

Notes

- ¹ For a more detailed discussion of the health impacts from motor vehicle pollution, see the separate book entitled Appendix on the Adverse Health and Environmental Effects from Vehicle Emissions.
- ² The exception is nitrogen oxides (NO_x) that normally tend to increase with vehicle speed.
- ³ Particulate Matter (PM), in general, is referred to as Total Suspended Particulates (TSP). Finer particulates commonly characterized as less than 10, 2.5 and 1.0 microns are referred to as PM_{10} , $\text{PM}_{2.5}$ and $\text{PM}_{1.0}$ respectively.
- ⁴ Tamplin, Steve. 2002. *The Politics of Public Health*. Presentation for Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February.
- ⁵ Benkhelifa, Fouzi, Tran Quan Cu, and Nguyen Le Truong. 2002. *Air Pollution and Traffic In Ho Chi Minh City*. Paper presented at the Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February.
- ⁶ Norbeck, J.M., J. Lents, and M. Barth. 2002. *Integrating Transportation and Emissions Modeling*. Paper presented at the Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February; Tierney, G. 2002. *Modeling Mobile Source Emissions*. Paper presented at Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February 2002, Manila.
- ⁷ Since 1975, there has been a road pricing scheme known as Area Licensing Scheme (ALS) operating in the city centre. An area of 725 hectares was designated as a Restricted Zone (RZ). The RZ was demarcated by the presence of 33 overhead gantry signs at the entry points to it. During the hours of operation, 7.30 am–10.15 am on Mondays to Saturdays and 4.30 pm to 6.30 pm on Mondays to Fridays, vehicles other

than public scheduled buses and emergency vehicles were restricted from entering this RZ. To enter, they needed to purchase and display an area license on their windcreens. These were available as monthly or daily licenses and could be purchased from booths or selected post offices but not at entry points to the RZ. The ALS was very successful in containing traffic congestion. However, it was labor intensive and not flexible enough to enable easy extension. Thus, the government decided to pursue the development of an automated alternative via electronic road pricing (ERP) to replace the present manual system. A pilot version of ERP commenced in April 1998 with full operation by October 1998.

- ⁸ Breithaupt, M. and K. Fjellstrom. 2002. *Transport Demand Management: Towards an Integrated Approach*. Paper presented at Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February.
- ⁹ Uranza, Rogelio. 2002. *The Role of Traffic Engineering and Management in Metro Manila*. Paper presented at Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February.
- ¹⁰ Gwilliam, K. and M. Kojima. 2002. *Urban Transport Policy and the Environment*. Paper presented at Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February.
- ¹¹ GTZ has been working with the Provincial Government of DKI Jakarta as part of its Travel Demand Management Project to develop and implement such procedures.
- ¹² Menon, G. 2002. *Travel Demand Management in Singapore*. Paper presented at the Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February.
- ¹³ Breithaupt, M., and K. Fjellstrom. 2002. *Transport Demand Management: Towards an Integrated Approach*. Paper presented at Regional Workshop on Transport Planning, Demand Management and Air Quality. ADB, Manila, 26–27 February.