The Summary of Sustainable Transport and Sustainable Urban Development in Asian Cities under the New Normal

5th October 2012, ITDP and Guangzhou Urban Planning & Design Survey Research Institute host the side event of the 2nd United Nations Sustainable Transport Conference: Sustainable Transport and Sustainable Urban Development in Asian Cities under the New Normal. The side event invited six experts from organizations, investment banks, planning and design institutes to conduct in-depth discussions on how to create safe, convenient, efficient, green, economic and inclusive sustainable transportation. The side event used the three major platforms of Tencent Meeting, Zoom Meeting, and WeChat Live, there are more than 500 participants, including more than 40 overseas participants.

Mr. Xiaoming ZHANG-Director of the Transportation planning and design division at GZPI
Data shows that nearly a quarter of global greenhouse gas emissions come from transportation. Sustainable transportation and green low-carbon development are of great significance to global climate change. It is necessary to strengthen the construction of green infrastructure, promote new energy, intelligent, digital, and lightweight transportation mode, encourage and guide green travel, and make transportation more environmentally friendly and travel more low-carbon.

Ms. Xiaomei DUAN-Vice chief engineer of the Guangzhou Municipal Engineering Design and Research Institute
Urban transportation should return to the people-oriented, shift from focusing on traffic capacity to improving travel accessibility, fairness and sustainability. Ms. DUAN shared the successful implementation experience of BRT systems in Guangzhou, Lanzhou, Yichang, and Fuzhou.

Mr. An JIANG-Vice president of the Huxiang Branch of Zhongyu Design Co., Ltd.
By providing fair and inclusive urban services, everyone can enjoy basic transportation services, especially the elderly, children, the disabled, and low-income groups, providing personalized travel services. Mr. JIANG shared the successful experience of Changsha in creating a child-friendly city.

Mr. Yang LU-Transportation Specialist at Asian Development Bank
In the past two years, the impact of the epidemic has spawned many new national, multilateral and global policies, including investment in low-carbon transportation systems. When thinking about how to promote the development of global sustainable transportation in the post-epidemic period, we should also consider its possible negative impact on the ecological environment. The accelerated transition to sustainable transportation will also speed up the elimination and obsolescence of existing vehicles and infrastructure. This may bring new environmental challenges.
Mr. LU shared ADB's investment direction in energy conservation and emission reduction.

**Ms. Shuang WANG**-Research fellow at China Academy of Transportation Science
In order to obtain the widest support for sustainable transportation, various stakeholder groups should be encouraged to actively participate in the decision-making process of the design and implementation of macro-policies and plans, so as to improve the economic, social and political acceptability of relevant policies. In order to adapt to changes in the situation, China is constantly formulating and revising transportation policies to support the development of green transportation. Currently, a series of policy systems for "carbon peak" and "carbon neutral" in the transportation sector are being formulated and improved.

**Mr. Ying ZENG**-Deputy chief engineer of the Transportation Planning and Design Division at GZPI
In the post-epidemic era, the urban transportation system should build a pattern of value recognition, mutual trust, and cooperation among multiple subjects, so as to realize the people's needs of "justice and fairness; livable and suitable for work; sense of gain, happiness, and security". Mr. ZENG shared some practices in traffic management and technological innovation in Guangzhou in recent years.