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# KUALA LUMPUR REGIONAL TRAINING CENTRE

Organisers for KLRTC XV:



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United Nations Institute for Training and Research



CITY HALL OF KUALA LUMPUR

# KLRTC UPDATE

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## ASIAN CITIES LEARNED FROM SEOUL'S SUSTAINABLE TRANSPORTATION INITIATIVES

**S**trong political will, commitment and good governance—these were the key lessons that participants gained during the Seminar and KLRTC Training Course XV on Sustainable Transportation Systems held in Seoul, Republic of Korea from September 8-11, 2008.

A total of 70 participants representing various cities from 10 countries were able to get an in-depth understanding of Seoul's transportation policies on concerns such as maintenance of the air quality, promotion of Seoul as the Green Transport City, and low energy consumption. In addition, they were able to listen to successful transport cases from other cities, such as Tokyo and Yokohama, Japan and gained new and innovative measures and strategies that could be implemented in their respective cities.

Likewise, the visits to Cheonggyecheon Restoration Project and Hangang River Renaissance Project Headquarters have equipped the trainees greater knowledge on river restoration strategies enabling them to understand principle of restoring the water system not only for aesthetic purposes but to improve the transportation system and quality of life in the city.

Participants were also able to assess their city's performance level using the CityShare matrix – the flagship KLRTC methodology – and to develop and present their Action Plans (*please refer to page 2 for a list of proposed action plans*).

The Seminar and KLRTC XV was organised by KLRTC's core partners (CITYNET, UNITAR, City Hall of Kuala Lumpur, Veolia Environment) in cooperation with Seoul Metropolitan Government (SMG) and Seoul Human Resource Development Center (SHRDC) for the Training, and Seoul Development Institute (SDI) for the Seminar. This is the first time the KLRTC programme was held in Seoul—a mega city which has received international recognition for its efforts in undertaking public transport reforms.

CITYNET will monitor the implementation of the Action Plans that were proposed by the participants.

### Seoul's Sustainable Transportation

**B**y 2030, UN projects that Asia's urban population will be nearly double from 1.36 to 2.64 billion due to inter-regional flow of people and commodities. Driven by this urban growth, people spur the growth of motorised transport causing strong upward pressure on transport energy demand.

In its efforts to provide opportunities to learn, share ideas about policies, methods, and strategies to achieve sustainable transport to Asian cities, prior to the Training, the Seminar on Seoul's Sustainable Transportation Systems was held on 8 and 9 September 2008 at Seoul Plaza Hotel, Seoul, Republic of Korea.

Private companies and research institutions also shared their expertise enabling the participants to be familiar with their innovative products and latest findings to achieve sustainable transportation.

Participants find the green parking, river restoration projects, and BRT system of Seoul very innovative and could be replicated to their respective cities.

The final discussion chaired by San Fernando Mayor was held and resulted to a consensus that achieving the goals of sustainable transportation requires the need for strategic vision, good governance, and commitment from all stakeholders.

Right: San Fernando Mayor Pablo Ortega chairing the Final Discussion of the Seminar. Left: Dr. Leong Siew Mun from City Hall Kuala Lumpur



*"The message that struck me was a keynote remark of Dato' Lakhbir Singh Chahl, the Secretary General of CITYNET that "it is the political will that can deal with the issue of transportation demand in any cities." As for the project being implemented in Seoul, I found that "Green Parking Project" is useful for Cambodia as it gives the concept about dealing with parking space that is in harmony with the environment"*

**- Pok Sokundara, Secretary-General, National League of Commune /Sangkat of the Kingdom of Cambodia**

## Transportation Policies in Seoul for Sustainability

Seoul envisions an attractive global city with clean air and a clean city with low energy consumption; clean and beautiful water environment; green city co-existing with nature; healthy environment-friendly city good to live in; community-oriented green transport city; and a competitive metropolitan city.

In order to achieve this, the Seoul Metropolitan Government (SMG) has set various transportation policies aimed at public transportation service enhancement, travel demand management and air quality management through establishment of an Intelligent Transportation System (ITS) base.

Major reforms in the city include the introduction of high quality bus services such as CNG and Hybrid busses which would replace all intra-city busses by 2010; installation of Bus Information System (BIS) at 76 shelters in 2007 and 100 stops in 2008; improvement of the subway environment; enhancement of the card payment through introduction of voice service and incentives for companies and drivers reflecting their service evaluation; strengthening of "brand-call taxi" services; restoration of Cheonggyecheon; and installation of bicycle lanes.

The formulation of Seoul Transportation Plan is aimed at achieving high quality service in the field of public transportation; pedestrian and eco-oriented urban environment; and low carbon, eco-friendly structure. Seoul targets to expand its current 73.5 - kilometre median bus lanes to 141.9 kilometres by 2010 and 221.4 kilometres after 2010. Likewise, the expansion of the Integrated Public Transit Fare System in the Metropolitan area anticipates a savings of 500,000 Won (353 USD) per person/year.

Moreover, Seoul also plans to expand the CNG-based vehicle services and installation of eco-friendly transport (Light Rail Transits) to encourage the use of public transportation more; promotion of road traffic environment for green transport through the use of non-motorised vehicles, development of greenways, and expansion of the green parking project; and building-up of pedestrian-oriented downtown creating a new urban space for culture and tourism.

## Transportation in Asia: Trends and Practices

Influx of people coming in and out of the cities due to demands of urbanisation has caused many cities to experience negative trends in urban transport such as rapid motorisation, rising emission from vehicles, growing number of accidents and death on roads, more demands on transport users.

In 2003, rapid increase of car ownership in the Asia-Pacific region has manifested with more than 30 vehicles per thousand people. Consequently, CO2 emission has reached to more than 1,100 million metric tons. Seven of the world's ten most polluted cities are in Asia, including Bangkok, Beijing, Delhi, Jakarta, Kathmandu, Manila, and Mumbai.

Another trend which is occurring in Asia is the rising number of deaths due to car accidents over the years especially in the cities of China and India.

Responding to these challenges, Asian cities has undertaken various reforms and measures. Jakarta and Seoul has adopted the Bus Rapid Transit (BRT) system to promote mass transportation. To reduce air pollution and rapid car emission, Nagoya and Tokyo have also engaged in the promotion of non-motorised transportation system by encouraging people to use bicycles.

In Bangkok, the city made an agreement with an oil refinery to produce biofuel from used cooking oil. Also, the city has improved its transportation, sky train, and subway system. And on July 2008, efforts of the City Government of San Fernando, La Union, Philippines paved the way as they were able to convert around 1600 tricycles from 2-stroke to 4-stroke.



Cheonggyecheon Restoration Project

Participants & City Share Exercise



Participants together with the President of Seoul Human Resource Development Centre, Mr. Myongu Jo

*"In Nepal, after returning back from the KLRTC Training Programme, we have planned to initiate the pilot project in Butwal Municipality with coordination from MuAN and technical support from SDI, Seoul and CITYNET. We have already organized an interaction programme with concerned stakeholders to start the initiative on ICT-Based Bus Terminal."*

**- Krishna Prasad Jaisi, Chief and Executive Officer, Butwal Municipality, Nepal**

### Lessons learnt

**K**LRTC conducts stringent evaluation – daily and overall – to improve its performance and receive input from the participants. The following is a summary of the lessons learnt:

- Self-assessment exercise has helped participants assess on basic services as to transportation matters and different practices;
- Public participation is needed for the successful implementation of the government projects;
- Political will: If it's for the good of the majority, do it; Sustainable development can be achieved with political support;
- Congestion cannot be stopped but it can be managed;
- Technology play an important role in making development toward sustainability;
- City transportation planning and development have to be based on environment-friendly objectives.

### Proposed Action Plans

**B**elow is a list of activities presented by participants in their action plans at the end of the Training Course. These plans were prepared based on the assessment made by the participating city/organisation as part of the Knowledge Management/CityShare Methodology.:

- Butwal, Nepal: Conduct multi-stakeholder consultation for the feasibility of the construction of the ICT-based Bus Terminal;
- National League of Commune/Sangkat, Cambodia: Mobilise private sectors to invest in the form of BOT in the areas such as water supply and road construction so that every people in the suburb of Phnom Penh can have access to clean water and road;
- Kuala Lumpur, Malaysia: Upgrading and promotion of public transportation; review of traffic flow; and implementation of one-way street policy;
- Makati, Philippines: Promotion of non-motorized transportation and mass transportation measures;
- Ho Chi Minh, Vietnam: Switch to greener mode of transportation means;
- Sukabumi, Indonesia: Relocation of the central bus terminal, and integration of public transport modes and routes

To help implement the above plans, partnership arrangements were made, including the following:

- Member cities of the CITYNET Nepal Chapter to come up with an integrated transport management policy with technical assistance from Seoul Development Institute;
- Butwal to tap Suwon City for technical expertise on the implementation of the Intelligent Bus System.

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*" The Sustainable Urban Transport Seminar and KLRTC Training were really beneficial for our cities in Nepal. The Urban Transport System adopted by Seoul Metropolitan Government is a showcase system through which many developing and developed cities around the world may learn and adopt the system of applicable to their own."*

**- Sushil Gyewali, Programme Officer, CITYNET-MuAN-UNMC Joint Office for MDGs in South Asian Region, Nepal**

## Learning from Japanese cities

### Sustainable Urban Transportation: Tokyo's Policies

With about 34 million people, the Tokyo Megalopolis region makes one of the most populated economic hubs of the world. The Tokyo region has faced urban challenges, including the transport sector which accounts for about 20% of all carbon emissions in Japan.

To address the pressing issue of air pollution caused by high carbon emission, Tokyo has carried out various urban infrastructure measures such as development of an integrated road network systems; promotion of a well-balanced network of radial and circular motorways; development of railways; introduction of new seamless IC Card system; and formulation and implementation of the "Basic Policy for Railway Crossing Measures."

### Yokohama's Transport Tactics for Sustainable Development

The opening of Yokohama as a Port City 150 years ago had lead Yokohama to become a city of trade and commerce causing environmental deterioration and many other challenges.

Responding to these challenges, the city's tactics include promotion of mass transportation through enhancement of the railway and bus systems; introduction of electric vehicles to reduce the Global Warming impacts of CO2 emission; and greening of the station yards and sidewalks. Likewise, the city gives priority in strengthening its collaboration with private companies, civic organisations, and the community in promoting non-motorised transport, and use of energy-saving vehicles and facilities.

Visiting the Cheonggyecheon Museum



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## ABOUT KLRTC

Kuala Lumpur Regional Training Centre (KLRTC), is a joint initiative launched in 2003 by CITYNET, UNITAR, KL City Hall, UNDP, and Veolia Environnement that aims to strengthen local governments' capacity to deal with sustainable development. KLRTC is the outcome of our commitment expressed at the WSSD (World Summit on Sustainable Development), in Johannesburg in 2002.

"It was a nice experience for me to attend the Seminar & KLRTC Training because I was able to learn sustainable tactics from Seoul and other Asian cities. Likewise, I was also able to share how Tokyo Metropolitan Government developed its public transportation and road network."

- Keita Nagao, Team Leader Transportation Planning Section, Tokyo Metropolitan Government, Japan