8TH EAST ASIA SUMMIT HIGH-LEVEL SEMINAR ON SUSTAINABLE CITIES

Improving public bus services and Non-Motorised transport in Bangkok

Thematic sessions B3: Sustainable Transportation and Metropolitan

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Project Technical Officer
ASEAN-German technical cooperation project
"Energy Efficiency and Climate Change Mitigation in the Land Transport Sector in the ASEAN Region"

09 February 2017
Le Meridian Chiang Rai, Thailand

Implemented by

About GIZ

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH –
German International Cooperation

- GIZ's purpose is to promote international cooperation for sustainable development – supporting the objectives of the German Government
- Operations in 130 countries and employs 17,000 staff

Implemented by

GIZ and Sustainable Transport

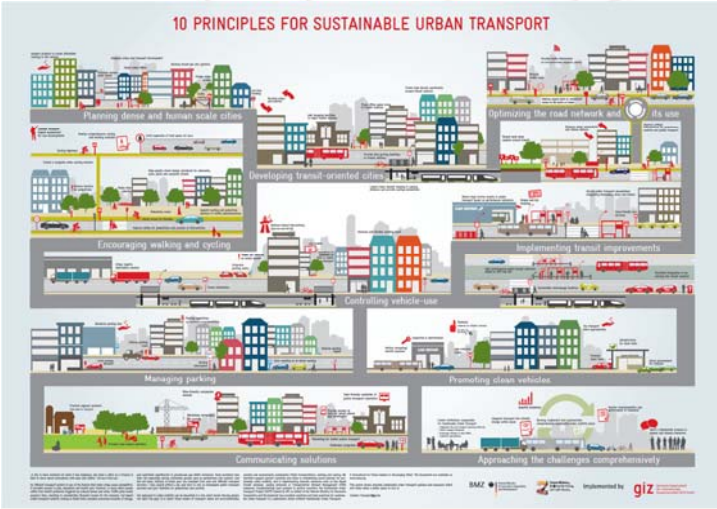
Transport Policy Advisory Services

SUTP
- supports developing cities through the
- dissemination of best practice, policy advice and capacity building
- rich information platform, expert dialogs, advisory services.

CAPSUT. Capacity Building in Sustainable Urban Transport
- capacity building in sustainable urban transport
- open platform, to announce its non–commercial trainings
- training related documents in the area of sustainable urban transport.

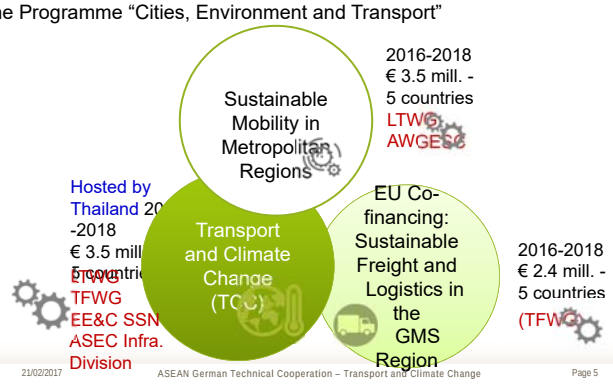
German Partnership for Sustainable Mobility
- guide for sustainable mobility and green logistics solutions from Germany.
- platform for exchanging knowledge, expertise, experiences
- network of information from academia, businesses, civil society and associations.

International Fuel Prices
- comprehensive information on fuel prices and regulation available to a wide audience, thereby enabling a more transparent and efficient policymaking.



GIZ and Sustainable Transport

The Programme "Cities, Environment and Transport"



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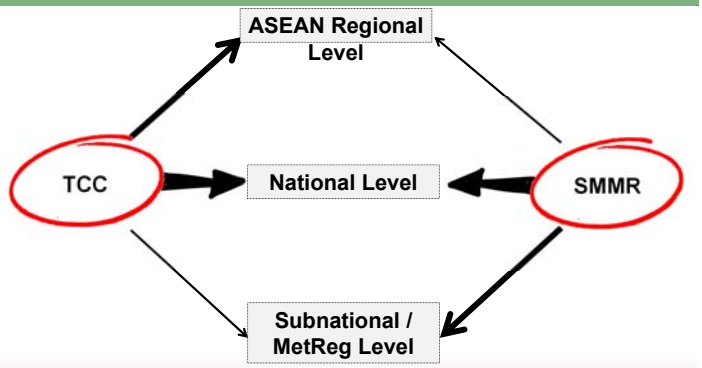

Main Activities of TCC in Thailand

Fuel Efficiency policy study

MRV

Stocktaking Report

nama

Transport NAMA development

Policy Gaps analysis study

Improving public bus services and Non-Motorised transport in Bangkok

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http://www.manager.co.th/asp-bin/Image.aspx?ID=2821119

http://www.iurban.in.th/wp-content/uploads/2011/11/bkk-bike-lane-1.jpg

Improving public bus services and Non-Motorised transport in Bangkok

Motorcycle taxi and Tuk-Tuk stat

Improving public bus services and Non-Motorised transport in Bangkok

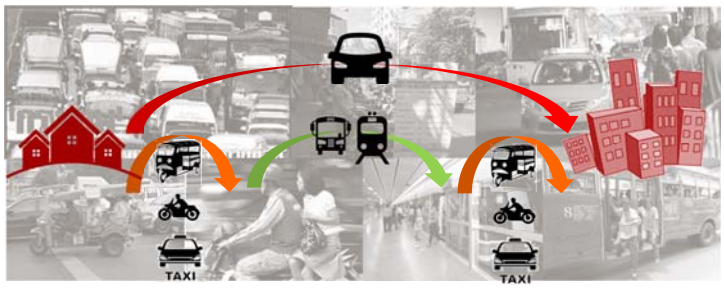
Problems of taking public bus in Bangkok

http://goo.gl/nxCkjy

http://goo.gl/kJdkQB

Improving public bus services and Non-Motorised transport in Bangkok

Baseline

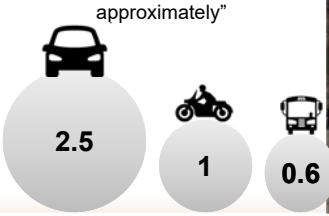


Existing means of passenger transport in urban are

Improving public bus services and Non-Motorised transport in Bangkok

Greenhouse gas emission from Land transport

" Transportation of a person in one year with 12,000 kilometers will emit greenhouse gas approximately"



Improving public bus services and Non-Motorised transport in Bangkok

Aims and scope of work..

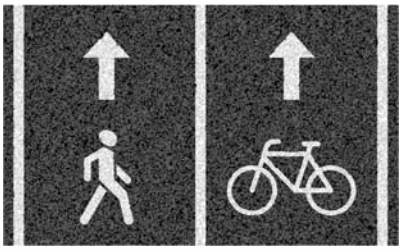
1. Optimise the bus system and its management,
2. Shift access modes to public transport stations and other short trips from motorised to non-motorised transport
3. Increase public transport ridership by improving the connectivity between NMT, buses and rail-based public transport

"Implementation in Bangkok and Metropolitan Area and other cities in Thailand"

"Two phases: 2016 – 2020 with international support, and full-scale implementation from 2021 to 2025"

Improving public bus services and Non-Motorised transport in Bangkok

Concept "People-centred Urban Transport in Thailand"



National Policy Framework promoting Bus and NMT as feeder modes

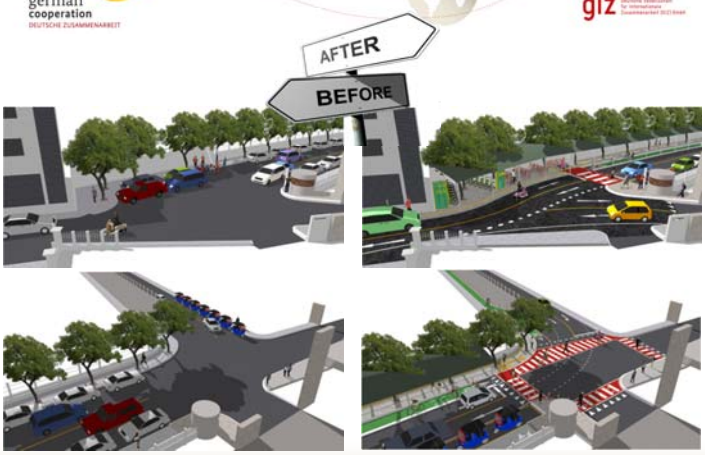
	Bus Public Transport Management		Non-Motorized Transport Accessibility	
Infrastructure	Improved bus stations	Dedicated bus lanes / BRT	Cycling (Parking, bike lanes, unblocking sois)	Walking (PT stations, Street crossings, sidewalks, cover and shared road concepts (speed limits,
Regulation & Planning	Bus route optimization and institutional reform	Bus priority measures	Parking management and pricing	Accessibility of footpaths (vendors, objects)
Information & Communication	Real time traffic information	Branding and awareness	Awareness Campaigns (benefits and branding of PT and NMT)	'NMT-friendly Neighborhood' (Branding, events)

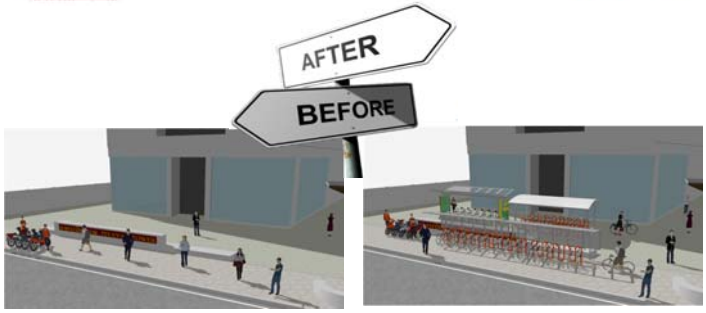
Strengthening of Data and Monitoring (MRV)

Pilot area for the development of good walking and cycling neighborhood

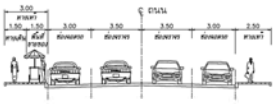
Phahonyothin 7 (Soi Ari)

- lanes for the improvement of bike lane and sidewalk
- Bike rack
- Pun Pun station

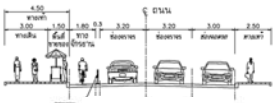




Example designed for the geographical



Before NAMA implementation



After NAMA implementation

The design of bus routes and infrastructure for public transport connectivity

http://goo.gl/FUp87U

http://goo.gl/AArnnu

New BMTA's buses which is compatible to environmentally friendly fuel

http://goo.gl/MDkdBR

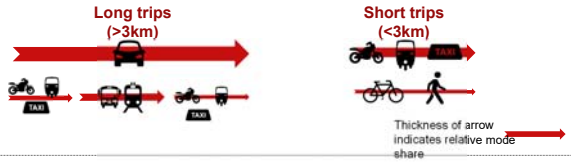
Integrated ticket

http://goo.gl/cnnDYK

Benefits of NAMA in Transport sector

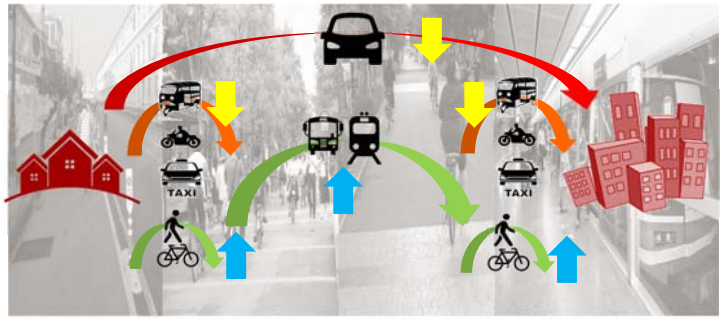
- Health, due to better air quality and exercise
- Liveability, due to better walkability, less disruption by cars and noise
- Reduced congestion
- Better accessibility for all citizens including poor and aged
- Resource efficiency and reduced oil consumption
- Economic: less need to build roads
- Greenhouse gas emission reduction
- Transformational change

Current Mode Split (Baseline)



Mode Split after NAMA

Means of passenger transport (after NAMA implen



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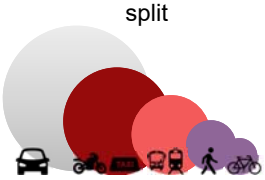
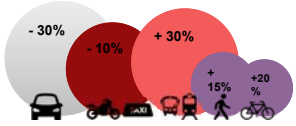
Current modal split

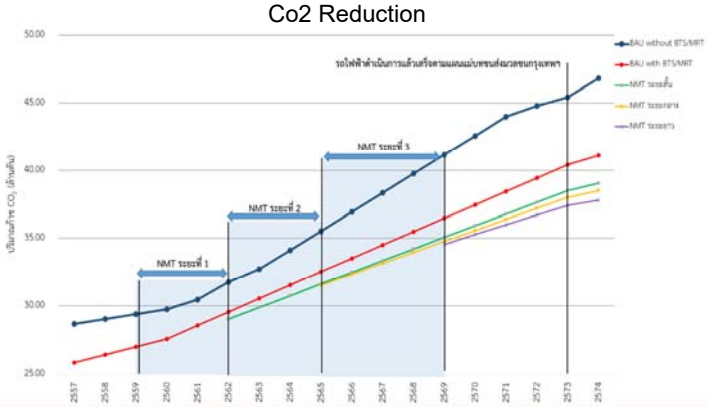


Modal split after t-NAMA



Preliminary calculations based on conservative assumptions indicate an emission reduction potential in the range of 0.3 – 0.7 MtCO2 per year in 2025.

Co2 Reduction



Expected greenhouse gas emission reduction (rough calculation)

Activities for greenhouse gas emission reduction	The estimated greenhouse gas emission reduction in 2030* (million ton CO_2)
1) Urban Public Transport Connectivity by Non-Motorised Transport (NMT)	0.05 – 0.3
2) Public transport management	0.1 - 0.7
Total	0.1 – 1.0

* The estimated figures are obtained from rough calculation, studies are required for more accurate estimation.

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Conclusion

- This concept can be replicated to new construction public transit lines in the future
- Need the improvement in all aspects: Infrastructure, Regulation and planning and Information and communication
- Need cooperation from various stakeholders
- Need to raise public awareness to people

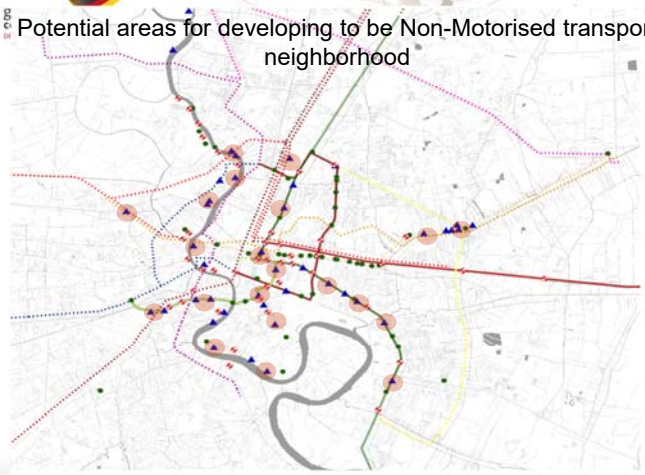
Rail transit network master plan in Bangkok

The number of station according to rail network master plan (after adjusted gray line)

Interchange station : 52 stations

non-interchange station : 222

Potential areas for developing to be Non-Motorised transport neighborhood



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Improving Public Bus Service and Non-Motorised Transport in Bangkok
A Study for the Thailand Mobility NAMA
October 2016

Scan QR code for download the fu

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THANK YOU

for your kind attention!

For more information, please visit
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