

Promoting Environmentally Sustainable Transport (EST)

ORGANIZATIONS : *United Nations Centre for Regional Development (UNCRD), Institute for Transportation and Development Policy (ITDP), Clean Air Asia (CAA)*

WHAT WILL BE ACHIEVED?

The objectives of the Environmentally Sustainable Transport (EST) initiative is to - (a) foster a common understanding across Asia on the essential elements of Environmentally Sustainable Transport (EST) as well as the need for an integrated approach to deal with a range of social, economic and environmental issues in the transport sector; (b) provide a strategic and knowledge platform for sharing experiences and disseminating best practices, policy instruments and technologies in the transport sector among Asian countries; (c) set in motion a regional mechanism and consultative process to address policy and institutional issues and gaps to deal with multi-sectoral environment, public health and transport issues; (d) facilitate intergovernmental discussion on how sustainable transport policy options and measures can be integrated into the overall policy, planning and development; (e) provide a platform for interagency coordination both at national and international levels towards facilitating partnerships and collaboration between governments and international organizations such as development banks, bi-lateral and multilateral donors, etc.; and (f) facilitate improved regional input and information on sustainable low-carbon transport to international discussions and negotiations on climate change. The objective is also to build a common understanding across the Asia-Pacific, Africa and Latin America and the Caribbean on the essential elements of the EST.

Through this initiative:

(1) The Bangkok 2020 Declaration and Bogotá Declaration will be implemented. This will lead to:

- *accomplish safe, reliable, affordable, efficient, people-centric and environment friendly transport system*
- *foster economic, social and environmental development; and*
- *integrate developing countries in the world economy and contribute to the eradication of poverty.*

The goals of the Bangkok 2020 Declaration (2010-2020) for Asia and Bogotá Declaration for Latin America will be achieved through the promotion of the following strategies to:

(a) **avoid unnecessary travel and reduce trip distances:** integrating land-use planning and related institutional arrangement, achieving mixed-use development in cities and using information and communication;

(b) **shift towards more sustainable modes:** applying non-

CURRENT STATUS AS OF 6 JUNE 2013

Twenty-two countries in Asia adopted the voluntary, good-will the *Bangkok 2020 Declaration (2010-2020)*, in order to realize a promising decade of sustainable actions and measures towards EST in Asia at the 5th Regional EST Forum in Bangkok, Thailand, on 24 August 2010, jointly organized by the UNCRD, MONRE-Thailand, MOE-Japan, and UNESCAP

(<http://www.uncrd.or.jp/env/5th-regional-est-forum/index.htm>)

Asian countries are progressively addressing the goals of the Bangkok 2020 Declaration through introduction of various policies, programs, and projects as evident in the country reporting made in 6th and 7th Regional EST Forums.



The MOT- Indonesia, the MOE- Indonesia, the MOE-Japan, and UNCRD co-organized the 7th Regional EST Forum in Asia, under the theme of “*Next Generation Transport System We Want for 21st Century~ Looking Beyond Rio+20*” from 23 to 25 April, 2013 at the Bali International Convention Centre, Nusa Dua, Bali, Indonesia. (<http://www.uncrd.or.jp/env/7th-regional-est-forum/index.htm>)



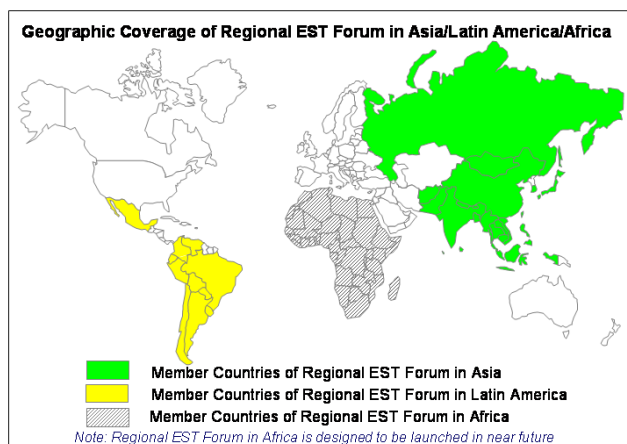
The key concerns/recommendations that emerged from the Bali EST Forum Asian include, among others –

(a) Countries continue to face vast challenges in realizing safe, secure, people and environment friendly, affordable, and climate resilient transport systems. Rapid urbanization throughout the region further compounds these challenges;

(b) Transport infrastructure is vulnerable to extreme weather events associated with climate change as well as natural

<p>motorized transport (NMT) component in transport master plan, improving public transport services and implementation of transport demand management (TDM);</p> <p>(c) improve transport practices and technologies: inducing vehicle technology, fuel quality, freight transport efficiency, inspection and maintenance (I/M), air quality and noise standards; adopting intelligent transport system, zero fatality and energy security policies; monitoring health impacts, adopting social equity, promoting good governance, among others.</p> <p>(2) The Africa EST Forum would be launched with the joint effort of the World Bank (WB) and UNCRD together with other interested organizations, such as UNEP, UN HABITAT, with an objective to address the EST-issues for the African region.</p>	<p>disasters. Significant investment/financing requirement for resilient transport system.</p> <p>(c) Investments in people and environmentally friendly transport system, including safe and dedicated walkways and bicycle lanes, in Asia have not kept pace with the still growing needs for environmentally sustainable transport in the region.</p> <p>(d) the Forum recognized the essential contribution of EST towards realizing not just the transport related objectives outlined in the Rio+20 outcome - <i>The Future We Want</i> but also other key thematic and cross cutting issues, including but not limited to: poverty alleviation, sustainable cities and human settlement, energy, food security and sustainable agriculture, as well as health and education.</p> <p>(e) Strengthening rural-urban connectivity is key to overall economic development in the countries. At the same time improved intercity connectivity is important to accommodate the rise in transport demand. These can help address the need to connect effectively, farm gate to consumer, manufacturer to customer, and personal mobility needs of people.</p>
<p>HOW TO ACHIEVE THE DESIRED OUTCOME</p>	
<ul style="list-style-type: none"> • Providing advisory services, establishing regional networks, assisting capacity building and extending technical support by organizing forums, trainings and workshops to achieve sustainable development at the local/regional levels in the EST member countries; • Motivating government authorities to take the initiative in formulating appropriate policies and programmes towards sustainable transportation through high level policy forums; • Promoting further interagency coordination, collaboration and partnership with the governments to deal with environment and transport issues. 	<p>(f) Connectivity is not just about land transport but also about shipping and the role of ports and ocean shipping. Regional connectivity of inter-island shipping needs to be strengthened. Inland and coastal waterways have great potential to support more environmentally sustainable transport as does the greater use of rail transport with double tracking and electrification.</p> <p>(g) Full and seamless integration of public transport modes (physical, information, network and fare integration) will be an essential characteristic of next generation transport systems. This can be achieved by forming transit alliances between local government organisations and the private sector at provincial or regional level.</p>
<p>DELIVERABLES</p>	
<ul style="list-style-type: none"> • Regional EST Forum in Asia, Africa and Latin America and the Caribbean • Improved transport policies and programmes at local and national level, including formulation of national EST strategies • Policy and implementation guidelines on integrated approach (Avoid-Shift-Improve strategies), including sectoral guidelines on NMT, multi-modal integration, green-freight, mainstreamed in many countries. • Improved capacity (in terms of trained officials and practitioners) of developing countries in various EST areas - 	<p>(h) Green Freight is essential for Asian countries in the 21st century to respond to high logistics costs, disproportionate environmental and social impacts from freight movement and market pressures to improve efficiency. The Forum recommended the following core-elements to be considered as part of a possible regional agreement, but not limited to: (i) Green Freight Programs at the national or sub-regional level, (ii) set of plans and policies for a socially inclusive green freight, (iii) standard set of indicators for green freight, and (iv) regional collaboration framework on green freight.</p> <p>(i) Railways play a key role to serve urban and economic development in Asian countries, while at the same time offering opportunities to mitigate emissions, reduce traffic congestion, enhance traffic safety, and improve accessibility and connectivity.</p>

emission control, standards, I/M, cleaner fuel, road safety, environment and people friendly rural and urban transport infrastructures, green freight and logistics, transport demand management, win-win solutions in transport and climate.



(j) Many countries have a huge infrastructure deficit at the current level of urbanization. As the urban population doubles in the next 20 years the pressure to build infrastructure is huge.

(k) Intelligent Transportation Systems (ITS) could significantly contribute to improved safety, higher efficiency, better service and reduced pollution and greenhouse gas emissions, thereby these can enable next-generation Vision Three Zero transport systems. They may also play a key role in integrating transport systems for both passenger and freight, across modes and localities.

Another milestone achieved following the Rio+20 is the voluntary agreement of twenty-two EST member countries in Asia on the “Bali Declaration on Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents towards Next Generation Transport Systems in Asia”. The Declaration is based on the understanding that Vision Three Zeros in transport sector calls for zero tolerance towards congestion, pollution and road accidents. (http://www.uncrd.or.jp/env/7th-regional-estforum/doc/BALI%20DECLARATION_7th%20EST%20Forum.pdf)

The Bali Declaration is expected to influence the international community and key transport stakeholders (government, private sector, civil society) on the imminent need of a next generation transport system by progressively working towards the “Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents” - which is socially inclusive, economically efficient, and low carbon/environmentally protective.

As an outcome of the 7th Regional EST Forum in Asia, member countries adopted the “Chair’s Summary”. (<http://www.uncrd.or.jp/env/7th-regional-estforum/doc/Chairs%20Summary-Bali%20EST%20Forum.pdf>)

Nine policy/position papers in the different thematic areas on the EST have been published for the reference of the governments. (<http://www.uncrd.or.jp/env/7th-regional-estforum/index.htm>).

As a part of the commitment UNCRD asked EST-member countries in Asia to provide report on their Progress/Achievements/Initiatives towards Goals of the Bangkok 2020 Declaration in the 7th Regional EST Forum in Asia. (<http://www.uncrd.or.jp/env/7th-regional-estforum/index.htm>)

UNCRD working with other partners on preparation for a Regional Agreement on Green Freight in Asia as an initiative. A policy paper has been also published to contribute the process. (http://www.uncrd.or.jp/env/7th-regional-estforum/doc/15_Position-Paper_PS-5.pdf)

UNCRD continues to promote NMT in the member countries. For example, a project on Public Bicycle Scheme in India was initiated in 2012 with the collaboration of MOUD-India and Dutch Cycling Embassy. A comprehensive report on Public Bicycle Scheme in India will be prepared and submitted to MOUD-India by end of 2013.

UNCRD has been providing technical and financial support for the formulation of National EST Strategy to selected Asian developing countries. Consequently, Viet Nam (Phase I) and the Philippines (Phase II) successfully completed the projects and the comprehensive strategies are contributing to the countries' short-term/ long-term sustainable development as well as achieving the goals of Bangkok 2020 Declaration. UNCRD has selected Nepal as the Phase III country of the project, which is expected to start in 2013.

UNCRD has been providing International EST-Training programmes on regular basis, the next Sub-regional Training and Workshop-cum Policy Dialogue in South Asia and East Asia will be organized in 2013/2014.

Similarly, Latin American countries are at various stages of implementing the Bogotá Declaration on EST <http://www.uncrdlac.org/fts/>.

The first assessment of country progress made so far will be discussed in the 2nd Latin American EST Forum in 2014.

NEXT STEP IN IMPLEMENTATION OF VC

The Africa EST Forum will be established to address the EST-Initiative in African region by 2014. The World Bank (WB) and UNCRD, in close collaboration with other agencies/partners, are currently taking the lead in realizing an African EST Forum, and the first African EST Forum is expected to be launched in 2014.

Similarly, UNCRD, UN ECLAC, IADB, SLoCaT, are currently consulting on necessary modalities in organizing the 2nd Latin American EST Forum in 2014.

ONLINE RESOURCES RELATED TO THE VC

<http://sustainabledevelopment.un.org/index.php?Page=view&type=1006&menu=1348&nr=78>

http://www.slocat.net/sites/default/files/slocatfiles/uncrd_-_rio20_voluntary_commitment-uncrd-est-17june2012.pdf

<http://www.uncrd.or.jp/env/est/index.htm>

ALLOCATED RESOURCES

CONTACT PERSON

- *In kind contribution, Technical support, Staff Technical Expertise:* UNCRD Environment Unit and other partners (MoE-Japan, ADB, CAA, Dutch Cycling Embassy, EMBARQ, GIZ, IEA, ITDP, JICA,,KOTI, SACEP, SLoCaT, TRL, UN/ESCAP private sectors, research and nongovernmental organizations)

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