

Abstract

This thesis examines the use of co-benefits transport strategies in the formulation and implementation of sustainable policies in cities through the study of the policy process followed by Santiago, Curitiba and Bogota in the implementation of Bus Rapid Transit Systems. By examining these cases I analyzed how climate change, environmental issues and the emergence of sustainable development discourse influence in the design of policies. Cities of developing countries must deal simultaneously with environmental and developmental problems then, co-benefits strategies can help to the achievements of both goals.

This thesis has two aims, to research how these cities formulated and implemented co-benefits transport strategies for the control of air pollution and what were the factors that brought these about. I use two types of analysis: 1) the evaluation ex post of each case in order to examine the main features of each policy process and the outcomes achieved. 2) The use of Advocacy Coalition Framework in order to examine the most influential factors along the policy process.

The thesis statement considers that co-benefits strategies provide multiple gains in environmental and socio-economical aspects to cities, and that its usage demands adequate coordination among state agencies involved, good governance, and the active participation of private sector and civil society. The analysis conducted demonstrates that positive outcomes achieved by these cities because of the use of co-benefits demonstrate the effectiveness of this approach. Additionally, the effectiveness of these strategies was not influenced by the conditions mentioned above, instead of them, the key factor was political leadership