

World Urban Forum 5

“The Right to the City: Bridging the Urban Divide”
Rio de Janeiro, Brazil, 22-26 March 2010

Urban Researchers Roundtable: “Bridging the Urban Transport Divide”

24 March 2010, 4.30pm-7pm

AIDE-MEMOIRE

Introduction: Contemporary global challenges of urban mobility

Effective transportation networks are fundamental for the functioning of cities and towns across the globe and a precondition for economic prosperity and the wellbeing of their residents. At the same time, the economic and social benefits of mobility are frequently accompanied by negative side effects such as congestion, social exclusion, accidents, air pollution and energy consumption.

Since the mid-20th century, the negative side effects of urban transportation have particularly become apparent in the metropolitan areas of developed countries. Rising car traffic volumes and congestion are increasingly causing lost economic productivity, environmental degradation and affect overall quality of life in cities. With the documented contribution of the urban transport sector to global greenhouse gas emissions, there is a heightened level of urgency to apply new approaches and technologies for mobility in urban areas of developed countries.

Developing countries are increasingly facing similar challenges due to rapid urbanization and motorization in recent decades in combination with insufficient investment in transport infrastructure, often accompanied by urban poverty and social exclusion. While vehicle ownership rates in most developing nations are still low in comparison to wealthy countries, motorization is rising rapidly and is creating major challenges in the expanding “megacities” of the South. Although still only 10 to 20 percent of urban residents own and operate a private automobile, cities in developing countries are already facing stifling traffic congestion and worsening air pollution. The annual increase in the motorization rate of many developing countries has approached 10 percent, which is substantially higher than ever experienced in industrialized countries. As a result, energy use by the transportation sector in developing countries has been increasing at over four percent annually over the past 20 years, far exceeding the global 2.7 percent rate of increase.

Consequently, a major challenge for cities all over the world in the 21st century is to meet the mobility needs of their residents in a socially inclusive, economically efficient and environmentally sustainable manner. At the same time, the provision of adequate, efficient and safe transport infrastructure and services in urban areas is frequently constrained by a complex set of financial, institutional, environmental and political factors. Frequently, the barriers are not necessarily financial or technical in nature, but arise from political, social and institutional factors preventing progress towards sustainability in the urban transport field.

As a result, severe disadvantages can be observed in terms of the accessibility and affordability of transport infrastructure and services for different societal groups and ultimately in terms of urban mobility. Inequity due to unequal access to mobility opportunities and therefore

employment opportunities, housing and basic services represents ‘the urban transport divide’ and is the focus of the Urban Researchers Roundtable.

The Urban Researchers Roundtable: Focus and expected outcomes

The Urban Researchers Roundtable, will be held in the context of the Fifth session of the World Urban Forum (WUF 5) which has “The Right to the City: Bridging the Urban Divide” as its theme. The Roundtable will provide a forum for urban researchers to share experiences and innovative solutions for addressing the policy challenges related to bridging the urban transport divide in the world’s cities. At the center of the discussion will be the current state of the urban transport divide in both developing and developed countries and effective practices and policies to bridge this gap.

The urban transport divide is conceptualised in terms of the following three pillars of sustainability:

- The social divide: the unequal access to mobility for different groups and locations in urban areas.
- The environmental divide: the uneven distribution of the positive and negative implications of urban transport for the environment and health within cities.
- The economic divide: the imbalanced spatial and social distribution of the benefits of efficient transportation systems for employment opportunities and poverty reduction.

The discussion will explore how models and approaches that have successfully overcome some or all of the above dimensions of the urban transport divide can be transferred and applied widely.

For UN-Habitat, the World Urban Forum is a key outreach event. The outcomes of the Urban Researchers Roundtable will inform UN-Habitat’s ongoing work in urban transport and the preparation of the 2013 Global Report on Human Settlements, which will focus on ‘Sustainable Urban Transport’*.

The discussion and outcomes of the Roundtable will be made available to the public through a summary report.

Organization of the Urban Researchers Roundtable

To facilitate the discussion, five leading researchers from different world regions will give short presentations on the urban transport divide and related policy responses. This will be followed by a discussion of the key challenges, innovative practices and policies to move towards sustainable urban transport and mobility. Beyond the five presentations, practitioners and policy makers will be able to share their experiences and learn about sustainable urban transport policies and practices. In preparation for the Roundtable, an electronic dialogue was held among prospective participants in late 2009 with several contributors highlighting the importance of bridging the “urban transport divide” in the world’s cities.

The Roundtable will be facilitated by Mr. Jerome Pourbaix, International Association of Public Transport (UITP) and will be structured as follows:

4.30 pm	Video curtain raiser on transport	
4.35 pm	Welcome	Prof. Oyebanji Oyeyinka, UN-HABITAT
	Opening remarks	Prof. Leila Christina Dias, Brazilian Association of Postgraduate Programmes and Research in Urban and Regional

* To download all previous issues of the Global Report on Human Settlements please visit www.unhabitat.org/wuf. To receive updates on this report please visit www.unhabitat.org/hs-net

		Planning, Brazil
4.45 pm	Integrated transport systems and the mobility divide	Prof. Eduardo Vasconcellos, National Association of Public Transportation, Brazil
4.55 pm	The challenges of sustainable urban transport in North America and Europe	Mr. Michael Replogle, Institute for Transportation and Development Policy, U.S.
5.05 pm	Incorporating informal operations in public transport system transformation: the case of Cape Town, South Africa	Prof. Peter Wilkinson, University of Cape Town, South Africa
5.15 pm	Revisiting the Policy toward Non-Motorised Transport Operation in Jakarta	Ms. Maria Renny Herdanti, Institute for Transportation Studies, Indonesia
5.25 pm	Urban mobility and poverty: Lessons from the Western Africa experience	Mr. Xavier Godard, Advisor, Cooperation for Urban Mobility in the Developing world (CODATU)
5.35 pm	Discussion	-
6.40 pm	Highlights	Prof. Fabio Duarte, Catholic Pontifical University of Curitiba, Brazil
	Closing remarks	Dr. Raphael Bostic, Assistant Secretary for Policy Development and Research, US Department for Housing and Economic Development
		Dr. Naison Mutizwa-Mangiza, UN-HABITAT
		Prof. Oyebanji Oyeyinka, UN-HABITAT
7.00 pm	End	

Venue

The Urban Research Roundtable will be held on Wednesday, 24 March 2010 from 4.30 pm to 7.00 pm in room W3-7 of the WUF 5 Conference Venue, Rio de Janeiro, Brazil. English/Portuguese interpretation will be available.

Registration is not required and participation is only limited by the room capacity.

Contacts

Contact the Roundtable focal points for additional information:



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Partners

- Associação Nacional dos Transportes Públicos/ National Association of Public Transportation - Brazil (ANTP)
- L'Union Internationale des Transports Publics/ International Union of Public Transport (UITP)
- Associação Nacional de Pós-graduação e Pesquisa em Planejamento Urbano e Regional/Brazilian Association of Postgraduate Programmes and Research in Urban and Regional Planning (ANPUR)
- United Nations Human Settlements Programme (UN-HABITAT)

Speakers & Paper Abstracts

OPENING & CLOSING	
<p><i>Professor Oyebanji Oyeyinka</i></p> <p>Prof Oyeyinka is the Director, Monitoring and Research Division, UN-HABITAT; a Professorial Fellow, Innovation and Development, United Nations University- MERIT, Maastricht, The Netherlands ; and a Visiting Professor, Innovation Policy and Development at The Open University, Milton Keynes , United Kingdom . He obtained his PhD in Technology Management and Industrialization Policy, SPRU from the University of Sussex, U.K. Prof. Oyeyinka has a longstanding experience in the management of Science, Technology, Development Economics and Innovation policy institutions. He is widely published with over 100 publications in various fields. His latest books include: <i>Latecomer Development: Innovation and Knowledge for Economic Growth</i>, 2009, Routledge, UK and <i>Uneven Paths of Development: Innovation and Learning in Asia and Africa</i> (with Rajah Rasiah), Edward Elgar Publishers, UK.</p>	
<p><i>Professor Leila Christina Dias</i></p> <p>Leila Christina Dias is a Professor in the Department of Geography at the Federal University of Santa Catarina, Brazil. She is the President of the Brazilian Association of Postgraduate Programmes and Research in Urban and Regional Planning (ANPUR). She has a PhD degree in Geography from the University of Paris IV and has published work in the field of network analysis.</p>	
<p><i>Dr. Naison Mutizwa-Mangiza</i></p> <p>Naison Mutizwa-Mangiza is Chief of the Policy Analysis Branch of UN-HABITAT. The Branch is responsible for preparing the UN Global Report on Human Settlements, of which Naison is the Chief Editor. The report is published every two years and is the UN's most authoritative global assessment of human settlements conditions and trends. The 2011 issue of the report, currently under preparation, will be on "Cities and Climate Change". A Zimbabwean national, Naison holds a PhD in Land Economy from the University of Cambridge, UK. Before joining UN-HABITAT in 1991, he was a professor in the Department of Rural and Urban Planning at the University of Zimbabwe and was the founding chairman of the department. He was also Chairman of Zimbabwe's Urban Development Corporation (UDCORP) from 1989 to 1991.</p>	
<p><i>Dr. Raphael Bostic</i></p> <p>Dr. Raphael Bostic is Assistant Secretary for Policy Development and Research (PD&R) at the US Department for Housing and Economic Development (HUD). As a key member of HUD's senior leadership, Dr. Bostic is the principal advisor to the Secretary on overall Departmental policy, program evaluations, demonstrations, and research. An expert on housing and homeownership, Dr. Bostic has also served as a professor in the University of Southern California's School of Policy, Planning, and Development where he examined how credit markets, financing, and policy enhance household access to economic and social amenities. Prior to that, he worked at the Federal Reserve Board of</p>	

<p>Governors, where he was recognized a Special Achievement Award for his performance associated with a review of the Community Reinvestment Act. He earned his Ph.D. in Economics from Stanford University and his BA from Harvard University.</p>	
<p>Mr. Jerome Pourbaix, FACILITADOR</p> <p>Jerome Pourbaix is currently Senior Manager in charge of transport economics and statistics at the International Association of Public Transport (UITP). He studied Sociology (Universities of Louvain, Essex and Brunel) and specialized in the analysis of the use of technology and innovation. Jerome gradually focused on public transport and mobility through his work at the European Commission and the city network Polis. He joined UITP in 2003 where he carried out the Mobility in Cities Database project. At UITP, Jerome has also coordinated a number of initiatives aiming to strengthen the links between public transport and other urban policies (social inclusion, urban planning, etc.)</p>	
<p>Professor Fabio Duarte, RAPORTEUR</p> <p>Fábio DUARTE is the director of the Post Graduate Program of Urban Management at the Pontificia Universidade Católica of Paraná, Curitiba, Brazil which is also associated with Brazilian Association of Postgraduate Programmes and Research in Urban and Regional Planning (ANPUR). He has coordinated the consultant team for the Mobility Plan of Curitiba (2008), and has been working and lecturing about urban mobility worldwide.</p>	

<p>SPEAKERS</p>	
<p>Professor Eduardo Alcântara Vasconcellos</p> <p>Eduardo Vasconcellos is a Civil Engineer and Sociologist with a PHD in public policy (transport policy). He conducted his post –doctoral research on transport planning in developing countries at Cornell University, USA. He is presently at the University of Sao Paulo, Brazil and also working as a technical advisor for the Brazilian Public Transport Association (ANTP) and Director of the Instituto Movimento in São Paulo.</p>	
<p>Integrated transport systems and the mobility divide</p> <p>The main problems that generate the mobility divide in developing countries are out of the range of transport policies per se (income disparities, urban growth) and it is unrealistic to expect major changes in the short or middle time ranges. Possible ways of minimizing the divide are: to emphasize the environmental and social benefits of good public transport systems; to demonstrate that subsidies to public transport systems that serve the poor are investments that will benefit society as a whole; to explore opportunities for integrated bus system in middle sized cities.</p>	

Mr. Michael Replogle

Michael is Global Policy Director and Founder of the Institute for Transportation and Development Policy, promoting sustainable and equitable transportation systems worldwide. He advises the Asian Development Bank and United National Environmental Programme on transportation carbon footprinting. He has managed bus rapid transit operational study for Mexico City. In addition, he has served as Transportation Director for Environmental Defence Fund (1992-2009) and as Transportation Coordinator for Montgomery County, Maryland, (1983-92) responsible for comprehensive planning, travel forecasting, and growth management. He has an M.S.E. and undergraduate honors degrees in Civil and Urban Engineering and Sociology, from the University of Pennsylvania.



The challenges of sustainable urban transport in North America and Europe

Transportation policies that favor car-oriented development have exacerbated social, economic and health disparities in much of North American and some regions of Europe by ignoring the needs of vulnerable communities living near highways and those with limited access to cars. Unsafe walking and cycling environments and poor linkages to transit limit access to opportunities for low-income and minority communities. Experience in North American and Europe also shows this urban transport divide can be bridged by reallocating street space to favor walking, cycling, and public transport, by travel demand management and pricing policies that improve equity of access, and by focused investment favoring public transport and compact, mixed-use, transit-oriented development.

Professor Peter Wilkinson

Peter Wilkinson is an Associate Professor in the School of Architecture, Planning and Geomatics at the University of Cape Town and teaches in the City and Regional Planning and Transport Studies Programmes. He is a former Director of the Urban Problems Research Unit and a founder member of the Centre for Transport Studies. He has published work in the fields of housing and transport policy analysis, planning history, contemporary urban development processes and the emergence of integrated land use-transport planning frameworks, among others.



Incorporating informal operations in public transport system transformation: the case of Cape Town, South Africa

Efforts in Cape Town to bring about a fundamental transformation of the existing fragmented and relatively dysfunctional public transport system to a comprehensively planned 'integrated rapid transit' system, which includes the introduction of bus rapid transit services as a key component, have encountered certain institutionally embedded obstacles. This paper briefly outlines the nature of these problems, focusing in particular on the difficulties experienced in engaging with, and effectively incorporating, informal minibus-taxi operations which serve a significant segment of the city's public transport passenger market. It seeks to draw out the main policy implications, as well lessons which might be taken up elsewhere in related initiatives to address the differentiated mobilities and travel patterns which characterise the 'urban transport divide' in many cities of the 'global South'.

Ms. Maria Renny Hernandti

Maria Renny is a Policy Analyst for the Institute for Transportation Study (INSTRAN). Mainly dealing with transportation sector, she is also now working for an AusAID-funded Indonesia Infrastructure Initiative as a Transport Program Officer. Her area of expertise is in metropolitan transport and urban planning. Maria earned a Master of Urban and Regional Planning from the University of Sydney. She received a Mirvac Prize Award for excellence in urban design and development control study during her academic year.



Revisiting the Policy toward Non-Motorised Transport Operation in Jakarta

By focusing on the case of Jakarta, the paper argues that Asian megacities should reassess their current policy responses toward non-motorised transport and elevate the role of non-motorised transport in urban transport policy. It investigates illegal becak operations in Penjarangan Sub-District of North Jakarta. The paper provides a brief historical background to the emergence of becak as a form of transportation in Jakarta and then identifies the driving factors behind its illegal operation in the sub-district. It aims to highlight the lessons learnt with regards to informal non-motorised transport operations in a megacity. The paper recommends the incorporation of non-motorised transport policies in urban transport policy as a strategy to improve the current urban transport conditions.

Mr. Xavier Godard

Xavier Godard was the Director of Research at the French Research Institute for Transport and Road Safety (Inrets), in charge of the developing countries programme for 15 years. He was also Scientific Adviser of Codatu (Cooperation for urban mobility in the developing world) for many years. He has conducted research on urban mobility systems in Sub-Saharan Africa, in Maghreb and in France. After retirement from Inrets in 2009, he has been involved in a programme in the Mediterranean Region, as a Codatu Adviser.



Urban mobility and poverty: Lessons from the Western Africa experience

It is important to consider the mobility needs of the urban poor as they need to get be able to move around easily if they are to access to basic urban services, jobs and social networks and ultimately escape from the vicious circle of poverty. Specific surveys in different cities in Western Africa, particularly in Conakry and Douala (2004) focused on key mobility variables (walking, public transport expenses travel times) reveal the travel conditions of the urban poor. Low cost means of transport and public transport productivity have to be favoured through a multimodal system combining various modes including mass transit companies and small size operators (minibuses, shared taxis).