations for On-road Transportation in Asia in May 2006 is an important initial step for awareness raising.

To promote the discussion at the national and local levels, the recommendations should also be discussed in parallel at the regional level. The future of urban development and transport is being shaped now. In this context, it will be helpful if multilateral development organizations make the topic of transport and climate change a more substantive part of the policy dialogues they regularly conduct in support of the development of their assistance and lending programs.

While the development community should continue to provide advice on all modes of transport, greater importance should be given in future lending to programs that work toward integrally planned urban development and mass transport systems that increase mobility and access to goods and services while reducing vehicle-kilometers-traveled.

The international development community has a leading role to play in reducing the knowledge gap for developing countries by strengthening a continually updated shared knowledge base on urban development and transport planning toward sustainable climate-friendly access to goods and services. The international development community also has a leading role to play in developing common tools that allow surrogate regional default parameters to be evaluated for hard- or costly-to-measure variables and for intercomparison and accumulation of cities and countries.

A core set of monitoring parameters for the climate change components of on-road transport and associated co-benefits needs to be agreed upon among participating stakeholders to enable progress to be measured and reported at both local and regional levels for each distinct action plan. This will certainly require some field measurements to populate the baseline data where these are now absent, and the development of supplementary parameter sets to cover specific local requirements. For example, information on car ownership taxes, registration fees, and parking charges in Asian cities and their magnitudes at different locations, and

the average percentage of household income spent on owning and using a private vehicle by different income groups, is needed to enable formulation of pricing-based demand management policies.

Additional analysis needs to be performed with individual countries with particular reference to inclusion as a pilot case study in a few major metropolises and medium-sized cities. Here, the international community should assist in developing a strategic urban development and transportation plan, with selective support of small

bus and paratransit operators, and PPPs in mass transit, and in reducing the negative consequences of private motorization. The pilot cities should be chosen based on the individual countries' interest and ability in undertaking the needed institutional reforms and building the required inter-sector linkages.

The international development community should also extensively reinforce research and development on the incorporation of bio- and non-carbon-based fuels (e.g., hydrogen) for future use in on-road transportation.