

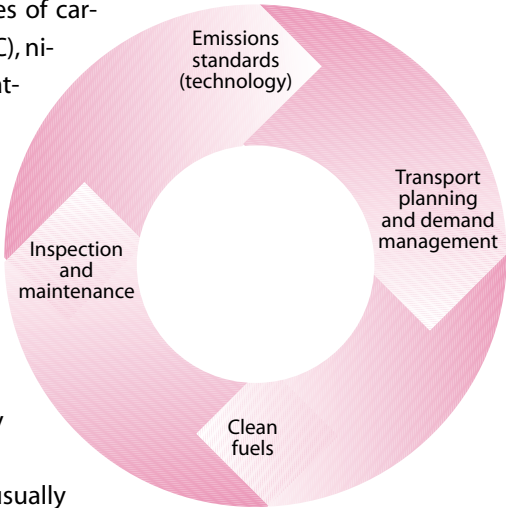
Introduction

These *Transport Planning Policy Guidelines* summarize the most important policy conclusions on the role of transport planning and demand management in reducing motor vehicle air pollution. These conclusions were arrived at during Asian Development Bank's (ADB) Regional Workshop on Transport Planning, Demand Management and Air Quality held on 26–27 February 2002 in Manila, Philippines.

Motor vehicles emit large quantities of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), fine particulate matter (PM) and lead (Pb). Each of these, along with secondary by-products such as ozone, can cause serious adverse effects on human health and the environment. Because of the growing vehicle population and high emission rates from many of these vehicles, serious air pollution and health problems have become increasingly common phenomena in modern life.¹

Reducing vehicle source pollution usually requires a comprehensive strategy. Generally, the goal of a motor vehicle pollution control program is to reduce emissions from new and in-use motor vehicles to the degree reasonably necessary to achieve healthy air quality as rapidly as possible. Failing that for reasons of impracticality, the goal is to meet the practical limits of effective technological, economic, and social feasibility. A comprehensive strategy to achieve this goal includes four key components: (i) increasingly stringent emissions

Figure 1
Elements of a comprehensive vehicle pollution control strategy



standards for new vehicles, (ii) specifications for clean fuels, (iii) programs to assure proper maintenance of in-use vehicles, and (iv) transport planning and travel demand management. These emissions reduction goals should be achieved in the most cost-effective manner available. Figure 1 illustrates these four components of the integrated strategy to reduce vehicle emissions.