

Energy and Resources Group Spring 2009 Colloquium Series (ER295)

January 21, 2009



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**Transport and Climate Change
-Divided we shall fall by the wayside of climate
history, united we shall move beyond Copenhagen –**

110 Barrows Hall / 4:00 p.m.

Transport plays a vital role for economic and social development in developing countries and there is a need to find and implement a sustainable pathway that limits GHG-emissions and minimizes other negative externalities without compromising economic growth and social inclusion.

At the same time transport is responsible for 13% of all world Green House Gas emissions and 23% of CO₂ emissions from fuel combustion. It is the fastest growing sector of emissions in developing countries and it is expected that transport emissions will increase by 57% (worldwide) in the period 2005 – 2030. China and India will account for 56% of that increase whereby Chinese transport related CO₂ emission will increase four-fold and Indian transport emissions are expected to increase to 13% from 8% of total emissions.

This is the context for the presentation to be made by Cornie Huizenga, the former Executive Director of the Clean Air Initiative for Asian Cities and now the Vice Chair of the Board of Trustees of the CAI-Asia Center. He is now working as a consultant to the Asian Development Bank and acts as a convener on Transport and Climate Change in Developing Countries, in which capacity he is seeking to increase the coordination and cooperation among a range of international organizations, foundations and NGOs.

The presentation of will consist of four parts. First it gives an overview of the diversity in urban transport systems in Asia.

Following this the drivers of increased motorization in Asia; economic growth and urban development will be described and the different manners in which Asian countries are expanding their cities. What is different about the patterns of motorization in Asia compared to Europe and the USA? What are the expected consequences for growth in CO₂ emissions and how does the growth in CO₂ emissions related to other problems associated with rapid motorization. A small case study on electric motorcycles in China will be presented.

In the third part the emerging policy consensus on how to ensure that the growth of CO₂ emissions from urban transport in Asia can be restricted will be presented. It will be argued that policies need to combine (a) an avoidance of future emissions through better land use and urban planning, (b) shifting transport to more efficient modes, and (c) make vehicles and fuels more efficient. It will highlight the need to develop better financing modalities to implement this policy consensus.

In the last part of the presentation the efforts will be described that are underway in the international community to come to: (a) a better integration of transport in the climate negotiations that are ongoing and which are expected to lead to a follow-up agreement to the Kyoto Protocol in December of this year in Copenhagen, and (b) a better integration of climate in regional, national and local transport policies in developing countries. Time is short but the possibilities to come to a better integration of transport and climate change have never been better.