

NEW 2030 DECLARATION¹ – MAKING TRANSPORT IN ASIA SUSTAINABLE

Sustainable Transport Goals for achieving universally accessible, safe, affordable, clean and low-carbon-passenger and freight transport in Asia

1. We, the participants, who are representatives of Asian countries (list countries), international organizations, bilateral and multilateral agencies, nongovernmental organizations (NGOs), research organizations, and expert sustainable transport professionals, having met at the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia, held in (*name city*), *date* 2021, inspired by the Sustainable Development Goals, the Paris Agreement on Climate Change, the New Urban Agenda and other global agreements to draft and adopt a declaration, the 2030 Declaration on Making Transport in Asia Sustainable, in order to demonstrate our renewed interest in, and commitment to, realizing a decade (2021-2030) of progress in sustainable actions and measures for achieving universally accessible, safe, affordable, clean and low-carbon-passenger and freight transport in Asia.

2. Following years of discussion on sustainable development and sustainable transport we believe that the time has now come to act and we call on all groups in the public and private sector as well as civil society groups that are part of the transport community in Asia to align their policies, investments, programs and projects with the 2030 Declaration.

I. Pre-amble

3. **Emphasizing**, the key role passenger and freight transport plays in the economic and social development of countries in developing Asia. Acknowledging that action on sustainable transport needs to address both the development of transport systems for urban and rural areas so that no one is left behind.

4. **Recognizing**, the need for greater action on sustainability of transport systems in Asia. This considering that by 2030, it is expected that Asia in 2030 will have, about half of the global population, close to 40% of GDP (in PPP), one third of global transport CO₂ emissions, and almost 60% of worldwide road accident fatalities.²

5. **Acknowledging**, global and regional agreements since 2010 that have a direct relevance for the transport sector in Asia: 2030 Agenda for Sustainable Development, the Paris Agreement on climate change, the New Urban Agenda, the Addis Ababa Action Agenda on Financing for Development, the second UN Decade of Action for Road Safety 2021-2030, the Sendai Framework for Disaster Risk Reduction 2015-2030, and the UNCTAD Nairobi Mandate.

6. **Acknowledging**, the impact that health pandemics, such as COVID-19, have on the provision of transport services in developing Asia and the ensuing need to strengthen the resilience and preparedness of the transport sector to respond swiftly and comprehensively.

¹ Upon the adoption of the Declaration in 2021, the name of the Declaration will be adjusted to reflect the name of the city where the Declaration is adopted.

² Sources: World Bank, SLoCaT Partnership and World Health Organization.

7. **Agreeing**, that implementation of these global agreements in Asia needs to reflect the developmental need of the region, and that unlike in other more developed regions of the world developing Asia is still in many parts underserved with both passenger and freight transport infrastructure and services.

8. **Recognizing**, the progress made on sustainable transport through the adoption and implementation of: (a) the Bangkok Declaration for 2020, Sustainable Transport Goals 2010 – 2020, focusing on nationally environmentally sustainable transport systems; (b) the Kyoto Declaration For the Promotion of Environmentally Sustainable Transport ~ Towards Realizing Resilient, Smart and Liveable Cities in Asia, focusing on sustainable urban transport systems; and, (c) the Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development, focusing on sustainable rural transport systems.

9. **Welcoming**, the integration of these three separate Declarations into one new, integrated Declaration on Sustainable Transport in Asia.

10. **Agreeing**, that the adoption of a new, follow-up declaration on Sustainable Transport in Asia needs to be accompanied by increased emphasis on the implementation of sustainable transport through more coordinated action by all stakeholders in transport in Asia.

II. Resolution

11. We, the governmental participants of the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia express our intent to voluntarily develop and implement integrated and sustainable transport policies, programs, and projects, aligned with the 2030 Declaration – Making Transport in Asia Sustainable, that will help realize our common vision and the following EST goals and objectives by the year 2030 in the Asian region. We welcome the support of other EST stakeholders for the goals of the 2030 Declaration and we are calling on all these other organizations, including those that were not able to take part in this 14th EST Forum to align their transport activities also with the objectives of this 2030 Declaration.

III. Common Vision and Goals on Access and Sustainability

A. Common Vision

12. We agree that in support of sustainable development in its three dimensions – environmental, social and economic, passenger and freight transport systems in Asia should provide safe, clean and affordable access to essential services and goods; such access should be equitable for both genders and all income groups and support the call of the UN “to leave no one behind”.

13. This common vision can become reality if Asian countries realize the goals listed below, which are derived from the Sustainable Development Goals and other global international agreements.

B. Sustainability Goals

Goal 1 Environment sustainability: By 2030, improve the environmental sustainability of transport in Asia for the following areas:

Goal 1a – Low-Carbon: By 2030, reduce carbon dioxide emissions in the transport sector (SDG 7.2, 9.1, 13.2)

Goal 1b – Resiliency: By 2030, promote resilient and adaptive transportation to climate change related disasters and infectious diseases such as COVID-19. (SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030)

Goal 1c – Air pollution: By 2030, mitigate the adverse effects of pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6)

Goal 2 – Road safety: By 2030, realize 50 per cent reduction in fatalities and serious injuries on the roads of Asia and the Pacific compared to 2020 (based on SDG 3.6 and second UN Decade of Action on Road Safety 2021 – 2030, Stockholm Declaration on Road Safety)

Goal 3 - Economic sustainability: By 2030 strengthen the availability and cost-effectiveness of passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts, as well as predictability and reliability of transport in determining the economic impacts of transport policies and investments (SDG 8.4, 12.1 and 12.c)

Goal 4 - Rural access: By 2030 secure accessible, inclusive, safe, affordable, and resilient rural transport infrastructure and services, thus facilitating improved access to markets, basic utilities and services including health and education by the rural poor, farmers, agricultural workers, girls and women, youth, and physically disabled and vulnerable groups (SDG 2 and SDG 9.1)

Goal 5 - Urban access: By 2030, provide access to accessible, inclusive, safe, affordable, and sustainable transport systems for all, with special attention to the needs of those in vulnerable situations, urban poor, women, children, persons with disabilities and older persons (SDG 11.2)

Goal 6 - National access and connectivity: By 2030 facilitate inclusive national development and regional connectivity by the provision of sustainable multi-modal freight and passenger transport infrastructure services. (SDG 9.1)

IV. Implementing the 2030 Declaration

14. Implementation of the 2030 Declaration – Making Transport in Asia Sustainable is a joint effort by all supporters of the Declaration but with a lead role for national and local governments. Realizing the ambitious goals of the 2030 Declaration will need strengthening existing, and building new, active partnerships with the development community consisting of multilateral and bilateral donor organizations, private sector and civil society. Implementation of the Declaration will need to be characterized by step wise, sharply, increasing levels of ambition in the period 2020-2030 by all stakeholders.

15. The goals of the 2030 Declaration can be achieved through a combination of multiple strategies. The strategies detailed in Annex 1 are organized on the Avoid – Shift – Improve

approach and also include a number of cross-cutting strategies. For each of the proposed strategies the linkage with the 6 main goals listed above is explained.

16. To guide and support the implementation of the 2030 Declaration supporters of the Declaration agree to set up so-called communities of interest, initially around the goals on rural and urban access as well as on road safety and air pollution/climate change. Once these communities of interest, that will include all major organizations and programs working on these goals in Asia are up and running, additional communities of interest can be established for national connectivity and economic sustainability. Till then, the initial communities of interest can contribute towards the implementation of these two goals on national connectivity and economic sustainability.

17. To support the implementation of the 2030 Declaration these communities of interest can help in: (a) share knowledge and create best practice examples, (b) developing and implementing capacity building programs, (c) where relevant develop and implement pilot programs and projects, and (d) reach out to the multilateral and bilateral development community to assist them in aligning development assistance to the transport sector in Asia increasingly with the objectives of the 2030 Declaration.

18. The communities of interest will be facilitated by the EST Secretariat and their activities will be coordinated with the communities of interest to be set up for the Asian Transport Outlook (see below).

V. Tracking the Implementation of the 2030 Declaration

19. The choice and formulation of indicators for the goals of the new Declaration will be guided by the indicators formulated by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs)³.

20. Countries and other organizations supporting the 2030 Declaration – Making Transport in Asia Sustainable agree on the importance of tracking the implementation of the key goals in the Declaration and commit to contribute timely information on the indicators listed in Annex 2 to the Declaration.

21. Indicators for the 2030 Declaration are organized in two groups: (a) impact through a set of indicators that measure the 6 goals, and (b) process indicators that would track policies, institutional arrangements and funding linked to the strategies listed in Annex 1.

22. With the vision and goals for the 2030 Declaration largely derived from the SDGs, the Paris Agreement on Climate Change and other international agreements, organizations supporting the 2030 Declaration agree that reporting on the implementation of the 2030 Declaration can form an important contribution towards reporting of the implementation of the SDGs, Paris Agreement and other international agreements in the transport sector in developing Asia. They encourage UNCRD as Secretariat of the Regional EST Forum in Asia to utilize reporting on the 2030 Declaration to highlight progress in realizing sustainable transport in Asia in relevant global fora on sustainable development and climate change.

³ See: <https://unstats.un.org/sdgs/indicators/indicators-list/>

23. Participants in the 14th EST forum, and supporters of the 2030 Declaration, welcome the initiative of the Asian Development Bank to develop an Asian Transport Outlook and agree that the Asian Transport Outlook can play an important role in tracking the realization of the six goals of the 2030 Declaration. Participants call on the Asian Development Bank to actively coordinate with other relevant donor organizations, NGOs and other organizations supporting sustainable transport in Asia in the development and implementation of the Asian Transport Outlook .

24. In addition, supporters of the 2030 Declaration, call on UNCRD as Secretariat of the Regional EST Forum in Asia, to track, in coordination with relevant groups, the development assistance provided to the member countries of the EST countries for the implementation of the 2030 Declaration.

Annex 1: Strategies to support the implementation of the 2030 Declaration

1. The goals of the 2030 Declaration can be achieved through a combination of multiple strategies. The strategies listed are organized on the Avoid – Shift – Improve approach and include a number of cross cutting strategies. For each of the strategies it is explained what the linkage is to each of the 6 goals under the 2030 Declaration. All individual strategies contribute to multiple goals.⁴

2. EST member countries will make a choice and adopt those strategies that are most relevant for their specific national context and circumstances. Choosing and implementing appropriate strategies will be topic of discussion in the annual meetings of the EST Forum.

A. Strategies to Avoid unnecessary travel and reduce trip distances

Strategy 1: Institutionalize the integration of **land-use, transport and logistics planning** processes and related institutional arrangements at the national, sub-national and local levels including rural areas.

Strategy 2: Achieve **mixed-use development and medium-to-high** densities along key transport corridors within cities through appropriate land-use and urban logistics policies and provide people-oriented local access, and actively promote **transit-oriented development (TOD)**, supported by walking and cycling, when introducing new public transport infrastructure and services.

Strategy 3: Institute policies, programs, and projects supporting **Smart Information and Communications Technologies (SICT)**, such as internet access, teleconferencing, and telecommuting, as a means to contribute towards realizing Smart cities, reduce unneeded travel and improve the remote-access to health, education and other community services in both urban as well as rural and remote areas.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
1. Land-use, logistics and transport planning	S	M	S	M	S	S
2. Mixed-use development, Transit-Oriented Development	M	M	S	W	S	W
3. Smart Information and Communications Technology	M	W	M	M	M	M

Strong	Medium	Weak	None
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⁴ The strategies listed below are based on the current Bangkok 2020 Declaration on Sustainable Transport, this helps to promote continuity between the new 2030 Declaration and the Bangkok 2020 Declaration. The strategies are to be considered as the Means of Implementation for the Goals on Access and Sustainability listed above.

B. Strategies to shift transport towards more sustainable modes

Strategy 4: Expand and Improve **public transport infrastructure and services** including high quality, affordable, low-emission services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities.

Strategy 5: Require the integration of **walking and cycling** components in transport master plans in all major cities and prioritize transport infrastructure investments in walking and cycling including wide-scale improvements to pedestrian and bicycle facilities, adoption of complete street design standards, and the introduction of Mobility as a Service (MaaS) concept wherever feasible.

Strategy 6: Support the use of collective forms of transport by reducing the transport mode share of private motorized vehicles in urban and national level transport through **Transportation Demand Management** (TDM) measures, including pricing measures that reduce congestion, pollution costs, and which improve safety, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and urban sprawl

Strategy 7: Achieve significant shifts from road based transport to more sustainable modes of inter-city passenger and goods transport, through expansion of and improvements to **rail and inland water transport infrastructure and services**.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
4. Public Transport Infrastructure and Services	S	S	M	M	S	S
5. Walking and Cycling	S	S	S	S	S	W
6. Transport Demand Management	S	S	S	M	M	M
7. Rail and Inland water transport infrastructure and services	S	M	S	M	M	S

Strong	Medium	Weak	None
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C. Strategies to Improve transport practices and technologies

Strategy 8: Set **medium (2030) and long term (2050) targets**, supported by appropriate incentives, for initially **lower emission** (medium term) and later **zero emission** (long term) 2-3 wheelers, cars, busses and trucks.

Strategy 9: Encourage the shift towards the use of electricity or hydrogen, ultimately all generated from renewable sources, to power all vehicles or fueled by biofuels classified as sustainable. In the medium term also using hybrid technology. Develop the **infrastructure for electric mobility and/or hydrogen** operated, preferably by renewable energy.

Strategy 10: Set progressive **standards for fuel quality, fuel efficiency, and tailpipe emissions** for all vehicle types, both new and in-use vehicles that support air pollution and climate change targets.

Strategy 11: Establish effective type approval (new vehicles) and vehicle testing and compliance regimes (in-use vehicles), including formal vehicle registration systems and appropriate periodic **vehicle inspection and maintenance (I/M)** requirements, to enforce progressive emission and safety standards.

Strategy 12: Adopt **Intelligent Transportation Systems (ITS)**, transport control centers, and real-time user information that optimize passenger and freight mobility and enable the move towards Smart Cities.

Strategy 13: Achieve **improved freight transport efficiency**, including road, rail, air, and water, through policies, programs, and projects that modernize urban and long-distance freight vehicle technology (including e.g. drones in rural areas), implement fleet control and management systems, and support better logistics and supply chain management.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
8. Medium and Long term targets low and zero emission vehicles	S	W	W	N	N	N
9. Charging infrastructure electric mobility	S	W	W	N	N	N
10. Standards for fuel quality, fuel efficiency, and tailpipe emissions.	S	S	W	N	N	N
11. Vehicle Inspection and Maintenance	S	S	S	W	W	W
12. Intelligent Transportation Systems	M	M	S	M	M	M
13. Improved freight transport efficiency	S	M	S	M	M	S

Strong	Medium	Weak	None
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D. Cross-cutting strategies

Strategy 14: Strengthen existing, or develop new, **adequately funded institutions and institutional arrangements** that enable sustainable transport policies and implementation, including research and development on environmentally sustainable transport, enabled by good sector governance.

Strategy 15: Adopt **social and gender equity** as an overarching planning and design criteria in the development and implementation of transport policies, programs and initiatives, leading to improved quality transport services, safety and security for all and especially for urban and rural poor, women, universal accessibility of streets and public transport systems for persons with disabilities and elderly.

Strategy 16: Acknowledge the important role **informal transport systems** still play in large parts of developing Asia in providing rural and urban access and provision of employment. Ensure that the up-gradation, modernization and integration into modern transport systems of such intermediate public transport does not reduce affordability of transport, nor affect employment of especially the low-income groups.

Strategy 17: Develop and implement **Road safety campaigns** in support of the Road safety target in the 2030 Agenda for Sustainable Development that include: Speed management, Leadership on road safety, Infrastructure design and improvement, Vehicle safety standards, Enforcement of traffic laws and Survival after a crash.

Strategy 18: Strengthen the preparedness of transport sector to respond to health pandemics, such as COVID-19, through preventive measures as well as measures to manage the spread of viruses and measures to enable the transport sector to bounce back.

Strategy 19: Establish country-specific, progressive, health-based, cost-effective, and enforceable **air quality and noise standards**, taking into account relevant WHO guidelines, and mandate monitoring and reporting to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceeding the national or local standards for air quality or noise levels.

Strategy 20: **Remove fuel subsidies** and introduce in a step-wise manner **financing mechanisms** that penalize unsustainable transport (parking levies, fuel pricing and taxes, vehicles taxation, time-of-day automated road user charging) and instead incentivize sustainable transport infrastructure and operations as well as cleaner vehicles (public-private partnerships such as land value capture, consideration of carbon markets, subsidies and financial incentives).

Strategy 21: Encourage widespread distribution of **information and awareness on sustainable transport** to all levels of government, private sector and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
14. Adequately funded institutions and institutional arrangements	M	M	M	M	M	M
15. Social Equity	S	S	S	S	S	S
16. Informal transport systems	W	W	M	M	M	N
17. Road safety campaigns	M	S	M	N	N	N

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Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
18. Strengthen the preparedness of transport sector to respond to health pandemics	M	W	S	M	S	M
19. Air Quality and Noise standards	S	W	W	W	W	W
20. Fuel Subsidies and Financing mechanisms	M	M	S	S	S	S
21. Information and awareness on sustainable transport	S	S	M	M	M	M

Strong	Medium	Weak	None
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Annex 2 Tracking the Implementation of the 2030 Declaration

This section will be elaborated after the 13th EST Forum in November 2020, once there is initial agreement on the Goals of the 2030 Declaration – Making Transport in Asia Sustainable.

A. The importance of tracking implementation of the 2030 Declaration

1. It is key to regularly monitor the progress made in the implementation of the 2030 Declaration to broadly share such progress and keep track of the measures taken by EST member countries to advance the goals contained in the Declaration and the suggested strategies to realize these goals.
2. It is suggested that future indicators are organized in two groups: (a) impact through et of indicators that measure the 6 goals, and (b) process indicators that would track policies, institutional arrangements and funding promoting the strategies identified in support of the implementation of the respective goals.

B. Linking to SDG Tier 1 and 2 indicators

3. As the goals in the 2030 Declaration are in a large part based on targets that are part of, or are linked to different Global Agreements on sustainable development and climate change use can be made of the indicators that have been developed to track the transport part of these global agreements. The most relevant indicators are in this context the Tier 1-2 indicators formulated by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs)⁵.

Goals	SDG linkage	Agreed upon Tier 1-2 indicator
1.Environmental Sustainability	-	
- Low Carbon	-	
- Resilience	-	
- Air Pollution	-	3.9.1 Mortality rate attributed to household and ambient air pollution
2.Road Safety	- SDG 3.6 - Second Decade of Action on Road Safety	3.6.1 Death rate due to road traffic injuries
3.Economic Sustainability	-	TBD
4.Rural Access	- SDG 2 - SDG 9.1	9.1.1 Proportion of the rural population who live within 2 km of an all-season road 9.1.2 Passenger and freight volumes, by mode of transport

⁵ See: <https://unstats.un.org/sdgs/indicators/indicators-list/>

Goals	SDG linkage	Agreed upon Tier 1-2 indicator
5.Urban Access	- SDG 11.2	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities 9.1.2 Passenger and freight volumes, by mode of transport
6.National and Regional Connectivity		9.1.2 Passenger and freight volumes, by mode of transport

(SDG Indicators to be discussed further with respective custodians)

4. For the collection of the status information of these Tier 1 and 2 SDG related indicators the EST Secretariat will coordinate with the assigned custodians for these indicators. These assigned custodians can also play a role in the Communities of Interest that will be set up around the 6 goals.

5. The impact indicators will consist of the above mentioned Tier 1 and 2 SDG indicators as well as a number of additional indicators that will be collected and documented on an annual basis in the ADB coordinated Asian Transport Outlook. These additional indicators will be chosen by the Communities of Interest and be based on existing tracking frameworks for the different goals as maintained by different regional and global initiatives and programs. This will help to ensure that the indicators are relevant and that information on the status of these indicators is available.

C. Process Indicators

6. Future progress in realizing the 6 goals of the 2030 Declaration will to a large extent be determined by the actions taken by countries in terms of institutional arrangements; policy targets, standards and regulations, as well as funding arrangements. There are several global and regional initiatives and programs that collect this type of information⁶. The reporting by EST member countries on the implementation of the Bangkok 2020 Declaration has also focused to a large extent on this type of information.

7. As in the case of the impact monitoring it is suggested that the EST Forum works together in the process monitoring with the different communities of interest that will be set up for the have come up around the different goals.

D. Reporting frequency and structure

1. 2021 Baseline report

8. In support of the 2021 14th EST Forum a baseline report will be developed which describes the status of the 6 proposed goals and associated strategies. This baseline report will be developed jointly by the EST Forum Secretariat and the ATO team. They will actively consult with all relevant organizations and make use of relevant secondary sources. The draft baseline

⁶ See for example: <http://documents1.worldbank.org/curated/en/447031581489115544/pdf/Guide-for-Road-Safety-Opportunities-and-Challenges-Low-and-Middle-Income-Country-Profiles.pdf> which documents road safety policies for low and middle level income countries, or http://www.slocat.net/wp-content/uploads/legacy/slocat_transport-and-climate-change-2018-web.pdf, which documents various low carbon transport policies.

report will be circulated to EST member countries before the 14th EST Forum, to enable them to provide comments on the information contained in the baseline report.

9. The development of the baseline report and its discussion in the 14th EST Forum will also allow a detailed discussion on the impact and process indicators that will be part of the subsequent annual status reports that will be produced jointly by the EST Forum Secretariat and the ATO team from 2022 onwards.

2. Annual status reports on the implementation of the 2030 Declaration

10. Once the 2030 Declaration has been formally approved in the 14th EST Forum it is suggested that an annual status report on the implementation of the Declaration is developed and published. As in the case of the 2021 baseline report it is proposed that this is a joint effort by the EST Forum Secretariat and the ATO team with active inputs of the Communities of Interest as well as the EST member countries.

11. The figure below gives an indicative overview of the annual reporting cycle and the respective roles of different EST stakeholders.

Timing	Activity	Involved stakeholders	Comments
6 Months before EST Forum	Defining scope of annual status report	- EST Forum Secretariat and ATO team - Communities of interest (CoI)	- Discussion on the detailed impact and process indicators to be included
5 Months before EST Forum	Analysis of available information in ATO	- ATO team	- This will result in overview of available information and where the gaps are
4 Months before EST Forum	Outreach to CoI's with request to indicate what additional information can be provided	- EST Forum Secretariat and ATO team	- This based on information analysis in previous step
3 Months before EST Forum	Outreach to EST member countries with request to: <ul style="list-style-type: none"> - Comment on impact indicators as collected by ATO team and CoI's - Provide information on process indicators with focus on past 12 months 	- EST Forum Secretariat and ATO team	- Countries will receive templates to use in reporting, which already contain available information and the sources from where information was collected
1 Month before EST Forum	Draft Status report formulated and circulated to countries for comments	- EST Forum Secretariat and ATO team - CoI's	- Countries will be requested to endorse report or propose changes - No comments received will mean that countries agree

Timing	Activity	Involved stakeholders	Comments
EST Forum	<ul style="list-style-type: none"> - Draft Status report presented in EST Forum - Countries invited to make final comments 	<ul style="list-style-type: none"> - EST Forum Secretariat and ATO team 	<ul style="list-style-type: none"> - Countries are given 7 days after the EST Forum to raise final comments
Two weeks after EST Forum	Finalization and public release of Status report	<ul style="list-style-type: none"> - EST Forum Secretariat and ATO team 	<ul style="list-style-type: none"> - Final status report released together with formally edited version of Chairman Summary of the meeting

3. Special focus annual Status Reports

12. It can be considered to have each year a special focus on one of the 6 goals of the Declaration whereby this topic would be dealt with in a more in-depth manner compared to the other goals.