Workshop Report

INSTITUTIONAL COOPERATION FOR SUSTAINABLE TRANSPORT IN MALAYSIA

13 November 2014, Ministry of Transport, Putrajaya

The Ministry of transport Malaysia and GIZ TCC invited 40 participants from 14 national government agencies and research institutes for a one-day workshop to rethink how transport agencies and related institutions in Malaysia may more effectively promote a sustainable transport system.

More specifically, the workshop had the objective to 1) enhance understanding of the current state of transport policymaking and of the roles and perspectives of different agencies (or even perspectives within agencies); 2) inform on international experiences; 3) identify solutions for dealing with the complex organizational arrangements and for enhanced communication and collaboration within the government.

Key messages that emerged from the workshop discussions are:

- The general sense of participants was that the transport system in Malaysia is far from sustainable. Rating the sustainability of Malaysia's transport system on a scale from 1 to 10, participants gave a low score of 2-3 points
- While the transport problems are felt by everyone, there is limited understanding of what sustainable transport is about and how to achieve it.
- There are multiple strategic frameworks (masterplans, roadmaps, action plans) in Malaysia which cover elements of sustainable transport. However, these strategies are in most cases not sufficiently connected or coordinated and may be even contradictive.
- For many possible policies and measures of sustainable transport, it is either not clear who is or would be in charge or the responsibility spans across various agencies
- The purview of Ministries are a limiting factor for better cooperation and incentives for cooperation are not many. Also there is a perceived disconnect between local and national level of governance in transport.
- A key task will be to make Malaysia's relevant strategies and policies more coherent and take more coordinated action across government agencies, in transport and across sectors. While Malaysia has already improved inter-agency coordination at national level, vertical integration of policy action by different government levels (national, regional, local) remains a challenge.

ASEAN-German Technical Cooperation
Transport and Climate Change project
c/o The Office of Natural Resources and Environmental Policy and Planning (7th Floor) 60/1
Soi Pibunwattana7, Rama 6 Rd, Sam Sen Nai Phayathai, Bangkok 10400, Thailand
Tel.: +66-2-298-6648-9; Fax.: +66-2-298-6650

- bringing greenhouse gas emissions down in transport and other sectors requires a holistic, system-wide approach as opposed to the current, just incremental improvements

  sustainable transport is not only about policies and a government responsibility but also very much a matter of lifestyle . Everyone is part of the problem and of the solution

Workshop Agenda

Time	Topic	Method	Knowledge providers
8.00	Registration & Breakfast		
9:00	Welcome Remarks MOT & GIZ		Mr. Haas (GIZ), Encik Mustapha Bin Zainuddin (MOT)
9:30	Setting the scene: the sustainable transport paradigm	Presentation, Q&A and buzz group	Dr. Axel Friedrich
10:15	Participant perspectives: sustainable transport in Malaysia	buzz groups	Moderator
10:30	Coffee Break		
10:45	Climate Change Policy and Actions in Malaysia	Presentation and Q&A	D. Gary Theseira, MNRE
11:30	Public Transport Policy In Malaysia		Dr. Prodyut Dutt, SPAD
12:15	Mindsets, Strategies and Priorities of Government agencies in Malaysia	1) brainstorming 2) mapping	Moderator
13:00	Lunch		
14:00	Expert Input: how institutions matter for sustainable transport	Presentation and Q&A	Dr. Axel Friedrich
15:00	Institutional responsibility for sustainable transport	Group work	Moderator
15:30	Coffee Break		
16:15	Presentation of group work results	Gallery walk	
16:45	Closing remarks		

Background and rationale

Transport is the main consumer of energy in Malaysia with a share of 39% (2011). The sector accounted for 21% of the country's greenhouse gas emissions in 2010, of which 75% are from road transport. Vehicle ownership in Malaysia is much higher than in other emerging economies, 6 out of 10 Malaysians own a vehicle. Public transport utilization is low at 19.5\%.

Land public transport as well as the incorporation of green technology in the transportation infrastructure and vehicles are key elements of Malaysia's transformation agenda and are considered crucial for achieving Malaysia's goal of reducing 40% reduction of GDP carbon emission intensity compared to 2005 levels by the year 2020. There are a number of national and sectoral strategies to promote more environmentally sustainable transport in Malaysia (e.g. national land public transport masterplan, national automotive policy; EV roadmap; green technology masterplan; Green Townships program; National Climate Change Policy).

However, achieving the change towards green transport alternatives in Malaysia faces the challenge of fragmented responsibilities and decision-making for transport-related policy-making within and across governmental levels. In addition, there is a lack of dialogue and coordination between the relevant institutions and of clarity on roles and responsibilities

Workshop proceedings

Encik Mustapha Bin Zainuddin (Under Secretary, Land and Logistic Division, Ministry of Transport Malaysia) highlighted the broader policy context. 21% of GHG emission stem from transport, of which again 80% is from road-based transport. According to Zainuddin, Public Transport is high on MOT's agenda, in particular due to the inclusion of Urban Public Transport as a national key result area (NKRA) the under Government Transformation Programme (GTP). The GTP was initiated by the prime minister and focuses on priorities that matter most to Malaysia's citizens. Visible progress been achieved on adding capacity and improving accessibility and connectivity of public transport in Greater Kuala Lumpur. These efforts will continue and be complemented by measures to transform the taxi system, improved integration, travel demand management measures (parking management, journey planners) and other enabling actions.

Dr. Axel Friedrich, international expert on sustainable transport, explained that cities in Asia need to move away from conventional transport planning paradigms which are focused on roadway expansion and travel speed. Instead governments should move towards a more comprehensive planning approach which considers multimodality, opportunities for transportation demand management and more fuel efficient vehicles. A focus of transport planning on motorized transport ignores objectives like accessibility for non-drivers, fitness and health or alternative land-use options.

Requested to rate the sustainability of Malaysia's transport system on a scale from 1 to 10, workshop participants gave a low average score of 2-3 points (see Annex I). Across the group, views were that there is lack of strategic planning for sustainable transport in

Malaysia. Participants acknowledged that the government is taking action to improve the situation but also found that these efforts are just incremental and patchwork.

Dr. Prodyut Dutt, head of Planning, Policy and Research at **Malaysia's Land Public Transport Commission (SPAD)**, presented on public transport in the 10th Malaysia Plan (2011-2015) and the National Land Public Transport Masterplan. Since the 10th Malaysia plan, public transport has gained in a lot of significance in transport planning in Malaysia. In order to achieve the target of 40% modal share for public transport in the urban areas by 2030, the Master Plan identifies strategic objectives and 14 key policies and has initiated action plans which comprise programmes, studies and projects. Between 2010 and 2013, the share of public transport in the greater Kuala Lumpur region has improved from 17% to 21% of trips at peak times, but outside the GKL region is still at around 5%. The last-mile connectivity to public transport remains a key issue that is in the regulatory hands of local authorities

Dr. Gary Theseira, Deputy Undersecretary at the Environmental Management & Climate Change Division, Ministry of Natural Resources and Environment (NRE) stressed the need to look beyond institutional horizons for progress on sustainable development. **Malaysia has a goal to** reduce the carbon i**ntensity of GDP** by up to 40% by the year 2020 compared to 2005 levels. However, Dr. Gary highlighted that bringing greenhouse gas emissions down in transport and other sectors requires a holistic, system-wide approach as opposed to the current, just incremental improvements. Therefore, a key task will be to make Malaysia's relevant strategies and policies more coherent and take more coordinated action across government agencies, in transport and across sectors. While Malaysia has already improved inter-agency coordination at national level, the vertical integration of policy action by different government levels (national, regional, local) remains a challenge.

In a brainstorming exercise on existing strategy documents at different levels of government in Malaysia, participants created a map of the strategic framework for sustainable transport policy in Malaysia (see Annex II). Key finding from this exercise is that there is no lack of strategies, action plans and policies in Malaysia with direct significance to sustainable transport, especially at the level of different Ministries and sectoral bodies. However, these strategies are in most cases not sufficiently connected or coordinated and may sometimes even be contradictive.

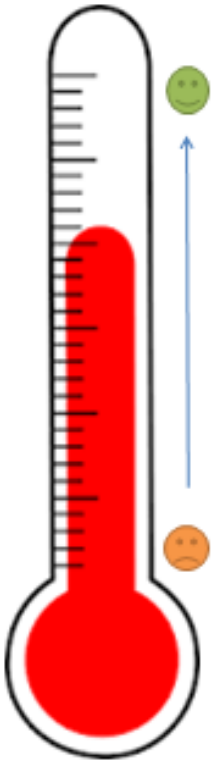
Presenting on the **institutional dimensions of sustainable transport**, Dr. Axel Friedrich stressed that sustainability is inherently a cross-sectoral task that needs cooperation between institutions, specialists and other stakeholders. In the absence of integrated policy-making, multiple agencies might pursue multiple outcomes, a clear or overarching level of responsibility for transport outcomes and coordinated action to achieve EST might be lacking. Giving examples from Europe, Dr. Friedrich emphasized that non-governmental organizations can have a key role in shaping policy outcomes towards EST, especially when they are public consultation processes. On guiding principles for institutional arrangements, he suggested that it needs to be ensured that the distribution of responsibilities for transport is clear and well defined within and between different tiers of government. In addition, integration between policy areas that affect and are affected by

transport as well as involvement of the private sector as a partner in delivering EST are needed. Among the benefits of improved cooperation within the government are synergies and win-win solutions between the sectors and improved consistency between policies in different sectors.

In a final group exercise participants had the task to assign sustainable transport policies and measures to the government agency they consider mainly responsible (see Annex III). The key lessons from this exercise where that a) sustainable transport policies and measures fall under the mandate of multiple government agencies, therefore institutional cooperation is essential; b) responsibilities for individual policies are in many cases shared between agencies; c) for some policies, there is little clarity and confusion who is in charge.

Annex I – group scoring exercise

Sustainability of Malaysia's Transport System



Rating	Votes	Why?
10		
9		
8		
7		
6	I	Grp 5 : Shah Alam catering well for university students use. Carpool and seminar on Eco driving is promoted for encouragement.
5		
4		
3	III	Grp 3: City congestion is getting from bad to worst in past 30 years. No guarantee in connectivity of Public Transport. Grp 4 : Infrastructure is already in place. Low productivity and resource due to congestion in the road. Fossil fuel over dependency. Root cause in the is no plan on being sustainable. Policy made towards opposite direction Grp 6 : The initiative for improvement centered mainly in urban. Mindsets is an issue.
2	III	Grp 1: Have not extend state and local govt. Local government wants more parking, totally not in line with National Policy. This has to be addressed. Clarification : Invited but absent Grp 2 : Development focused to urban. Not much initiatives to change mindsets Axel : Public transport has improved features to public transport to be equivalent to car use.
1		

Annex II : Output from brainstorming on strategic Landscape

Annex III : Institutional Responsibilities for Sustainable Transport Policies and Measures

	MoT	LA	SPAD	MITI	KETTHA	MoF	NRE	Others
Traffic reducing settlement development & transport planning								
Avoiding, new road construction								PMD
Infrastructure that enables interchange between modes								MoW
Strategy development for environmentally sustainable transport								
Training for fuel efficient driving in road traffic								
Speed limits								KPKT
Freight Master Planning								EPU
Developing national freight logistics platform								
Rail freight transport								
Inspection and maintainace								JPJ
Integration of town and transport planning								PMD
Rail passenger transport								
Urban logistics								KPKT
Car pooling								
Planning `Towns of short- distances'								MRDev. , FT Min
Establish environmental zones								FT Min
Local Public passenger transport								KPKT
Car Sharing								COMOS
Walking and cycling infrastructure								KPKT
Support R&D for efficient vehicles								MAI, MIGHT
Consumer information for potential vehicle buyers (label)								
Electric vehicles								
Incentives for EV + EEV								MGTC
Providing grants for integrated logistic centres								
Strategy development for environmentally sustainable transport								
EEV								MGTC, MAI
Legistation to improve vehicle efficiency								
Improving rail's energy efficiency								JPJ
CO_2- Emission Limits for commercial vehicles								JPJ
Scrappage programs								
CO_2- Emission Limits for passenger cars								No legistation in place
Implement fuel economy standard								MAI
Improving fuel quality								DOE
Use of aerodynamic improvements for trucks								
Encourage green corporate mobility management								MY Carbon
More and better biofuels								MPOB
Implement green vehicle procument guidelines								MGTC
Use of low rolling resistance tyres								
Use of low friction oils								
Charges and economic measures								
Road pricing/ tolls								MoW
Remove fuel subsidies								
Introducing a motor vehicle tax based "Purely" on CO_2								MIDA
Implement appropriate fuel taxation								
Parking charges								
Tax incentives for efficient vehicles								

MoT	Ministry of Transport
LA	Local Authority
SPAD	Suruhanjaya Pengangkutan Awam Darat
MITI	Ministry of International Trade and Industry
KETTHA	Kementerian Tenaga, Teknologi Hijau dan Air
MoF	Ministry of Finance
NRE	Ministry of Natural Resources and Environment
PMD	Prime Minister Deparment
MoW	Ministry of Works
KPKT	Ministry of Housing and Local Government
EPU	Economic Planning Unit
COMOS	CMS Consortium
FT Min	Ministry of the Federal Territories and Urban Well-being
MRDev	Ministry of Rural Development Malaysia
MAI	Malaysia Automotive Institute
MIGHT	Malaysian Industry-Government Group for High Technology
MPOB	Malaysian Palm Oil Board
MyCarbon	National Corporate GHG Reporting
MGTC	Malaysian Greentech Corporation
JPJ	Road Transport Department (Under MOT)
DOE	Department of Environment (under NRE)
MIDA	Malaysian Iinvestment Development Authority