

*Do we need a new approach
to urban transport lending?*

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Three policy papers with many common elements...

- 1975. Restrain car use, improve public transport, better traffic management, stronger institutions
- 1986. Restrain car use, improve public transport, better traffic management, stronger institutions
- 2001. Restrain car use, improve public transport, better traffic management, stronger institutions

But there were differences...

- 1975. Puts urban transport on the WB map
- 1986. Provides stronger policy framework
 - stronger focus on economic efficiency
 - promotes role of private sector,
 - paper seen as anti-rail,
 - promotes on-road competition for buses
- 2001. Strengthens links to poverty alleviation
 - promotes more flexible approach to rail lending
 - recognizes importance of regulation for buses

Is 2005 different to 2001?

- Technology and policy has continued to evolve
 - continued growth of motor cycle fleets
 - growth and acceptance of BRT
 - private sector more dominant as a supplier of infrastructure and services
 - growing recognition of importance of cities in LMIC
- MDGs now drive the Bank's agenda
 - greater need to establish links between transport, growth and poverty alleviation
 - need to adjust project designs
 - greater need to focus on the supply of services

Focusing on services, not infrastructure...

- Initiate debate around services, NOT investments
 - Survey results, focus groups, etc.
- Identify gaps and needs
- Identify and evaluate solutions
- However, components of the solutions will be familiar--*restrain car use, improve public transport, better traffic management, stronger institutions*

What will be new...

- The solutions will be different (I guarantee it!), maybe with more difficult dialogue
- Greater focus on the needs of the poor and other disadvantaged groups
- Greater focus on renewing bus systems, NMT including pedestrians
- Less new roads and more restraint on car users
- Broader institutional and policy dialogue

Does this amount to a
paradigm change?