

# ENERGY AND ENVIRONMENT SUSTAINABLE TRANSPORTATION AND MOBILITY

## STUDENT GROUP 1

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ASEAN's unprecedented and rapid economic and population growth have led to a surge in greenhouse gas (GHG) emissions in recent years. To reduce GHG emissions, more effort should be exerted towards the transportation sector which accounts for 23% of the world's CO<sub>2</sub> emissions. Investing in green technology, integrated urban planning and enhancing public transportation are few of the many methods a nation can employ in a move towards sustainable transportation and mobility. We, as Hitachi Young Leaders, choose to focus our efforts on gaining a greater understanding of public transportation infrastructure in the ASEAN countries and hence propose strategies to enhance urban public transportation. Since ASEAN's varied economies and transport-infrastructure development stages call for differentiated approaches towards the respective constituent nations, we categorize the ASEAN countries' development into three phases.

The first phase plan addresses cities lacking a Mass Rapid Transportation (MRT) system - such as Jakarta and Hanoi. For these cities, it is crucial to adopt a two-pronged approach - introducing MRT, while simultaneously enhancing existing mass transportation, as interim measures. The second phase plan is applicable to cities - such as Manila and Bangkok - which may have the MRT system, but it is still insufficient in many aspects. For these economies, the public transportation needs to be developed to be more efficient while accommodating a higher capacity of ridership. The third phase plan applies to cities which presently have sufficient public transportation - such as Tokyo and Singapore. These cities need to employ a relentless attitude towards continuing integrated urban planning, while leading the sustainability movement by improving energy-efficiency and implementing eco-friendly technologies.

All in all, nations seeking sustainable transportation and mobility should pursue differentiated strategies based on their present transportation-infrastructure development stages. Moreover, regional integration - in terms of technology transfer or public private partnerships, etc. - is instrumental in achieving sustainability goals. Moving forward, countries - regardless of development phase or membership in ASEAN - require a sustainable long term strategy with clearly-defined goals, addressing the nation's future needs while learning from its own, and other nations' past experiences.

