

Transport and Additionality

Dr. Jürg M. Grütter
jgruetter@gmail.com
www.transport-ghg.com

grütter
consulting

matching transport with carbon finance

Problem

- ❑ Initiators of new public transport systems in general local government
- ❑ Classical investment analysis is not a major decision criteria
- ❑ Inclusion of social and environmental costing is not a solution as its still not the major decision criteria and very trick to assess
- ❑ Barrier analysis is difficult to proof
- ❑ Current instruments do not match transport sector with the result of very few projects

Proposed Solution: Principles

- Keep it simple
- Proof and criteria must be very clear
- Conservative and environmentally integer

Steps

- ❑ Step 1: Classification of project type
- ❑ Step 2: Positive list
- ❑ Step 3: Common practice proof

- ❑ Separate in public and NMT transport and other transport projects
- ❑ Public transport includes primarily urban public transit
- ❑ Reason for separation:
 - Decision taking mechanisms are different in public transit than in private for-profit projects e.g. efficient vehicles, freight transport, technology improvements, fuel switch

Step 1: Project Types

- ❑ Separate in public and/or NMT and other transport projects
- ❑ Public transport includes primarily urban public transit
- ❑ Reasons for separation:
 - Decision taking mechanisms are different in public transit than in private for-profit projects such as efficient vehicles, freight transport, technology improvements, fuel switch
 - Huge positive social and environmental side-benefits from public transit which are not necessarily the case with other transport projects

Step 2: Positive List

- Project types on positive list can apply for new additionality approach
- Includes modern mass urban transit projects (BRT, LRT, metro), NMT (non-Motorized Transit) and interurban transit projects
- Reasons:
 - Large positive social impacts such as health improvement (due to less pollution), social and economic gains (less time in congestion)
 - Large positive additional environmental impacts such as reduced local air pollution, reduced PM, reduced transboundary air pollution (ozone)
 - positive GHG leakage effects which go beyond CDM project including less material usage, less upstream fuel emissions, behavioral change towards public transit etc.
 - Sustainable development impact has been well documented e.g. Also by UNFCCC for Transmilenio project

Common Practice Test I

- Target: Separate projects which would have been done anyway from other projects
- Geographic zone: urban area (don't use LUZ...). Reason for urban area instead of country:
 - the decision taking is the city
 - alternatives are inside the same city
 - Instead of spatial comparison based a temporal comparison base is proposed
 - therefore the comparison is not with other cities but what is common inside a city itself and what are trends inside a city
- Criteria:
 1. What is the trend of public transit / NMT as mode share in a city ? If decreasing trend in the last 2 decades then test criteria 1 is passed
 2. Share of a modern MRTS in the city ? If less than 50% of motorized public transit trips then test criteria 2 is passed

Common Practice Test II; Criteria

1. What is the trend of public transit / NMT as mode share of trips in a city ?

If the share of public transit and NMT is decreasing in the last 2 decades then test criteria 1 is passed.

Reasoning: If the mode share of public transit shrinks then other modes of transit e.g. private vehicles are becoming common practice and are BAU for the future

2. What is the share of a modern MRTS in the city ?

If less than 50% of motorized public transit trips then test criteria 2 is passed.

Reasoning: The city does not have a modern MRTS or only covers a minority of areas/trips with a limited outreach. Therefore MRTS inside public transit are not common practice

Summary

- Projects are additional if:
 - Public transit or NMT as category
 - Decreasing trend of public transit as mode of transit in the project city
 - Modern MRTS have less than 50% market share of public transit in the city