Environment, Transport and Energy in Asia
integration and institutional change

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Transforming Transportation
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The Asian transport context........................................Manila, Philippines

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The Asian transport context

Beijing, China
Urbanization

[Bar chart showing urban population growth from 1970 to 2005 for different regions: World, Asia, Europe, North America, PRC.]
Economic Growth

The diagram shows the GDP growth rate for various regions and countries in Asia from 2001 to 2005. The growth rates are compared across Central Asia, East Asia, South Asia, Southeast Asia (PRC), Hong Kong SAR, India, Indonesia, and Thailand. The growth rates are indicated on the y-axis, while the years are on the x-axis.

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Total Energy Consumption in Asia

Source: BP Statistical Review of World Energy 2006
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Vehicle Growth Forecast in Asian Countries
(in Millions of Vehicles)

Note: Vehicle Population Projection from Segment Y Ltd
Asian Cabinet Meetings

- Are Asian governments discussing the topic of growing motorization?
- Who wins?
  - The Minister of Economic Affairs: we are doing great – more jobs, more growth, more exports, lets build more cars and make them cheaper
  - The Minister of Energy: hmm… where are we going to get the fuel to drive all these vehicles, we need to make certain they use less fuel
  - The Minister for Environment: that is a lot of pollution, lets clean them up
- No strategic discussion with respect to how much motorization, what type of motorization and how to limit externalities of motorization (apart from Singapore)
• Is ADB discussing the topic of growing motorization

• Who wins:
  - Regional departments which work directly with client countries and client organizations?
  - Donors of ADB who want sustainable development in Asia?
  - Asian member countries asking for more roads?
  - Environment department which aim to implement the environmental mandate of ADB?

• So far it is clear who is winning but change is on its way …… ?
Electric bikes in China, P.R.

- Electric bikes in China increased from only 40,000 in 1998 to 10 million in 2005, start of export to other Asian countries
- Zero roadside emissions, electricity comes from dirty coal, serious problems with lead acid batteries
- Beijing 2006: allowed the use of electric motorcycles in city center
- Shanghai 2006: ban electric motorbikes that go faster than 20 km per hour
- Guangzhou 2007: total ban on all motorcycles
- SEPA: please advice us on what to do with this type of vehicle
- No institutional mechanism in place to study and to make policy recommendations on their use
2-Stroke Gasoline Rickshaws

• Several Asian cities had/have a big problem with emissions from 2-stroke gasoline three-wheelers

• Regulators were not able/willing to address the issue, peoples complaints combined with judiciary action has resulted in the complete/partial ban of 2-stroke three-wheelers in several Asian cities:
  – In Delhi, 2-stroke rickshaws have been banned in favor of 4-stroke rickshaws that run on CNG and is now 100% free from 2-stroke gasoline rickshaws
  – In Kathmandu, a similar ban has been effected and prohibits the operations of such vehicles in the valley
  – Dhaka no longer allows the operations of 2-stroke rickshaws in the city
  – In Lahore start has been made in banning 2-stroke rickshaws and Karachi is considering it
• Big changes are possible also in Asia, (even) if former Hyundai executive, now mayor of Seoul, takes the lead.

The 6-lane Cheonggyecheon highway was transformed into a riverscape.
Bus Rapid Transit in Asia

- The rapid increase of interest in BRT in Asia shows that change is possible in the manner that urban transport is being perceived, and planned.
- The success of BRT is due to extensive P.R. by a growing number of groups, capacity building, the availability of Bogota and Curitiba as champions, and the emerging awareness of the failure of traditional systems and approaches to deliver.
- Different groups are able to project different messages on BRT: road safety, energy saving, congestion reduction, modern image, air quality improvement.
- Bandwagon effect.
India’s Urban Transportation Policy

- The 2006 Indian National Urban Transport Policy vision is to “recognize that people occupy center-stage in our (Indian) cities and all plans would be for their common benefit and well being” i.e., invest on more on transport systems that encourage greater use of public transport and non-motorized modes instead of personal motor vehicles.

- The Indian national urban transport policy is catching the attention because it is redefining institutional relationships and the manner in which the principles outlined in the policy will be operationalized including a financial mechanism – this is rare for transport or environmental policies in Asia.
Cobenefits Approach to AQM and GHG Mitigation

• There is a growing acknowledgement that a cobenefits approach to urban air quality management, climate change mitigation, energy security will provide substantial local and global benefits in the long and short-term.

• Change in the nature of energy projects and will in due time also change the manner in which transport in Asia is planned and managed.

• This is starting to result in an institutional re-orientation and the emergence of new institutional partnerships which will open up new policies and investment opportunities.
The Regional Dimension …

• Efforts to change the manner in which transport, energy and environment are integrated at the local and national level can be made more effective is supported by a regional approach
• The Sustainable Urban Mobility in Asia (SUMA) program represents CAI-Asia most comprehensive effort to influence transport policies and investments for the sector which contributes most to urban air pollution in most Asian cities
• SUMA is knowledge management, capacity building, policy development, networking, and local action (pre-feasibility studies)
• CAI-Asia partners with ICE, GTZ, EMBARQ-WRI, ITDP and UNCRD for implementation of the program
• SUMA has the potential to grow into a dedicated SUT regional network for Asia
How can change happen?

New paradigms, e.g. climate change or BRT

External Assistance (ideas-training-pilot projects)

Local champion, leading the way with one-off ideas, projects, or one-off locations

Create parallel structures:
- Special delivery vehicles with high level of effectiveness
- Duplication of organizational mandates and possibly organizational confusion

Impact: quick(er) but how structural?

Long March Through the Institutions:
- Change culture
- Change mission, mandates, policies
- Change planning and budgeting
- Change organizational linkages

Impact: slow(er) but more far reaching and comprehensive?

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