

The Second International Seminar on Sustainable Transport and Land Use Planning 21-23 June 2006 Hanoi, Vietnam



Feedback from Thailand

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Three workshops in Thailand





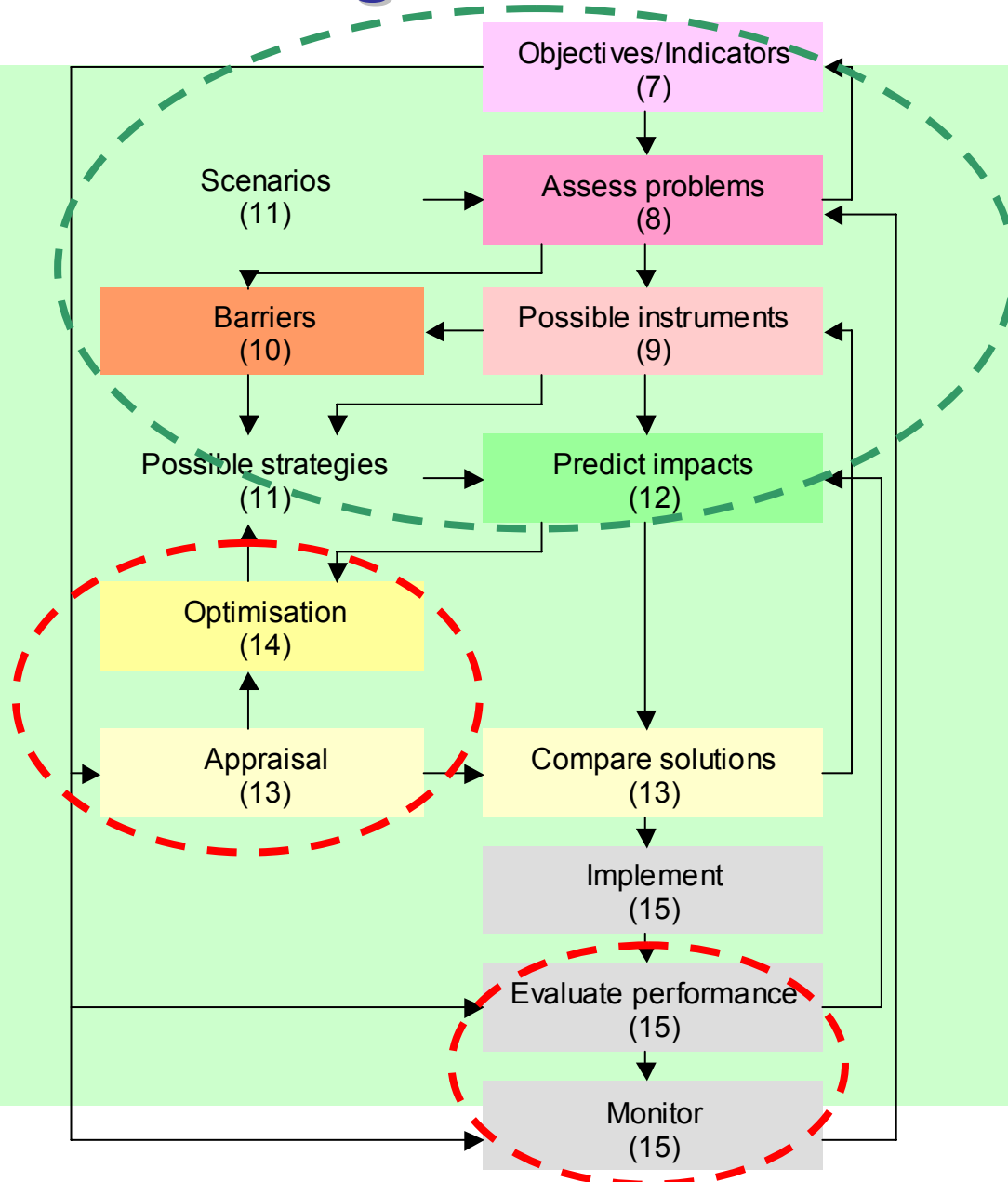
Training for young students (9-11 yrs)



Structure of presentation

1. The logical structure
2. Definition of sustainability
3. Objectives
4. Policy instruments
5. Barriers
6. The four key elements of strategy
7. Participation
8. Predict impacts, appraisal methods, evaluation and monitoring

1. The logical structure



2. Is the definition of sustainability appropriate?



From Decision Makers' Guidebook 2003

- Provides **access** to goods and services in an efficient way for all inhabitants of the urban area
- Protects the **environment, cultural heritage and ecosystems** for the present generation, and
- Does not endanger the opportunities of **future generations** to reach at least the same welfare level as those living now, including the welfare they derive from their natural environment and cultural heritage

All cities in Thailand fail with these definitions.

3. Are the objectives listed appropriate?

Objectives	Priority in Thailand		
	High	Medium	Low
Economic efficiency	√		
Protection of the environment			√
Liveable streets and neighbourhoods		√	
Safety		√	
Equity and social inclusion			√
Contribution to economic growth	√		
Intergenerational equity			√
Protection of local culture			

4. What policy instruments have been used?



Policy	Level of use in Thailand		
	High	Medium	Low
Land use measures		√	
Infrastructure provision	√ (Car)		
Management of the infrastructure	√ (Car)		
Information provision			√
Attitudinal and behavioural measures		√ (Safety)	
Pricing			√

5. Are the barriers identified appropriate?



Barriers listed in DMG

- Legal and institutional barriers
- Financial barriers
- Political and cultural barriers
- Practical and technological barriers

In Thailand

Rather rigid barriers

- **Political system** (and politicians?)
- Private vehicle-oriented cities
 - Providing infrastructure for cars
- People's behaviours and habits (culture?)
 - Travellers got used to with the infrastructure provided

Flexible barriers

- Legislation
- Financial
- Practical and technological

Example of political barrier: (Wrong) Vision-led approach

















6. Are the four key elements of strategy appropriate?

Key elements	Level of consideration in Thailand		
	High	Medium	Low
Reducing need to travel			√
Reducing car use			√
Improving public transport		√	
Improving road network	√		

7. What purposes could participation be used?



In the DMG

Levels of participation

- Information provision
- Consultation
- Deciding together
- Acting together
- Supporting independent stakeholder groups

- **Public hearing** has been using in Thailand, since it is required under law.
- BUT
 - It is not effective
 - It is often that decisions have already been made.
 - We need guidelines and examples of success participation process.

8. Models to predict impacts, appraisal methods, evaluation and monitoring

- **Predict impacts** – Politicians' judgement (vision?) and four-stage model (in Master Plan)
- **Appraisal method** – cost-benefit analysis (in feasibility study)
- **Evaluation and monitoring** – Nothing

Suggestions

- Carrying out evaluation and monitoring
- Setting objectives which are suitable for local situations
- Considering alternative policies (not just providing infrastructure for car)
 - To reducing need to travel
 - To reducing car use
- Ensuring that strategy as a whole is implemented
- Politicians is the main problem to achieve sustainability
 - Looking for public participation process to balance the politicians' power
 - Providing knowledge to the public (and politicians)