Fourth Regional EST Forum in Asia

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Report on
Breakout Session 5
Singapore
Myanmar
Bhutan

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Singapore

PT planning, Modal integration, TDM	◆ Make public transport a choice mode – by expanding rail network, extending bus priority, providing travel information, and enhancing physical accessibility ◆ Integrate inter-modal transport facilities with building development ◆ Demand management through ownership control (e.g. quote system) and usage restraint (e.g. ERP)
NMT	◆ Better pedestrian facilities like covered walkways, pedestrianized streets ◆ Parking facilities for bicycles at rail stations and bus interchanges
Land-use measures	◆ Concept Plans and Master Plans as the basis ◆ Coordinated efforts between government agencies to integrate transport and land-use planning ◆ Reduce travel by bringing jobs and home closer
Road safety measures, Public health issues	◆ Concerns over non-compliance with $PM_{2.5}$ standard and its health implication

Myanmar

PT planning, Modal integration, TDM	◆ Public transport system with buses, taxis, circular rail and ferries.
NMT	◆ Bicycles are used in Yangon and Mandalay ◆ NMT also plays a major role in other cities and rural areas ◆ NMT is managed under regulations
Land-use measures	◆ Not mentioned
Road safety measures, Public health issues	◆ National Road Safety Action Plan to reduce traffic accidents and casualties ◆ Roadside air quality measurements were taken in Yangon and Mandalay in 2007 and 2008, but no reference was made to public health implication

Bhutan

PT planning, Modal integration, TDM	◆ Buses and taxis accounted for 54% of transport use ◆ Number of vehicles almost tripled between 1997 and 2007; by end of 2008, there were about 40,000 vehicles – still a relatively small number ◆ The question is whether to set a ceiling for vehicle numbers, say at 100,000.
NMT	◆ NMT almost non-existent ◆ Use of cycle limited to a few towns ◆ Good footpath network only in Thimphu
Land-use measures	◆ Not mentioned
Road safety measures, Public health issues	◆ High traffic accident rate ◆ Emission standards were revised since March 2008, but no reference was made to public health implication

General Comments

Singapore

- Leader in EST

- Clear vision and targets

- Has been doing well in land-use transport integration

- Efforts to promote NMT (like provision of bike parking in satellite towns) is encouraging

- Can do more with respect to air quality data dissemination and air quality standards review

General Comments

Myanmar

- Connection of traffic emission to public health is missing

- Vehicles are taking over part of the cities, prohibiting the use of NMT

- Share of bicycle is high, but the environment for cycling is not safe

- Finance Department has to be involved in order for any EST plans to become successful

General Comments

Bhutan

- Connection of traffic emission to public health is missing

- Finance Department has to be involved in order for any EST plans to become successful

- With growing vehicle numbers and reliance on fuel imports, Bhutan should consider setting fuel standards and emission standards

Recommendations

Dual approach to EST

- Hardware is important to achieving EST – infrastructure, technology, equipment
- Software is equally important – policy, education, public awareness and participation, capacity building, information

Data

- Data collection, management, analyses and dissemination
- Different types of data, such as number of vehicles, vehicle kilometre traveled, traffic accidents, air quality, etc.
- Provides information to the public
- Provides information to policy makers
- To assess effectiveness of EST plans

Air quality standards

- Setting ambient air quality standards as yardsticks for air quality management
- Regular review and revision of air quality standards may serve as a policy driver, especially when air quality improvement is gradually flattening out
- Air quality standards based on WHO AQG
- Air quality standards for $PM_{2.5}$

Vision of your city

- What kind of city do you want?
    - Population, density, size
    - Land-use plan
    - Urban living space
    - Movement of vehicles / mobility of people / accessibility of the city?
    - City for vehicles or city for people?