

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-b

Quezon, Philippines
Nagoya, Japan
Ulaanbaatar, Mongolia
Reported by Marie Thynell



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

Key points of presentations (1) Quezon, Philippines

- Population 2.4 mil.
- Basic EST considerations:
 - cars 82 %, jeepneys 12 %, Buses 3 %, Trucks 2 %
 - 2 of the country's largest and widest highways
- Strengthes & Potentials
 - institutionalization of environmental management
 - strong enforcement of anti-pollution laws
 - largest network of interconnecting roads, etc
- Challenges & Concerns
 - road network deficiencies; uncordinated road layout; etc.

Key points of presentations (2)

Nagoya, Japan

- Population 2.2 mil
- Overview:
 - Construction of wide and straight roads → motorisation
air pollution, traffic accidents, loss of prosperity
 - Construction of a subway system: yet, automobile growth > ridership
- Target to increase public transport usage
- EST Strategy:
 - (1) Outer loop: Outer beltway circle, Park and Ride
 - (2) Central Area: Regulations on illegal parking, Transit Mall
 - (3) Urban Area: Compact city
 - (4) Whole: Improvement of public transport, Changing lifestyles
- Nagoya is seeking to become an Environmental Capital through Collaboration.

Key points of presentations (3)

Ulaanbaatar, Mongolia

- Population 1.0 mil.
- Current status: Urbanisation, unequal economic growth, many old buses
- Environmental challenges: air pollution, soil pollution, water pollution
- Challenges: legal condition, road network and road usage, traffic jams, livelihood of residences, financial resources for PT,
- Strategies: general plan to upgrade PT, legal acts in PT, equipments for PT organisations, low toxic devices and projects, vehicle taxation, accessibility, road network extensions and road improvements, land use and regional development perspective, 'transport needs management'

Summary of discussions (1)

Quezon

- good tradition in para transit (hierarchical seamless public transport system): encouraged to keep effort
- cooperative arrangement with other level of government (e.g. national government). When resources are lacking the local government subsidizes national project.
- creating metro centres away from congestion areas and MRT development. City government and national government are working for mixed land use in the nodes.

Summary of discussions (2)

Nagoya

- history of environmental strategies
e.g. city government decided not to bury Fujimae Higata (marsh) reduction of waste
- the stage of mature motorisation. In central area, we need new parking management system (capping etc.).

Summary of discussions (3) Ulaanbaatar

- driven by one city: emphasized a need to look at legal framework for EST
- strategy is very logical - need good sets of technological policy instruments
- emission standard improvement is necessary
- education systems of technicians are very important
- critical to integrate land use planning and management systems to control motorisation

Conclusions/Recommendations

- Legal framework and institutional side: role of different levels of governments should be made clear
- Data is powerful to convince policy makers and update of data is important
- Integration of land use and transport is emphasized
- Three cities are in different stages of motorization and strategies should be different from stage to stage