

Third Regional EST Forum in Asia

Report on Breakout Session 2

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Singapore

Thailand

- Bangkok – 5.7 million registered vehicles in 2007
- Modal split – M/C 31%; PV 30%; Taxi 4%; Bus 31%; Urban Rail 4%
- Half of the automobiles and 93% of the motorcycles made in Thailand were sold locally
- Road transport a major source of air pollution
- Plans to expand urban rail from 45 to 290 km
- Developing Integrated Emission Strategies for Existing Land Transport Project (DIESEL Project)
 - Retrofitting, I/M, alternative fuels, transport management

Mongolia

- 110,000 vehicles in Ulaanbaatar
- Source of air pollution :
 - Household heating 90%; power plant 6%; vehicles 3%; boilers 1%
- Master Plan for the Reduction of Air Pollution
 - To provide housing facilities connected with central heating system
 - To improve road network and road capacity
- To set and enforce standards for smoke produced by vehicles
- Conduct air quality monitoring and research under AQMU

Nepal

- Over 600,000 vehicles in Nepal, two-thirds of them are motorcycles
- Programme to expand strategic road network to 9,700 km in 2016
- National Transport Policy 2002
 - Promotion of reliable, comfortable, safe & environment-friendly mode of transportation
- Problems
 - Enforcement, lack of infrastructure, lack of testing equipment, a weak database, old vehicles, overloading, government control over public transport operation, lack of people's awareness, etc.

General Comments

Thailand

- Well on its way to control and manage emissions
- In-use vehicles are more difficult to control, but with proper enforcement, the DIESEL Project would greatly reduce emissions
- Massive investment on mass transit
 - Must carefully look at financing issues
 - Is bus rapid transit system a better option?
- Non-motorized transport is overlooked

General Comments

Mongolia

- Main source of air pollution is not transport, but rather domestic heating
- The key strategy would be to eliminate the use of coal for heating and switch to district heating; or to use cleaner stoves (smokeless stove)

General Comments

Nepal

- Relatively few vehicles
- Get ready for motorization:
 - To draw experience from other countries
 - To put in place emission standards well ahead of time
- There is a long list of issues, accompanied by a wide range of measures to be done
 - Need the capacity for implementation and enforcement
 - Need technical resources on the ground

Recommendations

Motor Cycles (same for private cars)

- Key component of the vehicle fleet
- Major source of pollution
- Difficult to reduce the number
 - Seen as a sign of economic wealth
 - Benefits to owners from personal point of view
- Instead, make sure that they are clean and efficient
- Also reduce their use through proper land use planning and modal shift

Integrated Land Use and Transport Planning

- Urban planning and design that would minimize overall transport need
 - Reduce unnecessary journeys
 - Encourage the use of non-motorized modes over short distance
 - Provide mass transits between urban clusters
- Focus on fuels or I/M will bring immediate benefits. But we need to look beyond tail-pipe solutions. **Traffic prevention** is key.

Regional Dimension of EST

- Trade liberalization and its regional impacts
 - The export of vehicles from countries like Thailand to other Asian countries
 - Time to take a regional perspective on vehicle standards, fuel issues, etc

EST Action Plan

- Standards and regulations are important, but we need **ACTION** now