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**WELCOME ADDRESS
WORKSHOP
TRANSPORT PLANNING, DEMAND MANAGEMENT AND AIR
QUALITY**

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Asian Development Bank

Distinguished guests, Ladies and Gentlemen

In our efforts to promote development and reduce poverty ADB attaches very high priority to promoting environmental sustainability. The rapid growth in the number of vehicles in Asia has contributed very significantly to economic growth and the increased welfare of the people. It is clear, however, that these vehicles are also responsible for the deteriorating air quality in many of Asia's cities.

The efficient movement of people and goods is essential for the functioning of communities. While transport infrastructure and services provide vital economic and social links for communities and facilitate the functioning of national and local economies, the increasing use of motorized road vehicles also presents several problems. First, roads in Asia, and particularly those in cities and smaller urban areas, are increasingly congested. Most of the congestion can be attributed to the explosive growth in the ownership and use of private vehicles. This is occurring against a background in which per capita vehicle ownership levels are at present often less than one-fifth of those of Europe or USA. Second, vehicular traffic contributes to air pollution and as regulatory authorities have had great success in mitigating air pollution from stationary sources the pollution from mobile sources is increasingly becoming the major contributor to poor quality ambient air. Today many Asian cities have the dubious distinction of being amongst the most polluted in the world in terms of their air quality. Third, the rapid increase in motorization is having a considerable adverse impact on road safety.

Statistics indicate that at the present time the Asia-Pacific Region accounts for almost half of all road accident deaths in the world and the absolute number of road crash fatalities is approaching 500,000 a year. The number of road deaths has more than doubled over the past decade.

These problems in combination can have a considerable negative impact on the economic and social development of the Developing Member Countries of the ADB. They result in large numbers of injuries, sickness and premature deaths as well as billions of dollars in medical and hospitalisation costs. To tackle problems of road safety and air pollution a comprehensive approach is required. Policies and legislation need to be strengthened. Institutional coordination should be improved. Better monitoring systems are required. In many cases there is a need for more and higher qualified staff with adequate resources to fulfil their mandates.

In a number of countries, like the Philippines and the People's Republic of China, ADB is already involved in the implementation of large air quality management projects. ADB has taken the lead together with the World Bank to establish the Clean Air Initiative for Asian Cities. The Clean Air Initiative will promote information exchange on air quality management best practices, and it will help to build the capacity needed to manage air among all stakeholders in Asia. We believe that it will also help to galvanize cities in Asia into taking further action to abate deteriorating air quality.

Some people doubt whether improvements in air quality management can be made in Asian cities. They say that problems are too large and that government commitment is too small. In ADB we do not share this pessimism. Of course the problems are big, and yes, not all government policies and projects have been entirely successful. There are, however, also several success stories when it comes to air quality management. The elimination of lead in gasoline in the majority of Asian countries is saving thousands of lives every year. Improvements in fuel quality have been introduced in several countries. Most of the vehicles sold today in Asia produce substantially less emissions than the vehicles sold 10 years ago because of better technology combined with use of better quality fuel. Several countries and cities have large fleets of buses and cars that run on compressed natural gas and other alternative fuels, which are cleaner burning than the gasoline or diesel which it replaces. These

examples are proof for the ADB that it makes eminent sense to increase its involvement in air quality management.

To assist its Developing Member Countries to strengthen their activities to reduce pollution from mobile sources ADB approved a Regional Technical Assistance grant of which this workshop is a part. The Technical Assistance aims to deepen the understanding of air pollution caused by vehicles and identify the possible solutions and strategies to reduce such pollution. So far, we have conducted a regional workshop on fuel quality and alternative fuels in New Delhi in May of last year, followed by a workshop in Hanoi, in September 2001, on strategies to reduce emissions from 2-3 wheelers. In November, 2001 a third workshop was held on the Inspection and Maintenance of vehicles in Chongqing, PRC. Today's workshop, the fourth in the series, will discuss transport planning, demand management and its potential contribution to reducing emissions.

You might ask: why talk about transport planning if you want to reduce pollution? The answer is simple. If you are able to reduce the numbers of vehicles using the road network, or reduce the total mileage driven, or improve the flow of traffic and the speed with which it moves, it is possible to significantly reduce emissions from vehicles. Other potential ways to reduce pollution, which will be discussed in this workshop, is to influence the total demand for specific types of transport. The use of market-based instruments has been successfully adopted in very few countries to date, but policymakers have high hopes to be able to introduce these types of measures in the future. Increasing the role and use of public transport is a proven method to reduce pollution but very few Asian cities have successful public transport strategies that are attractive for the majority of private vehicle owners and users. In most Asian cities the road network has a multiplicity of uses unlike comparative networks in Europe, Japan or USA. Not only are many of the vehicle types different, they are often used in a different way. There are large numbers of non-motorized vehicles, pedestrians and in some cases, animals, using the road carriageways in addition to the hawkers, sales persons and bystanders. Policymakers and planners need to take local cultures into account in devising appropriate solutions which may require very different solutions to those commonly implemented in other regions.

The workshop will also discuss experiences in the modelling of emissions from mobile sources. The preparation and implementation

of activities to reduce air pollution are crucially dependent on having comprehensive and accurate data on current levels of pollution and future trends. At present these data and supporting information are often non-existent for most cities in Asia. The availability of such data will improve transparency and will enable different stakeholders to engage in constructive discussions on the necessary actions to be taken.

Technical solutions are required in most cases to reduce pollution through the use of traffic planning and management techniques. In many cases, however, we need to combine technical solutions with legal and institutional solutions. The combination of these different aspects can only be successfully implemented if all relevant stakeholders in society from government, private sector and civil society play an active role in the design and implementation of anti-pollution strategies. I am, therefore, very happy to see that we have representatives from all these different groups participating here in the workshop.

In our work on the Metro Manila Air Quality Project we have learned that activities to reduce air pollution make good economic sense. The returns from investing in air quality can be very high. The economic rate of return of this project, which includes a range of measures to reduce air pollution, was conservatively estimated at 29 percent. Net benefits were in excess of \$200 million a year. This demonstrates that the returns from investment in clean air can be significantly higher than for projects in many other sectors of the economy. Moreover, it is especially the poor and the disadvantaged who suffer from air pollution. They are also the groups who will benefit the most from our efforts to clean up the air.

This workshop is part of ADB's efforts to raise awareness on the problem of deteriorating air quality in Asia, its causes, and what can be done to reduce pollution. In our work on air pollution we have found that limited knowledge and awareness is an important, if not the most important constraint for success in reducing pollution. Awareness raising needs to focus on many different groups. National, city and local governments need to become more aware of the need to regulate and to enforce air quality standards. Polluters need to become more aware of the harm they are causing and the alternatives available to them. Civil society and the general public need to be made aware so that they can start to put pressure on the

government to take action. At the same time the public should learn how they can take action themselves. And yes, we also need to increase awareness of our colleagues in ADB and other development agencies on how they can best contribute to assist our ADB member countries and their individual cities to tackle air pollution.

I would like to thank all of you, workshop participants, speakers, as well as US-AEP, Clean Air Initiative for Asian Cities, World Bank and Envirox, our partners in the organization of this workshop, for your inputs to making this workshop a success.

I look forward to a productive and successful workshop.

Thank You.