

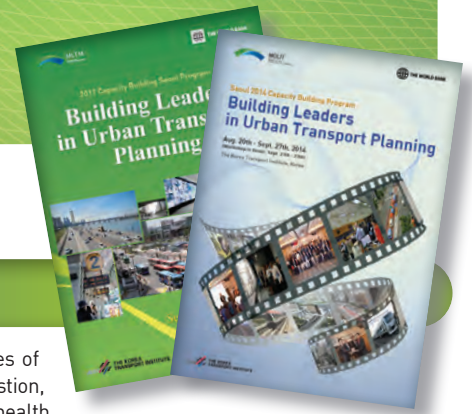


2014 Capacity Building Seoul Program

Building Leaders in Urban Transport Planning

Aug. 20th - Sept. 27th, 2014
(Workshop in Seoul: Sept. 21st - 27th)

The Korea Transport Institute, Korea



•• Background

A holistic approach to mobility planning is essential for developing cities as they become the engines of economic growth and also major contributors to GHG emissions. They are also faced with severe congestion, deteriorating air quality and increasing incidence of road crashes. This is adversely impacting people's health 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. So what is the best route to take?

It seems that a piecemeal approach to deal with urban mobility is not the way to go. The approach has to be more comprehensive, and multi-modal, encompassing measures of both supply and demand. It has to go beyond a mere building of facilities. True understanding of linkages with land use planning, human behavior, affordability, environment, among others are necessary. It needs to incorporate institutional arrangements and also ensure financial sustainability. Thus, a comprehensive or integrated approach is called for.

Korea's urban transport policy has recently been acknowledged as an environmentally and economically sustainable development case in that it achieved an integrated green transportation system. Given the potential benefits it can provide to developing countries, the World Bank (WB) and The Korea Transport Institute (KOTI) agreed to co-host a training program entitled "Building Leaders in Urban Transport Planning (LUTP) Program" and share a development case from Korea's with government officials from developing countries.

KOTI, a think tank in transport policy and technology development, hosted its first LUTP program in Incheon City in October 2012 and a second program in Seoul, Korea the following year. Thanks to the World Bank, the program has been very successful. In October 2013, 35 overseas government officials and international consultants from a variety of countries participated. The third LUTP program will be held at the center of Seoul in September 2014. The first part of this program is from August 20th to September 20th, during which participants will study by themselves at home with online course materials. The second part of this program is from September 21st to 27th, during which participants are requested to attend a workshop at Seoul. The workshop will cover a multitude of important issues in urban transportation by combining rich materials developed by the WB including several international case studies as well as Korea's experiences and will give excellent opportunities for visiting innovative places in Seoul.

•• Workshop Objective

This event aims at developing leadership capabilities in urban mobility planning. It seeks to create awareness of what integrated mobility planning involves, what are its different components and how it needs to be undertaken. It will use a "hands on" learning approach, making extensive use of case studies, group exercises and site visits – all aimed at highlighting linkages between the different components of the urban transport system.

The self-study phase will involve about 24 hours of self-paced learning, and will cover topics ranging from land use and 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, and will cover aspects such as:

- Diagnosing the key problems being faced by a city
- Corridor Management
- Role of Government
- Systematic approach to Integrated Mobility Planning
- Public Transport Planning and Evaluating Alternatives
- Financing and PPP

•• Mentoring Program

As a sequel to the workshop, a mentoring program will also be available for interested participants, especially those who would be working on specific projects in their cities. The program would be for a duration of 6 months during which an expert will be assigned to a participant or a group of participants for advice and guidance as they work on their projects. Mentoring would be for a period of about one hour every two weeks. The mentor would be able to help review work done and provide the required guidance in specific projects and assignments. This would be purely optional, with an additional cost.

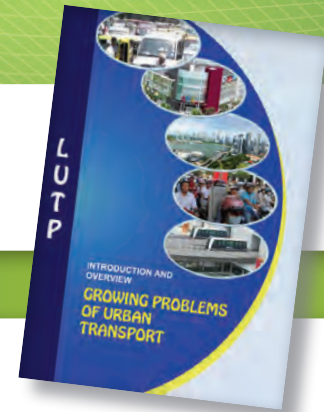
•• Participant Profile

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.

•• Resource Persons

Resource persons will include several well-known experts including the following:

- **Prof Jose Gomez-Ibanez**, Kennedy School of Government, Harvard University
- **Marc Juhel**, Transport Sector Manager, TWITR, The World Bank
- **Ajay Kumar**, Senior Transport Specialist, The World Bank
- **O.P. Agarwal**, Senior Transport Specialist, The World Bank
- **Samuel Zimmerman**, The World Bank
- **Jaehak Oh**, Senior Research Fellow, KOTI
- **ChoongYeol Ye**, Senior Research Fellow, KOTI
- **Youngjong Kwon**, Senior Research Fellow, KOTI
- **Young-Jun Moon**, Research Fellow, KOTI
- **JinYoung Park**, Research Fellow, KOTI



•• Schedule

Day 1

September 21
Sunday

- Arrival and Registration
- Introductions
- Global Trends and Challenges in Urban Transport
- Urban Transport in Korea: Infrastructure and Policy

September 22
Monday

- Menu of Problems and Diagnosing the Key Issues
- Urban Transport Issues and Policies in Korea
- Diagnosis of the Problem

Day 2

Day 3

September 23
Tuesday

- Transport and Land Use Planning
- Public Transport Transfer System
- Site Visit: Korea Smart Card Company, Bus Rapid Transit (BRT) System and Seoul Railway Station, TOPIS, Cheonggyecheon Restoration Site

September 24
Wednesday

- Integrated Transport Planning and Alternatives Analysis
- Exercises on Transport System Integration
- Public Transport Management and Regulation

Day 4

Day 5

September 25
Thursday

- Innovative Novel Transportation Technologies
- Case Study on Public Transport Industry Structure and Regulation
- Site Visit: Seoul Metropolitan Rapid Transit Corp. (MRT), Boarding a Shinbudang Line & Metro Line 9

September 26
Friday

- Governance, Public Private Partnership + Financing
- Group Discussion on Key Financing Issues
- City Excursion or Boarding High Speed Rail

Day 6

Day 7

September 27
Saturday

- Putting it all together for the City
- Presentation on Urban Transport Activities at the World Bank
- Feedback and Valedictory



•• Organizer



The Korea Transport Institute (KOTI)

The Korea Transport Institute (KOTI) is a Korean government affiliated research institute, with the governance of National Research Council for Economics, Humanities and Social Sciences (NRCS) under the Prime Minister's Office. KOTI has contributed to development of the nation's transport and logistics policies and technologies by conducting relevant researches and providing professional advice to central/local governments and public agencies. Its mission is to create an optimal transport system through specialized research and technical innovations, while positioning itself as one of the world's leading transport research institutions.

•• Sponsors



Korean Ministry of Land, Infrastructure and Transport (MOLIT)

The Korea Ministry of Land, Infrastructure and Transport (MOLIT) is responsible for land where people work and live, and for transport that connects people in Korea. It creates a beautiful and fruitful territory for future generations and builds global transport and logistics hubs, which develops Korea into one of the best countries in the world.



World Bank

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.



ESMAP

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.



PPIAF

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.

•• Registration

You can download the application form online by visiting the URL below:

<http://english.koti.re.kr/lutp2014/overview.asp>

Your completed registration form (scanned copy) can be emailed to Miss Jiseon Chae (LUTP@koti.re.kr) or faxed to: +82-31-910-3222 by August 3, 2014.

A fee of US \$3,500 will be charged. This would also cover the cost of boarding and lodgings in Korea.

Participants will be expected to bear their own airfare to reach Korea.

For those who opt for the mentoring support, a fee of US \$4,000 per participant or group will apply.

LUTP Contacts

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