

**Report on the outcomes of  
“the Fifth Regional Environmentally Sustainable Transport (EST) Forum in Asia”  
by**

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Mr. Chairman, UNCSD Secretary General, Distinguished Delegates, Ladies and Gentlemen,  
First of all, on behalf of the Regional Environmentally Sustainable Transport (EST) Forum in Asia, Thailand would like to express our appreciation for allowing this opportunity to share the outcomes of “the Fifth Regional Environmentally Sustainable Transport Forum in Asia”, which was held in Bangkok, Thailand, in August 2010.

The Fifth Regional EST Forum, with the theme “**A New Decade in Sustainable Transport**”, was organized by the Ministry of Natural Resources and Environment, Thailand; in collaboration with the Ministry of the Environment, Japan, United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), and the United Nations Centre for Regional Development, with support from various international organizations and donor agencies. The Forum was attended by government representatives of 22 Asian countries, international organizations, bilateral and multilateral agencies, NGOs, research organizations, and sustainable transport experts.

The Fifth Regional Forum acknowledged that the EST strategies should be based on the concept of - avoiding unnecessary motorized transport, - shifting to more sustainable transport modes, and - improving transport practices and technologies. Those strategies were used to develop integrated and sustainable transport policy options and programmes that will help realize 20 goals and objectives by the year 2020 in the Asian region - so called EST 20.

The EST 20 was adopted as part of “Bangkok Declaration on Sustainable Transport Goals for 2010-2020”, to demonstrate a renewed interest and commitment of the region in realizing a promising decade of sustainable actions and measures for achieving safe, secure, fast, reliable, affordable, efficient and people-centric and environment friendly transport in rapidly urbanizing Asia, as the following:

- 1) First strategy is to avoid unnecessary travel and reduce trip distances by integrating **land-use and transport planning** processes; achieving **mixed-use development**; and supporting **Information and Communications Technologies**.
- 2) Second strategy is to shift towards more sustainable modes by requiring **Non-Motorized Transport** components in transport master plans; improving **public transport** services; reducing the urban transport mode share of private motorized vehicles through **Transportation Demand Management** measures; and achieving significant shifts to more sustainable modes of **inter-city passenger and goods transport**.