

DOCUMENTING LOCAL BENEFITS OF CLIMATE ACTIONS IN THE PHILIPPINES

A Proposal to Document Co-Benefits of Local Actions in One Philippine Participating City of
ICLEI's Cities for Climate Protection Campaign

Initial Concept Paper
ICLEI/CCP/ESCAP

Cities for Climate Protection Campaign (CCP), Philippines
International Council for Local Environmental Initiatives (ICLEI)

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1. Project Name and Brief Description:	
<p>HIGHLIGHTING LOCAL BENEFITS OF CLIMATE ACTIONS IN THE PHILIPPINES A Proposal to Document Co-Benefits of Local Actions in one Philippine Participating City of ICLEI's Cities for Climate Protection Campaign</p>	
2. Country:	Philippines
3. Duration:	Six (6) months
4. Geographic Focus:	1 Philippine city
5. Focal area:	Local Climate Action and Transport Management
6. Project linkage to national priorities, action plans, and programs	
<p>6.1. The Philippines ratified the UN Framework for Climate Change Convention in 1994.</p> <p>6.2. The <i>Local Government Code</i> (Republic Act 7160, 1992) has devolved air quality management to local governments. Supplementing this is the <i>Clean Air Act of 1999 and its Implementing Rules and Regulations (IRR)</i>. Both provide an enabling policy environment for local governments to push through with measures to improve local air quality which also redound to climate protection.</p> <p>6.3. <i>The Philippines' Initial Communication on Climate Change (1999) on Transportation</i>. Developing countries are encouraged to undertake adaptation and mitigation measures for climate change. Embodied in the National Communication on Climate Change in 1999 is a list of options for transportation to implement mitigation measures.</p>	
7. Proposed Support from ESCAP	
<p>With the support from ESCAP, ICLEI seeks to:</p> <p>7.1. Engage at least 1 Philippine city by having the city participate in the CCP campaign and its five-milestone performance framework;</p> <p>7.2. Describe a transport/traffic related GHG emissions reducing project in the selected site, and its potential co-benefits on urban livability, poverty reduction, and efficiency in governance;</p> <p>7.3. Share the output of this activity with other Campaign participants in the country and in the region; and</p> <p>7.4. Complement the Campaign's technical assistance tools to other Campaign participants in the Philippines.</p>	

8. Project Background

8.1. Project rationale

8.1.1. Effects of Motorized Transport Emissions

Within the context of decentralized governance, deteriorating urban air quality has emerged to be a principal concern of local governments in developing economies. Motor vehicles are estimated to contribute fifty (50) percent of the most harmful air pollutants. Furthermore, motor vehicle exhaust is seen as the major cause of ground-level ozone or smog. This is mostly harmful in areas with warm temperatures, especially during the summer. Exposure to smog triggers, among others, chest pains, coughing, asthma, throat irritation and nasal congestion that may lead to bronchitis, heart disease, asthma, etc. These health problems will impact on the human resource of the city government, will affect productivity, and in the long run, may drive away potential residents and investors. Added to the effects on the local environment and health of the community is the impact of motor vehicle emissions on global warming.

8.1.2. Philippine Local Government Initiatives

Local governments have taken steps in preventing and controlling air pollution from motor vehicles. A most common measure is the anti smoke-belching campaign (vehicular emissions testing) which allows the city to apprehend pollutive vehicles based on locally legislated emission standards and procedures. Apprehended vehicles are then required to undertake inspection and maintenance measures to comply with the required vehicular emissions standards. Enforcement and monitoring, however, waver.

8.1.3. Existing Constraints

City governments identified some constraints in the implementation of the anti smoke belching program. Operational constraints include, among others:

- Access to a testing machine
- Weak enforcement and verification schemes
- Poor follow-through on maintenance/tune-up
- New implementing mechanisms in light of the Clean Air Act and its IRR
- Vague understanding of requirements and procedures
- Absence of economic incentives to mobilize the community

The bottomline is that aggressive enforcement could not be pursued because of the low level of understanding on the hazards of mismanaging the transport sector on people's health, on the local and global environment, and on local economic development. This results in the failure to mobilize local governments and communities to implement measures.

8.2. Objective

This proposed activity aims to assist a city in putting together local data on the effects of motorized transport on health, community, environment, and climate change. Specifically, the proposed activity intends to outline the positive implications of local climate actions on urban livability (i.e., health), poverty reduction, and efficiency in urban governance.

8.3. Relevance of the Proposed Activity

The activity and output are envisioned to provide the following:

- Entry points for information, education and communication and advocacy plan for local government and the community
- Insights on how to establish a workable management mechanism for sustainable transport management
- Inputs to further improve local policy instruments to support local climate protection

8.4. Expected Results and Indicative Timeframe

- 1st month upon approval of project and release of funds: selection of city, political commitment to undertake the project (i.e., Memorandum of Agreement) and a workplan to implement the activity
- 2nd -3rd months: A socioeconomic profile of the city, an inventory of GHG emissions and air pollutants of a target/focused transport sector group in the city, a process outline on an identified transport measure
- 4th – 5th months: A process description of the identified transport measure, its co-benefits, identified constraints, potential results, applicability and replicability of the initiative
- 6th month: A case description or climate change portfolio/activity completion

8.5. Proposed budget: US\$5,000

9. Information on the proponent

9.1. The International Council for Local Environmental Initiatives (ICLEI)

9.1.1. The International Council for Local Environmental Initiatives (ICLEI) was founded in the United States in 1990. It is a nonprofit, professional association of local governments worldwide committed to improving the local environment and to sustainable development.

9.1.2. ICLEI's mission is to achieve tangible improvements in global environmental conditions through the cumulative impact of local actions. It carries out this mission

through campaigns that link global and local environmental issues, for example, global warming and urban air pollution. The campaigns seek to:

- build local capacity through training, technical assistance, and twinning;
- pioneer more effective local government methods and practices;
- facilitate networking and cooperation among local governments;
- monitor, measure, and report local government performance to national governments and to the U.N.; and
- advocate for local government interests in the appropriate U.N. fora.
- ICLEI runs three programs, namely: Local Agenda 21, the Cities for Climate Protection Campaign, and the Water Campaign.

9.2. The Cities for Climate Protection Campaign

9.2.1. The Cities for Climate Protection™ (CCP) Campaign was established by ICLEI in 1993 at an international summit of municipal leaders held at the U.N. in New York. It grew out of ICLEI's Urban CO₂ Reduction Project (1991-1993), which brought together a select group of American, Canadian, and European cities to develop a municipal planning framework for greenhouse gas reduction. The experience of the Urban CO₂ Reduction Project led to the development of the five-milestone framework and a software product designed for local government use.

9.2.2. Over the past six years, the Campaign has engaged over 390 local governments in a worldwide effort to slow the earth's warming by reducing greenhouse gas emissions at the urban level. The campaign links the global issue of climate change with local air quality and other local issues such as traffic congestion, waste management and community livability. It is such links -- the adverse impact that rising local temperatures have on smog formation, for instance -- that primarily motivate local leaders to participate in a Campaign focused on climate protection. These links are especially important as the Campaign expands into developing countries where carbon emissions per capita are minimal and issues such as air quality, health and economic development are far higher priorities.

9.2.3. The Campaign seeks to reduce carbon dioxide (CO₂), methane (CH₄), and conventional air pollutants such as nitrogen oxides, carbon monoxide, and non-methane volatile organic compounds, compounds that are precursors of ground-level ozone and smog, as well as by-products of fossil fuel combustion.

9.3. CCP Philippines

CCP Philippines was launched in 1999 and continues to date. It started with five city governments and has received interest from other cities. The first five participants have showed encouraging results vis-à-vis the five CCP milestones. They are now starting to implement measures in the areas of waste management and energy efficiency. CCP Philippines works closely with League of Cities of the Philippines.

10. Profile of Managing Staff

10.1. *Ms. Pamela Gallares-Oppus* is currently the Regional Manager of the Cities for Climate Protection Campaign in Southeast Asia, covering both the Philippines and Indonesia. She has a reliable track record in project development and management, especially in the areas of local government development management and local capacity-building.

Among her related stints are the following:

- National Trainer and Project Manager, ICLEI's Local Agenda 21 Distance Education, 1997-98 based at the Local Government Academy (A GTZ-supported project)
- Project Manager, Strengthening the League of Cities of the Philippines for Local Environmental Planning and Management (Local EPM), 1998 (A UNDP-supported project)
- Project Manager, Integrated Approach to Local Development Management/Minimum Basic Needs Approach, 1994-1997 based at the Local Government Academy (A UNICEF-supported project)

Most recent written works include:

- Local Climate Action: Finetuning Local Mindsets. Disturbing Climate. Manila Observatory, 2001.
- An Awakening for Barangay Mabuhay. A Case Study prepared as part of the Impact Evaluation of the Comprehensive and Integrated Delivery of Social Services. University of the Philippines, National Center for Public Administration and Governance. May 1999
- The LGU-NCPC Partnership: A Threefolding of Sustainable Development Dimensions. The Case of Naga City. Metro Earth. A Case Description prepared for the 21st League of Cities of the Philippines (LCP) Sharing Workshop on Localizing the Philippine Agenda 21 Towards Livable Cities, April 1999.
- The Crusade to Preserve the Last Frontier. Puerto Princesa City. Metro Earth. A Case Description prepared for the 21st LCP Sharing Workshop on Localizing the Philippine Agenda 21 Towards Livable Cities, April 1999.

10.2. Assisting Ms. Oppus is *Ms. Mahallah S. Adalia*. Ms. Adalia is a forestry graduate who has worked with the Local Government Academy on the Minimum Basic Needs/Social Reform Agenda in 1998. She has gained considerable experience on

greenhouse gas quantification/inventories and software use. Ms. Adalia is currently taking her masters course on urban and regional planning at the University of the Philippines.

11. Contact Details

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