

## TECHNICAL ASSISTANCE COMPLETION REPORT

Division : Sustainable Infrastructure Division

TA No., Country and Name			Amount Approved: \$500,000	
TA 6416-REG: A Development Framework for Sustainable Urban Transport			Revised Amount: \$720,000	
Executing Agency: Asian Development Bank		Source of Funding:  TASF-Others; DFID- funded Global Transport Knowledge Partnership, and South East Asia Community Access Program	Amount Undisbursed:  \$68,909.22	Amount Utilized:  \$651,090.78
TA Approval Date: 6 Nov 2007	TA Signing Date: N/A	Fielding of First Consultant: 1 Feb 2008	TA Completion Date Original: 31 Aug 2008  Account Closing Date Original: 31 Aug 2008	Actual: 30 Jun 2010  Actual: 31 Aug 2011
<b>Description</b> Rapid urbanization, rising incomes, and rapid growth in motorization have worsened traffic congestion in DMC urban areas. As vehicles increased, so have the consumption of oil-based fuels and the generation of greenhouse gases. Among the results are more pollution, environmental degradation, and a declining quality of life in the cities. Faced with a deteriorating quality for life, governments often turn to instant solutions to design their way out of problems through isolated, large-scale capital projects which lack strategic vision, coherent policies, or credible programming—all of which are fundamental requirements for sustainable urban transport. In view of this situation, this regional technical assistance aimed to (i) provide a vision with directions for sustainable transport, and (ii) develop a strategic regional level framework for sustainable urban transport. The strategic-level framework will serve as an objective basis for developing sustainable transport systems, thus ensure sound transport planning, policy and programming for the city.				
<b>Expected Impact, Outcome and Outputs</b> The expected TA impact was promotion of sustainable development through sustainable transport systems in the region. The expected TA outcome was an improved way in which cities address and provide for the increasing demand for travel by utilizing long-term visions and packaged programs of sustainable transport systems that move people, goods, and services efficiently. Expected key outputs were a vision and a strategic regional level development framework that will help DMCs in developing holistic urban transport solutions to meet the growing demand for travel.				
<b>Delivery of Inputs and Conduct of Activities</b> The consultants were engaged in accordance with ADB's <i>Guidelines on the Use of Consultants</i> . The primary TA inputs and consulting services were adequately formulated. Three international individual consultants were engaged to carry out an in-depth study of the policy requirements, institutional capacity and financing structures of urban transport systems as basis for holistic sustainable urban transport development. Key tasks included: (i) review of existing city level case studies, policy papers and other references, (ii) development and validation of the policy agenda, and (iii) review of sector financing in light of the proposed overall approach to urban transport sector management. All the consultants were highly competent in delivering the inputs and conducting the activities. The reports were produced timely and were of high quality.				
Through a change of scope and cofinancing support from the United Kingdom's Department for International Development Global Transport Knowledge Partnership and the South East Asia Community Access Programme, the TA provided additional resources that allowed participation from a larger range of DMCs in a regional workshop held back-to-back with the 1 <sup>st</sup> ADB Transport Forum to disseminate the TA outputs and findings. Following completion of the TA's major outputs, the remaining TA funds were utilized to conduct additional small-scale studies on key urban transport areas.				

The original scope of the TA required 12 person-months of individual international consulting services. At the time of completion, actual consulting inputs utilized were 18 person-months including the additional consulting inputs for selected city case studies on parking and walkability. The ADB TA Supervising Team provided clear directions to the consultants during the course of TA implementation. Overall, ADB's performance as the Executing Agency was satisfactory.

#### **Evaluation of Outputs and Achievement of Outcome**

The TA produced excellent outputs as envisaged under the original terms of reference. The final report provided a comprehensive analysis of issues and options for developing a clear vision and a strategic regional development framework for sustainable urban transport to help DMCs and cities identify and implement needed policy updates and institutional capacity building, and assist with the financing of transport infrastructure and public transport systems. In addition, the TA formed an important component of ADB's Sustainable Transport Initiative aimed at delivering integrated transport solutions to ensure inclusive and sustainable economic growth. The ADB Transport Forum gathered various stakeholders to present and discuss the core messages from the study and enabled policy dialogue and sharing of experiences. The final ADB publication, *Changing Course: A New Paradigm for Sustainable Urban Transport*, and the related brochure were disseminated bank-wide and uploaded on ADB's website, <http://www.adb.org/documents/Books/Paradigm-Sustainable-Urban-Transport/new-paradigm-transport.pdf>.

With support from the TA, other knowledge products entitled *Walkability and Pedestrian Facilities in Asian Cities*, and *Parking Policy in Asian Cities* were produced. These studies enhanced the achievement of the major objective and outcome of the TA and contributed to building the knowledge base to address the gap in these areas to boost the development of holistic sustainable transport solutions for Asian cities. In terms of achieving the outcomes, the TA's outputs are assessed as useful and highly relevant.

**Overall Assessment and Rating** The TA provided a strategic vision and development framework which gives a workable, step-by-step blueprint to address the growing urban transport problems. The TA outputs enhanced ADB's ability to engage in policy dialogue with DMCs and deliver lending and TA projects in key areas of operations.

Overall, the TA is rated as successful.

#### **Major Lessons**

The TA highlighted the importance of policy measures and strategies in support of sustainable transport in maximizing the impact of ADB support in the transport sector. The TA demonstrates that knowledge generation and sharing is important to help formulate a common understanding amongst ADB staff of the challenges facing the transport sector and to develop consensus on ADB's future support in this area which is now manifested in the Sustainable Transport Initiative.

#### **Recommendations and Follow-Up Actions**

Based on the findings of the TA, ADB should:

- Continue awareness raising and capacity building to leverage further support for sustainable transport projects from DMCs and other stakeholders;
- Develop a pipeline of projects in the transport sector which are in line with sustainability goals; and
- Provide support to regional departments to scale up the implementation of such projects, e.g. through the new transport cluster TA<sup>1</sup> approved in December 2011.

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<sup>1</sup> Cluster TA 0009-REG: Implementation of Sustainable Transport in Asia and the Pacific, approved on 2 December 2011, for \$6.698 million.