

ENERGY AND ENVIRONMENT SUSTAINABLE TRANSPORTATION AND MOBILITY

STUDENT GROUP 1

Team Members:

Haritini Mulyawan
Indonesia
Donald Anak Stephen
Malaysia
Mark Andrew G. Copuyoc
The Philippines
Akanksha Batura
Singapore
Poapatchara Kaewsarn
Thailand
Nguyen Ngoc Quynh
Vietnam
Yuta Watabe
Japan

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 CO₂ 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.

