Top Down vs. Bottom Up: GHG Measurement as a Policy Tool

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Introduction

- Status of global GHG policy
- Need for clear principles and metrics to measure progress
- Need improved evaluation tools and monitoring
CO2 Analysis Needed at Multiple Analysis Scales

- **Project & Portfolio**: Need to take care to evaluate system-wide impacts, induced demand
- **Plan & Region**: Optimal scale to consider system impacts for metropolitan plans/programs
- **Nation**: Often best for evaluating large programs and system policies
If one lacks good data, start with default data and appropriate policy-sensitive tools.

As sustainable mobility plans are implemented, ensure investment in better data, inventories and analysis.
Far better an approximate answer to the right question...than an exact answer to the wrong question.

John W. Tukey (1962)

All models are wrong, but some are useful.

George E.P. Box (1979)
Questions

Principles

• What role can statements like the “Climate Works/Our Cities Ourselves 8 Principles” play in communicating avenues for progress and measuring performance towards more sustainable transport and urban development?

• How can such statements best be validated and legitimized?
Questions

Linking Finance to Sustainable Transport Progress

- Will NAMAs be more effective for transport than CDM?
- What is needed for better measurement, verification, & reporting?
- What can we do to get better simple tools?
- What is the roadmap for progress on NAMAs?
- What are the barriers for effective transport NAMAs?