

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

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Report from Session 1-b

Singapore

Seoul, Korea

Kyoto, Japan

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UNITED NATIONS
CENTRE FOR REGIONAL DEVELOPMENT



Ministry of the Environment



IGES
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Strategies

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

Key points of presentations (1)

Singapore

- Historically, severe traffic congestion and unreliable bus services were problems impeding development
- Policies adopted include:
 - Integrated state and city planning
 - Transport demand management
 - vehicle taxes, vehicle quota system (VQS)
 - electronic road pricing (ERP)
 - intelligent transport system (ITS)
 - Prioritization of public transport: MRT, public buses, taxis
 - 58% mode share for public transport
 - Goal is 70% during morning peak
 - Integration of public transport with urban development
 - Ultra-low sulfur diesel fuel with Euro IV emission standards for new diesel vehicles

Key points of presentations (2)

Seoul, Korea

- 10.3 million people / 2.14 million cars
- Mode share: subway 35%, bus 27.8%, taxi 6.3%, car 26.1%, other 4.8%
- Extensive subway network
- Bus system reorganized to complement subway
 - trunk, feeder, circular, wide-area bus services, color-coded
 - Integrated fare, smart card payment, route bidding system with joint revenue management
 - Exclusive bus lane in road median -> 18 to 82% speed increase
- Voluntary no-driving one day/week
 - Incentives for participation – lower taxes, congestion charge, etc.
 - Compliance enforced by RFID

Key points of presentations (3)

Kyoto, Japan

- Profile: Population 1.4M, over 47M tourists per year
- Traffic congestion in the city centre and tourist spots is a major concern, degrades tourist experience
- Traffic management measures for tourist spots
 - One-way streets, off-street reserved parking for tour buses
 - Shuttle bus circular from main rail station
 - Park and ride lots
- Investigating light rail transit (LRT)
 - Tested “virtual” LRT = bus rapid transport with low floor buses
- Pedestrianization / transit mall in city center to be implemented Autumn, 2007

Conclusions

- The three cities, Singapore, Seoul, and Kyoto each show examples of successful elements of an EST program
- Transport demand management and public transport are two important pillars of EST
- Vehicle and fuel standards, inspection and maintenance less emphasized in these presentations, but also critical to EST
- Increased attention needed to NMT – esp. cyclists