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In collaboration with

**Ministry of Public Works and Transport, Lao People's Democratic Republic
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Partnership on Sustainable, Low Carbon Transport
United Nations Economic and Social Commission for Asia and the Pacific, and
United Nations Office for Sustainable Development**

**INTERGOVERNMENTAL TENTH REGIONAL ENVIRONMENTALLY
SUSTAINABLE TRANSPORT (EST) FORUM IN ASIA,
14-16 MARCH 2017, VIENTIANE, LAO PEOPLE'S DEMOCRATIC REPUBLIC**

**2030 Road Map for Sustainable Transport in Asia ~ Aligning
Government Policy with Sustainable Development Goals (SDGs)**

(Background Paper for EST Plenary Session-1)

Final Draft

Executive Summary

Adequate, efficient, affordable, safe, low-carbon and climate resilient transport services and infrastructures are important enabling conditions to achieve the goals for sustainable development and climate change under a number of global agreements, including 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 UN Decade of Action for Road Safety 2011-2020, the Sendai Framework for Disaster Risk Reduction 2015-2030, and the UNCTAD Nairobi Mandate.

Before the adoption of the above global agreements, the Bangkok Declaration for 2020 (Bangkok Declaration) was adopted in 2010 at the Fifth Regional Environmentally Sustainable Transport (EST) Forum by 22 Asian countries. Aiming to achieve sustainable transport in Asia from 2010 to 2020, the Bangkok Declaration was an unprecedented regional commitment with a concrete set of 20 goals categorized under the Avoid-Shift-Improve framework to serve as a recommended set of benchmarks among Asian countries for their overall decisions in transport policy, planning, and development.

The recent emergence of global agreements on sustainable development and climate change gives renewed momentum to policy-makers of EST member countries in Asia to accelerate ambitious actions in sustainable transport development. However, the multiple frameworks and systems created by these global agreements have caused some incertitude and confusion on how the transport sector should make its contribution to these global processes while implementing the goals under the Bangkok Declaration for 2020.

There is a considerable gap between the commitments made by these global agreements and the actions taken by policy-makers at the regional, national, and sub-national level in the transport sector. The concepts of sustainable transport, including mobility, public transport, freight transport, and road safety are mentioned within the text of several agreements, but none of them has provided an inclusive picture on what the transport community needs to do. In addition, as the goals of these agreements are weaved together in a complex manner, the varying requirements and standards for Measuring, Reporting, and Verification (MRV) and the different mechanisms set up under these various global agreements to track the progress further deepens the challenges for regional and national stakeholders to report their progress.

Within the transport sector, there are ample opportunities for EST member countries to collect data on how transport has contributed to the realization of these agreements. A number of projects, frameworks, and partnerships have been established by the multilateral development banks (MDBs) (e.g. Asian Development Bank (ADB) and the World Bank (WB)), UN agencies (e.g. UN-Habitat and UN Economic and Social Commission for Asia and the Pacific (UN-ESCAP)), and civil society (e.g. Institute for Transportation and Development Policy (ITDP), International Transport Forum (ITF), and the Partnership on Sustainable Low Carbon Transport (SLoCaT)) to answer the need for transport data and hopefully contribute to a common methodological framework to monitor progress in the transport sector.

The Bangkok Declaration for 2020 can be a helpful resource for policy-makers in the EST countries in a number of ways. The specific measures identified by the 20 goals and structured within the Avoid-Shift-Improve framework with cross-cutting strategies serve as a resource manual to inspire and support policy-makers in the Asia region to adopt actions in the transport

sector. The KPIs developed under the Bangkok Declaration also help policy-makers to identify what type of data sets they should maintain in order to measure impacts of the transport sector.

As the Bangkok Declaration for 2020 is drawing to a close in three years, there is a need to initiate discussions on a possible follow-up agreement to the Declaration. The continued need to improve access and sustainability of transport in Asia merits a detailed discussion over the next years to extend the EST Forum beyond 2020 and also a discussion on an overarching framework similar to the Bangkok Declaration. In conducting this discussion, it will be important to build on the strengths of the Bangkok Declaration and address its shortcomings while taking account of the positive changes in policy environment in recent years.

The overall global and regional policy discussion on sustainable transport has advanced considerably since the 2010 adoption of the Bangkok Declaration for 2020 through a series of global agreements on sustainable development and climate change described in this document.

In discussing the future of the EST Forum and the possible follow-up to the Bangkok Declaration for 2020, it is suggested to include, amongst others, the following questions and issues:

a. The overall orientation of the EST Forum
b. Integration of sub-national entities in the EST Forum
c. Positioning vis-à-vis global agreements on sustainable development and climate change
d. Coordination with and complementarity to other intergovernmental processes on sustainable transport
e. "Nesting" of the EST Forum into global SuM4All initiative
f. Shifting the emphasis towards implementation
g. Role of non-government actors in the EST Forum and their support for implementation of successor to the Bangkok 2020 Declaration
h. Continuation and possible widening of donor support for the EST Forum and successor to Bangkok Declaration for 2020

The current Bangkok Declaration will come to an end in 2020. A phased approach is proposed for the period from 2017 – 2019 to develop and agree on a successor to the Declaration.

Developing ideas and recommendations for a follow-up to the Bangkok Declaration for 2020 is an important activity. It is crucial that this is done in a participatory and inclusive manner. It is clear that the Secretariat of the EST Forum will have a lead role in this. However, to ensure that countries – the principle owners of the EST Forum – are fully engaged and informed, it is proposed to set up an ad-hoc taskforce representing EST Forum member countries, donors of the EST Forum, UN-ESCAP, and international experts in the EST Forum.

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List of Abbreviations

AAAA	Addis Ababa Action Agenda
ADB	Asian Development Bank
BR	Biennial Report
BRT	Bus rapid transit
BUR	Biennial Update Report
CMA	Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement
CO_2	Carbon Dioxide
COP	Conference of the Parties
DT	Decarbonising Transport project
ECOSOC	United Nations Economic and Social Council
EST	Environmentally Sustainable Transport
FfD	Financing for Development
GCAA	Global Climate Action Agenda
GDP	Gross Domestic Product
GHG	Greenhouse Gas Emissions
GIF	Global Infrastructure Forum
GTF	Global Tracking Framework
HLPF	High Level Political Forum on Sustainable Development
IADB	Inter-American Development Bank
IAEG-SDGs	Inter-agency and Expert Group on the Sustainable Development Goal Indicators
IATF	Inter-agency Task Force
ITDP	Institute for Transportation and Development Policy
iTEM	International Transport/ Energy Model Comparison Project
ITF	International Transport Forum
KPI	Key Performance Indicator
LDC	Least developed countries
MDB	Multilateral Development Bank
MoU	Memorandum of Understanding
MPGCA	Marrakech Partnership for Global Climate Action
MRV	Measuring, Reporting, and Verification
NAP	National Adaptation Plan
NAPA	National Adaptation Programme of Action
NC	National Communication
NDCs	Nationally Determined Contributions
NMT	Non-motorized Transit
NUA	New Urban Agenda
PPMC	Paris Process on Mobility and Climate
PRC	People's Republic of China
SDG	Sustainable Development Goal
SIDS	Small island developing states

SLoCaT	Partnership on Sustainable Low Carbon Transport
SuM4All	Global Tracking Framework for the Sustainable Mobility for All
TDM	Transport demand management
TOD	Transit-oriented development
UN	United Nations
UN-ESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UN-Habitat	United Nations Human Settlements Programme
UNCRD	United Nations Centre for Regional Development
UNCTAD	United Nations Conference on Trade and Development
UNFCCC	United Nations Framework Convention on Climate Change
UNGA	United Nations General Assembly
UNISDR	United Nations Office for Disaster Risk Reduction
UNRSC	United Nations Road Safety Collaboration
VNR	Voluntary National Review

I.   Introduction

The post-2015 development agenda, [Transforming our world: the 2030 Agenda for Sustainable Development (2030 Agenda)](#),[1] with 17 Sustainable Development Goals (SDGs) and 169 related targets at its core, was adopted by the 193 United Nations (UN) Member States in September 2015. The 2030 Agenda reflects the commitment of countries to shift the world on to a sustainable and resilient path. In addition to the 2030 Agenda, a number of agreements on the global level have been adopted in recent years with the same purpose to move the world towards a more sustainable and resilient future. These global agreements include the [Paris Agreement (2015)](#),[2] the [New Urban Agenda (NUA) (2016)](#),[3] the [Addis Ababa Action Agenda on Financing for Development (2015)](#),[4] the [UN Decade of Action for Road Safety 2011-2020](#),[5] the [Sendai Framework for Disaster Risk Reduction 2015-2030](#),[6] and [the Nairobi Mandate (2016).](#)[7] These global processes, with strong call for concrete actions at the regional and national level, will steer the developmental directions for sustainable development and climate change actions of Asian countries in the next decades.

Adequate, efficient, affordable, safe, low-carbon and climate resilient transport services and infrastructures are important enabling conditions to achieve the goals committed under these global processes. Before the above global agreements on sustainable development and climate change came into place, the [Bangkok Declaration for 2020](#)[8] was adopted in 2010 at the fifth Regional Environmentally Sustainable Transport (EST) Forum by 22 Asian countries, aiming to achieve sustainable transport in Asia from 2010 to 2020. The Bangkok Declaration was an unprecedented regional commitment with a concrete set of 20 goals categorized under the Avoid-Shift-Improve framework to serve as a recommended set of benchmark among Asian countries for their overall decisions in transport policy, planning, and development.

In the first half of the implementation period, the Bangkok Declaration has proven to be successful in improving understanding of sustainable transport concepts of policy makers, practitioners, and other relevant stakeholders in the Asia region.[9] With its clear goals and measurable targets, the Declaration is effective in shifting policies, investments, and planning practices in a more multi-modal context with more consideration to non-motorized transport (NMT) and public transit services.

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[1] United Nations. 2015. Transforming our world: the 2030 Agenda for Sustainable Development. http://bit.ly/1Y3D3sN
[2] United Nations Framework Convention on Climate Change. 2015. Paris Agreement. http://bit.ly/2i5tQE8
[3] United Nations Human Settlements Programme. 2016. Adopted Draft of the New Urban Agenda. http://bit.ly/2cQpBec
[4] United Nations Department of Economic and Social Affairs. 2015. Addis Ababa Action Agenda of the Third International Conference on Financing for Development. http://bit.ly/1MsNqU6
[5] World Health Organization. 2016. Resolution Adopted by the General Assembly on 15 April 2016: Improving Global Road Safety. http://bit.ly/2ifmEWs
[6] United Nations Office for Disaster Risk Reduction. 2015. Sendai Framework for Disaster Risk Reduction. http://bit.ly/1Hz4I0j
[7] United Nations Conference on Trade and Development. 2016. Nairobi Maafikiano. http://bit.ly/2iIktqS
[8] United Nations Centre for Regional Development. 2010. Bangkok Declaration for 2020. http://bit.ly/2hLTYk9
[9] Litman, Todd. 2015. Major Challenges, Progress and Achievements by Asian Countries on the Implementation of EST Policies and Measures from Aichi EST Forum (2005) to Kathmandu EST Forum (2015). Pre-Final Draft. Victoria Transport Policy Institute. http://www.kas.de/wf/doc/19407-1442-1-30.pdf

The recent emergence of global agreements on sustainable development and climate change gives renewed momentum to policy-makers of EST member countries[10] in Asia to accelerate ambitious actions in sustainable transport development. However, the multiple frameworks and systems created by these global agreements have caused some incertitude and confusion on how the transport sector should make its contribution and report to these global processes while implementing the goals under Bangkok Declaration.

This paper aims to explore the following questions:

1. **Sustainable transport and global agreements**

   - How is sustainable transport being discussed and reflected in the global agreements on sustainable development and climate change?
   - How do the global agreements address the much-needed improvement in urban and rural access, regional connectivity, adverse environmental impacts and sustainability issues in Asia?

2. **Global agreements and Bangkok Declaration for 2020**

   - Are the global agreements listed above consistent with the Bangkok Declaration for 2020 in terms of their reference on sustainable transport?
   - How does the Bangkok Declaration for 2020 contribute to these global agreements, in particular, the SDGs under the 2030 Agenda for Sustainable Development?

3. **A follow-up agreement to the Bangkok Declaration for 2020**

   - What are the missing elements of sustainable transport development in the Bangkok Declaration for 2020?
   - What are the essential elements of a follow-up agreement to the Bangkok Declaration for the EST member countries to achieve the SDGs and implement these global processes?

This paper aims to initiate discussion on the key principles and elements of a follow-up agreement at the 10th EST Forum from 14 to 16 March 2017 in Vientiane, Lao PDR. It will provide recommendations for a consultation process to further take stock on the follow-up agreement in 2018 and it is hoped will subsequently lead to the adoption of a successor agreement on sustainable transport development by EST member countries in 2019.

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[10] EST member countries include 24 countries (as of 2017): 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, Russian Federation, Singapore, Sri Lanka, Thailand, Timor-Leste, Viet Nam.

II. Background

Home to 60% of the world's population with 4.4 billion people,[11] Asia is a region of diversity and rapid development. It comprises the most populous economies in the world (People's Republic of China and India) and at the same time some of the smallest (e.g. Maldives), richest (e.g. Brunei), and most war-torn (e.g. Afghanistan) countries on earth. Development in the Asia region is full of vibrant opportunities and arduous challenges.

A. Urban/ rural access and regional connectivity

In Asia, economic growth and urbanization is a fast-going process that stimulates demand for mobility and access. A wide range of transport modes, including public transport (bus, taxi, tram, and bus rapid transit (BRT)), rail transport (metro system, inter-city rail, and high-speed rail), and non-motorized transit (cycling, bikesharing, and walking), have emerged as new, efficient, and affordable mobility options in Asia. The region has found general success in developing a variety of transport options, and now the fastest high-speed train,[12] the BRT with the highest bus flow,[13] the largest bikesharing fleet,[14] and six of the ten busiest metro systems[15] in the world are all located in Asia.

At the same time, due to rapid economic growth in Asia, the number of people who live in extreme poverty has dropped significantly from nearly 1.5 billion in 1990 to 327 million in 2013, yet the current number is still almost ten times more than that of Europe and Americas combined.[16] In spite of the seemingly positive sign of reduction in extreme poverty, poor access in rural areas remains a challenge for economic and social development. Many people in Asia are still enduring poor living and working conditions due to the lack of access to proper transport services and infrastructure in order to obtain clean water, sanitation, health care, education, market, and other social services. For example, only 39% and 30% of rural households in Bangladesh and Nepal, respectively, have access to all-season roads; whereas in India, nearly 40% of villages are cut off from markets and main road networks in wet seasons.[17] In addition, people who live with low income cannot afford to own a vehicle, hence living next to a road is not always a solution to enhance mobility unless cheap, reliable, and safe transport services are provided to them.

Poverty is not an issue only for rural areas. The urban share of poverty in Asia has increased from 15.7% to 21.9% while urban population as a whole has increased from 38% to 43% during the same period.[18] Scholars dubbed the phenomenon as the "urbanization of poverty" in which the poor move to cities in search for jobs, education, and social engagement but only to realize

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[11] World Population Review. 2016. Asia Population 2016. http://bit.ly/2ixDD66

[12] Railway-technology.com. 2013. Top ten fastest trains in the world. http://bit.ly/2izYIgi.

[13] United Nations Framework Convention on Climate Change. 2014. Guangzhou bus rapid transit system. http://bit.ly/1B97cMV

[14] Bikeshare. 2013. Bike share statistics. http://bikeshare.com/statistics/test-statistic/

[15] Tokyo (no.1), Seoul (no. 2), Beijing (no.4), Shanghai (no.5), Guangzhou (no.6), and Hong Kong Special administrative regions of China (no.10). International Association of Public Transport. 2014. World Metro Figures. Statistics Brief, October. http://www.uitp.org/tags/statistics. Accessed on 10 December, 2015.

[16] Roser, Max, and Esteban Ortiz-Ospina. 2016. World Poverty. *Published online at OurWorldInData.org.* Retrieved from: https://ourworldindata.org/world-poverty/

[17] United Nations Economic and Social Commission for Asia and the Pacific. 2016. Review of Developments in Transport in Asia and the Pacific 2015. http://bit.ly/2hQuGDZ

[18] Mathur, Om Prakash. 2013. Urban poverty in Asia. *Study prepared for the Asian Development Bank.* http://bit.ly/2iOincC

that they remain excluded from mobility and access to such opportunities due to low income, ethnicity, age, and gender inequality.

Development for regional connectivity in Asia has also significantly increased as transport infrastructure and services expanded in many Asian countries due to their emergence as the production and consumption centers of the world. Transport development of Asian countries is thus heavily driven by the fast-growing demand for international trade and their eager integration into the global market and supply chain.[19] An ITF study estimates that by 2050, the Asia will dominate global trade with 45% of global export flows produced from the region (27% from People's Republic of China and India alone).[20] As demand for trade grows, the needs for freight transport, including maritime transport, rail and road freight, also grows in order to foster greater regional connectivity. For instance, among the ten largest ports for container traffic in the world, nine are now located in emerging Asian countries with six in People's Republic of China (hereafter China) alone.[21] The region also holds the longest freight rail link in the world with the so-called "21st Century Silk Road" going from Yiwu, China to Madrid, Spain.[22] Regional and intercontinental connectivity has significantly increased as governments are allocating more resources to simplify border crossing, build long-distance transit corridors, and develop regional logistics hubs and multi-modal transport networks that are both passenger and freight-oriented.[23]

B. Adverse environmental and sustainability issues

Amidst the rigorous needs for transport services and infrastructure to propel economic growth, air pollution, congestion, climate-related natural disasters, and road injuries and fatalities continue to plague countries in Asia. These adverse environmental and sustainability issues not only hinder economic growth but also pose serious threats to the environment and the well-being of people from all walks of life in Asia.

The demand for motor vehicles in the rising middle class has increased significantly in recent decades. This is evident in the rapid growth in annual vehicle sales of a number of countries from 2006 to 2014, including Lao PDR (21%), Indonesia (18%), China (16%), Viet Nam (16%), and the Philippines (11%).[24] In addition, a vast majority of households in 2014 own at least one car in Republic of Korea (83%), Malaysia (82%), Japan (81%), and Thailand (51%).[25] A comparatively lower share of households owns a car in China (17%), India (6%), Indonesia (4%), Pakistan (3%), Bangladesh (2%), and Viet Nam (2%). Nonetheless, car ownership is expected to grow continually as more and more two-wheeler owners are converting to four-wheeled vehicles due to rising affluence and expanding dealerships.[26]

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[19] United Nations Economic and Social Commission for Asia and the Pacific. 2016. Review of Developments in Transport in Asia and the Pacific 2015. http://bit.ly/2hQuGDZ

[20] International Transport Forum. 2017. ITF Transport Outlook 2017. http://bit.ly/2kqeXNK

[21] United Nations. 2015. From Decisions to Actions. Report of the Secretary-General of UNCTAD to UNCTAD XIV. http://bit.ly/1iJbbL2

[22] Li, Yuan, Kierstin Bolton, and Theo Westphal. 2016. The effect of the New Silk Road railways on aggregate trade volumes between China and Europe. Duisburger Arbeitspapiere Ostasienwissenschaften, No. 109/2016. http://bit.ly/2j93C4Z

[23] United Nations. 2016. Mobilizing Sustainable Transport for Development. http://bit.ly/2dV1ivX

[24] Note that Singapore is the only Asian countries that has significantly decreased motor vehicle sales by 14% from 2006 to 2014 due to tightening of the vehicle quota policy.

[25] PricewaterhouseCoopers. 2015. Riding Southeast Asia's automotive highway. http://pwc.to/2ipgrV5

[26] PricewaterhouseCoopers. 2015. Riding Southeast Asia's automotive highway. http://pwc.to/2ipgrV5

Demand for freight in Asia also grew as a result of increase in international trade of the region. In 2013, Asia accounted for 54.6% of the world's container traffic by sea, with China alone accounting for 31% and Southeast Asia for 14%.[27] Surface freight (road and rail) in Asia has reached 8,956 billion ton-kilometers in 2010 and it is expected to nearly double by 2030.[28]

Emissions from motorized transport and freight transport in Asia is a key contributor to global greenhouse gas (GHG) emissions. The transport sector accounted for 20% of global GHG emissions in 2009, and Asia accounted for 19% of total world-wide transport-sector related CO_2 emissions in 2006.[29] It is projected that by 2035, the transport sector would become the single greatest source of global GHG emissions, accounting for 46% of global emissions and by 2050 it is set to reach a share of 80%. Projections also indicate that by 2030, Asia will be responsible for 31% of total world-wide transport-sector related CO_2 emissions with the vast majority coming from developing countries in the region.

Adverse impacts from the surge in GHG emissions in Asian countries are evident in the form of serious air pollution and worsening public health. A study shows that low-and-middle-income countries in the Southeast Asia and East Mediterranean regions have the highest urban air pollution levels with annual mean levels often exceeding 5-10 times of the World Health Organization (WHO)'s air quality standards.[30] Air pollution leads to a number of respiratory and cardiovascular-related illnesses for those who live near to road with heavy traffic. More than 5.5 million deaths happened as a result to ambient air pollution every year globally, with China and India accounting for nearly 55% of the casualty.[31]

Growth in motor vehicle ownership also leads to serious traffic congestion, which further worsens air quality in Asian countries. Average speed of downtown traffic on weekdays is 8 km/h or less in Seoul and Shanghai, 10 km/h or less in Bangkok and Manila, and 15 km/h in Kuala Lumpur, which is at least half the average speed of European cities.[32] Congestion also imposes financial burdens to governments and people as a whole. It is estimated that road congestion costs Asian countries 2% to 5% of Gross Domestic Product (GDP) every year due to lost time and higher transport costs.

Apart from environmental challenges caused by GHG emissions, the Asia region is also especially vulnerable to major natural disasters in the recent decade, with major natural disasters hitting a number of Asian countries, include the 2004 Indian Ocean Tsunami, the 2005 Pakistan earthquake, and the 2006 landslides in the Philippines.[33] Climate change-related natural disasters, such as heat waves, tropical cyclones, prolonged dry spells, intense rainfall, tornadoes, snow avalanches, thunderstorms, and severe dust storms are posing serious threats to the operation of transport services and infrastructure, particularly in the rural areas where communication network is not as well developed as in urban settlements.

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[27] International Transport Forum. 2017. ITF Transport Outlook 2017. http://bit.ly/2kqeXNK

[28] International Transport Forum. 2017. ITF Transport Outlook 2017. http://bit.ly/2kqeXNK

[29] Asian Development Bank. 2017. Addressing Climate Change in Transport. http://bit.ly/2hTMyQe

[30] World Health Organization. 2016. Air pollution levels rising in many of the world's poorest cities. http://bit.ly/1TRgeGX

[31] South China Morning Post. 2016. Millions in Asia die every year from air pollution, study says. http://bit.ly/1TnbFGu

[32] Asian Development Bank. 2010. Focused Action: Priorities for Addressing Climate Change in Asia and the Pacific. http://bit.ly/2iTFJL0

[33] Such as the 2004 Indian Ocean Tsunami, the 2005 Pakistan Earthquake, and the 2006 landslides in the Philippines. International Fund for Agricultural Development. No date. Climate Change Impacts in the Asia/Pacific Region. http://bit.ly/2hUShAn

Road safety is another key concern for road users in Asia. According to the WHO, road traffic death rates in low- and middle-income countries are more than double those in high-income countries. [34] Half of road traffic deaths in Southeast Asia happened to the least protected road users, including motorized 2-3 wheelers (34%), pedestrians (13%), and cyclists (3%), yet the majority of Asian countries have no law for speed limit (or speed limit on urban road is greater than 50km/h), helmet use, front seat users, and child car seat regulations. In addition, with prevalent theft and harassment, safety of women and children to use public transit remains a concern for them to shift to a more sustainable mode of transport.

Given the environmental and socio-economic challenges resulting from rapid economic growth and motorization, many countries in Asia have come to a greater awareness and consensus that the three pillars for sustainable development, namely economic, social, and environment, are indispensable components that should be incorporated into transport planning and policies in order to truly propel sustainable growth in the region.

The following section presents an analysis on the global agreements on sustainable development and climate change that will play an important role in steering the development of sustainable transport in Asia in the coming decades.

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[34] World Health Organization. 2015. Global Status Report on Road Safety 2015. http://bit.ly/1RJLHK3

III.   Transport relevance to global agreements on sustainable development and climate change

A number of agreements on the global level have been adopted in recent years with the purpose to move the world towards a more sustainable and resilient future. These global agreements include the 2030 Agenda for Sustainable Development,[35] Paris Agreement on climate change,[36] the New Urban Agenda (NUA),[37] the Addis Ababa Action Agenda on Financing for Development,[38] the UN Decade of Action for Road Safety 2011-2020,[39] the Sendai Framework for Disaster Risk Reduction 2015-2030,[40] and the Nairobi Mandate adopted at the 14th United Nations Conference on Trade and Development (UNCTAD).[41] These various global processes, with strong emphasis to promote concrete actions on regional and national level, are likely to steer the developmental directions on sustainable development and climate change of Asian countries in the next few decades. Sustainable transport is a key driver and contributor to the implementation of these various global processes and, at the same time, these global agreements provide enabling conditions for sound legal and regulatory framework, capacity building and knowledge sharing, technology development, financing and investment, and mitigation and adaptation actions in the transport sector on the regional level.

A.   Overview of Global Agreements

This section gives an overview of the seven global agreements on sustainable development and/or climate change discussed in this paper. Background information, transport relevance, and summary of next steps and follow-up actions of these agreements are provided in the following profiles.

TRANSFORMING OUR WORLD: 2030 AGENDA ON SUSTAINABLE DEVELOPMENT
Year of adoption: 2015
Leading organization(s):
United Nations, Inter-agency and Expert Group on the Sustainable Development Goal Indicators (IAEG-SDGs), High-level Political Forum (HLPF) on Sustainable Development
Signatories: 193 UN Member States
Number of goals and targets: 17 goals with 169 targets
Topics: Sustainable development, poverty, food security, health, education, gender equality, water, energy, economic growth, infrastructure, equality, cities, food loss and waste, climate change mitigation and adaptation, marine life, biodiversity, peace, international cooperation

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[35] United Nations. 2015. Transforming our world: the 2030 Agenda for Sustainable Development. http://bit.ly/1Y3D3sN
[36] United Nations Framework Convention on Climate Change. 2015. Paris Agreement. http://bit.ly/2i5tQE8
[37] United Nations Human Settlements Programme. 2016. Adopted Draft of the New Urban Agenda. http://bit.ly/2cQpBec
[38] United Nations Department of Economic and Social Affairs. 2015. Addis Ababa Action Agenda of the Third International Conference on Financing for Development. http://bit.ly/1MsNqU6
[39] World Health Organization. 2016. Resolution Adopted by the General Assembly on 15 April 2016: Improving Global Road Safety. http://bit.ly/2ifmEWs
[40] United Nations Office for Disaster Risk Reduction. 2015. Sendai Framework for Disaster Risk Reduction. http://bit.ly/1Hz4I0j
[41] United Nations Conference on Trade and Development. 2016. Nairobi Maafikiano. http://bit.ly/2iIktqS

Background

The 2030 Agenda for Sustainable Development is a set of 17 aspirational goals with 169 targets stimulating actions to shift the world onto a sustainable and resilient path. As one of the most important roadmaps guiding policy actions for sustainable development in the next 15 years, the 2030 Agenda mobilizes efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that "no one is left behind."

Transport Relevance

Although sustainable transport is not represented by a standalone SDG in the 2030 Agenda, it is mainstreamed in a direct or indirect manner into many of the proposed SDGs, especially those related to food security, health, energy, infrastructure, cities and human settlements, and climate change. Transport services and infrastructure are essential to achieving most, if not all, SDGs, as demonstrated in Figure 1:

Figure 1 Direct and indirect transport targets of the SDGs[42]
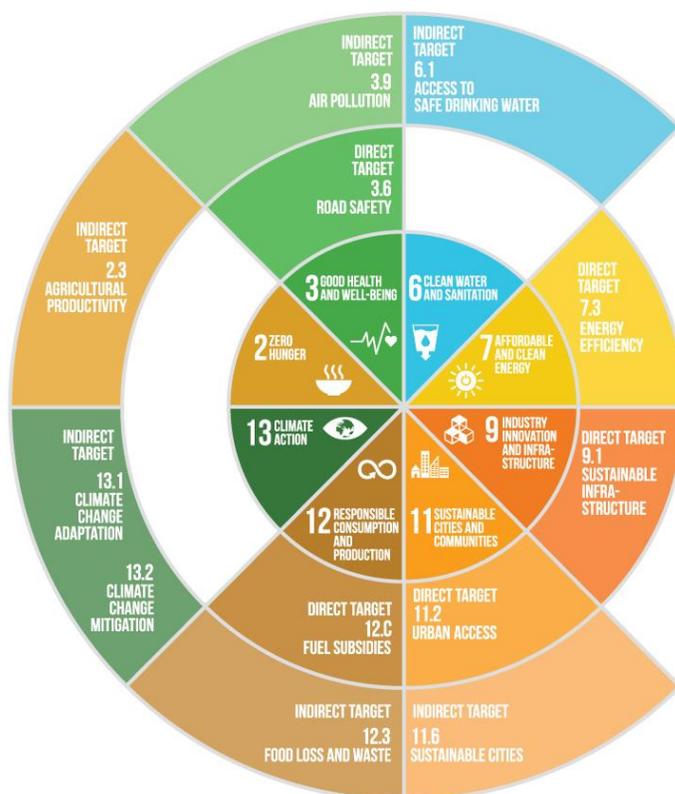
The 2030 Agenda states that "sustainable transport systems, along with universal access to affordable, reliable, sustainable and modern energy services, quality and resilient infrastructure, and other policies that increase productive capacities, would build strong economic foundations for all countries" (para 27). The text includes five targets that are *directly* related to the transport sector and seven other targets that are *indirectly* related to the transport sector, as shown in :

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[42] Partnership on Sustainable, Low Carbon Transport. 2015. Contribution of Transport Commitments to Global Goals on Sustainable Development. http://bit.ly/1MACLSW

Table 1. Direct transport targets of SDGs

Direct Transport Targets of the Sustainable Development Goals	
SDG 3. Ensure healthy lives and promote well-being for all at all ages	**3.6** By 2020, halve the number of global deaths and injuries from road traffic accidents (*Road safety*)
SDG 7. Ensure access to affordable, reliable, sustainable and modern energy for all	**7.3** By 2030, double the global rate of improvement in energy efficiency (*Energy efficiency*)
SDG 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	**9.1** Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all (*Sustainable infrastructure*)
SDG 11. Make cities and human settlements inclusive, safe, resilient and sustainable	**11.2** By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons (*Urban access*)
SDG 12. Ensure sustainable consumption and production patterns	**12.c** Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities (*Fuel subsidies*)

The proposed targets on road safety (Target 3.6); energy efficiency (Target 7.3); sustainable infrastructure (Target 9.1), urban access (Target 11.2), and fossil fuel subsidies (Target 12.c) emphasize that sustainable transport is not needed solely for its own sake, but rather is essential to facilitate the achievement of a wide variety of SDGs.

Transport also indirectly contributes to other proposed targets on agricultural productivity (Target 2.3), air pollution (Target 3.9), access to safe drinking water (Target 6.1), sustainable cities (Target 11.6), reduction of food loss (Target 12.3), climate change adaptation (Target 13.1), and climate change mitigation (Target 13.2). Safe and affordable transport services and infrastructure in remote areas is an indispensable component to help people, especially the minority groups, to access jobs, health facilities and educational opportunities while providing better supply chain to ensure that crops are delivered efficiently to prevent food loss ( ).

Table 2. Indirect transport targets of SDGs

Indirect Transport Targets of the Sustainable Development Goals	
SDG 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture	**2.3** By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access

Indirect Transport Targets of the Sustainable Development Goals	
	to land, other productive resources and inputs, knowledge, financial services, markets and opportunities for value addition and non-farm employment *(Agricultural productivity)*
SDG 3. Ensure healthy lives and promote well-being for all at all ages	**3.9** By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination *(Air pollution)*
SDG 6. Ensure availability and sustainable management of water and sanitation for all	**6.1** By 2030, achieve universal and equitable access to safe and affordable drinking water for all *(Access to safe drinking water)*
SDG 11. Make cities and human settlements inclusive, safe, resilient and sustainable	**11.6** By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management *(Sustainable cities)*
SDG 12. Ensure sustainable consumption and production patterns	**12.3** By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses *(Food loss and waste)*
SDG 13. Take urgent action to combat climate change and its impacts	**13.1** Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries *(Climate change adaptation)*
	13.2 Integrate climate change measures into national policies, strategies, and planning *(Climate change mitigation)*

Transport needs to be more sustainable to minimize road injuries and fatalities, and to reduce GHG emissions. Transport makes it possible for goods to be shipped from production zones to markets and international gateways. In short, without sufficient sustainable transport infrastructure and services across the world's regions, at least half of the proposed SDGs are at risk of not achieving their potential.

Tracking, Reporting, and Reviewing
An important part of the negotiations on the post-2015 development agenda will be on the indicators for targets under each sustainable development goal. The Inter-agency and Expert Group on the Sustainable Development Goal Indicators (IAEG-SDGs) has been tasked to develop a solid framework of indicators and statistical data to monitor progress, inform policy and ensure accountability of all stakeholders.

The High-level Political Forum (HLPF) on Sustainable Development is the United Nations central platform for the follow-up and review of the 2030 Agenda. The Forum will review the SDGs under the following schedule:
- 2017: Goals 1, 2, 3, 5, 9 and 14 (Transport relevance: rural transport, air pollution and public health, transport equity, sustainable transport infrastructure for all);
- 2018: Goals 6, 7, 11, 12 and 15 (Transport relevance: transport energy efficiency, urban transport, rural transport and food waste);
- 2019: Goals 4, 8, 10, 13 and 16 (Transport relevance: access to education and employment, climate change).

Countries are invited to submit Voluntary National Reviews (VNR)[43] in which they analyze the implications of the 2030 Agenda and the relationship between the SDGs and targets and their national priorities. VNR encourages broad consultation and coordination processes ranging from inter-ministerial coordination to the wider inclusion of civil society and public consultations. Ministerial-level meeting under the HLPF will be held annually to review VNRs and a general review conference with the Heads of States will be held every five years.

THE PARIS AGREEMENT ON CLIMATE CHANGE

Year of adoption: 2015
Leading organization(s):
United Nations Framework Convention on Climate Change (UNFCCC)
Signatory countries: 194 UN Member States
Ratifying countries: 127 Parties to the Convention[44]
Topics: Climate change, mitigation, adaptation, climate finance, technology, capacity building

Background

At the 21st Conference of the Parties (COP21) in Paris, Parties to the UNFCCC reached a landmark agreement to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future.[45] The Paris Agreement aims to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. It calls for ambitious goals to set up appropriate financial flows, a new technology framework and an enhanced capacity building framework to support actions taken by countries based on their own national objectives (also known as Nationally Determined Contributions, or NDCs).

The first session of the Conference of the Parties serving as the Meeting of the Parties to the Paris Agreement (CMA 1) took place in Marrakech, Morocco at COP22 in November 2016.

Transport Relevance in Submitted NDCs and COPs

Although the text of the Paris Agreement itself makes no specific reference to transport sector, it is a strong call to accelerate decarbonization of the transport sector. The Agreement entails empowering opportunities for the transport sector to contribute to its ambitious goals for GHG emissions reduction through the NDCs submitted by Parties and non-Party stakeholder involvement in the UNFCCC process.

Among the 160 NDCs representing 187 countries submitted as of August 2016, more than three quarters explicitly identify the transport sector as a mitigation source, and more than 63% of NDCs propose transport sector mitigation measures.[46] While about 63% of NDCs propose transport sector mitigation measures, a much smaller share of NDCs (9%) have proposed a transport sector emission reduction target, which in some cases exceed the ambition of economy-wide targets. Figure 2 shows that urban transport measures are mentioned in 74% of NDCs, while strategies such as high-speed rail (2%), and walking and cycling (14%) have

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[43] Sustainable Development Knowledge Platform. No date. Inputs to the 2016 High-level Political Forum on Sustainable Development. https://sustainabledevelopment.un.org/hlpf/inputs
[44] As of January 31, 2017. http://unfccc.int/paris_agreement/items/9444.php
[45] United Nations Framework Convention on Climate Change. No date. Climate: Get the Big Picture. http://bigpicture.unfccc.int/#content-the-paris-agreement
[46] Partnership on Sustainable, Low Carbon Transport. 2016. SLoCaT Analysis of NDCs Sees Potential for Ambitious Action on Climate Change in the Transport Sector. http://www.ppmc-transport.org/overview_indcs/

received relatively less attention (Figure 1). While freight contributes about 40% of CO_2 emissions it is mentioned in only 29% of the NDCs that propose transport measures.

Figure 2. Share of mitigation measures by modes in NDCs[47]
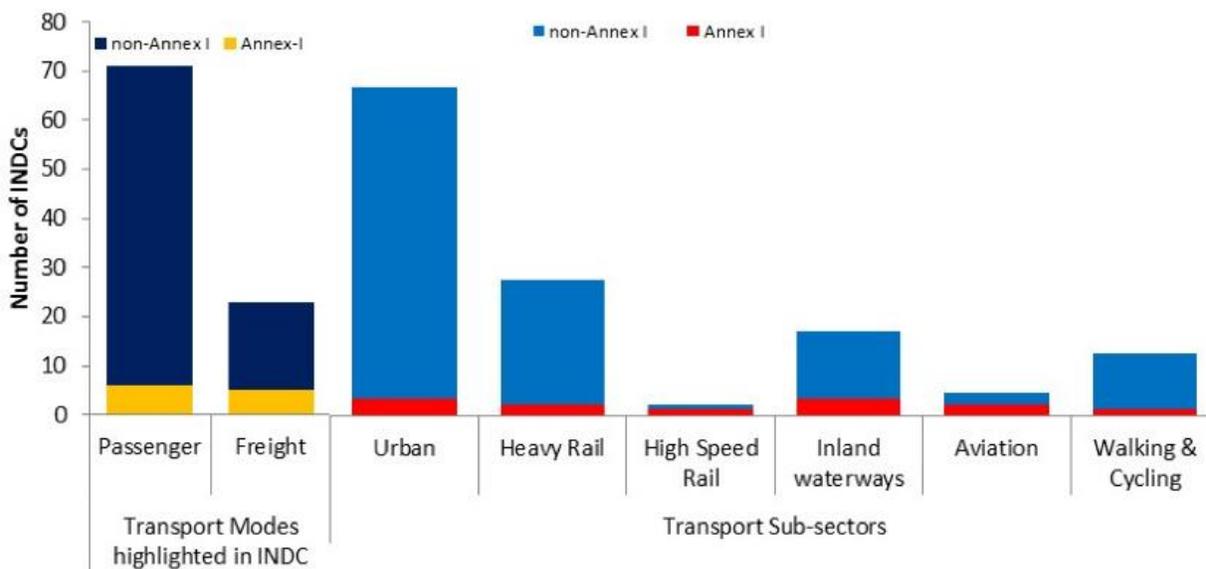
A number of countries have established indirect transport emission reduction targets in their NDCs, which target complementary variables such as public transport mode share, renewable energy share, fuel consumption reduction, or fuel efficiency as a means to reach desired emission reductions. In terms of climate adaptation, the transport sector is mentioned in general terms among climate adaptation measures in 16% of INDCs, and 4% of countries identify transport-specific adaptation strategies, which focus mainly on vulnerability assessments and infrastructure resilience planning.

The Paris Agreement provides non-Party stakeholders a mandate to play a more distinct role in the follow-up to the Paris Agreement, which will allow the transport sector to engage more actively with the UNFCCC Secretariat to advance climate action. The effect of the mandate is evident as one year after COP21 in Paris, the global sustainable transport community is increasingly well positioned at COP22 to scale up action and move the sector onto a long-term pathway towards net zero-emission mobility and greater action on adaptation.[48]

Transport was centrally integrated into COP22 Marrakech as one of eight thematic areas under the Global Climate Action Agenda (GCAA),[49] which will continue until 2020 as the Marrakech Partnership for Global Climate Action (MPGCA).[50] The Paris Process on Mobility and Climate

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[47] Partnership on Sustainable, Low Carbon Transport. 2016. SLoCaT Analysis of NDCs Sees Potential for Ambitious Action on Climate Change in the Transport Sector. http://www.ppmc-transport.org/overview_indcs/
[48] Partnership on Sustainable, Low Carbon Transport. 2016. Transport @COP22 Marrakech Final Report: After "COP of Action," Transport Prepared to Act. http://bit.ly/2iyPihx
[49] United Nations Framework Convention on Climate Change. 2016. Global Climate Action Agenda: Climate Champions Release Detailed Roadmap. http://bit.ly/2hqns6q
[50] United Nations Framework Convention on Climate Change. 2016. Marrakech Partnership for Global Climate Action. Note by the High-level Champion. http://bit.ly/2fYHuUY

[(PPMC)](#)[51] has actively contributed to the development of the MPGCA and, because of this, has emerged from COP22 as a key strategic partner for the MPGCA. Further activities on transport and climate change, under the umbrella of the MPGCA, will be undertaken throughout the year including through regional activities and a more pro-active engagement in the May sessions of the UNFCCC in Bonn.

Overall, the action orientation of the discussions on transport, as well as in other thematic areas, was clear in the fact that official and side events at COP22 were notably more granular and involved more detailed discussions on implementation than in previous COPs.

Tracking, Reporting, and Reviewing

Under the UNFCCC, Parties have been submitting reports to communicate the progress made to reduce GHG emissions in their countries. These national reports include the Biennial Reports (BR),[52] Biennial Update Reports (BUR),[53] and National Communications (NC).[54] In addition, National Adaptation Plans (NAPs)[55] and National Adaptation Programmes of Action (NAPAs)[56] are plans submitted by countries to identify strategies and actions for adaptation. All EST member countries have submitted NCs to report their GHG inventories and measures for mitigation and adaptation, and all eligible[57] EST member countries have submitted their BRs and NAPAs. Only 8 EST developing countries have submitted BUR and 14 of them have yet to submit this national GHG inventory report. EST developing countries are also not active in the UNFCCC related NAP reporting process, as only one out of the 22 eligible countries have submitted their report on adaptation measures.

The Paris Agreement requires all Parties to report regularly on their emissions and on their implementation efforts based on their respective NDCs. In addition, countries have started to submit communications of long-term strategies in late 2016 to identify mid-century, long-term low greenhouse gas emission development strategies for mitigation and adaptation. Facilitative Dialogues to review the progress made under the NDCs will also be conducted starting from 2018. There will also be a global stocktake every five years to assess the collective progress towards achieving the purpose of the agreement and to inform further individual actions by Parties.

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[51] A joint initiative by the Partnership on Sustainable, Low Carbon Transport and Michelin Challenge Bibendum. See more at the Paris Process on Mobility and Climate website at: http://www.ppmc-transport.org/

[52] Submitted by Annex I Parties to outline progress in achieving emission reductions and the provision of financial, technology and capacity-building support to non-Annex I Parties, building on existing reporting and review guidelines, processes and experiences.

[53] Submitted by non-Annex I Parties with updates of national GHG inventories, including a national inventory report and information on mitigation actions, needs and support received.

[54] Submitted by non-Annex I Parties to provide information on GHG inventories, measures to mitigate and to facilitate adequate adaptation to climate change, and any other information that the Party considers relevant to the achievement of the objective of the Convention.

[55] A means of identifying medium- and long-term adaptation needs and developing and implementing strategies and programs to address those needs

[56] A process for the Least Developed Countries (LDC) to identify priority activities that respond to their urgent and immediate needs with regard to adaptation to climate change - those needs for which further delay could increase vulnerability or lead to increased costs at a later stage.

[57] BRs are submitted by Annex I countries; only Japan and Russian Federation are eligible for submission. NAPAs are submitted by LDCs; only nine EST members are eligible for submission.

Year of adoption: 2016
Leading organization(s): United Nations Human Settlements Programme (UN-Habitat)
Signatories: 193 UN Member States
Topics: Sustainable development, urbanization, poverty alleviation, food security, social equity, inclusive economic growth, gender equality, health and well-being, resilience

Background
The NUA[58] was adopted at the United Nations Conference on Housing and Sustainable Urban Development (Habitat III),[59] which took place in October 2016 in Quito, Ecuador. It provides a new framework that lays out how cities should be planned and managed to best promote sustainable urbanization. The NUA outlines the emerging challenges and opportunities as urban population is expected to nearly double by 2050. The Agenda is a strong echo with the key principles of the SDGs as it presents a set of transformative commitments under three overarching themes: 1) Sustainable Urban Development for Social Inclusion and Ending Poverty; 2) Sustainable and Inclusive Urban Prosperity and Opportunities for All; and 3) Environmentally Sustainable and Resilient Urban development. The Agenda ends with a list of commitments for effective implementation by building a supportive framework for urban governance structure and through integrated planning and management of urban spatial development. It also strongly emphasizes the need for capacity building, robust regulatory framework, financing, and open, participatory data platform in order to ensure success of the implementation.

Transport Relevance
The NUA is rich in references on the role of transport in achieving sustainable urban development, including topics such as transport infrastructure/services, rural-urban linkages/food security, transit-oriented development (TOD), transport demand management (TDM), road safety, climate change/air quality/energy efficiency, freight transport, land use/transport planning, poverty/equity/inclusion, capacity building, and transport financing. It is specifically relevant the SDG indicator 11.2.1 for the "Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities."

It indicates that transport and mobility is an indispensable component to ensure "equal access for all to public goods and quality services" and fulfill social function of cities and human settlements. The overarching goal for the transport sector is to "promote age-and gender-responsive planning and investment for sustainable, safe and accessible urban mobility for all, and resource-efficient transport systems for passengers and freight, effectively linking people, places, goods, services and economic opportunities."

The Agenda calls for "a significant increase" in sustainable public transport and NMT infrastructure over private motorized transport. Equitable TOD also fulfills the ultimate goal of the Agenda to "leave no one behind" by minimizing social displacement and alleviating poverty. In addition, it also calls for "better and coordinated transport and land-use planning" to reduce transport needs, enhance productivity, and maximize social, economic, and territorial cohesion. Better planning in urban freight and logistic is also needed to enable "efficient access to products," minimize adverse environmental impacts, and maximize inclusive, sustainable

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[58] United Nations Human Settlements Programme. 2016. Adopted Draft of the New Urban Agenda. http://bit.ly/2cQpBec
[59] United Nations Conference on Housing and Sustainable Urban Development (Habitat III). https://habitat3.org/

economic growth. It also encourages the expansion of financing instruments in a wider range of transport modes and calls for better coordination between transport and urban planning departments of various government levels.

Last but not the least, the NUA also stresses on the importance for adequate and affordable transport services and infrastructure to facilitate the transport and marketing of food from rural areas to consumers in order to prevent food loss and ensure sustainable food security.

Tracking, Reporting, and Reviewing

Periodic follow-up to and review of the New Urban Agenda will be carried out by the UN-Habitat in order to track progress of the implementation of NUA. A two-day high-level meeting of the UN General Assembly (UNGA) will be convened at the UNGA's 72nd session in September 2017 to further discuss the effective implementation and the positioning of UN-Habitat as the focal point of the review of the NUA. A report will be released by the UNGA in 2026 to take stock of the progress made and challenges faced in the implementation of the Agenda since its adoption, and to identify further steps to address these challenges.

The strong emphasis on the role of transport in implementing the NUA has led to the establishment of a Memorandum of Understanding (MoU)[60] between the Partnership on Sustainable, Low Carbon Transport (SLoCaT) and the UN-Habitat to accelerate action and track progress on transport-relevant components of the NUA. The MoU aims to bridge discussions on climate change and sustainable development through tracking implementation of sustainable urban mobility measures to reduce global carbon emissions, while achieving development imperatives such as improving air quality and road safety, and promoting accessibility and equity in urban transport systems.

ADDIS ABABA ACTION AGENDA (AAAA) ON FINANCING FOR DEVELOPMENT

Year of adoption: 2015
Leading organization(s): United Nations Department of Economic and Social Affairs (UN DESA)
Signatories: 193 UN Member States
Topics: Financing, Sustainable Development, trade, technology and science, capacity building

Background

The AAAA[61] was the outcome document adopted at the Third International Conference on Financing for Development (FfD3), which was held in July 2015 in Addis Ababa, Ethiopia. FfD3 followed on the FfD1 in 2002, which yielded the Monterrey Consensus, and the FfD2 in 2008, which produced the Doha Declaration. The AAAA calls for action on more than 100 concrete measures to widen revenue base, improving tax collection, and combatting tax evasion and illicit financial flows.[62] Countries have committed to increase official development assistance particularly for the least developed countries and pledged to increase South-South cooperation. It also stresses the importance to align private investment with sustainable development along with public policies and regulatory frameworks to set the right incentives.

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[60] Paris Process on Mobility and Climate. 2016. SLoCaT and UN-Habitat Sign Memorandum of Understanding to Accelerate Action and Track Progress toward Transport-Relevant Components of the New Urban Agenda. http://bit.ly/2i9H3f6

[61] United Nations Department of Economic and Social Affairs. 2015. Addis Ababa Action Agenda of the Third International Conference on Financing for Development. http://bit.ly/1MsNqU6

[62] United Nations Department of Economic and Social Affairs. 2015. Countries reach historic agreement to generate financing for new sustainable development agenda. http://bit.ly/1gCxaT1

As financing is considered to be the linchpin for implementation, the AAAA provides a foundation for countries to achieve the goals set by the 2030 Agenda and the Paris Agreement, which were still expected to be adopted when the FfD3 took place.

Transport Relevance

The AAAA makes several direct references to the transport sector by emphasizing the need to develop "efficient transport and transit system" for landlocked developing countries in order to "structurally [transform] their economies [and] harnessing benefits from international trade." The Agenda commits to increasing support to sub-national authorities to build "resilient and environmentally sound" transport infrastructure in least developed countries (LDCs) and small island developing states (SIDS). Technical assistance will be provided to landlocked developing countries to improve trade and transit-logistics in order to enable them to "fully participate in and benefit from multilateral trade negotiations." It particularly stresses the need to address the gap in "trade, transport, and transit-related regional infrastructure" to facilitate international trade and global value chains and markets.

In addition, the AAAA provides important references with indirect relevance to transport, which include reaffirming a commitment to rationalize inefficient fossil fuel subsidies that encourage wasteful consumption and encouraging innovative financing mechanisms to bring together public and private resources, such as green bonds and carbon pricing mechanisms.

Despite these direct and indirect transport references, it is noted that the AAAA still does not make adequate explicit references to rural transport, goods transport (including agricultural products), and road safety. In addition, AAAA's references to transport focus primarily on the provision of transport infrastructure at the expense of the equally crucial provision of transport services. The limited relevance it gives to the transport sector shows that there is still a very weak linkage between transport and financing and that the principles of the AAAA are still not well incorporated in the current financial instruments commonly used for sustainable transport development.

Tracking, Reporting, and Reviewing

An Inter-agency Task Force (IATF)[63] was established and inaugurated in March 2016 as the entity to provide recommendations to the Economic and Social Council forum on financing for development follow-up (ECOSOC FfD forum) in setting up a monitoring framework with data sources for annual assessments of progress. The report by the IATF was an input the first ECOSOC FfD Forum, which was held in April 2016 in New York. The next FfD Forum is expected to take place in May 2017 to further review the progress made under the AAAA.

The AAAA also calls the Multilateral Development Banks (MDBs) to hold the Global Infrastructure Forum (GIF), which aims to ensure the infrastructure investment gap is filled, and to ensure infrastructure is sustainable, resilient and helps to implement the 2030 Agenda for Sustainable Development. The 2nd GIF will be held on April 22, 2017 in Washington D.C., hosted by the Inter-American Development Bank (IADB).

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[63] United Nations Department of Economic and Social Affairs. 2016. Inter-agency Task Force. http://bit.ly/29yTQ2N

UNITED NATIONS DECADE OF ACTION ON ROAD SAFETY

Year of adoption: 2010
Leading organization(s): UN regional commissions, WHO
Signatories: 193 UN Member States
Topics: Road safety, public health, air pollution, noise pollution, sustainable development,

Background

The formulation of the UN Road Safety Collaboration (UNRSC) began in 2004 when the UNGA adopted a resolution[64] on "Improving Global Road Safety" and invited WHO to coordinate road safety issues across the UN system with UN regional commissions. The UNRSC has since become an informal consultative mechanism to strengthen global and regional coordination in implementing UN General Assembly Resolutions on improving road safety, which were adopted biannually since 2008.

Subsequently, the UN Decade of Action on Road Safety was officially launched in March 2010 with the objective to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels. The Resolution calls on UN Member States to set road safety targets to be achieved during the decade and adopts a multi-sectoral approach to allow non-state players, such as academia, private sector, civil society, and the media to participate in its activities. In addition, three Global Road Safety Week have been held in 2007, 2013, and 2015 to draw public attention to various road safety issues.[65]

In terms of funding, the Road Safety Fund[66] was created in 2011 to support the implementation of the Global Plan for the Decade of Action for Road Safety 2011–2020. It directs small grants from a range of donors to governments and nongovernmental organizations to support road traffic injury prevention programs in countries and communities.[67] In addition, the Bloomberg Philanthropies supported Road Safety Grants Programme,[68] managed by the Global Road Safety Partnership, was created in 2012 to support nongovernmental organizations in Brazil, Cambodia, China, India, Kenya, Mexico, Russian Federation, Turkey and Viet Nam to advocate for road safety policy changes and actions to reduce deaths and injuries as a result of road traffic crashes.

In November 2015, a mid-term review of the Decade of Action was conducted and the Brasilia Declaration on Road Safety[69] was adopted at the 2nd Global Conference on Road Safety by 2,200 delegates. The Declaration is a call to rethink transport policies in order to favor more sustainable modes of transport such as walking, cycling and using public transport. It highlights strategies to ensure the safety of all road users, particularly by improving laws and enforcement,

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[64] United Nations. 2004. Resolution adopted by the General Assembly: 58/289. Improving global road safety. http://bit.ly/2iHf2lQ
[65] World Health Organization. No date. First United Nations Global Road Safety Week (2007). http://www.who.int/roadsafety/week/2007/en/
World Health Organization. No date. Second United Nations Global Road Safety Week (2013). http://www.who.int/roadsafety/week/2013/en/
World Health Organization. No date. Third United Nations Global Road Safety Week (2015). http://www.who.int/roadsafety/week/2015/en/
[66] Fia Foundation. No date. About the Road Safety Fund. http://www.fiafoundation.org/our-work/road-safety-fund/about
[67] World Health Organization. 2016. Funding Opportunities. http://www.who.int/roadsafety/funding/en/
[68] Global Road Safety Partnership. 2015. Road Safety Grants Programme. http://www.grsproadsafety.org/grants-programme
[69] World Health Organization. 2015. Brasilia Declaration. http://bit.ly/2ktDCRJ

making roads safer through infrastructural modifications, ensuring that vehicles are equipped with life-saving technologies, and enhancing emergency trauma care systems.

Endorsing the Brasilia Declaration on Road Safety, the UNGA and Member States adopted a resolution on "Improving global road safety" in April 2016.[70] The resolution reaffirms the adoption of the SDG targets on road safety outlined in the 2030 Agenda for Sustainable Development: SDG target 3.6 (which aims to reduce global road traffic deaths and injuries by 50% by 2020) and SDG target 11.2 (which aims to provide access to safe, affordable, accessible and sustainable transport systems for all urban residents by 2030). It also acknowledges that at the mid-point of this agreement, despise some degree of progress has made for the Decade of Action, "much remains to be done" to realize the goal to reduce global road traffic deaths and injuries.

The resolution invited two major development conferences – Habitat III in October 2016, and the 9th Global Conference on Health Promotion in November 2016 – to give appropriate consideration to road safety and sustainable mobility in general. The resolution renews its call on governments to take a leading role in implementing the road safety-related SDG targets and the activities of the Decade of Action.

Tracking, Reporting, and Reviewing
As an agreement on road safety, the Global Decade of Action for Road Safety is highly related to transport. It proposes a number of concrete actions to integrate road safety with other transport-related sub-sectors and issues, such as:

- **Land-use and transport planning:** e.g. incorporating road safety features into land-use and transport planning; designing transport system that responds to the safe mobility needs of all
- **Vehicle safety:** e.g. increasing compliance of motor vehicle safety regulations; implementing motor vehicle assessment programs
- **Regulations and legal framework**: e.g. setting and enforcing regulations for the use of seat-belts, helmets and child restraints;
- **Financing**: e.g. building business cases for sustained funding base d on the costs and benefits of proven investment performance; recommending core annual and medium-term budgetary targets;
- **Capacity building and awareness**: e.g. introducing public awareness campaigns to support enforcement of legislative measures and increasing awareness of risks and of the penalties associated with breaking the law.

The UNRSC has released the Global Plan for the Decade of Action for Road Safety 2011-2020 to outline specific measures for road safety under five pillars: road safety management, safer roads and mobility, safer vehicles, safer road users, and post-crash response. The Global Plan is considered one of the most important agreements that urges for concrete actions to strengthen institutional capacity on national road safety efforts, improve planning for safer transport infrastructure and services, establish a global standard and mechanism for vehicle safety assessment, and ameliorate road user behavior. From the use of seat belts and helmets to safe operation and maintenance of road infrastructure, the Global Plan offers a roadmap for countries to develop their own national plans for the Decade.

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[70] World Health Organization. 2016. UN General Assembly adopts a resolution on "Improving global road safety." http://bit.ly/1OBlIqz

The [Global Status Report on Road Safety](#) is the key output under the Decade of Action to track the progress and status of road safety around the world, including road traffic deaths; seat belts, drink-driving, speed, motorcycle helmets and child restraint laws; and vehicle regulations. The reports are issued on a biennial basis by the WHO.

The next UNRSC meeting is scheduled to take place in May 2017 in Thailand, Bangkok, to review progress made under the resolution, "Improving global road safety" adopted in April 2016. The [4th Global Road Safety Week](#) will be held in May 2017 to focus on the role of speed management in reducing road traffic deaths and injuries.[71]

THE SENDAI FRAMEWORK FOR DISASTER RISK REDUCTION 2015-2030
Year of Adoption: 2015
Leading Organization: United Nations Office for Disaster Risk Reduction (UNISDR)
Signatories: UN Member States
Topics: Disaster management, risk, resilience, adaptation, climate change

Background
The Sendai Framework for Disaster Risk Reduction 2015-2030 is a 15-year, non-binding agreement adopted by the UNGA and facilitated by the UNISDR to reduce disaster risk, with responsibility to be shared among national and local governments, the private sector, and other stakeholders.[72] The Framework, adopted by Member States in March 2015 aims for "the substantial reduction of disaster risk and losses in lives, livelihoods and health and in the economic, physical, social, cultural and environmental assets of persons, businesses, communities and countries."[73] The Framework contains a set of seven global targets aiming to substantially reduce global mortality rate and the number of affected people while reducing damages caused by disasters by 2030. Four priorities for Actions were set to 1) understanding disaster risk; 2) strengthening disaster risk governance to manage disaster risk; 3) investing in disaster risk reduction for resilience; and 4) enhancing disaster preparedness for effective response and to "Build Back Better" in recovery, rehabilitation and reconstruction.

Transport Relevance
The Sendai Framework stresses the importance to "promote the resilience of new and existing critical infrastructure, including water, transportation and telecommunications infrastructure, educational facilities, hospitals and other health facilities, to ensure that they remain safe, effective and operational during and after disasters in order to provide live-saving and essential services."[74]

As part of the monitoring system to track progress and report on the implementation of Sendai Framework for Disaster Risk Reduction, it is expected to review how voluntary commitments can most effectively support the achievement of the Sendai Framework, as well as act as a place for sharing knowledge and expertise of all stakeholders. UNISDR facilitates development

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[71] World Health Organization. 2016. Fourth UN Global Road Safety Week 2017. http://www.who.int/roadsafety/week/2017/en/
[72] A list of government announcements to support the Sendai Framework (including several from ADB DMCs) can be found at http://www.preventionweb.net/drr-framework/commitments/.
[73] United Nations Office for Disaster Risk Reduction. No date. Sendai Framework for Disaster Risk Reduction. http://www.unisdr.org/we/coordinate/sendai-framework
[74] United Nations Office for Disaster Risk Reduction. 2015. Sendai Framework for Disaster Risk Reduction. http://bit.ly/1Hz4I0j

of disaster-related indicators to supplement the work of the IAEG-SDGs, which include a number of indicators with direct relevance to transport.[75,76]

Tracking, Reporting, and Reviewing

An open-ended intergovernmental expert working group on indicators and terminology relating to disaster risk reduction established by the UN General Assembly is developing a set of indicators to measure global progress in the implementation of the Sendai Framework. As monitoring mechanisms of the Hyogo Framework for Action (2005-2015) transition into the Sendai Framework, new indicators are required to measure and report on progress at the regional, national and local levels. The development of these indicators builds on technical proposals developed by UNISDR and provides technical inputs into the open-ended intergovernmental expert working group. This work is piloted and peer-reviewed in selected countries, with the aim to review and define methodologies and technical issues in relation to indicators to support countries in data collection, analysis and reporting on the Sendai Framework.

NAIROBI MANDATE AT THE 14TH UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

Year of adoption: 2016
Leading Organization: United Nations Conference On Trade And Development (UNCTAD)
Signatories:
Topics:
Trade, sustainable development

Background

UNCTAD supports developing countries in accessing the benefits of a globalized economy more fairly and effectively and in dealing with the potential drawbacks of greater economic integration.[77] The 14th UNCTAD was convened in Nairobi in July 2016, producing as an outcome document the Nairobi Mandate (Mandate),[78] building on the Doha Mandate of UNCTAD 13. UNCTAD 14 secured critical mandates to continue research on trends in the global financial system, and its work on the linkages between international trade, financial and macroeconomic issues. The organization will be able to continue its work on South-South cooperation, as well as on the development of regional mechanisms to facilitate the mobilization of financial resources for inclusive and sustainable development.[79]

Transport Relevance

The Nairobi Mandate indicates that the world has become as interconnected as it ever was with "lower barriers, falling transportation costs, increasing financial and investment flows, technological advancements and the dawn of the information age." Improvement in cross-border transport and communication can foster international trade by reducing trade-related barriers between national economies and reducing geographical barriers.

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[75] Prevention Web. No date. Background Documents in Support of the Development of Indicators. http://www.preventionweb.net/drr-framework/open-ended-working-group/indicators/
[76] A list of transport-relevant indicators defined under the IAEG-SDGs process can be found at http://slocat.net/sites/default/files/u10/slocat_recommendations_for_third_meeting_of_iaeg-sdgs.pdf
[77] United Nations Conference on Trade and Development. No date. About UNCTAD. http://unctad.org/en/Pages/aboutus.aspx
[78] United Nations Conference on Trade and Development. 2016. Nairobi Maafikiano. http://bit.ly/2iIktqS
[79] United Nations Conference on Trade and Development. 2016. Nairobi Maafikiano. http://bit.ly/2iIktqS

The Mandate supports the continual work in the fields of trade logistics, maritime and port facilities, multimodal transit, and the development of a regulatory framework that enhances efficiency and resilience while facilitating cost reduction for international transport and trade. The Mandate puts special focus on the adaptation side of transport issues, in particularly urging for the need of resilient and better disaster risk reduction for infrastructure and services of coastal transport, transport corridors, and other forms of logistics.

Tracking, Reporting, and Reviewing

UNCTAD (along with other UN departments and agencies) measures progress by the SDGs as set out in Agenda 2030. UNCTAD also supports implementation of Financing for Development, as mandated in the 2015 Addis Ababa Action Agenda, with four major institutional stakeholders: the World Bank, the International Monetary Fund, the World Trade Organization, and the United Nations Development Programme. The UNCTAD Stat database[80] provides detailed country profiles on maritime transport including information on liner shipping, container port, merchant fleet, and seaborne trade. In addition, an expert group on sustainable freight is being set up to identify key actions to be made to enhance resilience and adaptation in the freight sector.

B. Consistency between global agreements in addressing improvement of access, environment, and sustainability in Asia

The above seven global processes on climate change and sustainable development play a critical role in laying down a solid foundation for international cooperation to accelerate ambitious actions for sustainable transport development. Although these process are created to address various issues, there are considerable cross-references and common emphases to achieve poverty alleviation, food security and social equity through improved urban/rural access and regional connectivity. In addition, these global agreements also share common concerns and urgency to address adverse environmental and sustainability issues such as climate change mitigation and adaptation, road safety and public health. Their emphasis on these themes will help steer directions of policy-makers and relevant stakeholders to address the improvement of access, environment, and social sustainability in Asia. Table 3 shows the level of contribution of these global agreements to six themes on access, environment, and sustainability:

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[80] http://unctadstat.unctad.org

Table 3. Level of contribution of global agreements to themes on access, environment, and sustainability

Themes	Poverty Alleviation & Food Security	Social Inclusion & Equity	Urban/ Rural Access/ Regional Connectivity	Climate Change Mitigation	Climate Change Adaptation	Road Safety
2030 Agenda	High	High	High	High	Medium	High
Paris Agreement	Medium	Low	Low	High	High	None
New Urban Agenda	High	High	High	High	Medium	High
Addis Ababa Action Agenda	High	Medium	Medium	Medium	Medium	None
Global Decade of Action on Road Safety	Medium	Medium	Low	None	None	High
Sendai Framework 2015-2030	Medium	Medium	Medium	None	High	None
Nairobi Mandate	Low	None	High	Low	High	None

Level of Contribution
High
Medium
Low
None

The following section analyzes how these themes on access, environment, and sustainability are considered and reflected under these global agreements.[81]

1. Poverty alleviation and food security

Poverty eradication is asserted in the 2030 Agenda to be the "greatest global challenge" and an "indispensable requirement for sustainable development." It is under this premise that the Agenda set Goal 1 to "end poverty in all its forms everywhere." The Paris Agreement, NUA, AAAA, Global Decade of Action on Road Safety, Sendai Framework and Nairobi Mandate all made tribute to the goals on poverty alleviation. The Paris Agreement and AAAA endorse the goal to end poverty as its overarching goal, and the NUA specifically indicates that "persistence of multiple dimensions of poverty" (e.g. slum and informal-settlement dwellers) is not only a problem for developing but also developed countries. Better access and designed for public place, infrastructure and basic services can help eradicate urban poverty and ensure social equality. The Resolution adopted in 2016 under to 'Improve Road Safety' reaffirms this goal and emphasizes that "the poor and the vulnerable are most frequently also vulnerable road users" and they are those "who are disproportionately affected and exposed to risks and road crashes, which can lead to a cycle of poverty exacerbated by income loss." The Sendai Framework aims

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[81] Unless otherwise cited, all quotes and references in this section are cited from the original text of the seven global agreements. See footnotes under Section I for the original documents.

to help reduce poverty through better international cooperation for disaster risk reduction. The Nairobi Mandate states that trade can be an "engine for economic growth and poverty eradication" and it is a means to support implementation of the 2030 Agenda and the AAAA. Nonetheless, effective promotion of trade for poverty eradication and sustainable growth relies of the commitment on national level for multi-sectoral investment and technological upgrade.

Goal 2 of the 2030 Agenda to "end hunger, achieve food security and improve nutrition and promote sustainable agriculture" is a key component for these global agreements to achieve poverty eradication as well. Along with Goal 1 on poverty, they are the pre-requisites to ensure "equal opportunity permitting the full realization of human potential and contributing to shared prosperity." While there is a common misconception that food security is a rural issue, the NUA specifically points out that it is crucial to include food security of urban residents, particularly the urban poor, in government planning and policies. The coordination of sustainable food security and agricultural policies in the contexts of urban, peri-urban, and rural areas are essential to ensure efficient production, storage, transport, and marketing of food in order to prevent food waste and loss. Efficient and affordable transport network plays a crucial role to facilitate this supply chain.

2. Social inclusion and equity

Closely linked to ultimate goal to end poverty and hunger for sustainable development in the 2030 Agenda is the pledge that "no one is left behind," an idea grounded on the principles of social inclusion and equity for all in order to offer "equal opportunity permitting the full realization of human potential and contributing to shared prosperity." The AAAA employs similar language in its declaration, prioritizing inclusive economic growth and social inclusion as two of the three dimensions of its agenda for sustainable development.

Most of these global agreements emphasize the need to address the most vulnerable social groups, e.g. women, children and youth (in particularly girls), elderly, persons with disabilities, migrants, the indigenous communities, victims of war and cultural discriminations. The NUA promotes that urban and social services should be "responsive to the rights and needs" of these vulnerable groups and that "particular attention" should be given to the "transport and energy needs" of all and in particular those who live in informal settlements. The Global Decade of Action on Road Safety also notes that countries should give special attention to those who are living in vulnerable conditions, adding a special attention to those who live in war zones, as road safety "is not embraced as a quality of life concept" in these environments. In addition, the Sendai Framework points out the effective disaster management requires "empowerment and inclusive, accessible and non-discriminatory participation" of those who live in conditions that are most vulnerable to disasters. Inclusion of perspectives from women, all age groups, the disabled, and other cultural groups in policies and strategies for disaster reduction is essential.

In terms of finance and trade, the AAAA points out that investing in children and youth is an essential factor for social inclusion and equality. Specifically, countries should help people, especially women, to gain access to formal financial services (or financial literacy) in order to enable them to fully participate in the society. The Nairobi Mandate indicates that trade is a key driver to realize inclusive and sustainable development. Supportive policy measures for trade can help promote productive employment, empowerment of youth and women, and hence achieving social equality.

3. Urban/ Rural Access and Regional Connectivity

Urban and rural access are both the means and the consequence of the realization of poverty eradication, food security, social inclusiveness and equality. As stated in target 11.2 of the 2030 agenda, "access to safe, affordable, accessible and sustainable transport systems" while 'improving road safety [and] expanding public transport" should be provided to the poor and vulnerable groups. The NUA echoes with this target and indicates that by "integrating transport and mobility plans into overall urban and territorial plans and promoting a wide range of transport and mobility options," those who live in vulnerable conditions can have access to "meaningful participation in social and economic activities in cities and human settlements." The Agenda also specifically commits to strengthen urban-rural connectivity with sustainable transport and mobility options as the provision of access through rural transport services and infrastructure can connect farmers and fishers with "the local, subnational, national, regional and global value chains and markets," which will in turn help them to come out of poverty and social inequality in a self-reliant manner. The AAAA shares similar commitment to focus on improving access of smallholders and women farmers to market.

The impact of sustainable access also excels beyond the individual context as the increased connectivity on the local, subnational, national and regional level is a vital factor to help reduce poverty and increase the economic capacity of countries with special needs, such as the least developed countries, landlocked developing countries and small island developing states. The Nairobi Mandate points out that increased regional connectivity is also a way to foster international trade by "reducing trade-related barriers between national economies and reducing geographical barriers through improved transportation and communications across borders." Altogether, the provision of access and mobility to individuals and countries will achieve the ultimate goal to create "an equitable global economic system where no country or person is left behind," as stated in the AAAA.

4. Linkages to climate change mitigation and adaptation

As the leading global agreement on climate change actions, the Paris Agreement calls for countries to reach the ambitious goal to limit global temperature increase by 1.5°C by the end of this century compared to pre-industrial times. Other agreements also endorse the Paris Agreement by acknowledging that the "UNFCCC is the primary international, intergovernmental forum" for global negotiations on climate change and that the measures employed under the NUA "should be consistent with the goals to the Paris Agreement." It is under this principle that three targets under the 2030 Agenda contributes directly to the achievement of the Paris Agreement, namely target 7.3 on energy efficiency, 11.6 on air pollution of cities, and 13.2 on climate change policies.

The AAAA also urges a phase-out of fuel subsidies and applauds the timely formation of the Green Climate Fund, which enables countries to obtain financial resources for their climate change actions.

Echoing with the bottom-up approach adopted by the Paris Agreement to requests countries to set their own long-term strategies and targets for decarbonisation (or the NDCs), the other agreements also stress the importance for countries to take the lead to define their own mitigation actions. For examples, one of the 17 goals under the 2030 Agenda is dedicated to climate actions in which it calls for countries to "integrate climate change measures into national

policies, strategies and planning." The NUA also indicates that local stakeholders on the sub-national level should be "important implementers" of climate change actions.

There has long been a concern for an imbalance between climate change mitigation and adaptation with more policies, projects, resources, and research studies being done for mitigation. Contrary to this concern, more references have been made to address adaptation than mitigation among the seven global processes studied in this paper.

In addition to the National Adaptation Plans submitted by countries, the Paris Agreement calls for stronger cooperation on the regional level on adaptation measures and networks, paying specific attention to developing countries. To enable action on adaptation, the GCF aims for a 50:50 balance between climate finance for mitigation and adaptation; it also aims for a floor of 50% of the adaptation allocation for particularly vulnerable countries, including LDCs, SIDS, and African countries. With this aim, the Agreement, invites UN agencies and financial institutions on various governance levels to support countries on how they incorporate climate-proofing and climate resilience measures in their financing.

Among the global processes, the Sendai Framework for Disaster Risk Reduction is the leading agreement on climate change adaptation by strengthening resilience of countries through disaster risk prevention and reduction. The Framework indicates that by increasing resilience of new and existing critical infrastructure in the transport and other sectors and ensuring that these infrastructures remain safe, effective and operational during and after disasters, it will help provide life-saving and essential services and thus reduce the vulnerability of countries.

Both the NUA and AAAA endorses the Sendai Framework by promoting the development of quality infrastructure and spatial planning and integrated, age-and gender-responsive policies and plans to increase resilience of cities and human settlement. The AAAA points out that sustainable and resilient infrastructure in the transport and other sectors are "pre-requisites" to achieve many of its goals and invites countries to develop "holistic disaster risk management at all levels" based on the Sendai Framework. It also supports GCF's aim to strike a balance between mitigation and adaptation finance.

The 2030 Agenda also has a specific target (13.1) to "strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries" and targeted to "integrate climate change measures [for both mitigation and adaptation] into national policies, strategies, and planning" under target 13.2. The Nairobi Mandate focuses its adaptation action specifically on coastal transport infrastructure and services and transport corridors and commits to hold expert meetings as knowledge exchange platforms on different approaches and best practices on resilient transport infrastructure and trade logistics.

5. Road safety and public health

According to the Sustainable Development Goals Report 2016, around 1.25 million people died globally from road traffic accidents in 2013, an average of 3,400 each day.[82] In addition, tens of millions of people are injured or disabled each year from traffic accidents, with children, pedestrians, cyclists and older people among the most vulnerable. Halving the number of global deaths and injuries from road traffic accidents by 2020 is an ambitious goal for the Asia region given the dramatic increase in the number of vehicles in recent decades.

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[82] United Nations. 2016. The Sustainable Development Goals Report 2016. http://bit.ly/29YKctU

Even before the formal adoption of the 2030 Agenda was the Global Decade of Action on Road Safety as the guiding global agreement to "stabilizing and then reducing the forecasted level of global road fatalities by increasing activities conducted at national, regional and global levels." The Decade of Action provides very specific guidelines and standards for countries on seat belt, helmet, and child restraint regulations in addition to post-crash care and emergency response system. It also emphasizes strongly on safer vehicle regulations, enforcement of traffic rules, and a better system for crash victims.

The NUA also commits to take measures to improve road safety by incorporating the issue into sustainable mobility and transport infrastructure planning and design, in particularly pedestrian, cyclist, and motorcyclist safety. The Agenda also points out that ensuring children to have a safe journey to school is a priority for countries.

Overall Observation

There is a general consistency among the global agreements that poverty alleviation and ensuring food security and social equity are the overarching themes of their goals and actions. Most of them also endorse the Paris Agreement's overall goal to limit global temperature increase to 2 degrees or 1.5 degree and indicates that their respective actions should complement success of the Paris Agreement. The need to increase resilience in transport infrastructure and other sectors also gains an increasingly important profile among the agreements due to Paris Agreement's call to strike a balance between mitigation and adaptation actions.

In terms of the issue of access, the 2030 Agenda and the NUA are the ones that make the most explicit explanations of how transport can help to provide safe, reliable, and sustainable access for those living in rural and urban areas. The AAAA touches briefly on access to market in the rural areas. Regional connectivity is dealt in greater detail in the Nairobi Mandate in the context of trade and development. In general, sustainable transport development has been identified as a key enabler of the realization of the NUA and the Global Decade of Action for Road Safety, but very few direct, meaningful references to transport are found in the Paris Agreement, the AAAA, the Sendai Framework and the Nairobi Mandate.

This is a main cause for a considerable missing link between the commitments made and the actions taken by policy-makers at the regional, national, and sub-national level in the transport sector. The concepts of sustainable transport, including mobility, public transport, freight transport, and road safety are mentioned within the text of several agreements, but none of which have provided an inclusive picture on what the transport community needs to do. In cases such as the Paris Agreement where no direct reference is made to transport, regional and national policy-makers are left to conceive concrete measures within the transport sector to tackle climate change on their own, and as a result, these transport measures may not live up to the ambition level required by the Agreement. For example, freight transport is mentioned in only 29% of the NDCs that propose transport measures, although it contributes about 40% of CO_2 emissions.[83] There is merit of the bottom-up approach adopted by these global agreements to leave room for countries to set goals and parameters of their own actions; however, decision-

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[83] Analysis is based on 160 NDCs representing 187 countries submitted as of August 1, 2016. Partnership on Sustainable, Low Carbon Transport. 2016. Overview of NDCs. http://www.ppmc-transport.org/overview_indcs/

makers at the regional and national level need to obtain further policy guidance and hence the momentum to push forward ambitious actions for sustainable transport development.

In addition, as the goals of these agreements are weaved to each other in a complex manner, the varying requirements and standards for Measuring, Reporting, and Verification (MRV) and the different mechanisms set up under these various global agreements to track the progress further deepens the challenges for regional and national stakeholders to report their progress. The following section explores the issue on reporting and addresses the challenges in data collection and reporting of the transport sector in Asia.

C. Tracking and monitoring progress made in the transport sector

Global agreements have set out qualitative and quantitative targets and indicators to guide sustainable development and climate change actions in the next decades. Tracking and monitoring the progress made to achieve these targets is vital to the overall success of the global agreements not only because it helps to quantify impacts and measure outcomes; it also contribute the evaluation and refining for future actions and commitments. Table 3 shows the various reporting mechanisms set up to track and monitor progress towards the achievement of these global agreements.

Most global agreements, except the recently adopted Nairobi Mandate, have set up some form of reporting mechanism to track implementation progress, monitor how their goals and targets are integrated in national policies, and to provide a platform for policy-makers to exchange experience and knowledge to improve their actions. The leading agreements of the sustainable development and climate change agendas (the 2030 Agenda and the Paris Agreement) both calls for bottom-up, national-level reporting as the primary source of tracking progress. Through the UNFCCC mechanism, Parties are expected to set sectoral targets and identify specific measures of action through a number of reports and communications, including the NDCs, Communication of Long-Term Strategies, BRs, BURs, NCs, NAPs and NAPAs. These communications cover both mitigation and adaptation actions, with some focusing on Annex I countries (BRs and NAPs), some for non-Annex I countries or Least Developed Countries only (BURs, NCs, and NAPAs), and some welcoming submissions from all (NDCs and Communication of Long-Term Strategies). For a more global context to review progress made under the Paris Agreement, the first Facilitative Dialogue will be conducted in 2018 to review the progress made under the NDCs. There will also be a global stocktake every five years to assess the collective progress towards achieving the purpose of the Agreement and to inform further individual actions by Parties.

The reporting mechanism under the 2030 Agenda is still in its maturing phase, with countries starting to submit their VNRs to report how they integrate actions for the SDGs into their national policies. This bottom-up approach for reporting is gradually picking up its pace. The first review of the VNRs at the HLPF 2016 has received 22 submissions, among which were three EST member countries (China, the Philippines, and the Republic of Korea). The number of VNR submissions for HLPF has increased to 43 countries in 2017. EST member countries are expected to play a more active role in the HLPF process, as Afghanistan, Bangladesh, India, Indonesia, Japan, Malaysia, Maldives, and Thailand have all committed to submit their VNRs in 2017 and Singapore has committed to submit its VNR in 2018.[84]

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[84] United Nations. No date. High Level Political Forum. https://sustainabledevelopment.un.org/hlpf.

Table 4. Reporting Mechanisms of the Global Agreements

Global Process	Reporting Agency	Report Title	Indicator Framework	Frequency	Report Level	Related Meeting
2030 Agenda	ECOSOC UNDESA*	Voluntary National Review (VNR)	N/A	Annual	National	- HLPF (Ministerial-level; July 2017 in New York); - Head of State Meeting (every 5 years) - Regional preparatory meetings for the HLPF
	UNSC, IAEG-SDGs	Sustainable Development Goals Report	SDG Indicators by the IAEG-SDGs	Not clear	Global	- HLPF - 2nd World Data Forum (late 2018 or early 2019 in Dubai)
	UNSC, HLG-PCCB	Global Action Plan for Sustainable Development Data		Annual	National	- HLPF - 2nd World Data Forum (late 2018 or early 2019 in Dubai)
AAAA	UNDESA, Inter-agency Task Force (IATF), ECOSOC	Reporting by the IATF	To be developed	Annual	Global	ECOSOC FfD (May 2017), Global Infrastructure Forum (April 2017, D.C)
Decade of Action on Road Safety	WHO	Global Status Report on Road Safety	N/A	Biennial	Global	23rd Meeting of the UNRSC: Nov 2016
Nairobi Mandate	UNCTAD	No official reporting mechanism yet (as of Feb 2017)		Quadrennial	Global	UNCTAD 15 (2018), World Investment Forum (2018), Global Commodities Forum (2018
New Urban Agenda	UN-Habitat, UNGA	Report by UN-Habitat to be presented to the UNGA before Sep 2018. A report will be released by the UNGA in 2026 to take stock of the progress made and challenges faced in the implementation of the Agenda.	N/A	Quadrennial		HLPF; 2-day High-level meeting at the 72nd Session of the UNGA (Sep 2017); Habitat IV meeting in 2036 (TBC)
Paris Agreement	UNFCCC	Nationally Determined Contribution (NDC)	N/A		National	COP 23 (Nov 2017 in Bonn), CMA, APA
Paris Agreement	UNFCCC	Communication of long-term strategies	N/A	Annual	National	COP 23 (Nov 2017 in Bonn), CMA, APA

Global Process	Reporting Agency	Report Title	Indicator Framework	Frequency	Report Level	Related Meeting
Paris Agreement	UNFCCC	Facilitative Dialogue on Enhancing Ambition and Support	N/A		National	COP 23 (Nov 2017 in Bonn), CMA, APA
Paris Agreement	UNFCCC	A global stocktake to assess the collective progress towards achieving the purpose of the Agreement and to inform further individual actions by Parties.	N/A	Every 5 years	National	COP 23 (Nov 2017 in Bonn), CMA, APA
Sendai Framework for Disaster Risk Reduction	UNISDR	Global Assessment Report on Disaster Risk Reduction	Open-ended Intergovernmental Expert Working Group on Indicators and Terminology Relating to Disaster Risk Reduction	Biennial	Global	2017 Global Platform (May 2017 in Mexico)
UNFCCC	UNFCCC	Biennial Reports (BR, Annex I)	N/A	Biennial	National (Annex I)	Meeting of Lead Reviewers for the review of Biennial Reports and National Communications (March 2017 in Bonn)
UNFCCC	UNFCCC	Biennial Update Reports (BUR, non-Annex I)	N/A	Biennial	National (Non-Annex I)	Consultative Group of Experts on National Communications from Parties not included in Annex I to the Convention (CGE)
UNFCCC	UNFCCC	National Communication (NC, non-Annex I)	N/A	Quadrennial	National (Non-Annex I)	COP 23 (Nov 2017 in Bonn)
UNFCCC	UNFCCC	National Adaptation Plan (NAP)	N/A		National	AC, SBI, NAP Expo, Least Developed Countries Expert Group (LEG) Training Workshop
UNFCCC	UNFCCC	National Adaptation Programmes of Action (NAPA)	N/A		National	AC, SBI, NAP Expo, Least Developed Countries Expert Group (LEG) Training Workshop

The 2030 Agenda has also set a clear framework on the targets and indicators to measure progress of countries in achieving the SDGs under the IAEG-SDGs. The indicators framework contributes to the data collection needed for the inaugural Sustainable Development Goals Report[85] issued by the UN in 2016, which reports impacts of the SDGs in a more global context. However, the indicator framework so far has not been used for the VNRs presented by the countries in the HLPF to report their progress on SDG implementation. Other framework and standards for data collection to measure SDG impacts began to emerge, such as the Global Action Plan for Sustainable Development Data[86] and Gold Standards for the Golden Goals,[87] which will help the public and private sector to measure progress made for the 2030 Agenda.

Other global agreements adopt a more top-down approach to track and monitor progress and impacts in a global context. Under the NUA, a report by UN-Habitat is expected to be presented to the UNGA before Sep 2018 on the progress made to implement the agenda. The NUA also requires another report to be released by the UNGA in 2026 to take stock of the progress made and challenges faced in the implementation of the Agenda since its adoption, and to identify further steps to address these challenges. The WHO, under the Global Decade of Action for Road Safety, releases the global status report on road safety on a biennial basis. UNISDR, under the mandate of the Sendai Framework, also release its global assessment report on disaster risk reduction on a biennial basis. The Inter-Agency Task Force set up under the AAAA has also submitted its first report at the United Nations Economic and Social Council (ECOSOC) forum on Financing for Development to present the monitoring framework and data sources that will allow for annual assessments of progress.

D. Efforts to Track Transport in Asia

Despite the ample common ground among these global processes, there is currently no common methodological framework to monitor progress in these processes globally or in the Asia region, and thus a comprehensive effort to account for transport sector impacts relevant to these global processes has never been more crucial. In response to this, a number programs and initiatives have been initiated to answer the need for transport data, including the following list, which either are focusing solely on Asia or include Asia as one of their regional focuses:

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[85] United Nations. 2016. Sustainable Development Goals Report 2016. http://bit.ly/29YKctU
[86] United Nations Statistics Division. 2016. Global Action Plan for Sustainable Development Data (Draft as of October 21, 2016). http://bit.ly/2f65Z2S
[87] The Gold Standard. No date. Gold Standards for the Global Goals. http://bit.ly/2kD2S7N

Box 1: Programs and Initiatives for Transport Data Collection in Asia

ADB Transport DataBank

The Asian Development Bank (ADB) has initiated the "Better Transport Data for Sustainable Transport Policies and Investment Planning"[88] project to design and populate a transport database covering Asia and the Pacific, and to develop transport models tailored to 40 ADB developing member countries. The project was implemented from July 2015 to December 2016 by a consultant team lead by Clean Air Asia, together with the Transport Research Laboratory, consultants from the University of California Davis Institute of Transportation Studies and Partnership on Sustainable, Low Carbon Transport (SLoCaT Partnership), as well as regional data specialists.

The outputs of this project were collectively developed as a digital knowledge product, openly accessible through a website called the Transport DataBank. The tools are designed to be flexible, easy to use, and openly accessible. The collected transport statistics and generated trends and outlook by 2050 are a combination of raw data with powerful analytics that can guide transport policymakers and practitioners create better decisions based on evidence, and more accurate forecasts. It has the potential to support data collection efforts required by the emerging monitoring frameworks of the above-mentioned processes (e.g. SDG indicators, NDC direct and indirect emission targets)

International Transport/ Energy Model Comparison Project (iTEM)

The iTEM project was formed by the Institute of Transportation Studies, University of California, Davis, the Joint Global Change Research Institute, the International Institute for Applied Systems Analysis, the International Council on Clean Transportation, and the International Energy Agency to carry out a systematic comparison of transport models that they operate and help maintain (ICCT Roadmap, IIASA MESSAGE, PNNL GCAM and IEA MoMo, with ITS-Davis involved in running and contributing data for comparisons both for GCAM and MoMo). These models, data used in these models, and specific transport/energy scenarios created with these models are being compared. In addition, the iTEM group is currently seeking the possibility to contribute to the forming of goals and indicators of the Global Tracking Framework (GTF) for the Sustainable Mobility for All (SuM4All) initiative and to facilitate data compilation aligned with measuring progress through the indicators of the GTF.

ITDP/SLoCaT Mobility Analytics Partnership

The Institute for Transportation and Development Policy (ITDP), in collaboration with the SLoCaT Partnership and over three dozen progressive international, national, and sub-national partners, is forming an open, participatory Mobility Analytics Partnership (MAP) – to link international momentum to local action by advancing an indicator framework for data-driven decisions. The MAP partnership will build on, support, and amplify the work of partners to: (a) harmonize and mainstream a core set of easily understood, meaningful, and readily measurable mobility indicators that link to the New Urban Agenda (NUA), Paris Climate Agreement, and SDGs to local practice; (b) publish standardized methodologies and a platform for open data; (c) benchmark cities worldwide; and (d) advocate for the effective use of indicators in performance-driven mobility plans and financing decisions by cities and countries.

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[88] ADB. 2011. Implementation of Sustainable Transport in Asia and the Pacific - Better Transport Data for Sustainable Transport Policies and Investment Planning (Subproject 1)- Improving the Availability and Quality of Transport Data in the DMCs (45105-005). Manila (TA 8046-REG, $1.00 million, approved on 19 December 2011, implemented 01 July 2015 to 31 December 2016, financed by ADB). https://www.adb.org/projects/45105-005/main

ITF Decarbonising Transport Project (2016-2020)

The International Transport Forum (ITF) Decarbonising Transport (DT) project will track global progress towards decarbonisation of transport and help governments close the gap between their commitments and mitigation actions, by establishing commonly acceptable pathways to reduce transport CO_2 emissions by approximately 2050. The DT project directly responds to the needs of all actors to identify effective policies for CO_2 reduction and evaluate the impact of INDCs on CO_2 emissions, the SDGs and other measures, focusing on the transport sector. It includes two components, one quantitative and one focusing on the creation of an inclusive policy dialogue. The quantitative outputs generated from a suite of transport models developed by the ITF will produce policy insights that can be integrated into national climate mitigation strategies and used for developing new NDCs.

SLoCaT Partnership Global Status Report on Sustainable Transport

The SLoCaT Partnership proposes to lead the production of a regular global status report on sustainable transport to offer national and subnational policy makers a single focal point to assess the current status of sustainable transport on a global scale, and to identify measures for increasing efficiency of transport infrastructure and services in their own policy-making context.

The global status report will track status of a series of relevant quantitative indicators where possible (e.g. fuel consumption, emissions, road injuries and deaths), but will also describe pathways toward sustainable transport in qualitative terms, based on existing programs, policies, and standards (e.g. national fuel economy policies, registered modal shift projects).

UN ESCAP Biennial Review of Developments in Transport in Asia and the Pacific

The United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP) has conducted biennial reviews since 2003 to give an overview of transport developments in the Asia-Pacific region. The latest biennial review in 2015 serves as a mechanism for reporting on the provision of transport infrastructure and services; the challenges remaining in regional, urban and rural connectivity; and public health issues, such as road safety and emissions. The review presents data analysis on a wide range of topics in the transport sector on the regional level, including transport modes energy consumption, vehicle use and ownership, road safety enforcement, transport infrastructure investment, and public-private partnership in the transport sector in the region.

UN-Habitat – SLoCaT MoU on Transport in NUA

UN-Habitat and the SLoCaT Partnership have entered into a Memorandum of Understanding (MoU) towards the implementation of sustainable urban transport under the framework of the NUA adopted at the Habitat III Conference in October 2016. The MoU aims to accelerate action on, and track of, transport-relevant components of the NUA including (a) transport infrastructure/services; (b) rural-urban linkages/food security; (c) travel demand management; (d) road safety; (e) climate change/air quality/energy efficiency; (f) freight transport; (g) land use/transport planning; (h) poverty/equity/inclusion; (i) capacity building; and (j) transport financing. Specifically, UN-Habitat will be responsible for advocating UN member states on the collection and analysis of data on urban mobility in order to assess progress towards mobility objectives of the NUA on the national level.

WB facilitated Global Tracking Framework on Sustainable Transport

The international community will need to ensure that global commitments are implemented by tracking progress toward them in a rigorous way. Developing a tracking framework gives transport a unique opportunity to buttress its vision with accountability. The World Bank has produced a Zero Draft Vision

Document of the SuM4All initiative, which outlines a possible common vision on sustainable transport and proposes a framework for tracking progress toward key goals and targets. The World Bank is also looking at the possibility of a data support group for the GTF.

There are a number of reporting mechanisms and channels set up to track, monitor and report progress made to implement the global agreements on sustainable development and climate change. Implementation of these global agreements is weaved to each other in a very complex manner and as not all global agreements have developed detailed data collection standards and indicators to measure progress, countries now face the challenge to develop key performance indicators (KPIs) that can help them to avoid double-reporting to these various mechanisms.

Within the transport sector, there are ample opportunities for EST member countries to collect data on how transport has contributed to the realization of these agreements. A number of projects, framework, and partnership have been established by the MDBs (e.g. ADB and WB), UN agencies (e.g. UN-Habitat and UN-ESCAP), and civil society (e.g. ITDP, ITF, and SLoCaT) to answer the need for transport data and hopefully to contribute to a common methodological framework to monitor progress of the transport sector.

IV. Linkages between the Bangkok Declaration for 2020 and global agreements

A. Background of the Bangkok Declaration for 2020

At the Fifth EST Forum in August 2010, 22 Asian countries adopted the Bangkok Declaration for 2020[89] as an action to demonstrate renewed regional commitment to achieve sustainable transport in Asia for 2010 to 2020. A set of 20 goals with measurable performance indicators categorized under the Avoid-Shift-Improve framework was adopted to serve as a recommended set of benchmark among Asian countries for their overall decisions in transport policy, planning, and development (as shown in Box 2).

Box 2: Goals of the Bangkok Declaration for 2020

I.   Strategies to Avoid unnecessary travel and reduce trip distances
Goal 1: Formally integrate land-use and transport planning
Goal 2: Achieve mixed-use development and medium-to-high densities along key corridors
Goal 3: Institute policies, programmes, and projects supporting Information and Communications Technologies (ICT) as a means to reduce unneeded travel.

II.   Strategies to Shift towards more sustainable modes
Goal 4: Require NMT components in transport master plans
Goal 5: Improve public transport services
Goal 6: Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures
Goal 7: Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport

III.   Strategies to Improve transport practices and technologies
Goal 8: Diversify towards more sustainable transport fuels and technologies
Goal 9: Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and emissions
Goal 10: Establish effective vehicle testing and compliance regimes
Goal 11: Adopt Intelligent Transportation Systems (ITS)
Goal 12: Achieve improved freight transport efficiency

IV.   Cross-cutting strategies
Goal 13: Adopt a zero-fatality policy
Goal 14: Promote monitoring of transport health impacts
Goal 15: Establish country-specific air quality and noise standards
Goal 16: Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security
Goal 17: Adopt social equity as a transport planning and design criteria
Goal 18: Encourage innovative financing mechanisms for sustainable transport
Goal 19: Encourage widespread distribution of information and awareness on sustainable transport
Goal 20: Develop dedicated and funded institutions that address sustainable transport-land use policies

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[89] United Nations Centre for Regional Development. 2010. Bangkok Declaration for 2020. http://bit.ly/2hLTYk9

Since the adoption of the Bangkok Declaration, reports on the countries' challenges, progress, and future plans to realize these goals were presented at the subsequent EST Forums. An evaluation paper by Litman (2016) [90] summarizes the 74 progress reports on the Declaration presented from the 6th (2011) to the 8th (2015) EST Forums. The study indicates that government policies of EST member countries are indeed changing and moving towards these goals in response to the information and lesson learned presented at EST Forums. In the first half of the implementation period, the Declaration has proven to be successful in improving understanding of sustainable transport concepts of policy-makers, practitioners, and other relevant stakeholders in the Asia region. With its clear goals and measurable targets, the Declaration is effective in shifting policies, investments, and planning practices in a more multi-modal context with more consideration to NMT and public transit services. The most notable impact is that transport modes in Asian countries have greatly diversified with more sustainable options (such as BRT, bikesharing, cycling, and high-speed rail) with the introduction of a range of new sustainable transport policies (such as vehicle quota system, parking price reform, electric road pricing) since the last decade. The progress towards sustainable transport made by Asian government is dynamic and vibrant.

Nonetheless, implementation of the Declaration also faces challenges that may hinder its impact, including conflicting transport policies between government agencies on the national and local level, marginalization of social equity issues in transport, political opposition to pricing reform, lack of ridership incentives, and weak traffic and parking regulation enforcement. The lack of comprehensive and consistent data also sets back the tracking and evaluation of the progress made under the Declaration.

B. Linkages between the Bangkok Declaration for 2020 and the SDGs

The Bangkok Declaration for 2020 plays an important role to help policy-makers in the EST region break down the ambitious goals set under the global agreement to concrete, specific measures that can be taken in the transport sector. Its action-oriented goals and KPIs provide great resources for policy-makers to understand what must be done exactly in the transport sector.

Successful implementation of the Bangkok 2020 goals will contribute to realizing a number of SDGs and targets of the 2030 Agenda on Sustainable Development. An overview of the level of contribution of the Bangkok 2020 goals to the direct and indirect transport targets for the SDGs is shown in Table 5**Error! Reference source not found.**:

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[90] Litman, Todd. 2015. Major Challenges, Progress and Achievements by Asian Countries on the Implementation of EST Policies and Measures from Aichi EST Forum (2005) to Kathmandu EST Forum (2015). Pre-Final Draft. Victoria Transport Policy Institute. http://www.kas.de/wf/doc/19407-1442-1-30.pdf

Table 5. Level of contribution of Bangkok 2020 Goals to the SDG Framework

Bangkok 2020 Goals	Direct Transport Targets					Indirect Transport Targets						
	3.6 Road Safety	7.3 Energy Efficiency	9.1 Sustainable Infrastructure for All	11.2 Sustainable Transport System for All	12.C Fuel Subsidies	2.3 Agricultural Productivity	3.9 Air Pollution	6.1 Access to Safe Drinking Water	11.6 Sustainable Cities	12.3 Food Loss and Waste	13.1 Climate Change Adaptation	13.2 Climate Change Mitigation
Goal 1: Land-use & Transport Planning		Medium	High	High			Low		High			Medium
Goal 2: Mixed-use Development		Medium	High	High			Low		High			High
Goal 3: Information and Communications Technologies		Medium		High			Medium					High
Goal 4: Non-Motorized Transport	Low		High	High			High		High			High
Goal 5: Public Transport Services			High	High			High		High			High
Goal 6: Transport Demand Management				Medium			High		High			High
Goal 7: Inter-city Passenger and Goods Transport		Medium	High	High		Medium	High			Medium		Medium
Goal 8: Transport Fuels and Technology		High					Medium					Medium
Goal 9: Fuel Economy		High			High							High
Goal 10: Vehicle Inspection and Maintenance	High			High			Medium		Medium			High
Goal 11: Intelligent Transport System			High				Medium		Medium			Medium
Goal 12: Freight Transport		High	High	High			Medium			Medium		High
Goal 13: Safety	High											
Goal 14: Health	Medium						High					Medium
Goal 15: Air Quality and Noise	High						High		Medium			Low
Goal 16: Global Climate Change & Energy Security				Medium			Medium		Medium			High
Goal 17: Social Equity	Medium			High		Low		Low				
Goal 18: Financing			High	High					High			High
Goal 19: Information & Awareness				High								
Goal 20: Institution & Governance				High								

Level of Contribution

High
Medium
Low
None

While most the 2020 goals have a high level of contribution to the SDG target on sustainable transport systems for all (11.2), a number of goals can also contribute significantly to SDG target 9.1 to development quality, reliable, sustainable and resilient infrastructure, including Goal 1 on land-use and transport planning, Goal 2 on mixed-use development, Goal 4 on NMT, Goal 5 on public transport services, Goal 7 on inter-city passenger and goods transport, Goal 11 on ITS and Goal 12 on freight transport. Moreover, the goals on transport fuels and technology (Goal 8), fuel economy (Goal 9), vehicle inspection and maintenance (Goal 10), and freight transport (Goal 12) can also make high level of contribution to the SDG target on energy efficiency. In addition to Goal 13, 14, and 15 on safety, health, and air/ noise quality, Goal 10 on establishing vehicle inspection and maintenance standards and compliance is also a key contributor to the SDG target on road safety. In addition, with the strong emphasis of the Bangkok 2020 Declaration to reduce GHG emissions from the transport sector, the majority of its goals contribute to the SDG targets on climate change mitigation (13.2), air pollution (3.9) and sustainable cities (11.6).

Although agriculture is a key economic sector and rural transport is a key developmental issue for most Asian countries, only two goals of the Bangkok 2020 Declaration (i.e. Goal 7 on inter-city Passenger and Goods Transport and Goal 17 on social equity), make a medium-low level of contribution to the SDG target (2.3) to double agricultural productivity and incomes of small-scale food producers by 2030. Also, only two goals make medium-low level of contribution to avoid food waste and loss, and only Goal 17 on social equity has a small linkage to enhance access to drinking water under SDG target 6.1. The Bangkok Declaration has included "improving accessibility" and "eradication of poverty" as two of the main intended impacts, which is consistent with the overarching theme of the 2030 Agenda to eradicate poverty and "Leave No One Behind;" however, the Declaration falls short to give specific attention with concrete goals and KPIs to improve access in rural and remote areas through the provision of sustainable rural transport services and infrastructure. With this missing link, there is still a major gap between the Bangkok Declaration for 2020 and the 2030 Agenda for Sustainable Development.

Though the goals of the Bangkok 2020 Declaration in combination provides synergy in country efforts towards climate mitigation, increased resilience, reduced disaster vulnerability of both community and transport system, they do not make direct reference on these aspects, which make a virtual gap between the Declaration and the relevant SDG targets such as Target 13.1 on climate change adaptation. With the GCF's call to guarantee a 50:50 balance between mitigation and adaptation actions, it is crucial that future commitments of EST member countries on sustainable transport development must look beyond the Avoid-Shift-Improve framework and incorporate specific, measurable targets on climate change adaptation.

The Bangkok Declaration for 2020 has developed a set of KPIs to measure and monitor progress made under the regional agreement. A global indicator framework was also developed by the IAEG-SDGs in which five of them are directly related to the transport sector. The following table shows the KPIs of the Bangkok Declaration for 2020 that complement the SDG indicators of the 2030 Agenda:

Table 6. Relevant KPIs of the Bangkok Declaration for 2020 to the SDG Indicators of the 2030 Agenda

SDG Indicators of the 2030 Agenda	KPI of the Bangkok Declaration for 2020
3.6.1 Death rate due to road traffic injuries	Goal 13 (Road safety): • Reduction in traffic accidents • Reductions in number of transport - related injuries and deaths • Adoption of a zero - accident policy framework
9.1.1 Proportion of the rural population who live within 2 km of an all-season road	N/A
9.1.2 Passenger and freight volumes, by mode of transport	Goal 5 (Public transport): • Number of cities with trunk bus corridors operating on dedicated busway lanes in the median of the roadway (BRT) • Number of km of dedicated, median busways (BRT) • Number of km of MRT Goal 7 (Inter-city passenger and goods transport): • Increase of mode share of high - quality inter - city bus services • Increase of mode share of inter - city conventional rail services • Increase of mode share of high - speed inter - city rail services • Number of km of high - speed inter - city rail • Number of km of freight rail lines • Number of inland dry ports
11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities	Goal 17 (Social equity): • Amount and type of security measures provided on public transport systems • Off-peak frequency of public transport systems • Number of public transport vehicles and stations permitting full universal access for users in wheelchairs and parents with prams • Number of public transport stations and km of footpaths with tactile paving tiles for the sight impaired • Number of km of footpaths that have been upgraded to be fully accessible to persons in wheelchairs
12.c.1 Amount of fossil-fuel subsidies per unit of GDP (production and consumption) and as a proportion of total national expenditure on fossil fuels	N/A

KPIs from four of the goals under the Bangkok Declaration for 2020 are related to three of the SDG indicators. The KPIs to reduce traffic accidents, traffic injuries and deaths, and road safety policy can directly contribute to the SDG indicator 3.6.1 on death rate due to road traffic injuries. The KPIs under Goal 5 (Public transport) and Goal 7 (Inter-city passenger and goods transport) are related to the SDG indicator 9.1.2 on passenger and freight volumes, although the KPIs

focus on measuring modal share and length of public transport infrastructure, while the SDG indicator focuses on transport volume. Goal 17 (Social equity) of the Bangkok Declaration for 2020 focuses on the provision of equitable transport infrastructure, which can contribute to the increase of the "Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities" under SDG indicator 11.2.1. It is important to note that there is no KPI from the Bangkok Declaration for 2020 that is directly relevant to SDG indicator 9.1.1 on the proportion of the rural population who live within 2 km of an all-season road and SDG indicator 12.c.1 on the amount of fossil-fuel subsidies per unit of GDP (production and consumption) and as a proportion of total national expenditure on fossil fuels.

C. Linkages between the Bangkok Declaration for 2020 and Other Global Agreements

Achievement of the goals of the Bangkok Declaration for 2020 also closely connects to the goals set by the other global agreements discussed in this paper. Although the Bangkok Declaration for 2020 was adopted before any of these global agreements came into being, the linkages of the goals are especially significant for the Paris Agreement, the NUA, and the Global Decade of Action for Road Safety, as show in Table 7:

Table 7. Contribution of Bangkok 2020 Goals to the global agreements (except the 2030 Agenda)

Bangkok 2020 Goals	Global Agreements					
	Paris Agreement	New Urban Agenda	Addis Ababa Action Agenda	Global Decade of Action on Road Safety	Sendai Framework 2015-2030	Nairobi Mandate
Goal 1: Land-use & Transport Planning	███	███		███		
Goal 2: Mixed-use Development	███	███		███		
Goal 3: Information and Communications Technologies	▒	███	░			░
Goal 4: Non-Motorized Transport	███	███		▒		
Goal 5: Public Transport Services	███	███	░	▒		
Goal 6: Transport Demand Management	███	███		███		
Goal 7: Inter-city Passenger and Goods Transport	███	▒	▒			███
Goal 8: Transport Fuels and Technology	███	███	░			
Goal 9: Fuel Economy	███	░				
Goal 10: Vehicle Inspection and Maintenance	▒	░		███		
Goal 11: Intelligent Transport System	▒	▒				
Goal 12: Freight Transport	███	███	░			███
Goal 13: Safety		███		███		

Bangkok 2020 Goals	Global Agreements					
	Paris Agreement	New Urban Agenda	Addis Ababa Action Agenda	Global Decade of Action on Road Safety	Sendai Framework 2015-2030	Nairobi Mandate
Goal 14: Health	Medium	Medium	None	Low	None	None
Goal 15: Air Quality and Noise	Medium	High	None	Low	None	None
Goal 16: Global Climate Change & Energy Security	High	Low	Medium	None	Low	Medium
Goal 17: Social Equity	Low	High	None	Medium	Low	None
Goal 18: Financing	Medium	Low	High	High	Low	None
Goal 19: Information & Awareness	Medium	Medium	None	High	Low	Low
Goal 20: Institution & Governance	High	High	None	High	Low	Medium

Level of Contribution
High
Medium
Low
None

Although the Paris Agreement gives no textual reference and very limited direct guidance to the transport sector, the Bangkok Declaration, by identifying concrete decarbonisation measures organized under the Avoid-Shift-Improve framework, such as TOD, TDM, shifting to the use of public transport and NMT, can contribute significantly to reduce GHG emissions from the transport sector in Asia. Certain goals, such as Goal 13 on road safety and Goal 17 on social equity, have weaker connections to climate change mitigation. Also, it should be noted that although the Bangkok Declaration makes helpful contribution to identify concrete sustainable transport measures for climate change mitigation, the ambition level of its goals and targets are far behind that of the Paris Agreement, which aims to keep a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.

The Bangkok Declaration also has considerable linkage with the NUA under Goal 1 to Goal 6, as the NUA specifically calls for improvement in coordinated transport and land-use planning and TDM to reduce unnecessary travel, equitable TOD to minimize social displacement of the poor and vulnerable groups, and a "significant increase" in sustainable infrastructure for public transport, walking and cycling. In addition, the 2020 Goals to improve transport fuel and technology, enhance freight efficiency, ensure road safety, and reduce air pollution are all key issues identified by the means of implementation of the NUA.

Although the Global Decade of Action is an agreement solely focusing on road safety, the goals of the Bangkok Declaration are closely related to a number of specific measures identified in the Global Decade of Action, such as:

- Incorporating road safety features into land-use and transport planning (relates to Goal 1 and 2);
- Designing transport system that responds to the safe mobility needs of all (relates to Goal 1 and 2);
- Increasing compliance of motor vehicle safety regulations (relates to Goal 10);
- Implementing motor vehicle assessment programs (relates to Goal 10);
- Setting and enforcing regulations for the use of seat-belts, helmets and child restraints (relates to Goal 13);
- Building business cases for sustained funding base d on the costs and benefits of proven investment performance (relates to Goal 18);
- Recommending core annual and medium-term budgetary targets (relates to Goal 18);
- Introducing public awareness campaigns to support enforcement of legislative measures and increasing awareness of risks and of the penalties associated with breaking the law (relates to Goal 19 and 20).

Nonetheless, the Bangkok Declaration has a relatively weak connection to the AAAA, Nairobi Mandate, and the Sendai Framework. The most relevant linkage between the Bangkok Declaration and the AAAA is the phasing out of fossil-fuel subsidies by removing market distortions and restructuring taxation. The AAAA's call to explore additional innovative financing mechanisms to combine public and private resources, including green bonds, is also consistent with Goal 18 of the Bangkok Declaration to encourage innovative financing of sustainable transport infrastructure. As the leading global agreement on financing, the attention given in the AAAA to transport is very limited, exposing a growing concern that financing, and especially the tracking and monitoring of transport finance, is still a generally challenging topic for the sector.

As the Nairobi Mandate focuses on trade and development, the major contribution of the Bangkok Declaration to this global agreement is through its goals to improve freight efficiency, modernize freight technology, implement better fleet control and logistics management, and shifting to more sustainable inter-city passenger and freight transport. It should be noted that the Nairobi mandate also gives special attention to increase resilience of maritime transport, ports, and multi-modal transit, an element on adaptation and resilience that is still missing in the Bangkok Declaration.

The missing element on adaptation creates a major gap between the Bangkok Declaration and the Sendai Framework for Disaster Risk Reduction as well. The Sendai Framework calls to increase resilience of new and existing critical infrastructure in the transport sector to make sure that these infrastructure remain safe, effective and operational during and after disasters. Asia has experienced a number of major natural disasters in the recent decade, Such as the 2004 Indian Ocean tsunami, the 2005 Pakistan earthquake, and the 2006 landslides in the Philippines. All these serve as painful lessons to remind the importance of resilient transport infrastructure in order to provide life-saving and essential services in times of disasters. It is noteworthy that the follow-up agreement to the Bangkok Declaration will need to clearly address this issue in order to align with the emphasis on adaptation of the Paris Agreement, the 2030 Agenda (through SDG target 13.1), and the Sendai Framework.

D. Short-term actions to Implement Transport Related Provisions of the Global Agreements on Sustainable Development and Climate Change

The emergence of global agreements on sustainable development and climate change have added a new level of urgency for to implement immediate, bold, and ambitious actions in the transport sector over the next 15 years. This section presents a series of 20 transport quick win actions[91] to address the needed technical, behavioral, and regulatory transformations in the transport sector in EST countries.

Quick wins are those actions that can be taken immediately and which move the transport sector in the right direction toward long-term transformation. Taking needed steps to reduce emissions from transport in the pre-2020 period is essential to putting the sector on the required trajectory to meet long-term mitigation targets, and quick wins can make valuable contributions toward putting the transport sector on a "well-below 2DS" pathway.

Table 8 shows the relevance of the 20 transport quick win actions to the seven global agreements and indicates the Bangkok 2020 goals that are related to each quick win action.

Table 8. Relevance of 20 Quick Win Actions on Sustainable Transport to global agreements

Transport Quick Win Actions	2030 Agenda	Paris Agreement	New Urban Agenda	Addis Ababa Action Agenda	Global Decade of Action on Road Safety	Sendai Framework 2015-2030	Nairobi Mandate	Relevant Bangkok 2020 Goals
Accelerate deployment of tighter diesel fuel quality standards to reduce emissions of black carbon and other short-lived climate pollutants	■	■	■	▨	▨			8, 14, 15, 16
Accelerate phase-out of fossil fuel subsidies	■	■	■	■				8,16,18
Expand car and (e-)bike sharing systems in primary and secondary cities	■	▨	■					4
Expand city transport official training programs to build local capacity for sustainable transport in primary and secondary cities	■	■	■	▨	▨			19, 20
Expand sustainable freight recognition schemes to reward proactive carriers and shippers	▨	■	■				■	12
Expand use of ICT applications for real-time travel information and route planning for walking, cycling, public transport and car sharing	■	▨	■		▨			3,4,5,11

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[91] Peet, Karl, Cornie Huizenga, Sudhir Gota and Mark Major. 2016. Quick Wins on Transport, Sustainable Development and Climate Change. http://bit.ly/2lWzQAr

Transport Quick Win Actions	2030 Agenda	Paris Agreement	New Urban Agenda	Addis Ababa Action Agenda	Global Decade of Action on Road Safety	Sendai Framework 2015-2030	Nairobi Mandate	Relevant Bangkok 2020 Goals
Formulate Sustainable Urban Mobility Plans (SUMPs) in primary and secondary cities	■	■	■	▫	■	▫		1,2
Implement (ultra-) low emission zones, including car-free zones in city centers	■	■	■		■			1, 6
Improve freight efficiency (e.g. reduce empty load running by freight trucks) through route optimization, asset sharing between companies, and increased use of ICT solutions	■	■	■			▣	■	3,8,11,12
Implement zero-emissions (last-mile) urban freight through e-mobility and cycling solutions	■	■	■				■	12,14,15,16
Increase quality, availability, reliability, frequency, and efficiency of bus-based transit.	■	▣	■		▣	▫		5,17
Introduce and scale up pricing for car-related travel options (e.g. congestion/road charging, parking pricing) in primary and secondary cities	■	■	■	■	▫			6
Introduce carbon pricing for the transport sector where (sub-) national carbon markets currently exist or are under development.	■	■	■					16,18
Introduce car-free days and ciclovías (temporary street closures to encourage cycling and walking) in primary and secondary cities to build support for longer-term policies.	■	■	■		▣			4,6,13,19
Invest in rural road maintenance and modern supply chains to reduce global food loss and waste	■			▣		■	▫	7, 17
Legislate and enforce stricter speeding regulations by operational and technical means to reduce emissions and road crashes	■	■			■			13,19,20
Modernize ageing rail fleets and traction systems to increase efficiency	■	■			▣	▣		8,10,16
Provide and improve walking and cycling infrastructure (e.g. connected walking paths, protected cycle lanes), reallocating roadspace where necessary	■	▣	■		■	▫		1,2,4
Ramp up charging infrastructure to encourage expansion of electric vehicle fleets in primary and secondary cities	■	■	■					8, 16
Tighten fuel economy standards for passenger vehicles	■	■	■					8,9

Level of Contribution

High

| Medium |
| Low |
| None |

These pre-2020 actions span policy, regulatory and operational solutions for both human mobility and freight movement, thus providing a balanced toolbox for EST member countries to ramp up needed actions across transport themes and modes, and structuring efforts in three directions:

1. Prompting decisions to expand the implementation of solutions which have already proven their efficiency at a smaller scale or with a less ambitious scope;
2. Halting existing practices and/or regulations that run in directions opposite to what is required to set the global transport sector on a lower-carbon trajectory;
3. Initiating without delay and at relatively low cost, actions or decisions preparatory to full implementation of a global decarburization roadmap.

Most of the transport quick wins are highly relevant to the implementation of the 2030 Agenda, the Paris Agreement, and the New Urban Agenda as they focus on climate mitigation, GHG reduction, decarbonisation and improving efficiency in the transport sector. Many of these quick wins have already been tested at scale and are known to be replicable in EST countries, as they are relevant to most of the Bangkok 2020 goals as indicated in Table 8.

In certain cases, quick wins are not relevant to some global processes as these agreement focus on various issues (e.g. NUA focuses on urban-oriented actions while the Nairobi Mandate focuses on freight-oriented actions). For example, the quick win on rural transport maintenance is highly relevant to achieving SDG 1 (No poverty) and SDG 2 (Zero Hunger) of the 2030 Agenda and contributes to increase resilience and reduce vulnerability of rural transport infrastructure to disasters under the Sendai Framework. It also complements the success of the AAAA as it calls for increased investment in rural transport maintenance to improve rural access. It has a minor relevance to the Nairobi Mandate as improving rural transport supply chain facilitates freight and trade links within and beyond the rural areas. However, this quick win is less relevant to the Paris Agreement, the NUA, and the Global Decade of Action as it concerns little on GHG reduction, urban transport, and road safety.

Nonetheless, it is important to stress that transport quick wins are not stand-alone solutions. By focusing on quick win actions, the transport sector acknowledges the need for short-term guidance for decision makers in the transport sectors of EST countries. These actions provide stakeholders, especially with in government s and the private sector, with guidance on comprehensive structural medium and long term actions on which to base transport policy and investments decisions.

V. The Way Forward for the Bangkok Declaration for post-2020

With only three more years until the end of the implementation period of the Bangkok Declaration for 2020, members of the EST Forum are well advised to begin consultation on what to do in terms of a possible follow-up agreement to the current Declaration.

This chapter provides direction for an initial discussion on this question and makes suggestions on how to structure the process over the next three years in support of an inclusive decision-making process on this important question.

It is important to keep in mind that the ultimate decision makers on the EST Forum and what should happen as follow-up to the Bangkok 2020 Declaration are the member countries in the EST Forum.

A. Value added of the current Bangkok Declaration for 2020 for guiding transport policy in Asia

The importance and value added of the EST process and the Bangkok Declaration for 2020 has been described in various documents.[92] To highlight:

- The EST Forum was a trendsetter in bringing Transport and Environment Ministries together in a time that this was not common practice. This was reinforced later by adding Health Ministries;
- The Bangkok Declaration was one of the first efforts to develop an integrated approach to transport policy making, especially in the context of the developing world;
- The development of indicators for the 20 goals under the Bangkok declaration was groundbreaking in providing countries with a clear sense of direction in the planning of their transport sector.

It is hard to overemphasize the importance of having such a visionary process on transport in a time that such policy guidance on sustainable transport at the global level was still largely missing. It should be remembered that the various global processes on sustainable development and climate change described in this document all are dated 2015 and 2016 (with the exception of the Global Decade of Action on Road Safety, which was set up in 2010). Surely, several of the global agreements had predecessor agreements, but in general, transport was not well integrated in these predecessor agreements and these earlier agreements also did not provide a comprehensive, inclusive vision on sustainable transport.

Certainly there are shortcomings in the substance of the Bangkok Declaration for 2020. In part these have been addressed by developing specific declarations or statements in various successor EST Forums, e.g. the planned Declaration on Rural Transport[93] at the 10th EST Forum in Lao PDR and by emphasizing various elements like Green Freight or Adaptation and Resilience in various Chairman Summaries of respective EST Forums.[94] Concerns have also

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[92] Litman, Todd. 2015. Major Challenges, Progress and Achievements by Asian Countries on the Implementation of EST Policies and Measures from Aichi EST Forum (2005) to Kathmandu EST Forum (2015). Pre-Final Draft. Victoria Transport Policy Institute. http://www.kas.de/wf/doc/19407-1442-1-30.pdf

[93] United Nations Centre for Regional Development. 2017. Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development. Zero Draft for Comments and Inputs by Countries (September 30, 2016). http://bit.ly/2kZb9Dl

[94] For example, Chair's Summaries of the 7th to 9th EST Forum all have extensive references to freight and adaptation. See more at:
United Nations Centre for Regional Development. 2015. Chair's Summary: Ninth Regional Environmentally Sustainable Transport (EST) Forum in Asia. http://bit.ly/2k90t5U
United Nations Centre for Regional Development. 2014. Chair's Summary: Eighth Regional Environmentally Sustainable Transport (EST) Forum in Asia. http://bit.ly/2kstfKW
United Nations Centre for Regional Development. 2013. Chair's Summary: Seventh Regional Environmentally Sustainable Transport (EST) Forum in Asia. http://bit.ly/2lpTJks

been raised about the follow-up by signatory countries to the Bangkok 2020 Declaration and their reporting. This is important to keep in mind as well when discussing the possible follow-up to the Bangkok 2020 Declaration.

B. Changing Global and Regional Policy Landscape on Environmentally Sustainable Transport in Asia

The overall global and regional policy landscape on sustainable transport has advanced considerably since the adoption of the Bangkok 2020 Declaration in 2010:

- As described in this document there is now a set of global agreements on sustainable development in place, many of which acknowledge the importance of sustainable transport and which define or describe sustainable transport in a manner that is largely in line with the scoping of sustainable transport in the Bangkok Declaration for 2020;
- The various global agreements have, or are putting in place, reporting requirements on various dimensions of sustainable transport. In part this is being guided by specific indicators (e.g. SDGs), and in part reporting formats are in a more qualitative format;
- At the global level, the transport community is coming together in the SuM4All Initiative, which amongst its objectives has the development of a common narrative on sustainable transport that integrates the different global agreements on sustainable development and climate change. It is expected that such a narrative will to a large extent reflect the approach to sustainable transport that underpins the Bangkok Declaration for 2020.
- SuM4All is also working on the development of a Global Tracking Framework on Sustainable Transport, which will include goals, targets and indicators. By developing a UN-linked leadership structure, this also opens the door to country-based reporting on the realization of sustainable transport-related goals, targets and indicators;
- At the regional level, there is now greater willingness to integrate sustainable transport in formal intergovernmental structures on sustainable transport, e.g. the ASEAN Transport Strategic Plan or Kuala Lumpur Transport Strategic Plan (KLTSP),[95] and the proceedings of the most recent Ministerial Conference on Transport organized by the United Nations Economic and Social Committee for Asia and the Pacific (UN ESCAP).[96]

These points imply that the awareness raising function of the Bangkok Declaration for 2020 is decreasing in importance. Also, the proliferation of reporting requirements or requests on sustainable transport that countries are facing lowers the importance of having a dedicated reporting structure on sustainable transport that is distinct from global processes.

C. Continued Relevance of an Asian EST Forum and Regional Sustainable Transport Framework

There has been important progress in advancing the global and regional policy agenda on environmentally sustainable transport in Asia, and happily, this progress is increasingly reflected in national and sub-national policies in member countries of the EST Forum. It is important to acknowledge that while policy is important, the actual on-the-ground transport situation needs to be the most important criterion while discussing the future of the EST Forum and the follow-up

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[95] Association of Southeast Asian Nations. 2015. Kuala Lumpur Transport Strategic Plan (ASEAN Transport Strategic Plan) 2016-2025. http://bit.ly/1OuEMkB
[96] United Nations Economic and Social Committee for Asia and the Pacific. No date. Ministerial Conference on Transport, Third Session. http://bit.ly/2gNn1De

to the Bangkok Declaration for 2020. As pointed out in the opening section of this document, there is a continued need to improve access to economic and social opportunities in both urban and rural areas and for improved regional connectivity in Asia to facilitate economic integration and enable trade. The continued rapid growth of the transport sector in Asia, which is not expected to slow down any time soon, will continue to challenge the social and environmental sustainability of transport infrastructure, systems, and services.

The continued need to improve access and sustainability of transport in Asia merits a detailed discussion over the next years to extend the EST Forum beyond 2020 and also a discussion on an overarching framework similar to the Bangkok Declaration for 2020. By conducting this discussion, it will be important to build on the strengths of the Bangkok Declaration for 2020 and address its shortcomings, while taking account of the positive changes in policy environment that have taken place in recent years.

In discussing the future of the EST Forum and the possible follow-up to the Bangkok Declaration for 2020, it is suggested to include amongst others the following questions and issues:

a. ***The orientation of the EST Forum.*** When the EST Forum was established, it was agreed that this would be a forum with an emphasis on environmentally sustainable urban transport. However, over the years there has been, often at the request of the EST Forum members, a scope expansion to national transport systems and more lately also to rural transport. This appears to have been influenced by the focus of the EST Forum on national government representatives as primary participants in the EST Forum events. Since transport, environment and health officials have responsibilities that go well beyond environmental and urban issues, they tend to support a broader focus of the EST Forum. Certainly, the orientation of a possible successor to the Bangkok Declaration for 2020 would be influenced by the thinking on the overall orientation of the EST Forum.

b. ***Further integration of sub-national entities in the EST Forum.*** The urban focus of the EST Forum has resulted in creating a linked, but to some extent, separate process of declarations and statements as well as sessions in the EST Forum events for city mayors. As Asia continues to urbanize, there will be a growing need to take action on sustainable transport at the urban level. Therefore, It will be crucial to further integrate mayors, as key decision-makers, in the EST Forum and ensure that any follow-up to the Bangkok Declaration for 2020 sufficiently addresses the urban level.

c. ***Positioning vis-à-vis global agreements on sustainable development and climate change.*** Clearly, the EST Forum and the possible follow-up to the Bangkok Declaration for 2020 needs to take into account the commitments entered into by member countries as part of their support for these respective global agreements. In part this means that some of the existing goals and especially targets of the Bangkok Declaration for 2020 have been overtaken by targets included in the global agreements (e.g. on climate change). In other cases, the indicators adopted under the Bangkok 2020 Declaration are not well aligned with the indicators adopted, or are still under development for the various global agreements. Any future framework or declaration should be consistent with ambition levels agreed upon in relevant global agreements.

d. ***Coordination with and complementarity to other intergovernmental processes on sustainable transport.*** As explained above, at the time of the drafting of the Bangkok

Declaration for 2020, the EST Forum was the only process engaging governments in a dedicated policy dialogue and process on sustainable transport. This is no longer the case. ASEAN and ESCAP are examples of intergovernmental processes that are increasingly integrating sustainable transport in their discussions on sustainable development. Nonetheless, the EST Forum continues to stand out with its commitment to facilitating discussion and debate amongst different government ministries. Taking into account the expected continued emphasis on the environmental dimension of transport, it could be argued that there is also a need to include energy ministries into the EST Forum, with the growing acknowledgement that the transport–energy nexus is crucial in realizing the ambitious targets set by the Paris Agreement on climate change.

e. ***"Nesting" of the Asia Regional EST Forum into the global SuM4All initiative.*** It is clear that the Asian EST Forum through its unique composition is well placed to play a key role in the regionalization of the global SuM4All initiative that is currently under development. The details of such a linkage will need more discussion.

f. ***Shifting the emphasis towards implementation.*** Overall, there is a shift in the global sustainable transport community from advocating the adoption of sustainable transport-related goals and policies to the effective and scaled-up implementation of such goals and policies. Inherent in this focal shift is increased importance for topics like capacity building and finance. While these topics have been addressed in the Bangkok 2020 Declaration, they, as well as other enabling topics like economic instruments, might have to be more highly prioritized in the future.

g. ***Role of non-governmental actors in the EST Forum and their support for implementation of successor to the Bangkok Declaration for 2020.*** The EST Forum has been successful because of its clear focus on governments as the main "owners" of the EST Forum and their primacy in the proceedings of the EST Forum, including the discussions on the Bangkok Declaration for 2020. It is increasingly clear that realizing sustainable transport is beyond the capacity of national governments alone, or for that matter local governments. There is also a greater involvement of the private sector which will be required in the future in addition to the development community, which traditionally has already been acknowledged as a partner for action on sustainable transport. This raises the question to what extent these non-governmental actors can or should become co-owners of a follow-up to the Bangkok Declaration for 2020;

h. ***Continuation, and possible broadening of donor support for the EST Forum and successor of the Bangkok Declaration for 2020.*** The EST Forum has been able to prosper in large part because of the long-term support from the Ministry of Environment in Japan. Any successor agreement to the Bangkok Declaration for 2020 will need to have a similar level of committed long-term support. In line with the comments above on the need to broaden the topical scope of the EST Forum, it could be argued that it is important to broaden the funding base of the EST Forum. However, this development could also lead to a loss in "ownership" on the donor-side for the EST Forum.

D. Proposed steps in deciding on the follow-up to the Bangkok Declaration for 2020

The current Bangkok Declaration will come to an end in 2020. A 10-year declaration has worked well in the case of the Bangkok Declaration for 2020. It is suggested that the follow-up agreement to Bangkok Declaration for 2020 be another 10-year agreement that is closely

aligned with the global agreements. A possible phasing of the discussions on a follow-up to the Bangkok Declaration for 2020 could consist of:

2017-2018

- Consultations with stakeholders on the effectiveness of EST Forum and the Bangkok Declaration for 2020 to accelerate environmentally sustainable transport in Asia;
- In-depth look at the questions (a-h) posed in the section above;
- Development of possible scenarios for follow-up to the Bangkok Declaration for 2020 for discussion at EST Forum in 2018.

2018-2019

- Elaboration of preferred scenario(s) by 2018 EST Forum participants;
- Drafting and circulation of successor document for comments.

2019 EST Forum

- Adoption of successor to Bangkok Declaration for 2020

Developing ideas and recommendations on a follow-up for the Bangkok Declaration for 2020 should be done in a participatory and inclusive manner. It is clear that the Secretariat of the EST Forum will have a lead role in this. However, to ensure that countries, which are the principle owners of the EST Forum, are fully engaged and informed, it is proposed to set up a small ad-hoc taskforce that would consist of a maximum of seven members:

- Four country representatives of EST Forum member countries. Ideally this would be persons who have been involved in at least three of the past EST Forums and who would be available for a two- or three-year period;
- One representative from the Ministry of Environment Japan, the main donor of the EST Forum;
- One representative from UN-ESCAP as principal inter-governmental actor on transport in Asia-Pacific; and
- One representative from among the (non-governmental) international experts in the EST Forum.

Annex I: Examples of References to Themes Discussed in Section III under the Global Agreements

Examples of references to poverty alleviation and food security in global agreements	
2030 Agenda	Goal 1. End poverty in all its forms everywhere Goal 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture
New Urban Agenda	The Agenda recognizes that growing inequality and the persistence of multiple dimensions of poverty, including the rising number of slum and informal-settlement dwellers, are affecting both developed and developing countries, and that the spatial organization, accessibility and design of urban space, as well as infrastructure and basic service provision, together with development policies, can promote or hinder social cohesion, equality and inclusion. The Agenda promotes the integration of food security and the nutritional needs of urban residents, particularly the urban poor, in urban and territorial planning, in order to end hunger and malnutrition. It promotes coordination of sustainable food security and agriculture policies across urban, peri-urban and rural areas to facilitate the production, storage, transport and marketing of food to consumers in adequate and affordable ways in order to reduce food losses and prevent and reuse food waste. It further promotes the coordination of food policies with transport, energy, and other sectors to maximize efficiencies and minimize waste.
Addis Ababa Action Agenda	The overarching goal of the Agenda is to end poverty and hunger. It recognizes the efforts of IFAD in mobilizing investment to enable rural people living in poverty to improve their food security and nutrition, raise their incomes, and strengthen their resilience.
Sendai Framework 2015-2030	The Framework will strengthen and broaden international efforts aimed at eradicating hunger and poverty through disaster risk reduction.
Nairobi Mandate	The realization of inclusive and sustainable development depends, inter alia, on trade serving as an engine for economic growth and poverty eradication. Trade is a means to support the implementation of the 2030 Agenda for Sustainable Development and the Addis Ababa Action Agenda. With appropriate supporting policies, adequate infrastructure and an educated and trained workforce, it can also help to promote productive employment, youth and women's empowerment, food security and reduced inequality. However, the effectiveness of trade in promoting growth and poverty eradication depends in part upon multisectoral investment and technological upgrading at the national level.

Examples of references to social inclusion and equity in global agreements	
2030 Agenda	We envisage a world of universal respect for human rights and human dignity, the rule of law, justice, equality and non-discrimination; of respect for race, ethnicity and cultural diversity; and of equal opportunity permitting the full realization of human potential and contributing to shared prosperity.
New Urban Agenda	The Agenda commits to ensuring that urban and social services are responsive to the rights and needs of women, children and youth, older persons and persons with disabilities, migrants, indigenous peoples and local communities, as appropriate, and to those of others in vulnerable situations. The Agenda commits to giving particular attention to the transport and energy needs of all people, particularly the poor and those living in informal settlements.
Addis Ababa Action Agenda	The Agenda strives to achieve sustainable development in its three dimensions through promoting inclusive economic growth, protecting the environment, and promoting social inclusion. The Agenda affirms that achieving gender equality, empowering all women and girls, and the full realization of their human rights are essential to achieving sustained, inclusive, and equitable economic growth and sustainable development. It recognizes that investing in children and youth is critical to achieving inclusive, equitable

Examples of references to social inclusion and equity in global agreements	
	and sustainable development for present and future generations, and recognizes the need to support countries that face particular challenges to make the requisite investments in this area. Many people, especially women, still lack access to financial services, as well as financial literacy, which is a key for social inclusion. Countries will work towards full and equal access to formal financial services for all under the Agenda.
Global Decade of Action on Road Safety	The Decade of Action notes that special attention should be given to the most vulnerable groups, those living in countries of conflict or where road safety is not embraced as a quality of life concept.
Sendai Framework 2015-2030	Disaster risk reduction requires empowerment and inclusive, accessible and non-discriminatory participation, paying special attention to people disproportionately affected by disasters, especially the poorest. It promotes for the integration of gender, age, disability and cultural perspective in all policies and practices.
Nairobi Mandate	The realization of inclusive and sustainable development depends, inter alia, on trade serving as an engine for economic growth and poverty eradication. Trade is a means to support the implementation of the 2030 Agenda for Sustainable Development and the Addis Ababa Action Agenda. With appropriate supporting policies, adequate infrastructure and an educated and trained workforce, it can also help to promote productive employment, youth and women' s empowerment, food security and reduced inequality. However, the effectiveness of trade in promoting growth and poverty eradication depends in part upon multisectoral investment and technological upgrading at the national level.

Examples of references to access and mobility in global agreements	
2030 Agenda	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.
New Urban Agenda	The Agenda commits to the development of urban – rural interactions and connectivity by strengthening sustainable transport and mobility, and also technology and communication networks and infrastructure. It promotes appropriate measures in cities that facilitate access for persons with disabilities, on an equal basis with others, to the physical environment of cities, in particular to public spaces, public transport, and other facilities and services open or provided to the public, in both urban and rural areas. It stresses the importance of sustainable and efficient transport infrastructure and services in achieving the benefits of connectivity and reducing the financial, environmental and public health costs of inefficient mobility, congestion, air pollution, urban heat island effects, and noise. The Agenda promotes access for all to safe, age-and gender-responsive, affordable, accessible and sustainable urban mobility and land and sea transport systems, enabling meaningful participation in social and economic activities in cities and human settlements, by integrating transport and mobility plans into overall urban and territorial plans and promoting a wide range of transport and mobility options. The Agenda also calls to ensure that small-scale farmers and fishers are linked to local, subnational, national, regional and global value chains and markets.
Addis Ababa Action Agenda	The Agenda calls to move fully towards an equitable global economic system where no country or person is left behind. Countries will strengthen efforts to enhance food security and nutrition and focus our efforts on smallholders and women farmers, as well as on agricultural cooperatives and farmer's networks. These efforts must be supported by improving access to market.
Sendai Framework 2015-2030	Encourage the adoption of policies and programs addressing disaster-induced human mobility to strengthen the resilience of affected people and that of host communities as per national laws and circumstances.
Nairobi Mandate	Fostering international trade by reducing trade-related barriers between national economies

Examples of references to access and mobility in global agreements	
	and reducing geographical barriers through improved transportation and communications across borders. With lower barriers, falling transportation costs, increasing financial and investment flows, technological advancements and the dawn of the information age, our world has become interconnected to a degree never experienced before.

Examples of references to climate change mitigation in global agreements	
2030 Agenda	Implementation of the Paris Agreement is essential for the achievement of the SDGs, and provides a roadmap for climate actions that will reduce emissions and build climate resilience. 7.3 By 2030, double the global rate of improvement in energy efficiency 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management 13.2 Integrate climate change measures into national policies, strategies and planning
Paris Agreement	The agreement Invites Parties to communicate, by 2020, to the secretariat mid-century, long-term low greenhouse gas emission development strategies". (Para. 36 Decision-/CP.21). It also calls for a forum to address the effects of the implementation of response measures by enhancing cooperation amongst Parties on understanding the impacts of mitigation actions (Para. 34 Decision-/CP.21).
New Urban Agenda	The Agenda commits to promoting international, national, subnational and local climate action, including climate change adaptation and mitigation, and to supporting the efforts of cities and human settlements, their inhabitants and all local stakeholders to be important implementers. Such measures should be consistent with the goals of the Paris Agreement.
Addis Ababa Action Agenda	The Agenda reaffirms the commitment to rationalize inefficient fossil- fuel subsidies and restructuring taxation and phasing out those harmful subsidies. The Agenda acknowledges that the UNFCCC is the primary international, intergovernmental forum for negotiating the global response to climate change. It reaffirms the importance of meeting in full existing commitments under international conventions, including on climate change and related global challenges. It recognizes that, in the context of meaningful mitigation actions and transparency on implementation, developed countries committed to a goal of mobilizing jointly USD 100 billion a year by 2020 from a wide variety of source s to address the needs of developing countries. It also welcomes the successful and timely initial resource mobilization process of the Green Climate Fund. The Agenda recognizes the need for transparent methodologies for reporting climate finance and welcome the ongoing work in the UNFCCC.

Examples of references to climate change adaptation in global agreements	
2030 Agenda	13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries 13.2 Integrate climate change measures into national policies, strategies and planning
Paris Agreement	The Agreement invites all relevant UN agencies and international, regional and national financial institutions to provide information to Parties through the UNFCCC secretariat on how their development assistance and climate finance programs incorporate climate-proofing and climate resilience measures. It calls for the necessary steps to facilitate the mobilization of support for adaptation in developing countries and the Green Climate Fund to expedite support for the least developed countries and other developing country Parties for the formulation of national adaptation plans, and for the subsequent implementation of policies, projects and programs identified by them.

Examples of references to climate change adaptation in global agreements	
	It requests Parties to strengthen regional cooperation on adaptation where appropriate and, where necessary, establish regional centers and networks, in particular in developing countries.
New Urban Agenda	The Agenda promotes to increase the resilience of cities to disasters and climate change, including floods, drought risks and heat waves. Countries are committed to strengthening the resilience of cities and human settlements, including through the development of quality infrastructure and spatial planning, by adopting and implementing integrated, age-and gender-responsive policies and plans and ecosystem-based approaches in line with the Sendai Framework for Disaster Risk Reduction for the period 2015 – 2030.
Addis Ababa Action Agenda	The Agenda indicates that Investing in sustainable and resilient infrastructure, including transport, energy, water and sanitation for all, is **a pre -requisite** for achieving many of the agenda's goals. It supports cities and local authorities of developing countries, particularly in LDCs and SIDS, in implementing resilient and environmentally sound infrastructure, including energy, transport, water and sanitation, and sustainable and resilient buildings using local materials. Countries will develop and implement holistic disaster risk management at all levels in line with the Sendai Framework. In this regard, countries will support national and local capacity for prevention, adaptation and mitigation of external shocks and risk management. The Agenda welcomes GCF's aim for a 50:50 balance between mitigation and adaptation and the aim for a floor of 50% of the adaptation allocation for particularly vulnerable countries, including LDCs, SIDS, and African countries.
Sendai Framework 2015-2030	The Framework aims to adopt a concise, focused, forward-looking and action-oriented post-2015 framework for disaster risk reduction with the goal to prevent new and reduce existing disaster risk and reduce hazard exposure and vulnerability to disaster, increase preparedness for response and recovery, and thus strengthen resilience. It promotes the resilience of new and existing critical infrastructure, including transport and telecommunications and other facilities to ensure that they remain safe, effective and operational during and after disasters in order to provide life-saving and essential services.
Nairobi Mandate	The Mandate assists developing countries in enhancing the sustainability and climate resilience of their transport systems and infrastructure, including coastal transport infrastructure and services and transport corridors, and hold expert meetings within the present framework to monitor and discuss relevant developments, share experiences on different approaches and identify best practices and recommendations on sustainable and resilient transport infrastructure and trade logistics. It also contributes to policy dialogue and cooperation mechanisms in support of sustainable transport, climate change adaptation and disaster risk reduction for transport infrastructure, services and operations.

Examples of references to road safety and public health in global agreements	
2030 Agenda	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents. 3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.
New Urban Agenda	The Agenda commits to take measures to improve road safety and integrate it into sustainable mobility and transport infrastructure planning and design. Countries will work to adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, with a view to broader health outcomes, particularly the prevention of injuries and non-communicable diseases. They will work to develop and implement comprehensive legislation and policies on motorcycle safety. Countries will promote the safe and healthy journey to school for every child as a priority.
Global Decade of Action on Road Safety	Decade of Action aims to stabilizing and then reducing the forecasted level of global road fatalities by increasing activities conducted at national, regional and global levels. It will set and enforce internationally harmonized laws requiring the use of seat-belts, helmets and child restraints; setting and enforcing blood alcohol concentration limits for

Examples of references to road safety and public health in global agreements
drivers; and improving post-crash care for victims of road crashes. It also promotes the increase in responsiveness to post-crash emergencies and improves the ability of health and other systems to provide appropriate emergency treatment and longer-term rehabilitation for crash victims. UN legal instruments developed under the auspices of the regional commissions will assist countries in developing and enforcing traffic rules and measures; producing safer road vehicles; reducing the risk of collisions with dangerous goods and hazardous materials; and ensuring that only safe and well-maintained vehicles and competent drivers are allowed to participate in traffic.

Annex II: Specific references to the Goals of the Bangkok Declaration for 2020 of the Global Agreements

I.   Strategies to Avoid unnecessary travel and reduce trip distances

Goal 1: Land-use & Transport Planning	
2030 Agenda	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
New Urban Agenda	Better and coordinated transport and land-use planning which would lead to a reduction of travel and transport needs, enhancing connectivity between urban, peri-urban and rural areas, including waterways; and transport and mobility planning, particularly for small island developing States and coastal cities.
Global Decade of Action on Road Safety	Effective interventions include incorporating road safety features into land-use, urban planning and transport planning; designing safer roads and requiring independent road safety audits for new construction projects. Promoting the needs of all road users as part of sustainable urban planning, transport demand management and land-use management by: 1) planning land use to respond to the safe mobility needs of all, including travel demand management, access needs, market requirements, geographic and demographic conditions; 2) including safety impact assessments as part of all planning and development decisions; and 3) putting effective access and development control procedures in place to prevent unsafe developments.

Goal 2: Mixed-use Development	
2030 Agenda	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
New Urban Agenda	Equitable "transit-oriented development" that minimizes the displacement, in particular, of the poor, and features affordable, mixed-income housing and a mix of jobs and services.

Goal 3: Information and Communications Technologies (ICT)	
2030 Agenda	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
New Urban Agenda	We commit ourselves to promoting appropriate measures in cities and human

	settlements that facilitate access for persons with disabilities, on an equal basis with others, to the physical environment of cities, in particular to public spaces, public transport, housing, education and health facilities, public information and communication (including information and communications technologies and systems) and other facilities and services open or provided to the public, in both urban and rural areas.
Addis Ababa Action Agenda	We note with concern the persistent 'digital divide' and the uneven innovative capacity, connectivity and access to technology, including ICT within and between countries. We will promote ICT infrastructure development and use, as well as capacity -building, particularly in LDCs, LLDCs and SIDS, including rapid universal and affordable access to the internet. We will promote access to technology and science for women, youth and children. We will further facilitate accessible technology for persons with disabilities.
Nairobi Mandate	The important change in the magnitude, composition and geography of global trade and investment has been aided by improved transport connectivity and groundbreaking new technologies, such as ICT.

II.   Strategies to Shift towards more sustainable modes

Goal 4: Non-Motorized Transport	
2030 Agenda	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
New Urban Agenda	We commit ourselves to promoting safe, inclusive, accessible, green and quality public spaces, including streets, sidewalks and cycling lanes. A significant increase in accessible, safe, efficient, affordable and sustainable infrastructure for public transport, as well as non-motorized options such as walking and cycling, prioritizing them over private motorized transportation. We will work to adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility.

Goal 5: Public Transport Services	
2030 Agenda	7.3 By 2030, double the global rate of improvement in energy efficiency 9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
New Urban Agenda	A significant increase in accessible, safe, efficient, affordable and sustainable infrastructure for public transport, as well as non-motorized options such as walking and cycling, prioritizing them over private motorized transportation. We commit ourselves to fostering healthy societies by promoting access to adequate, inclusive and quality public services.
Addis Ababa Action Agenda	We reaffirm the need to address the special challenges and needs of LLDCs in structurally transforming their economies, harnessing benefits from international trade, and developing efficient transport and transit systems.
Global Decade of Action on Road Safety	Effective intervention for road safety includes promoting public transport.

Goal 6: Transport Demand Management	
2030 Agenda	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
Global Decade of Action on Road Safety	Promoting the needs of all road users as part of sustainable urban planning, transport demand management and land-use management by: 1) planning land use to respond to the safe mobility needs of all, including travel demand management, access needs, market requirements, geographic and demographic conditions; 2) including safety impact assessments as part of all planning and development decisions; and 3) putting effective access and development control procedures in place to prevent unsafe developments. Effective intervention for road safety includes effective speed management by police and through the use of traffic -calming measures.

Goal 7: Inter-city Passenger and Goods Transport	
2030 Agenda	7.3 By 2030, double the global rate of improvement in energy efficiency 9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 12.3 By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses
New Urban Agenda	We commit ourselves to giving particular consideration to urban deltas, coastal areas and other environmentally sensitive areas, highlighting their importance as ecosystems' providers of significant resources for transport, food security, economic prosperity, ecosystem services and resilience.
Nairobi Mandate	Continue its work in transport, including maritime transport, ports, multimodal and transit and provide member States with guidance to make transport more efficient and reduce transport costs while increasing its resilience, enhancing trade and port efficiency and improving transit, trade facilitation and transport connectivity.

III. Strategies to Improve transport practices and technologies

Goal 8: Transport Fuels and Technology	
2030 Agenda	7.3 By 2030, double the global rate of improvement in energy efficiency 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
Paris Agreement	Decides to strengthen the Technology Mechanism" (Para. 67 Decision-/CP.21); "the elaboration of the technology framework established under Article 10, paragraph 4, of the Agreement; ... (a) The undertaking and updating of technology needs assessments, as well as the enhanced implementation of their results, particularly technology action plans and project ideas, through the preparation of bankable projects; ... and (c) The assessment of technologies that are ready for transfer". (Para. 68 Decision-/CP.21)
New Urban Agenda	We commit ourselves to adopting a smart-city approach that makes use of opportunities from digitalization, clean energy and technologies, as well as innovative transport technologies, thus providing options for inhabitants to make more environmentally friendly choices and boost sustainable economic growth, and enabling cities to improve their service delivery.

Goal 8: Transport Fuels and Technology	
Addis Ababa Action Agenda	We reaffirm the commitment to rationalize inefficient fossil- fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities.

Goal 9: Fuel Economy	
2030 Agenda	7.3 By 2030, double the global rate of improvement in energy efficiency 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management 12.c Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities

Goal 10: Vehicle Inspection and Maintenance	
2030 Agenda	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents 7.3 By 2030, double the global rate of improvement in energy efficiency 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
Global Decade of Action on Road Safety	• Encourage Member States to apply and promulgate motor vehicle safety regulations as developed by the United Nation's World Forum for the Harmonization of Vehicle Regulations (WP 29). • Encourage implementation of new car assessment programmes in all regions of the world in order to increase the availability of consumer information about the safety performance of motor vehicles. • Encourage agreement to ensure that all new motor vehicles are equipped with seat belts and anchorages that meet regulatory requirements and pass applicable crash test standards (as minimum safety features). • Encourage universal deployment of crash avoidance technologies with proven effectiveness such as Electronic Stability Control and Anti-Lock Braking Systems in motor vehicles. • Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage import and export of new or used cars that have reduced safety standards. • Encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection.

Goal 11: Intelligent Transport System	
2030 Agenda	9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

Goal 11: Intelligent Transport System	
	11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management

Goal 12: Freight Transport	
2030 Agenda	7.3 By 2030, double the global rate of improvement in energy efficiency 9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 12.3 By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses
New Urban Agenda	Urban freight planning and logistics concepts that enable efficient access to products and services, minimizing their impact on the environment and on the livability of the city, and maximizing their contribution to sustained, inclusive and sustainable economic growth.
Addis Ababa Action Agenda	We reaffirm the need to address the special challenges and needs of LLDCs in structurally transforming their economies, harnessing benefits from international trade, and developing efficient transport and transit systems.
Nairobi Mandate	Continue its work in transport, including maritime transport, ports, multimodal and transit and provide member States with guidance to make transport more efficient and reduce transport costs while increasing its resilience, enhancing trade and port efficiency and improving transit, trade facilitation and transport connectivity. Continue to assist developing countries in enhancing the sustainability and climate resilience of their transport systems and infrastructure, including coastal transport infrastructure and services and transport corridors, and hold expert meetings within the present framework to monitor and discuss relevant developments, share experiences on different approaches and identify best practices and recommendations on sustainable and resilient transport infrastructure and trade logistics.

IV.   Cross-cutting strategies

Goal 13: Safety	
2030 Agenda	3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
New Urban Agenda	We will take measures to improve road safety and integrate it into sustainable mobility and transport infrastructure planning and design. We will work to adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility…and we will work to develop and implement comprehensive legislation and policies on motorcycle safety, given the disproportionally high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries. We will promote the safe and healthy journey to school for every child as a priority.
Global Decade of Action on Road	• Aims to stabilizing and then reducing the forecasted level of global road fatalities by increasing activities conducted at national, regional and global levels.

Goal 13: Safety	
Safety	• Setting and enforcing internationally harmonized laws requiring the use of seat-belts, helmets and child restraints; setting and enforcing blood alcohol concentration limits for drivers; and improving post-crash care for victims of road crashes. • Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer-term rehabilitation for crash victims. • United Nations legal instruments developed under the auspices of the regional commissions have assisted many countries in developing and enforcing traffic rules and measures; producing safer road vehicles; reducing the risk of collisions with dangerous goods and hazardous materials; and ensuring that only safe and well-maintained vehicles and competent drivers are allowed to participate in traffic.

Goal 14: Health	
2030 Agenda	3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
New Urban Agenda	We commit ourselves to the generation and use of renewable and affordable energy, and sustainable and efficient transport infrastructure and services, where possible, achieving the benefits of connectivity and reducing the financial, environmental and public health costs of inefficient mobility, congestion, air pollution, urban heat island effects, and noise. We will work to adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, with a view to broader health outcomes, particularly the prevention of injuries and non-communicable diseases. We will promote the safe and healthy journey to school for every child as a priority.

Goal 15: Air Quality and Noise	
2030 Agenda	3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management
New Urban Agenda	We commit ourselves to the generation and use of renewable and affordable energy, and sustainable and efficient transport infrastructure and services, where possible, achieving the benefits of connectivity and reducing the financial, environmental and public health costs of inefficient mobility, congestion, air pollution, urban heat island effects, and noise.

Goal 16: Global Climate Change & Energy Security	
2030 Agenda	7.3 By 2030, double the global rate of improvement in energy efficiency 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management 13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries 13.2 Integrate climate change measures into national policies, strategies and planning

Goal 16: Global Climate Change & Energy Security	
New Urban Agenda	We commit ourselves to the generation and use of renewable and affordable energy, and sustainable and efficient transport infrastructure and services, where possible, achieving the benefits of connectivity and reducing the financial, environmental and public health costs of inefficient mobility, congestion, air pollution, urban heat island effects, and noise.
Addis Ababa Action Agenda	We acknowledge that UNFCCC is the primary international, intergovernmental forum for negotiating the global response to cli mate change. We welcome the Lima call for climate action and we are encouraged by the commitment by the Conference of the Parties to reaching an ambitious agreement in Paris in 2015 that is applicable to all Parties and that reflects the principle of common n but differentiated responsibilities and respective capabilities, in light of different national circumstances.
Nairobi Mandate	Continue to assist developing countries in enhancing the sustainability and climate resilience of their transport systems and infrastructure, including coastal transport infrastructure and services and transport corridors, and hold expert meetings within the present framework to monitor and discuss relevant developments, share experiences on different approaches and identify best practices and recommendations on sustainable and resilient transport infrastructure and trade logistics.

Continue to contribute to policy dialogue and cooperation mechanisms in support of sustainable transport, climate change adaptation and disaster risk reduction for transport infrastructure, services and operations, including collaborative efforts to support and strengthen the conservation and sustainable use of oceans and their resources. |

Goal 17: Social Equity	
2030 Agenda	2.3 By 2030, double the agricultural productivity and incomes of small-scale food producers, in particular women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets and opportunities for value addition and non-farm employment
6.1 By 2030, achieve universal and equitable access to safe and affordable drinking water for all
11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
New Urban Agenda	We commit ourselves to promoting appropriate measures in cities and human settlements that facilitate access for persons with disabilities, on an equal basis with others, to the physical environment of cities, in particular to public spaces, public transport, housing, education and health facilities, public information and communication (including information and communications technologies and systems) and other facilities and services open or provided to the public, in both urban and rural areas.

We also commit ourselves to giving particular attention to the energy and transport needs of all people, particularly the poor and those living in informal settlements. |
| **Global Decade of Action on Road Safety** | Special attention should be given to the most vulnerable groups, those living in countries of conflict or where road safety is not embraced as a quality of life concept. |
| **Sendai Framework 2015-2030** | Governments should engage with relevant stakeholders, including women, children and youth, persons with disabilities, poor people, migrants, indigenous peoples, volunteers, the community of practitioners and older persons in the design and implementation of policies, plans and standards. |

Goal 18: Financing	
2030 Agenda	12.c Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in

Goal 18: Financing	
	a manner that protects the poor and the affected communities
Paris Agreement	Decides that, in the implementation of the Agreement, financial resources provided to developing countries should enhance the implementation of their policies, strategies, regulations and action plans and their climate change actions with respect to both mitigation n and adaptation to contribute to the achievement of the purpose of the Agreement as defined in Article 2; (Para. 53 Decision-/CP.21) Decides that the GCF and the Global Environment Facility (GEF), the entities entrusted with the operation of the Financial Mechanism of the Convention, as well as the Least Developed Countries Fund and the Special Climate Change Fund, administered by the Global Environment Facility, shall serve the Agreement" (Para. 59 Decision-/CP.21)
New Urban Agenda	We will encourage national, subnational and local governments to develop and expand financing instruments, enabling them to improve their transport and mobility infrastructure and systems, such as mass rapid-transit systems, integrated transport systems, air and rail systems, and safe, sufficient and adequate pedestrian and cycling infrastructure and technology-based innovations in transport and transit systems to reduce congestion and pollution while improving efficiency, connectivity, accessibility, health and quality of life. We will also consider establishing urban and territorial transport infrastructure and service funds at the national level, based on a variety of funding sources ranging from public grants to contributions from other public entities and the private sector, ensuring coordination among actors and interventions as well as accountability.
Addis Ababa Action Agenda	Investing in sustainable and resilient infrastructure, including transport, energy, water and sanitation for all, is a pre-requisite for achieving many of our goals. We welcome the GCF Board's decision to aim for a 50:50 balance between mitigation and adaptation over time on a grant equivalent basis and to aim for a floor of 50 percent of the adaptation allocation for particularly vulnerable countries, including LDCs, SIDS, and African countries. We note the importance of continued support to address remaining gaps in the capacity to gain access to and manage climate finance. We also encourage exploring additional innovative mechanisms based on models combining public and private resources such as green bonds, vaccine bonds, triangular loans and pull mechanisms, and carbon pricing mechanisms.
Global Decade of Action on Road Safety	• Encouraging increased funding to road safety and better use of existing resources, including through ensuring a road safety component within road infrastructure projects. • Work to ensure that funding is sufficient for activities to be implemented through: 1) building business cases for sustained funding base d on the costs and benefits of proven investment performance; 2) recommending core annual and medium-term budgetary targets; 3) encouraging the establishment of procedures for the efficient and effective allocation of resources across safety programs; 4) utilizing 10% of infrastructure investments for road safety; and 5) identifying and implementing innovative funding mechanisms.
Sendai Framework 2015-2030	Promote investments in innovation and technology development in long-term, multi-hazard and solution-driven research in disaster risk management to address gaps, obstacles, interdependencies and social, economic, educational and environmental challenges and disaster risks.

Goal 19: Information & Awareness	
2030 Agenda	13.3 Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning
New Urban Agenda	Together with awareness-raising initiatives, we will promote the safe-system approach called for in the United Nations Decade of Action for Road Safety.
Global Decade of Action on Road Safety	Public awareness campaigns also play an important role in supporting the enforcement of legislative measures, by increasing awareness of risks and of the penalties associated with breaking the law. Encourage capacity building and knowledge transfer in safe infrastructure by: 1) creating

Goal 19: Information & Awareness	
	partnerships with development banks, national authorities, civil society, education providers and the private sector to ensure safe infrastructure design principles are well understood and applied; 3) promoting road safety training and education in low-cost safety engineering, safety auditing and road assessment; and 4) developing and promoting standards for safe road design and operation that recognize and integrate with human factors and vehicle design. Increase awareness of risk factors and the need for enhanced prevention of road traffic crashes through: 1) the use of public awareness campaigns including global road safety weeks as well as regional and sub-regional social marketing initiatives; 2) celebrating the annual World Day of Remembrance for Road Traffic Victims; 3) collaboration with appropriate nongovernmental organizations and other civil society initiatives aligned with the Decade's goals and objectives; and 4) support for private sector initiatives aligned with the Decade's goals and objectives.
Sendai Framework 2015-2030	Promote the incorporation of disaster risk knowledge, including disaster prevention, mitigation, preparedness, response, recovery and rehabilitation, in formal and non-formal education, as well as in civic education at all levels, as well as in professional education and training; Promote national strategies to strengthen public education and awareness in disaster risk reduction, including disaster risk information and knowledge, through campaigns, social media and community mobilization, taking into account specific audiences and their needs. Develop effective global and regional campaigns as instruments for public awareness and education, building on the existing ones to promote a culture of disaster prevention, resilience and responsible citizenship, generate understanding of disaster risk, support mutual learning, share experiences. Encourage public and private stakeholders to actively engage in such initiatives, and develop new ones at local, national, regional and global levels.
Nairobi Mandate	Hold expert meetings within the present framework to monitor and discuss relevant developments, share experiences on different approaches and identify best practices and recommendations on sustainable and resilient transport infrastructure and trade logistics; Continue to contribute to policy dialogue and cooperation mechanisms in support of sustainable transport, climate change adaptation and disaster risk reduction for transport infrastructure, services and operations, including collaborative efforts to support and strengthen the conservation and sustainable use of oceans and their resources.

Goal 20: Institution & Governance	
2030 Agenda	13.2 Integrate climate change measures into national policies, strategies and planning
New Urban Agenda	We will take measures to develop mechanisms and common frameworks at the national, subnational and local levels to evaluate the wider benefits of urban and metropolitan transport schemes, including impacts on the environment, the economy, social cohesion, quality of life, accessibility, road safety, public health and action on climate change, among others. We will support the development of these mechanisms and frameworks, based on sustainable national urban transport and mobility policies, for sustainable, open and transparent procurement and regulation of transport and mobility services in urban and metropolitan areas, including new technology that enables shared mobility services. We will support the development of clear, transparent and accountable contractual relationships between local governments and transport and mobility service providers, including on data management, which further protect the public interest and individual privacy and define mutual obligations. We will support better coordination between transport and urban and territorial planning departments, in mutual understanding of planning and policy frameworks, at the national, subnational and local levels, including through sustainable urban and metropolitan transport

Goal 20: Institution & Governance	
	and mobility plans. We will support subnational and local governments in developing the necessary knowledge and capacity to implement and enforce such plans.
Addis Ababa Action Agenda	We recognize the importance of an enabling environment at all levels, including enabling regulatory and governance framework.
Global Decade of Action on Road Safety	Promote road safety ownership and accountability among road authorities, road engineers and urban planners by: 1) encouraging governments and road authorities to set a target to "eliminate high risk roads by 2020"; 2) encouraging road authorities to commit a minimum of 10% of road budgets to dedicated safer road infrastructure programmes; 3) making road authorities legally responsible for improving road safety on their networks through cost-effective measures and for re porting annually on the safety situation, trends and remedial work undertaken; 4) establishing a specialist road safety or traffic unit to monitor and improve the safety of the road network: 5) promoting the safe system approach and the role of self-explaining and forgiving road infrastructure; 6) Adhere to and/or fully implement the regional road infrastructure Agreements developed under the auspices of the UN regional commissions and encourage the creation of similar regional instruments, as required; and 7) monitoring the safety performance of investments in road infrastructure by national road authorities, development banks and other agencies.
Sendai Framework 2015-2030	Strengthening disaster risk governance for prevention, mitigation, preparedness, response, recovery, and rehabilitation is therefore necessary and fosters collaboration and partnership across mechanisms and institutions for the implementation of instruments relevant to disaster risk reduction and sustainable development. Establish and strengthen government coordination forums composed of relevant stakeholders at national and local levels, such as national and local platforms for disaster risk reduction, and a designated national focal point for implementing the post-2015 framework. Adopt and implement national and local disaster risk reduction strategies and plans, across different timescales with targets, indicators and time frames, aimed at preventing the creation of risk, the reduction of existing risk and the strengthening of economic, social, health and environmental resilience; Develop and strengthen, as appropriate, mechanisms to follow-up, periodically assess and publicly report on progress on national and local plans. Promote public scrutiny and encourage institutional debates.
Nairobi Mandate	Continue its work through its three pillars in the fields of international transport and transit, trade logistics, trade facilitation and related issues, as well as to support implementation of the Agreement on Trade Facilitation of the World Trade Organization, and continue to support the development and implementation of an appropriate legal and regulatory framework that facilitates and supports international transport and trade, and reduces costs.