

## Asian Mayors' Policy Dialogue for the Promotion of Environmentally Sustainable Transport in Cities

23-24 April 2007 Kyoto International Conference Center, Kyoto, Japan

### Report from Session 1-a

Korat, Thailand

Semarang, Indonesia

Sylhet, Bangladesh

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Asian Mayors' Policy Dialogue for the Promotion of Environmentally Sustainable Transport (EST) in Cities

#### Key points of presentations (1)

### Korat (Nakhon Ratchasima), Thailand

- **Problem**
  - Increasing transport demand, congestion and accidents, noise and air pollution
- **Weakness**
  - limited land use planning, lack of transport facilities;
- **Threat**
  - Energy crisis and increased petrol consumption, uncontrolled urbanization,.
  - Environmental Problems: solid waste, air and noise pollution, traffic congestion, and accidents
- **Policies:** balancing transport demand and supply based on the accepted institutional framework of society
  - Demand side: TDM, Land use and urban planning, Regional and National Development Policy, Industrial and labour policy
  - Supply side: Traffic management, Improvement of alternative modes, Integrated multimode transport system, Transport infrastructure development (road & PT)
  - Road side air quality and traffic noise monitoring; vehicle emission control
- **Challenges:**
  - Social value favouring motorised modes, limited infrastructure, high investment cost of mass transport, slow decentralisation

## Key points of presentations (2) Semarang, Indonesia

- Problems:
  - Growth of vehicles, growth of activity centres with low capacity of access, increasing private car use, congestions, poor Public Transport (PT), air pollution-PM exceeds the standards, dependency on automobiles
- Policies:
  - Current: pedestrian safety; occupancy rate of PT; air conditioned public bus; high rise housing, pick-up-and-drop programme (school, government)
  - Planned: integrated PT (Semarang and vicinity); change of PT management to consortium; public service body for MRT; restriction of motor bike use to school; NMT; infrastructure for disabled, elderly, & pedestrian; area control traffic system, Biofuel
- Success:
  - stakeholders' commitment, strengthening institution, law enforcement, good coordination, regular monitoring
- Challenges:
  - conflict of interest, low awareness, limited human resource

## Key points of presentations (3) Sylhet, Bangladesh

- Problems:
  - Highly polluted, looking for help from the EST Forum, and donors
- Policies:
  - CNG buses with help of public entrepreneurs,
  - Introduction of traffic signals
  - public awareness buildup (seminar, workshop),
  - submitted project to central government for widening roads

## Summary of discussions (Experts' comments)

- Need to take a holistic approach
- Recognize the multi-sectoral nature of EST
- Important to strengthen institutional framework and ensure coordination
- Important to enlist participation of state and central governments
- Need for policies to encourage Mass Rapid Transit oriented development
- Conflict of stakeholders interests must be addressed
- Public participation is important and it is necessary to provide platforms and channels for dialogues
- Enforcement needs to be strong

## Summary of discussions (floor discussions)

- Financing for transport infrastructure is a key issue
  - Considering the total flow of costs is very important from holistic perspective is important
    - (1) For growing regions we can adopt value capture and internalize the costs
    - (2) need to reduce cost of maintaining unnecessary infrastructure
- Importance of leadership - role of city Mayor very important (e.g. Curitiba, Bogotá, Seoul, Quezon)
- Cooperation with the national government is important

## Conclusions/Recommendations

- Medium sized cities share the same problems
- Leadership makes a great deal of differences
- Continuous process of evaluation of actions taken is important