

Report from Session 1

Japan, Indonesia, Sri Lanka

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Key points of presentations (1)

Japan

- Further strengthening regulation for air pollution in metropolitan areas – to comply with EQS (NO₂ and SPM) by 2010.
- Measures to support public transport and promotion of low-emission vehicles (by tax rate reduction).
- EST model projects –e.g. Toyama City (reform Toyamako line to LRT line, improve transfers between train and bus, promote settlement in city center).
- Regional co-operation – e.g. Co-benefits approach, Promotion of Aian EST through Transport Policy Dialogue.
- **Lessons learned** include:
 - Urban planning is important for support of sustainable public transport
 - Impose lower emission standards but data for policy making is required
 - Transport demand management in local areas
- **Challenges:** (1) Aging population in Japan is different from those in developing countries; (2) Institutional and policy gaps between developed and developing countries; (3) How to help developing countries for financing the EST development projects; (4) Staff training for developing countries.

Key points of presentations (2)

Jakarta, Indonesia

- Profile: **JAKARTA**, the Capital City 650 km² , Pop. 8.38 Million, Number of vehicles today 6,3 m (growth 11% /annum).
- Vehicle Composition:
 - Private Car: 1.595.381 (35,31%)
 - Motorcycle: 2.446.471 (54,14%)
 - Goods Vehs: 415.970 (9,21%)
 - Public Transport Vehs: 60.997 (1,35%)
- Problems: Urban congestion and air pollution are major concerns – In Metropolitan Cities, transport sector gives proportion to air pollution about 70%, followed by industry 20% and 10% for household sectors.
- **Policies:** (1) Development of Sustainable Public Transport; (2) Transport Demand Management; (3) Improvement of Motor Vehicle Technology; (4) Energy Diversification: Gas for Transport (CNG and LPG) and Biofuel ; (5) Encourage the Use of Non-Motorized Vehicles.
- **Challenges:** (1) financing problems for LRT and BRT; (2) Fuel subsidy problems in Indonesia; (3) negative impacts of Biofuel on green house gas; (4) Potential uses of ERP and ITS; and (5) Road safety issues.

Key points of presentations (3)

Sri Lanka

- 90% of rural trips made by foot; rickshaw was abolished in 1948
- 80% of people travel by bus; 26,372 buses; 71% of passenger kilometers by private bus operators
- 10% by cars (mainly businessmen and officials); no. of motorcycles increasing
- Public transport and goods transport by rail are losing market share to road transport
- **Policies** include:
 - Expansion of public road networks
 - Transport demand management: traffic calming, improve alternate mode transportation measures for pedestrians, cyclists and transit users
- **Challenges:** (1) Gap to establish the targets for EST in the future together development plans; (2) Fuel quality; (3) Expansion of railway network for inter-city travel; (4) Improvements of NMT networks for both cyclists and pedestrians; (4) Road safety issues.

Summary

- In order to reduce negative effect of urban congestion on the public transport modes, introduction of exclusive lanes such as BRT and LRT are proposed.
- Financing the costs of EST development projects is an issue in developing countries, and external funding and assistance has been sometimes sought for.
- It is important to select the priority area for urban development together with public transport improvements.
- Transport demand management is a key for EST.
- Non-motorized transport (e.g. cyclist and pedestrian network) should be maintained & promoted.
- Compared to direct regulations, use of economic incentives may be sometimes more effective (e.g., ERP and differential gasoline taxes can be introduced to encourage the use of unleaded gasoline).

Conclusions

- Land use and public transport are two important pillars of EST
- NMT network improvement and transport demand management are the keys for EST
- Collaboration between developed and developing countries is required for EST in the Asian region.