




# Leaders in Urban Transport Planning (LUTP)

Dubai

10-14 November 2019

## LEADERS IN URBAN TRANSPORT PLANNING PROGRAM

As cities become the engines of economic growth, they are becoming major contributors to greenhouse gases emissions. They are also faced with severe congestion, deteriorating air quality and increasing road accidents adversely impacting the health of the people and constraining economic growth. Building flyovers and road widening has often led to long run increases in road traffic and congestion. Others have built rail mass transit systems, but high costs have limited their extent and coverage. Thus, what is the right direction to make?

A comprehensive, and multi-modal approach to encompass the supply side and demand is needed. It has to go beyond a mere building of facilities, rather understanding the linkages with land use planning, human behavior, affordability, environment, etc. It needs to incorporate institutional arrangements and also ensure financial sustainability

### What path should we take to remedy this situation?

A fragmented approach to urban mobility does not allow us to perceive all the ins and outs of urban transport.

On the other hand, a more global multimodal approach, which includes both transports offer and travel requests, makes it possible to better understand the problems encountered in the field.

Noting the strong relationship between transport and urban planning and the importance of integrating the different transport offers, participants will study various institutional frameworks and address financial issues related to the development of public transport networks.



## Objectives of the program

The next English training session of the Leaders in Urban Transport Planning (LUTP) program will be held in Dubai from November 11<sup>th</sup> to the 15<sup>th</sup>, 2019.

Organized by the World Bank and the UITP with the support of PPIAF, ESMAP, KGGTF, this program aims to develop decision-making capacities in urban mobility planning.

This program aims to train decision-makers to develop an integrated approach to urban mobility, its different components and the means necessary for its implementation. It offers experiential learning and focuses on case studies, group exercises and site visits, focusing on the links between the different components of the overall urban transport system.

The one-week seminar (5 effective days in Dubai) is preceded by a five-week self-learning phase, which participants conduct individually at their own pace.

The study phase will involve about 24 hours of self-paced learning and will cover topics ranging from land use and transport planning, as well as social issues related to urban transport planning, to environmental and social issues in urban transport planning.

The workshop will seek to bring all the pieces together through case studies and group work. The seminar itself deals in a concrete way with all dimensions of the urban transport system, always based on case studies. Cases were created by the World Bank and the Kennedy School of Harvard University. The cases are analyzed and discussed in plenary session with the support of a facilitator. The analysis of the cases allows to address the following aspects:

- ➔ Diagnosis of key problems encountered in cities
- ➔ Systemic approach to integrated mobility planning
- ➔ Organization and management of transport corridors
- ➔ Public transport planning and evaluation of alternatives
- ➔ Role and coordination of the various public authorities
- ➔ Financing methods and public-private partnerships

## Participant's Profile

Ideal participants would be policy makers and planners from national, state and city level governments who are responsible for “putting the pieces together”. Participants from civil society, consultants and professional staff of consulting companies would also find the program very useful. Potential faculty from local training institutions would also gain from this program.

## Issuance of a certificate

The seminar gives rise to presentations by the World Bank of a certificate attesting the participation in the entire program (self-learning phase and seminar).

At the end of the seminar, participants have access to the standard documents and methodological tools put online by the World Bank on its site

## Resource persons

The English-speaking session which will take place in Dubai from November 11<sup>th</sup> to the 15<sup>th</sup>, 2019, is led by a team of urban transport specialists from the World Bank and the Public Transport Authority in Riyadh.

**World Bank:** Thierry Desclos, Benjamin Fouchard

**UITP:** Kaan Yildizgoz

# Co-Organizers and Sponsors



Owned by 187 member-countries, the **World Bank** is a vital source of financial and technical assistance to developing countries around the world. Its mission is to fight poverty with passion and professionalism for lasting results and help people to help themselves and their environment by providing resources, sharing knowledge, building capacity and forging partnerships in the public and private sectors.



**The Energy Sector Management Assistance Program (ESMAP)** is a global knowledge and technical assistance program administered by the World Bank. Its mission is to assist low- and middle-income countries to increase know-how and institutional capacity to achieve environmentally sustainable energy solutions for poverty reduction and economic growth.



**Public-Private Infrastructure Advisory Facility (PPIAF)** is a multi-donor technical assistance facility whose primary mission is to help reduce poverty and promote sustainable economic development in developing countries by acting as a catalyst to increase private sector investment and management in infrastructure. PPIAF's membership includes bilateral and multilateral development agencies and international financial institutions.



The Republic of Korea and the World Bank Group established the **Korea Green Growth Trust Fund (KGGTF)** in September 2011 to help developing countries shift to 'green' development path to eradicate poverty and promote economic prosperity, in an environmentally responsible and socially inclusive manner. The KGGTF Secretariat coordinates the \$40 million fund (2013-2017) for green growth implementation projects in the sector of Urban, Transport, ICT, Energy, Environment and Water.



(UITP) As a passionate champion of sustainable urban mobility, UITP is internationally recognised for its work to advance the development of this critical policy agenda. UITP has a long history to its name, and is the only worldwide network to bring together all public transport stakeholders and all sustainable transport modes.



Dubai is one of the fastest growing cities in the world making high-quality infrastructure facilities imperative. The provision of a sophisticated transport network for the population of Dubai is a priority on the government's agenda, so the RTA is seeking to improve public transport facilities and develop roads across the emirate to make travel safer and smoother.

<b>Sunday 10 November</b>			
<b><i>Diagnostics on urban transport</i></b>			
<b>09:00</b>	Welcome addresses (UITP, World Bank, Ministry of Transport)	<b>12:30</b>	Lunch
<b>09:15</b>	Brief on schedule and logistics (JC Crochet)	<b>14:00</b>	Case study 1: Jakarta, Indonesia (JC Crochet)
<b>09:30</b>	Participants introduction and discussion of keys issues facing their cities (Kaan)	<b>15 :30</b>	Group work (Animation: Navelet, Fouchard, Kaan)
<b>10 :30</b>	Evolution of Urban Transport in Dubai (Mr./Mrs. XXX Ministry of Transport)		
<b>11:15</b>	Coffee Break		
<b>11:30</b>	Urban Transport Diagnostic Tool/Group Exercises (B. Fouchard)		
<b>Monday 11 NOVEMBER</b>			
<b><i>Transport and urban planning</i></b>			
<b>09:00</b>	Case Study 2: Delhi Metro Airport Express (B. Fouchard)	<b>12:30</b>	Lunch
<b>10:30</b>	Coffee Break	<b>13:30</b>	Presentation by each group of the city diagnosis
<b>10:45</b>	Amman Case Study – Ayman Smadi UITP	<b>15:00</b>	Coffee Break
<b>11:30</b>	Presentation on integrated land use and transport planning (JC Crochet)	<b>15:15</b>	Group work (Animation: Crochet, Fouchard, Kaan)
<b>Tuesday 12 NOVEMBER</b>			
<b><i>Urban transport governance</i></b>			
<b>09:00</b>	Case study 3: LAMATA (B. Fouchard)	<b>12:45</b>	Lunch
<b>10 :30</b>	Coffee Break	<b>14:00</b>	Integration of Transport System Kaan Yildizgoz UITP
<b>11:00</b>	The Governance of Urban Transport (JC Crochet)	<b>15:30</b>	Group work (Animation: Crochet, Fouchard, Kaan)
<b>12:15</b>	Alternative Analysis - (B. Fouchard)		
<b>Wednesday 13 NOVEMBER</b>			
<b><i>Integrated transport planning</i></b>			
<b>09 :00</b>	Case study 4: Yogyakarta bus terminal Kaan Yildizgoz	<b>12:00</b>	Lunch
<b>10:3-</b>	Coffee Break	<b>13:00</b>	Tendering and Contracting of Public Transport Services (c/B. Fouchard)
<b>11:00</b>	Funding and Financing of Urban Transport JC Crochet	<b>14:15</b>	Coffee Break
		<b>14 :45</b>	Group work (Animation: Crochet, Fouchard, Kaan)
<b>Thursday 14 NOVEMBER</b>			
<b><i>The economy of transport and Financing</i></b>		<b><i>Summary of the group work and conclusions</i></b>	
<b>09 :00</b>	Site visit	<b>12:00</b>	Lunch
<b>11:30</b>	Debriefing on site visit (J.C. Crochet)	<b>13:00</b>	Case study 4: Transmilenio
		<b>15:00</b>	Valedictory session

