

# Air Quality and Urban Transportation

Manila, September 2016

This is not an ADB material. The views expressed in this document are the views of the author/s and/or their organizations and do not necessarily reflect the views or policies of the Asian Development Bank, or its Board of Governors, or the governments they represent. ADB does not guarantee the accuracy and/or completeness of the material's contents, and accepts no responsibility for any direct or indirect consequence of their use or reliance, whether wholly or partially. Please feel free to contact the authors directly should you have queries.

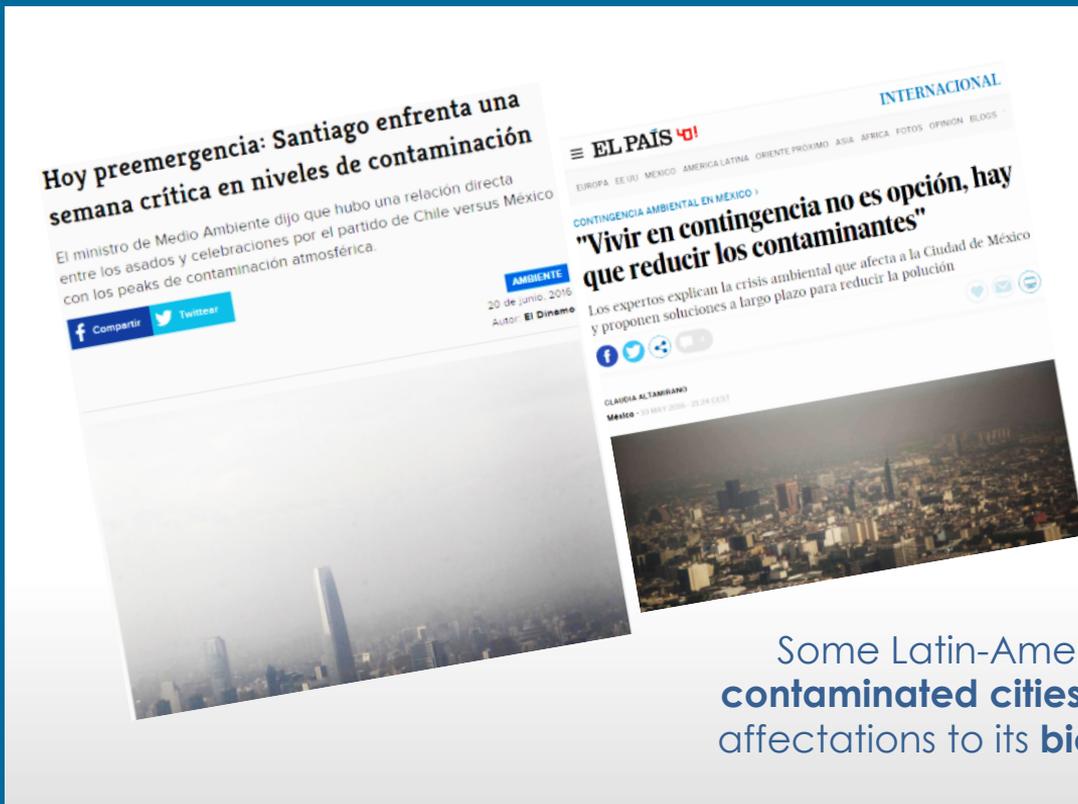
**Jorge Kogan** – [jkogan@caf.com](mailto:jkogan@caf.com)

Senior Advisor Infrastructure

**CAF - Development Bank of Latin America**



# Latin America challenges



High contamination levels with recent peaks in big Latin-American cities:  
Mexico DF  
Santiago  
Medellín

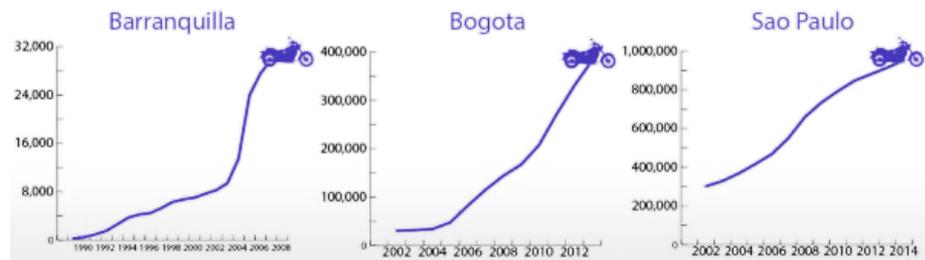
Some Latin-American cities are **the most contaminated cities globally** with considerable affectations to its **biodiversity as well as citizens health**

# Latin America challenges

Increased urban growth rate with high levels of informality



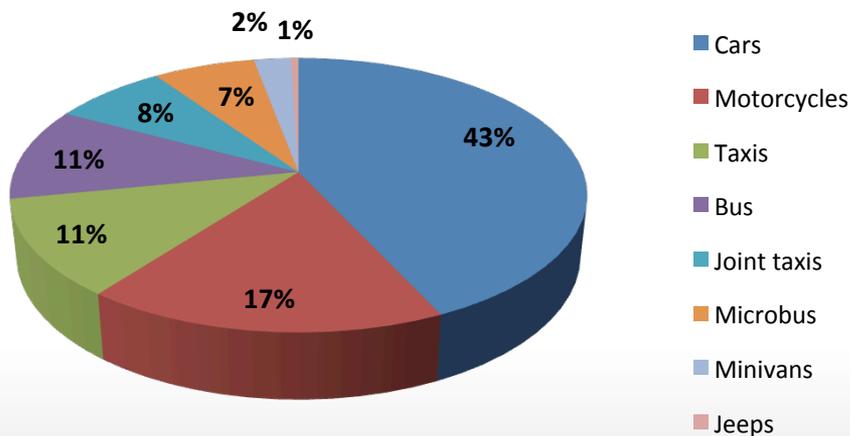
Motorization motorcycles growth rate



More than 35 million cars  
and 7 million motorcycles in  
24 Latin American  
Observed cities

# Air quality impact

## CO2 contamination by mode



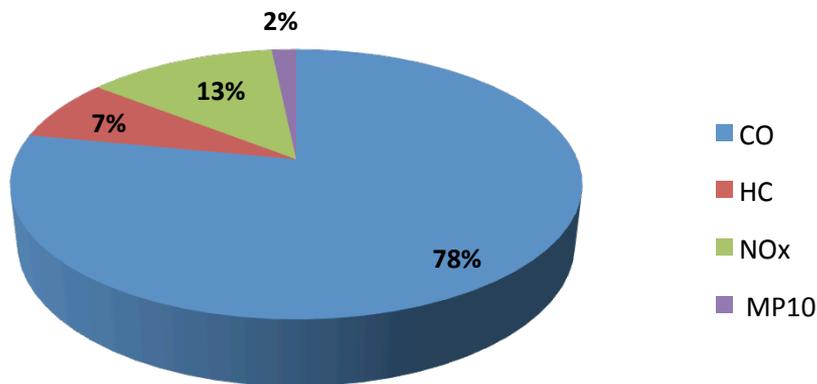
Private modes represent more than 72% of daily CO2 emissions:

356,700 CO2 tons per day

Information of 29 Latin-American metropolitan areas

# Air quality impact

## Other air pollutants



More than 4,000 tons per day

**More than 50% of CO<sub>2</sub> emissions  
come from cars in Mexico City with  
24,2 million tons per year (2012)**