JICA’s approach for realizing sustainable transport infrastructure and services in Asia

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KOIZUMI Yukihiro
These situation causes negative impact on climate change.

[Links to original sources: https://m.vietnamnet.vn/en/sci-tech-environment/vehicles-large-contributors-to-hanoi-s-air-pollution-563353.html]
In general, the share of public transport will decline as urbanization progresses, if no measures are taken.

In Jakarta, the share of public transport was 42.2% in 2002, but dropped to 4.8% in 2018.
PM 2.5 in Delhi is more than 70 times the WHO standard.

https://natgeo.nikkeibp.co.jp/atcl/news/16/111100430/?ST=m.m.news

Equivalent to smoking 2 packs of cigarettes a day

(Source) WHO Report: http://apps.who.int/iris/bitstream/10665/69477/1/WHO_SDE_PHE_OEH_06.02_eng.pdf
Smooth and safe mobility of people and goods helps economic growth in developing countries.

Reducing emissions from automobiles, which account for 40% of the sources, is inevitable for effective action for climate change.

JICA’s Approach on Transport sector

By realizing smooth and safe mobility of people and goods, to promote economic and social development, and by promoting modal shift, to contribute to realize carbon neutral society.

**Pillars**
- Global Network
- Maritime Security
- Road Asset Management
- Road Safety
- Urban Public Transportation

**SDGs**
- 9.1 Infrastructure
- 11.2 Accessibility
- 3.6 Traffic safety
- 13 Climate Change
In addition to fuel conversion and energy efficiency improvement, modal shift is one of the effective means for climate change countermeasures in transport sector.

In particular, rail transit is extremely effective as a measure against climate change.
CO2 reduction effect

HCMC Line 1 would reduce **40%** of CO2 emission

(Source) Data collection survey on development of measurement, report and verification system in urban railway sector in Vietnam

Number of cities without rail transit

Only one third (1/3) of the Cities with 3million or more population has rail transit.

<table>
<thead>
<tr>
<th>Area</th>
<th>Population of the city</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3-5 mil</td>
<td>5-10 mil</td>
</tr>
<tr>
<td>Asia</td>
<td>27 (11)</td>
<td>23 (16)</td>
</tr>
<tr>
<td>Africa</td>
<td>16 (7)</td>
<td>4 (1)</td>
</tr>
<tr>
<td>America</td>
<td>17 (15)</td>
<td>10 (9)</td>
</tr>
<tr>
<td>Europe</td>
<td>5 (5)</td>
<td>4 (4)</td>
</tr>
<tr>
<td>Oceania Middle East</td>
<td>12 (4)</td>
<td>2 (0)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>77 (42)</strong></td>
<td><strong>43 (30)</strong></td>
</tr>
</tbody>
</table>

※Rail transit includes MRT, LRT and Trams

(Source) https://stats.oecd.org  UN WUP (United Nations World Urbanization Prospects)
JICA will focus on developing rail transit in cities with a population of 3 million or more.

JICA continues to conduct seamless support from M/P, F/S stage to operation/management stage.
JICA’s support on Rail-transit

Technical Cooperation

- Human Resource Development in Philippines

ODA Loans

- Urban railway construction project in Thailand

ODA Grants

- Providing Operating Control Center for Myanmar Railways

Public-Private Partnerships

- Study for Improvement of bus operation in Vietnam
Mobility Management (1)

Workshops for residents near bus stops

Collecting a series of stamps event on Bus Free Day

How to get the bus for Children

Lots of tools are made for MM Activity
Mobility Management Handbook (For Participants)
Mobility Management Handbook (For Stakeholders)
Let’s work together for realizing EST

Green color shows countries where JICA’s support in railway sector (both completed and on-going)