



United Cities and Local Governments
Asia-Pacific



Seoul Human Resource
Development Center

Training Report on Sustainable Mobility Workshop with SHRDC and UCLG ASPAC



Seoul, 1-9 September 2015

Message



SHRDC President Joon-Ho Ahn and UCLG ASPAC Secretary General Bernadia Irawati Tjandradewi signed a Memorandum of Understanding on 20 October 2015, during the 6th Asia Pacific Urban Forum held in Jakarta, Indonesia.

In this period when the new Sustainable Development Goals (SDGs) has become the international community's guiding framework for development, and local governments are placed at the forefront of planning and implementation, cooperation and combining efforts for common goals and interests are increasingly needed.

I strongly believe that expertise in urban sustainability and governance is not in short supply; rather, we have individually done our best to hone our strengths and now we are duty-bound to go beyond what we can do separately and look favorably towards the greater impact and achievements that can be done through collaborative actions.

This training report on urban mobility which you have in your hands is an example of this effort and it brings me honor to dedicate it to all local government officials working towards enhancing their knowledge and skills across thematic areas. I guarantee that we will continue to build and strengthen partnerships with training institutions that will cater to your local government's needs.

To Seoul Human Resource Development Center President Joon-Ho Ahn and his excellent team, thank you for working together with UCLG ASPAC on the "Sustainable Mobility" training workshop and may our future activities be as productive, if not more so.

Dr. Bernadia Irawati Tjandradewi,
Secretary General, UCLG ASPAC

Introduction



UNPRECEDENTED transport challenges which are, among others, massive traffic congestion, severe air pollution, waste of fuel consumption, and deteriorating living quality, are now common challenges not only for primary but also secondary cities in Indonesia. The existing regulations cannot address these multi-faceted problems. Therefore, demand for better service and transportation management system have become hot issues in Indonesian urban society and put greater demand for new policy goal and objectives.

On the other hand, a lot of lessons learned in addressing urban transport problem can be shared by many cities, including Seoul Metropolitan City. Seoul Human Resource Development Centre (SHRDC) and UCLG ASPAC facilitated a training program to enhance capacity building for Indonesian local governments that are responsible in overseeing and addressing urban transportation problems.

The training was held in SHRDC from 1 to 9 September 2015 as part of UCLG ASPAC's long commitment in capacity building, member's success story promotion, and peer-to-peer cooperation in the Asia Pacific region. The training is also a cornerstone of broader cooperation between UCLG ASPAC and SHRDC and offers managerial-level public officials a unique opportunity to learn Seoul's best practice on transportation policy, management, and planning as well as knowledge sharing through well-organized sessions and study visits facilitated by experts.

Objectives



1. To provide opportunities to UCLG ASPAC members and potential members in Indonesia to learn and experience Seoul's practices and success story in managing and developing sustainable urban mobility.
2. To collect input for UCLG ASPAC program and action to promote sustainable urban mobility as part of UCLG ASPAC active role in the development and implementation of UN-Habitat III agenda.
3. To identify plausible platform to follow up this training with real action in local government level.



Summary of Lectures

Training lecture covers issues on the history of Seoul urban mobility, built environment impact to transport, Korean transportation infrastructure and operation, environment issue of transport sector, and urban transportation system in Seoul.



- Prof. Sangbum Kim shared about past mistakes in Seoul transport policy and how the city changed its mind-set from investment oriented to people oriented. Participants also learned how strong leadership has effectively affected Seoul Metropolitan City Government's strong commitment for a liveable city.
- Dr. Shin Lee showed how policy and planning on built environment plays a significant role in shaping transport demand pattern and characteristic that in turn will also determine the overall feature of urban transport system.
- Dr. Youngkook Kim gave a lecture on six topics which are road and highway policy, railway policy, logistic policy, aviation policy, urban transport policy, and ITS technology.
- Dr. Woonso covered problem, approach and strategy to mitigate transport related air pollution.
- Lastly, Dr. Joon Ho Ko, shared Seoul experience with subway system development, participants learned on how Seoul has prepared its subway system in the 70s way in advance before rapid motorization took place as income increase.



Outcomes

Learning from Seoul experience and lesson learnt, participants then developed an action plan to adopt what they have learned in their existing programs to address urban transportation problems they face. Through an implementing action plan program, all participants finally could share their common interest to establish the Local Government Transport Officer Forum.

Through this training, UCLG ASPAC members and potential members in Indonesia acquired knowledge on lesson learnt and first-hand experience from Seoul's fail and success story in developing and managing sustainable urban mobility. Some inputs were also presented to UCLG ASPAC to promote the organization's sustainable urban mobility as its active role in the development and implementation of UN-Habitat III agenda as follows:

- Promotion of paradigm shift for urban transport policy from car to people oriented, with emphasis on the development of public transport system.
- Technological solution such as ATCS, ticket system, traffic Information system, and many more, should be preceded by good technical planning and supported by proper regulatory and institutional framework.
- Capacity building program should be designed in one package beyond training to provide hands-on experience that might be provided through cooperation among local governments.

Indonesian participants were strongly enlightened after listening to the lectures about Urban Transportation System in Seoul and the History of Urban Mobility as these topics were well presented and speakers' comprehensive coverage and good combination between problem and solution.



In regard to capacity building, most participants said that they gained new and more knowledge that will be very useful for their work back in Indonesia, despite of most of participants came from transportation related agencies. The training design which combined lecture, visit, and action helped them understand the concept, and think about ways of adapting what they have learned into their work.

This capacity building program co-hosted by SHRDC and UCLG ASPAC has successfully scaled up beyond training as a new platform was then established, a follow up action plans were set and next program from the forum has been agreed.

Conclusion

At the end of training, UCLG ASPAC and all participants established the Local Government Transport Forum (LGTOF) as a platform to transform what have been learned from this training into real action in local government level.

(See more in: <http://www.uclg-aspac.org/index.php/news/395/est-in-seoul-local-government-transport-officer-forum-to-address-challenges-of-transportation-in-urban-areas>).

All participants, except Jakarta, have developed action plan to implement lessons learned from Seoul to enrich current program in each UCLG ASPAC member participants. The action plan will be updated and discussed in the LGTOF meeting next year.

Learning from Seoul experiences, participants are committed to adopt all lesson learnt and experiences that they got in Seoul in their existing program.

Through this training program, UCLG ASPAC optimized its partnership with SHRDC and actively supported in promoting it as one of the regional training centers for transportation issues. UCLG ASPAC also facilitates cost sharing scheme between SHRDC and other members and potential members so that SHRDC can reach out broader target.



Annex 1

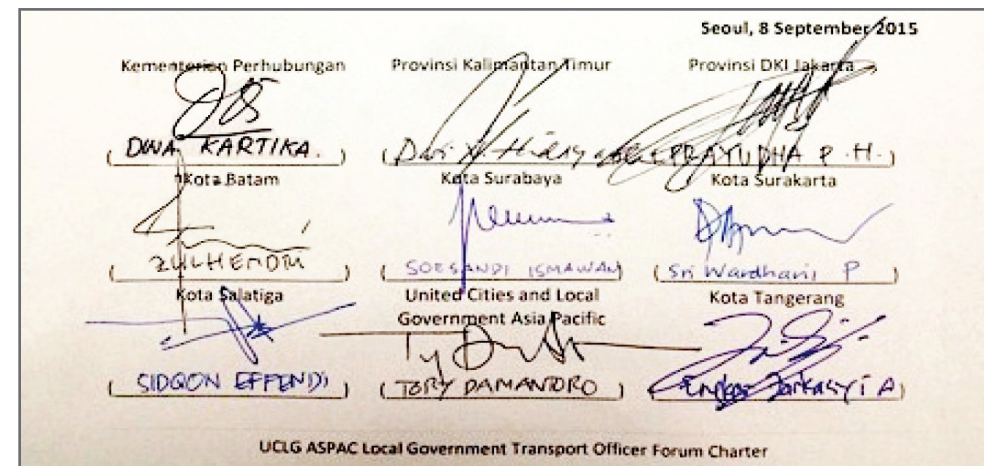
Charter of Local Government Transport Officer Forum



With the spirit and vision for a people oriented urban transportation system, we believe that in pursuit of long term sustainability of our urban transportation system, there are more actions that have to be done, including engaging a wide scope of stakeholders, particularly beyond the transportation agencies.

Therefore, supported by UCLG ASPAC, we, the representatives of local governments hereby establish the organization of a Local Government Officer Forum to address escalating challenges of transportation in our urban areas.

The forum will serve as a platform for local government at the national and regional level, as well as relevant stakeholders, to come together to discuss and tackle the importance of continuing improvement of local capacity, peer to peer learning, sharing experiences and best practises among local



Annex 2

Action Plan of Local Government Transport Officer Forum

government towards more sustainable transportation systems particularly in urban areas.

DISTRICT/ REGENCY	EXISTING PROGRAM	ADOPTION OF SEOUL'S BEST PRACTICE	ACTION PLAN TO BE UPDATED	PEER LOCAL GOVERNMENT AND BEST PRACTICES SOURCES
Tangerang	The development of Transit Oriented Development (TOD) at the existing Poris Plawad bus terminal and Batu Ceper Commuter Train station.	Seoul City Central multi-modal bus terminal design and operational system.	The completion of detail engineering design for TOD Poris Plawad with input from Seoul best practices of city central bus terminal.	Surabaya with park and ride project Surakarta with Tirtanadi Bus Terminal -Jebres Train Station Interconnection Project.
	BRT (bus rapid transit).	Seoul public transport integrated ticketing system	Bus finance mechanism finished.	Batam with 7 bus corridor improvement project Surabaya with trunk and feeder bus improvement pilot project Surakarta with bus operation contracting improvement and bus institutional reform project Salatiga with bus institutional improvement project.
	ATCS (area traffic control system).	Seoul multi-functional traffic management system	ITS (intelligent transport system) functional architecture.	Jakarta, Surabaya, and Surakarta with ATCS and TIS Batam with ATCS development project.
Batam	BRT.	Seoul bus priority corridor and integrated ticketing system.	7 existing bus corridor improvement and new bus shelter and stop design.	Surabaya with trunk and feeder bus improvement pilot project Surakarta with bus operation contracting improvement and bus institutional reform project Salatiga with bus institutional improvement project Tangerang with TransJabodetabek and Trangerang Bus system project.

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	ATCS.	Seoul multi-functional management system.	ATCS platform and function architecture.	Surabaya, Surakarta, and Jakarta with expanding ATCS and TIS Tangerang with ATCS development project.
Surabaya	TDM (transport demand management).	Seoul bus subsidy system.	Feeder system incorporating existing bus operator.	Jakarta 3in1 policy and ERP project.
	Park and Ride.	Seoul City Central multi-modal bus terminal design and operational system.	Multi-function and integrated modes use.	Tangerang Poris Plawad TOD project.
	Pedestrian.	Seoul 7017 project for pathway connectivity.	Gap identification finished and DED is included in the next year budget Pedestrian pavement/surface improvement.	Batam, Surakarta, Tangerang, and Salatiga on city centre pedestrian project.
Kaltim	Traffic engineering.	Seoul traffic management system in the lecture #3.	Mechanism of improved traffic management system (transport agency and police).	Jakarta, Surabaya, and Surakarta with ongoing and expanding ATCS and TIS Batam and Tangerang with ATCS development project.
Indonesian Transportation Ministry.	Monitoring, Evaluation Reporting transport emission mitigation action.	Seoul transport air quality monitoring: data design, calculation formulation, and monitoring system.	Data collection and formulation to calculate transport emission based on transport target performance variables.	Batam and Surakarta for SUTRI NAMAs project.

DISTRICT/ REGENCY	EXISTING PROGRAM	ADOPTION OF SEOUL BEST PRACTICE	ACTION PLAN TO BE UPDATED	PEER LOCAL GOVERNMENT AND BEST PRACTICES SOURCES
Salatiga	Bus reform.	Seoul bus operation institution set up	Operator – government operational contract mechanism.	Surakarta, Tangerang, and Batam with bus operator institutional reform program.
Surakarta	BRT	Seoul integrated ticketing system	Ticketing mechanism and operational scheme.	Batam with 7 bus corridor improvement project Surabaya with trunk and feeder bus improvement pilot project Salatiga with bus institutional improvement project Tangerang with TransJabodetabek and Trangerang Bus system project.
	ATCS	Seoul Multi-function ATCS	SOP to immediately implement expanding function of ATCS.	Surabaya, Surakarta, and Jakarta with expanding ATCS and ITS Tangerang and Batam with ATCS and TIS development project.
	Parking Management.	Seoul various parking management practices.	Jl Sudirman progressive parking system to be implemented immediately.	Batam with TDM project in city centre.
	Bus operator institutional reform	Seoul Bus reform project 2004.	Operator cooperation scheme is established.	Surabaya, Tangerang, Batam, Jakarta, and Salatiga on Bus reform.
	Traffic Demand Management Pasar Gede.	Seoul integrated transport mode facilities – Seoul Bus Terminal.	Before and after analysis.	Batam, Salatiga, and Tangerang with TDM project.

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