



## Project Data Sheet

Project 45105-002

Project Name	Implementation of Sustainable Transport in Asia and the Pacific - Better Greenhouse Gas Assessment Methodologies in Sustainable Public Transport (Subproject 2)	
Project Number	45105-002	
Country / Economy	Regional India Indonesia China, People's Republic of	
Project Status	Closed	
Project Type / Modality of Assistance	Technical Assistance	
Source of Funding / Amount	<b>TA 8091-REG: Implementation of Sustainable Transport in Asia and the Pacific - Better Greenhouse Gas Assessment Methodologies in Sustainable Public Transport (Subproject 2)</b>	
	Global Environment Facility	US\$ 1.00 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth	
Drivers of Change	Governance and capacity development	
Sector / Subsector	<b>Transport</b> / Urban public transport	
Gender		
Description	The impact of the subproject is the increased capacity of public transport operators and relevant government agencies at both local and national levels to contribute towards GHG emissions savings and other local benefits, including but not limited to the reduction in congestion, air pollution, noise and road accidents. The key outcome of the project is for climate change mitigation to be mainstreamed in the business plans/processes of public transport operators through the application of a GHG calculation methodology/tool, further incentivized by a recognition program which rewards public transport operators adopting GHG mitigation measures with internationally recognized certificates and awards.	

While technological and operational improvements that reduce GHG emissions are beneficial to public transport operators in the form of operational cost savings (including fuel), this aspect is largely ignored due partly to the lack of tools and methodologies. Many existing tools for assessing the GHG impacts of public transport operations are too complex for regular use by public transport managers, or are not made aware on their existence. Incentives are lacking for public transport operators to adopt such tools. Support from development agencies, governments and climate finance instruments are also held back by the lack of a reliable framework for the measurement of CO2 emissions as well as other local co-benefits in sustainable public transport systems. The challenge is often exacerbated by the absence of regulatory measures at various levels of government, e.g. on fuel efficiency and operational standards for public transport operators.

Project Rationale and Linkage to Country/Regional Strategy

This subproject aims to plug this significant gap, and develop a methodology and associated calculation tool for assessing GHG and local environmental impacts of urban bus operations. The subproject will build on existing methodologies (including the TEEMP models on BRT, eco-driving etc) and improve their accuracy, user-friendliness, and cost-effectiveness. The developed model will be piloted in four Asian cities. An important aspect of the project will be to strengthen the complementarities with existing methodologies for related modes, especially BRT, which often falls under the same operator or regulator and is also close to conventional buses in their technical and to some extent, operational characteristics. The findings made through the development of the methodology will thus be used to further refine existing tools in related areas, especially the BRT and eco-driving modules of TEEMP. The results will be disseminated through workshops, a manual, and online resources.

The uptake of such a methodology, and thereby the mainstreaming of climate change considerations by public transport operators depends heavily on the perceived and actual benefits that can accrue to the operators. As a way to develop such incentives, the subproject also aims to develop a recognition program for operators who adopt the methodology, coupled with support for the formulation of business plans/processes and financing plans.

Experience from other parts of the world have shown that the development of methodologies to benchmark operational performance of public transport, in conjunction with programs that reward best practice, have been effective in motivating change. One example is the International Bus Benchmarking Group, which is a group of 13 bus organizations mainly from Europe, North America and Australia, set up to audit their relative performance and share best practices in reducing operational costs and improving service performance. This subproject aims to facilitate such changes for public transport operators in Asia and the Pacific.

Impact

The impact of this subproject is the increased capacity of public transport operators and relevant government agencies at both local and national levels to contribute towards GHG emissions savings and other local benefits, including but not limited to the reduction in congestion, air pollution, noise and road accidents.

## Project Outcome

Description of Outcome

Climate change mitigation mainstreamed as a goal for public transport operators through the application of a GHG calculation methodology/tool

## Progress Toward Outcome

### Implementation Progress

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Description of Project Outputs	<ol style="list-style-type: none"><li>1. Methodology to assess GHG emission impact and associated local co-benefits from public transport systems</li><li>2. Policy recommendations to overcome policy, technical, financial, institutional and other barriers</li><li>3. Recognition program and systems monitoring framework</li><li>4. Financing plans</li><li>5. Outreach sessions</li></ol>
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Status of Implementation Progress  
(Outputs, Activities, and Issues)

Geographical Location                      Regional

### Summary of Environmental and Social Aspects

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Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

### Stakeholder Communication, Participation, and Consultation

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During Project Design

During Project Implementation

### Business Opportunities

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Consulting Services	Two firms will be employed for this subproject. It is preferred to recruit both firms based on the quality- and cost-based selection process (with a quality-cost ratio of 80:20) and simplified technical proposals. All consultants will be engaged by ADB in accordance with its Guidelines on the Use of Consultants (2010, as amended from time to time).
Procurement	All procurement of goods and other services under the subproject will be done in accordance with ADB's Procurement Guidelines (April 2010, as amended from time to time). Procurement will be done by consulting firms as part of their responsibility as described in the consulting service contract.
Responsible ADB Officer	Wright, Lloyd F.
Responsible ADB Department	Sustainable Development and Climate Change Department
Responsible ADB Division	SDAS
Executing Agencies	<i>Asian Development Bank 6 ADB Avenue, Mandaluyong City 1550, Philippines</i>

### Timetable

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Concept Clearance	-
Fact Finding	03 Jul 2011 to 16 Jul 2011
MRM	-

Approval	29 May 2012
Last Review Mission	-
Last PDS Update	10 Oct 2011

TA 8091-REG

Milestones

Approval	Signing Date	Effectivity Date	Closing		
			Original	Revised	Actual
29 May 2012	-	29 May 2012	31 Dec 2013	31 Dec 2014	24 Dec 2015

Financing Plan/TA Utilization							Cumulative Disbursements	
ADB	Cofinancing	Counterpart		Project Sponsor	Others	Total	Date	Amount
		Gov	Beneficiaries					
0.00	1,000,000.00	0.00	0.00	0.00	0.00	1,000,000.00	17 Jun 2022	18,224.47

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