



Capacity Building for Sustainable Urban Transport in ADB's STI

ADB Transport Forum
May 2010



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Why is Action Needed?

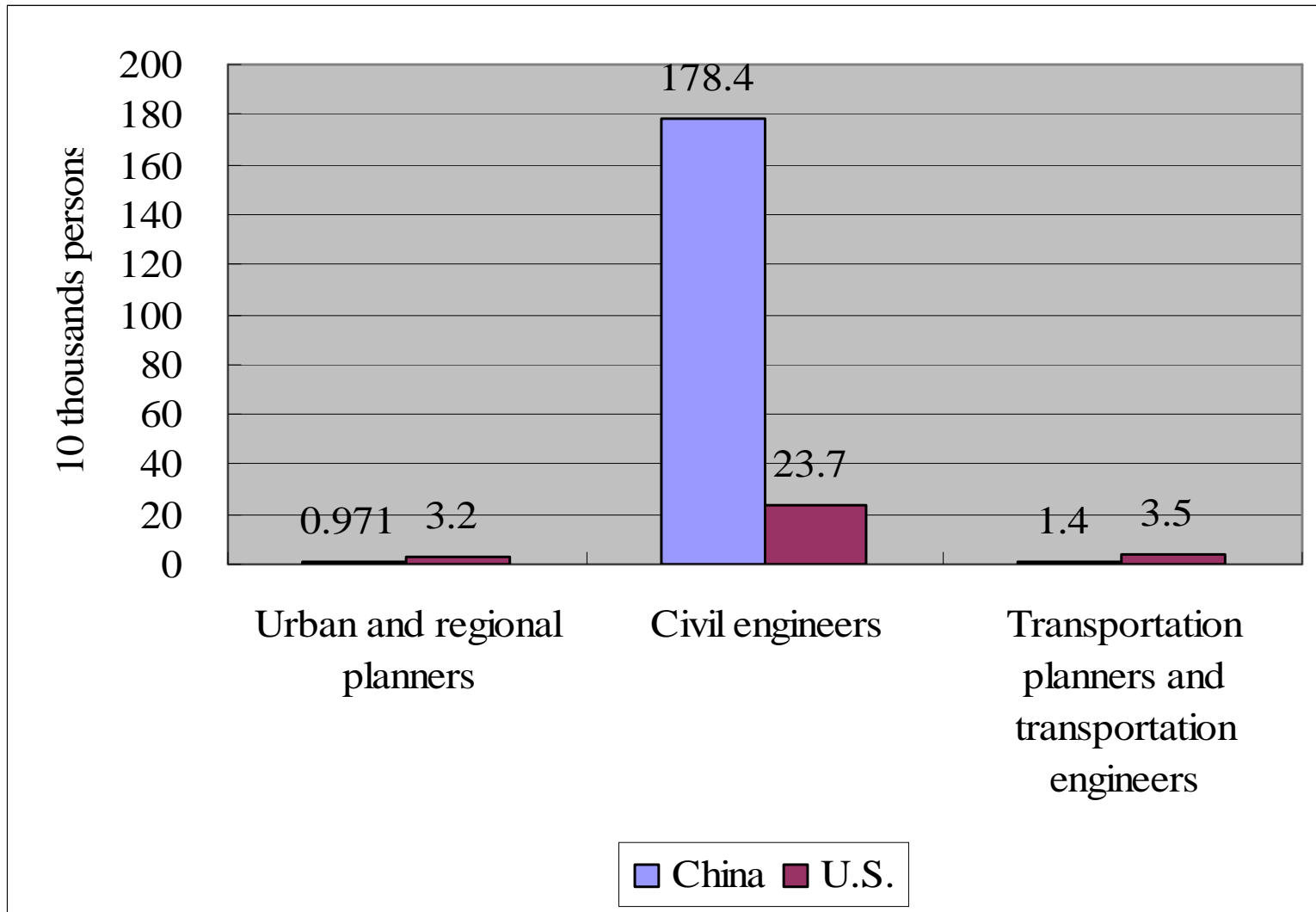
ADB Sustainable Transport Initiative Operation Plan

- 2005: Urban transport operations were less than 2% of transport lending in ADB
- 2011: will reach to 16%
- Strengthening capacity development for urban transport lending will be vital to achieve the STI objective

Why is Action Needed?

- Education and professional training emphasis has been on hard engineering design
- Needs for professional capacity already far exceed supply in critical “soft” areas, urban transport planning, holistic road design, public transport, nonmotorized transport (NMT), traffic engineering, transport safety...
- Some countries may have training in “soft” areas, but those training was seldom linked with investment programs

Why is Action Needed?



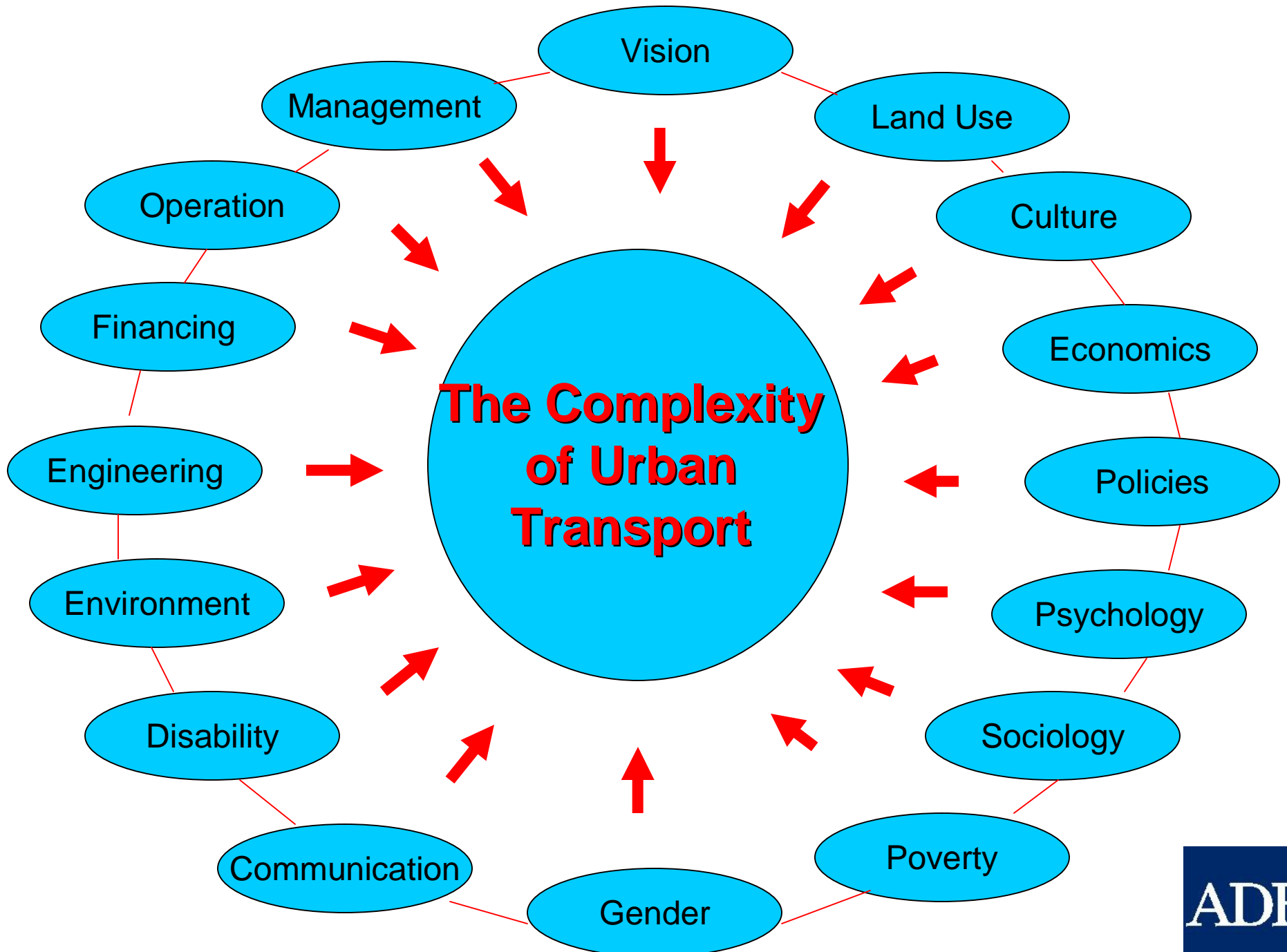
Source: Yan Zong

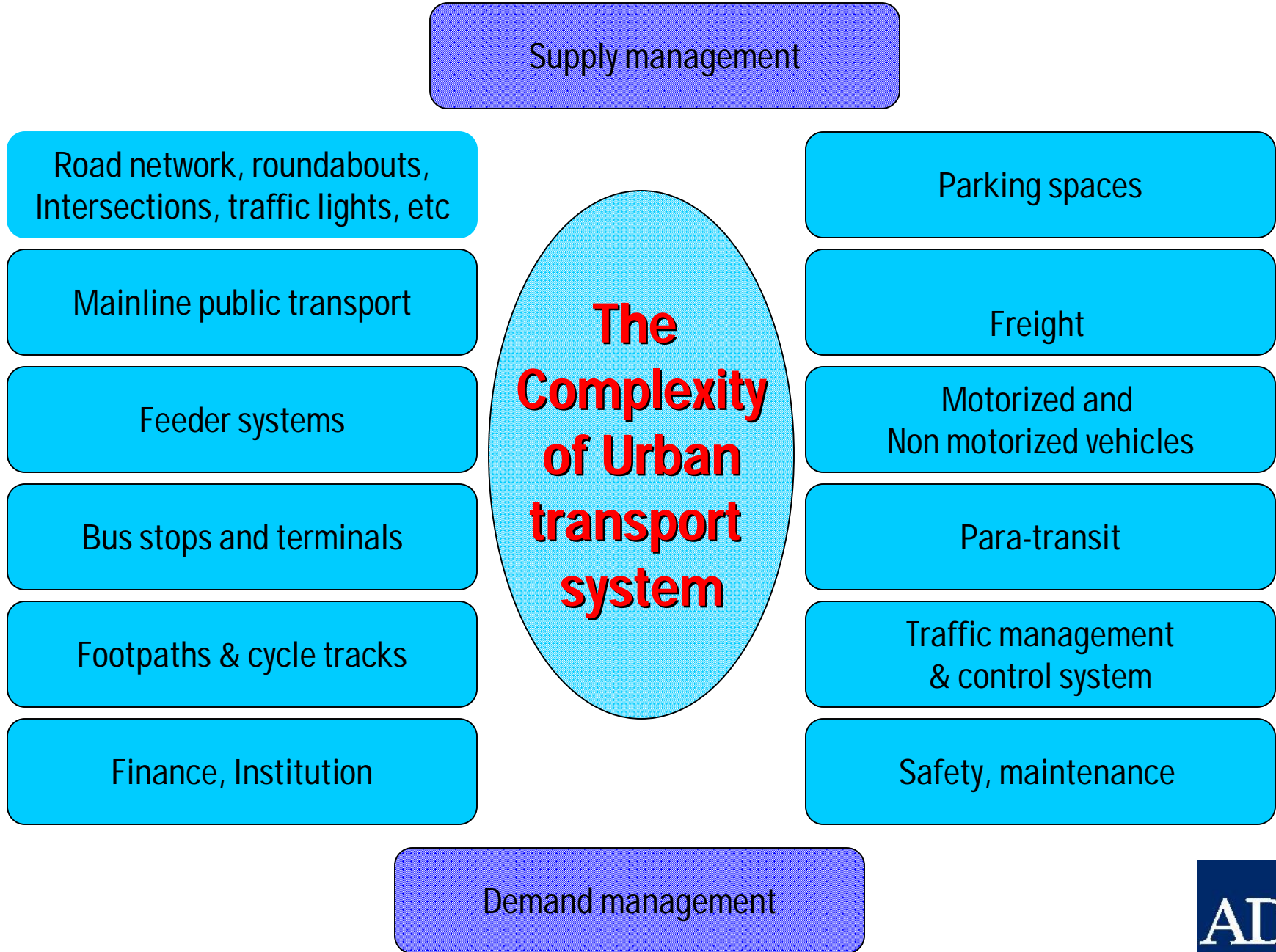
Why is Action Needed?

- In the case of People's Republic of China, with 1.3 billion population, it has approx. **24,000** urban or transport planners. USA with 300 million population, has approx. **70,000**
- Solid, substantive capacity for design and construction of roads and railways, but missing front end expertise

Why is Action Needed?

- Continuing engagement over long term to make substantive change is rare because of ad-hoc and project-based approaches
- Capacity development program to date sponsored by International Financial Institutes (IFIs) and NGOs, is often “promotional” with little substance and reflect limited understanding of local situations





What Should Be Done?

ADB Capacity Development Action Plan:

- Institutionalizing Capacity Development Focus in Country Programming and Operations
- Establishing Internal Support Systems for Capacity Development

What Should Be Done?

- 1. Locally-driven.** Mainstreaming capacity development in country partnership strategies
- 2. Hands-on Involvement.** Mainstreaming capacity development in projects, and for each project involving:
 - all concerned stockholders
 - public consultations
 - transparent decision-making

What Should Be Done?

- 3. Strengthening Networks and Partnerships.** Working with GTZ and other partners, assign responsibilities for modification of existing materials to reflect local conditions
- 4. Strengthening Modalities to Support Capacity Development.** Emphasis on basic principles and prioritization.
- 5. Development of Knowledge Sharing Platform (KSP).** Working with normal training sources to bridge knowledge gaps

What Should Be Done?

- 6. Strengthening Leadership, Human Resources, and Management Information System.** Establishing peer review system
- 7. National Level Engagement.** Engaging dialogues and assisting implementation
- 8. Long Term Engagement.** Assisting on continuous capacity strengthening

What Should Be Done?

Following the operation plan of Sustainable Transport Initiative, ADB will also strengthen its internal capacity development through:

- First study
- Pilot test
- Partnership window
- Innovation window



ADB Transport Forum



Pathways to Sustainable Transport

25 - 27 May 2010
ADB Headquarters
Manila, Philippines



Thank you!

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