

China – GEF – World Bank Urban Transport Partnership Program

Clean transport in developing countries
Transport Forum 2007

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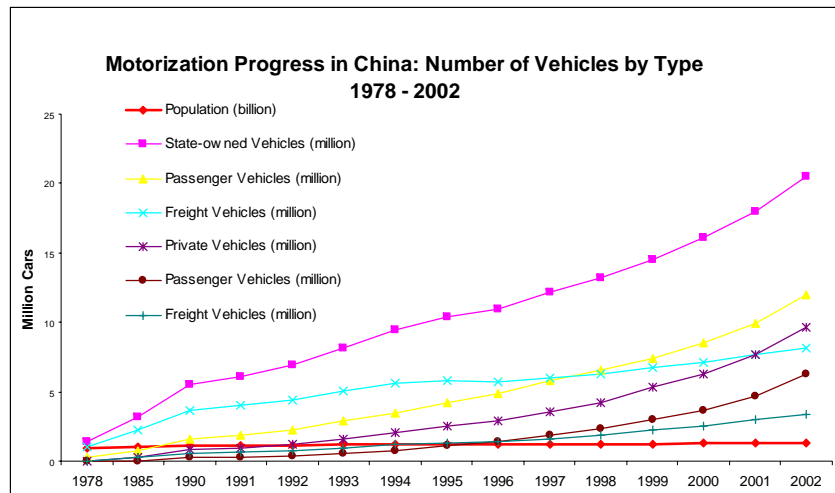
March 27, 2007

The global problem – GHG emissions

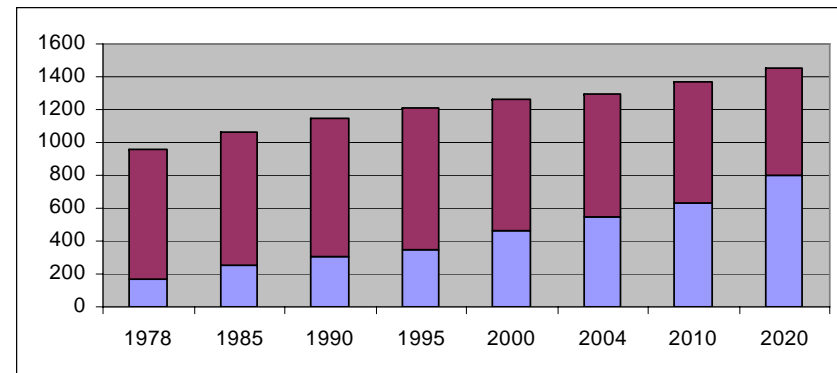
... rising incomes and motorization leading to unprecedented rate of motorization

Cars increased from 1 million to 20 million in last 10 years

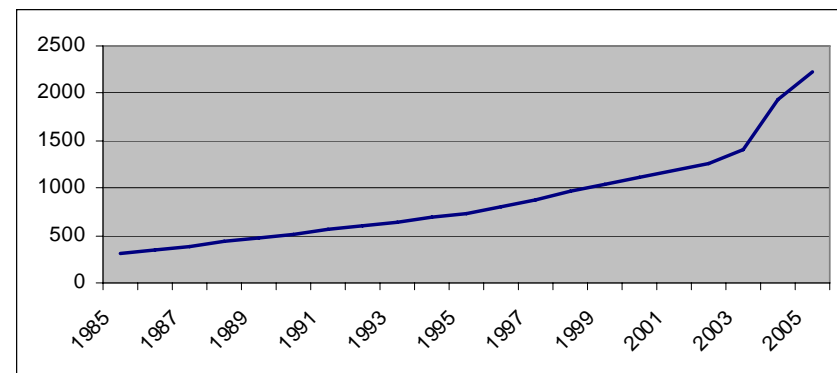
Forecast for 2020:
60 – 100 million



Urban and total population

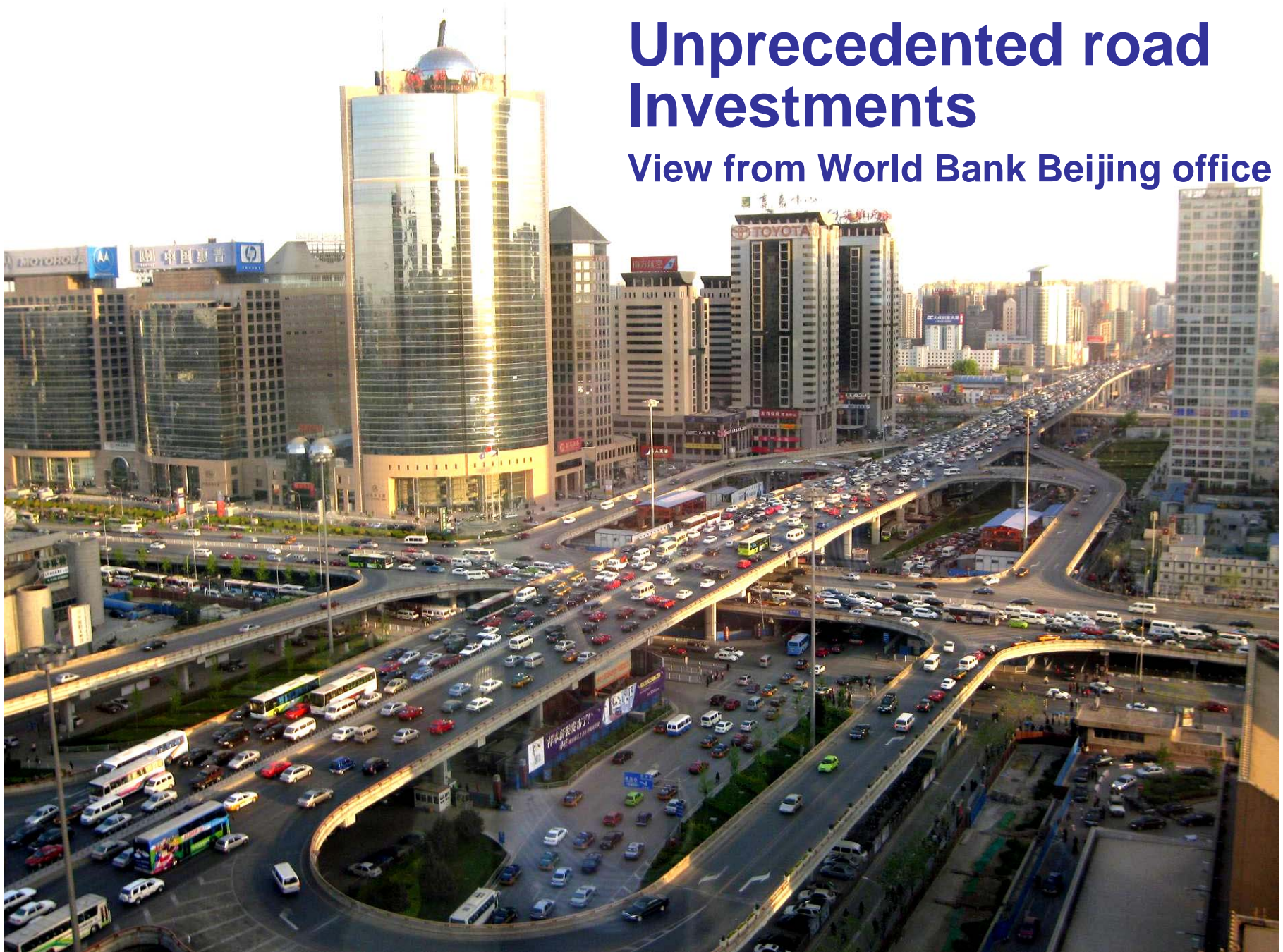


GDP (billions of US\$)



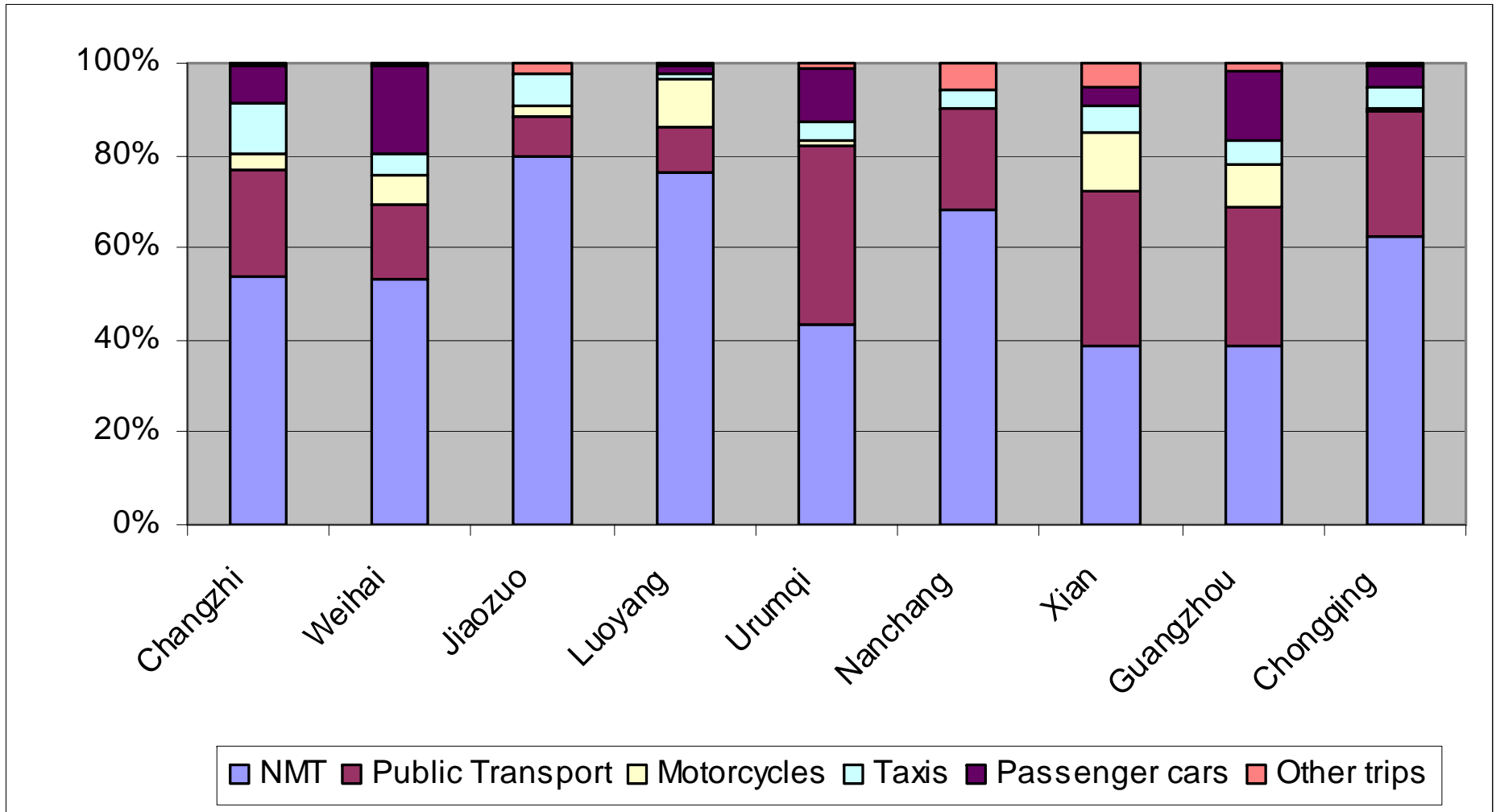
Unprecedented road Investments

View from World Bank Beijing office



Mode shares

... NMT dominates, public transport fragile



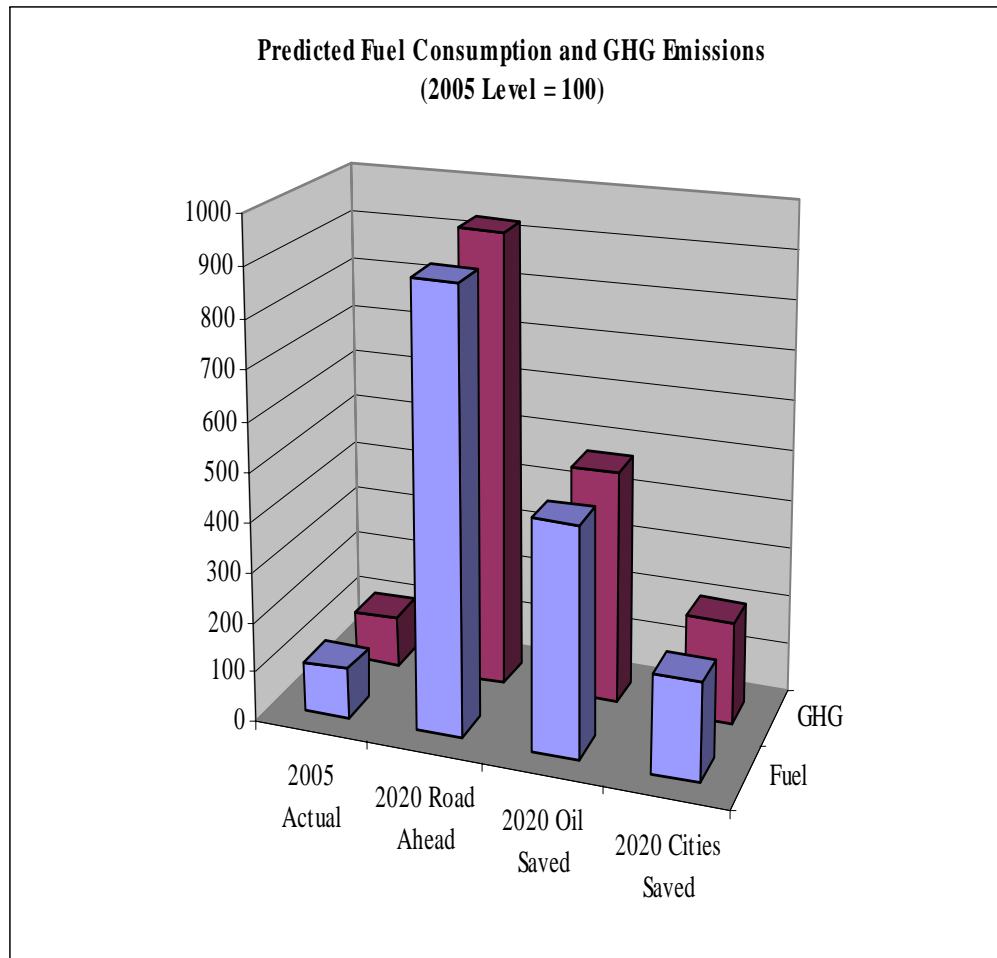
Institutions and priorities

... the incentive structure is working, just not for urban mobility

- Incomes, urbanization and motorization
 - Unprecedented road investments
 - Autos carry less than 10% of trips
- Decentralization
 - Local leadership incentives linked to GDP, visible progress
 - Mayor-centric planning process
- National Government's *interest* is significant
 - Equity 'harmonized society' 'people-centered development'
 - Fiscal issues
 - Land issues
 - Oil Security
 - Congestion and productivity
- Limited *tools* for National Government to influence outcomes
 - State Council Directive 46 'Priority to public transport'
 - National Road Safety Law
 - Expanded central role in land acquisition

An alignment of local and global concerns

... a people centered vision structured about public transport has potential to significantly reduce growth



- **Role of national government**
 - Could, should national government be doing more?
 - Oversight? Role of financing mechanism?
- **Capacity Building**
 - More effective implementation of current influence
 - Technical Assistance
- **Demonstration Projects**
 - Identifying champions
 - Creating models

Global Environment Facility OP11

...grant facility that brings flexibility

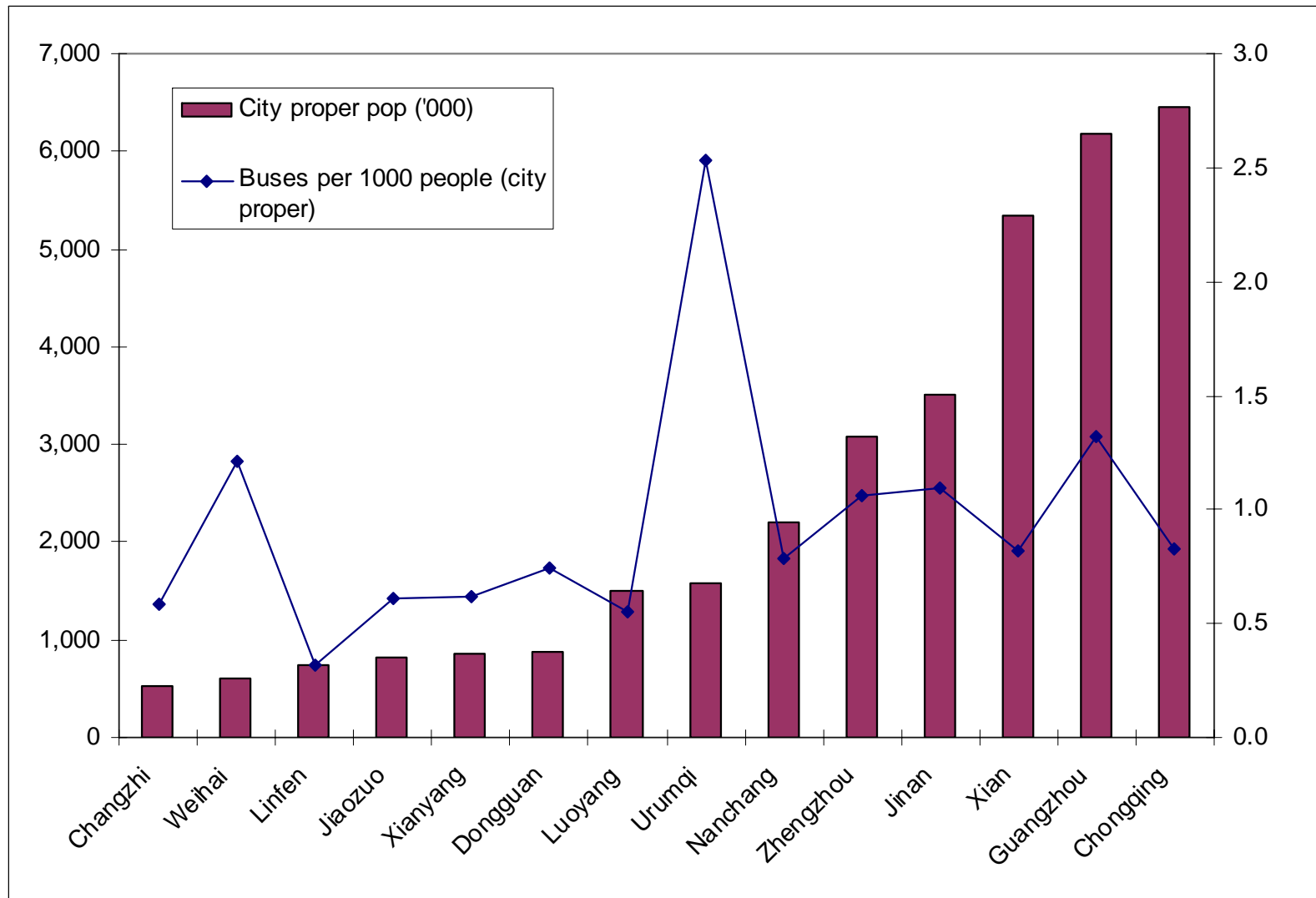
- “(to) reduce GHG emissions from ground transport...”
- Current focus is on
 - modal shift to public transport
 - promotion of non-motorized transport
 - integration of land-use and transport planning
 - sustainable transport demand management policy
 - Freight rationalization
- Several WB-GEF joint initiatives
 - Latin American Regional Initiative, Mexico, Chile (Santiago), Lima,
 - India, Ghana, Vietnam (Hanoi)

China –GEF- World Bank Urban Transport Partnership Program

- **National Component (US\$7m)**
 - Strategy
 - Capacity building, training, planning guidelines
 - Dissemination: Supporting Ministry of Construction campaign
 - Monitoring and evaluation
- **Demonstration cities (US\$13m)**
 - Steering Committee chose 9 provinces
 - PMO supported interested cities to prepare proposals
 - Selected by Steering Committee
 - 14 cities and Liaoning Province
- *Process*
 - Steering Committee. Design driven by MoF, NDRC and MoCn
 - City selection process ‘more’ transparent, criteria driven



Demonstration cities – a variety of sizes

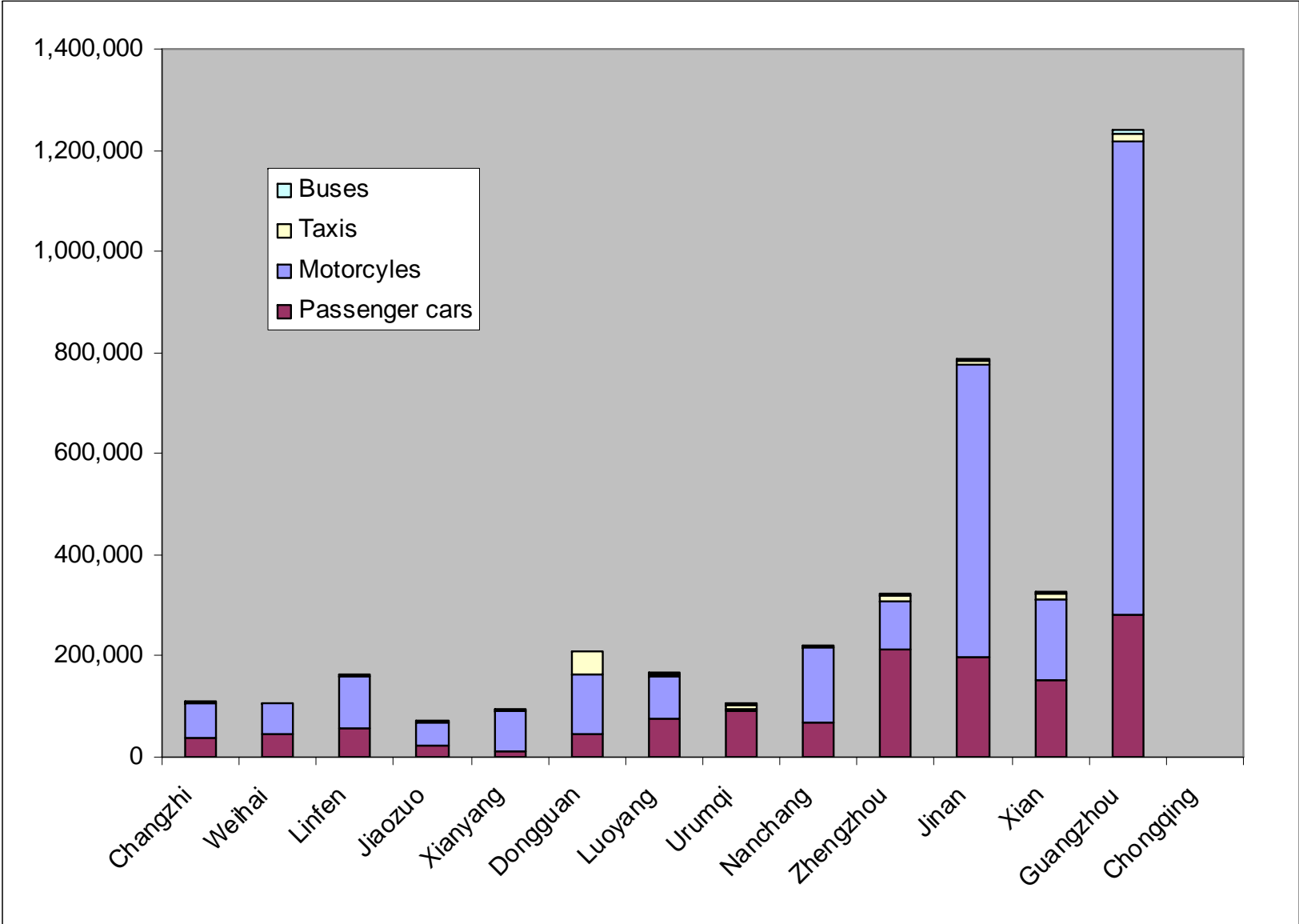


CUTPP Design – A variety of demonstration Projects

City	Population in city center (m)	BRT/bus priority	Integrated transit/NMT priority	Demand management	ToD	GEF contribution US\$ million	Estimated 20 yr GHG emissions avoided (Megatonnes)
Changzhi	0.5		Y			\$0.5-0.75	50
Weihai	0.6	Y				\$0.75	992
Linfen	0.7		Y			\$0.5-0.75	60
Jiaozuo	0.8		Y			\$0.60	**
Xianyang	0.9		Y			\$0.50	912
Dongguan	0.9	Y				\$0.75	830
Luoyang	1.6	Y				\$0.60	**
Urumqi	1.6	Y			Y	\$0.7-1.00	409
Nanchang	2.2	Y			Y	\$1.00	**
Zhengzhou	3.1	Y				\$0.80	1,215
Jinan	3.5	Y		Y		\$1.0-1.8	1,610
Xi'an	5.4	Y		Y	Y	\$2.00	566
Guangzhou	6.2			Y		\$0.75	4
Chongqing	6.5	Y				\$1.00	2,146

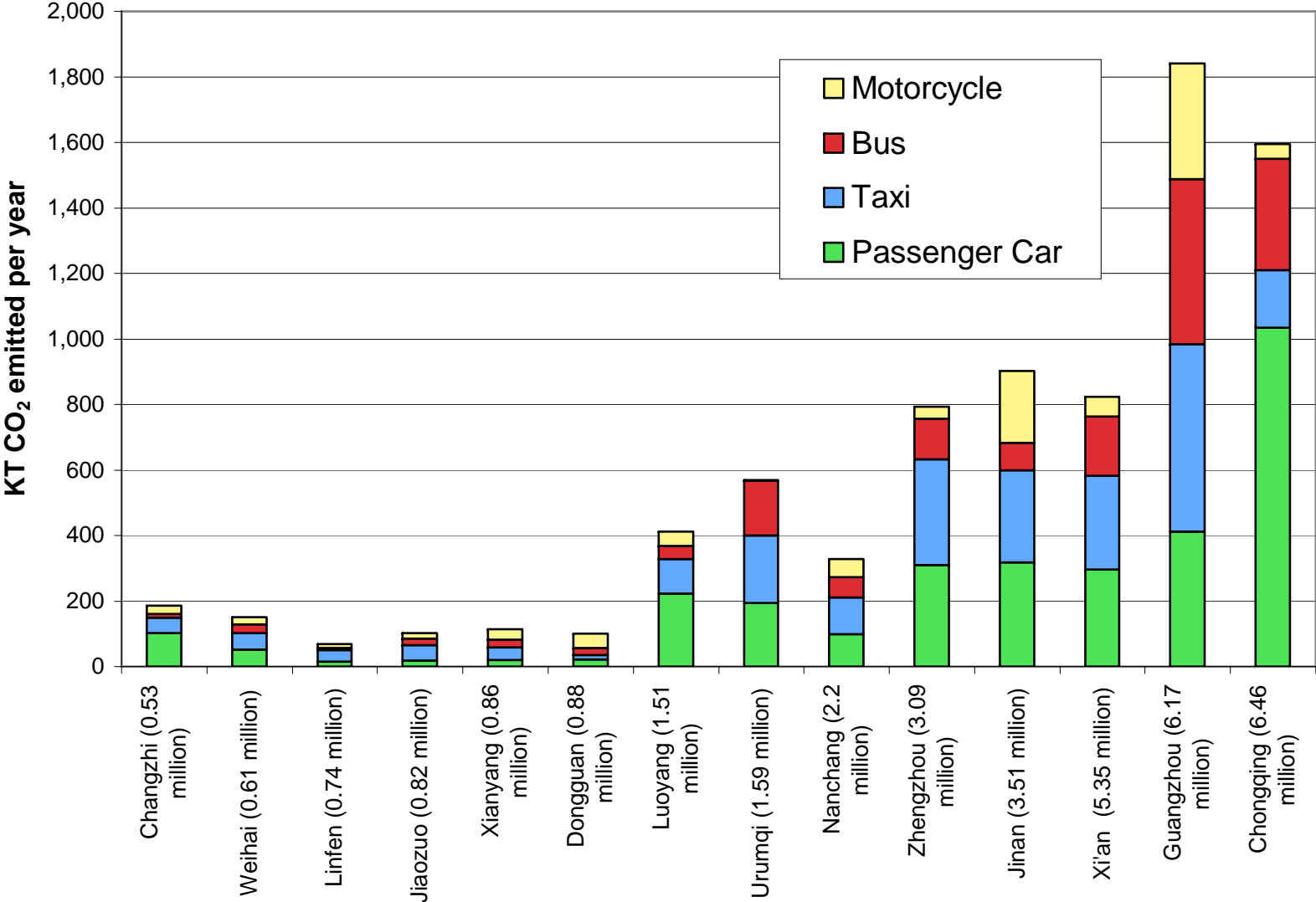
Liaoning Province. Scaling, institutionalizing Public Participation effort

Demonstration cities – motorization levels



Demonstration cities – CO₂

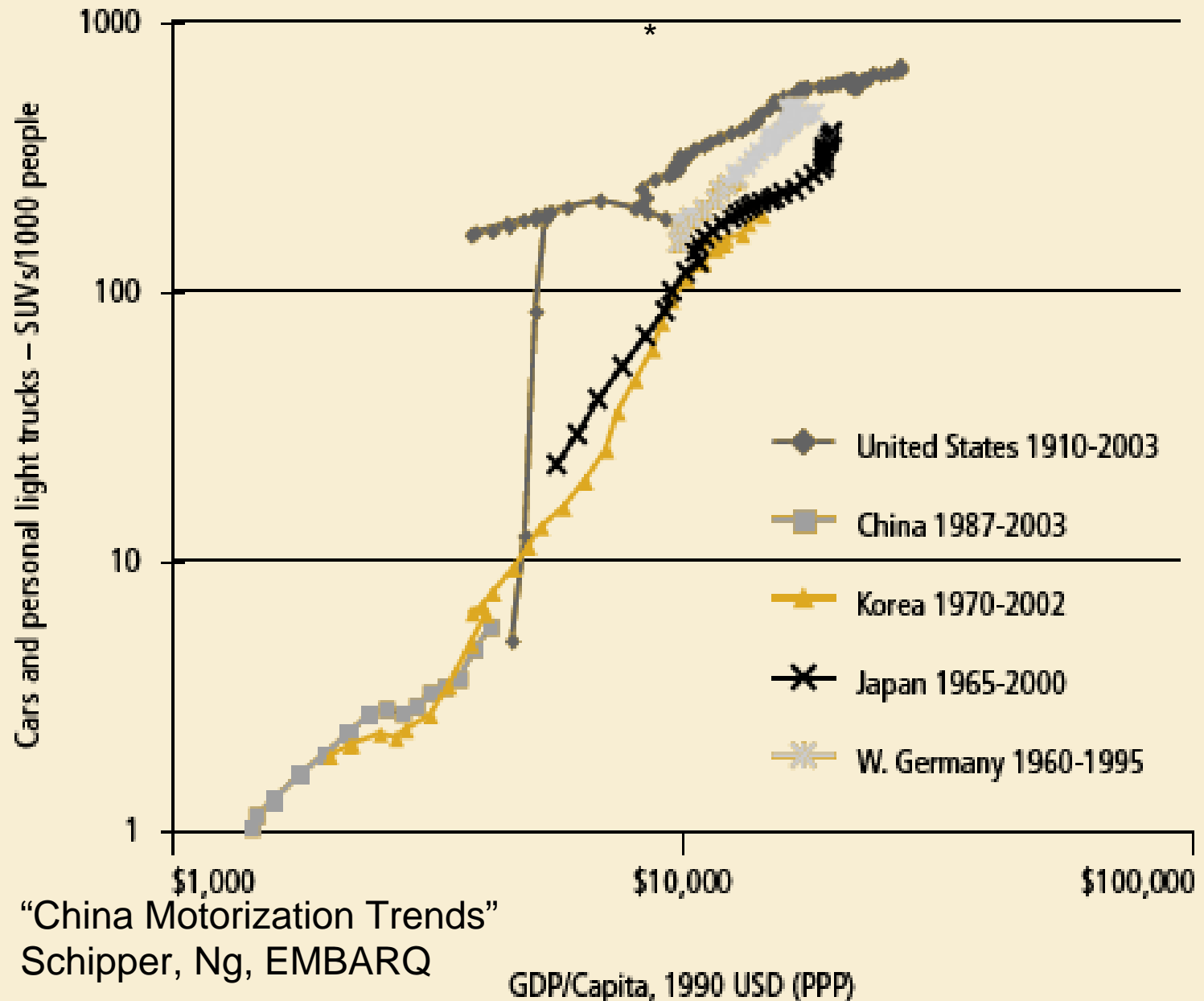
2006 Transport CO₂ Emissions by City and Mode



Summary - Moving to a program

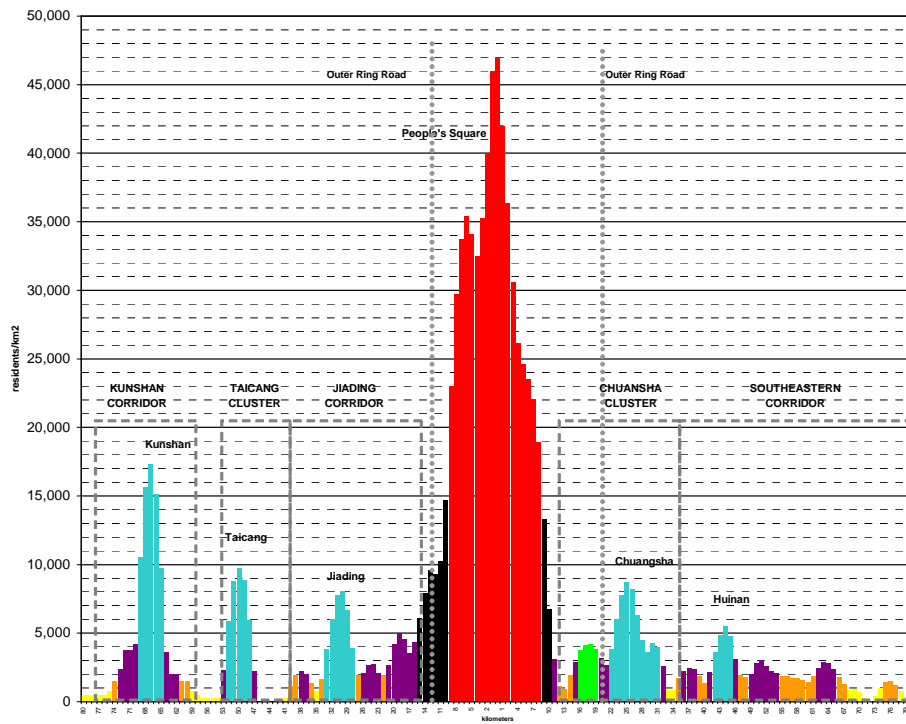
- GEF
 - Small money, big impact
- China
 - Integrated focus on high profile problem
 - Demonstration effect
- World Bank
 - Support for institutional coordination, change at national level
 - Scaling up: support technical appraisal process
 - Investments: upstream influence on pipeline

Figure 1. Comparison of Car/Light Truck Ownership in U.S., China, Korea, Japan, and West Germany

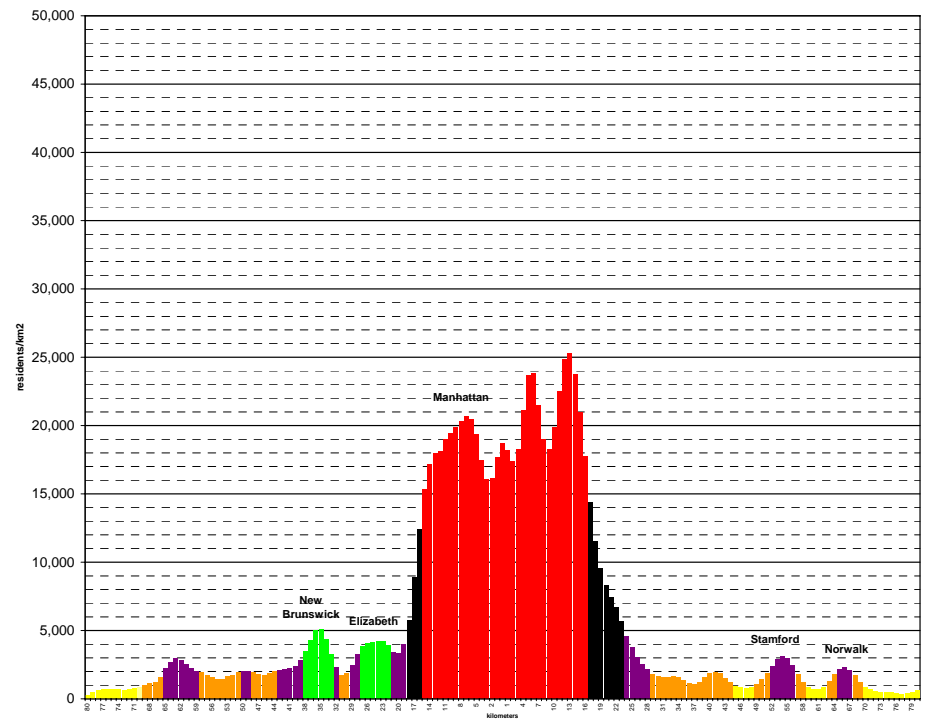


High Densities

... densities are very high and cities are compact



Shanghai

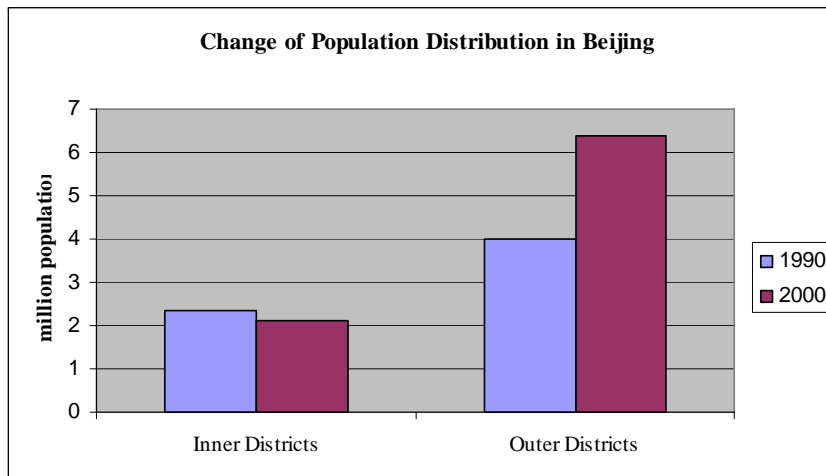


New York

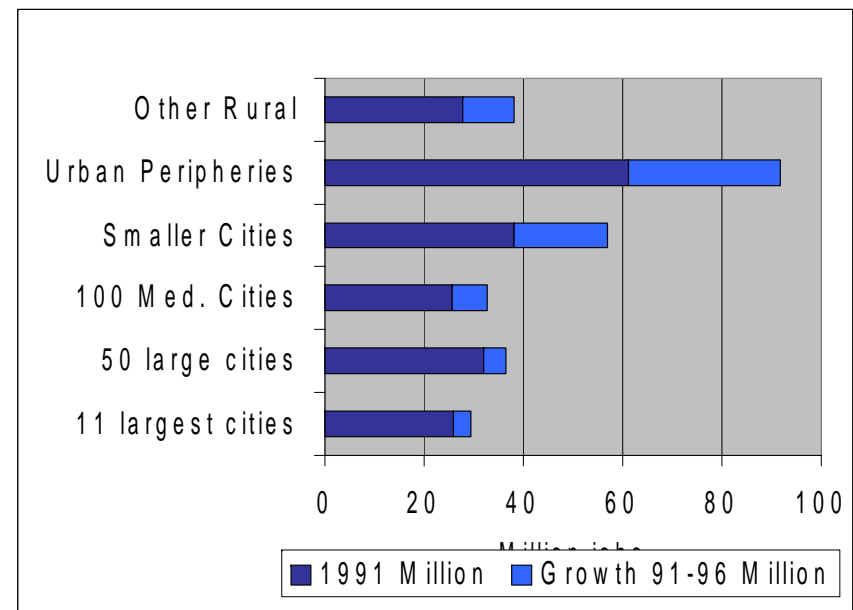
Source: CHREOD various

The growth is in the suburbs

... cities are expanding ...the growth is in the periphery



China non-farm job growth 1991-96



Mode Shares

... dominated by NMT, public transport is fragile

