Developing an Inclusive Mobility Framework for the APEC Region

Purpose: Information
Submitted by: Philippines
Inclusive Mobility

“The provision of services and infrastructure for the mobility of people and goods is needed for economic and social development and improved quality of life and competitiveness. These services and transport infrastructure provide secure, reliable, economical, efficient, equitable and affordable access to all, while mitigating the negative impacts on health and the environment locally and globally, in the short, medium and long term without compromising the development of future generations.”

–2011 Bogotá Declaration on Sustainable Transport Objectives
CONTEXT-SPECIFIC

DIFFERENT GROUPS
DIFFERENT NEEDS
DIVERSE OPTIONS

Wellington Cable Car / Wellington, New Zealand

MOBILITY AS A RIGHT

Mobile Vendor / Penang, Malaysia
affordable, reduced or subsidized fares
transit-oriented development
multi-modal connectivity
barrier-free

PUBLIC TRANSPORT
Water Taxis / Bangkok, Thailand

400 corridors, 195 economies, 34.2 million users

BUS RAPID TRANSIT
GBRT / Guangzhou, China
## 15 APEC Economies have a BRT System

<table>
<thead>
<tr>
<th>Economies</th>
<th>Passengers per day</th>
<th>Corridors</th>
<th>Total Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australia</td>
<td>407,141</td>
<td>7</td>
<td>90km</td>
</tr>
<tr>
<td>Canada</td>
<td>582,566</td>
<td>12</td>
<td>314km</td>
</tr>
<tr>
<td>Chile</td>
<td>340,800</td>
<td>14</td>
<td>92km</td>
</tr>
<tr>
<td>China</td>
<td>4,135,250</td>
<td>36</td>
<td>642km</td>
</tr>
<tr>
<td>Indonesia</td>
<td>370,000</td>
<td>12</td>
<td>207km</td>
</tr>
<tr>
<td>Japan</td>
<td>9,000</td>
<td>2</td>
<td>29km</td>
</tr>
<tr>
<td>Malaysia</td>
<td>NA</td>
<td>1</td>
<td>5km</td>
</tr>
<tr>
<td>Mexico</td>
<td>1,884,204</td>
<td>15</td>
<td>304km</td>
</tr>
<tr>
<td>New Zealand</td>
<td>22,900</td>
<td>1</td>
<td>6km</td>
</tr>
<tr>
<td>Peru</td>
<td>350,000</td>
<td>1</td>
<td>26km</td>
</tr>
<tr>
<td>Republic of Korea</td>
<td>400,000</td>
<td>1</td>
<td>43km</td>
</tr>
<tr>
<td>Chinese Taipei</td>
<td>1,252,000</td>
<td>3</td>
<td>107km</td>
</tr>
<tr>
<td>Thailand</td>
<td>15,000</td>
<td>1</td>
<td>15km</td>
</tr>
<tr>
<td>United States</td>
<td>461,991</td>
<td>34</td>
<td>628km</td>
</tr>
</tbody>
</table>
better understand and integrate
formalize networks

INFORMAL SYSTEMS
Bus and Jeepney Consolidation and Modernization Program, Philippines

Water taxis / Brunei Darussalam
NMT as mass transit
standardize design

NON-MOTORIZED
Cyclo / Hanoi, Vietnam
700 cities in 50 economies have bike-share schemes

BIKE SHARE
YOUBIKE / Chinese Taipei

COMPLETE STREETS
Swanston Street / Melbourne, Australia
ROAD SAFETY

Protected bike lane / Vancouver, Canada

NEW MOBILITY

flexible, time specific
tailored routes
on-demand

Bridj / Boston, United States
**19 APEC Economies have UBER**

<table>
<thead>
<tr>
<th>Economies</th>
<th>Number of Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australia</td>
<td>9</td>
</tr>
<tr>
<td>Canada</td>
<td>5</td>
</tr>
<tr>
<td>Chile</td>
<td>1</td>
</tr>
<tr>
<td>People’s Republic of China</td>
<td>16</td>
</tr>
<tr>
<td>Hong Kong, China</td>
<td>1</td>
</tr>
<tr>
<td>Indonesia</td>
<td>3</td>
</tr>
<tr>
<td>Japan</td>
<td>3</td>
</tr>
<tr>
<td>Malaysia</td>
<td>3</td>
</tr>
<tr>
<td>Mexico</td>
<td>5</td>
</tr>
<tr>
<td>New Zealand</td>
<td>2</td>
</tr>
<tr>
<td>Peru</td>
<td>1</td>
</tr>
<tr>
<td>Philippines</td>
<td>1</td>
</tr>
<tr>
<td>Republic of Korea</td>
<td>1</td>
</tr>
<tr>
<td>Singapore</td>
<td>1</td>
</tr>
<tr>
<td>Chinese Taipei</td>
<td>1</td>
</tr>
<tr>
<td>Thailand</td>
<td>1</td>
</tr>
<tr>
<td>United States</td>
<td>167</td>
</tr>
</tbody>
</table>
collaborative process
understand needs
build awareness
change behavior
educate

OUTREACH
Bus / Lima, Peru

PUBLIC CAMPAIGNS
Pedestrian Council Australia Road Safety Campaign
PROGRAMS + ACTIVITIES

Muevete, Car-Free Day / Mexico City, Mexico

Miami Soul Train/ Florida, United States
COMMUNITY ENGAGEMENT

Ciudad Viva / Santiago, Chile

Inclusive Mobility Project Workshop / Manila, Philippines
INFORMATION SHARING

inclusion Malaysia Website / Malaysia

institutional coordination

policy framework

strategic planning

funding

GOVERNANCE

Cheonggyecheon River / Seoul, Republic of Korea
APEC Inclusive Mobility Framework

Framework Considerations

- Inclusive Mobility definitions and principles to be adopted by APEC economies
- Regional overview of inclusive mobility policies and practices in APEC economies
- Key challenges in developing inclusive transportation systems in APEC economies
- Examples and case studies in APEC economies
- Best regional practices for initiatives and policy options for development of inclusive transportation systems among APEC economies
- Clear goals to be measured and monitored through agreed upon metrics across APEC economies to understand the impacts and changes in quality of life and inclusive growth.
- Strategies, policies, and action plan for APEC economies
Thank you!
Inclusive Mobility Project:
www.inclusivemobility.net

Inclusive Mobility Network:
www.facebook.com/inclusivemobility
julia.nebria@gmail.com

Driving Economic Growth through Inclusive Mobility and Sustainable Transport Systems.