



A Crisis in Urban Transport

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Asian Development Bank



ADB

Asian Experience

- Walking and NMT public transport – up to 1900
- Shift towards public transport (rail, bus, trams, rickshaws) but NMT still dominant 1900–1945
- Emergence of individual mobility for privileged few 1945–1975
- Expansion of individual mobility demand while maintaining broad based public transport 1975-1990
- Explosion of individual mobility, neglect of public transport systems and dismantling NMT systems 1990–2005
- Re-emerging interest in public transport and NMT 2005 –



Shanghai, China



Photo: Cornie Huizenga

Manila, Philippines



Harbin, PRC



Hanoi, Vietnam



Photo: Corrie Huijzena

Karachi, Pakistan

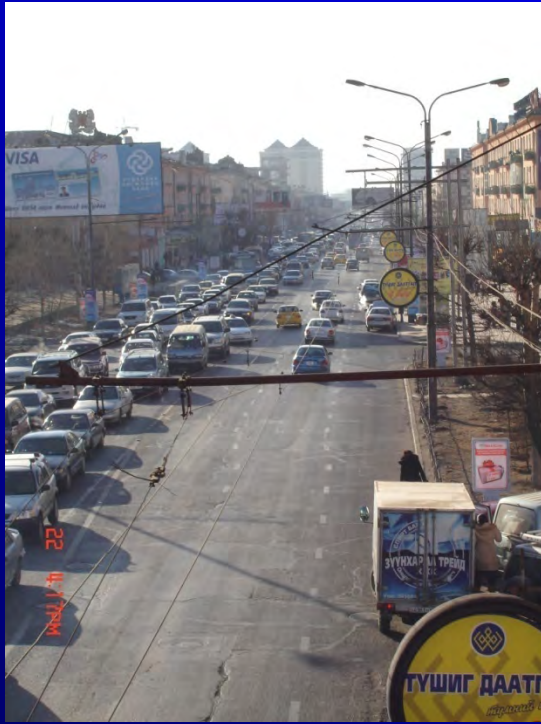


Dhaka, Bangladesh



Photo: Karl Fjellstrom

Ulaanbaatar, Mongolia



Kathmandu, Nepal



Beijing, PRC



Predict and Provide

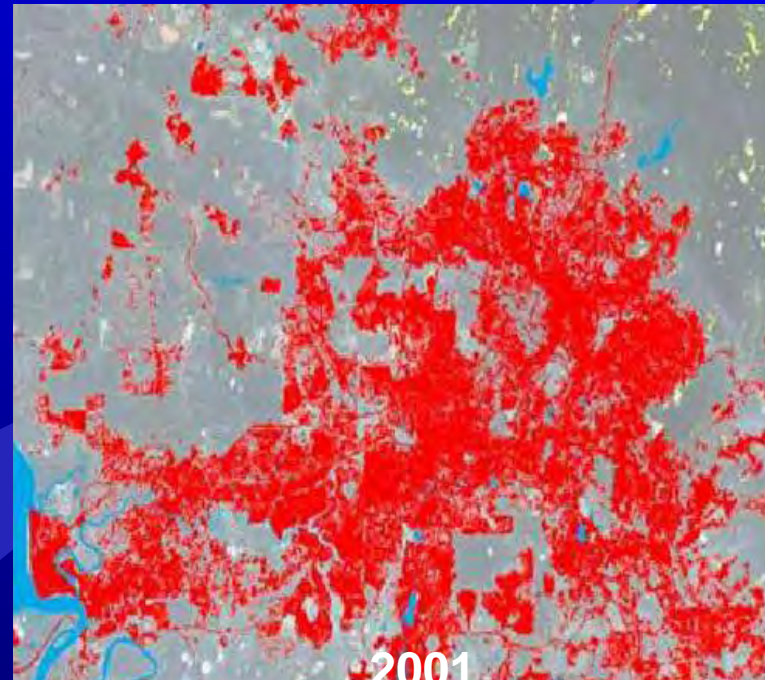
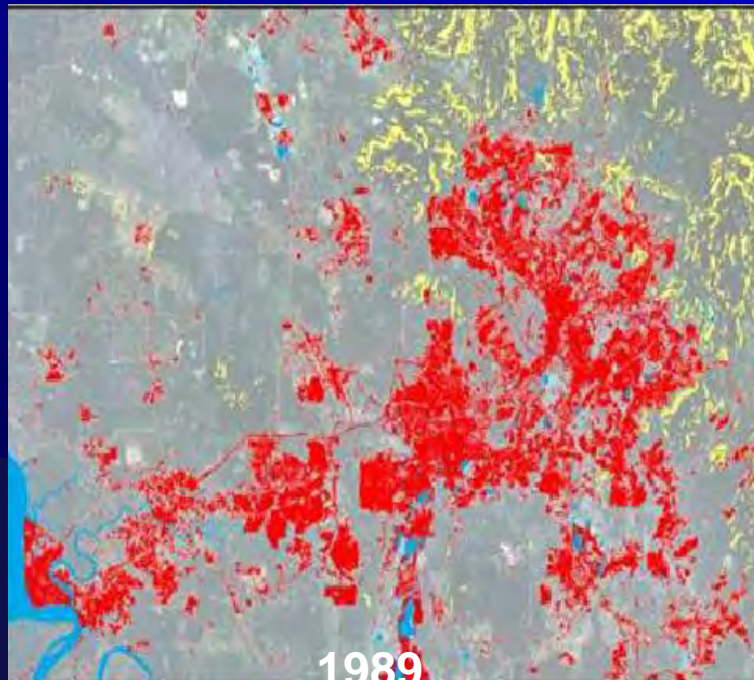
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Urban Expansion Kuala Lumpur 1989-2002

Built up area doubled - 385 to 805 sq km

Population increase - 2.7 to 5 million

Density decrease - 7,130 to 6,160 per sq km



Urban Transport

Managing Uncertainty

Kolkata

Pop: 7.8 million

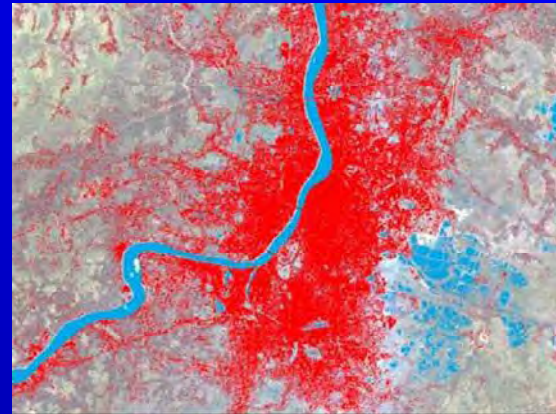
Density 16,200 per sq. km

Built up area: 480 sq. kms

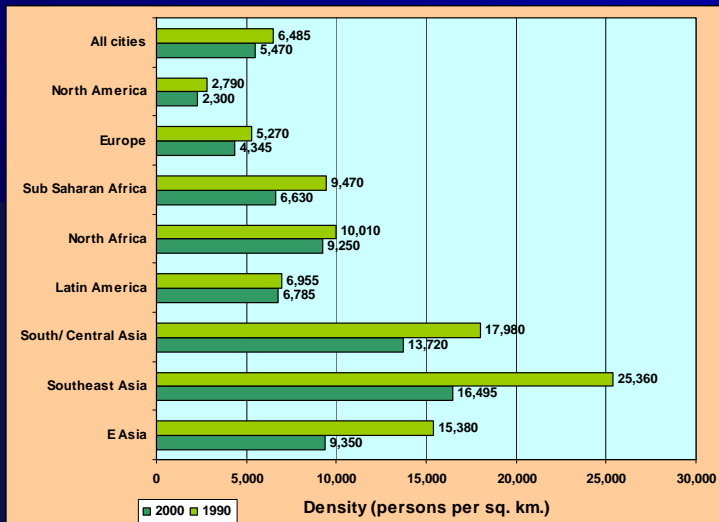
If

Density decrease (3,000/sq.km)

Population increase



How best to provide access and/or mobility?



Source: Angel 2005

ADB

A Crisis in Transport

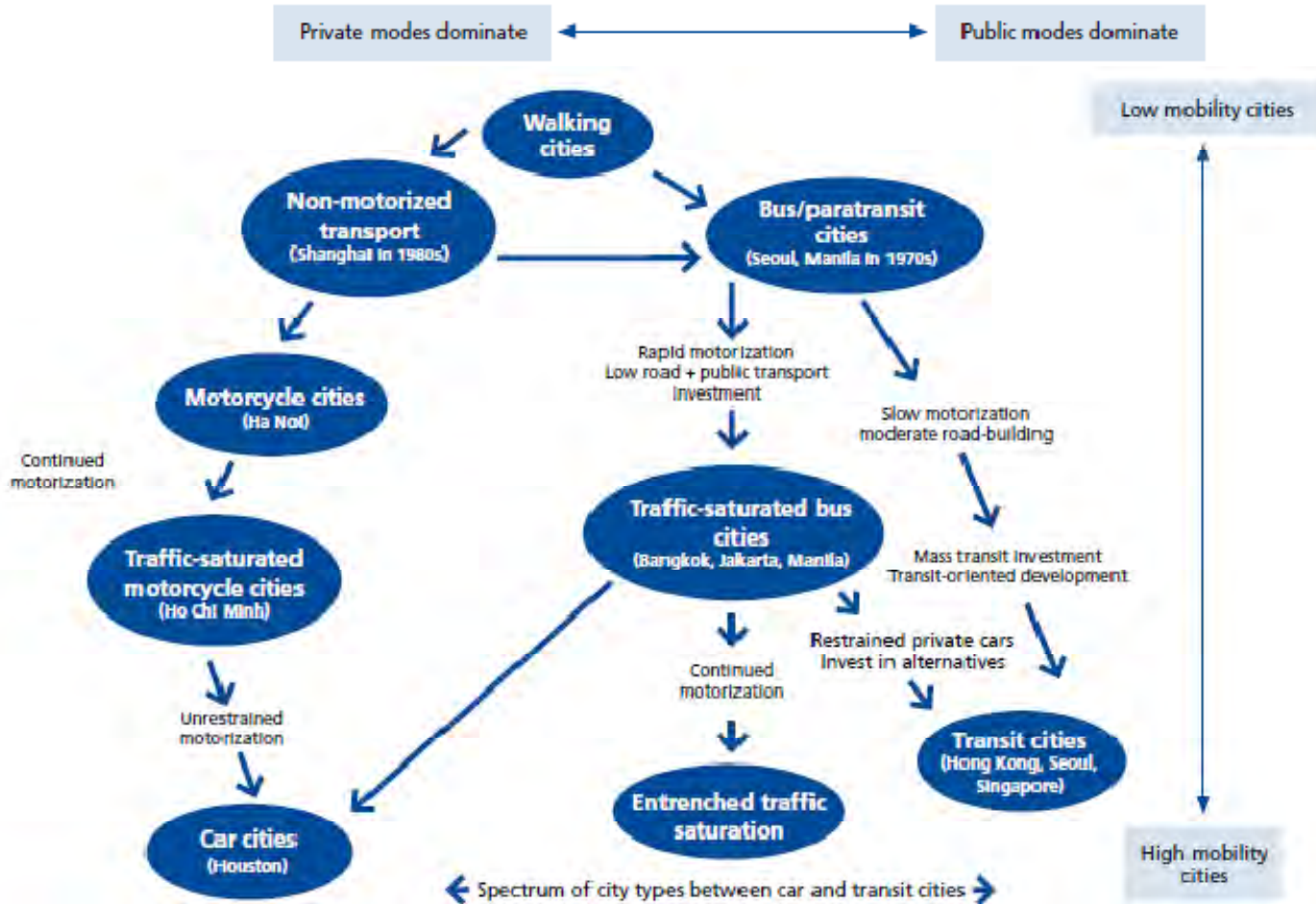
- Congestion costs 2-5% of Asian GDP
- Road accidents cost 2-5% of Asian GDP
- Energy use ~ 30% of World energy
- Fuel security - US\$50-150/barrel
- CO₂ - 23% from transport sector
- Local pollution - respiratory health cost

Economic development

Equitable access

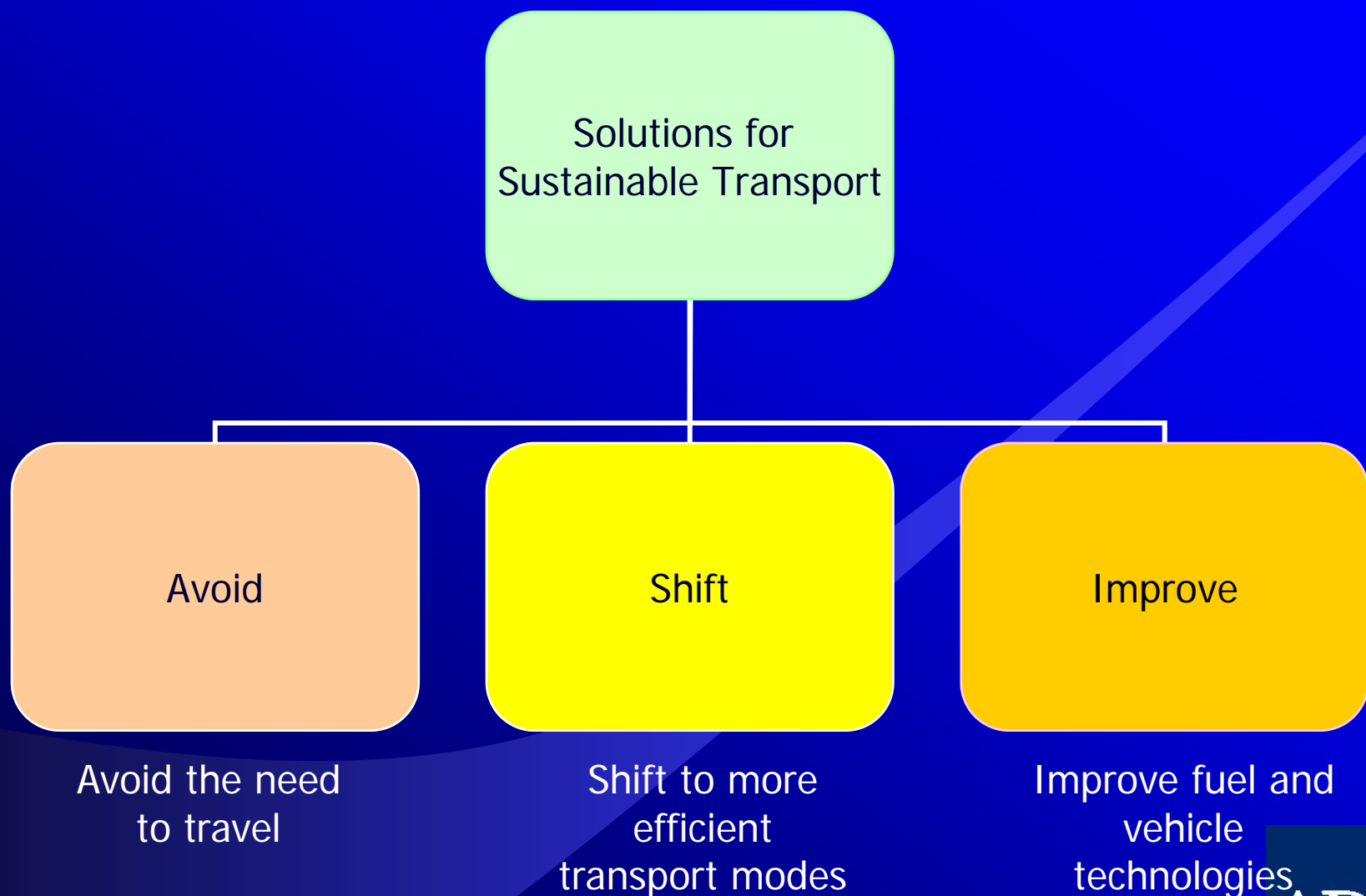
Quality of Life

City Typology



Note: The model shows intended or potential transport development paths for developing cities.
 Source: Adapted from Paul Barter.

A Sustainable Transport Path



Managing Demand to Available Supply

\$25m/km

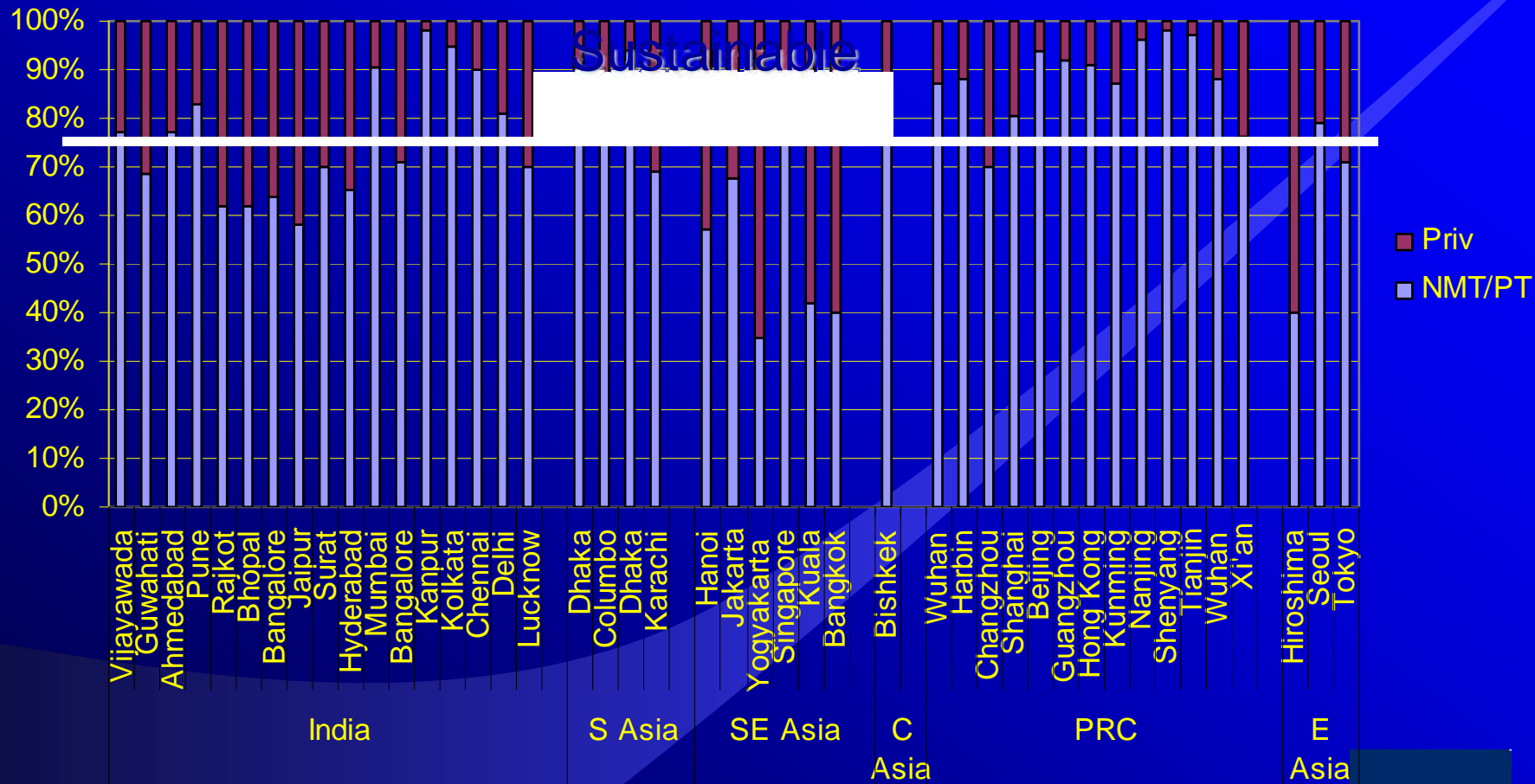
\$5m/km

\$0.5m/km

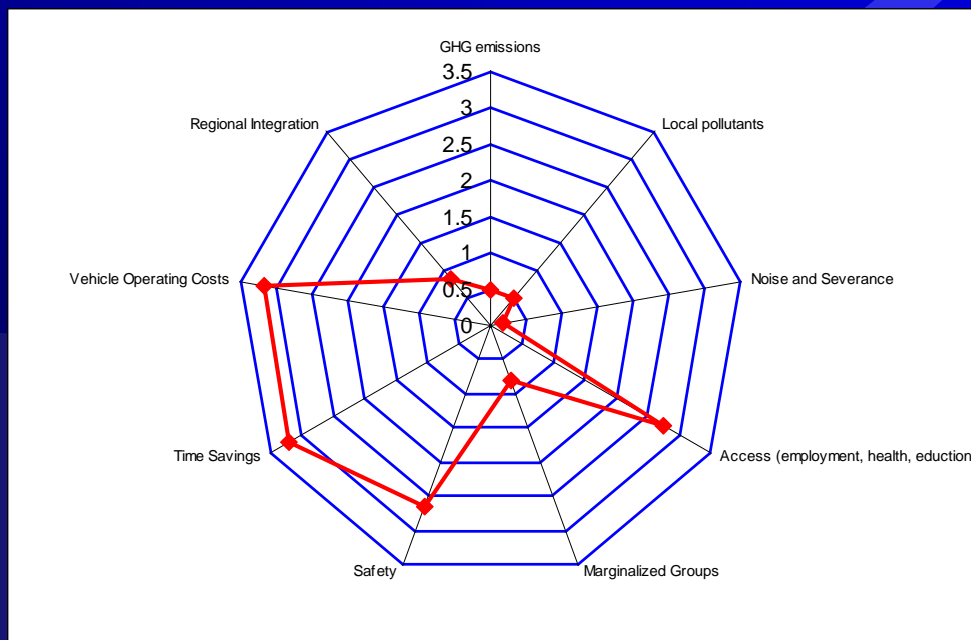
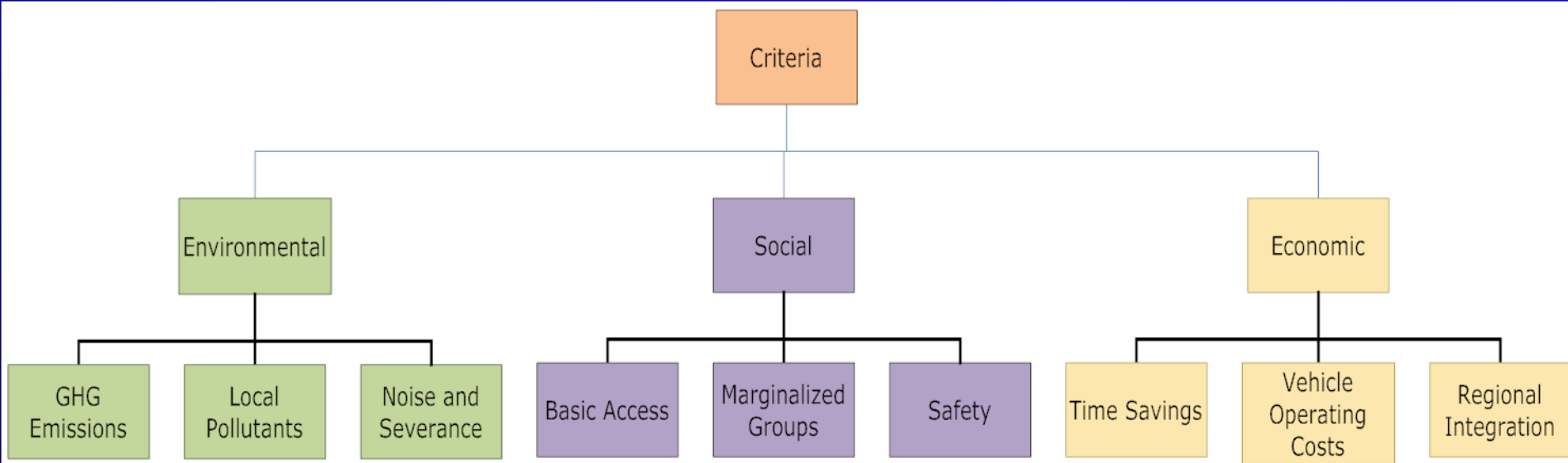


Press Office City of Münster, Germany

Asian City Transport Mode Share



Evaluation Criteria



Demand for Assistance

Urban transport as share of ADB transport sector lending

1970-2000	0.5%
2000-2008	3.0%
2009-2011	12.0% (pipeline ~ US\$ 2 billion)

BUT, requirements are enormous
donor coordination is essential

What to do

- Invest in status quo - equitable allocation of space
- Vision, policy, implementation, operation (new paradigm)
 - Take stock (P. Barter – city typology)
 - Land use integration (demand managed to supply)
 - Stakeholder involvement (relevance, end-user buy in)
 - Finance (user pay full costs – new evaluation)
 - Institutions (empowered and accountable)
 - Monitor (backcasting)
 - Capacity development

Love your car or love your city



“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

Thank you

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