Next Steps for Participating Economies to Develop EE Urban Passenger Transportation

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Outline

• Background of CEEDS Phase 3
• Major Challenge
• Good Framework
• Possible Regional Cooperation
The fast growth of urbanization in APEC region has been leading to growing the energy consumption and GHGs emissions. The CEEDS Phase 3 project focused on economy-wide policy to improve the energy efficiency in urban passenger transportation by address on:

(1) Energy security;
(2) Greenhouse Gas (GHG) Emissions
(3) Costs of Urban Infrastructure
(4) Mobility and passenger safety
(5) Public health
(1) Avoiding or reducing the need to travel or use motorized vehicles, e.g., through the integration of land use and transportation planning (TOD);

(2) Shifting to more energy efficient modes of travel, e.g., by improving and promoting the use of public transit systems and encouraging the use of non-motorized transport;

(3) Improving vehicle and fuel efficiency technologies in order to reduce the impact of each kilometer travelled.
Avoiding

(1) Effective Transient Oriented Development (TOD) to reduce the requirement of traveling;
   --mixed urban uses
   --convenient mass transit
   --maximizing intermodal connectivity of transit hubs
   --others

(2) 30-50% energy savings (compared to projected baseline by designing for better urban growth.)
(1) Important elements of BRT include well-organized connection, fare collection, Intelligent Transportation Systems (ITS), service and operating plans, and branding;

(2) Best practices for BRT include median-aligned bus lanes, dedicated lanes, off-board fare collection, wide doors and level boarding, and weather protected stations;

(3) To integrate BRT systems with other public transportation system and bike paths and bike sharing programs;
Improving

(1) Fuel economy standards;
(2) fiscal incentives (e.g., tax incentives for buying efficient vehicles, penalties for less efficient vehicles, and phasing out fuel subsidies) and technological options;
(3) Control of used car;
(4) Consumer education; (“Eco-Driving)
(5) congestion controls to reduce the volume of traffic entering the central business district.
Possible Regional Cooperation

(1) Further collaboration and knowledge sharing among the CEEDS 3 participants;
(2) APEC Low-Carbon Model Town (LCMT) project
(3) Collaboration through the Energy Efficient Urban Transport Network, under the APEC Energy Smart Communities Initiative (ESCI)
(4) Collaboration on new regional Sustainable Transport Initiatives with support from the Asian Development Bank (ADB);
Thank you for your kind attention

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Appendix

Key Findings from CEEDS Phase 3
Key Principles: Urban Design/TOD

- Transform badly designed areas
- Plan for mixed use
- Create dense networks and smaller city blocks
- Promote walking and biking
- Regulate parking
- Update zoning codes
- Pay attention to local needs
- Extend TOD beyond cities
Key Principles: Public Transportation

- Ensure high quality and attractiveness
- Create appropriate plans for each station area
- BRT!! Quicker and cheaper than rail
Key Principles: Vehicle Efficiency

- Technology + Fiscal measures important

- To address imported vehicles:
  - Tighten emission regulations
  - Require functioning catalytic converter, label
Other Key Recommendations

- Adopt short/medium/long term goals with measurable targets
  - Collect data
  - Set realistic timelines
- Measure and report progress toward goals
- Direct investment flows toward sustainable transport
  - Cost-benefit analysis
  - Innovative financing
- Foster inter-Ministerial collaboration
- Raise public awareness