



Annual Report of the Community of Practice on

Transport

Beyond Roads and Highways: Making Transport Sustainable

2010

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I. INTRODUCTION

1. Transport is one of the main sectors supported by the Asian Development Bank (ADB) accounting for 21% of ADB lending since it was established in 1966, and 29% for the period 2000–2009.¹ The sector accounts for \$3.4 billion per year within the lending pipeline for 2010–2012.²

2. Guided by Strategy 2020,³ the transport sector aims to promote economic growth and reduce poverty by enhancing access to market opportunities, social services, goods and information. ADB has leveraged its resources through cofinancing and encouraged coordinated interventions with other donors in critical areas of transport such as roads and highways, urban transport systems, railways, ports and waterways, and civil aviation. In line with this, the Transport sector has launched the Sustainable Transport Initiative (STI) Operational Plan last July 2010.

3. Improving the physical connectivity⁴ of a region provides the population with better access to economic opportunities and improved communications. For this reason, investment in transport infrastructure has been one of ADB's primary strategies of ADB for supporting poverty reduction and economic growth.

4. Transport faces various challenges in Asia and the Pacific in the areas of trade, vehicle growth, energy use, and urbanization. The impact of trade has grown significantly through the years with container movement expected to increase 6-fold from 2003–2020 while air cargo is forecast to triple between 2005 and 2025. The increase in motorization due to rising incomes has been doubling motor vehicle fleets every 5 to 7 years.⁵ This increase will be most felt in urban areas where the United Nations (UN) projects half of the world's six billion people will be living by 2008.⁶ The growth in urban populations and associated motorization are going alternate for urban mobility and are straining the transport network. The concerns with safety and the reduction of road accidents which cost ASEAN countries \$15 billion⁷ each year need to be considered. Transport also face complex climate change issues covering energy use, pollution, and energy security.

5. In ADB, Transport is handled by various regional departments, divisions, and offices. In the Regional and Sustainable Development Department (RSDD), the Sustainable Infrastructure Division (RSID) undertakes transport research, and piloting of new and innovative approaches to transport. In South Asia and Central and West Asia, there are divisions for urban services and for transport and communications. In East Asia, there are divisions for transport and for urban and social sectors. In Southeast Asia, there is a single division for transport and urban development. In the Pacific, there is a combined division handling transport, energy, and natural resources. In addition, in

¹ ADB. Loan, TA, Grant and Equity Approvals database 1968-2009.

² ADB. 2010. *Sustainable Transport Initiative Operational Plan*. Manila.

³ ADB, 2008. *Strategy 2020: The Long-Term Strategic Framework of the Asian Development Bank 2008–2020*. Manila.

⁴ Stressed by an independent panel in 2007 in <http://www.adb.org/Transport/default.asp>

⁵ <http://www.adb.org/Transport/default.asp> (accessed 23 December 2009).

⁶ United Nations. 2001. *S-25/2 Declaration on Cities and Other Human Settlements in the New Millennium*. http://www.unhabitat.org/downloads/docs/777_62782_A_RES_S25_2.pdf

⁷ <http://www.adb.org/Transport/default.asp> (accessed 23 December 2009).

the Private Sector Operations Department, transport is handled by the division responsible for infrastructure finance.

6. Because transport operations were in the past performed by many different divisions, there were difficulties for transport professionals to share knowledge and collaborate on addressing transport issues. The Transport Community of Practice (TCoP) was established to fill this gap.

7. The purpose of this paper is to report on the activities and performance of the TCoP for 2010. It covers the significant activities of the TCoP, the various publications of its members and its plans for the transport sector in 2011. All data are gathered from the files of the TCoP secretariat.

II. TRANSPORT COMMUNITY OF PRACTICE

8. The TCoP encourages ADB transport staff to take part in knowledge sharing events, facilitates exchange of knowledge among ADB transport specialists and other staff with an interest in the transport sector, and provides important peer support. In 2010, the TCoP sought to (i) provide advice on strategic directions for ADB's transport sector operations, (ii) disseminate best practices, technical studies, toolkits and innovative initiatives for the sector, (iii) provide advice on staffing issues, such as competencies, skills mix and distribution, and (iv) provide professional peer support.⁸

A. Members of the Community

9. The TCoP had 150 members comprising staff from both headquarters and resident missions. The membership also included a small number of transport consultants who were enlisted as members of the informal network. Governance and strategic guidance for the TCoP was led by ADB's Transport Practice Leader as Chair and Deputy Directory General, RSDD who was Co-Chair, supported by a TCoP Secretariat housed in RSID which was responsible for coordination and communication of the main activities to members.

10. The TCoP Secretariat provided support to the TCoP. It helped organize, schedule and prepare TCoP meetings, presentations, seminars and other events. It was also responsible for keeping TCoP members informed by preparing and circulating the TCoP e-newsletter, and by sharing the latest sector developments, news and activities on ADB's transport website which it also managed.

11. The Community also has its Advisory Teams (ATs) which led the activities of each of the identified sectors in transport. The ATs continued to facilitate sharing of opinions, advice and information in specialized fields of transport, each covering a specialized field and each having a coordinator. This contributed to improved knowledge sharing and support in specialized fields of transport, as well as supporting increased levels of member participation. During the ADB Transport Forum held in May 2010, the advisory teams coordinated and organized their own sessions, sharing with the ADB community, DMC government officials and other international NGOs and donor organizations, what ADB is currently doing in their specific areas.

⁸ <http://www.adb.org/Transport/cop.asp> (accessed 23 December 2009).

B. Key Achievements

12. **STI Operational Plan.** The Sustainable Transport Initiative (STI) Operational Plan was approved in July 2010. The plan details how ADB will update its transport operations in line with Strategy 2020. Strategy 2020 sets the long-term strategic framework of ADB up to 2020. During this period, ADB lending and technical assistance operations in Asia and the Pacific will emphasize inclusive economic growth, environmentally sustainable growth, and regional integration. The STI Operational Plan provides details of how ADB will update its operations in the transport sector in line with Strategy 2020. ADB will focus on developing transport systems that are accessible, safe, affordable, and environment- friendly.

13. **Sustainable Transport Partnership Fund.** Meetings with ADB Board members were held during the 4th Quarter of 2010 to start promoting STI and the creation of the STPF.

14. **ADB Transport Forum.** The 2010 Transport Forum was held last 25-27 May 2010 at ADB Headquarters in Manila, Philippines. There were over 400 participants, including ministers, key decision makers from industry, development partners, researchers and representatives of civil society from more than 30 countries. The Forum focused on what will be required to change the course for the transport sector to become more sustainable. The three day event featured several of the world's leading transport experts and provided a unique forum for discussing and debating some of the most crucial issues facing transport in Asia. It featured high-level panel discussions and activity clinics focusing on four themes aligned with STI: urban transport, mainstreaming climate change in transport, road safety and social sustainability, and regional transport corridors. The event was followed by a TCOP Retreat which presented a synthesis of the advisory clinic discussions during the Forum.

15. **Peer Review.** In 2010, TCOP has undertaken sector-focused peer review of transport projects as mandated under ADB's Streamlined Business Processes. Fifty six (56) projects underwent peer review using a standard peer review template that was developed to guide TCOP peer reviewers.

16. **Training Needs Analysis.** In partnership with BPDB, the TCoP has initiated the training needs analysis program to be developed in 2011. The objective is to enhance transport training programs to ensure that the community will be equipped to face STI implementation.

C. Knowledge Management

17. The TCoP activities helped to ensure that knowledge generated by ADB and others in the field of transport is closely linked and embedded in ADB operations. The TCoP and the other informal networks provide venues for generating and disseminating knowledge in their domains, and are integral to ADB's business processes.

18. In 2010, the TCoP hosted/co-hosted 11 brown bag seminars and presentations, contributed 13 publications to the transport knowledge base, and prepared the STI operational plan that is intended to enhance ADB transport operations and align sector work with the guiding principles of Strategy 2020.

1. Knowledge Generation

19. Publications launched in 2010 included contributions by the regional departments in collaboration with other CoPs and external partners that aim to increase awareness on transport issues. Thirteen (13) publications were prepared:

1. *Connecting Greater Mekong Subregion Railways: A Strategic Framework*, SouthEast Asia Department.
2. *Toolkit for Urban Transport (Bus Transport) through Public Private Partnerships for the State of Maharashtra*
3. *Freedom to Grow: Impact Stories from the Philippines*
4. *Focused Action: Priorities for Addressing Climate Change in Asia and the Pacific*
5. *Bridges across Oceans: Initial Impact Assessment of the Philippines Nautical Highway System and Lessons for Southeast Asia, ABD and The Asia Foundation (TAF)*.
6. *Reducing Carbon Emissions from Transport Projects*, IED/ADB
7. *NAMAs in the Transport Sector: Case studies from Brazil, Indonesia, Mexico and People's Republic of China*, ADB and IADB
8. *Rethinking Transport and Climate Change*
9. *Methodology for Estimating Carbon Footprint of Road Projects: Case Study: India*
10. *Retrofitting Sustainable Urban Development Practices: Urban Public Transport (Guangzhou BRT)*
11. *The Drive for Development: Impact Stores from Bhutan*
12. *Urban Public Transport: A Case Study of Public Private Partnerships in Beijing*
13. *Opportunities for value capture to fund public transport: A comprehensive review of the literature with a focus on East Asia*

2. Knowledge Sharing

20. The TCoP continues to increase its visibility and accessibility through the ADB transport website within adb.org. The website provides links to publications and reports prepared by the transport divisions. It also provides a snapshot of transport operations and outlines the themes that are being pursued. This website is currently being updated to reflect the new sector focus under STI.

21. **Internal.** With a membership of 150, the TCoP maintains the interest of members by providing a venue where interactions and useful exchanges of information take place, and provides access to suitable knowledge databases.

22. In 2010, the TCoP, in some cases in collaboration with other CoPs, hosted 11 knowledge events covering topics including urban transport, fuel economy, carbon financing, gender mainstreaming and monitoring carbon emissions. These seminars help disseminate best practices from the field, project information and new knowledge areas. The following list provides details of the title of the seminars, the presenters, and the timing:

1. GHG transport presentation. Presentation by Dr. Jurg Grutter, CEO, Grutter Consulting, 9 December 2010.

2. Sustainable Urban Mobility Initiatives in India. Challenges and Way Forward. Presentation by O.P. Agarwal, Senior Urban Transport Specialist, World Bank. Environment and Transport CoP Seminar: Sustainable Urban Transport Initiative in India, 15 October 2010.
 3. Vehicle Fuel Economy Standards in ASEAN. Presentation by Sophie Punte, CAI-Asia Center. 14 October 2010.
 4. Transport and Carbon Finance—World Bank Activities and Initiatives. Presentation by Holly Krambeck, World Bank Carbon Finance Unit. Joint Transport and Environment CoP Seminar, 14 October 2010.
 5. Gender Equity and Transport CoPs joint seminar: Gender mainstreaming in Cambodia's rural roads. Presentation by Karin Schelzig Bloom of the Cambodia Resident Mission, 5 October 2010.
 6. Measuring Carbon Emissions from Transport Projects. Presentation by Michael Replogle of the Institute of Transportation and Development Policy.
 7. International Road Assessment Programme. Presentation by Rob McInerney, IRAP, 6 August 2010.
 8. Health Impact of exposure to traffic related air pollution and co-benefits for climate mitigation and local environment benefits (Joint Seminar Environment, Health and Energy CoPs), 1 June 2010
 9. Supporting Sustainable Urban Transport, Air Quality, and Climate Change (Joint Presentation of Transport, Urban and Environment CoPs). Presentation by Roland Haas, GTZ, 27 April 2010
 10. Lagos BRT-Lite. Presentation by Robin Kaenzig, ITP, April 2010
 11. Urban Transport Strategy to Combat Climate Change. Joint EARD-TCOP Workshop, 26 February 2010
23. TCoP members also attended several bankwide thematic workshops/training as panelists/resource persons:
- Transport session for Climate Lunch and Learn event
 - PPP Days 2010 - case studies on transport
 - Advance Procurement and Project Management Forum - Roads
24. The TCoP has created an online transport database. Developed by the East Asia Transport Division, the transport e-library of best practices is now online. The e-library of transport best practices will provide ADB transport professionals with access to a searchable database of best practices in transport, including project papers, methods, policy documents and study findings from around the world. This will make it easier for staff to instill best practices in their work and will support knowledge sharing across ADB regions and countries, and between ADB and external sources of transport knowledge. This will be a useful tool for enhancing the performance of transport staff, for providing client support that is evidence-based, and for improving the quality of transport projects. The development of the e-library will support increased participation of ADB transport staff in the TCoP, as the database will be based on their recommendations for best practice documents, subject to appropriate screening procedures to ensure quality, and members will, in future, be able to propose additional documents for inclusion.
25. **External.** The TCoP encourages transport staff to attend knowledge-related events such as conferences and workshops to share information and experiences from ADB transport projects and maintain knowledge of international developments in the sector. External events also allow staff to build networks with recognized transport researchers and experts, and to learn from their experiences in fields that are considered

a priority within ADB's transport practice. The following conferences were attended with TCoP funding.

- 89th Transportation Research Board Annual Meeting, 10-14 Jan 2010, Washington - Yan Zong, G. Sugiyarto (from ERD)
- Multilateral Development Banks Meeting on Road Safety, 15-16 March 2010, UK, - Oleg Tonkonojkov
- How Sustainable is Transport, 12-13 Aug 2010, Brisbane - Sunil Mitra
- International Seminar on New Transport Technology and Policy for Global Green Growth, Seoul, 24 Aug 2010 - Tyrrell Duncan
- World Urban Transport Leaders Summit / PRC Public Transport System, 30 June - 1 July 2010 - Yan Zong
- 2nd International Convention on Rural Roads, 26-29 Oct 2010, Jinan, PRC - Charles David Salter
- UITP Asia Pacific Congress, 3rd International Conference on Public Transport Financing, 15-19 Nov 2010, Hong Kong - Arnaud Dauphin

26. The TCoP recognizes the importance of ADB representation in select meetings of transport experts. The following meetings and conferences were attended by TCoP members.

- Better Air Quality (BAQ) 2010, 9-11 November 2010, Singapore, Jamie Leather
- 12th Meeting of the UN Road Safety Collaboration, 5-6 Oct 2010, Geneva, Jamie Leather (to discuss plans for the Decade of Action for Road Safety 2011-2020)
- Fifth Environmentally Sustainable Transport (EST) Forum in Asia, 23-25 Aug 2010, Bangkok, James Lynch
- APEC Business Advisory Council Transport Safety Forum, 24 Aug 2010, Bangkok, Sharad Saxena
- Workshop on Future Support for Transport in the PRC, 5-6 July 2010, Changsa, Hunan, Tyrrell Duncan presenting ADB's STI
- ADB Sustainable Transport Initiative: Activities to Address Climate Change in the Transport Sector. Sustainable Low Carbon Transport, 9 June 2010, Bonn, Germany. Presentation by Jamie Leather.
- International Transport Forum's "Transport and Innovation: Unleashing the Potential," 26-28 May 2010, Leipzig, Germany, Antonio Andrea Monari (European Representative Office, Resident Director General)
- UN DESA's Forum on Climate Change Mitigation, Fuel Efficiency and Sustainable Development of Urban Transport, 16-17 March 2010, Seoul, Jamie Leather
- Delhi Sustainable Development Summit, 6-7 Feb 2010, New Delhi, Jamie Leather
- Transforming Transportation 2010 - Day 2: Next Steps After Copenhagen - Presentations, 15 January 2010, Washington D.C., Christopher W. McCormac (former NARO DG), Jamie Leather, Sharad Saxena

27. The STI Roadshow was rolled out in the last quarter of 2010 when key senior members of the TCoP met with the different executive directors, alternate EDs and

advisors of the ADB Board of Trustees. More activities are being planned to supplement these meetings to establish this much needed support for STI's implementation

28. **External Partnerships.** The TCoP collaborates with groups that help promote its goals. Under the auspices of the TCoP, ADB concluded strategic alliances with several key transport organizations in 2010. These include the following:

- **iRAP Foundation.** ADB and iRAP have agreed to work together to identify and implement road safety investment strategies that have strong social and economic returns across the bank's developing member countries in Asia and the Pacific. A Memorandum of Understanding (MOU) was signed in August 2010 by iRAP CEO Rob McInerney, and ADB Director General of Regional and Sustainable Development Xianbin Yao.
- **Korea Transport Institute (KOTI).** ADB and KOTI have agreed to work together to focus on low-carbon green growth in the transport sector. Through an MOU signed in March 2010, both organizations pledge stronger cooperation in knowledge sharing, capacity building, networking and exchange of staff. ADB and KOTI will also work together to promote public transport and non-transport modes, develop transport systems that facilitate cross-border trade, improve road safety, and provide access for the poor and marginalized groups in society. The MOU was signed by KOTI President Kee Yeon Hwang and RSDD Director General Xianbin Yao. Under the MOU in 2010, KOTI seconded an expert in urban transport to assist ADB in advancing urban transport under STI.
- **FIA Foundation.** ADB signed an MOU with the FIA Foundation for the Automobile and Society to promote safe and sustainable transport in Asia and the Pacific. Among the planned joint activities will be "helmet vaccine" initiatives in ADB developing member countries. The MOU was signed in May 2010 by FIA Deputy Director General Saul Billingsley and RSDD Director General Xianbin Yao during the 2010 Transport Forum. The signing was witnessed by ADB Vice President for Knowledge Management and Sustainable Development Ursula Schaeffer-Preuss and Make Roads Safe Ambassador Actress Michelle Yeoh.

29. **Professional Staff in International Organizations.** Several TCoP members are office bearers in international bodies such as the TRB (developing countries committee member, J. Leather), the HDM-4 (advisory committee member, T. Duncan), the gTKP (steering group member, D. Salter), and UN Commission for Sustainable Development (transport specialist, J. Leather). This places ADB in a strategic position where its experts are influential in determining directions for transport research and technical application, thereby leveraging ADB's ability to influence the development of sustainable transport across the region.

D. Resources

30. To strengthen ADB's role as a knowledge institution, the generation and dissemination of knowledge entails empowering and enhancing the scope of the CoPs. The capability of the CoP is enhanced by competent and interested individuals, and adequate funding to carry out its programs and activities.

31. In 2010, TCOP received a budget allocation of \$50,000, comprising \$25,000 for business travel, \$15,000 for staff consultants, \$1,000 for representation, and \$9,000 for other administrative expenses. This was used to finance staff travel to seven external events, consulting services to support development of the e-library of transport best practices, planning and coordination for the ADB Transport Forum, and other administrative expenses including printing of STI Operational Plan main document and an abridged version of the main document, purchase of rural roads publication entitled "Slope Engineering for Low Cost Mountain Roads in Humid Sub-tropics", single-user subscription to Indiastat Corporate Plus, and a small amount for TCOP representation expenses. Due to limited TCOP budget, RSID RETA and staff consultant resources were used to support sector analytical work and knowledge sharing and collaboration with other regional networks.

E. TCoP in 2011

32. The TCoP expects to become increasingly effective in 2011 as a result of the strategic direction it has established through STI.

33. Increased TCoP budget and possible additional financing through the STI can support increased participation of TCoP members in external conferences. The TCoP advisory teams should have more opportunities to identify important conferences and training that would be useful for enhancing the knowledge and capacity of their members.

34. The peer review process will be further strengthened and emphasized in 2011. With the acceptance and importance given to the peer review last year, the TCoP plans to continue to stress the importance of having experts within the transport community give their comments and inputs for all new projects. This will ensure that these new undertakings will be championing the overall focus established in the STI Operational Plan.

35. Another major activity for the TCoP in 2011 is the holding of STI roadshows to build up the Sustainable Transport Partnership Facility (STPF) to (i) provide a mechanism for partners to provide financing and expertise, including secondees, to support the STI; and (ii) act as a catalyst to support the preparation and implementation of innovative forms of support for sustainable transport within ADB operations. This is proposed to have an initial seed capital of \$20 million, with a target of \$100 million by 2012.

36. As part of the TCoP annual reporting procedures, each CoP is required to prepare a short report that (i) provides updates on the developments of the sub-area, (ii) identifies ADB achievements on the sub-area in the previous year, and (iii) identifies the challenges that ADB has to overcome to be effective in the sub-area.

37. The community will continue to release the quarterly TCoP newsletter. This will help provide the community with ready access to information about seminars and other transport related activities instead of sorting through different ADB and non-ADB sites for information.

38. The transport website will be further enhanced in its structure, content and possible inclusion of a transport blog.

III. MOVING FORWARD: TRANSPORT CoP AND THE TRANSPORT SECTOR

39. The TCoP plays a vital role in the alignment of ADB transport operations with Strategy 2020. The changing context for transport in ADB's developing member countries (DMCs)—rapid economic growth, rising incomes, population growth, trade and urbanization—requires a different approach to providing support for transport. The TCoP is the appropriate forum where these issues can be tackled as a collective effort of ADB's transport practice, and can ensure that ADB provides appropriate value-added support to DMCs.

40. ADB's major investments in transport since the 1970s underline its importance in enabling economic growth and poverty reduction in the region. The varying levels of development of each DMC require different approaches to provide appropriate transport solutions to attain sustainable development. The STI provides the framework to develop and improve transport operations to be more economically, socially, and environmentally sustainable.

The Sustainable Transport Initiative

41. With the approval of the STI Operation Plan in 2010, the Transport CoP will be working towards the establishment of the Sustainable Transport Partnership Facility (STPF) in 2011. The Fund is expected to help further the objectives of the STI in 2011 and beyond.

42. Another major activity of the STI in 2011 is to review the transport pipeline for 2011-2013 and assess how the proposed projects address key STI components. Also in store is the review of sector roadmaps also in relation to the STI.

IV. CONCLUSIONS

43. With the signing of the STI in 2010, the Transport sector is now geared to implement the operational plan it has put into place. With additional resources, support and recognition of the STI plan, the TCoP will be better equipped to ensure the execution of its 2011 goals.

44. The roll-out of the STI operational plan is significant to the TCoP and to ADB transport operations as it aligns these with Strategy 2020. Its implementation will challenge ADB transport staff to improve upon the ways that transport operations are carried out. STI implementation will make available the expertise, financing, and other resources that are needed to build an enhanced portfolio of lending and technical assistance for sustainable transport.