

Equity in Thai Transport System

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Mahidol University

Roundtable Meeting on
Sustainable Transport Development Aspect in Thailand:
Transit-Oriented Development (TOD), Equity and the
environment

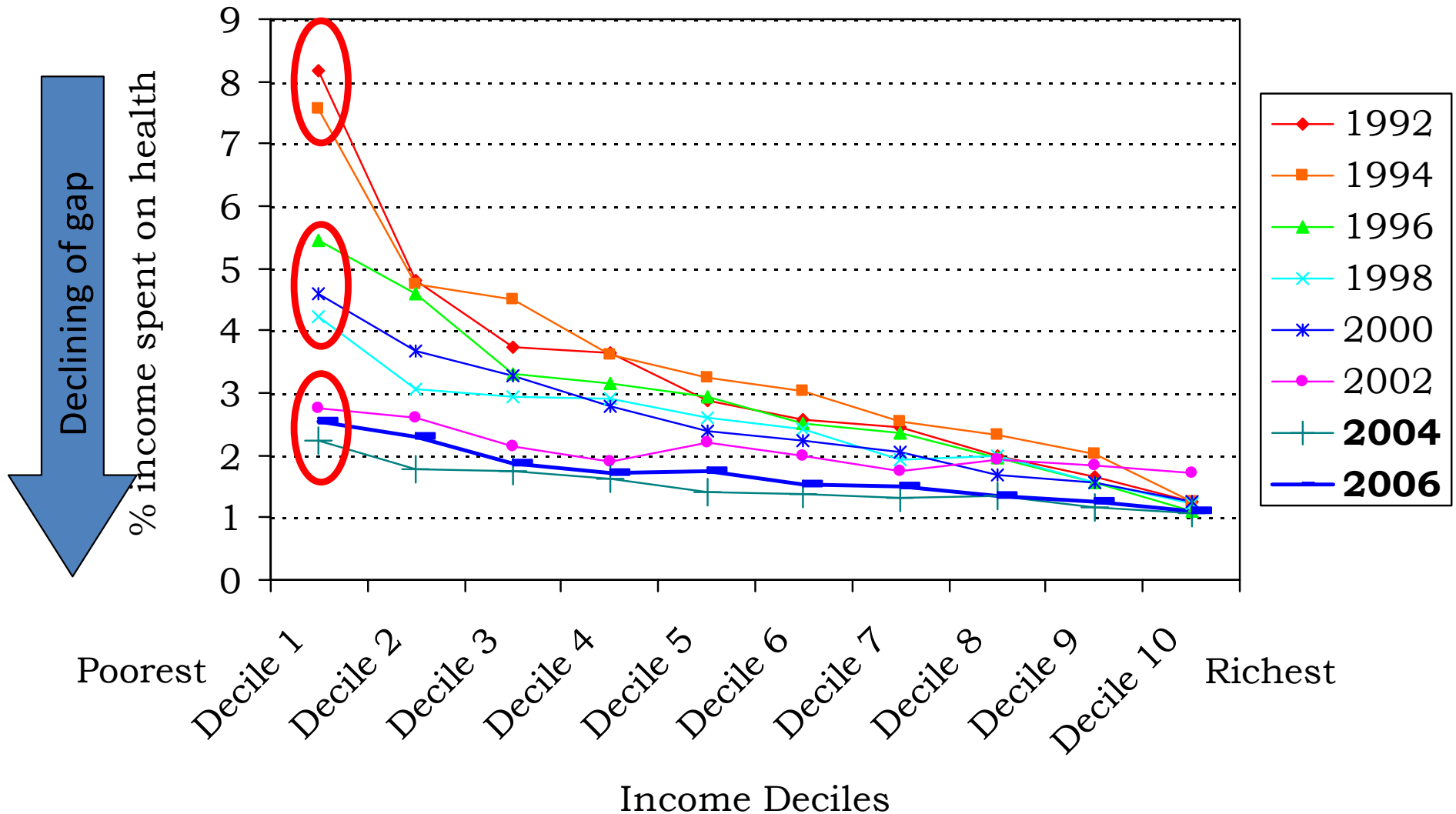
4 June 2010

Asian Transportation Research Society in cooperation with Office of
Transport and Traffic Policy and Planning (OTP)

Epidemic of violence from perceived unfairness



Improved fairness of financial contributions



Source: Socio-Economic Survey 1992 - 2006 conducted by NSO.

Who gain! who lose! in automobile dependent LTS





After completion, roads serve primarily the minority who can afford to drive, while the poor continue to rely heavily on walking and headloading

BMJ

No 7346 11 May 2002

41% in urban

Death tolls from RTI on Thai road

- 13,000-25,000 deaths per year
- 1.5- 2.9 / hour
- 70-80% motorcyclists
 - 77% head injuries

War on the roads

6/10/2010

Paibul S.

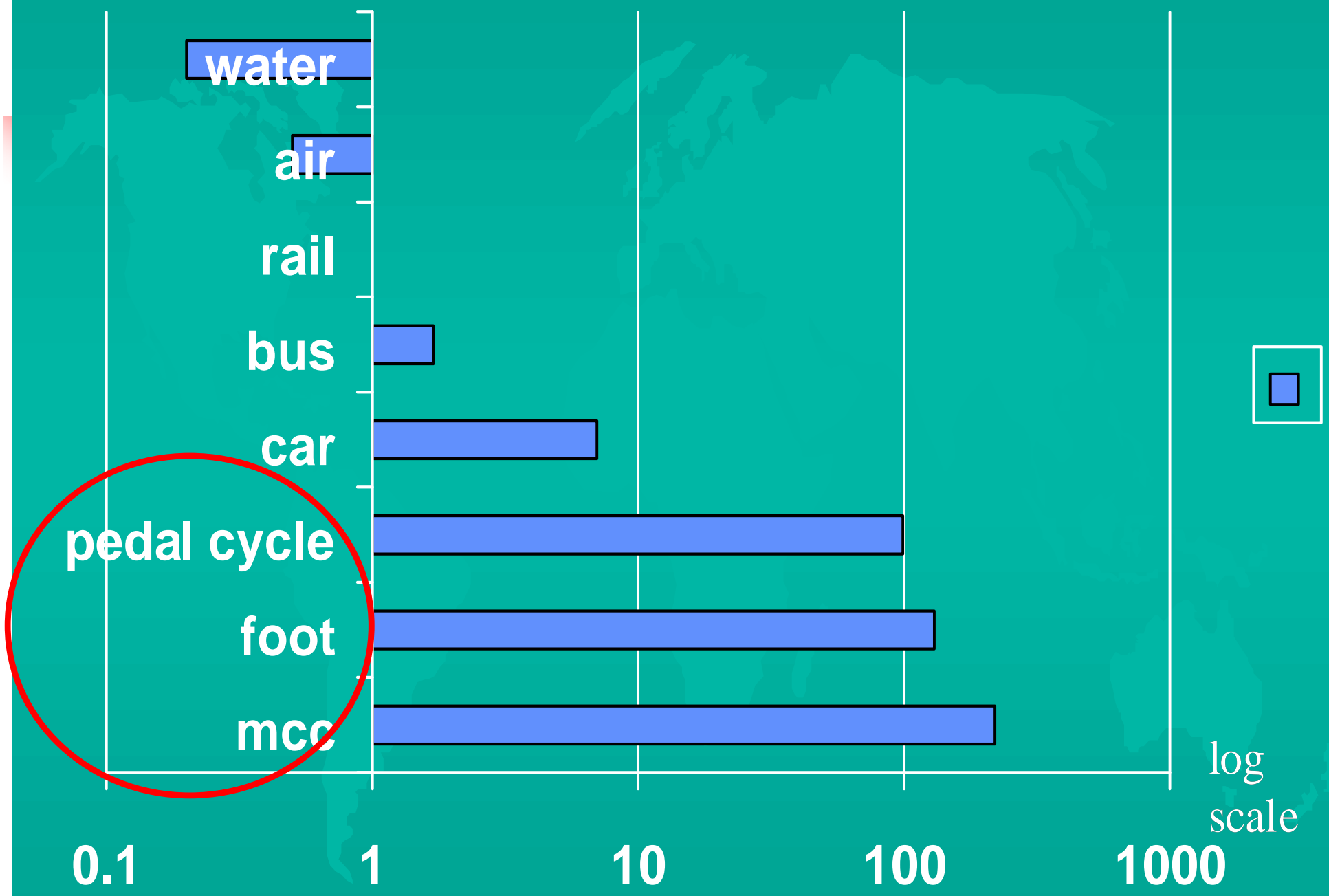


Do they have a choice?

The residential sois of Bangkok are jammed with traffic and there are few places to walk or ride safely



Risk of death by distance travelled, 1995



log scale

Stop the tunnel and flyover ! Fix the big picture



ไม่เอาอุโมงค์ :
ชาวบ้านในเขต
เทศบาลนคร
ขอนแก่น จังหวัด
ขอนแก่น ชื่นปาย
แสดงความไม่เห็น
ด้วยและคัดค้าน
นโยบายสร้างอุโมงค์
ลอดถนนแก้ปัญหา
จราจรแออัด
บริเวณถนนมะลิวัลย์
ตัดกับถนนมิตรภาพ
โดยใช้งบประมาณ
400 ล้านบาท โดย
นางสาวจะนางบ
บดังกล่าวไป
ระบบการ
จราจรทั้งระบบ 9
จะดีกว่า

Aftermath of ignoring the voices

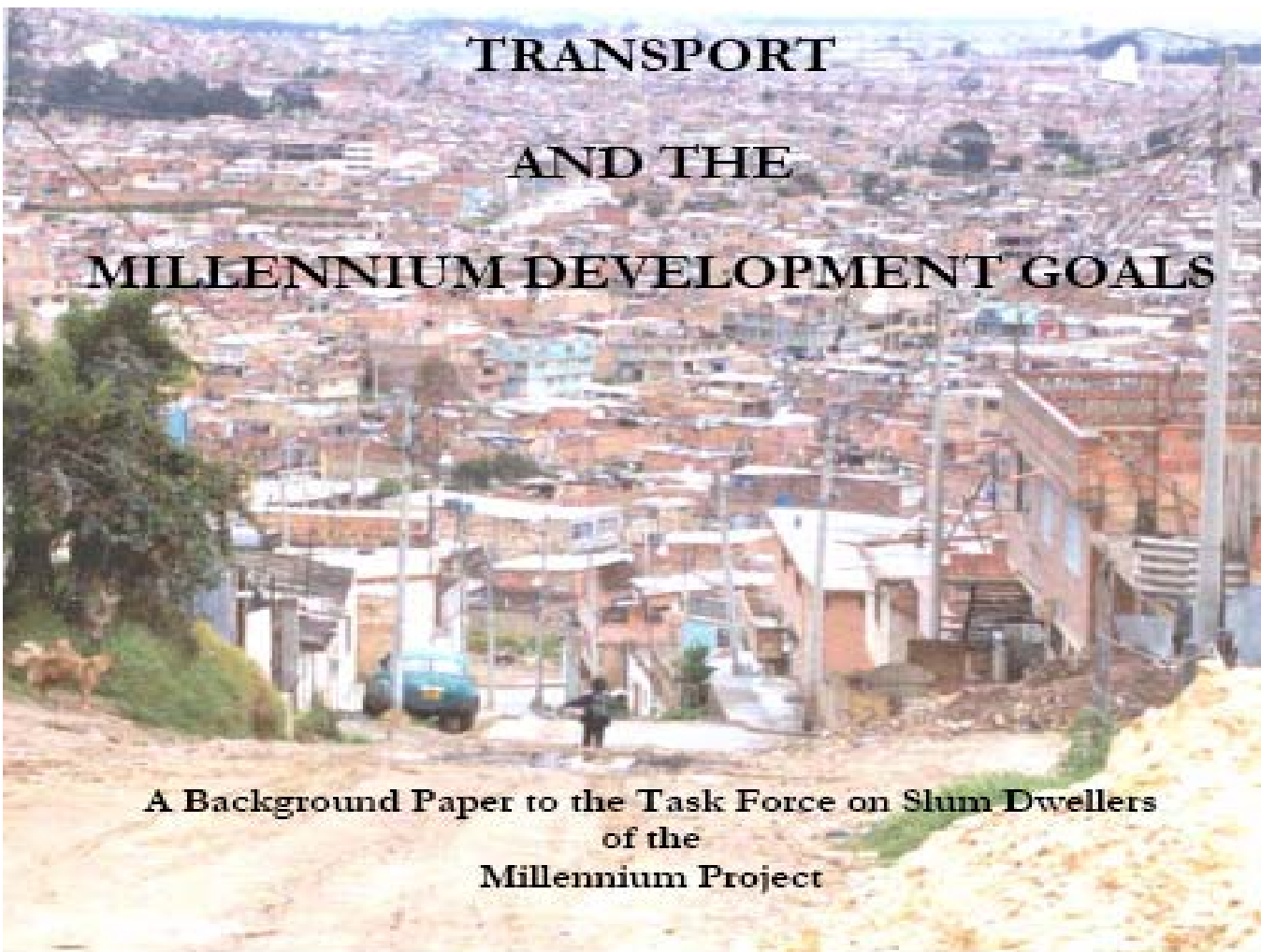


นายโสภณ ชำรัมย์ รมว.คมนาคม ร่วมกับผู้ว่าฯ ขอนแก่น
ตัดริบบิ้นเปิดใช้ทางลอดแห่งแรกในอีสาน และถูกสื่อ
แดงมาข่มขู่ต่อต้าน-ขับไล่



BEING LEFT OUT OF THE LOOP

Most road construction projects benefit only the elite and do not employ local labor. Sometimes everything from the construction equipment to the asphalt had to be imported to meet World Bank technical standards.



**TRANSPORT
AND THE
MILLENNIUM DEVELOPMENT GOALS**

**A Background Paper to the Task Force on Slum Dwellers
of the
Millennium Project**

July 2005

Walter Hook, PhD

Executive Director, Institute for Transportation and Development Policy,
Northern Co-Chair, UN NGO Caucus for Sustainable Transportation

John Howe, PhD

Professor Transport Engineering (1991-2001), International Institute for Infrastructural
Hydraulic and Environmental Engineering, Delft, Netherlands.

Losers of inequitable LTS

- Expanding urban roads comes at the expense of slum dwellers.
- Transportation projects are the leading cause of involuntary resettlement of slum populations.
- The poor are generally relocated farther from their places of work, increasing their travel costs.
- Converting land from low income housing to roads also inevitably increases housing land prices.



Losers of inequitable LTS

- the poor are the most frequent victims of vehicular air pollution and traffic accidents.
- over-represented among the 1.1 million annual premature deaths from upper respiratory illness associated with exposure to vehicular exhaust.
- Over represented among the 1.2 million annual victims of roadway fatalities.



Losers of inequitable LTS

- As with roads, simply pouring loan funds into ill-targeted urban mass transit projects could also have adverse impacts on the poor and virtually no positive impacts.
- Most metro systems are unable to cover their operating or ongoing maintenance costs, let alone the capital costs.



Towards equitable LTS



**REDISTRIBUTION OF
LIMITED RESOURCES**

**Afribike Project, S. Africa
(Above). Bike lanes in Tamale,
Ghana (right).**

Towards equitable LTS

- maintenance met before new construction
- ensure safe travel and crossing by pedestrians and other vulnerable road users
- construction process ...labor-based
construction methods ...local low-income population
- Rationalization of the use and rights of way
..sufficient to avoid expensive new road

Towards equitable LTS



Urban setting

- priority access..before new roads be built
 - high capacity vehicles
 - high value added vehicles

Towards equitable LTS



progressive street designs in slum communities
dramatically

- reduce traffic deaths
- reduce crime
- improve quality of life.



Guiding lights towards equitable LTS

Who are winners and losers ?

How do they win or lose?

How to strike equitable balance ?

Box 2: Labour-intensive rural road construction benefits the poor

- Employs 5 times more labor than machine-based construction.
- Can be wage targeted on poorest groups.
- With new construction or major rural road rehabilitation US\$ 3,000 - 5000 per km injected into local economy via wages.
- Forward -linkages – spending earnings during construction – generates income multipliers in range 1.5 – 2.8.
- 25-30% cheaper than comparable capital-intensive methods.

[Source: Keddemman, 1998].

PRO POOR EMPLOYMENT

PRO POOR MANAGEMENT



Bogota's informal transit operators used to work 16 hour days in difficult conditions (left), but in the formalized system, now work six hour days and earn more

Equity in LTS through people participation

