



**12th CAREC Transport Sector Coordinating  
Committee Meeting, Astana, 6 June 2013**

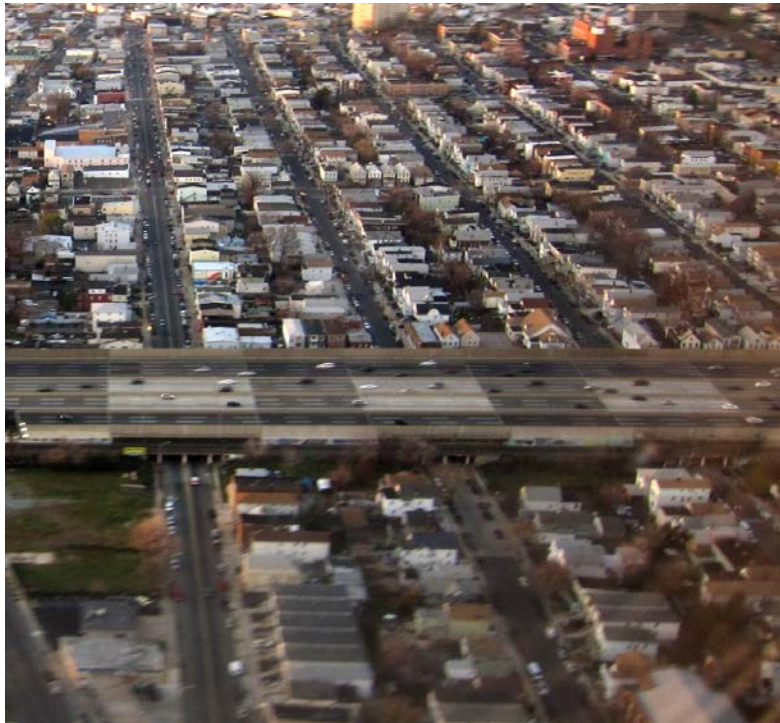
# Progress with Implementation of ADB's Sustainable Transport Initiative

**Tyrrell Duncan**

Director, East Asia Transport Division  
concurrently Practice Leader (Transport)  
Asian Development Bank



# The choice we face

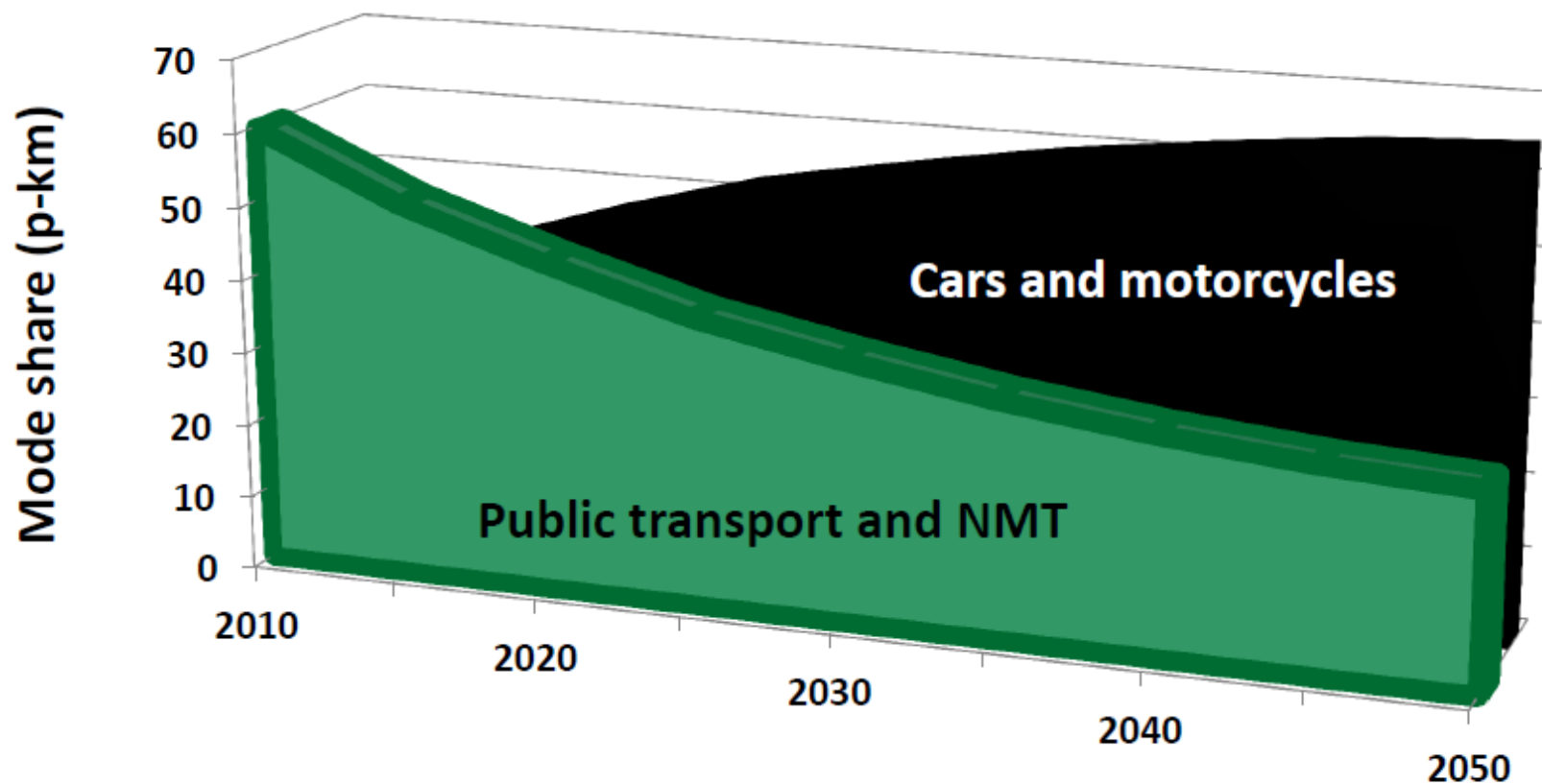


**Business as usual**



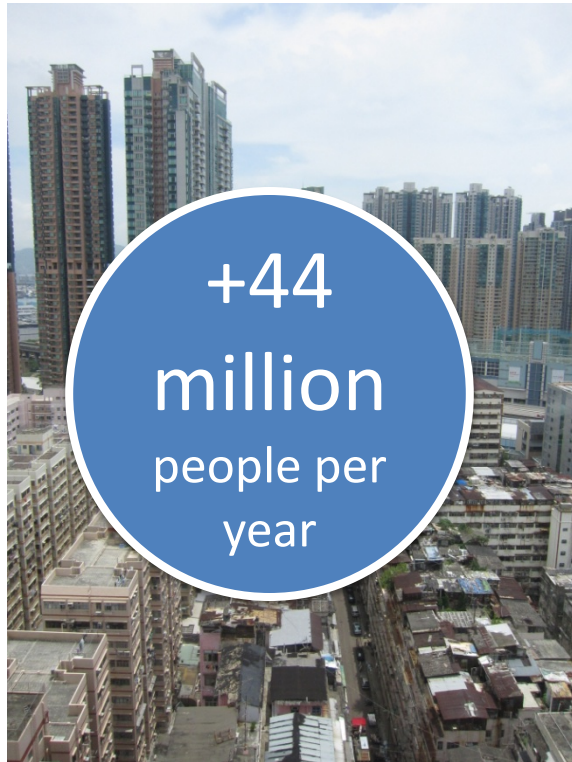
**Inclusive, sustainable transport**

# The choice we face



Source: ADB and IEA, 2011

# The choice we face



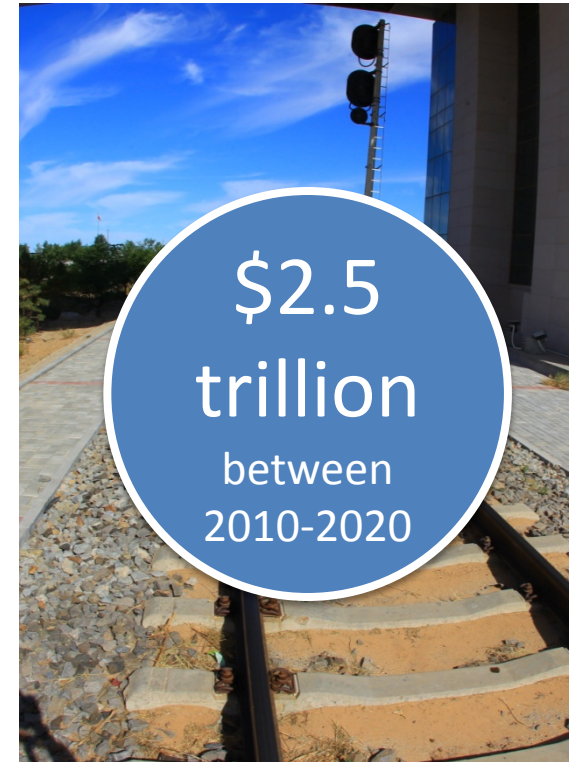
+44  
million  
people per  
year

**Urbanization**



+50%  
by 2030

**CO<sub>2</sub>**



\$2.5  
trillion  
between  
2010-2020

**Investment  
needs**

# Avoid-shift-improve paradigm



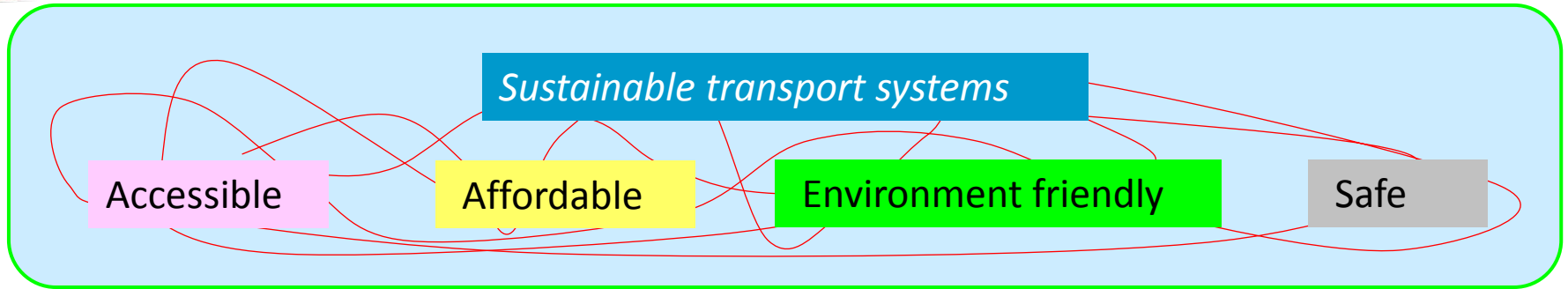
**Avoid**  
the need  
to travel

**Shift** to  
sustainable  
modes

**Improve**  
efficiency of  
all modes

**Less costs of urban congestion,  
emissions/air pollution, road  
deaths/injuries, respiratory & other  
health problems**

# ADB's Sustainable Transport Initiative

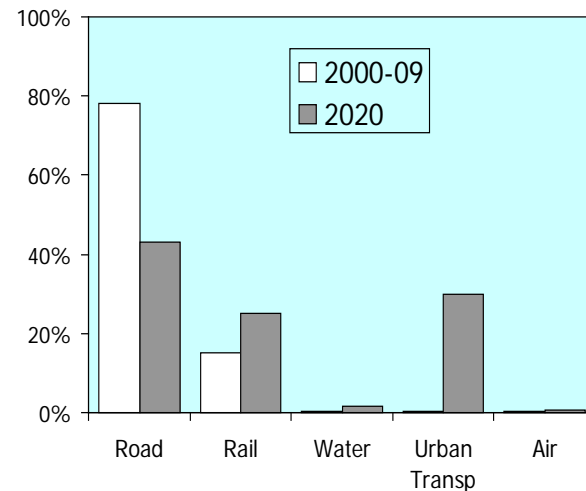


## STI lending directions

- ▶ Mainstream sustainability in roads
- ▶ Scale up 4 areas




- Urban transport
- Addressing climate change
- Cross-border transport & logistics
- Road safety & social sustainability

## STI subsector lending targets

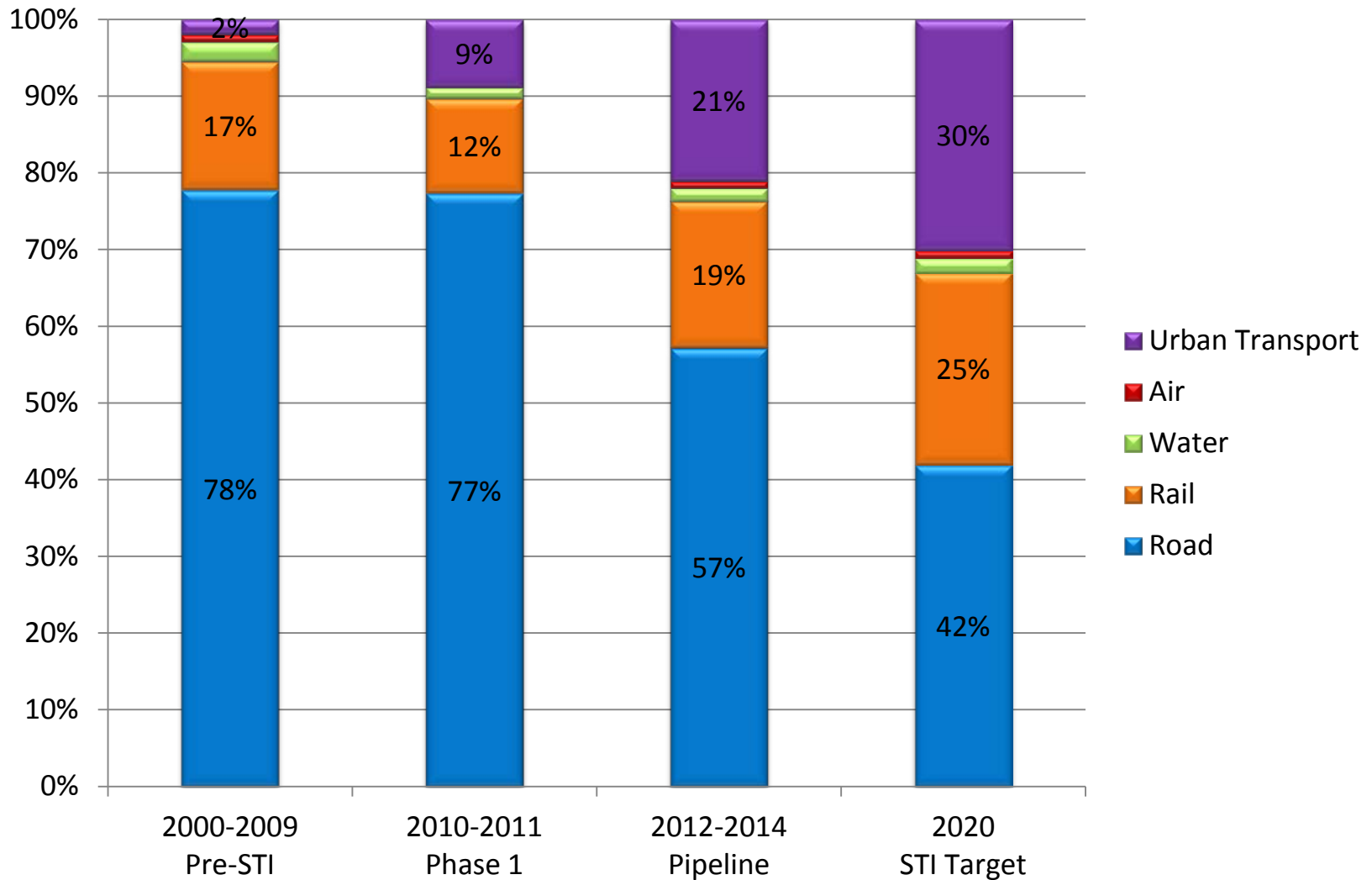


# Our progress so far



	Progress under STI since 2010	Direction	Future challenges
Urban transport	<ul style="list-style-type: none"> <li>Public transport projects (BRT, urban rail, NMT)</li> </ul>		<ul style="list-style-type: none"> <li>Some DMCs still prioritize private vehicles</li> <li>Projects need strong political leadership</li> </ul>
Climate change	<ul style="list-style-type: none"> <li>Mitigation: railways, inland waterway transport</li> <li>Adaptation: resilient design</li> </ul>		<ul style="list-style-type: none"> <li>Roads often prioritized over railways &amp; waterways</li> <li>Better understanding of climatic risks needed</li> </ul>
Cross-border transport	<ul style="list-style-type: none"> <li>Large investments through subregional programs (GMS and CAREC)</li> </ul>		<ul style="list-style-type: none"> <li>Make CBTAs effective</li> <li>Develop economic corridors</li> </ul>
Road safety and social sustainability	<ul style="list-style-type: none"> <li>Adoption of Road Safety Action Plan</li> </ul>		<ul style="list-style-type: none"> <li>Scale up road safety</li> <li>Make transport more inclusive</li> </ul>

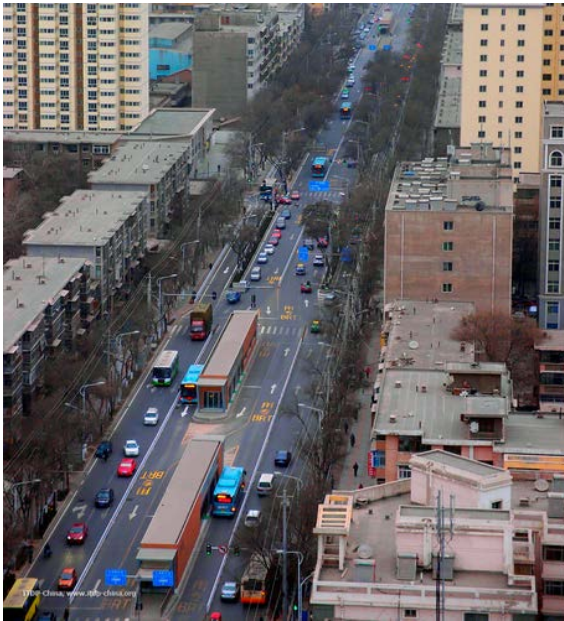
# Our progress so far





# STI lending examples

## BRT, NMT – Lanzhou, PRC



- \$462m project, \$150m ADB loan approved in 2009
- BRT opened in early 2013, now serving 110,000 daily trips, traffic to rise sharply as more routes connected

# STI lending examples

## More BRT, NMT projects



### Examples in MON & PRC programs

2012	Ulaanbaatar	\$216m MFF
2012	Jiangxi Fuzhou	\$100m loan
2013	Hubei Yichang	\$150m loan
2014	Jiangxi Jian	\$120m loan



# STI lending examples – Inland waterways



- **\$393m project, \$150m ADB loan approved in 2012**
- **Build barrage (raise/regulate water level) with hydro generation, berths & landing stages, strengthen institutions**
- **More waterways lending due in 2014 for Anhui**

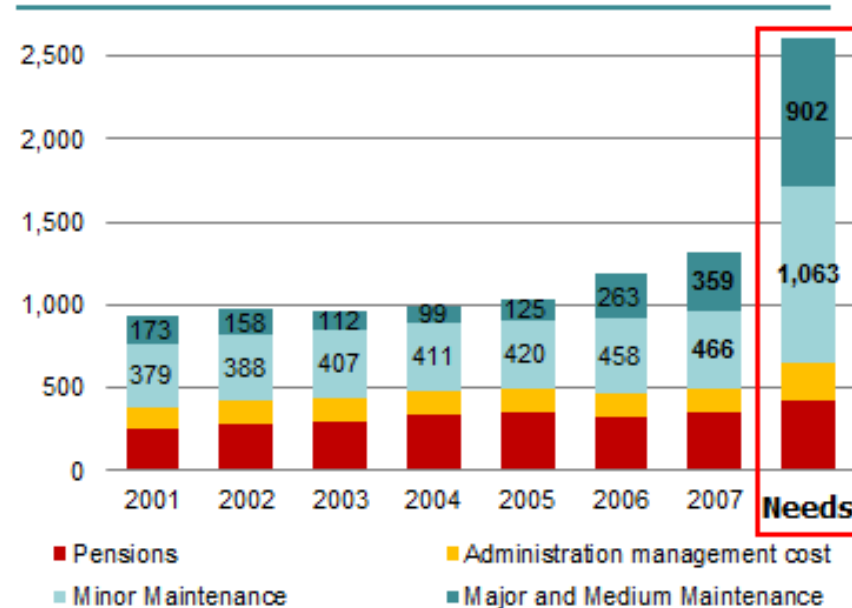


# STI lending examples – Road maintenance system



- **\$230m project for Yunnan, with \$80m ADB loan in 2013**
- **Sector loan approach to periodic maint of trunk roads**
- **Introduce/use province wide road asset mgt system**
- **Province has committed to close the maintenance funding gap**

Highway Maintenance Budgets (CNY billion)



# Other examples of new types of support linked to STI

