

# 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 2-a

Vientiane, Lao PDR  
Surabaya, Indonesia  
Suzhou, China  
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Asian Mayors' Policy Dialogue for the Promotion of Environmentally Sustainable Transport (EST) in Cities

### Key points of presentations (1) Vientiane, Lao PDR

- Profile: 3,920 km<sup>2</sup>, Pop. 720,000, 134 p/ km<sup>2</sup>
- Current status: well paved road << **rapid increase in registered vehicles**
- Policies: National Environmental Committee, Urban Planning Laws, **Transport Sector Strategy 2006-2020**
- **EST Initiatives; National Public Health Strategy 2020**, National initiatives for Urban Green & Park, Urban Master Plan- land use planning consultation with community, private vehicle inspection centre, **bus terminal expansion**, JICA Funded Comprehensive Transport Study (May 2007-), public park improvement, **BRT & NMT Seminar**, Weekly Village Cleaning, Rally and Stage for safety, **Helmet survey**
- **Vision 2020**
  - PT- 20mn/round, BRT in Vientiane
  - **Road accident rate < 2 death/10,000 vehicles**, safety modernize river traffic system
  - Land-river vehicle management system

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

- Profile: 326 km<sup>2</sup>, Day time pop. 4M, Night time pop. 3M
- Trends: growth in motor vehicle and average distance traveled/vehicle, congestion, deteriorating environment, low safety, lack of comfort  
→ energy inefficiency, air pollution, inadequate city service
- Conceptual vision: A comfortable and reliable service city
- Principles: highest priority on PT, no pollution, safety
- Technical measures: BRT feasibility study, political support, action plans, stakeholder commitment
- Achievements: policy commitments in the Urban Development Program 2006-2010, Surabaya sustainable urban transport approach
- Challenges: Continuing support is needed
- Success of EST is a direct result of the interest and concern of stakeholders

## Key points of presentations (3) Suzhou, China

- Profile: 8488.48 km<sup>2</sup>, Pop 5.91M (2003) 10.00M (2010), 1245 p/ km<sup>2</sup>
- Problems: environmental problems  
- air and water pollution, noise, heat island, etc.
- Policies: perfecting the construction of urban infrastructure, giving priority to the development of public transport, emission control, higher plant cover rate, road noise control
- Plans: subway lines
- Success: better control in air pollution, noise and water quality
- Challenges: shortage of capacity of public transport, increase of urban population and number of automobile, management of automobile exhaust needs to be strengthened
- Future Visions: sustainable transport and clean environment

## Summary of discussions (expert comments)

- Vientiane
  - Great emphasis on National level policies
- Surabaya
  - Impressive holistic approach. BRT system can be integrated with walkways
  - Unique in that it has a vision
- Suzhou
  - Need to strengthen EST further to cope with a rapid population growth and motorization progress
- Overall
  - Not much report on incorporated social sustainability

## Summary of discussions (floor discussions 1)

- Fuel Quality
  - Emission Standard and Sulfur Contents in Fuel
  - Practical introduction of emission standard (e.g. EUROII,III)
  - Emission Standard vs. Energy Efficiency
  - Leapfrog in two-wheelers is important
- Financing
  - Vientiane: by international organizations such as ADB and JICA
  - Surabaya: from national, provincial, and local government and private sectors. Concentrating to get more money from central gov. and so far good cooperation.
  - If there is awareness in central government and good plan, central government is willing to provide financial support.

## Summary of discussions (floor discussions 2)

### ■ Basic standards of public transport

- Difficult to define standards since they should be locally defined.
- “Give the public the transport they want” tailors to the needs of the people
- Surveys are helpful to understand people’s need

### ■ NMT

- Does not have strong consistencies since it does not require a lot of money
- Yet need to see more improvement
- This is the key for betterment of transport

## Conclusions/Recommendations

- from Financing transport to Urban development benefit
  - tax in city, land acquisition, value capture, cost of sprawl
- Emission standards vs. Energy efficiency
  - Leapfrog in two-wheelers
- Role of central/ provincial/ local government
  - Initiative from City-side
- Social aspects: comfort & safety of PT and NMT
  - final measures to evaluate Quality of Transport, i.e. QoL
- Standard of (Public) Transport
  - should be locally defined first and can be later integrated