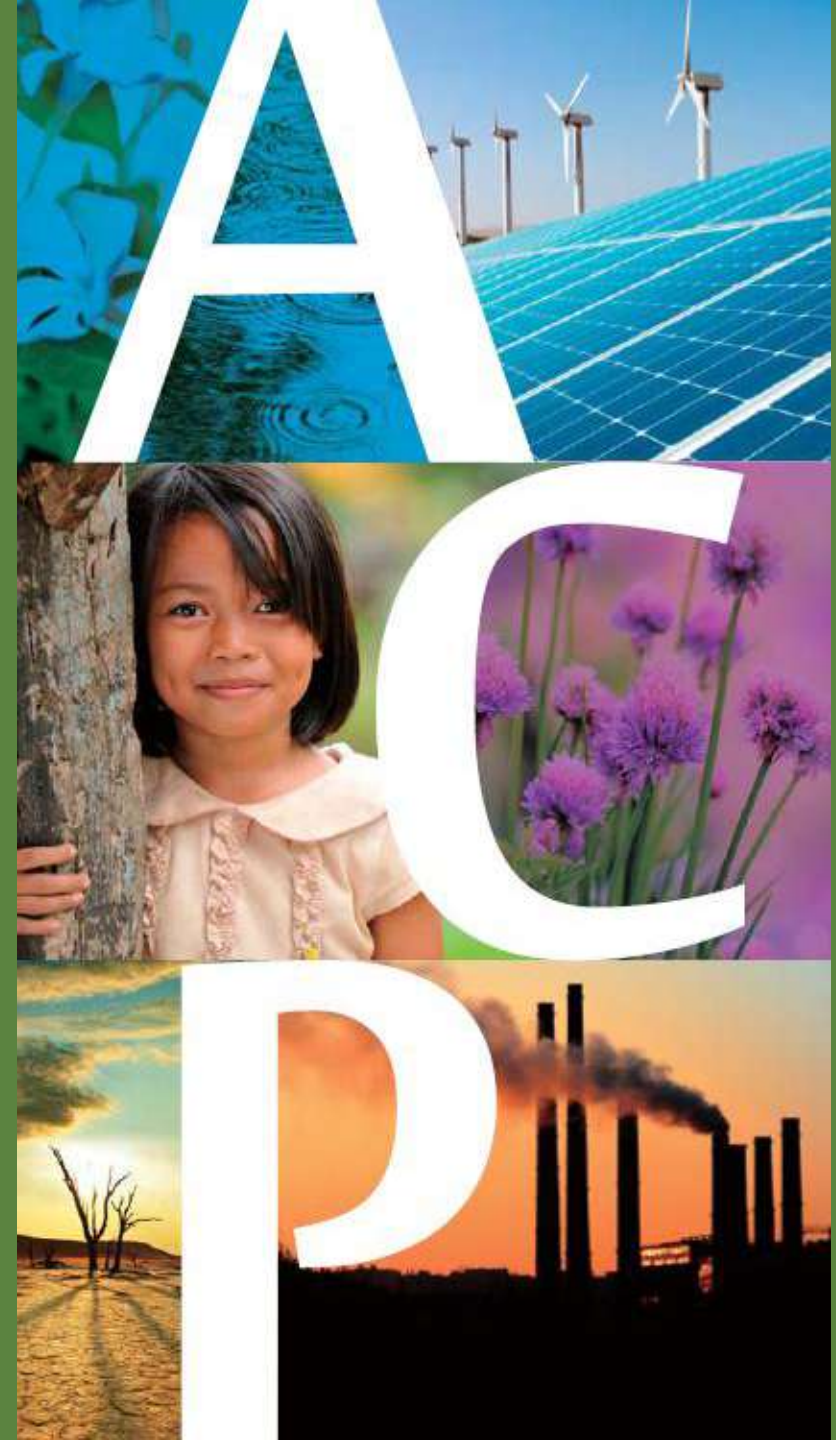


ASIAN CO-BENEFITS PARTNERSHIP

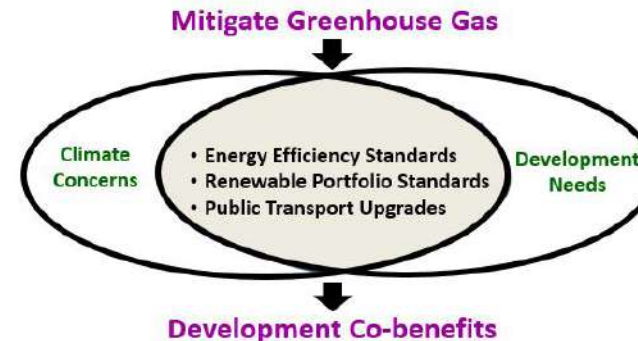
**Supporting the Mainstreaming of Co-benefits into
Development Policies and Projects in Asia**

So-Young Lee
Senior Policy Researcher
Institute for Global Environmental Strategies (IGES)



Illustrating Co-benefits

Win-win strategy capturing both development and climate benefits in a single policy/measure



Economic	Environmental	Social
<ul style="list-style-type: none"> Cleaner Technologies Faster Commutes 	<ul style="list-style-type: none"> Improved Air Quality Reduced Waste 	<ul style="list-style-type: none"> Greater Energy Access Enhanced Mobility

Asian Co-benefits Partnership

Launched in 2010 (Secretariat: IGES)

- to enable a variety stakeholders to work together on co-benefits
- to support the mainstreaming of co-benefits into decision-making processes in Asia

Major Functions of ACP

- Information sharing and knowledge management
- Enhanced communication among ACP members
- Support for co-benefits policies and projects in Asia
- Strengthening of regional cooperation to promote co-benefits



www.cobenefit.org

1 ACP Good Practice Map

IGES HOME About Activities Publications & Tools Contact us Custom Search

Asian Co-benefits Partnership
Good Practice Map

All Bangladesh Cambodia China Indonesia Japan
Korea Lao PDR Nepal Thailand Vietnam

ALL

Energy/Industry Transportation Waste management Biomass / Fuel Livelihood

More and more countries in Asia are introducing projects that mitigate climate changes while achieving other sustainable development benefits. The co-benefits map provides users with important information on co-benefits in key sectors in Asia.

Toyama City, Japan close X

Toyama set up a Compact City Development Group in 2002 and has been promoting its compact city policies since then. By integrating the three dimensions of sustainable development, Toyama aims to create value in the environmental realm as well as social and economic realms.

This unique approach suggests the potential of local transport policies to go beyond emission reductions to achieve other economic and social co-benefits.

Compact City and Public Transport in Toyama City, Japan

Xiangtan, China close X

Xiangtan, located in central Hunan Province, is a resource-intensive industrial city and an important base for both the provincial and national economy; meanwhile, its heavy reliance on industries has caused Xiangtan to experience severe air and water pollution. To achieve its 'blue sky and clean water' action plan, Xiangtan policymakers need to be increasingly cognizant of multi-pollutant trade-offs and synergies in Xiangtan.

The Case of Xiangtan, China.pdf

Vietnam close X

Thousands of households in Dong Hoi, Viet Nam are raising pigs without appropriate manure treatment facilities such as biogas digesters. In addition, large gaps have been identified in the knowledge of digester end-users, particularly regarding the use of bio-slurry as an organic fertilizer. This case illustrates how actively engaging women in a biogas pilot project can help remedy these problems, mitigate climate and empower women.

New Roles for Women in Biogas Supply Chain

Compact City and Public Transport in Toyama City, Japan

Background

Toyama is located on the Sea of Japan in the Chūbu region. As of 2015, the city had a population of 418,957 and a total area of 1,241.85 square kilometers. In the early 2000s, the city's decreasing population and aging society led to a heavy dependence on automobiles and a corresponding decline in public transport. The combined impact of these changes resulted in a hollowing out of the city centre. This, in turn, raised the administrative and operational costs of managing the transport system and increased GHG emissions (Mori, 2013). For example, automobile dependency measured in terms of the number of trips grew to 72.2% in 1999 from 52.5% in 1983 (Awashima, 2009).

The Co-benefits of Transport Planning in Toyama

Toyama set up a Compact City Development Group in 2002 to address many of the above issues. To make the city more compact, the group employed a polycentric approach that linked multiple interconnected small cities and facilities (Fujimoto, 2008) (Figure 1). The compact city strategy consisted of three pillars: 1) revitalizing public transport; 2) encouraging the relocation of residents and business to zones along public transport corridors, and 3) re-energising the city centre (Runzo-Inada, n.d.).

Toyama has also gradually strengthened its public transport network with the use of existing railway lines. This started with the launching of a Light Rail Transit (LRT) line in the northern part of the city in 2006. The LRT covers 7.6 kilometers with 13 stations, and has an average travel time of 25 minutes from origin to destination. To improve the LRT's infrastructure, five new stations were added, low carriage floors were introduced, and the stations were made wheelchair accessible. More frequent trains and longer hours also improved the LRT's operations. In addition, a preferential fare for elderly was introduced. In consequence, the ridership of the new LRT more than doubled on weekdays and grew by 3.5 times on weekends. The number of elderly passengers increased sharply after the opening of the LRT (Toyama City, 2014).

A key element in making the city more compact was the conversion of a local railway (JR Toyama Port Line) into the aforementioned LRT system based on a public-private partnership (PPP). In this case, the public sector constructed the infrastructure and the private sector managed the operations. Other changes to the city's infrastructure also helped make the city more compact. For instance, a connection linking the lines in the north and

Figure 1 The organisation of a compact city and its public transport system
Source: Mori, 2013

centre of Toyama was improved with the renovation of infrastructure for the recent launch of the Hokuriku Bullet Train (Figure 2).

The next step in the city's public transport reforms was the extension of the tram line into a loop line, an undertaking meant to revitalise the city centre by improving mobility. This extension involved the addition of a new loop-line section that connected the two existing tram stations. The loop line opened on December 23,

IGES Institute for Global Environmental Strategies
TEL: +81-46-855-3700 URL: http://www.iges.or.jp/

ACP Asian Co-benefits Partnership
URL: http://www.acbenefit.org/

Compact City and Public Transport in Toyama City, Japan 1

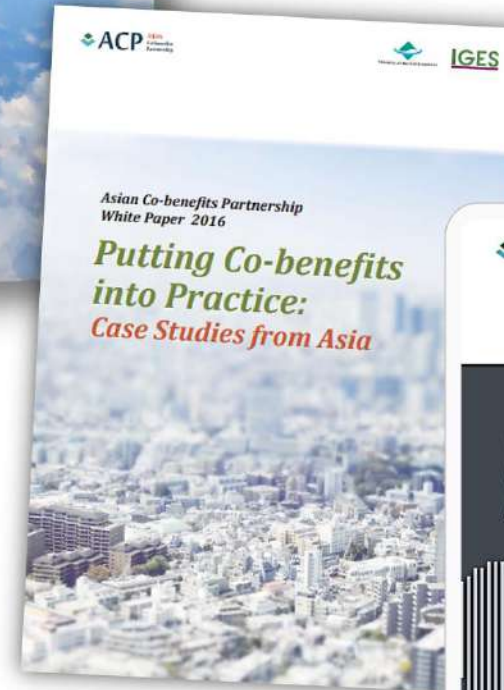
ACP White Paper

The White Paper is published every other year to share the latest policy-relevant insights on co-benefits in Asia.



*"Highlights the co-benefits of integrated approaches to **air pollution** and climate change."*

_____ in the 1st White Paper 2014

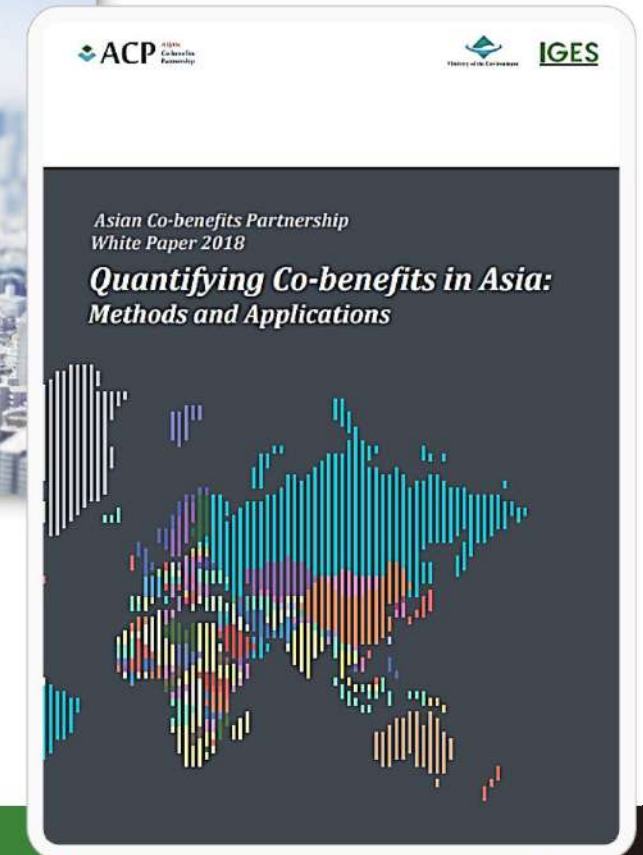


"Case studies shed light on the growing number of activities that could achieve climate and other development objectives in Asia."

_____ in the 2nd White Paper 2016

"Introduces the tools and methods that can help quantify co-benefits in Asia."

_____ in the 3rd White Paper 2018



ACP White Paper II: Putting Co-benefits into Practice

Summary of challenges and solutions

	Location	Challenges	Solutions
Waste	Japan	Limited long-term budget Illegal dumping of chargeable waste	Market expansion for recyclables and stable procurement practices Promoting of waste separation and green purchasing Strengthening extended producer responsibility laws
	Bangladesh	Lack of public awareness Limited financial standing and institutional capacity	Raising international capital for waste disposal site improvements Re-engineering landfills to realize climate and other co-benefits
	Indonesia	Lack of methane capture regulation High initial investment costs	Strengthen capacities to improve regulatory compliance Expanding the market for palm oil
Transport	Philippines	Lack of protected infrastructure for safe cycling Limited financial/institutional capacity Lack of robust data and data gathering protocols	Strengthening of PPPs Promoting multi-organizational mobility planning Harmonizing data collection protocols
	Thailand	Lack of financial planning and technical skills Resistance from groups affected by NAMA	Aligning existing policies with NAMA Long-term engagement and capacity building
Energy	Mongolia	Lack of operator capacity Lack of financial incentives	Institutional capacity building program Improved data availability/accessibility
	China	Lack of sufficient financing Frequent leadership changes	Acquiring carbon finance Multi-year capacity building program
	India	Lack of data	Improved data collection and monitoring practices Continues awareness raising

Recommendations

- Capacity building of co-benefits needs to be sustained and fit-for-purpose. 2
- Public finance can help start a co-benefits project; the private sector is critical for making a project financially viable in the medium to long-term.
- Policymakers need to steadily improve co-benefits data collection and monitoring processes. Governments should seek local expertise and international collaboration when gathering, analyzing, and sharing co-benefits data.
- Institutional reforms across multiple levels and sectors are critical for maximizing the co-benefits of innovative solutions. 3
- Continued public awareness raising can improve the performance of a project or policy.



ADB TA7914 project employed a multi-level approach: Institutional capacity building for climate and gender agencies enabled the mainstreaming of gender into mitigation policies (or vice versa) that supported gender-responsive mitigation pilot projects. These different elements were mutually reinforcing.

The pilot projects involved women in concrete on-the-ground initiatives that built knowledge and skills to mitigate climate change while earning other livelihood benefits. Simultaneously, the institutional capacity building and policy mainstreaming empowered women and women’s groups, engaging them in decisions that could help achieve longer-lasting results.

Current Trend on International Climate Policy

- 1) Scope of climate mitigation is increasing – from projects to policies to institution
- 2) Direction of climate mitigation is changing – from top down to bottom up

2015 Paris Agreement

Ratcheting up ambition for NDCs requires integration at multiple levels

- 3) Emphasis on sustainability and inclusivity is growing – need more systematic ways to ensure that climate mitigation actions are consistent with other environmental priorities and socioeconomic needs.

2030 Agenda for Sustainable Development



All of these changes underline the importance of working with multiple stakeholders at multiple levels for multi benefits.