



UNCRD Special Session at 15th World Conference on Transport Research (WCTR), 26-31 May 2019

Role of the Private Sector in Sustainable and Resilient Transport Development in Cities of Asia ~ Implications towards SDG 11

**9:30-11:00, 28 May 2019 at Room: LC 001
Indian Institute of Technology Bombay (IIT Bombay), Mumbai, India**

PROVISIONAL CONCEPT NOTE AND PROGRAMME

Organizer: United National Centre for Regional Development / DSDG-UN DESA

Supporting organization/partners: The Ministry of Housing and Urban Affairs, India and WCTRS

Session Title:

Role of the Private Sector in Sustainable and Resilient Transport Development in Cities of Asia ~ Implications towards SDG 11

Date and Time:

9:30-11:00, 28 May 2019 (Session ID: Gen_SS07)

Venue:

LC001 (Room ID), Indian Institute of Technology Bombay (IIT Bombay), Mumbai, India

Background:

Asia and the Pacific is one of the most prone regions to natural disasters and climate change impact. According to recent report published by UN, in Asia and the Pacific region 5,139 natural disasters occurred between 1970 and 2014 period, which is around 43% of the total disasters experienced globally. The majority of developing countries and cities have not made disaster and climate resilience a major part of their policy and transport infrastructure and services, many of Asian developing countries and cities are highly vulnerable to natural disasters and climate impacts. In addition, most of the Asian developing countries and cities lack state-of-the-art early warning systems, strong enforcement of building codes, land-use planning, people-and environment-friendly transport system and climate and disaster resilient transport infrastructure and services. Consequently, Asian countries and cities bear unprecedented damage to both human life and economy during natural disasters and extreme events. In the last 45 years about 2 million people died and 6 billion people were affected by natural disasters in Asia and the Pacific. Within the same period of time, the region suffered US\$1.15 trillion in economic damage, which is 40.7% of global total (UN ESCAP, 2015).

Under the 2030 Agenda for Sustainable Development, SDG 11 calls for UN member countries to make their cities and human settlements inclusive, safe, resilient and sustainable. But many developing countries are in huge deficit in terms of basic urban services and infrastructures such as the transport systems that reduce their resilience and economic prospects. Conflicting priorities at local and national level often create profound challenges for the government authorities for rational resource allocation out of their limited public budget. For example, India has a huge infrastructure deficit at the current level of urbanization. As the urban population doubles in the next 20 years the pressure to build infrastructure is huge. In this regard, public funding alone will not be sufficient to meet the financing requirements to build next generation transport infrastructures.

Public-private-partnerships can offer alternatives in which governments and private companies assume co-responsibility and co-ownership for the delivery of urban services, including infrastructure development. Partnerships can combine the advantages of the private sector (dynamism, access to financial resources and latest technologies, managerial efficiency, and entrepreneurial spirit, etc.) with social concerns and responsibility of the public sector (public health and better life, environmental awareness, local knowledge and job creation, etc.). Partnerships are indispensable for creating and financing adaptation measures towards resilient cities which in turn are more attractive for private

investments. Partnerships can further provide win-win solutions both for the public utilities and private sector—if duly supported by appropriate policy frameworks. Such partnerships could lead to savings in government budgets, and the private sector, on the other hand, may use the opportunity to create business opportunities that could also serve as income generating opportunities for the local communities.

UN has promoted UN Global Compact for the promotion of responsible and sustainable business. With the adoption of Transforming Our World - the 2030 Agenda for Sustainable Development, Global Compact is also addressing this to the business community to work together. In sustainable transport sector, the public-private-partnerships could contribute in a number of areas - invest in public transit, transit orient development (TOD) and smart growth, increase in green space, more dedicated bicycling and walking infrastructure, emission reduction activities in urban areas which could in return help cities to enhance sustainable business opportunities. For example, city government could generate financial income for the green infrastructure through congestion charges, parking fees, toll lanes and property taxes. There has been increased call by the international community that the new transport infrastructure should be made climate and disaster resilient. The green climate fund or carbon finance money might be used to some extent to finance the additional costs, but dedicated transport funds at national level are indispensable. Given transportation is a source of livelihood for 7-20 per cent of households in cities in the global south, the governments should consider engaging the private sector and creating supportive conditions for private investment.

As Asian countries and cities need to build their cities and towns in a manner that is more safe, resilient, liveable and sustainable, it would require for them to strengthen their policy, planning, and development, including sound investment decisions, to better cope with disaster risks and extreme climate events. They will also need to mobilize private sector investments in disaster and climate resilient infrastructures and services. A city which is not resilient might reduce investment willingness from the private sector, and further pose hindrance on urban finance and development, such as maintaining tax base and building urban infrastructure. A resilient city can also efficiently connect people, environment, technology and business providing win-win solutions to many urban related issues the world is facing today.

The session will aim to address the following questions -

1. *What are the biggest financing barriers developing countries and cities are facing with regard to investing in building sustainable and resilient urban transport infrastructures (e.g., mass transit system)? In what aspects particularly can private sector offer support to city and national governments?*
2. *The frequency and magnitude of natural disasters (flood, earthquake, cyclones, landslides,*

etc.) are on rise across Asia, yet the majority of developing countries and cities, have not made “resilience” a major part of their transport policy, planning, and financing for infrastructure and services development. The urban transport infrastructures are also vulnerable to effects of climate change. What measures or options the local and national government authorities should consider in leveraging their financing needs through private sector investment?

3. *What are the critical enabling conditions (in terms of policy, legislative, institutional arrangements, socio-cultural elements, etc.) for the successful private sector investment in urban transport sector?*
4. *It is very important to design and build cities that enhance trade, connectivity and investment in such a way that the opportunities of low-carbon transport development, transit oriented development (TOD), smart growth and green employment are mainstreamed into the city development initiatives. At the same time cities and businesses are tied to each other in a symbiotic relationship (cities supports business and business supports cities in return). In this regard, what can partnerships (e.g., public-private-partnerships) offer for cities?*

DRAFT PROGRAMME: (total 90 mins)

Chair/Moderator: CRC Mohanty, Environment Programme Coordinator, UNCRD/ DSDG-UN DESA

Brief opening remarks: CRC Mohanty, Environment Programme Coordinator, UNCRD / DSDG-UN DESA (3~5 mins)

Presentations: 40 mins

1. Government of India’s Smart City Initiative – Renewal of Urban Transport Sector towards Smart and Resilient Urban Development – by Mr. Mukund Kumar Sinha, Officer on Special Duty (Urban Transport) & Ex- Officio Joint Secretary, Ministry of Housing and Urban Affairs, India (12 mins)
2. Transit Oriented Development (TOD) and Smart Growth – Case of Green Slow Mobility – by Mr. Hirotugu Maruyama, General Manager, Environmental Transport Promotion Division, Foundation for Promoting Personal Mobility and Ecological Transportation (Eco-Mo Foundation) (12 mins)
3. PPP in Urban Transport – A Perspective – by Col. Nikhil Vaidya, General Manager, Prasanna Purple Mobility Solutions Pvt. Ltd, Mumbai, India (12 mins)

Panel Discussions: 40 mins

- Mr. Mukund Kumar Sinha, Officer on Special Duty (Urban Transport) & Ex- Officio Joint Secretary, Ministry of Housing and Urban Affairs, India
- Mr. Hirotsugu Maruyama, General Manager, Environmental Transport Promotion Division, Foundation for Promoting Personal Mobility and Ecological Transportation (Eco-Mo Foundation)
- Dr. Werner Rothengatter, Professor, Karlsruhe Institute of Technology, Germany
- Professor Yoshitsugu Hayashi, Chubu University, Aichi, Japan
- Mr. C. R. C. Mohanty, Coordinator, Environment Programme, United Nations Centre for Regional Development (UNCRD)
- Col. Nikhil Vaidya, General Manager, Prasanna Purple Mobility Solutions Pvt. Ltd, Mumbai, India
- Mr. Holger Dalkmann, Urban Theme Lead, High Volume Transport Research program by DfiD

Closing/Wrap up: 5 mins

Modality:

The moderator will explain the objective of the session

Each presenter will have 8-10 mins to present on the proposed topics;

Each panelists will address the questions facilitated/posed by the moderator