

Berlin High-Level Dialogue on implementing Rio+20 decisions on sustainable cities and transport, 19-21 June 2013



Environmentally Sustainable Transport (EST) Initiative and Programmes in Asia

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Shared issues: Growing Motorization

In case of many developing countries of Asia, efforts to introduce/enforce cleaner fuels and vehicle emission standards, may greatly reduce vehicle emissions, but on the other hand the number of private vehicles is growing rapidly, which may offset much of the emission control progress!



In most cases the policy is towards motorization without effective TDM policies in place!



Shared issues: for most cities NMT is a peripheral issue

NMT receives very low priority in most transport planning and infrastructure design and development, which is most often oriented to promote motorized transport rather than to support people movement

consequence => thousands of pedestrians and cyclists are killed by accidents each year in developing countries of Asia!



Shared issues: Economic cost of accidents ranges 1-2 % of GDP



Issues in Developing Countries

- Weak enforcement of Traffic Safety Regulations
- Lack of Licensing and Drivers Education
- Poor Road Design and Maintenance
- Inadequate Traffic Management

- Nearly 0.5 million die and up to 15 million are injured in urban road accidents in developing countries each year.
- ASEAN → 75,000 people die each year on roads and 4.7 million are injured.
- Economic cost of such tragedies for developing countries is estimated to be between 1~2% of their GDP.
- ASEAN → US\$15.1 billion or 2.2% of regional GDP,

Source: ADB, WB



Shared issues: lack of land use and transport planning integration

Most developing cities have not effectively addressed the complex inter-linkages among land use mix, public transport planning, travel choices, travel demand management (TDM), environmental externalities, and quality of life (green areas, recreational parks/open spaces, amount of residential space per person, etc.).



Shared issues: resiliency

➤ rise in frequency and magnitude of natural disasters (flood, earthquake, cyclones, landslides, etc.)

➤ climate resiliency is not yet a major element in the current transport policy, planning, and urban/transport infrastructure and services development resulting in unprecedented damages to both human life and economy during such extreme events;

➤ in the current state, urban/transport infrastructures in Asia are vulnerable to effects of climate change, and these vulnerabilities are yet to be addressed in the design, construction, and geometry of roads, railway tracks, and other transport infrastructure, including the drainage system of cities.



ASIAN EST INITIATIVE

- To create a new paradigm in the transport sector in Asia towards low carbon and sustainable transport, UNCRD has been promoting the **Asian EST Initiative** since 2004
- aims to build a common understanding across Asia on essential elements of EST and to create a political consensus on the need for an **integrated approach** to deal with multi/cross-sectoral environment, health and transport issues, including climate change, through **interagency coordination** (MoE, MoT, MoUD, MoH, etc.)

Major components:

- High level **Regional EST Forum** in Asia
- Regional/national **EST training** programs
- Technical assistance for **national EST strategies**
- Asian **Mayors' Policy Dialogue** on EST
- Rio+20 Voluntary Commitments



(24 EST Member Countries, including Russian Federation)



Regional EST Forum in Asia (1)

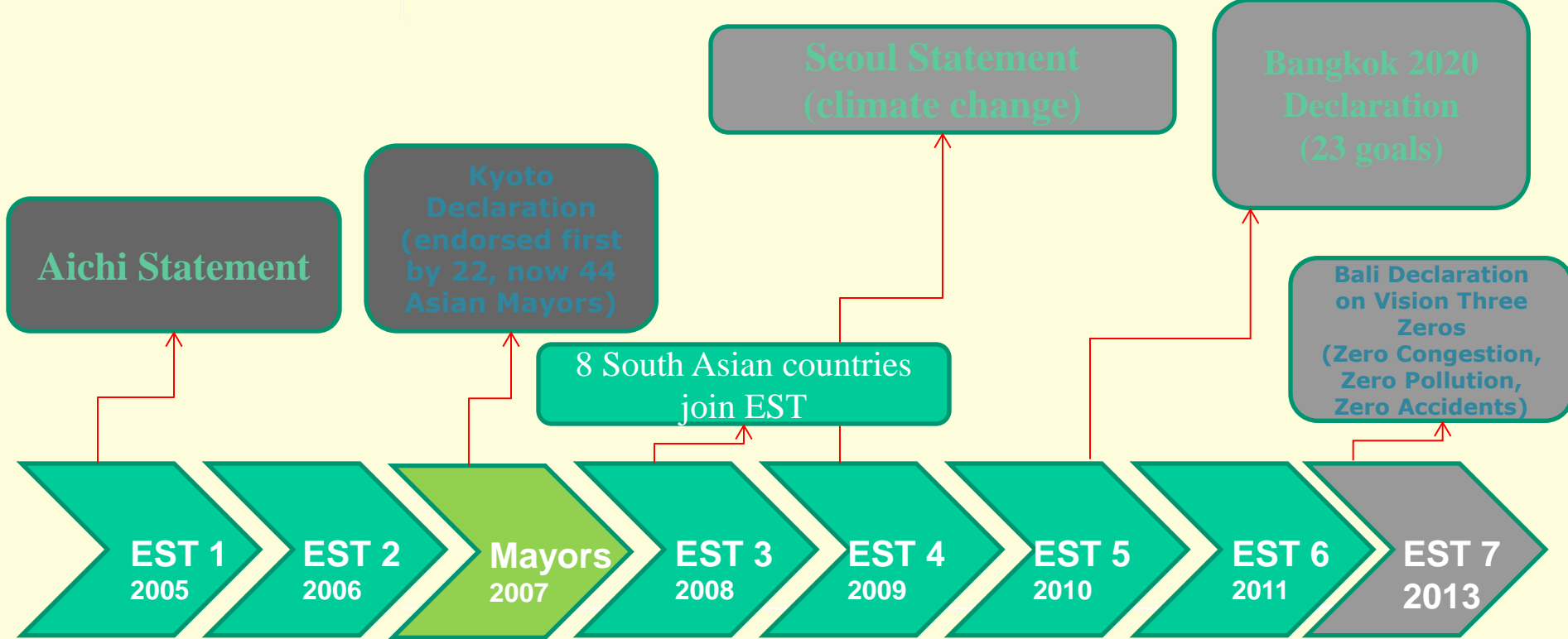
- a) To foster a **common understanding** across Asia on the essential elements of EST as well as the need for an integrated approach to deal with multi-sectoral environment, transport, and health issues;
- b) To provide a **strategic and knowledge platform** for sharing experiences and disseminating among Asian countries best practices, policy instruments, tools and technologies in the transport sector;
- c) To set in motion a **regional mechanism and intergovernmental consultative process** to address policy and institutional issues, including knowledge and technical gaps, in transport sector;



Regional EST Forum in Asia (2)

- d) facilitate intergovernmental discussion (MoT, MoT, MoH) on how **sustainable transport policy options and measures** can be integrated into the overall policy, planning and development;
- e) provide a **platform for interagency coordination** both at national and international levels towards facilitating partnerships and collaboration between governments and international organizations such as development banks, bi-lateral and multilateral donors, etc.
- f) facilitate **improved regional input and information** on sustainable low-carbon transport to international discussions and negotiations on climate change





Aichi Statement (2005) -> Integrated EST Strategy

Integrated EST strategies – result not only in the improvement of human health through reduction of urban air pollution, but also the reduction of GHG emissions, deaths and injuries from road accidents, harmful noise levels, and traffic congestion

(Aichi Statement, 2005)



Avoid – avoid or reduce travel or the need to travel

Shift – shift to more environmentally friendly modes

Improve – improve the energy efficiency of transport modes and vehicle technology

Bangkok 2020 Declaration

– Sustainable Transport Goals for 2010-2020 –

1. 22 participating Asian countries of the 5th Regional EST Forum in August, Bangkok, Thailand, agreed on “***the Bangkok 2020 Declaration***”, which reflects a regional consensus as well as aims to influence the decisions of governments and transport stakeholders in the region over the next decade towards realization of safe, secure, affordable, efficient, and people- and environment-friendly transport in rapidly urbanizing Asia.
2. 22 Asian countries of the 7th Regional EST Forum in Bali successfully adopted “***the Bali Declaration on Vision Three Zeros for Next Generation Transport Systems: Zero Congestion, Zero Pollution, and Zero Accidents (3Zs)***”, reinforcing the Bangkok 2020 Declaration (2010-2020).



5th Regional EST Forum in Asia, 23-25 August 2010, Bangkok, Thailand.

7th Regional EST Forum in Asia, 23-25 April 2013, Bali, Indonesia.





Opening of the Bike Ride 8 June 2012

THE SECRETARY-GENERAL

MESSAGE TO THE 7TH REGIONAL ENVIRONMENTALLY
SUSTAINABLE TRANSPORT FORUM IN ASIA
AND THE GLOBAL CONSULTATION
ON TRANSPORT IN THE POST-2015 DEVELOPMENT AGENDA

Bali, Indonesia, 23 April 2013

I send warm greetings to the participants in this important forum on sustainable transport. I extend sincere appreciation to the Governments of Indonesia and Japan for their initiative and generosity.

Transport is a key building block for sustainable development. Access to goods and services through efficient means of transport and connectivity is essential for poverty reduction. Ensuring better market access for rural communities through improved transport services enhances farmers' lives and sustainable livelihoods.

In both urban and rural areas, better planning for land-use and transport systems makes a great difference in facilitating access to jobs, goods and services for men and women alike. It also helps improve road safety and reduce traffic accidents and fatalities. On a global scale it is essential that we design and build transport infrastructure to make it safer and more environmentally friendly, and to minimize vulnerability to climate change and natural disasters.

I am therefore pleased that this forum will discuss next-generation transport systems for the 21st century. The significant financial commitments for sustainable transport made by multilateral development banks at last year's Rio+20 conference can help us to realize those aspirations.

I also welcome your ideas and suggestions as the United Nations seeks to define a transformative post-2015 development agenda. Global consultations are under way among Governments, civil society, the private sector and others, and I encourage you to make your voices heard.

I share your commitment to sustainable transport and look forward to the outcome of your deliberations. Please accept my best wishes for a productive forum.

Terima Kasih (*Thank you*)



Rio+20 Outcome – The Future We Want

- Asian countries continue to face vast challenges in realizing **safe, secure, people and environment friendly, affordable, and climate resilient** transport systems. Rapid urbanization throughout the region further compounds these challenges.
- Transport infrastructure is vulnerable to extreme weather events associated with climate change as well as natural disasters. **Significant investment/financing requirement for resilient transport system.** Damage caused by 2011 flooding in Thailand amounted to US\$46.5 billion, while the recovery and reconstruction costs are expected to reach at least US\$50 billion according to the Government of Thailand and U.N
- Investments in people and **environmentally friendly transport system, including safe and dedicated walkways and bicycle lanes**, in Asia have not kept pace with the still growing needs for environmentally sustainable transport in the region.
- The Forum recognized the essential contribution of EST towards realizing not just the transport related objectives from The Future We Want but also other key thematic and cross cutting issues including but not limited to: **poverty alleviation, sustainable cities and human settlement, energy, food security and sustainable agriculture, as well as health and education.**
- Strengthening **rural-urban connectivity is key to overall economic development** in the countries. At the same time improved intercity connectivity is important to accommodate the rise in transport demand. These can help address the need to connect effectively, farm gate to consumer, manufacturer to customer, and personal mobility needs of people.
- Connectivity is not just about land transport but also about **shipping and the role of ports and ocean shipping**. Regional connectivity of **inter-island shipping needs** to be strengthened. **Inland and coastal waterways** have great potential to support more environmentally sustainable transport as does the greater use of rail transport with double tracking and electrification.
- **Full and seamless integration of public transport modes** (physical, information, network and fare integration) will be an essential characteristic of next generation transport systems. This can be achieved by forming **transit alliances between local government organisations and the private sector at provincial or regional level.**



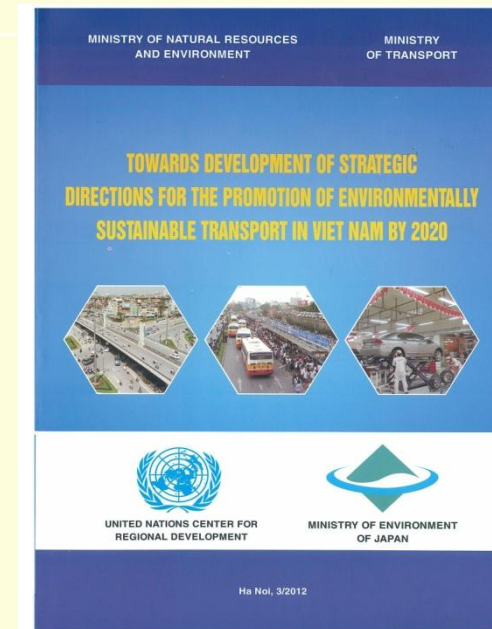
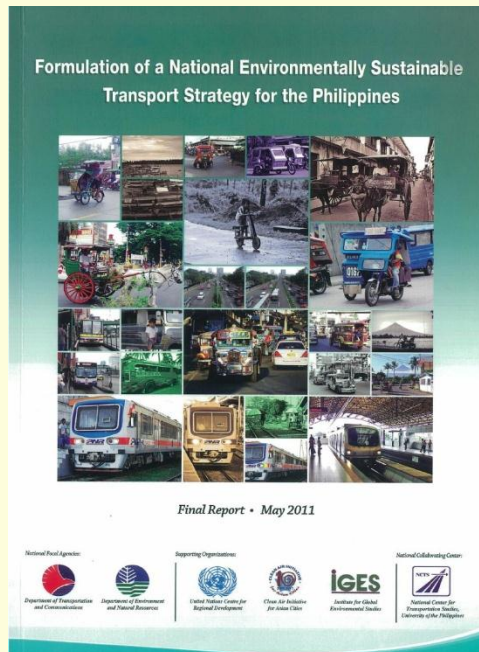
Rio+20 Outcome – The Future We Want

- **Green Freight is essential for Asian countries in the 21st century** to respond to high logistics costs, disproportionate environmental social impacts from freight movement and market pressures to improve efficiency. The Forum recommended the following core-elements to be considered as part of a possible **regional agreement**, but not limited to: (a) Green Freight Programs at the national or sub-regional level, (b) set of plans and policies for a socially inclusive green freight, (c) standard set of indicators for green freight, and (d) regional collaboration framework on green freight.
- **Railways play a key role to serve urban and economic development in Asian countries**, while at the same time offering opportunities to mitigate emissions, reduce traffic congestion, enhance traffic safety, and improve accessibility and connectivity.
- Many countries have a **huge infrastructure deficit at the current level of urbanization**. As the urban population doubles in the next 20 years the pressure to build infrastructure is huge. For instance, India has estimated the finance need to be \$70 billion in the next 5 years, \$450 billion over the next 20 years and the government is planning to support cities through the next round of the Jawaharlal Nehru Urban Renewal Mission (JnNURM) investments.
- **Intelligent Transportation Systems (ITS)** could significantly contribute to improved safety, higher efficiency, better service and reduced pollution and greenhouse gas emissions, thereby these can enable next-generation Vision Three Zero transport systems. They may also play a key role in integrating transport systems for **both passenger and freight, across modes and localities**.



National EST Strategies

- serve as a national guideline for changing the country's transport policies into more people- and environment-friendly ones,
- ensure a future transport development direction towards increasing environmental & social sustainability, including climate change mitigation
- provide an important basis to develop EST activities as nationally appropriate mitigation actions (NAMAs) to take full benefit of the international support available in addressing the climate issues.
- strengthen interagency coordination and networking among wide range of stakeholders involved in environment and transport sector.



The Philippines EST Strategy



Presidential Executive
Order No. 774

Dec 26, 2008
The Presidential Task Force on Climate Change (PTFCC) was reorganized.



Presidential Administrative
Order No. 774

Jan 30, 2009
DOTC was mandated to lead a Task Group on Fossil Fuels (TGFF) under the PTFCC and to coordinate the formulation of NESTS



Jan 2011
Formulated up to the 2nd Draft and established Action Plans



Apr 2010
Formulated National Framework Strategy on Climate Change (NFSCC)

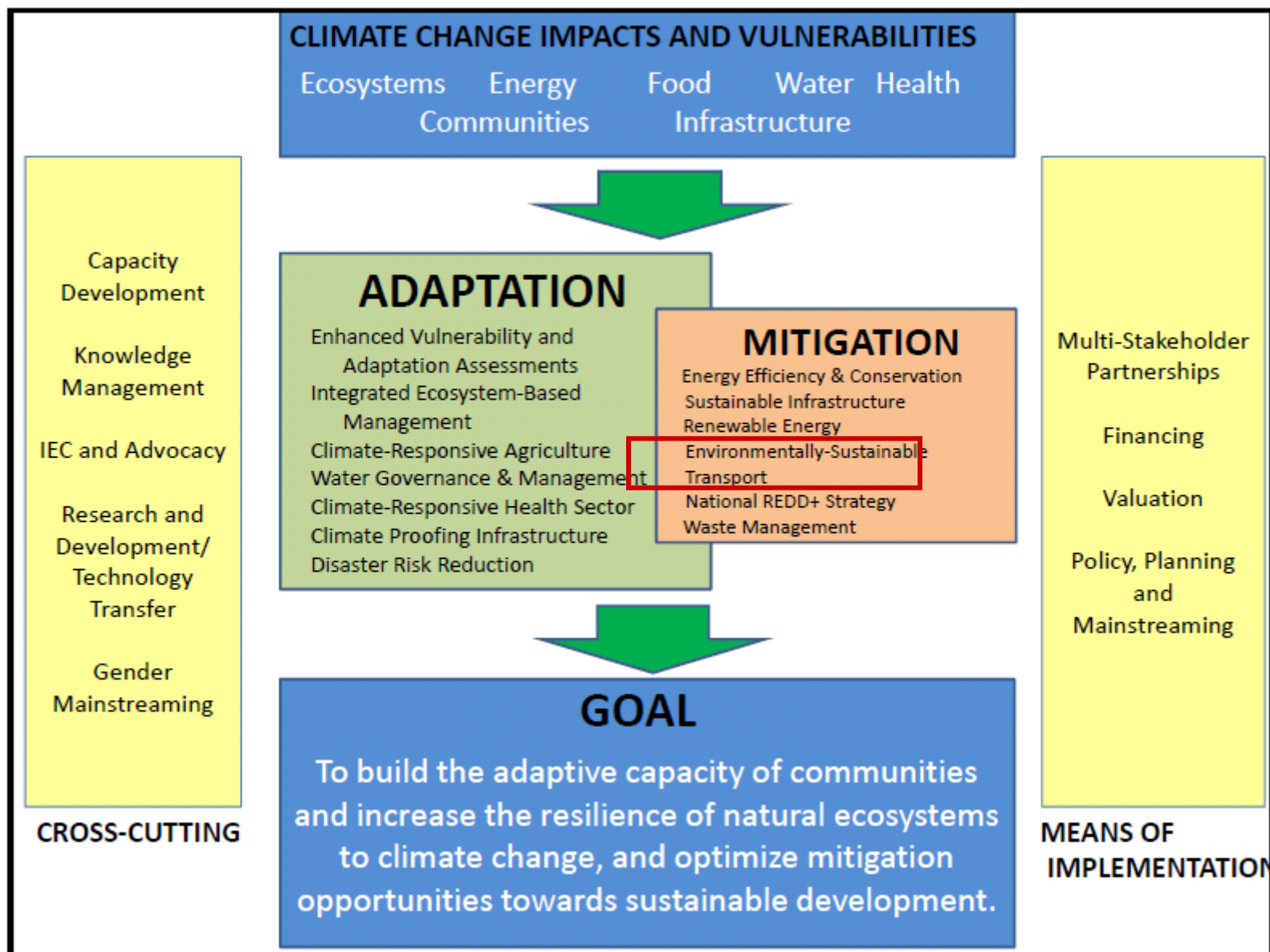
The drafted NESTS and Action Plans were presented at the meetings of the PTFCC and used as important inputs to the formulation of NFSCC

Under 8. The Mitigation Pillar of the NFSCC, it is emphasized that EST is one of the Strategic Priorities and NESTS needs to be integrated into policies and actions for Climate Change.

With the strong political will and institutional support as well as clear coordination mandate, the DOTC, together with relevant national authorities and international financial and technical assistance, has mainstreamed EST in climate change discussions at the decision-makers level.

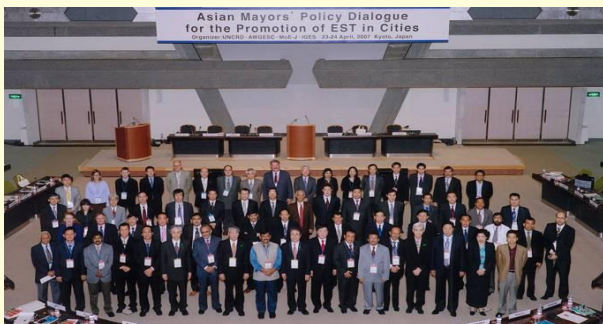


National Framework Strategy on Climate Change 2010 – 2022



Kyoto Declaration by Asian Mayors - EST for Sustainable Cities

44 Asian cities as signatories ~ Provides an opportunity for NAMAs at local level



Participating cities: 22 Asian Cities signed Kyoto Declaration on EST on 24 April 2007 at Kyoto, Japan

Bangalore, Bhubaneswar, Jeju, Korat, Kuala Lumpur, Kuching, Kyoto, Luang Prabang, Matala, Nagoya, Phnom Penh, Quezon, Ulaanbaatar, Semarang, Seoul, Siem Reap, Singapore, Surabaya, Suzhou, Sylhet, Tianjin, Vientiane, and Yogyakarta



12 More Asian Cities signed the Kyoto Declaration on 12 Nov 2008 at BAQ-2008, Bangkok, Thailand:

Bangkok (Thailand), Baguio (Philippines), Cebu (Philippines), Colombo (Sri Lanka), Batam (Indonesia), Guwahati (India), Karachi (Pakistan), Kathmandu (Nepal), Makassar (Indonesia), Makati (Philippines), Palembang (Indonesia), and Surat (India).



10 cities signed the Kyoto Declaration on 16 March 2010 at the United Nations Forum on Climate Change Mitigation, Fuel Efficiency and Sustainable Urban Transport, Seoul, ROK:

Ahmedabad (India), Banjarmasin (Indonesia), Surakarta (Indonesia), Tangerang (Indonesia), Penang (Malaysia), Islamabad (Pakistan), Chuncheon (Republic of Korea), Donghae (Republic of Korea), Kandy (Sri Lanka), Chiang Mai (Thailand)





Rio+20 Voluntary Commitment : Promoting Environmentally Sustainable Transport (EST)



WHAT WILL BE ACHIEVED?

The **Bangkok 2020 Declaration** and **the Bali Declaration** for Asia, and **Bogotá Declaration** for Latin America will be implemented. This will lead to:

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

The goals will be achieved through the promotion of ;

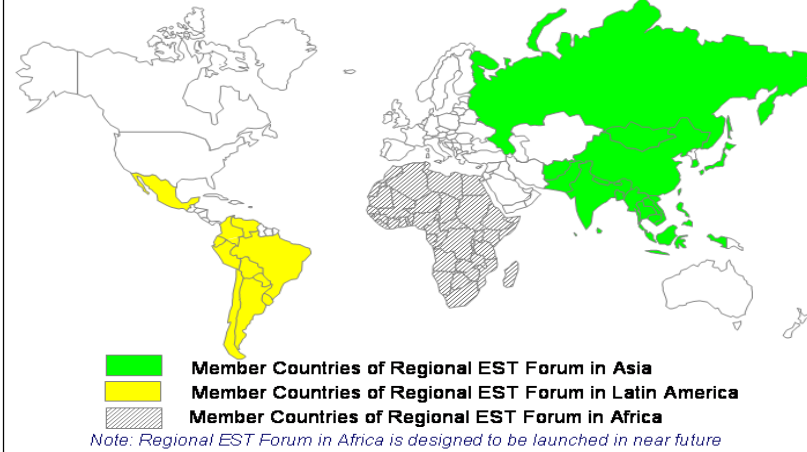
- **avoid** unnecessary travel and reduce trip distances
- **shift** towards more sustainable modes
- **improve** transport practices and technologies

DELIVERABLES

- Establish **Regional EST Forum in Asia, Africa and Latin America and the Caribbean**
- Improved capacity of developing countries in various EST areas
- Develops policy and implementation guidelines on integrated approach (**Avoid-Shift-Improve strategies**)
- Improved transport policies and programmes at local and national level, including **formulation of national EST strategies**

CURRENT STATUS OF EST

Geographic Coverage of Regional EST Forum in Asia/Latin America/Africa



NEXT STEP IN IMPLEMENTATION OF VC

- **The Africa EST Forum** will be established to address the EST-Initiative in African region. UNCRD & WB, in close collaboration with other agencies/partners, are currently taking the lead in realizing an African EST Forum.
- UNCRD, UN ECLAC, IADB, SLoCaT, are currently consulting on necessary modalities in organizing **the 2nd Latin American EST Forum** in 2014.



Asian EST Initiative

A joint initiative of UNCRD and MoE-Japan

