

Seamless Transport Policy:

Institutional and Regulatory Aspects of Inter-Modal Coordination

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Transport Policy

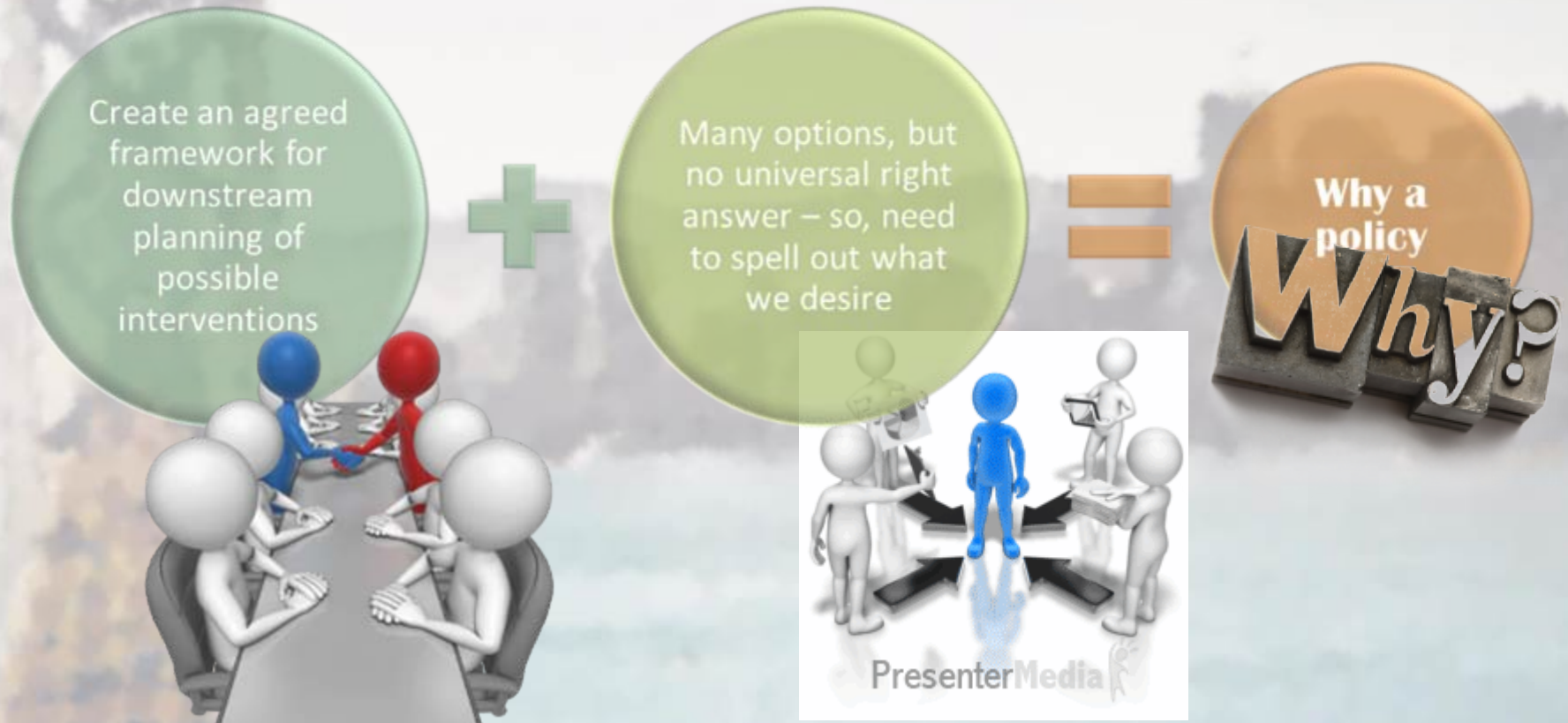


Transport policy making towards service delivery to end users, in both freight and passenger transport

The emphasis on efficiency, to both improve services and contain demands on public spending

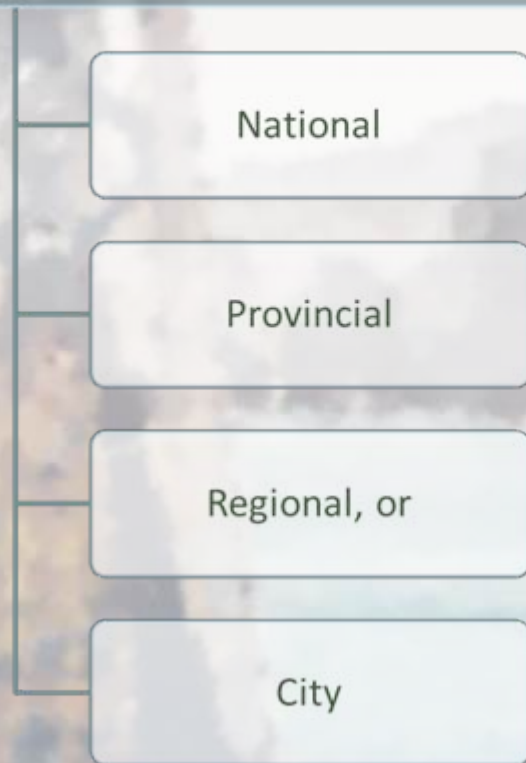
Inter-modal transport policy utilises the most efficient mode for the journey.

Why a Policy

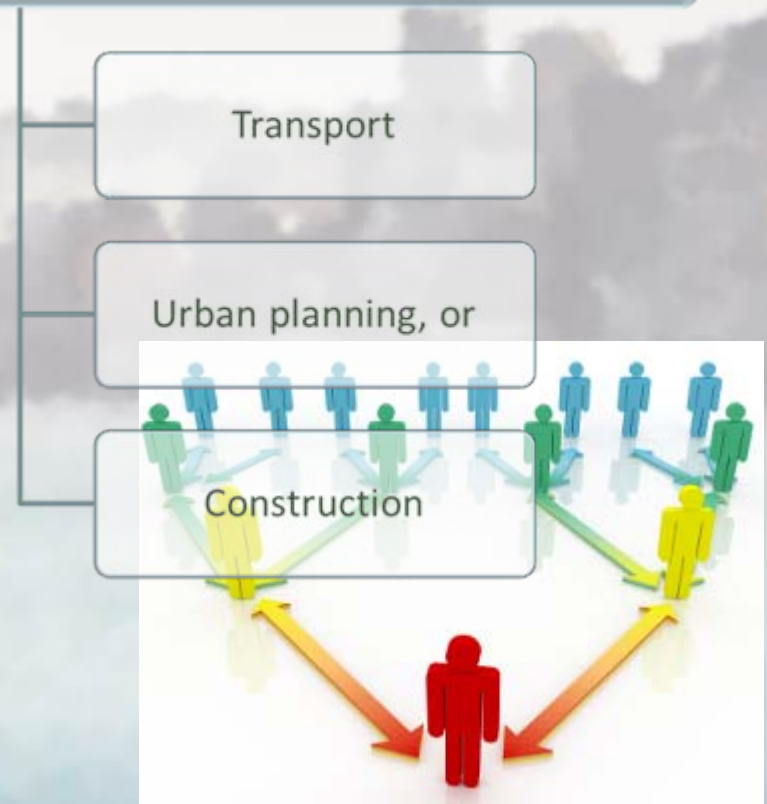


Governance

Which level of Govt. should be responsible for urban transport



Which sector should lead the effort



Governance

Typically the local government should be responsible. However, in certain situations higher levels of government take charge:

- Financial strength
- Lack of capacity at the local level
- Multiple jurisdictions are involved
- Economies of scale



Tends to depend on stage of urbanization

- At incipient stages – need to build physical infrastructure
- At slightly advanced levels, integration of transport planning with land use planning is critical
- At more mature levels, the complexities of transportation planning pre-dominate

Institutional Frameworks



Institutional Frameworks

- Institutional organisation, and the location of decision-making authority for intervention in the transport sector, is fundamental to inter-modal coordination.
- Transport sector policies are the responsibility of a single transport ministry. Ministries of finance usually retain responsibility for most of the taxes on transportation.
- This overall responsibility for transport policy under a single Minister facilitates inter-modal coordination.

Institutional Frameworks



India and China

- India and China have multiple transport sector ministries, In China some integrated with a state enterprise providing the majority of services in their sub-sector.
- This arrangement makes distinguishing between the public interest and the narrower interests of the transport operator difficult.
- Inter-modal policy coordination tends to be the responsibility of no institution under such arrangements.

Case Study Box

*Coordination of Planning between different levels of government in metropolitan areas
Zurich, Switzerland*

Experienced a decade or so of conflict
between city and regional plans for land use
and transport in the 1980s and

change in policy. The end result is a good example of inter-

2001 Mobility Plan was based on:

mobility, with operational transport chains,
management and consulting services for sustainable transport
of public transport for all purposes,
of walking and cycling,
management by regulation,
traffic and land-use planning



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