Bangkok Declaration
Sustainable Transport Goals
for 2010-2020

Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China , Indonesia, India, Japan, Republic of Korea, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Pakistan, Singapore, Sri Lanka, Thailand, and Viet Nam

Bangkok, Thailand, from 23 to 25 August 2010

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United Nations Centre for Regional Development

UNCRD
UNDESA

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 (see: www.uncrd.or.jp/env/est/)

▪ It aims to build a common understanding on the different elements of EST and to create a consensus on the need for an **integrated EST approach** at local, national and regional levels

  - Regional EST Forum in Asia
  - In-country EST Training Workshop
  - **Formulation of National EST Strategy**
  - Asian Mayors' Policy Dialogue
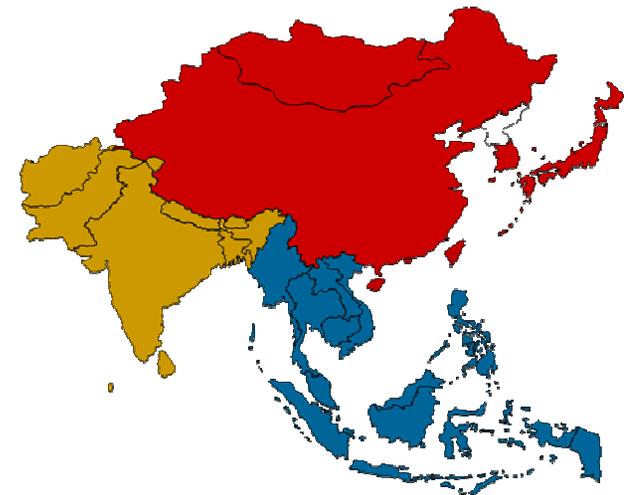
22 EST Member Countries

Integrated EST Strategy

Integrate transport strategies – result in the improvement of human health through reduction of urban air pollution, reduction of GHG emissions, deaths and injuries from road accidents, harmful noise levels, and traffic congestion

(Aichi Statement, 2005)

2. Road safety and maintenance
3. Traffic noise management
1. Public health
4. Social equity and gender perspectives
12. Strengthening knowledge base, awareness and public participation
Integrated EST Strategy
5. Public transport planning & TDM
11. Land use planning
6. Non-motorised transport
10. Vehicle emissions control & standards & I/M
9. Strengthening road side air quality monitoring and assessment
8. Cleaner fuels
7. Environment and people friendly infrastructures

Avoid – access goods and services while avoiding unneeded travel

Shift – shift to more environmentally friendly modes

Improve – improve the carbon efficiency of transport technology

(Source: GTZ, 2007)

Bangkok 2020 Declaration
– Sustainable Transport Goals for 2010-2020

Sustainable **actions and measures** for achieving safe, secure, quick, reliable, affordable, efficient and people-centric and environment-friendly transport in rapidly urbanizing Asia

Strategies to Avoid unnecessary travel and reduce trip distances

1: Integrate **land-use and transport planning** processes and related institutional arrangements at the local, regional, and national levels

2: Achieve **mixed-use development** and **medium-to-high densities** along key corridors within cities through appropriate land-use policies and provide people-oriented local access, and actively promote transit-oriented development (TOD)

3: Institute policies, programmes, and projects supporting **Information and Communications Technologies** (ICT)

Land-Use Planning & TOD

Nagoya Station in Japan, one of the world's largest train station and mulitmodal transport hubs

Curitiba, Brazil has long provided a global model for successful integration of transportation and land use planning, with a focus on environmental preservation

Oyumino (Chiba, Japan) is a smart growth community that inter-connects residential and commercial areas with NMT

Singapore's LRT System developed around purpose-built-communities in which residential, shopping, education, public services and workplaces are all co-located.

Strategies to Shift towards more sustainable modes

4: **Non-Motorized Transport** (NMT) pedestrian and bicycle facilities, intermodal connectivity, and adoption of complete street design standards

5: **Public transport** services including high quality and affordable services on dedicated infrastructure

6: **Transportation Demand Management** (TDM) measures, including pricing measures that integrate congestion, safety, and pollution costs

7: More sustainable modes of **inter-city passenger and goods transport**, eg. priority for train and barge freight over truck and air freight

Bicycle infrastructure

Lloyd Wright
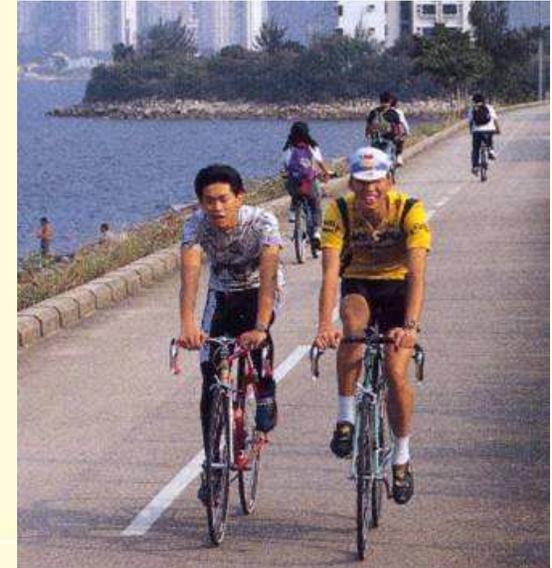
Cycle ways, parking facilities, signage, dedicated traffic signals

Lloyd Wright

Lloyd Wright

Public Transport & NMT
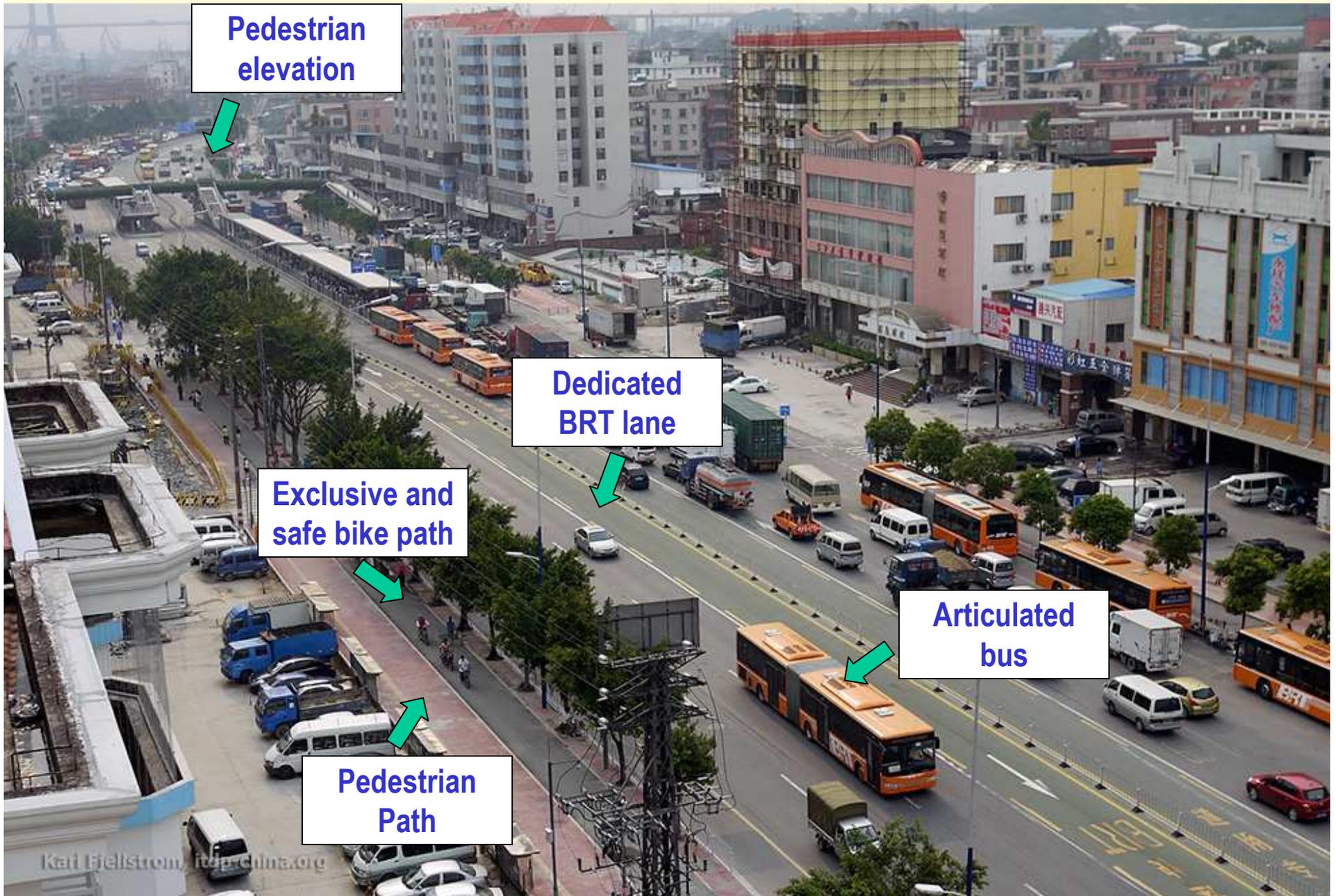
III. Strategies to Improve transport practices and technologies

8: More sustainable **transport fuels and technologies**

9: Set progressive, appropriate, and affordable **standards** for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types

10: Establish effective **inspection and maintenance** (I/M) requirements

11: Adopt **Intelligent Transportation Systems** (ITS)

12: Achieve improved **freight transport** efficiency, through modernization of the freight vehicle technology, fleet control, better logistics and supply chain management

IV. Cross-cutting strategies

13: Adopt a zero-fatality policy with respect to transport **safety**

14: Monitor of the **health** impacts from transport emissions and noise,

15: Establish country-specific, progressive, health-based, cost-effective, and enforceable **air quality and noise** standards,

16: Implement sustainable low-carbon transport initiatives to mitigate the causes of **global climate change** and to fortify national **energy security**

IV. Cross-cutting strategies

17: Adopt **social equity** as a planning and design criteria in the development and implementation of transport initiatives,

18: Encourage innovative **financing** mechanisms for sustainable transport infrastructure and operations

19: Encourage widespread distribution of **information and awareness** on sustainable transport

20: Develop dedicated and funded **institutions** that address sustainable transport-land use policies and implementation,

Examples of successful cases

- ✓ **Amsterdam**

- ✓ **Bogotá**

- ✓ **Curitiba**

- ✓ **Copenhagen**

- ✓ **Hong Kong**

- ✓ **Seoul**

- ✓ **Singapore**

All of these successes featured an integrated and packaged approach

1. **High-quality public transport**
2. **Promotion of walking and bicycling**
3. **Promotion of new technologies**
4. **Better environmental protection**

(Source: William H.K. Lam, Lloyd Wright, and Fumihiko Nakamura)

Indicators under development/ testing for follow-up assessments and system management by participating countries in the Declaration

- Indicators for all action goals are proposed and under refinement in collaboration with CAI-Asia and the EST-Asia expert panel
- Capacity Building to maintain data gathering and analysis of system-level effects will be needed in some countries

ANNOUNCEMENT

MAJOR INTER-GOVERNMENTAL EVENTS ON EST

FIRST REGIONAL EST FORUM IN LATIN AMERICA,

23-24 JUNE 2011, BOGOTA, COLOMBIA

11 Latin American countries; Organizers: Ministry of Transport-Colombia, Inter-american Development Bank, UN DESA/UNCRD Bogota

SIXTH REGIONAL EST FORUM IN ASIA & URBAN MOBILITY INDIA (UMI) CONFERENCE, 3-6 DEC 2011, NEW DELHI, INDIA

22 Asian countries; Organizers: Ministry of Urban Development-India, IUT-India, UN DESA/UNCRD, MoE-Japan, WHO