



THE WRI CENTER FOR SUSTAINABLE TRANSPORT

URBAN TRANSPORT AND THE POOR

SOME GENERAL REMARKS

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WORLD
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EMBARQ

- A catalyst for socially, financially, and environmentally sound solutions to the problems of urban mobility



EMBARQ

- Established as a unique center within World Resources Institute in 2002, *EMBARQ* is now the hub of a network of centers for sustainable transport in developing countries.
- Shell Foundation and Caterpillar Foundation are *EMBARQ*'s Global Strategic Partners, supporting *EMBARQ* projects worldwide
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 - US AID
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 - Blue Moon Fund
 - US Environmental Protection Agency
 - JITI

Emancipating the Immobile in Istanbul



Visions of Viability in Vietnam

(Note the bus in the lower right-hand corner)



Innovation for the Immovable in India?



Which Suggest Sustainable Transport? (Which Improve Transport for the Poor?)



Congestion
In Istanbul



Shanghai Maglev



Honda Accord Hybrid



Almost Universal
Two-Wheelers in
Hanoi



ICICI Bank
Two Wheeler Loans
In Pune



Lima Metro



Shanghai Bike Chaos



Delhi CNG



Mexico City 2 Piso
(Double Deck Ring road)

Fast Traffic Growth in Xi'an

(source Mao Zhong-An, Xi'an)



Year 1990



Year
1999



Year
2002



Year⁸
2004

Fast Traffic
Growth

South Street,
Xi'an

PSUTA: Partnership for Sustainable Urban Transport in Asia



Scope

- Transport and environment in Asian cities, focusing on strengthening sustainability of low-emissions transport and mobility in Asian cities
- Work with Hanoi (Vietnam), Pune (India), and Xi'an (China), to engage key stakeholders and leaders
- Develop and discuss a conceptual approach to city-based sustainable transport planning that is relevant to Asia, by stimulating authorities to act



The Three PSUTA Cities

Hanoi, Viet Nam

- Transport mode shift from NMT to > 1 2-wheeler/hh in 15 yrs
- Rapidly growing problems of safety, congestion, air pollution
- Crowded with bi-lateral and multi-lateral donors

Xian, China

- Edge of the Silk Road, with 4km x 4km ancient wall in center
- Dust from Gobi desert
- Affected by China's rapid motorization

Pune, India

- Heart of India's two-, three-, and four-wheeler industry
- Extremely congested and polluted – nearly 1 two wheeler/hh
- More vehicles than Mumbai, yet ¼ the population

All Cities have high accident rates, pollution, and congestion: Why and how to improve?

Project Findings from PSUTA

- **Some Key Differences among Cities**
 - Two, three-wheeler mobility serious competitor to mass transit
 - Clean fuels, low emissions more elusive in Asia
 - Health, accidents, congestion – generally worse in Asia
- **Some Frightening Similarities**
 - Authorities ignored rise of private motorization, decline of access
 - Authorities tempted by flyovers, high-priced solutions to non-existent problems
 - Land use ran amok and vehicles ran over people
- **The Real Lessons from PSUTA**
 - Prioritization of public and non-motorized transport means restraint of cars
 - Exposure to polluting finally getting attention and action
 - No one really on guard for the poor

*Was Hanoi, with 1 two-wheeler/hh,
the most sustainable?*



Important Sidelights

- **Transport Costs as Share of HH Expenditures**
 - Authorities seem unaware of this important indicator
 - Variation over income, place of residence equally important
 - Poorest pay smallest share – fewest motorized trips
- **Travel Times – Work Trips**
 - Appear to be longer for the poor, with more changes
 - Efforts to “clear congestion” focus on flyovers – for non-poor
 - BRT, other bus improvements only recently of interest
- **Air Pollution and Accidents**
 - Poor (walkers, cyclists) over exposed to both scourges
 - Exposure in or waiting for buses also high
 - Riders in private cars have all the advantages



Considerations About Transport and Poverty

- **Bad Urban Transport is Poverty**
 - Poor have fewest choices, longest commutes, worst air
 - Clean fuels, low emissions more elusive in Asia
 - Health, accidents, congestion – generally worse in Asia
- **Expensive Transport Projects**
 - High-cost Metro Mania – poor can't afford to ride
 - Fantasy flyover farms – poor don't ride in cars
 - Side-walk less "cities- poor can't afford to walk either
- **The Real Lessons**
 - Most urban transport money benefits small motorized minority
 - Prioritization of public and non-motorized transport means restraint of cars
 - Few political resources available to fight poverty of transport"



- No cars in bus lane!

- Next Bus

AVANTE
PLAN DE TODAS LAS MANOS
PARA LOS MEJORES PARTIDOS

Cleaning the Air for Riders and Bystanders



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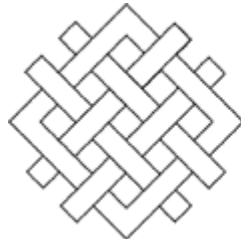
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