



## **Sustainable and Inclusive Transport Development** **Institutional issues in planning, policy formulation** **and coordination**

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<http://www.unescap.org/ttdw>



## **Purpose of this presentation**



- **Institutional issues**
- **Barriers to sustainable development –**
  - **Institutional, and policy barriers**
  - **Legal, social and cultural barriers**
  - **Resource barriers**
  - **Physical barriers**
- **Response of countries**
- **Some suggestions**
- **Way forward**



## Institutional issues



- Integrated policies reflecting multi-sectoral nature
- Vertical and horizontal coordination
- Institutional void between national and urban levels
- Functional versus jurisdictional problem and institutional culture to work together
- De-linkage between planning and financing
- Institutional capacity (in-house capacity)
- Inherent weaknesses of the planning process and integration of transport with spatial policies

**These issues are reflected in some form of barriers**

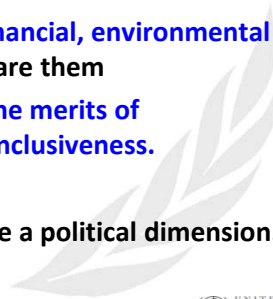


## Another Institutional issue



There is another fundamental institutional issue –

- **Do we have a common understanding about sustainable transport (ST) development?**
- **We need to clarify our understanding about ST in the national context - what are relevant, doable**
- **How we trade-off between economic, financial, environmental and social sustainability – how we compare them**
- **What would be our yardsticks to judge the merits of environmental sustainability and social inclusiveness.**
- **Answers to many of these questions have a political dimension.**



## Institutions in Transport - Types



Institutions are social constraints to bring and maintain order;  
four types:

- **Informal** – values, norms, custom traditions and practices – powerful determinants of behaviour – changes very slowly; eg, value of safety, caring for people with disabilities – lead to formal
- **Formal** – Constitution, statutes, laws, regulations - administrative orders – powerful, changes faster than informal institutions
- **Governance institutions** – minor laws, rules of business that cover how government organizations function and direct dealings with other organizations, agents and the public
- **Government agencies, firms, Non-profit organizations and pressure group dynamics** that influence the decision environment and allocation of resources (not the groups but their dynamics)

All together form the institutional environment



## Why institutional environment important



Effectiveness of policies and planning depends on:  
the institutional framework within which they are formulated and  
planning is undertaken

- **Institutional and policy barriers relate to:**
  - laws, regulations, rules – formal and informal
  - problems with coordinated action by different actors (governance institutions, statutes)
  - policy bias and sector structural barriers
  - social and cultural barriers
  - Resource barriers
  - Physical barriers

They are barriers to x-sectoral integrated planning, policy  
formulation and coordinated action by agencies



## Legal barriers



The legal framework may include a number of Laws (transport sector laws, environmental, municipal Law etc), statutes, regulations etc.

- Resolution of some of the institutional barriers may require changes in laws and regulations – both within and outside the transport sector – [EU ITS example](#)
- Distribution of power and authority between levels of government and organizations
- Fragmentation of authority – a common problem
- Organizational mandates (also part of governance institutions) – over- and under-lapping of authority



## Institutional and policy barriers refer to:



### [Integration and coordination issues refer to -](#)

Problems with integrated policy formulation and planning, and coordinated actions between different agencies or levels of government and to conflicts with other national and local policies

### [Reasons may include:](#)

- Legal mandates, absence of an institutional mechanism, policy bias, difference in organizational cultures (bureaucratic vs market orientation etc.), unfamiliarity, perceived difficulties, difference in sectoral priority, power play etc.

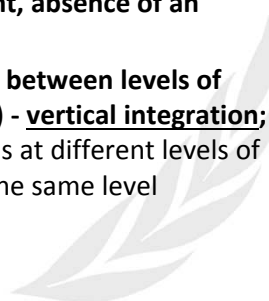


## Integrated policy development issues



Policy integration refers to management of cross-sectoral issues in policy making; and management of policy responsibility within a single organization or a sector - very challenging because of:

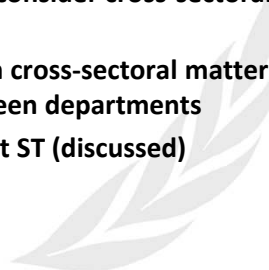
- Conflicting interests and priorities between policy makers of different sectors and levels of government, absence of an institutional mechanism
- However, policy integration is essential – between levels of government (national, regional and local) - vertical integration; between units, departments and ministries at different levels of government; horizontal integration – at the same level



## Coordination issues



- Organizational culture – bureaucratic, market orientation etc.
- Legal mandates of organizations
- Professional capacity – sectoral rather than multi-disciplinary
- Hierarchical administrative structure
- Lack of data and information systems to consider cross-sectoral policies (eg, road safety)
- Unclear distribution of responsibilities on cross-sectoral matters between levels of government and between departments
- Absence of common understanding about ST (discussed)



## Institutional mechanism - coordination



### Mechanisms for cooperation in joint/integrated policy making

- Setting up of arrangements such as interdepartmental committees, commissions, working and steering groups
- A central steering role by an organization can help the outcome of above arrangements and support coordination in joint policy formulation (eg, National Planning Commission in some countries)
- Formulation of inter-sectoral strategies, policies, programmes, projects between agencies may embed collaboration in the organizational culture
- Public debate and participation can lead to more integrated policies and practice

### Effectiveness depends on:

- Financial allocation to promote integrated policies and implementation; x-departmental/sectoral budgets for such policies
- Common analytical indicators and parameters
- Active role of citizens, civil society, NGOs etc.



## Importance of public debate and participation



### Public debate and other forms of public participation can lead to more integrated policies and practice. Also helpful for:

- To develop and deliver programmes more effectively and efficiently
- To build public confidence and trust in decision making
- To generate better understanding of issues, constraints, priorities and solutions
- To build broader support for initiatives and projects
- Sharing of information, data and experience
- To ensure decisions and policies incorporate knowledge and expertise that might have been overlooked
- To reflect a wider range of values and concern in decision making
- To identify and address controversial aspects of an issue

**We need an institutional mechanism to make this happen; without this difficult to practice and may lack a legal basis to consider the outcomes**



## Policy and structural barriers



- Policy biases are common – reforms are needed – eg., favouring road sector in resource allocation, ignoring true sustainable development measures, absence of equity considerations – the **needs of marginal and groups with special needs** overlooked
- Policy distortions (eg. energy pricing) – fuel subsidy in some countries, inconsistent, contradictory policies across sectors
- Sector and market structure in transport –eg, fragmented freight sector in most DCs, difficult to improve efficiency – could significantly improve efficiency – economic + environmental
- Regulatory institutions and performance standards may be either lacking or deficient etc.



## Some comparison between traditional and sustainable transport – Reorientation of focus of policy makers and planners is needed



### Traditional Planning Orientation

#### Focus of technical analysis –

- Trip-making and system characteristics between origins and destinations
- Air-quality conformity
- Benefits defined in economic terms

#### Role of technology

- Promote individual mobility

### Sustainable transport orientation

#### Focus of technical analysis –

- Relationships between transportation, ecosystem land use economic development, and community social health
- Secondary and cumulative impacts

#### Role of technology

- Travel substitution (non-transport solutions)

预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/report?reportId=5\\_5343](https://www.yunbaogao.cn/report/index/report?reportId=5_5343)

