

## 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 4-a

Siem Reap, Cambodia  
Luang Prabang, Lao PDR  
Bhubaneswar, India  
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Asian Mayors' Policy Dialogue for the Promotion of Environmentally Sustainable Transport (EST) in Cities

### Key points of presentations (1) Siem Reap, Cambodia

- Profile : 10.55km<sup>2</sup> , Pop. 788,568 , 65.6 p/ km<sup>2</sup>  
Very rich in tourism assets
- Current status : Due to the boom of tourism, population of the city also increase. Insufficient traffic facilities.
- Policy :
  - Facility building by financing principle (50% from gov. 50% residential)
  - Emission standard
  - Measures for improving road safety & maintenance
  - Battery car at Angkor Temple areas
- Challenge : Insufficient traffic facilities, Traffic-Jam
- Land use planning in place

## Key points of presentations (2)

### Luang Prabang, Lao PDR

- Profile : 376.93 km<sup>2</sup>, Pop. 76,000, 96p/ km<sup>2</sup>
  - Also very rich in tourism assets (World heritage site)
- Current status :
  - Large number of tourists and its rapid expansion which result in rapid increase of tourist service facilities.
  - Congestion, Accident, Noise, and Air pollution in the center
  - Traffic light system yet utilized
  - Motor cycles increasing
- Policy :

Comprehensive measures for address traffic problems are on implementation
- Vision :

"Make Luang Prabang as a peaceful, convenient, clean tourist centre"

  - Town Zoning supported by UNESCO Project was decided to introduce for easing traffic problems
- Future : Luang Prabang Urban Development Plan
  - Road network, Bypass and Bridge network

## Key points of presentations (3)

### Bhubaneswar, India

- Profile : 135km<sup>2</sup> , Pop. 647,302, 4,800 p/ km<sup>2</sup>,  
Capital city of the State of Orissa, "Temple city"
- Current status :
  - Uncontrolled increase in population require effective city planning in transportation.
  - In early 1990s Bhubaneswar faced traffic chaos, with a failing bus system etc.
  - Rising of personalized vehicles with limited spaces
- Policy :
  - Improvement of road design
  - Exclusive Bicycle & Pedestrian Lane
  - Use of Timer in traffic lights
  - Public awareness emphasized
- Future steps & Vision :
  - Formulation of City Development Strategies on transportation management
  - Bus Rapid Transit System & Improved non-motorized systems
  - Emission standards, Technological intervention, Promotion of cleaner cars and fuels
  - Education, Dialogue with UNCRD/International agencies.

## Summary of discussions

- All three cities are culturally rich, two are already declared World heritage.
- Huge attraction for tourists, it creates pressure on services but it provides opportunity for revenue generation.
- Given the size of the Siem Reap pedestrian way and bicycle way can be major transportation mode.
- Given three wheelers are important part of existing transportation mode policy should be to make them environmentally acceptable.
- It is important to adopt strict emission standard before the situation gets severe. Leap-frogging is the idea here.
- Battery/electrical vehicles can be considered.

## Conclusions/Recommendations

- "Tourist" have to be taken into account for EST in all these three cities.
- Cleaner and more efficient utilization of three wheel vehicles such as "Tuk-Tuk" is important for EST in small size city.
- Improvement of "Pedestrian path" have to be more focused as effective measure for EST.
- Adopt strict emission standard before the situation gets severe.
- Rich cultural heritage should be used to promote EST, particularly by raising residents' awareness and spirituality.
- Gradual/incremental approach for implementation of EST should be adopted.