

## **Remarks for ADB Side Event on “Responding to Climate Change in the Asia and the Pacific”**

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Distinguished Colleagues and Guests,

1. On behalf of IGES, I am delighted to offer a few remarks on low carbon, climate resilient transport in Asia. But before I do, let me briefly mention that IGES is a strategic policy research institute located in Japan focusing on global environmental issues, including climate change.
2. In addition to climate change, IGES conducts research on issues such as freshwater, forestry, sustainable production and consumption, business and the environment, and other areas of critical importance to Asia. IGES also serves as the secretariat to many initiatives, including the Low Carbon Society Research Network and Asia Pacific Forum on Environment and Development.
3. With the exception of biofuels, IGES does not conduct specialized research on transport but we recognize that it is one of the key sectors in designing climate change solutions. As Dr. Pachauri noted in his remarks, the transportation sector accounts for approximately one quarter of the world's energy-related carbon dioxide (CO<sub>2</sub>) emissions. Since 1990, global transport-related CO<sub>2</sub> emissions have increased approximately 27%, making it the fastest growing sector among end-use sectors.
4. This rapid growth in emissions has been driven largely by the rise in land transport in Asia. But Asia's recent contribution to greenhouse gas (GHG) emissions may pale in comparison to its rapidly motorizing future. For instance, some projections hold that Asia will witness its transport-related GHGs double by 2030.
5. Mainstreaming climate change concerns into transport planning and transport considerations into climate policies is therefore crucial. But very limited work has been done in this area in Asia to date. I am pleased to know that ADB is supporting work in this area through its sustainable low carbon transport initiative and IGES will be pleased to partner in the effort.
6. A collective effort is necessary because for much of Asia a comprehensive suite of low carbon transport policies and measures is needed to avoid becoming locked into a carbon intensive future. This suite of policies and measures will include both land use

planning and shifting to more efficient modes. It would also include relying on lower carbon fuels and improving efficiencies in vehicles.

7. In Asia, transport need not only become low carbon but also climate resilient. Many transport investments have not considered vulnerability issues. For example, coastal highways are vulnerable to the impacts of sea level rise and transport infrastructure in mountain ecosystems is often vulnerable to landslides. Thus it is also important to mainstream adaptation concerns into transport planning. And to the extent possible, climate proofing considerations should be integrated into the design of transport projects. For instance, I was informed that climate proofing efforts in the design of transport projects would only incur an additional cost of 6-22% compared to 300-400% for retrofitting the project.
8. But transport policies and measures in Asia will have limited success if they focus exclusively on mitigating GHGs or adapting to climate change. The key to low carbon, climate resilient transport in Asia is pursuing additional policy goals through capturing co-benefits of sustainable transport.
9. These co-benefits include reductions in urban air pollution, congestion, traffic accidents and dependencies on imported fuels. They also include improving access to poor communities, strengthening coping capacity and reducing vulnerability to natural hazards.
10. For most policymakers in Asia resolving these national and local problems takes precedence over the global climate problem. Tackling both the developmental and climate concerns in a single integrated co-benefits strategy is therefore critical in the region. But while a co-benefits approach offers many opportunities in Asia, realizing its potential also requires overcoming several technical, financial, and institutional barriers.
11. A possible source of the financing and capacity building needed to overcome these barriers is the climate change regime. But to date the climate change regime's support for transport has been quite limited. For instance, there are only two transport projects out of nearly 2,000 registered CDM projects. Much of the discussion in the final session of today's meeting will examine how the future climate regime can be reformed to provide greater support for low carbon, climate resilient transport. It will also include how international organizations can contribute to this effort.
12. At IGES we have several ongoing projects that can make a substantive contribution. These include a user-friendly manual we are developing to help policymakers quantify the co-benefits from public transport interventions in Asia. They include a book on low carbon transport and co-benefits in Asia. We are also developing a co-

benefits network to facilitate information sharing between the climate, air, water and waste pollution communities.

13. Let me conclude my remarks by suggesting that IGES, along with our colleagues at the ADB, think that the low carbon, climate resilient future is within reach for Asia. We look forward to working with you to develop the analytical tools and policy recommendations needed to realize that vision.