The Relevance of ADB Sustainable Transport Initiative for Urban Transport

ADB Transport Forum

May 2010

A Crisis in Asian Urban Transport

A crisis caused by a combination of events:

- Urban population increase
- Rapid motorization
- Demand for travel increasing (people and freight)
- Trip patterns changing (mostly getting longer)

Resulting in:

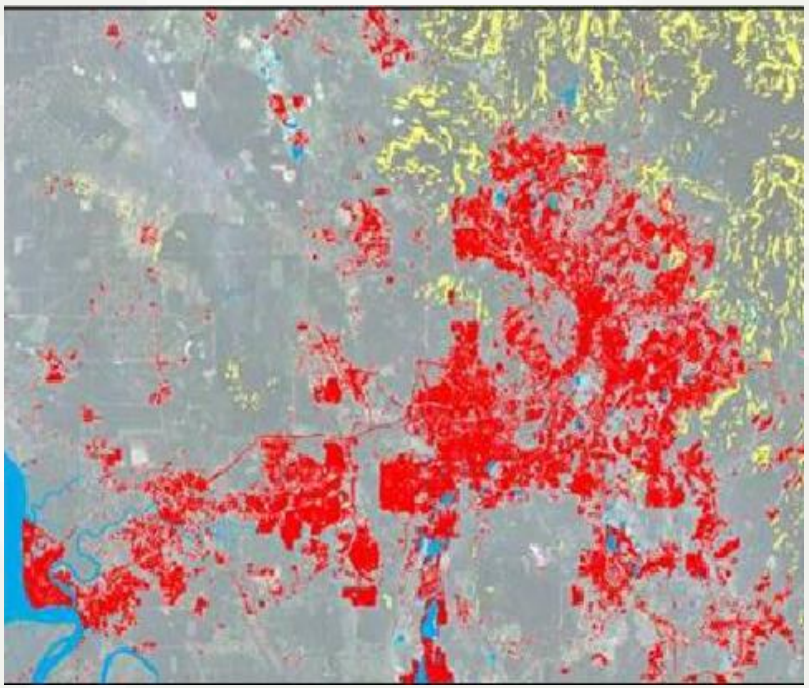
- Congestion: a series problem, impacting the economy, environment and social concerns
- Fuel security: a major concern for oil importers
- Climate change: fastest growing CO2 emitter
- Local air quality: rapidly deteriorating (although there are some notable success stories)
- Safety: very poor standards (especially for vulnerable groups)

ADB

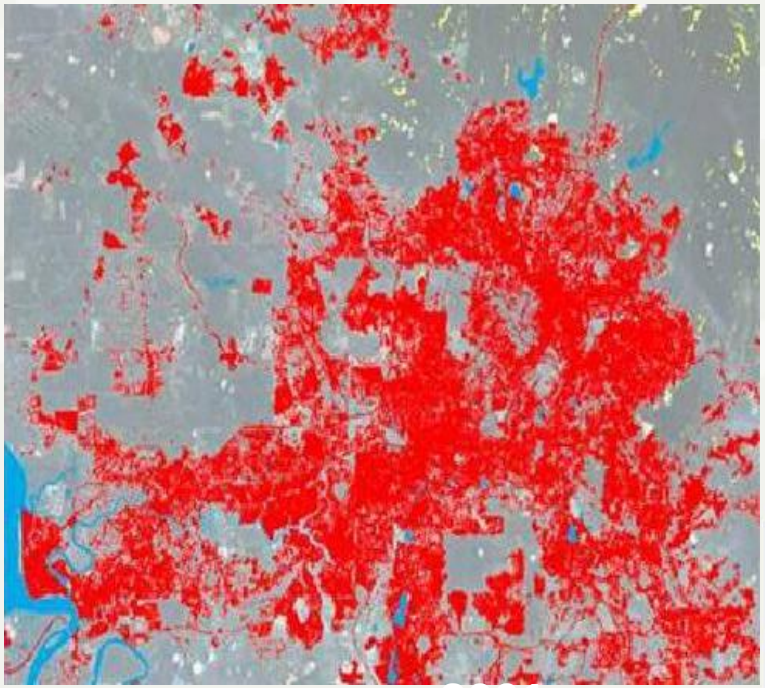
Urban Expansion, the Evidence

Kuala Lumpur

- Built up area doubled (1989-2001) 385 to 805 sq km
- Population increase 2.7 to 5 million
- Density decrease 7,130 to 6,160 per sq km



1989



2001

ADB

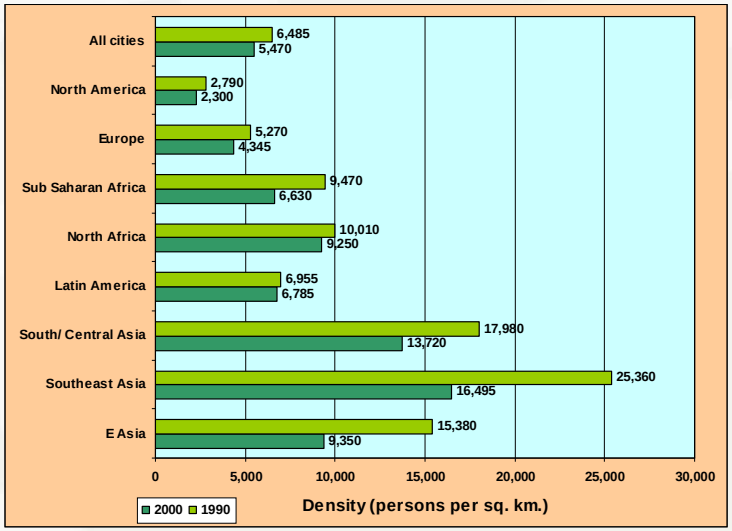
Urban Expansion, the Future

Kolkata

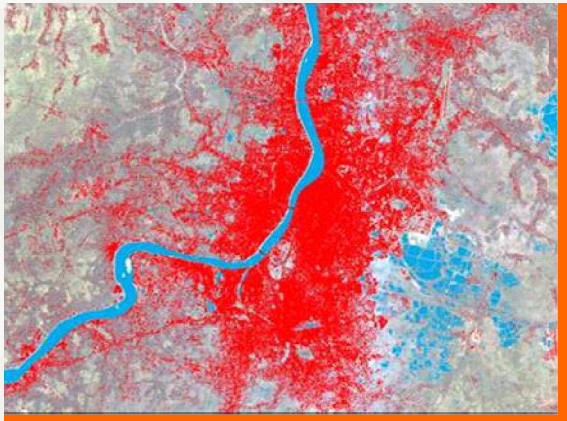
- Pop: 7.8 million
- Density 16,200 per sq. km
- Built up area: 480 sq. kms

If

- Density decrease (3,000/sq.km)
- Population increase



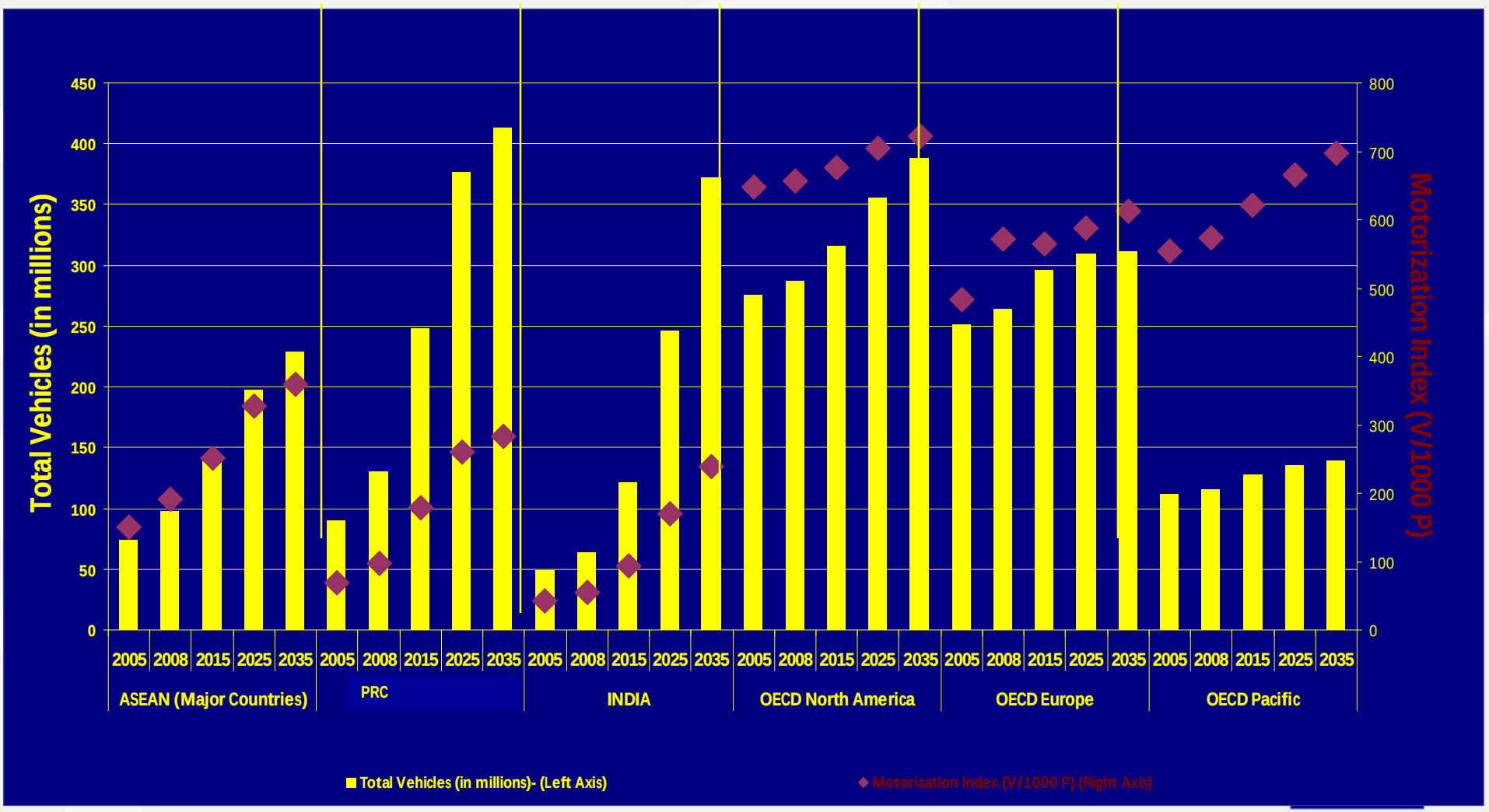
Source: Angel 2005



What transport systems are planned for this expansion?

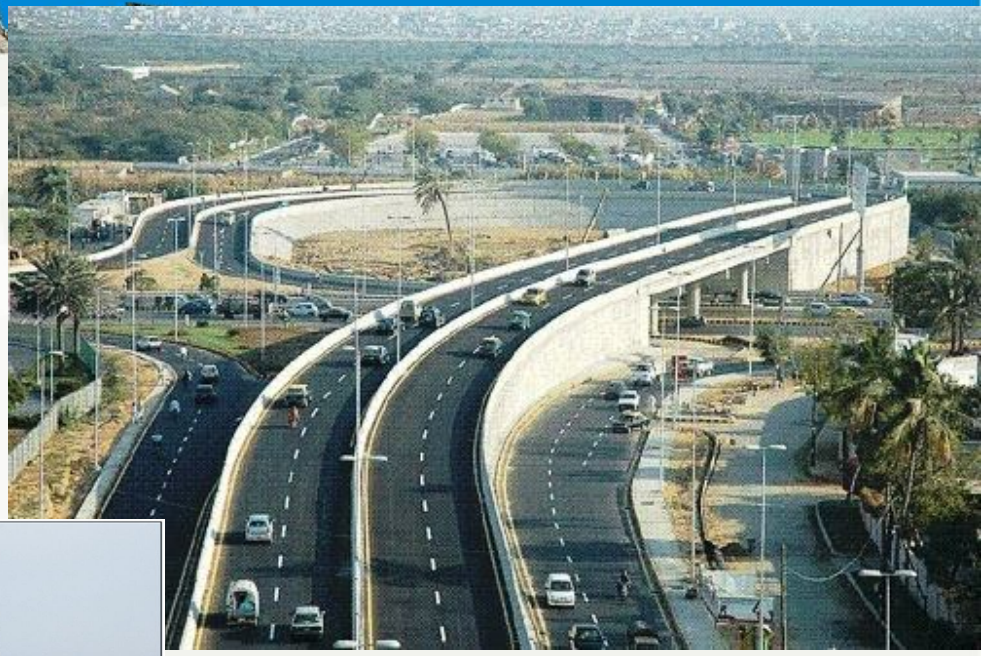
ADB

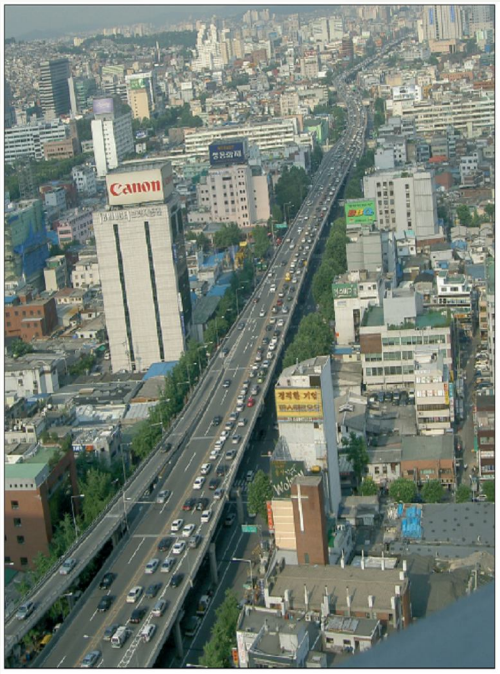
Vehicle Growth Projections



Predict and Provide

The city of today
(a dream)





and tomorrow
(the reality)

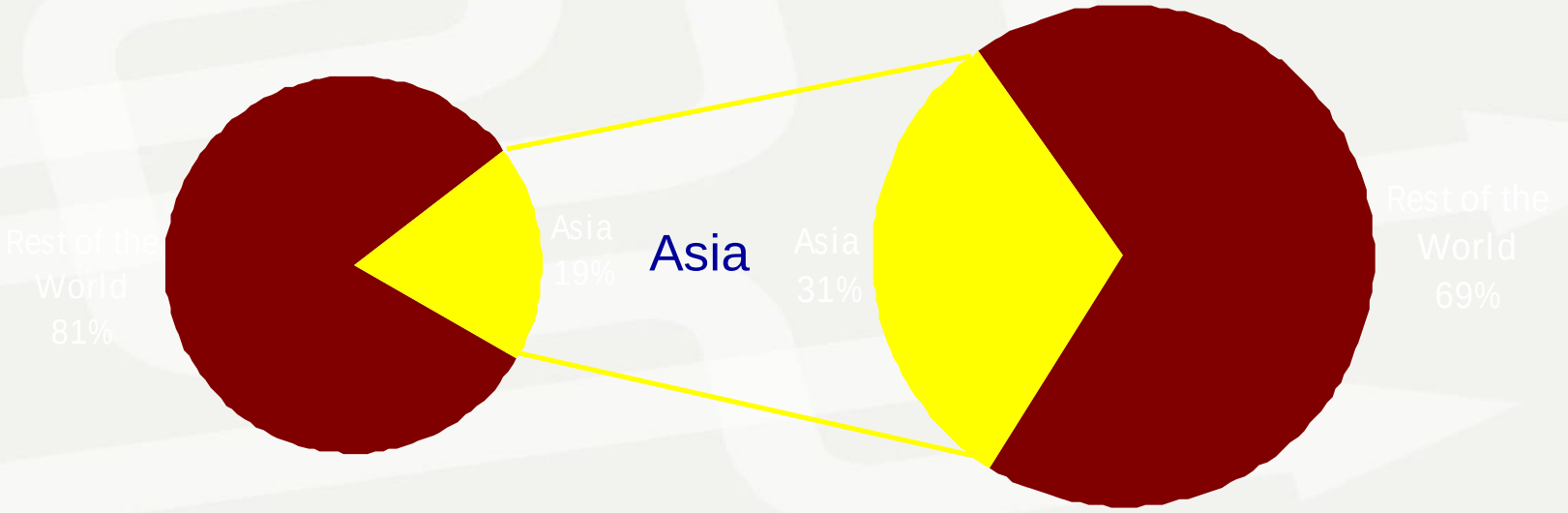
ADB

Transport CO_2 Emissions

38% increase Worldwide

2006
5,465 mil tons

2030
7,555 mil tons



Asian transport is the fastest growing CO_2 emitter of any sector in any part of the world

ADB

Source: IEA, World Energy Outlook 2008
Note: Total emissions excludes international marine bunkers and international aviation

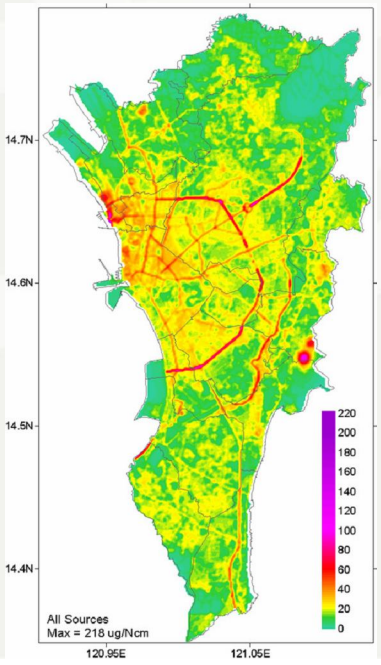
Fuel Security and Price

Local Air Quality

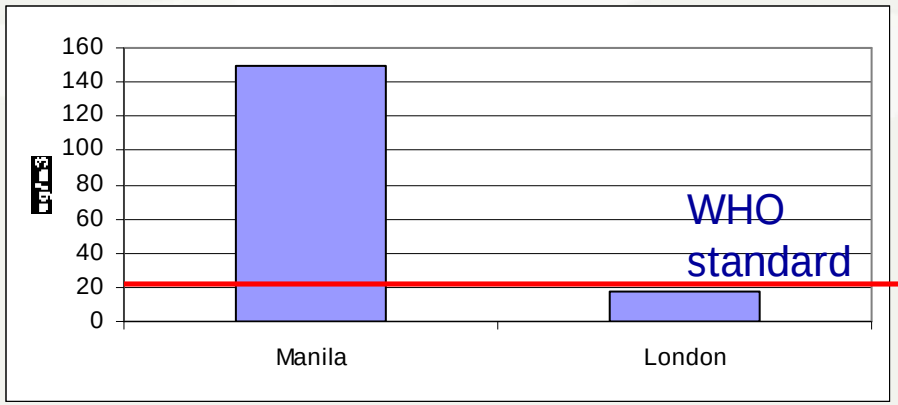
Disappearing skyline

Sunday morning (June 24, 2007)

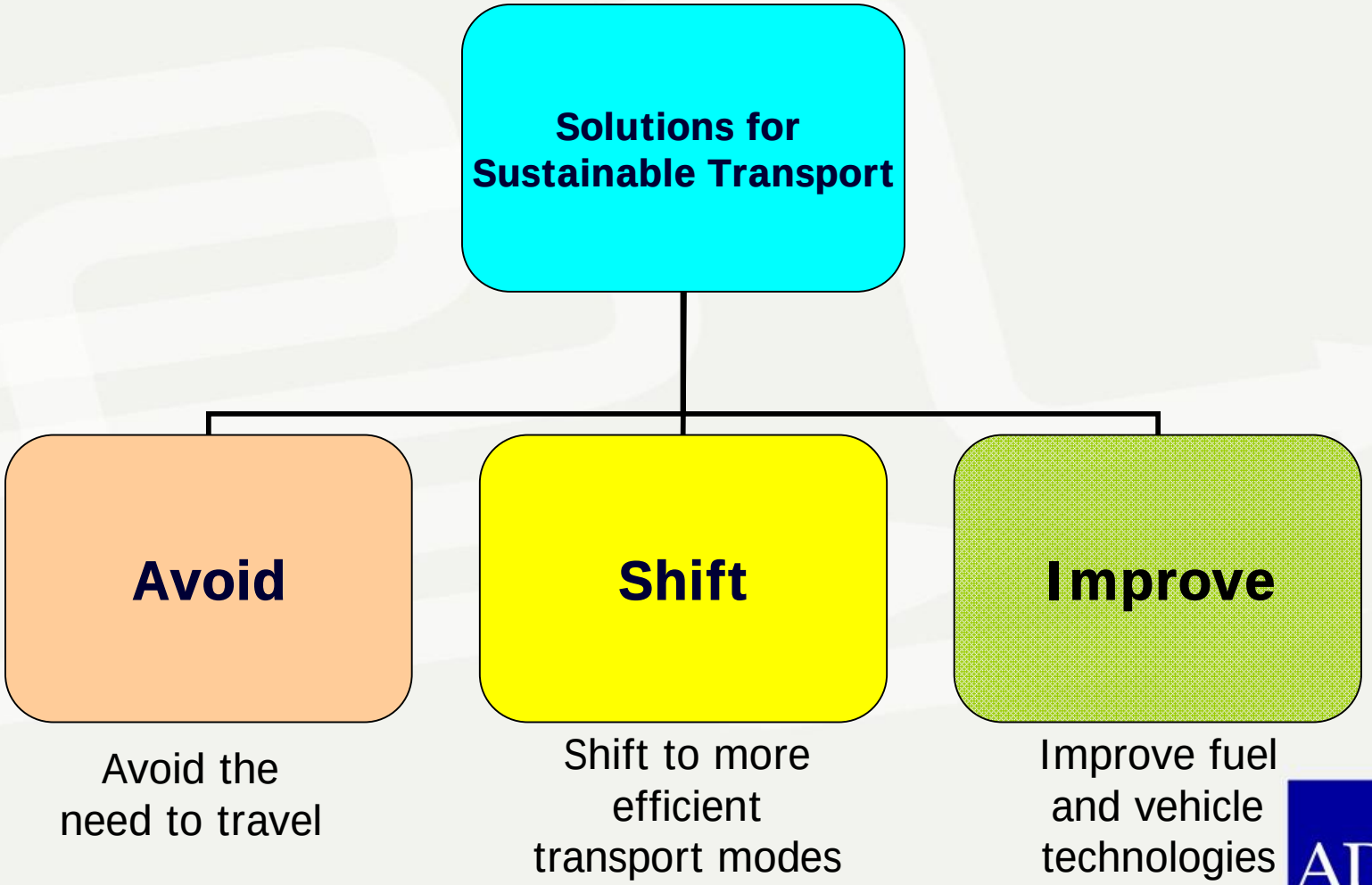
Monday morning (June 25, 2007)



Particulate Matter concentrations (PM_{10})



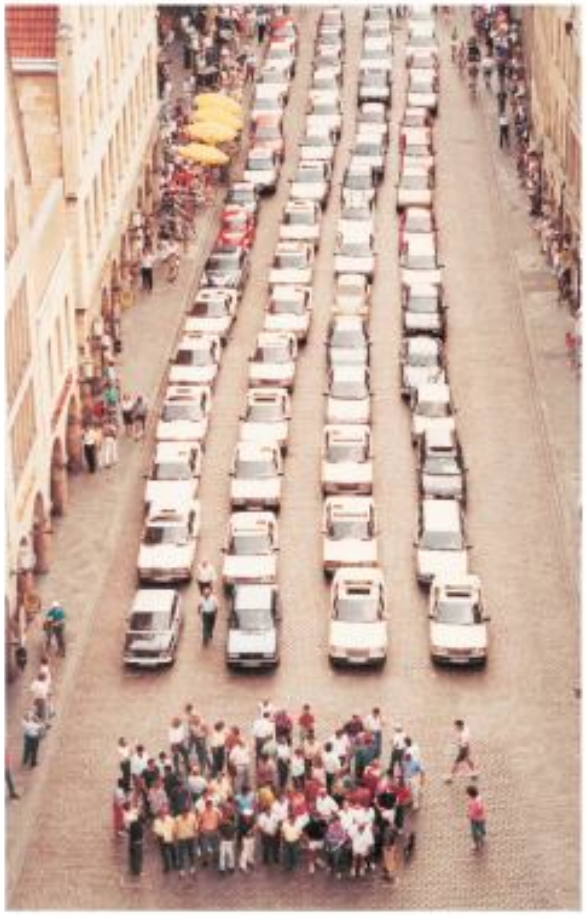
A Sustainable Transport Solution



No one solutions – combined approaches required

Which is the Sustainable Mode?

ired to transport the same number of passengers by car, bus or bicycle. (Poster in city of Muenster Planning Office, August 2001)

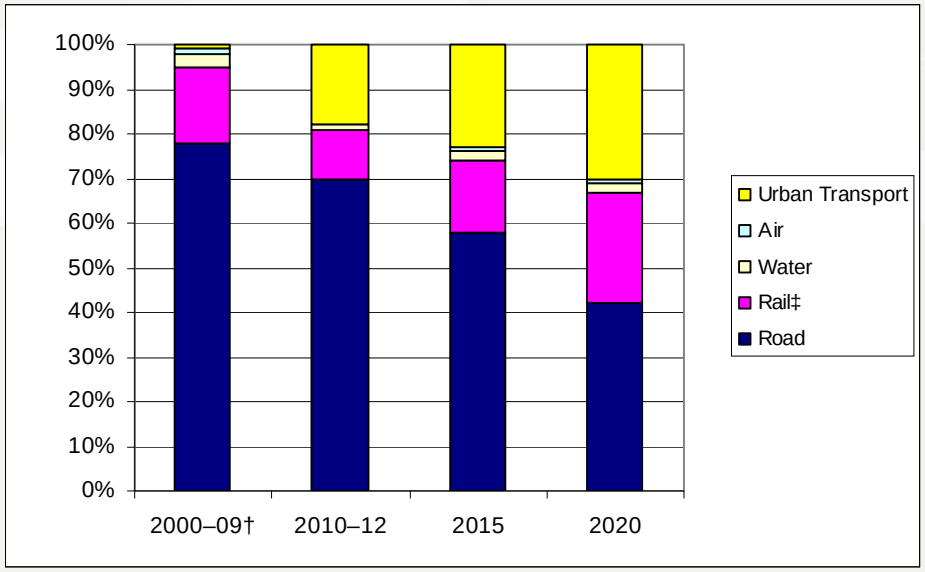


Press Office City of Munster, Germany

ADB

STI: Share by Sub-sector

	Actual	Pipeline	STI Target	
Subsector	**2000–09†**	**2010–12**	**2015**	**2020**
Road	78	70	58	42
Rail‡	17	11	16	25
Water	3	1	2	2
Air	1	0	1	1
Urban Transport	**1**	**18**	**23**	**30**



ADB Urban Transport Assistance

- Lanzhou, PRC
- Yerevan, ARM
- Georgia, GEO
- Kathmandu, NEP
- HCMC, VIE
- Ulaanbaatar, MON
- Hanoi, VIE
- Xi'an, PRC
- Yerevan, ARM
- Dhaka, BAN
- Vientiane, LAO
- Davao, PHI
- Bangkok, THA
- Makati, PHI
- Jiangxi-Fuzhou, PRC
- Colombo, SRI
- 11 Urban Transport projects c/o CDIA

Conclusions

- Urban transport key to continued economic growth – urban centers are engines of economy
- Private vehicle model is flawed for Asian cities (BAU)
- Need for inclusive and equitable access for all
- Demand managed to available supply
- Focus areas:
  - Public transport (MRT, LRT, BRT, bus fleets and services)
  - Non-motorized transport (pedestrian and cycle facilities)
  - Complete missing road sections (network hierarchy)
  - Traffic demand management (parking, pricing)
  - Innovative financing mechanisms and user pays principles
  - Vehicle and fuel standards

What is required to deliver SUT?

Policy, institutional structures, capacity, finance?

ADB

“Our Sustainable Transport Initiative will make more cities more ‘people-friendly’ and advance climate change mitigation objectives.”

Haruhiko Kuroda
President, Asian Development Bank
2009 Delhi Sustainable Development Summit

Partnership on Sustainable Low Carbon Transport

Thank you

Jamie Leather
jleather@adb.org

ADB