

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

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Report from Session 2-b

Tianjin, China
Phnom Penh, Cambodia
Kuala Lumpur, Malaysia
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Key points of presentations (1) Tianjin, China

- Profile: 11,917 km², Pop. 10.75 Million
(Central area: 371 km², 4.3 Million)
- Current status: The Tianjin is the economic hub in the region and to be gradually built into economic center in the northern part of the country. The city is now developing tridimensional (Land, Marine, Air) transportation networks systems.
- Policies: "Harmonious transportation environment". Encouraging Public transportation, intensive use of the land, Clean fuels, Green belt, reasonable use of the bicycle.
- Share of the public transportation reaches 40%.

Key points of presentations (2) Phnom Penh, Cambodia

- Profile: 376.93 km², Pop. 1,174,000 3,300 p/ km²
- Current status: Infrastructures for car traffic is now improving. Traffic related problems are still severe.
- Policies: Encourage Safety Helmets, Permanent check of driving license, Increase the traffic light, Green park, etc
- Challenge: Insufficient traffic facilities, safety education, law and increase of population & vehicles.
- Future Vision: Establishing and Enforcing relevant traffic Legislations, Extending urban transportation infrastructure, Strengthening inspection and control of air pollution.

Key points of presentations (3) Kuala Lumpur, Malaysia

- Profile: 243 km², Pop. 1.42Mill, Equatorial Climate
- Current status: Integrated Urban rail system (consists of LRT, Monorail etc) have been developed.
But the modal share of public transport decreased from 34.3% to 19.7% Between 1985 and 1997 that resulted in high demand for road infrastructure.
- Policies: Development of Integrated Transport Information System, Extension of rail based transportation, Revamping of the bus services, constructing better pedestrian walkways.
- Targeting public-private transport modal split of 60:40 by the 2020.
- Pilot project on Bio-fuel vehicles started in 2006
- KL recently organized workshop on the congestion levy in KL.

Summary of discussions

- Need for efficient and effective institutions
- Multisectoral approach required including business and civil society stakeholders
- Greater use of PPP
- Significant investment in roads compared to public transport : relatively little use of bus priority or BRT
- TDM used sparingly: need to think more about road pricing issues
- Financing urban transport is an issue in most cities
- Freight – do not forget

Summary of discussions

- Need for National and local coordination: many issues need national support
- Leadership at the local level is important to implement the long term vision
- Relationship between land use and transport needs better assessment and implementation

Conclusions/Recommendations