Forum Summary

High-Level 14th Regional Environmentally Sustainable Transport Forum in Asia

18-20 October 2021

Tokoname City, Aichi, Japan

Next Generation Transport Systems for Achieving SDGs and Carbon Neutrality – for a Safer, Affordable, Accessible and Resilient Asia

(Hybrid Forum)

I. Introduction

1. The High-level 14th Regional Environmentally Sustainable Transport (EST) Forum in Asia with the theme, "*Next Generation Transport Systems for Achieving SDGs and Carbon Neutrality – for a Safer, Affordable, Accessible and Resilient Asia*", was co-organized by the United Nations Centre for Regional Development (UNCRD) of the Division for Sustainable Development Goals, United Nations Department of Economic and Social Affairs (DSDG/UNDESA), the Ministry of the Environment of the Government of Japan, the United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), and the Asian Development Bank (ADB). The Forum was hosted by the Government of Japan from 18 to 20 October 2021 in the Tokoname City of Aichi Prefecture.

2. In view of COVID-19 pandemic, the 14th Regional EST Forum was held in a hybrid format with the domestic participants joining physically on site, and all international participants joining online. The Forum was organized as an integral part of the International Conference on Sustainable, Resilient Cities and Transport, Aichi 2021 (SRCT 2021) which comprised three international events in hybrid format, namely, High-Level 14th Regional EST Forum in Asia, the 3rd ASEAN-Japan Smart Cities Network (ASCN) High Level Meeting, and the High-level Experts and Leaders Panel on Water and Disaster (HELP). The 14th EST Forum was attended by 634 participants which included national and local government representatives, the UN and international organizations, non-governmental organizations (NGOs), individual experts and resource persons, scientific and research organizations, the private sector and other individual participants from 47 countries (Australia, Austria, Bangladesh, Belgium, Bhutan, Brunei Darussalam, Cambodia, Cameroon, Canada, Chile, People's Republic of China, Congo Democratic Republic, France, Germany, Ghana, Italy, India, Indonesia, Iran, Japan, Kenya, Republic of Korea, Liechtenstein, Lao PDR, Malaysia, Maldives, Moldova, Mongolia, Myanmar, Nepal, Nigeria, the Netherlands, the Philippines, Pakistan, Russian Federation, Singapore, Slovenia, Sri Lanka, Spain, Sweden, Switzerland, , Thailand, Togo, Trinidad and Tobago, United Kingdom, United States of America and Viet Nam).

3. The high-level dignitaries who addressed the 14th EST Forum include - Japanese Minister of Environment, Japanese Vice Minister for Global Environmental Affairs, Indian Minister of Rural Development and Panchayati Raj, Bangladesh Minister of Railways, Bangladesh

Minister of Roads, Transport and Bridges, Bhutan Minister of Communication, Indonesian Special Advisor to Minister of Transport, Maldives Minister of Environment, Climate Change and Technology, Malaysian Minister of Transport, Philippines Secretary of the Department of Transportation, Russian Deputy Minister of Transport, Sri Lankan Minister of Environment, Thailand Minister of Transport, Viet Nam Deputy Minister of Transport, UN Under-Secretary General for DESA, Deputy Executive Director of UN ESCAP, and Vice President of ADB, among others.

4. The 14th EST Forum discussed and adopted the *Aichi 2030 Declaration on Environmentally Sustainable Transport - Making Transport in Asia Sustainable (2021-2030)* with an aim to bring transformational changes in the transportation sector (both passenger and freight) of Asia. The Aichi 2030 Declaration is also in line with the current global commitments towards achieving the Sustainable Development Goals (SDGs) and the Paris Agreement on Climate Change in the region.

5. Not only is Asia the most populated region in the world, but in aggregate it has also been the world's largest economy since 2020. Hence, the region is uniquely placed to influence the world's economy, prosperity, and growth in the coming decades. Transport and accessibility will need to play a significant role if the region's aspirations for economic growth are to be sustained, along with the achievement of widespread benefits across society. The transport sector is key to enabling the mobility of people and goods locally, nationally and internationally, allowing access to essential products and services, and connecting all sections of society. Sustainable transport also ensures social equity through better rural-urban linkages in the spirit of "*No One is Left Behind*" which is an universal aspiration under the SDGs. At the same time COVID-19 pandemic has called for new approaches to ensure the ongoing resilience of cities and communities (both urban and rural). Considering the climate impacts, increasing frequency and magnitude of natural disasters, health pandemics like COVID-19, and unexpected economic shocks, the resilience of cities and nations should be central to transport policy, planning and infrastructure development through effective policy, legal and institutional frameworks that ensure appropriate levels of authority to national, sub-national and municipal governments to promote sustainable transport.

6. It is predicted that by 2030 Asia will have nearly half of the global population, with approximately 60 percent of global growth, 40 percent of total world's GDP (in PPP), one third of global transport CO_2 emissions, and almost 60 percent of worldwide road accidents and fatalities. With growing car ownership, Asian cities are in forefront of facing a number of challenges such as air pollution, traffic congestion, road accidents and fatalities and rising level of GHG emissions. To sustain ongoing economic growth, prosperity, and to achieve SDG 11, among others, Asian countries and cities will need a massive transformation in their transport sector. New innovations and technological advancement in recent years and innovative responses to the COVID-19 pandemic have provided opportunities for Asian countries, to not only recover from the pandemic, but also to transform their transport system (both passenger and freight) to achieving greater safety, affordability, accessibility, GHG emission reduction and resilience.

7. Currently there is no agreed mechanism to implement the various global agreements on sustainable development and climate change at the regional and sectoral level in Asia. The Bangkok 2020 Declaration (2010-2020), adopted at 5th Regional EST Forum in Asia (Bangkok, Thailand, 2010), was the first regional declaration on the strengthening of environmentally sustainable land transport in Asia. Considering that a number of international agenda and agreements are in place (such as the 2030 Agenda for Sustainable

Development and the SDGs, the Paris Agreement on Climate Change, the New Urban Agenda, the Addis Ababa Action Agenda on Financing for Development, the Sendai Framework for Disaster Risk Reduction 2015-2030, the second UN Decade of Action for Road Safety 2021-2030, and the Nairobi Mandate, the UN Decade on Ecosystem Restoration 2021-2030, etc.), the past three Regional EST Forums in Asia (11th Forum in Mongolia in 2018; 12th Forum in Viet Nam in 2019 and 13th Forum in 2020) unanimously recommended to develop a successor to the Bangkok 2020 Declaration to support the ongoing need for Asian countries to improve the safety, accessibility, inclusiveness, and sustainability of their transport systems. Acknowledging that the required transformation in the transport sector in Asia will require a significant effort that will not happen instantly, and that there is a need for collective, focused, and coordinated action among all the Member Countries. The EST member countries met at the above three Forums had recommended that the new EST Declaration (2021-2030) is aligned with the SDGs and the Paris Climate Agreement, among others.

8. The new EST Declaration (2021-2030), the Aichi 2030 Declaration, will act both as a catalyst and a framework for transformational change in the transport sector in Asia. This will include enabling changes to policy, institutional frameworks, funding and financing mechanisms, data management approaches, and support the application of innovative state-of-the-art technologies, foster communities of interest around each goal of the Declaration, catalyze strong collaboration between governments, donor, and international organizations, including MDBs and private sectors. The Aichi 2030 Declaration will also provide a potential platform for achieving synergies in their capacity building program and activities in transport sector of Asia towards achieving the SDGs and the Paris Agreement on Climate Change, among others.

9. The Regional EST Forum in Asia together with the Aichi 2030 Declaration (2021-2030) aims to place Asia in the forefront of new collaborative approaches to implement the transport related SDG targets and to address transport related CO_2 emissions under the Paris Agreement. This collaborative Asian EST experience could serve as a model for other global regions. The proposed tracking of the Aichi 2030 Declaration could also be an important contribution to a global reporting framework on transport, climate and sustainable development. The Aichi 2030 Declaration also aims, in a gradual manner, to build communities of interest around each goal, including reaching out to multilateral & bilateral development community with an objective to aligning their development assistance with the objectives of the new Aichi 2030 Declaration. The partnership with the Asian Development Bank (ADB) and the use of the Asian Transport Outlook (ATO) and its robust data and indicator framework as a reference source, will help in providing regular regional status updates on the implementation of the goals of the Aichi 2030 Declaration and complement country reporting on the implementation of the Aichi 2030 Declaration.

10. Several donors, development banks, UN agencies, international organizations and NGOs such as – ADB, BusWorld Foundation, FAO, GIZ, JICA, ICLEI, KOTI, SLoCaT, UIC, UNCTAD, UN HABITAT, WALK21,WB, WHO, expressed their capacity building support for the developing countries towards implementation of the Aichi 2030 Declaration (2021-2030).

II. Joint Opening Session (The International Conference on Sustainable, Resilient Cities and Transport, Aichi 2021 (SRCT 2021) which comprised three international meetings/Forums, namely, the 3rd ASEAN-Japan Smart Cities Network (ASCN) High

Level Meeting, the 14th Regional EST Forum in Asia, and the High-level Experts and Leaders Panel on Water and Disaster (HELP))

11. H.E. Mr. Tetsuo Saito, Minister, Ministry of Land, Infrastructure, Transport and Tourism, Government of Japan, welcomed all the participants of the Conference and encouraged meaningful exchanges of ideas for disaster mitigations. He remarked that governments are already conducting proposals, though more work is needed for the reduction of risks of natural disasters through improved planning. Increased exchanges can improve planning effectiveness and evolution of ideas.

12. H.E. Mr. Tsuyoshi Yamaguchi, Minister, Ministry of the Environment, Government of Japan, thanked UNRCD for co-organising the Conference. He noted the extensive body of research that demonstrates the extent of climate change that culminated in the most recent IPCC report, which confirmed that we are facing a climate crisis and that immediate, international action is needed. The Japanese Ministry of the Environment has set a goal to reduce greenhouse gas emissions (GHG) by 46 percent by 2030. They also set a goal of Carbon Neutrality by 2050. A new clean energy plan will be made with these goals in mind, particularly, carbon neutrality by 2050. The Japanese Ministry of the Environment is promoting so called 'Zero Carbon Drive' which means more combinations of electrified vehicle in the market charging by renewable energy. Furthermore, there are also plans to make over 100 leading decarbonisation zones by 2030 with local government cooperation. He hopes to create a decarbonisation domino effect in Japan and demonstrate it to other countries. The Aichi 2030 Declaration will be a catalyst to decarbonisation in Asia. He believes Asian countries are leading global climate change actions with thoughtful conversations and meetings.

13. Mr. Dato Lim Jock Hoi, Secretary-General of ASEAN, described how cities are the heart of the effort to recover from the COVID-19 pandemic and how there is a need to build back smarter. He expressed that it is critical to place engagement and inclusion at the center of the initiative, adapt to local culture and needs of citizens, business and geography in order to engage diverse stakeholders. He promoted digital connectivity as a key feature of thriving community so that we can learn from one another to promote more livable cities for all groups of society and build human capital to seize smart city opportunities. ASEAN and Japan are working together to put in place capacity building programs for cities to support them in strategic planning and developing investment plans with consideration of unique contexts to foster consideration of city development through a lens of inclusion, sustainability and connectivity.

14. Mr. Liu Zhenmin, Under-Secretary-General for UN Department of Economic and Social Affairs (DESA) underscores the pride in partnering with Japan, and co-convening the Conference, before describing the relevance of the 14th EST Forum. The world faces a mix of crises stemming from COVID-19 pandemic, all with current and potentially giant implications for the international 2030 agenda. Asian countries and cities can foster a massive transformation in their developing sectors including transport – improving economic and inclusive prosperity. He welcomed the initiatives of the Asian countries to realize the Aichi 2030 Declaration and mention that the Declaration is a step in the right direction – to place Asia at the forefront of innovative progress. Mr. Zhenmin acknowledges the Second UN Sustainable Transport Conference in Beijing, 14-16 Oct 2021, as another critical meeting for building momentum towards 2030 sustainable development goals – in conjunction with these events in Aichi with dual participants sharing findings – by exploring

options and potential for development. Recognizing that UNCRD celebrates its 50th Anniversary in 2022, he thanked the Japanese Government for its continuous support to the Centre.

15. Mr. Bambang Susantono, Vice-President for Knowledge Management and Sustainable Development, Asian Development Bank (ADB) highlights the forum's direct relevance to ADB, to maintaining a sustainable Asia. He calls for greater collaboration, aiming to share best practices and to generate greater action. In the world recovery from COVID-19, already there are reactions and changes in behaviour and policies. ADB is similarly evolving, having outlined a 'Four Is' action guide – Impulsive, Integrative, Involved and Interconnected. The integration of various sectors and teams, as the Conference addresses water, transport and energy mirrors the ADB's approach. Mr. Susantono calls for greater momentum towards decarbonization by 2050, in the lead up to COP26 in Glasgow. The ADB is committed to supporting member governments towards more sustainable cities and nations. To this regard, he welcomed the Aichi 2030 Declaration and expressed ADB's support towards its implementation.

16. Dr. Han Seung-Soo, Chair of the High-level Experts and Leaders Panel on Water and Disasters (HELP), was pleased to speak at the opening of the event and gave thanks to the government of Japan, UNCRD and Aichi prefecture. Urban population is currently over half of the global population and is projected to be over 60 percent by 2030 and over 70 percent by 2050. He feels it is imperative that the international community address the growing challenges that cities face and draw blueprints for livable urban areas for the future. He argues that we are at a critical juncture in human history and that it is apparent that post corona cities must be more resilient to sudden shocks, such as pandemics, and to gradual changes, such as climate change. He states, 'Cities are containers of our society' where robust infrastructure is required to ensure safety, mobility and enhanced livelihoods for citizens.

17. Welcoming the participants to the Forum, Mr. Kaveh Zahedi, Deputy Executive Secretary of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) stated that ESCAP was a proud and committed partner for the EST Forum. Outlining the mounting challenges faced by the region's transport sector, he mentioned that ESCAP was looking forward to joining hands with UNCRD and EST process and the Aichi 2030 Declaration in supporting countries to align national and regional transport policies and actions with their climate and sustainable development commitments. He acknowledged that the EST process is truly a multi-stakeholder platform and encouraging to see a growing number of collaborative and supporting organizations of the Forum. He stated that transport ministers from Asia-Pacific would consider an ambitious new Regional Action Programme (2022-2026) prioritizing low carbon mobility, transport digitalization and inclusive transport and mobility at the ESCAP's Fourth Ministerial Conference on Transport in December this year. Finally, he called for greater collaboration to make Asia a leader in sustainable, inclusive, and resilient transport and cities.

18. H.E. Mr. Hideaki Omura, Governor, Aichi Prefecture, Japan welcomed all the participants to continue with the development of cities and transport. He recognized Aichi as a major industrial centre in Japan – particularly for automotive and robotic industries – as a frontrunner in environment and sustainability. Aichi has previously hosted some of the large events relating to Convention on Biological Diversity (COP-10) in 2010 and educational development 2014. In 2019 the Japanese Government chose Aichi as a feature city due to its high potential in sustainable development.

III. Ministerial (High-Level) Statements by Member Countries of Regional EST Forum in Asia

19. Japan – H.E. Mr. Yutaka Shoda, Vice Minister for Global Environmental Affairs of Japan reflected on the history of the Regional EST Forum in Asia, noting several key moments in its history. The first forum was established in 2004 and defined the concept of Environmentally Sustainable Transport (EST) and shared this concept - as well as member's goals towards it - with the world. Since then, membership has continued to increase. He believes this is because countries are coming to understand that sustainable transport is key to addressing major social issues such as poverty and economic disparity. In 2020, following the Bangkok 2020 Declaration, there was an opportunity to initiate a new Declaration, which refined the concept and led to greater progress for all members. At the 12th Regional EST Forum in 2019 in Viet Nam, the Ministry of the Environment of the Government of Japan made several suggestions for improvements to the goals and indicators included in the draft Declaration. Mr. Shoda expressed his satisfaction that many of these suggestions have been taken to heart and included in the new Declaration, which sets goals for the next decade.

20. Indonesia – H.E. Prof. Wihana Kirana Jaya, Special Adviser, on behalf of the Ministry of Transport appreciated the work performed so far in this area of sustainability. Indonesia has high potential as a platform for sustainable transport in Asia, including leading financing mechanism options, while upholding commitment to supporting the SDGs in which Indonesia upholds all aspects and supports inclusiveness to collaborate for best practices. Indonesia is committed to improvement of public transport services for pollution, especially in rural areas and the country's integration of high-speed train and EVs will lower GHGs. Indonesia will support the 2030 Aichi declaration, which is anticipated to bring positive results in the world reaction to the COVID-19 pandemic.

21. Bangladesh – H.E Mr. Nurul Islam Sujon, Minister for Railways thanked the Minister of Environment of Japan, and the various bodies and EST members. He outlined the increased impact from COVID-19 and called for immediate transformational changes in the transport sector to achieve the SDGs and socially sustainable development networks – already initiated by their Prime Minister. Bangladesh supported the Climate Vulnerable Forum (CVF) for a second time with the aim for enhancing resilience. Bangladesh is aiming for '3 zeros' in transport – zero emissions, zero pollution and zero accident, a concept introduced during the 7th Regional EST Forum in Indonesia in 2013. The Bangladesh government believes that environmental sustainability is important, and a sustainable automotive fleet will contribute by decreasing GHGs from this sector with fleet electrification. The minister highlighted the growing consideration of multi-modal transport in its networks and called for greater collaboration between nations and corporations to accomplish the Aichi 2030 Declaration (2021-2030).

22. Bangladesh – H.E. Mr. Obaidul Quader, Minister of Road Transport and Bridges of highlighted that the Government has made necessary steps to become an upper-middle income country by 2031 and a high income country by 2041. He added that infrastructure is critical to the economy and environment, especially considering the consistent increase in both passenger and freight traffic, as such development of the transport network has been a high priority in the last decade. He recognized that environmentally sustainable transport would support sustainable economic growth, and the Aichi 2030 Declaration (2021-2030) can act as a policy framework for transforming the transport sector in Bangladesh. Bangladesh is implementing a wide range of policies and strategies in line with SDGs that

focus on electric buses and EVs. Mr. Quader proposed Bangladesh's commitment to reduce 3.4 million tons of CO2 emissions by 2030 as an unconditional contribution.

23. Bhutan – H.E Mr. Karma Wangdi Donnen, Minister of Information and Communications, offered greetings and warm wishes from His Majesty and the people. The Kingdom of Bhutan believes that the Regional EST Forum in Asia is a great platform for representatives across Asia to share insights and experience that will be critical in informing each member's national strategies. Currently the transport sector is responsible for 60 percent of the GHG emissions. They are committed to their 2021-2050 National Strategy document which aims to achieve GHG reductions in line with the Paris Agreement. This includes the development of bus rapid transit systems, cable cars, electric trains and non-motorized transport. They also plan to promote low emission urban transport plans through an EV roadmap. Despite these efforts, the major challenges they face are in securing investment and access to technological information and expertise. To help address these challenges, they believe there needs to be emphasis placed on regional cooperation and development to create a major shift in the transport sector.

24. Maldives – H.E. Ms. Aminath Shauna, Minister of Environment, Climate Change and Technology highlighted that as an ocean nation comprised of over 1000 islands and 99 percent water, a sustainable transport network is critical for their government to provide food, fuel, and medicine between otherwise isolated communities. Sustainable developments internationally are critical to the Maldives as they are particularly affected by rising sea levels and climate change induced extreme weather events. A complete overhaul of the national fleet will be necessary to mitigate fossil-fuel use, reducing GHGs, improving air pollution, improving energy security, by avoiding dependence on imported fossil-fuels. These can be achieved with a strategic framework including a roadmap for procurement and implementation of EVs, BEBs and micro-mobility.

25. Malaysia – H.E. Mr. Wee Ka Siong, Minister of Transport highlighted that Malaysia is committed to reducing GHG intensity by 45 percent by 2030. Malaysia implements a 5-year development blueprint that places the well-being of its people based on the SDGs. Dependence on private vehicle ownership is unsustainable, hence public transport networks must be expanded. Malaysia has several major train lines to be completed over the next five years. The National Automotive Policy 2020 outlines a transformation into connected mobility, encouraging mobility as a service. Regulated infrastructure design has been implemented to encourage people to use public transport or other mobility options. Malaysia is committed to the Stockholm Declaration target to reduce the road accident fatalities by 50 percent.

26. Sri Lanka – H.E. Mr. Mahinda Amaraweera Minister for Environment, highlighted the country's commitment to achieving SDGs. Sri Lanka is developing its green transport network as part of the economic development of the country and aspiring to become a net-zero carbon country. There is high priority to environmentally friendly transport and decarbonizing the transport sector to create a clean, efficient, and accessible transport network in the country. The current aim is to reduce GHGs by 70 percent by 2030 and achieve carbon neutrality by 2050. The Government is implementing the Clean Air Action Plan for 2025, to maintain air quality at desirable levels and reduce the emission of harmful pollutants. The response to COVID-19 is demanding major shifts in the transport sector with greater consideration of multi-modal transport including e-mobility and non-motorized transport.

27. India – H.E. Mr. Giriraj Singh, Minister of Rural Development, thanking all the co-organizers of the Forum highlighted that transport is the lifeline of economic activity and therefore more efficient transport will lead to faster economic development. The improvement of rural roads leads to an increase in the Human Development Index and can catalyze economic activity to eradicate rural poverty. The Pradhan Mantri Gram Sadak Yojana (PMGSY) in 2020 was developing a network of all-weather roads between widespread scattered rural habitations in India where rail and inland water transport is not feasible and possible. Shri Singh expressed that sustainable land-based transport is crucial for India's development as large portions of the country are inaccessible by sea. Their 2013 road upgrade goal of 50,000 km was met, and 99 percent of the 2019 goal of 1,25,000 km has been completed with the remainder to be completed within a year. From the beginning of the scheme till now about 6,75,000 km of rural roads have been constructed. The scheme has benefitted all the aspects of rural life like agricultural production, increase in income of farmers, education and health indices, employment generation and women empowerment. He believed these developments would be helpful to all members and hoped the Asian EST Forum will work towards strengthening mutual cooperation among the countries in developing green roads across Asia.

28. The Philippines – H.E. Mr. Artur P. Tugade, Secretary of Transport highlighted that the Philippines is extremely vulnerable to the effects of climate change and geological hazards, therefore all available resources and powers are being used to improve resilience and sustainability, especially in the transport sector. They aim to not only recover from COVID-19 but to use this opportunity to accelerate the transformation of the transport sector. There is hope for achieving significant shifts from road-based transport to more sustainable intercity passenger transport and mass freight transport. The development of the nation's first subway and the development of 1000 km of rail has aided in this shift. Fleet modernization will replace all dilapidated units with new modernized units, which are more comfortable, accessible, and environmentally sustainable. A formal vehicle registration system has been implemented, with inspection and maintenance requirements to ensure safety and emissions targets are met. They have intensified the promotion of 'active transport' such as walking and cycling, developing over 500 km of bike lanes in the past year. They have adopted the Stockholm Declaration goal to reduce road fatalities by 50 percent by 2030.

29. Viet Nam – H.E. Mr. Le Anh Tuan, Deputy Minister of Transport, introduced the National Strategy for Sustainable Development and an Action Plan in response to their commitment to 2030 Agenda and the SDGs. In response to climate change, Viet Nam has updated their Nationally Determined Contribution (NDC) and reported to the Secretariat of the UN Framework Convention on Climate Change. They identified how congestion leads to pollution and, thus, GHG emissions and how climate change, rising sea level and extreme weather have an impact on existing infrastructure. A particular issue they are facing is the high proportion of motorbike ownership due to current, inadequate public transport. The National Action Plan emphasizes safety and energy efficiency for passenger transport; encourages the development of multi-modal transport options; and the integration of logistic technologies. Smart transport and low-carbon technologies are crucial in the 4th industrial revolution. Viet Nam aims to promote cooperation, transfer technological knowledge and skills, and mobilize its resources to design sustainable transport system.

30. Russian Federation – H.E. Mr. Dmitry Zverev, State Secretary and Deputy Minister of Transport, The Ministry for Transport highlighted the Russian Federation's goal to advance

scientific and specific methods for sustainable transport. Russia is addressing the issues of mitigating negative impacts on the environment and climate change. In 2020 they committed to reducing greenhouse gas emissions by 70 percent from their 1990 level by 2030, and then almost complete reduction of greenhouse gas emissions from the transport sector by 2050. The Russian Federation is developing a strategy to promote socioeconomic development; a shift to less carbon intensive models of freight and passenger transport using electric and gas-fueled public transport; increasing the share of electric bicycles; and providing infrastructure to support electric vehicle charging and alternative fuels such as the hydrogen. Today more than half of the entire railway network of Russian Federation is electrified. For all transport, the government is aiming to improve fuel economy, improve monitoring and minimize the GHG emissions with improved data collection. The Russian Federation welcomes the Aichi Declaration as a comprehensive document that outlines the need for environmentally sustainable transport as well as key issues and methods for overcoming them.

31. Thailand – H.E. Mr. Saksayam Chidchob, Minister of Transport, mentioned that the people of Thailand have been affected by the COVID-19 pandemic and are looking to collaborate for developing a sustainable transport system and achieve the SDG 2030 goals. The Minister explained that the main goals of their long-term transportation development plan are to increase road safety, enhance transport efficiency, lower greenhouse gas emissions and utilize innovation. Mr. Chidchob reaffirmed that the country is working to reduce its CO_2 emissions in accordance with the Paris Agreement and is committed to further reducing its GHG emissions to 21 million tons by 2030. To prioritize their regional mobility and urban development they have planned to introduce cost-effective public transport, a 20-year mass rapid transport plan in the capital city to integrate road, rail, and waterways, to achieve socio-economic growth and sustainable development.

IV. Joint Commemorative Session of SRCT 2021 (ASCN, EST and HELP)

32. Mr. Bambang Susantono, Vice-President for Knowledge Management and Sustainable Development, Asian Development Bank (ADB) gave the Commemorative keynote speech. He highlighted that transport, cities and disaster resilience are vital pillars for the future of Asia's sustainable development. ASEAN Smart City Network, EST and HELP are complementary to each other for ensuring that the SDGs are met. They are the blueprint for sustainable development for all. However, no region is on track to fully meet any of the SDGs by 2030, in fact, only 10 percent of the 169 targets are projected to be reached. In order to turn this around, tough decisions must be made to prevent a K-shaped recovery from the pandemic, which exacerbates existing disparities between economies. He also highlighted that ADB is promoting the 4"I" approach—which stands for Inclusive, Integrated, Involved, and Interconnected. The VP informed that the 4"I" approach is most relevant for the future of Asia's transport sector and for realizing the goals of the Aichi 2030 Declaration that will be adopted during the EST Forum.

33. He stated, that in 2019, the transport, storage and communication sectors added $3.6 trillion to 25 EST economies, equivalent to 6.5 percent of GDP. Transport related industries employ 112 million employees in EST member countries, equivalent to 6 percent workforce, as well as millions of informal employees. In 2019 Asia accounted for 58 percent of the global population and 30 percent of the world GDP and accounted for 36 percent and 27 percent of local freight and passenger activity respectively. 630 million rural people in Asia are further than 2km from all-weather roads and 480 million people live more than 500m from

modern public transport. In terms of road safety, 800,000 people die annually on Asia roads which is responsible for a 6.4 percent reduction in potential GDP in Asia. Similarly, transport-based air pollution is responsible for 250,000 premature deaths. Progress has been made, new business-as-usual emission estimates show that transport-based CO_2 emissions will be about 4GT, 50 percent below previous estimates.

34. Mr. Susantono highlighted that the adoption of the Aichi 2030 Declaration (2021-2030) on Environmentally Sustainable Transport is a milestone for future of transport in the region. The Aichi 2030 declaration is built around six key goals: 1. Environmental Sustainability; 2. Road Safety; 3. Economic Sustainability; 4. Rural Access; 5. Urban Access; and 6. National Access and Connectivity. ADB welcomes the declaration and is pleased to support through the development of the Asian Transport Outlook (ATO). As part of the next phase of ATO, ADB and UNCRD will conduct a series of online workshops for EST members on how to use ATO to report progress on Aichi Declaration goals.

V. EST Opening Session

35. Mr. Yutaka Shoda, Vice Minister for Global Environmental Affairs, Ministry of the Environment of Japan opened the High-Level 14th Regional EST Forum in Asia by highlighting the importance of the knowledge sharing related to sustainable transport systems in the Asia and Pacific. He acknowledged the importance of the new Aichi 2030 Declaration that will provide the EST member countries a basic framework to align transport-related strategies and measures in-line with the goals of the Declaration. Japan has declared taking on the challenge to reduce GHG emissions by 46 percent from their 2013 level by 2030, ideally even to 50 percent. Japan is committed to achieving the SDGs and has already begun to improve its electro-mobility, implementing renewable energy, electric vehicles and fuel cell vehicle technology. Mr. Shoda emphasized the international and economic cooperation that must take place in order to ensure environmental sustainability and called for focus on sustainable transport in the future. He described the Aichi 2030 Declaration as the pillar of the EST Forum (combined with the Paris agreement) and he hoped that the conference would provide opportunities to exchange opinions and deepen current understanding among participants.

36. Mr. Kazushigo Endo, Director, UNCRD/UNDESA thanked all the organizers and supporting organizations of the 14th EST Forum and mentioned the efforts made in drafting the Aichi 2030 Declaration after consultation with the member countries, multilateral and bilateral organizations, non-governmental organizations, research institutions, and experts. Mr. Endo expressed his gratitude and hoped that Aichi 2030 Declaration that would be adopted on the last day of the Forum would add value in efforts towards decarbonization of the transport sector.

37. 2018-2020 previous three EST forums unanimously agreed to follow up on Bangkok declaration, and members are motivated for safe and sustainable transport systems for Asia. EST members agree that the Aichi 2030 declaration should be aligned with SDGs and Paris and other international agreement. Since 2004, EST forum has been hosted by Asian countries every year, with strong co-ownership with host countries EST has been successful in discussing transport policies and engaging governments and other relevant stakeholders. It also aims to put Asia at the forefront of collaborative approaches by reaching out to

international development agencies that act in line with the Declaration for development assistance. Emerging partnerships with ADB through ATO provides a meaningful basis to track implementation of the Aichi 2030 Declaration, including collection of robust data and development of indicator frameworks.

38. Mr. James Leather, Chief Transport Sector, ADB highlighted that ADB's initiative on the Asian Transport Outlook (ATO) aims to strengthen the knowledge base on transport in the Asia-Pacific region. The ATO is developed in support of the planning and delivery of ADB Transport Sector Assistance. At the same time, the ATO supports ADB's Developing Member Countries in transport policy development and delivery. ADB is working with the UNCRD and other international organizations in developing the ATO as an instrument to track the implementation of the Sustainable Development Goals, the Paris Agreement, and other relevant international agreements on sustainable development in the transport sector. Likewise, the ATO also serves as input in regional transport initiatives, such as the ESCAP Regional Action Programme for Transport Development in Asia and the Pacific, the ASEAN Kuala Lumpur Strategic Action Plan and the Aichi 2030 Declaration (2010-2030) that will be adopted by the 14th Regional Environmentally Sustainable Transport Forum in Asia.

39. The ADB has a strong commitment to the Aichi 2030 Declaration, as the declaration is essential to push the agenda of environmental sustainability further and encourage action. In the next decade, EST members will be requested to submit annual progress reports towards the goals of the Declaration; these reports will be combined with relevant policy information collected through the Asian Transport Outlook as a meaningful reference source. In collaboration with UNCRD, the ADB also aims to provide a series of online capacity building events to support reporting on implementation of Aichi 2030, which will be useful to discuss proposed indicators and validate information in the ATO, that will then be used for the development of the annual status update reports. After adoption of the Aichi 2030 Declaration, UNCRD will review the suggested indicators and EST member countries can make further suggestions for improvements.

40. Mr. Cornie Huizenga, ADB resource person highlighted the overall approach to tracking of the Aichi 2030 Declaration. He informed that the proposed indicators for tracking the six goals of the Aichi 2030 Declaration are in line with the agreed upon SDG indicators. Mr. Huizenga mentioned that the intention to tracking the six goals of the Aichi 2030 Declaration is to provide a regional overview of the implementation of the six goals of the Declaration, and not to have country by country scoring or ranking on the implementation of Aichi 2030 Declaration.

41. Dr. Francois Davenne, Director General, International Union of Railways (UIC) thanked UNCRD/ UN DESA, Asian Development Bank, and Government of Japan for organizing and supporting the 14th Regional EST Forum and providing an opportunity to the member countries to share good practices and knowledge. He acknowledged that sustainable development is considered one of the main global challenges facing the world today and is an important aspect of transport development. He highlighted that the cleanest and greenest high-volume transport, particularly rail, has an essential role in creating sustainable lifestyles and economies. While representing 8 percent of global passenger and freight transport activity (in passenger km/ton km), railway represents only 2 percent of the

transport sector emissions. Finally, Dr. Davenne extended his gratitude to all the organizers and wished that the new Aichi 2030 Declaration would help the member countries in making the transportation system sustainable, efficient, resilient and safe.

VI. EST Plenary Session 1: Decarbonizing Transport Sector towards Net Zero by 2050

42. Asia is a key region to consider targeting to tackle climate change, accounting for 39 percent of global GDP and responsible for 38 percent of global transport emissions. Asia has also seen the highest growth of transport related CO_2 emissions between 2010 and 2019 among all global regions. EST countries demonstrated in their opening remarks their commitments to decarbonise the transport sector. Road transport is dominant in EST countries; therefore, motorization and increase of freight transport are the main causes for CO_2 emissions from transport.

43. Decarbonization needs to be linked with prosperity and health - public health, social, political, and economic health. The quality and carbon intensity of available energy must be considered in electrification policies. Regulatory intervention is required to ensure access to high quality, low carbon intensive energy to fuel vehicles. Asia has a growing share in the carbon market – an increasingly carbonized economy.

44. There were several options for national governments to decarbonize land transport in the future: integrated nation transport and climate plan; greening freight; and electrification of transport with renewable energy and managing future motorization growth. While driving the transport sector to net zero, a decarbonization agenda is needed for society and economy for real carbon positive to address climate change - neutrality is not enough. For example, the Government of Japan has established several key future goals: carbon neutrality by 2050, 100 percent EV sales by 2035 and 46 percent GHG emissions reduction by 2030, up from previous 25 percent reduction goals aligned with a wide set of measures including 100 model decarbonization areas by 2030.

45. In order to achieve these climate goals, drastic measures are required to change behaviours. Human capital and community cooperation is increasingly important and is being utilized more. Technological solutions must be made accessible to all at an acceptable cost, and these solutions must have public approval if they are to be implemented successfully.

46. Nations are having different needs. Greater focus must be given to how nations and regions can learn from each other to diffuse practical knowledge across the region. A balanced approach to industrial centers can be made, and balancing economic prosperity, healthy urban spaces and environmental health is important. Sustainable urban community development is important to encouraging use and integration of public transport. Regulatory framework is often non-existent, while the political framework has huge diversity and often under tension. Many plans will rely on strong collaboration and joint carbon trading schemes with neighbouring countries like the Japanese Joint Credit Mechanism (JCM). Multi-stakeholder involvement and intervention is needed in order to decarbonize the transport, and a multi-pronged approach from all is important.

47. Electro-mobility coupled with investment in renewable energy is critical to carbon mitigation, as is the transition from private vehicles to public transport – especially trams and trains. Automotive transport contributes high portion of CO_2 emissions and there is a neglect of non-urban rail transport decarbonization. The mode proportion of rail has shrunk due to motorization of population with private vehicles. Freight decarbonization can be addressed with investment in railways, hydrogen as a potential alternate energy source and more efficient supply chain logistics. EVs (micro-mobility, two/three-wheelers, passenger cars, mini busses, busses, trucks, etc.) offer multiple benefits: decarbonisation, cleaner cities, better road use and mobile energy supplies. Industry needs to decouple its transport and

machinery from carbon – potentially with electrification and hydrogen. The transport sector is the most important sector for decarbonization as it uses over one third of global final energy demand and only 3.4 percent of the sector is based on renewable energy.

48. Urban and national leadership is required to enhance the decarbonization of transport, e.g. Toyota City introduced electric vehicles for elderly citizens to improve their social mobility and quality of life. They also started the introduction of vehicle-to-grid technology to prevent power outages which has been facilitated by a mobile application, enabling evacuation centers to provide electricity by supplying emergency teams. Other examples from India were provided to be learned from global best practices of buying e-buses, to help increase efficiency and master concession agreements.

49. There is a lack of complete financing mechanisms, while in capital intensive projects in Asian countries, carbon markets are undeveloped. To meet the challenges of new transport fleet procurement, tailored financing solutions are required as well as a combination of an appropriate policy framework. Multi-lateral development banks like the World Bank are providing a growing financial support, but also capacity building support to strengthen the local institutions. Other international organizations like GIZ with support from the German government had set up a project to decarbonizing the transport sector in Asia with national projects in India, China and Viet Nam (NDC-TIA). GIZ has also established a Regional Council for Decarbonizing Transport, which will produce a flagship report on decarbonization of transport) to be shared next year. The ADB committed USD $100 billion to infrastructure development, but additional support is required to ensure the longevity of these projects.

VII. EST Plenary Session 2: Increasing Resilience through Sustainable Transport Solutions

50. Increasing resilience through sustainable transport solutions are in line with Goal 1b of the proposed Aichi 2030 Declaration focusing on increasing resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19 by 2030. More actions are needed to reduce CO_2 emissions from transport sector. In Malaysia, for instance, transport sector contributes approximately 30 percent of the CO_2. The prevailing transport systems in the region are quite unsustainable. Walking, cycling, e-scooters and public transport represent good solutions within urban areas. These options are more feasible to provide decarbonization initiatives within urban areas. For regional connectivity, electric or hydrogen alternatives might be the most feasible solutions, provided of course, that the energy originates from renewable sources. For EVs, the biggest challenge is creating the charging infrastructure for electricity. The Asian region is very prone to high disaster and climate risks. Resilience is a pre-requisite to development. Disasters like floods, earthquakes and hurricane cause damages to local roads, motorways, airports as well as seaports and other infrastructure. The transition to quality of life after the disasters takes long time depending upon the system's resilience.

51. Asia's transport sector will be facing several critical challenges in future due to the existing and emerging challenges like climate change, increasing frequency and magnitude of natural disasters and health emergencies like COVID-19 pandemic. Resilience must be an integral part of transport policies, plans, programmes, budget, including transport infrastructure design and development in Asian countries and cities. Transformative policies, institutions, programmes, and investment decisions in transport sector are necessary to put the countries and cities on the path of resilience. Public-private partnerships can play a very

vital role in this direction. However, the transport sector cannot work on its own. Transport agencies should diligently work with the city planning agencies. A collective effort is needed to decarbonize the sector. Public-private partnerships (PPPs) can help creating an environment that would lead to resilience. Major transformation is necessary in Asia's transport sector to increase community resilience during pandemics like COVID-19.

52. Sensitisation to climate change and disaster preparedness is quite lacking in the Asian region. Therefore, there is a need for climate resilient policies. Equally important is the need for capacity building in which, UN agencies, bilateral and multilateral institutions can play a vital role in providing necessary capacity building support to member countries in enhancing resilience. Equally important was the need for urban health initiatives for creating healthier and liveable urban environments.

VIII. EST Plenary Session 3: Sustainable Transport Infrastructures and Services for Safety and Economic Sustainability

53. Resilient and sustainable transport is key for supporting the economy and environment. For transport a wide range of issues need to be considered to make the future system more resilient, e.g., secure maritime safety and security; road asset management systems; road traffic safety; and promotion of urban public transportation.

54. Environmental and personal safety needs to be addressed and is gaining attention. Traffic congestion and air pollution have been the significant issues for Asia. The mode share of public transport will decline as urbanization progresses if no appropriate measures are taken – in Jakarta, for instance, the share was 42.2 percent in 2002 and only 5 percent in 2018. In Delhi, pollution is high with PM2.5 more than 70 times the WHO standard. Greater commitment is needed from high-level policymakers to reach the goal of 50 percent reduction in traffic fatalities by 2030 – at 7.5 percent less per year. Some 60 percent total global road deaths are in Asia Pacific and the rate is increasing. Road fatalities among the vulnerable road users that includes pedestrians, cyclists and for two- and three-wheelers are very high - accounting for 55 per cent in Asia-Pacfic and 75 per cent of deaths in South-East Asian countries. The share of two and three wheelers in vehicle fleet is very high in South-Asian and South-East Asian countries, for example, 93 per cent and 83 per cent of total vehicle fleet in Viet Nam and Myanmar respectively.

55. Some of the most effective means for climate change countermeasures in the transport sector are fuel conversion, energy efficiency improvements and modal shift, with rail transit as an extremely effective mode towards low carbon transport development. Only one third of cities with 3 million or more have rail transit, totaling 71 cities in Asia, and JICA aims to focus on such populated cities. Asia is massive with large and mega-cities - much bigger than Europe where conventional transport technology began. A new transport technology evolution is required to suit Asia. Private vehicles are not necessarily viable in an Asian urban context.

56. Technological innovation can unlock economic prosperity. Transit activated corridors brings together transport, development and energy by acting as a key initiator of activity. It can give greater potential for public transport, including rail and trackless trams, at the time of health emergencies like COVID-19 pandemic. . Transport currently uses periodic surveys for data, which is becoming outdated. There is a reluctance of data sharing with government agencies from private freight operators. Freight data sharing can improve system resiliency – it is important as the freight system is fragile. Freight observation allows

the private sector to share data in near-real-time with transport agencies. Blockchain technology can provide accessible and trusted data and could replace trusted intermediary systems. There is no opportunity for punitive damage or competitive loss, and can streamline transactions across supply chain, reducing delays and proving data authenticity and proof of location - applicable to all vehicle types. It will make data sharing and collaboration easier between stakeholders.

57. There are a wide range of benefits of technical cooperation, ODA loans, ODA grants, public-private partnerships, mobility management toolkits and developing handbooks. Collaboration and community engagement are important. EST member countries have shared and are building upon learnings - essential for resilient transport and societies. The global pandemic response is an opportunity to review all our technologies together, even helping some leapfrog into better technology, avoiding learning/growing pains. The Aichi 2030 Declaration could provide an important basis for this rapid exchange and transformation.

IX. EST Plenary Session 4: Accessibility and Connectivity – Central to Achieving the SDGs

58. The session focused on access and connectivity goals as enshrined in the proposed Aichi 2030 Declaration. To improve and significantly improve the rural access, the Prime Minister Rural Roads Programme in India (PMGSY), for instance, is aiming at connecting all unconnected habitations by upgrading roads to give a big upliftment to the rural economy. The programme is using new technologies for road construction including use of waste plastic, cold mix technology, cell filled concrete etc. and saving of natural resources by mainstreaming of R&D and climate resilient technologies. Poverty and Social Impact Assessment of the rural roads programme in India by the World Bank in 2014 and 2018 and by ILO in 2015 have revealed positive impact on rural poverty reduction, better education of children with the improvement of accessibility and mobility and long-term and sustained boost in the living standards.

59. Railways play an important role in developing the regional connectivity between countries and ensuring that in the development of the transport sector no one is left behind. Railways have helped in improving the transport efficiency by providing mobility for long and short distances. As a mode of transport, railways in Russia, for instance, have helped in promotion of rail tourism as more and more people travel by train.

60. Transport is a critical element of food supply chain. Promoting efficient connectivity, green supply chain, freight and logistics to prevent food waste are key for achieving SDG 12.3. This entails promoting an integrated multimodal / intermodal approach, scaling up investments and further mobilization of domestic resources as well as taping new sources of finance, e.g., PPPs, blended finance, green and climate finance etc. Active involvement of all stakeholders including public and private, financiers, international organizations, civil society etc. is essential to achieve the goals of Aichi 2030 declaration. Freight movement goes beyond borders and transport markets; therefore regional/sub-regional organizations collaboration is key. The regional EST Forum in Asia and Aichi Declaration provides an important venue to collectively address the freight issues at national and regional levels and to promote greater collaboration.

61. Asia-Pacific is at the core of the sustainable transport challenges. Infrastructure connectivity, operational connectivity, Euro-Asian connectivity, countries with special needs, sustainable

urban transport, road transport connectivity and road safety are critical challenges in Asia. There is also a need for reshaping transport connectivity as an aftermath of COVID-19. Even before COVID -19, there were infrastructure shortages, lack of digitalization, un-balanced freight model split, inefficient and fragile transit arrangements, manual checks at the border crossings, divergent standards on vehicles, drivers and international transit and connectivity across the region. Post COVID -19, there is a need for heavy investments to significantly improve the infrastructure connectivity and operational connectivity towards achieving the SDGs and other sustainability targets.

62. The public and private sectors have an important role to improve accessibility and connectivity through expansion of public buses and coach system in Asia. There is also a need to shift to collective modes which can have equal effects on emissions as the electrification of buses and trains. By providing integrated services, buses can connect all modes of transport – railways, aviation, and waterways. However, this requires central planning and regulating authority, citywide multimodal network planning development of physical infrastructure, single technology platform, availability of service information on single platform and single ticket such as fare integration. There is a need to develop people friendly access to integrated transport network. In order to give priority to people mobility, there is a need to define priority – pedestrian first, then public transport and last personal vehicles. While there are several issues that need to be addressed, united efforts are needed to provide better urban transport. Government policies need to attach prime importance to mobility of people and not the vehicles.

63. The panelists noted that public transport (bus, railways, etc.) plays a pivotal role in society ensuring access to education, employment, healthcare, recreation, and other daily activities including social interaction. Public transport is also equally important for the physically challenged people. The governments in Asian countries should formulate policies to ensure "mobility justice" by overcoming challenges such as inequality, uneven accessibility, and other socio-economic barriers so that "*no one is left behind*". The Asian countries must consider significant investments in rural transport sector to enhance resilience of rural farming community vis-à-vis food security. Most of the rural areas of Asia disproportionately rely on informal transport services. The formal transport sector must ensure services which are both affordable and acceptable by the people.

X. EST Plenary Session 5: Statements by Donors, MDBs, UN and International Organizations towards Implementation of the Aichi 2030 Declaration on EST (2021-2030)

64. Jamie Leather, ADB: The Asian Development Bank reinforced its full support to the Aichi 2030 Declaration by supporting the UNCRD Secretariat in all its efforts to shape the implementation of the new Declaration. He highlighted that governments are the key stakeholders in support for the Aichi 2030 Declaration, though there are multi- and bi-lateral donor community, UN agencies and NGOs that can support transport and fulfilling the objectives of the Declaration. Collaboration between all stakeholders is important, led by government. Other parties can help to monitor the goals and progress; funding/financing; and capacity development. Impact at scale is important. Mode shift is good, but overall system improvement across all boundaries and regions is needed to accomplish previous declarations and agreements. Other parties with roles are UN agencies for capacity development and as guardians of agreements –addressing SDGs, climate change, regional road safety and reporting mechanisms. NGOs can play roles for advocacy, community

coordination, community interests and conceptual input for Aichi 2030 Declaration. EST process is unique and essential in bringing together various ministries and bodies in unique combinations.

65. It was also suggested that the donor community sets up a coordinative mechanism with the UNCRD EST Secretariat to follow up on the commitments made by the multi and bilateral donor community to align funding and capacity building assistance with the 6 goals of the Aichi 2030 Declaration.

66. Tomohiro Ono, JICA: JICA welcomed the Aichi 2030 Declaration and assured to contribute to the realization of the Declaration through projects on the ground. A specific focus should be on equity and inclusivity. Gender equity especially women who are pregnant or caring for young children have limited access to transport and require specific attention. Elderly people are similarly not regarded in planning, and deemed 'invisible' to the network. JICA will aim to fill in these gaps, to include the most vulnerable groups in their projects.

67. Urda Eichhorst, GIZ: GIZ fully supports the Aichi 2030 Declaration, and GIZ is ready to help with its implementation through regional and bilateral cooperation projects in the region. They would like to encourage EST Member Countries to translate the goals of the Declaration into national, country-specific targets and policies. The Aichi 2030 Declaration provides a good basis for countries to develop a joint agenda and enhanced collaboration on sustainable transport. To foster a joint vision for decarbonization GIZ has contributed to establishing a Council for Decarbonizing Transport in Asia under the roof of the NDC Transport Initiative for Asia, supported by the International Climate Initiative of the German Ministry Environment. GIZ is looking forward to collaborating with EST Member countries and other development partners and hopes that the EST Forum could catalyze a joint initiative for curricula development and vocational training for sustainable transport planning and services.

68. The World Bank: The World Bank expressed its support to the Aichi 2030 Declaration and is looking forward to future collaboration with the EST member countries to implement the goals of the Declaration.

69. Uma Rajarathnam, WHO: WHO is fully supportive of the Aichi 2030 Declaration and WHO likes to contribute to knowledge sharing and capacity building. Knowledge strengthening is important for development of guidance and evidence synthesis.

70. Maximo Torerocullen, FAO: FAO endorsed the Aichi 2030 Declaration and expressed its full support related to its mandate and objectives. FAO underscored that the goal is to transform the transport sector for food systems and food security.

71. Lucy Anderton, UIC: The International Union of Railways (UIC) fully supports Aichi 2030 Declaration, and shares the vision that sustainable mobility systems must be clean, safe and accessible. The 2030 horizon is the decade for action and UIC is willing to support countries achieving the goals of the Declaration increasing the use of railways.

72. Further institutions like the International Road Federation and Korean Transport Institute (KOTI), Walk 21 and SLOCAT shared their support for the Aichi 2030 Declaration.

73. Agnes Montegaro Helvestas: Over 500mil people don't have access to appropriate transport – for school, healthcare and other essentials. Leaving no one behind is critical. Building capacities requires engagement from institutions to strengthen cores and have impact at large scale. Helvestas invites governments and agencies to partner with them in addressing rural access goals within the Aichi 2030 Declaration.

74. Jan Deman, BusWorld Foundation: The Bus World Foundation expressed its full support for the Aichi Declaration. The Foundation encourages bridging the gap between public and private sector. Collaboration with the active involvement of the private sector is essential. The private sector can provide important roles including financing, reducing costs (there is regain and appeal for them). The BusWorld Foundation expressed hope that the private sector, , including operators and manufacturers, would pay a lot of attention to the Aichi 2030 Declaration.

75. Tomaz Cigut, UN Habitat: UN HABITAT welcomes the new Aichi 2030 Declaration. As a custodian agency for SDG 11.2, UN HABITAT strongly supports the implementation of sustainable urban mobility under the Declaration. Access for vulnerable groups needs special attention. Transport must improve to help people avoid long trips and creating 15-minute trip cities. This involves decentralization and better hubs so that people can work within their communities.

76. Tu-My Tran, ICLEI: ICLEI is committed to the Aichi 2030 Declaration. It aims to align the Declaration with their vision for electromobility and urban development. There are 2,500 cities in the network with many in Asia and growing rapidly. Inclusivity is important. More than 1,000 cities are reporting on GHG emissions. ICLEI calls for converting the Declaration from words into actions and implementation, including capacity building actions. ICLEI is happy to see collaboration to meet the Aichi 2030 Declaration.

XI. EST Plenary Session 6: Adoption of the Aichi 2030 Declaration (2021-2030) & Forum Summary of the 14th Regional EST Forum

77. On behalf of the Secretariat of the Regional EST Forum in Asia, CRC Mohanty of UNCRD-DSDG/UN DESA briefly shared the country by country bi-lateral consultations on the pre-Zero Draft Aichi 2030 Declaration over the preceding last six months. The UNCRD facilitated the discussion process to review the Pre-Final Draft Aichi 2030 Declaration section by section, requesting comments from all the participating member countries. Based on the suggestions and contributions made by the member countries, the Session Chair, on behalf of the EST Forum member countries, officially declared adoption of the Aichi 2030 Declaration (2021-2030), which is included in Annex 1 of this Chair's Summary document.

XII. Way Forward

78. Transport is the circulation system for the world's communities and its people and modes are its lifeblood. The global pandemic reminded us that communities are dependent on transport networks, and that in order for the world's people to continue to thrive they need to be connected to facilitate trade, cultural, and knowledge exchanges. The transport sector is substantial to deliver on international agreements such as the SDGs and the Paris Agreement, among others, and will always be essential to society and as such it will need to keep pace with the demands of growing communities while decarbonizing at the same time. The new Aichi 2030 Declaration (2021-2030) will be a milestone in progressing on SDGs and the Paris Agreement on transport within the EST member countries.

79. The key next step for the Regional EST Forum in Asia is to provide a platform to report the implementation of the Aichi 2030 Declaration by the member countries. This will include informing innovative approaches to public policy, institutional frameworks, financing models, data management approaches, and application of new and emerging technologies. As such, after several years of preparation and intensive consultation with member countries and international partners, the Aichi 2030 Declaration provides a valuable milestone that will be an important blueprint to support countries across Asia, and the world, to achieve environmentally sustainable transport in Asia.

80. The Aichi 2030 Declaration will pave way for ongoing collaborative processes towards implementation in order to support the transformative changes needed. The Declaration will provide a valuable resource to inform the development of policy frameworks to underpin the transition to Net Zero cities, supported by communities of interest on particular topics. A number of UNCRD partners are very well placed to support member countries to undertake reporting and tracking of progress of implementation of the Aichi 2030 Declaration, such as the ADB, who have agreed to collaborate to deliver a series of associated capacity building workshops.

81. The Aichi 2030 Declaration provides a comprehensive framework to ensure that important elements of an environmentally sustainable transport system can be considered, informed and implemented so that all members of society can benefit. The Declaration seeks to enhance collaboration between key stakeholders with the annual Regional EST Forum providing a platform for sharing and learning the best practices.

82. The proposed tracking of the Aichi 2030 Declaration could also be an important contribution to a global reporting framework on transport, climate and sustainable development. The Aichi 2030 Declaration also aims, in a gradual manner, to build communities of interest (CoI) around each goal, including reaching out to multilateral and bilateral development community with an objective to aligning their development assistance with the objectives of the new Aichi 2030 Declaration. The partnership with the Asian Development Bank (ADB) and the use of the Asian Transport Outlook (ATO) and its data and indicator framework as a reference source, will help in providing regular regional status updates on the implementation of the goals of the Aichi 2030 Declaration and complement country reporting on the implementation of the Aichi 2030 Declaration.

XIII. Closing Session

83. On behalf of the Hon. Minister of Environment of Japan, the Forum Chair, Ms. Keiko Morimitsu, Deputy Director General, MoE-Japan, expressed her gratitude to the successful conclusion of the meeting. She hoped that under the Aichi 2030 Declaration, efforts of each country will be further accelerated and completed by the help of donors, institutions, and other relevant partners. Ms. Morimitsu concluded her speech by wishing the COVID-19 pandemic will subside by next year, and all participants will be able to join the Forum and discuss the agenda in person.

84. On behalf of Mr. Jamie Leather, Chief of Transport of ADB, Mr. Huizenga, ADB Resource Person on ATO, passed on his regards and confirmed that ADB has their full support and interest for the implementation of the Aichi 2030 Declaration. ADB with the UNCRD will be happy to support the member countries in capacity building for tracking the implementation of the Declaration.

85. In his closing statement, Mr. Weimin Ren, Director of the Transport Division of UN ESCAP expressed his appreciation to the honorable ministers for their support to the Aichi 2030 Declaration and outlining their national policies towards sustainable and decarbonization of transport. Congratulating all on the adoption of Aichi 2020 Declaration, he invited all to shift focus on its implementation. He mentioned that outcome of the ESCAP Fourth Ministerial Conference on Transport would provide impetus to the issue of environmental and social sustainability of transport in the region and motivate national and local governments to initiate and implement policies and actions towards decarbonization of transport and contribute towards the achievement of SDGs. He stated that ESCAP would continue to collaborate with UNCRD and other development partners in the implementation the Aichi 2030 Declaration and ESCAP's Regional Action Programme on Sustainable Transport Development - as these two complements each other very well. Finally, he expressed his appreciation to all co-organizers, supporting organizations, speakers, panelists, and participants for their contribution to the successful conclusion of the Forum and cordially invited all to the ESCAP Ministerial Conference on Transport to be held on 14-17 December 2021.

86. Delivering concluding remark, Mr. Kazushige Endo, Director of UNCRD, remarked that not only the adoption of the Aichi 2030 Declaration paved the way towards affordable, safe and sustainable transport systems, it also paved the way towards economic growth and development in Asia. Mr. Endo expressed his deep appreciation and thanks to the success of the 14th EST Forum and hoped to see the participants in the next EST Forum in person. Finally, he appealed to the EST member countries to consider hosting the forthcoming 15th Regional EST Forum in Asia sometime in 2022.

Annex 1:

Aichi 2030 Declaration on Environmentally Sustainable Transport - Making Transport in Asia Sustainable (2021-2030) - *Sustainable Transport Goals for Achieving Universally Accessible, Safe, Affordable, Efficient, Resilient, Clean and Low-carbon Passenger and Freight Transport in Asia*

ISSUED WITHOUT FORMAL EDITING/20 OCT 2021 FINAL VERSION

AICHI 2030 DECLARATION ON ENVIRONMENTALLY SUSTAINABLE TRANSPORT - MAKING TRANSPORT IN ASIA SUSTAINABLE (2021-2030)

Sustainable Transport Goals for Achieving Universally Accessible, Safe, Affordable, Efficient, Resilient, Clean and Low-carbon Passenger and Freight Transport in Asia

1. We, the participants, who are representatives of Asian countries (Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Indonesia, India, Islamic Republic of Iran, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Russian Federation, Singapore, Sri Lanka, Thailand, and Viet Nam)[1], international organizations, bilateral and multilateral agencies, non-governmental organizations (NGOs), research organizations, and expert sustainable transport professionals, having met at the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia, held in Tokoname City, Aichi Prefecture, Japan, 18th - 20th October 2021, inspired by the Sustainable Development Goals, the Paris Agreement on Climate Change, the New Urban Agenda and other global agreements, adopt the non-legal, non-binding Aichi 2030 Declaration on Making Transport in Asia Sustainable (the Aichi 2030 Declaration). We affirm our interest in, and commitment to, realizing a decade (2021-2030) of progress in sustainable actions and measures for achieving universally accessible, safe, affordable, efficient, clean, low-carbon, resilient, multi-modal passenger and freight transport in Asia.[2]

I. PREAMBLE

i. ***Recognizing*** the urgent need for immediate greater action on sustainability of transport systems in Asia. This considering that by 2030, it is projected that Asia will have about half of the global population, with an increasing number living in cities, close to 40% of global Gross Domestic Product (GDP) (in Purchasing Power Parity), one third of global transport CO2 emissions, and almost 60% of worldwide road crash fatalities;[3]

ii. ***Acknowledging*** the global agreements, since 2010, that have a direct relevance for the transport sector in Asia: the 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;

iii. ***Agreeing*** that the successful implementation of these global agreements will require policies and actions that combine "developing" the transport sector through the provision of

[1] The Aichi 2030 Declaration is open to all Asia-Pacific countries to voluntarily join.
[2] The scope of the Declaration is mainly on land transport. It excludes international aviation and international shipping. Domestic aviation and shipping, including inland water transport are, however, considered to be part of the Declaration.
[3] Sources: World Bank, SLOCAT Partnership and World Health Organization.

additional sustainable, low carbon transport infrastructure and services[4] to increase access with concerted efforts to make transport safer, and reduce emissions of air pollutants and greenhouse gasses . Such actions in the transport sector will be needing greater coordination with other sectors, including the energy, urban development and the health sector;

iv. ***Emphasizing*** that a *Just Transition* is required in the realization of sustainable transport in Asia which protects or advances the rights and interests of workers as well as all vulnerable groups in society. The *Just Transition* needs to take account that a large majority of people do not own a motorized vehicle and will continue to walk, cycle or make use of public transport, which by itself is already sustainable;

v. ***Welcoming*** all the efforts already made by member countries[5] in the Regional EST Forum in Asia to adopt and implement policies and actions on sustainable transport. Acknowledging the specific context of Small Island Development States (SIDS) and Landlocked countries in advancing action on sustainable transport;

vi. ***Emphasizing*** the key role that both passenger and freight transport play in the economic and social development as well as the environmental protection of countries in developing Asia, including in developing the regional connectivity between countries and ensuring that in the development of the transport sector no one is left behind;

vii. ***Acknowledging*** the impact that pandemics, such as COVID-19, have on the provision of transport services in developing Asia, and the need to strengthen the overall resilience and preparedness in the transport sector to provide a swift and comprehensive response to COVID-19 as well as natural disasters and other hazards and adapt to climate change. Such response actions will need to be characterized by a "Build Back Better" approach;

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

ix. ***Recognizing*** the progress made on sustainable transport through the adoption and implementation of: (a) the Bangkok 2020 Declaration, Sustainable Transport Goals 2010 – 2020, focusing on national environmentally sustainable transport systems (2010); (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 (2007); and, (c) the Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development, focusing on sustainable rural transport systems (2017);

[4] See in this context the G20 Principles for Quality Infrastructure

[5] The member countries of the Regional EST Forum in Asia include Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, Indonesia, India, Islamic Republic of Iran, Japan, Republic of Korea, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Pakistan, Russian Federation, Singapore, Sri Lanka, Thailand, Timor-Leste and Viet Nam

x. ***Referencing*** the Bali Declaration on Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents towards Next Generation Transport Systems in Asia (2013) as long-term guidance to ensure the full sustainability of transport in Asia; [6]

xi. ***Welcoming*** the integration of these four separate Declarations into one new, integrated Declaration on Sustainable Transport in Asia that lays out a common vision and six goals for continued and scaled-up action on sustainable transport;

xii. ***Acknowledging*** the Beijing Statement of the Second United Nations Global Sustainable Transport Conference (Beijing, PR China, 14-16 October 2021) which urges to rethink passenger and freight transport learning lessons from the COVID-19 pandemic and come up with solutions that can withstand possible future crises and support the achievement of the 2030 Agenda and the Paris Agreement as well as global economic recovery, and to integrate sustainable transport objectives into national development plans, COVID-19 stimulus and recovery packages as well as Nationally Determined Contributions (NDCs), in a mutually supportive and synergistic manner.

xiii. ***Agreeing*** that the adoption of the Aichi 2030 Declaration needs to be accompanied by increased emphasis on the implementation of sustainable transport through more coordinated action by all stakeholders (national and local governments, development agencies, private sector and civil society) in transport in Asia.

2. We, the governmental participants of the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia adopt **the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable** (the 2030 Aichi Declaration), and declare our intent to voluntarily develop and implement sustainable transport policies, programs and projects, in alignment with the Aichi 2030 Declaration, that will help realize our common vision embodied in the six goals by the year 2030. We welcome the support of other EST stakeholders including the development community, private sector and civil society in achieving the goals of the Aichi 2030 Declaration, and we call on these organizations, including those that were absent in this Fourteenth EST Forum to align their transport activities with the objectives of the Aichi 2030 Declaration.

II. Common Vision and Goals on Access and Sustainability

A. COMMON VISION

3. We agree that in support of implementing sustainable development in its three dimensions – environmental, social, and economic — passenger and freight transport systems in Asia should provide universal, safe, clean and low-carbon, as well as convenient, efficient and affordable access to essential services and goods. Such access should be equitable across

[6] https://www.uncrd.or.jp/content/documents/201304_Bali-Declaration.pdf

income groups, genders, and abilities and ensure "to leave no one behind", as called for by the United Nations.

4. This common vision can become reality if Asian countries realize the goals listed below, which are derived from the Sustainable Development Goals, the Paris Agreement on Climate Change and other global international agreements. The implementation of the sustainability as well as the access and connectivity goals by the EST member countries will be guided by their national circumstances.

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 (climate change mitigation): By 2030, aim to peak transport CO_2 emissions and initiate reductions in transport related CO_2 emissions with the intention to move towards decarbonization of the transport sector by 2050, or shortly thereafter (Based on SDG 7.2, 9.1, 13.2, Paris Agreement);[7]

Goal 1b – Resilience: By 2030, increase resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19. (Based on SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030);

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

[7] To realize the objective of the Paris Agreement on Climate Change, it is not expected that global emissions from the transport sector will be zero by 2050. It is estimated that transport emissions will be around 1.8-3.3 Gt of CO2-equivalent at the global level (Gota et. al. (2017) https://www.ipcc.ch/sr15/, https://link.springer.com/article/10.1007/s12053-018-9671-3, ICCT (2020) https://theicct.org/sites/default/files/publications/ICCT_Vision2050_sept2020.pdf). It is estimated that a Paris Agreement aligned pathway for the transport sector for all of Asia (not limited to the EST member countries and excluding international shipping and aviation) could emit about 0.5 Gt CO2 eq (Global Energy and Climate Outlook 2020: A New Normal beyond Covid-19, https://ec.europa.eu/jrc/en/geco)

Goal 2 – *Road safety*: By 2030, halve the number of deaths and injuries from road traffic accidents in Asia compared to 2020, with specific attention to vulnerable road users. (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, realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts throughout the lifecycle of the transport infrastructure and services, (Based on SDG 8.4, SDG 9.1, 12.1 and 12.c).

C. ACCESS AND CONNECTIVITY GOALS

Goal 4 - *Rural access*: By 2030, realize 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 farming community, and other rural population including physically disabled and vulnerable groups (Based on SDG 2 and SDG 9.1).

Goal 5 - *Urban access:* By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services (Based on SDG 11.2 and 11.7).

Goal 6 - *National access and connectivity:* By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

D. LINKAGES BETWEEN THE SUSTAINABILITY GOALS AND THE ACCESS AND CONNECTIVITY GOALS

5. The Sustainability and the Access and Connectivity Goals are part of an integrated policy package for the transport sector. An integrated approach can exploit the multiple synergies between the different goals, for example action on climate change and air pollution and likewise between the access goals and the economic sustainability goal.

IV. IMPLEMENTING THE AICHI 2030 DECLARATION (2021-2030)

6. Implementation of the Aichi 2030 Declaration will be led by the national and local governments and supported by all proponents of the Aichi 2030 Declaration. It will require

coordination across sectors and government levels. The implementation of the goals of the 2030 Aichi Declaration will be guided by the national circumstances and capacities of the EST countries. Realizing the ambitious goals of the Aichi 2030 Declaration will require strengthening existing and building new operational and synergistic partnerships with the development community consisting of inter alia, multilateral and bilateral development finance organizations, academia, private sector, and civil society. Implementation of the Aichi 2030 Declaration on Sustainable Transport will need to be characterized by step wise, sharply increasing levels of ambition in the period 2021-2030 by all stakeholders. All stakeholders will need to substantially increase and strengthen their capacity to deliver these, much more ambitious, actions.

7. The governments supporting the Aichi 2030 Declaration on Sustainable Transport and our international partners call on UN regional commissions, such as UN-ESCAP and UN-ECE, as well as relevant regional intergovernmental organizations and cooperative frameworks[8] to coordinate with UNCRD, in its capacity as EST Secretariat, on joint efforts to support the implementation of the Aichi 2030 Declaration.

8. An important step in the implementation of the Aichi 2030 Declaration is to translate the goals of the 2030 Aichi Declaration in national and local policies, strategies, targets and projects. The emphasis of Aichi 2030 Declaration is on the year 2030, yet in setting detailed 2030 policies, targets and in adopting supportive strategies it is important to keep sight of the further development of the transport sector up to 2050 and beyond. The implementation of the Aichi 2030 Declaration will require setting pathways that combine a long-term sustainability vision with 2030 targets that are ambitious enough to ensure sufficient progress towards full sustainability.

9. The goals of the Aichi 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. Avoid strategies aim to reduce the need for unnecessary travel, reduce motorized trips, and trip distances. The second group of strategies aim to Shift transport activity towards more sustainable modes. The third group of strategies aim to Improve transport practices and technologies. Cross-cutting strategies focus on topics that intersect with the Avoid-Shift-Improve strategies. For each of the proposed strategies the linkage with the 6 main goals listed above is explained.

10. To guide and support the implementation of the Aichi 2030 Declaration, its supporters (development community, private sector and civil society) agree to develop better coordination in support of the Aichi 2030 Declaration, by setting up so-called Communities of Interest (CoI) - envisaged to include major organizations and programs working on these goals in Asia – initially around priority goals such as rural and urban access, as well as on road safety and air pollution/climate change. Once these initial communities of interest are up and running, additional communities of interest can be established for national connectivity and economic sustainability.

11. To support the implementation of the Aichi 2030 Declaration, these Communities of Interest can help in: (a) sharing knowledge and good practice examples; (b) developing and implementing capacity building programs; (c) where relevant, in developing and implementing pilot programs and projects and; (d) in reaching out to the multilateral and bilateral development communities to assist them to align their transport sector assistance in Asia with the objectives of the Aichi 2030

[8] This includes but is not limited to ASEAN, BIMP-EAGA, GMS, SAARC, SASEC.

Declaration. 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).

12. Bilateral and multilateral development finance organizations that provide support to national and/or local governments in the transport sector have a key role to play in the implementation of the Aichi 2030 Declaration. These organizations are called upon to align their transport assistance with the targets and strategies of the Aichi 2030 Declaration.

V. TRACKING THE IMPLEMENTATION OF THE AICHI 2030 DECLARATION (2021-2030)

13. Countries and other organizations supporting the Aichi 2030 Declaration agree on the importance of tracking the implementation of the Aichi 2030 Declaration and express their willingness to provide relevant information to UNCRD acting as the Secretariat of the EST Forum on the implementation of the Aichi 2030 Declaration in line with their capacity to collect and document such information.

14. The choice and formulation of indicators for the goals of the Aichi 2030 Declaration on Sustainable Transport , as outlined in Annex 2 of this Declaration, builds on the indicators formulated by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs).[9] EST member countries agree to a review of this initial list of indicators to be conducted by the EST Forum Secretariat in the period leading up to the 15th EST Forum, and where required improve the initial list of indicators.

15. The proposed indicators for the Aichi 2030 Declaration are organized in two groups: (a) impact indicators that track the progress towards the 6 goals, and; (b) process indicators that would track policies, institutional arrangements and funding linked to the strategies listed in Annex 1. The use of standardized performance reporting will allow comparison and research across regions, countries, and cities.

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

17. Where relevant, countries supporting the new Aichi 2030 Declaration are encouraged to link their reporting on transport related progress on climate change (Katowice Rulebook), sustainable

[9] See: https://unstats.un.org/sdgs/indicators/indicators-list/

development (Voluntary National Reviews of the SDGs), and disaster preparedness (Sendai Handbook) to progress reporting on the implementation of the Aichi 2030 Declaration.

18. To allow for successful tracking of the Aichi 2030 Declaration, there is a need for substantial strengthening in the collection, documentation and analysis of transport data and information on the transport sector in Asia. Participants in the Fourteenth EST forum, and supporters of the Aichi 2030 Declaration, welcome the initiative of the Asian Development Bank (ADB) to develop Asian Transport Outlook and note that the Asian Transport Outlook will play an important role, as a reference source, in tracking the implementation of the six goals of the 2030 Aichi Declaration. Participants call on the ADB to actively coordinate with EST national and local governments, other relevant donor organizations, NGOs, and other organizations supporting sustainable transport in Asia in the development and implementation of the Asian Transport Outlook.

19. In addition, participants in the 14th EST Forum and supporters of the Aichi 2030 Declaration on Sustainable Transport, 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 Aichi 2030 Declaration.

ANNEX 1: STRATEGIES TO SUPPORT THE IMPLEMENTATION OF THE AICHI 2030 DECLARATION (2021-2030)

1. The goals of the Aichi 2030 Declaration can be achieved through a combination of multiple strategies. The strategies listed are organized based on the Avoid – Shift – Improve approach and include a number of cross cutting strategies. Each section has an overview on how each of the strategies are linked to each of the 6 goals of the Aichi 2030 Declaration.[1]

2. EST member countries will make a choice and implement those strategies that are most relevant to their specific national contexts and circumstances. e.g., Small Islands Developing States (SIDS) would prioritize maritime transport over road-based transport. Likewise, landlocked countries could put greater emphasis on regional connectivity. In choosing an appropriate combination of strategies countries will also take account of what is holding back the scaling up of sustainable transport in their country.

A. STRATEGIES TO AVOID UNNECESSARY TRAVEL AND REDUCE TRIP DISTANCES

Strategy 1: Institutionalize **the integration of land-use, transport infrastructure and services including logistics planning** processes and related institutional arrangements at the national, sub-national and local levels including rural areas. To make this happen the transport sector will need to work more actively with other sectors

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, preferably zero emission, public transport infrastructure and services.

Strategy 3: Institute policies, programs, and projects supporting **Smart Information and Communications Technologies** (SICT), such as internet access, teleconferencing, online shopping and telecommuting, to contribute towards realizing a digital society and smart cities, to improve remote access to health, education, and other community services in both urban and rural areas.

[1] The strategies listed below build on the strategies of the Bangkok 2020 Declaration on Sustainable Transport, this helps to promote continuity between the new Aichi 2030 Declaration and the Bangkok 2020 Declaration. The contribution of individual strategies to each of the Aichi 2030 Declaration Goals may differ from country to country. The scoring included is based on literature review, feedback from EST member countries, EST supporting organizations and EST experts.

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	S	S	M	S	S
2. Mixed-use development, Transit-Oriented Development	M	M	S	W	S	W
3. Smart information and communications technology	M	M	M	M	M	M

Strong	Medium	Weak	None

B. STRATEGIES TO SHIFT TRANSPORT TOWARDS MORE SUSTAINABLE MODES

Strategy 4: Achieve significant shifts from road-based transport to more sustainable modes of inter-city passenger and goods transport, through expansion of and improvements to electrified **rail and inland water transport infra structure and services.**

Strategy 5: Expand and improve **public transport infrastructure and services** including high quality, safe, affordable, zero-emission services on dedicated infrastructure and well connected with walking and cycling catchments and feeder services.

Strategy 6: Require the integration of dedicated **walking and cycling** infrastructure in transport plans in all cities and massively scale up investments in walking and cycling to realize wide-scale improvements to pedestrian and bicycle (including electric bicycles) facilities, adoption of "complete street" design standards.

Strategy 7: Support the use of Public Transport, walking and cycling by reducing the transport mode-share of private motorized vehicles through **Transportation Demand Management** (TDM) measures, by adopting pricing measures that reduce congestion, reduce pollution, and improve road safety, aimed at reducing price distortions that encourage carbon intensive movement of goods and people as well as by promoting Mobility as a Service (MaaS) and shared transport concepts which also can reduce use of motorized private vehicles.[2]

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. Rail and inland water transport infrastructure and services	S	M	S	M	M	S
5. Public transport infrastructure and services	S	S	M	M	S	S
6. Walking and cycling	S	S	S	S	S	W
7. Transport Demand Management	S	S	S	M	M	M

Strong	**Medium**	**Weak**	**None**

[2] This strategy is also relevant in the context to Avoid unnecessary trips and reduce trip distances

C. STRATEGIES TO IMPROVE TRANSPORT PRACTICES AND TECHNOLOGIES

Strategy 8: Promote research in low carbon transport systems and encourage the shift towards the use of low-carbon fuels, eventually shifting to electricity or hydrogen, to power passenger and freight vehicles. In the medium term also using hybrid technology. Rapidly develop the **infrastructure for electric mobility and/or hydrogen** based mobility, both ultimately generated from renewable energy. Introduce advanced technologies related to transport systems through the Market Mechanism under Article 6 of the Paris Agreement such as the Joint Crediting Mechanism (JCM).

Strategy 9: Set appropriate **standards for fuel quality, fuel efficiency, and tailpipe emissions** for all passenger and freight vehicle types to support the implementation of air pollution and climate change targets.

Strategy 10: Establish effective type approval (new vehicles) and vehicle testing and compliance regimes (in-use vehicles, including imported second-hand vehicles), including formal vehicle registration systems and appropriate periodic **vehicle inspection and maintenance** (I/M) requirements, to enforce progressive emission and safety standards.

Strategy 11: Adopt **Intelligent Transportation Systems** (ITS), transport control centres, and real-time user information that optimize passenger and freight mobility and enable the move towards Smart Cities.

Strategy 12: Achieve **improved freight transport efficiency**, including road, rail, air, and water, through policies, programs, and projects that promote integrated approach that address challenges and opportunities including through improved infrastructure and logistics services, implementation of trade facilitation measures, promoting digitalization and clean technologies, as well as modernization of fleet (including, urban and long-distance freight vehicle and for rural areas), implementing fleet control and management systems, promoting public-private collaboration, and supporting better logistics and supply chain management.

Strategy 13: **Improve road safety** through institutionalizing audits, and implementation of safety improvements, of road infrastructure, setting of standards for active vehicle safety systems, and issuing regulations on helmets protective clothing for motor cyclists.

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. Infrastructure for low carbon mobility	S	M	S	N	M	M
9. Standards for fuel quality, fuel efficiency, and tailpipe emissions	S	M	W	N	N	N
10. Vehicle inspection and maintenance	S	S	M	N	N	N
11. Intelligent transportation systems	M	M	S	W	M	S
12. Improved freight transport efficiency	M	W	S	M	M	S
13. Improve road safety	W	S	M	W	W	M

Strong	Medium	Weak	None

D. CROSS-CUTTING STRATEGIES

Strategy 14: Improve transport sector governance through scale-up capacity building, where required develop new, **adequately funded national and local institutions and strengthen horizontal and vertical coordination** to enable the development and implementation of sustainable transport policies that create enabling environments for sustainable transport and promote decent work and labour rights in the transport sector.

Strategy 15: Develop **funding and financing arrangements** that enable countries and cities to develop and maintain sustainable, low carbon transport infrastructure and services and facilitate access, including for private sector.

Strategy 16: Promoting the implementation of the circular economy in the transport sector by adopting **a life cycle approach to transport infrastructure and services** by taking into account the total cost over its life-cycle (planning, design, finance, construction, operation and maintenance (O&M), and possible disposal), compared to the value of the asset as well as its economic, environmental and social benefits.

Strategy 17: Develop a nationally relevant combination of **short** (**2025), medium (2030) and long term (2050) targets**, supported by appropriate incentives, for initially **lower emission** (medium term) and later **zero emission** (long term) of greenhouse gasses emitted by land transport, inland waterways and shipping and domestic aviation. Likewise, short-, medium- and long-term targets are also to be set for all other topics covered in the Aichi 2030 Declaration on e.g. rural and urban access, national connectivity and associated modal shares.

Strategy 18: **Remove fuel subsidies,** and introduce - in a stepwise manner - **financing mechanisms** that penalize unsustainable transport (e.g. through parking levies, fuel pricing, fuel taxation, vehicles taxation, automated road user charging) and incentivize sustainable transport modes, infrastructure and operations as well as cleaner vehicles. Identify innovative funding options for providing sustainable transport options (e.g. public-private partnerships, land value capture, consideration of carbon markets, subsidies, and financial incentives).

Strategy 19: Adopt **social and gender inclusiveness** 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 the urban and rural poor, women, physically disabled, elderly and other vulnerable groups with universally accessible walkable of streets and public transport systems.

Strategy 20: Acknowledge the importance of **informal transport systems/paratransit** (IPT) that still ply in large parts of developing Asia in providing rural and urban access and provision of employment. Ensure that the upgradation, modernization, and integration of IPT into modern transport systems does not reduce the affordability of transport, nor adversely affect employment, especially of the low-income groups.

Strategy 21: Develop and implement **Road Safety Measures** in support of the Road safety target in the 2030 Agenda for Sustainable Development that include, among others: Speed management, Leadership on road safety, Infrastructure design and improvement, pedestrian and cyclist safety, Vehicle safety standards, Enforcement of traffic laws and Survival after a crash

Strategy 22: **Develop and implement a Resilience strategy** to respond to natural disasters and calamities and enable the transport sector to respond to climate change that is informed by relevant research and data. Integrate the resilience objectives in master plans, standards, and regulations and adjust them regularly to account for climate change. Create financial incentives for service providers to promote resilient infrastructure services

Strategy 23: Emphasize the **contribution of sustainable transport to better health (**e.g., improved walking and cycling infrastructure) and strengthen the **preparedness of transport sector to respond to health pandemics**, such as COVID-19, through preventive measures to manage the spread of diseases and to enable passenger and freight transport to recover faster.

Strategy 24: 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 25: Conduct large scale **information and awareness raising campaigns 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 which actively encourage joint action between public sector, private sector and civil society.

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	S	M	M	M
15. Funding and financing arrangements	S	S	S	S	S	S
16. A life cycle approach to transport infrastructure and services	S	W	S	W	W	W
17. Short (2025), medium (2030) and long term (2050) targets for lower emission (medium term) and later zero emission (long term)	S	S	S	S	S	S
18. Remove fuel subsidies and introducing financing mechanisms	S	N	M	N	N	N
19. Social and gender inclusiveness	M	W	S	S	M	S
20. Informal transport systems/paratransit (IPT)	S	M	M	S	W	S
21. Road safety measures	S	S	S	W	W	M
22. Develop and implement a resilience strategy	S	W	S	W	W	W
23. Contribution of sustainable transport to better health and better preparedness transport sector	S	S	S	W	W	W

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
24. Air quality and noise standards	S	M	M	N	N	N
25. Information and awareness raising campaigns on sustainable transport	S	S	M	W	M	M

Strong	Medium	Weak	None

Annex 2: Tracking the Implementation of the Aichi 2030 Declaration (2021-2030)

A. Importance of tracking the implementation of the Aichi 2030 Declaration

1. It is key to regularly monitor the progress made in the implementation of the Aichi 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. The tracking of the Aichi 2030 Declaration will be supported by the Asian Transport Outlook (ATO) which is developed and implemented through the Asian Development Bank and which will serve as reference source for tracking the goals of the Aichi 2030 Declaration.[12] The ATO contains a wide range of transport data and policy information, which covers 49 ADB members as well as Iran and Russia. All the EST member countries are covered in the ATO.

3. The tracking of the new Aichi 2030 Declaration is divided into:

a. *Tracking and reporting of the 6 goals in the Declaration.* The proposed indicators for tracking the 6 goals are in line with the agreed upon SDG indicators. The data for reporting on the proposed indicators are sourced from the ATO, which will serve as a reference for tracking the goals of the Aichi 2030 Declaration. The responsibility for collection and organizing data will rest with the ATO team

b. *Tracking of national policies, institutional arrangements and funding in support of the new Declaration*. This includes reporting on the strategies outlined in Annex 1. EST member countries will be requested to submit annual progress reports. The information provided through the country reports will be combined with relevant policy information collected through the ATO.

To allow for successful tracking of the Aichi 2030 Declaration, there is a need for substantial strengthening in the collection, documentation and analysis of transport data and information on transport policy.

B. Tracking the 2030 Goals on Sustainable Development (SDGs)

4. The table below provides an overview of how the goals of the Aichi 2030 Declaration on sustainable transport are linked to the various SDG targets. As the goals in the Aichi 2030 Declaration are in a large part based on targets that are part of, or are linked to the SDGs, use can be made of the indicators that have been

[12] The Asian Transport Outlook documents the transport sector in 51 economies in the Asian Pacific region and includes all 25 EST member countries. It collects information on Transport Infrastructure, Transport Activity and Services, Access and Connectivity, Road safety, Air Pollution and Health, Climate Change, Socio Economic factors relevant for the transport sector, and miscellaneous topics. See: https://www.adb.org/what-we-do/sectors/transport/overview#asian-transport-outlook and https://data.adb.org/dataset/asian-transport-outlook-database

developed to track transport related SDG targets. 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)[13].

EST Goal	SDG Target	SDG Indicator	Indicator No.	Initial Aichi 2030 Declaration Tracking Indicators
Goal 1a – Low-Carbon (mitigation)	13.2	13.2.2	1	Transport Co2 emissions (Fossil) and GDP
	9.4	9.4.1		
			2	Modal share transport CO2 emissions
			3	Fuel subsidies in the transport sector
	12.c	12.c.1	4	Renewable energy in the transport sector
Goal 1b – Resiliency	7.2	7.2.1	5	Global climate risk for infrastructure
			6	Notre Dame - GAIN infrastructure vulnerability score
			7	Multi hazard expected annual damages to transport infrastructure/GDP
Goal 1c – Air pollution	11.5	11.5.2	8	Transport related air pollutant emissions (NOx, PM10, BC), transport related CO2 emissions, and GDP
			9	NOx and PM emissions by transport mode
	3.9	3.9.1	10	Transport air pollution health impact
Goal 2 – Road safety	3.6	3.6.1	11	Road traffic crash fatalities
			12	Road traffic crash fatalities and GDP
			13	Traffic deaths by road user category
			14	IRAP safety rating of road infrastructure
			15	Transport share in GDP

[13] Tier I: Indicator is conceptually clear, has an internationally established methodology and standards are available, and data are regularly produced by countries for at least 50 per cent of countries and of the population in every region where the indicator is relevant. Tier II: Indicator is conceptually clear, has an internationally established methodology and standards are available, but data are not regularly produced by countries.

EST Goal	SDG Target	SDG Indicator	Indicator No.	Initial Aichi 2030 Declaration Tracking Indicators
Goal 3 - Economic sustainability			16	Multilateral Development Bank funding for transport
			17	PPP investments in transport
			18	Transport employment
			19	Logistics Performance Index (LPI)
Goal 4 - Rural access	9.1	9.1.1	20	Rural population who live within 2 km of an all-season road
Goal 5 - Urban access	11.2	11.2.1	21	Share of population with convenient access to public transport
			22	Rapid Transit to Resident ratio (RTR)
Goal 6 - National access and connectivity			23	Transport infrastructure growth
			24	Transport infrastructure score
			25	Transport connectivity
	9.1	9.1.2	26	Passenger and freight transport activity
	17.6	17.6.1	27	ICT broadband coverage and internet use

5. This initial list of indicators will be reviewed in the period up to the 15th EST Forum and on a regular basis during the annual EST Forum meetings and and where required the initial list of indicators will be improved. Also, following this review indicators can be added or deleted if so desired by the EST member countries throughout the duration of the 2021-2030 lifetime of the Aichi 2030 Declaration.

C. Tracking of policies, institutional arrangements and funding in support of the Aichi 2030 Declaration (2021-2030)

6. Future progress in realizing the 6 goals of the Aichi 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, institutional arrangements as well as funding arrangements. The ATO contains an overview of

relevant transport related policies and targets in areas that related to the goals and strategies of the Aichi 2030 Declaration.

7. EST member countries are requested to provide annual progress reports that will include:

   a. Updates on the development or adoption of transport related policies. This can include Transport Policies, Infrastructure plans, EV policies, Logistics policies, Automotive development policies, Railway development policies, Road Safety policies, Air Pollution Policies, Climate Change Policies, etc.[14]

   b. Changes in the institutional structure in the transport sector. This can include reorganization of institutional responsibilities, the setting up of new special interdepartmental coordination structures for specific transport related functions, such as road safety logistics, climate change etc.

   c. Submission of country report that provides an overview of measures taken in support of the implementation of the strategies listed in Annex 1 of the Declaration. This will be modelled on the annual country reports submitted under the Bangkok 2020 Declaration (2010-2020). See the following table for an initial proposal.

<table>
<tr><th>Strategy No.</th><th>Strategy Description</th><th colspan="2">Status of Strategy Implementation and Measures being taken to promote the implementation of strategy.</th></tr>
<tr><td colspan="4">A. Strategies to Avoid unnecessary travel and reduce trip distances</td></tr>
<tr><td rowspan="3">1</td><td rowspan="3">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</td><td>Status of implementation:</td><td>Barriers/Challenges faced in Implementation:</td></tr>
<tr><td>O Not yet

O some Progress

O Largely in place

O Completed</td><td></td></tr>
<tr><td colspan="2">Provide an overview of relevant policies, policy instruments and projects undertaken to advance the implementation of the strategy:</td></tr>
</table>

[14] Instead of policies this can also include Strategies, Action Plans, etc.

D. Reporting frequency and structure

1. 2021 Baseline report

8. In support of the 14th Regional EST Forum in Asia (2021) a baseline report is developed which describes the status of the 6 proposed goals under the Aichi 2030 Declaration on Sustainable Transport. The purpose of the baseline report is to serve as a reference document for a regional EST review and to serve as an indicative benchmark to assess the overall progress and regional trends of sustainable transport development aligned with the 6 goals of the Aichi 2030 Declaration, the objectives of the SDGs and the Paris Agreement on climate change, among others. This baseline report will be developed jointed by the EST Forum Secretariat and the ATO team. The baseline report is based on proposed indicators listed above. The baseline report is developed at the regional, and in certain cases sub-regional level. Country level information is provided for the participating EST member countries through brief country profiles in an Annex to the baseline report. The baseline report is a reference document made available by the EST Secretariat on a "for information basis", which is not part of the formal agreed upon outcome of the 14th EST Forum. The draft baseline report is circulated to EST member countries before the 14th EST Forum, to enable them to check and validate information in the baseline report and provide where relevant additional information for inclusion 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 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 Aichi 2030 Declaration

10. Once the Aichi 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. It is expected that a sample of the indicators included in the baseline report will be used for the annual status reports. The baseline report prepared for the 14th EST Forum will contain mostly information for 2018 and 2019. It typically takes a few years before information on the different indicators will be available for all EST member countries. It is expected that 2020 data will be available for several of the proposed indicators by the 15th EST Forum in 2022. This means that for relevant indicators data will be indexed at 100 for the different indicators for 2021, the starting year of the Aichi 2030 Declaration, to allow comparison across countries for the implementation of the 6 goals of the Aichi 2030 Declaration on sustainable transport.

11. As in the case of the 2021 baseline report it is proposed that the development of the annual status reports 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. Like the baseline report the annual status reports will serve as a reference document for a regional EST review and to serve as an indicative benchmark to assess the overall progress and regional trends of sustainable transport development aligned with the 6 goals of the Aichi 2030 Declaration, the objectives of the SDGs and the Paris Agreement on climate change, among others. As such they

will not be formally approved documents by the EST member countries. The proposed scope of the annual status report will be communicated for comments by the EST Secretariat before work commences.

12. 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)	- Agree on possible modifications to impact and process indicators to be included in annual status report
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: - Comment on impact indicators as collected by ATO team - Provide country reports based on template	- 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 circulated to EST member countries for comments	- EST Forum Secretariat and ATO team	- Countries will be requested to confirm report or propose changes
EST Forum	- Draft Status report presented in EST Forum - Countries invited to make final comments	- EST Forum Secretariat and ATO team	- Countries are given 14 days after the EST Forum to raise final comments
Three weeks after EST Forum	Finalization and public release of Status report	- EST Forum Secretariat and ATO team	- Final status report released by EST Secretariat

3. Special focus annual Status Reports

13. It can be considered, once the reporting mechanism has been well established to have from e.g., 2024 onwards a special focus on one of the 6 goals of the Declaration in the annual status report whereby this topic would be dealt with in a more in-depth manner compared to the other goals.

E. Capacity Building on Reporting on the Aichi 2030 Declaration

14. UNCRD and ADB intend to conduct periodic capacity building training workshops to assist EST member countries in the tracking of and reporting on the Aichi 2030 Declaration on Sustainable Transport.

Annex 2: Pre-events and Technical Tour of the 14th Regional EST Forum in Asia

Pre-Event 1 Theme: Restoring bus in public transport. How Asian cities can collaborate with the Bus industry in restoring bus as a public transport considering the COVID-19. (UNCRD-DSDG and BusWorld Foundation, 5 August 2021)

On 5 August 2021, UNCRD-DSDG and BusWorld Foundation co-organized the pre-event of the14th Regional EST Forum in Asia with the theme "Restoring Bus in Public Transport through Collaboration between Asia Cities and the Bus Industry". The webinar was attended by 220 participants from 17 countries. The objective of the webinar was to assess the impacts of COVID-19 on the bus transport sector in Asia, to guide cities on how best to respond to the current unprecedented crisis and to discuss how cities can collaborate with the bus industry in restoring bus as a main public transport after COVID-19. The pre-event also emphasized the need to ensure resilience to climatic impacts in public transport policies, planning and development of appropriate infrastructure as well as the importance of improving the internalization of external costs and benefits of the transport sector to achieve sustainable and low carbon transport that maintains equitable access to all. The event also called for enacting and enforcing performance standards to drive the transport and bus industry towards developing safe, clean, and more efficient systems and technologies. During the webinar, information was shared on the ongoing discussions on the new 2030 EST Declaration (2021-2030), which aims to place Asia in the forefront of new collaboration approaches to improve reporting on progress towards the SDGs and the Paris Agreement on transport. The meeting discussed the importance of new technologies in the transport sector and brought recommendations for increased investment by governments as well as the private sector through innovative funding policies and public-private-partnerships (PPPs) to strengthen infrastructure and multi-modal integration.

Pre-Event 2 Theme: Next Generation Priority Areas for Road Transport to Drive Recovery– Decarbonisation and Digitalisation for moving towards SDGs and Carbon Neutrality. (UNCRD-DSDG and BusWorld Foundation, 5 October 2021)

On 5 October 2021, UNCRD-DSDG and BusWorld Foundation co-organized the pre-event of the14th Regional EST Forum in Asia with the theme "Next Generation Priority Areas for Road Transport to Drive Recovery-– Decarbonization and Digitalization for moving towards SDGs and Carbon Neutrality". The pre-event was attended by more than 100 participants from South Asian countries representing, local and state governments, transport operators and other stakeholders. Some distinguished industry veterans representing VE Commercial Vehicles, Karnataka State Road Transport Corporation and MG Group shared their insights towards decarbonization and digitalization of roads transport towards achieving the SDGs and carbon neutrality, among others.

Pre-event 3 Theme: Environmentally Sustainable Transport (EST) Forum. Decarbonizing Asia's Transport Sector –How to deliver on Proposed Goal 1a of the Aichi 2030 Declaration. (UNCRD-DSDG, ADB, GIZ and SLOCAT, 12 October 2021)

Decarbonizing the transport sector is an imperative to achieve the Paris Climate Agreement goal and avoid dangerous climate change. The forthcoming EST Declaration, Making Transport In Asia Sustainable, sets out to reduce carbon dioxide emissions in the transport sector by 2030 (e.g. through SDG 7.2, 9.1, 13.2), with the intention to move towards full decarbonization of the transport sector by 2050, or shortly thereafter (goal 1a). Several countries in Asia have already committed to an economy-wide decarbonization target, such as China, Japan, Laos, Nepal, Singapore and South Korea; and Bhutan is climate negative at present. An economy-wide carbon neutrality target means that the transport sector needs to become carbon neutral, too. Among EST countries, Bangladesh, Fiji and Japan have set quantified targets for transport decarbonization in their NDCs to move toward this goal. Carbon neutrality will require a transformation of transport and mobility systems, making use of regulation and planning, as well as application of advanced technologies through multi stakeholder processes.

This pre-event invited national policy makers from EST Member countries and selected international transport experts to jointly discuss how to deliver on proposed goal 1a of the Aichi 2030 Declaration. The event featured a vision for fully decarbonizing transport by the Council for Decarbonizing Transport in Asia and introduced futures thinking as a powerful new approach to policy development. The event discussed approaches to developing country-specific visions and roadmaps for zero carbon transport systems. Real-world cases for translating transport decarbonization roadmaps into action were shared and the breakout group discussions helped to understand which EST countries would be interested in developing a decarbonisation strategy for their transport sectors.

This virtual discussion was organized in cooperation with the United Nations Centre for Regional Development (UNCRD), the Asian Development Bank (ADB), Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) and the SLOCAT Partnership on Sustainable Low Carbon Transport as part of the NDC Transport Initiative for Asia (NDC-TIA), funded by the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety's International Climate Initiative (IKI).

EST Technical Tour (20 October 2021)

The EST technical tour was organized for the domestic participants based in Japan to show state-of-the-art technologies related to new generation transport system such as autonomous car and alternate fuel technology such as Hydrogen fuel station in Tokoname City, Aichi, Japan.