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**Mass Transport or Transport for the Masses?
The threats and opportunities from hyper
motorization in China, India and Vietnam**

110 Barrows Hall / 4:00 p.m.

Hypermotorization occurs when acquisition and use of private vehicles proceeds so rapidly that neither the public nor private sector nor civil society (including experts) have a chance to expand the physical infrastructure to cope with traffic and pollution or develop the institutional and economic capacity -- laws and enforcement, prices and taxes, expertise -- to deal with the problem. Using examples from China, India, and Hanoi, Viet Nam, this talk argues that hypermotorization is now occurring in India and China with officials both concerned and approving of the near term glitter of vehicles on the street.

In Hanoi, where two wheeler ownership per capita is equal to that of cars in almost any European city, a fragile balance seems to exist between private mobility and use of a growing bus system and other alternatives. Unfortunately this balance is threatened by growing use of cars, for which there is no room on Hanoi streets.

Hypermotorization has an important impact on fuel use and emissions of both local pollutants and CO₂. While strides are being made to improve vehicle efficiency and clean up fuels and emissions in all three regions, the level of vehicle activity is rising more rapidly, driving up fuel use and emissions. While further improvements in efficiency and cleaner exhausts will help, the most important restraints lie in developing careful urban transport systems with sustainable land-use patterns, systems that must include restraints on individual car use. In short, transport policy is more important than fuel or environmental policies alone in providing opportunities for stemming the tide of rising fuel use and emissions. Indeed, policies focused only on technical improvements to vehicle, fuels, and emissions controls cannot possibly keep up with hyper motorization. Maintaining a balance of public and private modes, combined with technical measures to vehicles and fuels, may be the only way to keep Asian cities livable