

Chairman Summary

I. Introduction

1. The sustainable development of Asia is critically dependent on how the region reforms its transport sector in terms of policies, institutional arrangements, financing decisions, technological interventions, and infrastructure developments, including expansion of public transportation systems and non-motorized transport systems (NMT) so that *no one is left behind*. Sustainable economic and social development in the Asian region requires a well-developed transport infrastructure as well as passenger and freight transport services to provide access to essential utilities, markets, and services. Equally important, from a macroeconomic perspective, is to minimize the negative externalities linked to the transport sector, while making the transport sector resilient against the impact of climate change, increasing frequency and magnitude of natural disasters, economic shocks, and the emergence of pandemics like COVID-19, among others. The development of safe, clean, and affordable transport infrastructure and services in Asia is not only pivotal to achieving economic development but also important for achieving the Sustainable Development Goals (SDGs) and other international agendas and agreements.
2. The High-level 15th Regional Environmentally Sustainable Transport (EST) Forum in Asia with the theme of ***“Investing in Sustainable Transport: Catalyzing Economic and Social Development in the SDGs Era”*** was co-organized by the Ministry of Transport, the Government of Malaysia, Ministry of the Environment, the Government of Japan, the Asian Development Bank, and the United Nations Centre for Regional Development of Division for Sustainable Development Goals/ United Nations Department of Economic and Social Affairs. The Forum was hosted by the Ministry of Transport, the Government of Malaysia from 24 to 26 October 2023.
3. As a new impetus to the Regional EST Forum and sustainable transport policymaking in Asia, the Aichi 2030 Declaration on Environmentally Sustainable Transport - *Making Transport in Asia Sustainable (2021-2030)* was voluntarily adopted by the countries participating in the EST initiative at the 14th Regional EST Forum in Asia in Aichi, Japan in 2021. With its six goals, it was the first time that Asian governments agreed on a regional and sectoral *“translation”* of the Sustainable Development Goals and the Paris Agreement on Climate Change in the transport sector in Asia. As set out in the Aichi Declaration 2030, sustainable transport aims to fulfill economic, environmental, and social aspects bringing prosperity to all and leaving no one behind.
4. The Forum mainly focused on four objectives including - (i) demonstrate the economic, social, and environmental benefits of the implementation of the Aichi 2030 Declaration; (ii) discuss the implementation plan for the Aichi 2030 Declaration towards better alignment of Asia’s transport policy and planning, programs, institutional arrangements and infrastructure development in line

with the objectives of SDGs and Paris Agreement on climate change, among others; (iii) discussion of bounce-back strategy for transport in Asia following the COVID-19 pandemic; and (iv) call for international actions and support for the implementation of the Aichi 2030 Declaration.

5. The 15th Regional Environmentally Sustainable Transport (EST) Forum was attended by approximately 354 participants comprising national and local government representatives, the UN and international organizations, non-governmental organizations (NGOs), individual experts and resource persons, scientific and research organizations, the private sector and other individual participants from 31 countries such as Australia, Bangladesh, Bhutan, Brazil, Cambodia, France, Germany, Ghana, India, Indonesia, Iran, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Nepal, Netherlands, Pakistan, P.R. China, Portugal, Republic of Korea, Singapore, Sri Lanka, Switzerland, Thailand, The Philippines, Timor-Leste, United Kingdom, United States, and Viet Nam.
6. As an integral part of the High-level 15th Regional EST Forum, the first “*Asia-Pacific Railways Summit*” was co-organized with the International Union of Railways (UIC) on 23 October 2023 as a pre-event of the Forum. Aichi 2030 Declaration (2021-2030) recognizes the important role of rail in regional connectivity and sustainability mobility in Asia. The pre-event was organized with the objective of accelerating the implementation of the Aichi 2030 Declaration (2021-2030) by catalyzing rail as the backbone of a multi-modal sustainable mobility system that leaves no one behind. This was part of the 36th UIC – Asia Pacific Regional Assembly that was also hosted in conjunction with the 15th Regional EST Forum. For details, please refer to Annex 1.
7. The Forum was supported by the United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), United Nations Environment Programme (UNEP), United Nations Institute for Training and Research (UNITAR), World Bank (WB), Asian Infrastructure and Investment Bank (AIIB), International Union of Railways (UIC), International Transport Forum at the OECD, German International Cooperation (GIZ), HELVETAS Swiss Intercooperation, Global Forum on Human Settlements (GFHS, International Association of Public Transport (UITP), International Road Federation (IRF), International Road Assessment Programmed (iRAP), FIA Foundation, NDC-Transport Initiative for Asia, Transformative Urban Mobility Initiative (TUMI), Eco-Mo Foundation, Institute for Transportation and Development Policy (ITDP), Asia Pacific Road Safety Observatory (APRSO), SLOCAT Partnership for Sustainable Low Carbon Transport, Business Environment Council, Carfree Cities Alliance, Urban Electric Mobility Initiative, Walk21, and WRI India, among others.

II. Opening Session

8. Delivering special address H.E. Rt. Dato’ Sri Haji Fadillah bin Haji Yusof, Deputy Prime Minister of the Government of Malaysia extended his warmest welcome to all the Forum participants. Malaysia takes great pride in hosting this prestigious event in collaboration with the Ministry of Transport (MOT), bringing together transportation and environmental experts and international organization officials from over 20 Asian countries to discuss and set EST targets for the Asian

region. He acknowledged the theme of the Forum "*Investing in Sustainable Transport: Catalyzing Economic and Social Development in the SDGs Era*" is timely, and aligns with the midpoint of Agenda 2030, following the High-Level Political Forum on Sustainable Development in July 2022 called for accelerated progress toward achieving the Sustainable Development Goals (SDGs) emphasizing the need for resilient and sustainable transportation to address climate change.

9. He recalled that the importance of transportation in sustainable development was recognized at the 2012 United Nations Conference on Sustainable Development (Rio+20), and the United Nations Framework Convention on Climate Change (UNFCCC) acknowledges the role of transport in achieving the Paris Agreement as a significant portion of global greenhouse gas emissions comes from the transport sector which we must take quick action to prevent further increases in the coming decades. He highlighted that transportation is the primary source of energy-related emissions in 45% of countries worldwide, and Malaysia is committed to reducing carbon emissions in the transportation sector and aims to reduce greenhouse gas emissions by 45% of GDP by 2030 compared to 2005 levels.
10. Malaysia's Ekonomi MADANI framework which includes key policies like the National Energy Transition Roadmap (NETR) and Mid-Term Review of the 12th Malaysia Plan focuses on energy, efficiency, renewable energy, hydrogen, bioenergy, green mobility, carbon capture, utilization, and storage (CCUS) that underscores Malaysia's dedication to achieving net-zero greenhouse gas emissions by 2050. Malaysia has heavily invested in sustainable transportation, supporting public transportation projects to reduce greenhouse gas emissions. Projects like urban and intercity rail systems and East Coast Rail Link (ECRL) are expected to contribute positively to these efforts. With 4.7 billion people and a GDP of 41.3 trillion dollars, Asia has the potential to be the epicenter of the global economy. The ECRL aligns with the NTP's goal to shift heavy goods transportation from road to rail, significantly reducing GHG emissions. The government also promotes the adoption of electric vehicles (EVs) and invites stakeholders to participate by investing in EV infrastructure and adoption in Malaysia. National Transport Policy (NTP) of Malaysia aims to enhance economic competitiveness, promote sustainable development, and mitigate environmental impacts, aligning with the UN Sustainable Development Goals (SDGs).
11. H.E. Mr. Loke Siew Fook, Minister of Transport, the Government of Malaysia welcomed and extended his heartfelt gratitude to all the delegates. He acknowledged that the theme for this year's forum, "*Investing in Sustainable Transport: Catalyzing Economic and Social Development in the SDGs Era*," serves not merely as a summation but underscores our collective mission. The forum is a crucial platform for policy dialogue and demonstration of best practices in realizing sustainable transport systems that are essential in shaping a resilient and equitable future in line with the 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDG) framework. He acknowledged that adopting cleaner and more energy-efficient technologies, improving the accessibility of public transportation, investing in infrastructure that reduces congestion and pollution, and embracing innovative solutions that prioritize the well-being of our citizens while preserving the planet. The impacts of unsustainable transport are felt in the form of pollution, congestion, and the depletion of limited natural

resources. He acknowledged that we gathered here not to lament the challenges we face, but to discuss and act upon potential solutions and opportunities.

12. In this context, sustainability demands transportation that is low or zero-emission, energy-efficient, and affordable. Malaysia is firmly committed to this journey towards sustainable transport. The country is taking drastic actions to enhance the efficiency and sustainability of transportation systems. The Malaysian Government has invested in various sustainable public transport projects such as the Mass Rapid Transit (MRT), East Coast Rail Link (ECRL), and Rapid Transit System Link (RTS Link) which would significantly reduce greenhouse gas (GHG) emissions from the transport sector. In the SDGs era, we must redefine our approach to transportation and shift from a system that merely meets the demands of the present to one that secures the future for all.
13. This Forum, guided by the Aichi 2030 Declaration (2021-2030) on Environmentally Sustainable Transport, will be a catalyst for meaningful change in our approach to transportation, one that considers not only economic growth but also the well-being of our planet and the quality of life in the region.
14. On behalf of the Ministry of the Environment of Japan, Mr. Mitsuya Maeda, Councillor, Minister's Secretariat Deputy Director-General, Environmental Management Bureau, Ministry of the Environment, Government of Japan delivered the opening speech. He welcomed the delegates and expressed his sincere appreciation, respect, and gratitude to the United Nations Centre for Regional Development (UNCRD) for their wide-ranging efforts since the establishment of the Regional EST Forum in Asia, to the Government of Malaysia for generously hosting the Forum, and to the Asian Development Bank and other related organizations for their valuable support.
15. He stated that the Regional EST Forum in Asia has been steadily increasing in recognition since its establishment in 2005, and today marks the 15th iteration of the Forum. The number of participating countries has increased from the original 13 to 25, and the Forum's efforts are steadily progressing, such as the adoption of the Aichi 2030 Declaration (2021-2030) by EST countries at the 14th Regional EST Forum in Aichi, Japan.
16. On a global scale, addressing climate change has become an urgent issue, and at the 27th Conference of the Parties to the United Nations Framework Convention on Climate Change (COP27) held last year, the Mitigation work programme was formulated that included the importance of achieving the 1.5°C goal. Under these circumstances, he emphasized the need to respond to the various challenges in Asia while aligning with global trends, and from an environmental perspective to realize sustainable transportation. The 15th Regional EST Forum in Asia is the first Forum after the adoption of the Aichi 2030 Declaration (2021-2030). Based on global trends such as the Paris Agreement and the SDGs, the Declaration shared a new set of goals to achieve by 2030 to make transportation in Asia sustainable. It also includes the importance of implementing and tracking the realization of these goals.
17. In his opening remarks, Mr. Jamie Leather, Director of Transport, Asian Development Bank thanked the other organizers for their efforts to host the 15th EST Forum. He called out the UNCRD and the Ministry of the Environment, the two main initiators of the EST Initiative for their

unprecedented commitment to bringing together transport stakeholders from multiple constituencies, especially from transport and environment ministries. He pledged ADB's continued support for the Asian Transport Outlook as a means to inspire policy discussions in future EST Forums and to assist in the tracking of the Aichi 2030 Declaration.

18. Dr. Kazushige Endo, Director of the United Nations Centre for Regional Development of Division for Sustainable Development Goals/ UN DESA expressed his deep appreciation to the government of Malaysia for hosting the forum; the Ministry of the Environment, Government of Japan for its continued support to the Asian EST initiatives since 2005. He also expressed deep gratitude to the Asian Development Bank (ADB) for supporting the EST Forum and the implementation of the Aichi 2030 Declaration (2021-2030). He highlighted the 2023 UN SDGs report which states that the demand for mobility has been expanding exponentially in the developing world. Therefore, the development of safe, clean, and affordable transport infrastructure in Asia is key for achieving the Sustainable Development Goals. He emphasized that the successful implementation of the six goals of the Aichi 2030 Declaration required substantial investments, and it is equally important to track them. He acknowledged that transport and mobility are central to sustainable development for achieving better integration of the economy while protecting the environment and improving social equity, health, resilience of cities, and urban-rural linkages. Finally, he mentioned that we are halfway to the 2030 Agenda for SDGs, but only 15% of the SDGs targets are on track, and 37% have experienced no progress or regression from 2015. This is relevant to the 15th Regional EST Forum as the forum subtitle is "*Economic and Social Development in the SDGs Era*".
19. Addressing the Forum, Mr. Li Junhua, Under-Secretary-General for the United Nations Department of Economic and Social Affairs (UN DESA), congratulated the Government of Malaysia for hosting the 15th Regional EST Forum in Asia. The Forum is taking place after the 2023 UN SDG Summit where world leaders reaffirmed their commitments towards the 2030 Agenda for Sustainable Development and the SDGs. The UN Under-Secretary-General also underscored the fact that nearly half of the SDG targets are moderately or severely off-track. The world needs an immediate course of correction. He encouraged the Forum to embark on inspiring solutions to deal with the climate crisis given that the transport sector is a major source of GHG emissions and that the consequences of climate change are threatening lives and livelihoods. He recognized the growing support towards the Aichi 2030 Declaration (2021-2030) which was adopted in 2021 in the Aichi Prefecture of Japan. The Asian EST Forum and the Aichi 2030 Declaration have laid a strong foundation for integrated policy consultations on climate change and sustainable development change for greater synergies. He appealed to the multilateral development banks and other donors to significantly scale up their funding towards implementing next-generation transport solutions. He expressed his deep appreciation to the Government of Japan for continuously supporting the Asian EST initiative since its inception in 2004. He further appreciated the Asian Development Bank's valuable support and cooperation in realizing the Aichi 2030 Declaration. Recognizing railways as an important component of sustainable transport, he expressed his deep appreciation to the International Union of Railways (UIC) for co-organizing the first Asia-Pacific Rail Summit 2023 as an official pre-event of the 15th EST Forum. He finally made an appeal to the Forum for collective actions towards accelerating the implementation of the 2030 Agenda and the SDGs.

III. Keynote address 1: Investing in Sustainable Transport: Catalyzing Economic and Social Development in the SDGs Era

20. Mr. Jamie Leather, Director of Transport, Asian Development Bank (ADB) emphasized that transport is not an end by itself, but rather a meanR to develop economically and socially. Asia has its own narrative when it comes to the transport sector. There are also considerable differences between countries in the Asian region. That is why it is key to have the regional EST Initiative and have Asian-specific dedicated goals for the transport sector in Asia through the Aichi 2030 Declaration. He explained that there is a need to grow transport infrastructure and services to increase accessibility and at the same time intensify efforts to reduce negative externalities.
21. To make change happen investment is key, which according to Mr. Leather should come from both public and private sources. He encouraged countries participating in the EST initiative to overhaul transport-related taxation and financing. To ensure that money in the transport sector is invested wisely we need the right policies. Research by the Asian Transport Outlook indicates that Asian governments are stepping up their efforts to develop policies that are supportive of the goals of the Aichi 2030 Declaration and the SDGs but that there are still considerable policy gaps. He appealed to the international community to support the call for greater international assistance which was developed by the Secretariat of the Asian EST initiative, at the request of the countries participating in the EST initiative.
22. He indicated that as the transport sector in Asia is changing and ADB member countries are putting in place policies aimed at greater sustainability of the sector, ADB will need to consider what are the best projects that we can support.
23. ADB will continue to support, together with the AIIB, the Asian Transport Outlook to ensure that decisions can be made on the basis of proper information. He expressed ADB's continued support for the EST initiative as a means to engage with Asian countries on how to best transition to more sustainable transport. Finally, he commended UNCRD and the Ministry of the Environment Japan for continuing to make the EST Forum possible.

IV. Plenary Session 1: Ministerial Session

24. H.E. Mr. Loke Siew View, Minister of Transport, the Government of Malaysia, stated that the country is committed to reaching net zero as early as 2050 and to reducing the GHG intensity of its GDP by 45% by 2030 compared to 2005 levels. To achieve these targets and to drive transformational change, several policies were put in place, including the 12th Malaysia Plan, the National Transport Policy, the Low Carbon Mobility Blueprint, and the National Energy

Transition Roadmap, to lay the foundation for various initiatives. The focus of these is on reducing the negative impacts of the transport system on the environment through electrification and through the development of public transport Mass Rapid Transit systems; special attention is given to inclusivity and accessibility and strengthening the country's economic competitiveness. In the maritime sector, Malaysia is implementing Green Port Policies; in the international aviation sector, the country strives to achieve net zero as early as 2050.

25. H.E. Mr. Md. Nurul Islam Sujan, Minister of Railways, the Government of Bangladesh, highlighted that transport is vital for social development and economic growth, and that, if developed unsustainably, it has negative effects such as air pollution, GHG emissions, congestion, and road safety issues. Lack of infrastructure and services is a challenge for the country. Policymakers should focus on the benefits of developing sustainable infrastructure so transport can bring prosperity to all and leave no one behind. To achieve the SDGs, the Paris Agreement, and the Aichi 2030 Declaration (2021-2030), an integrated approach to sustainable transport backed by various policies for all modes needs to be put in place and improve the efficiency, affordability, accessibility, and safety of the transport system. Bangladesh gives particular importance to the development and connectivity of its rail system for passenger and freight and positions itself as a transshipment center for South Asia. Through collective effort, countries can create a greener and cleaner future for generations to come.
26. H.E. Mr. Lyonpo Dorji Tshering, Minister of Infrastructure and Transport, the Government of Bhutan, noted that climate change has a devastating impact on our planet, and that transport is one of the large contributors, he stressed that 'unprecedented times require unprecedented efforts.' Since 2005, EST Forums have brought together governments in their quest for more sustainable transport, and similar forums will help to implement safe, affordable, resilient, and clean transport in Asia; this can bring prosperity and leave no one behind. For Bhutan, one of the few carbon-negative countries, environmental conservation is key. While the country faces challenges due to its limited resources, it is committed to making the best efforts to maintain its carbon-negative status. Bhutan joins the Call for Greater International Support and appeals to the international community to significantly increase efforts to provide capacity building and financial support to achieve the goals of the Aichi 2030 Declaration (2021-2030).
27. H.E. Mr Leng Thun Yuthea, Secretary of State of the Ministry of Public Works and Transport, the Government of Cambodia, mentioned that while climate change threatens our lives, funding gaps to address the lingering effects of the COVID pandemic persist. Policies of sustainable transport aim at supporting inclusive and integrated transport services, and to put in place trans-border agreements that can facilitate global supply chains. Cambodia made important progress on road safety; ambitious targets for the adoption of electric vehicles and the development of public transport were set; the country is working on the implementation of a supportive framework for electric two-wheelers, cars, and buses. However, the challenges in financing sustainable transport measures bear the risk of delaying the achievement of the SDGs; engaging developing partners, the private sector, and civil society in the delivery of a sustainable transport system is necessary.

28. H.E. Dr. Sovuthy Pheav, Under Secretary of State, Ministry of Environment, the Government of Cambodia, emphasized that transport infrastructure is crucial for economic development, rural access, and economic, social, and environmental sustainability. Therefore, it is imperative for the country to have a sustainable and resilient transport system with an increasing variety of modes. The country has worked on its clean air plan; it has developed a road map to Euro 6 and to improve fuel efficiency of ICE vehicles. The adoption and assembly of electric vehicles, the use of CNG in interurban transport, and a shift to rail are part of its efforts. Cambodia has committed 2.3% of its GDP to climate action and to incorporate more renewables in its energy mix.
29. On behalf of his minister, Dr. Capt. Antoni Arif Priadi, Acting Director General of Sea Transportation, Indonesia, shared that the country is fully committed to achieving the SDG Agenda 2030. Therefore, a balanced development that incorporates environmental, economic, and social aspects is imperative; here, transport plays a vital role. Indonesia set targets to reduce GHG by 31% by 2030 and up to 43% with international assistance. Energy efficiency across all modes, renewable energy, and the implementation of a sustainable transport system are essential elements of its NDC. The country is committed to the UN Second Decade of Action on Road Safety and to reducing road fatalities to 6.5 per 100,000 inhabitants by 2040. Seamless connectivity on the urban and national level is a priority of the country
30. H.E. Mr Won Hee-Ryong, Minister of Land, Infrastructure and Transport, the Government of Republic of Korea stated that the country is committed to becoming carbon-neutral by 2050, and promotes the adoption of eco-friendly cars, public transport, and cleaner aviation and shipping. It therefore collaborates closely with the international community. With transport playing a key role in daily lives, it is crucial to ensure stability, also during shocks like the COVID-19 pandemic. To cushion the impacts of this crisis, the government provided subsidies to fuel prices and to transport workers; building post-covid resilience is important.
31. H.E. Mr. Lanh Sengaphone, Vice Minister of Public Works and Transport, the Government of Lao PDR, stated that his country is striving to make transport more eco-friendly and to mitigate GHG emissions through the provision of better public transport and the adoption of electric vehicles. This will require investment in the right infrastructure as well as the right policies. With a comprehensive road safety approach that includes better roads, better vehicles, strict traffic laws, and awareness campaigns, the country aims to halve serious road crashes by 2030. To improve access and connectivity, Lao PDR aims to extend and main the road network, its railways, and urban transport systems. Enhanced national connectivity and cross-border connections are expected to boost the economy and bring neighbors closer together. Lao PDR is fully committed to the goals of the Aichi 2030 Declaration (2021- 2030) and is taking action to make transport greener, safer, and more accessible for everyone.
32. H.E. Aminath Shauna, Minister of Environment, Climate Change and Technology, the Government of Maldives, emphasized that her country is one of the most vulnerable countries to climate change which feels the impacts in everyday reality. While the country only emits 0.003% of global GHG, it is committed to pursuing environmental sustainability across all sectors. To achieve its ambitious net zero 2030 target, transport and the way people move need

to be transformed. This requires investments in low-carbon, electrified marine and land transport. Maldives will soon introduce e-bikes, e-minibuses, and solar ferries; further development of hydrogen fuel cell technology will be helpful. In these emerging areas, it is imperative to focus on local capacity building. Maldives has good air quality but is exposed to pollution from vehicle emissions in the region. The country therefore hopes to work together with neighboring countries towards monitoring and regulating vehicle emissions on the regional level.

33. Mr. Batbold Erdenebat, Director General, Development Policy, Land Management, and Urban Planning Department, the Ministry of Construction and Urban Development, Government of Mongolia explained that, with its NDC, the country set the target to reduce 1 million tonnes of CO₂. This could be achieved through enabling policies and private sector participation; as part of its post-pandemic recovery, the country has opened up foreign and domestic investments to enhance social development, economic growth, and connectivity. In the landlocked country, 90% of passengers and 60% of freight travel by road; the government is giving much attention to national access. With 68% of the population living in urban areas, 50% of them in Ulaanbaatar, where transport causes 90% of air pollution and where buses move at 8 km/h on average. Mongolia works towards the implementation of the Aichi 2030 Declaration (2021-2030); it will adopt an e-bus fleet, introduce BRT corridors and Intelligent Transportation Systems, improve last-mile connectivity, and adopt Transit Oriented Development as part of its Masterplan.
34. H.E. Ms. Sita Gurung, Minister of Urban Development, the Government of Nepal, shared that the country gives special attention to resilient, inclusive, green, and efficient transport to low-carbon transport, road safety, and national access. Sub-national governments play an important role in contributing to the development and the country is working closely with urban leaders to improve access and connectivity so that urban investments go hand in hand with the social and environmental development agenda. This includes the development of public transport, the adoption of electric vehicles, and the use of renewable electricity for the transport sector. Nepal will use a synergetic approach to achieve net zero by 2045 and will make its policy compatible with the recommendations of the 15th Regional EST Forum.
35. H.E. Mr. Prakash Jwala, Minister of Physical Infrastructure and Transport, the Government of Nepal, highlighted the key role of interregional connectivity for the social, economic, and environmental development of the country. With environmental degradation, climate change, and pollution on the rise, it is important to balance development and environmental goals. Nepal strives to make its transport system cleaner, more efficient, and accessible. Overall, an integrated international effort is needed; the country is committed to the Agenda 2030, the Paris Agreement, and the Aichi 2030 Declaration (2021-2030) for improving its legal frameworks in support of these goals and its long-term strategy for net zero emissions. To achieve its targets, Nepal has taken action to improve walkability; introduce electric buses to the public transport fleet, encourage the use of private electric vehicles, and to improve rail freight and intermodal transport across the border with India. Financial support from international partners is essential, and Nepal is grateful to its development partners.

36. H.E. Ms. Maria Catalina E. Cabral, Undersecretary, Department of Public Works and Highways, Government of the Philippines, indicated that transport is the lifeblood of our societies and needs to become sustainable. Recent global events like the pandemic, natural and man-made disasters, and the growing population emphasized the crucial role that transportation plays in our lives. The Philippines is a vulnerable country and needs to swiftly adapt by integrating sustainability in all transport development. In line with its commitment to the SDGs, the country is committed to the Aichi 2030 Declaration (2021-2030), to reduce the environmental impact of transport, promote inclusive growth, and improve connectivity. Therefore, gaps in the road network need to be closed; public transport systems and infrastructure for non-motorized mobility are being implemented in major cities. A public utility vehicle modernization programme will help to reduce air pollution. Disparities between urban and rural areas need to be reduced to promote inclusive growth and social equity. Clean and healthy transport needs to be promoted through policies, strategies, and investments.
37. On behalf of the Transport Minister of Thailand, Dr. Punya Chupanit, Director General of the Office of Transport and Traffic Policy and Planning, the Government of Thailand, expressed his belief that the EST Forum will be the platform for advancing sustainable transport. The country is focused on enhancing efficiency, safety, and inclusivity through innovation and management techniques. Overall, Thailand aims to reduce its GHG by 30% against business as usual and by 40% with international support. In 2050, the country wants to reach carbon neutrality. As the country is implementing sustainable transport, the actions are much in line with the Aichi 2030 Declaration (2021-2030) and with other UN agendas. To improve road safety, Thailand adopted the 5 pillars: road safety management, safer road mobility, safer vehicles, safer road users, and post-crash care. To improve national access and connectivity. In the urban environment, the country strives to shift transport from cars to public transport; for interurban freight, it encourages the shift from road to rail and to waterways. Working with its partners, it strives to make transport in Asia more sustainable, for the benefit of the region and to leave no one behind.
38. H.E. Dr. Bandula Gunawardhana, Minister of Highways and Transport, the Government of Sri Lanka, started by thanking the co-organizers. Improving connectivity in South and South-East Asia is a key element for development. As an island economy, connectivity mainly depends on the country's main seaport in Colombo. Improvements in infrastructure could be achieved; the country focuses now on mobilizing private investments in infrastructure and on implementing regulatory frameworks. 2024 will be the year of e-mobility in Sri Lanka; through a policy that is being developed with international partners, the use of electric vehicles will be supported together with the production and use of renewable energy; a plan to import and promote electric vehicles was approved by the cabinet of the minister. Also, public transport in major cities will be expanded; road infrastructure, seaports, and airports will be improved. Sri Lanka strives to be an example of regional connectivity. By working hand in hand, he concluded, we can work towards a future that is more sustainable and connected.
39. H.E. Mr. Le Anh Tuan, Minister of Transport, the Government of Viet Nam, pointed out that the Aichi 2030 Declaration (2021-2030) provides orientation for the longer-term vision, and demonstrates the determination of countries. Together, countries have more motivation to carry out the investments needed to implement the declaration. Viet Nam is grateful for the continued

financial and technical support from the international community that helps to build capacity and implement policies in support of the Aichi 2030 Declaration.

40. Mr Hideaki Omura, the Governor of Aichi Prefecture, Japan, emphasized the importance of developing resilient and efficient transport systems and congratulated the country representatives for bringing the Aichi 2030 Declaration (2021-2030) to life.
41. Mr Young Tae Kim, Secretary General of the International Transport Forum ITF stated that the ITF stands ready to assist Asian countries in aligning transport policies with the Aichi 2030 Declaration's goals. He cordially invited the delegates to use ITF's convening power to advance the Aichi goals through the annual ITF Summit, the largest gathering of transport ministers and the world's leading transport policy event under the theme "Greening Transport: Keeping Focus in Times of Crisis", in May 2024 in Germany.
42. Mr. François Davenne, Director General of the International Union of Railways (UIC), thanked the co-organizers of the EST Forum. He stated that rail, as a backbone of sustainable mobility, needs to play a bigger role: with existing rail policy, rail expansion will lack behind roads. Investment in rail should be set according to its climate contribution, and its potential to complement vehicle electrification through mode shift. UIC stands ready to support countries' efforts to scale up action on rail.
43. Mr. Mohamed Mezghani, Secretary General of the International Union of Public Transport (UITP) reminded that cities are the centers of economic growth and that today, many cities in the EST Region are suffering from congestion; with rapid urbanization, and as we build more urban roads for more private vehicles, negative effects as deteriorating air quality, and traffic safety, and increasing climate emission will get worse. Investment decisions must therefore be reoriented to ensure the mobility of people rather than the mobility of cars. Investing in modern public transport systems is investing in the future of cities in Asia. Efforts in providing financial as well as capacity development therefore need to be improved to enable countries to achieve the Aichi 2030 Declaration .

V. Keynote address 2: QOL-MaaS: Transformation of Asian Mobility Lifestyle Towards Decarbonization and Disaster - Pandemic Resilience with Quality of Life in the SDGs Era

44. In his Keynote Address, Prof. Yoshitsugu Hayashi, Chubu University, Japan, pointed out that in emerging countries, the car ownership rate is increasing rapidly in comparison with their economic development and the transportation infrastructure development, and their motorization stage has been already reaching its limits. Motorization is not only associated with road congestion and GHG emissions, but also with growing traffic fatalities, and air pollution. The introduction of electric vehicles will need to be combined with the production of clean power. We also need to focus on resilience against disasters and pandemics and well-being. Well-being, in other words, QOL (Quality of Life), assessed by individual attributes, not by region or

aggregated GDP would also contribute towards realizing "Leave no one behind", which is the central, transformative promise of SDGs.

45. While transport infrastructure development is essential, its speed will have difficulty keeping up with increasing car ownership. People's behavioral transformation is therefore required to achieve QOL enhancement and carbon neutrality simultaneously. Behavioral transformation in terms of travel patterns and life-work style will enable carbon neutrality in the transport sector and enhancement of people's QOL. His research team is developing QOL-MaaS as a system to support behavioral transformation by guiding people based on their QOL evaluation of activities and their simulation results to date have shown that the behavioral transformation of allowing people to freely choose their commuting time and place improves their QOL and contributes to GHG emission reductions.

VI. Plenary Session 2: Spotlight Malaysia - Driving Towards a Greener Future: Malaysia's Sustainable Transport Agenda

46. The session chaired by Mr. Jana Santhiran, Secretary General of the Ministry of Transport, the Government of Malaysia, focused on the specific objectives and actions Malaysia has taken to meet its transport-related Sustainable Development Goals (SDG) and the Paris Agreement on Climate Change targets, as well as on some of the country's challenges for greening transport.
47. Malaysian authorities at various levels have a clear and ambitious transport decarbonization vision for the years to come. Malaysia aims for its transport sector to be a net-zero nation as early as 2050. To reach this objective in a way that also meets transport-related SDGs, the country has set clear targets for the short and medium-term future. As Mr. Nazmi Syalirin Kasmurin, Director of Technology Solutions Group of Malaysian Green Technology and Climate Change Corporation, presented, goals include deploying 10,000 public electric charging points by 2025, facilitating infrastructure for making electric vehicles representing at least 80% of xEV share by 2050. Also, by 2050, country authorities have the goal of making public transport respond to 60% of urban passenger transport activities countrywide. From the energy sector, Dr. Ng Sing Muk, General Manager of Sarawak Energy Board, the publicly owned utility provider of the Sarawak State, highlighted the mobility ambitions of this electricity producer, aiming at leveraging on the largely hydro-powered electricity grid of the State and on increased production capacity to support the electric mobility transition for urban and inter-urban transport alike.
48. Authorities face various challenges in meeting their vision. First, as Mr. Mohd. Azharuddin Mat Sah, President and Group CEO of Prasarana Malaysia Berhad mentioned that reaching 60% of the mode share for public transport by 2050 requires a considerable increase in ridership. The company expects to increase its ridership from less than 800,000 daily passengers in 2022 to 1.2 million in 2023, through considerable investments in public transport offers and transit-oriented development, as well as thanks to ambitious government fare subsidies.

49. For greener freight transport, managing flows more sustainably also requires having more data and leveraging on emerging technologies to reduce uncertainties and plan ahead, as Mr. Rudyanto Azhar, Director of Iskandar Rapid Transit, reminded the panel. More and better data is also essential for knowing where to deploy electric charging infrastructure, as highlighted by Mr. Haikal Zubir, Chief Operating Officer of Gentari Green Mobility. Malaysia is facing and overcoming its biggest challenge – wider collaboration for greening transport.
50. Throughout the session, speakers insisted on the importance of having cross-sectorial and cross-level collaboration to reach the expressed targets. This is especially the case for fostering public transport and private vehicle electrification. Due to this, Malaysian authorities have created a task force on this topic between relevant government ministries, states, local authorities, and industry. As Mr. Jana Santhiran concluded with the statement “we need to work together to achieve the practical goals that we have been aiming for.”

VII. Plenary Session 3: Special Session on Quality Road Infrastructure for Sustainable Transport

51. Quality infrastructure is essential for supporting well-being and the economy. The objective of this session was to discuss what can be done to achieve Goal 1a of the Aichi 2030 Declaration, "Reduction of CO2 emissions from the transportation sector", through the development and use of high-quality road infrastructure. At the same time, the discussions in the session are also key to other access-related goals of the Aichi 2030 Declaration on rural access (Goal 4), urban access (Goal 5), and National Access and Connectivity (Goal 6).
52. The major takeaways from this session which included presentations on Japan, Singapore, and Malaysia as well as on ADB's transport activities generated various insights.
53. Road infrastructure has significant environmental impacts during its lifecycle. Sustainable road development must be considered throughout all stages of its lifecycle, including planning, construction, and maintenance, producing innovative technologies and initiatives.
54. Traffic optimization and planning and construction of missing links are key for boosting average speeds and reducing CO2 emissions. Resilience is a key factor to integrate in such optimization efforts. Implementing variable tolls and traffic controls can effectively manage traffic demand; while piloting autonomous driving experiments can pave the way for future transportation solutions.
55. For the transition to low-carbon transport and logistics, emphasizing sustainable systems in passenger and freight transportation can balance environmental impacts with mobility benefits. Introducing new logistics methods, such as utilizing central zones and underground posts, can enhance transport volume. Conducting autonomous truck experiments on designated expressways can potentially improve transportation efficiency. Furthermore, strengthening ties between traffic hubs, such as airports and seaports, can facilitate integrated transit solutions and encourage mobility shifts. Alternative asphalt mixtures fortified with special additives offer

heightened resilience. This recycling approach has achieved an impressive 99.5% recycling rate in Japan.

56. More significantly, to achieve lower carbon emissions throughout the road's lifecycle, addressing the environmental impacts of pavement construction and maintenance is critical. Transitioning to sustainable pavement practices can aid in the decarbonization of the road lifecycle, particularly in Asian regions often plagued by rapid pavement deterioration due to heavy rainfall and heat. Innovative experimentation, like placing cement-based layers beneath asphalt, can enhance pavement durability.
57. In Asia, as also expressed in various other sessions in the 15th Regional EST Forum, there remains a significant demand for road construction. Allocating a sufficient budget for meticulous planning and construction is crucial to prevent exorbitant operation and maintenance expenses. Insufficient initial investment can lead to infrastructure with subpar decarbonization capabilities, hindering climate change mitigation efforts. Moreover, it can result in low economic efficiency due to elevated operation and maintenance costs, impeding sustainable economic growth.
58. Besides quality construction, a legal requirement for periodic inspections of infrastructure helps promote preventive maintenance, which is essential for extending the life of road infrastructure and avoids the huge costs associated with replacement or rehabilitation when the road infrastructure collapses.
59. Development, certification, and deployment of innovative and efficient inspection or real-time monitoring technologies can greatly support the required inspections, as well as alleviate challenges like government understaffing and budget constraints as was demonstrated by examples from Japan, Malaysia, and Singapore. Real-time monitoring systems, using CCTVs, can quickly address weather challenges by evaluating road conditions and alerting motorists about waterlogged areas. Besides tracking rainfall and water levels, they aid congestion authorities in rerouting traffic as needed.
60. Moreover, there is also a need for the establishment of a critical road network that can allow emergency supplies to quickly reach stranded communities after major disasters, implying that we need to look beyond individual roads, and how they should be maintained as part of a whole network.
61. It is important to distinguish between routine operation and maintenance on one hand, and disaster prevention on the other. Both are undeniably essential, yet they cater to different aspects of road management. It's not merely about constructing roads robust enough to withstand natural calamities like hurricanes or floods. There's a concurrent necessity to ensure regular maintenance and care.
62. Last but not least, raising public awareness and gaining public buy-in is critical. Active engagement of the public in climate change awareness and preparedness is needed. This also helps to engender public support for investments in climate resilience and promote civic responsibility toward climate protection.

VIII. Plenary Session 4: Implementation Plan of the Aichi 2030 Declaration

63. Following the adoption of the Aichi 2030 Declaration (2021-2030) there was a felt need to restructure the EST Initiative and annual EST Forums to maintain and expand their impact. This can also increase the policy relevance of the EST Forums and increase country ownership.
64. The Secretariat of the Regional EST Initiative in Asia reminded the participants that past EST Forums would review all 25 goals of the Bangkok 2020 Declaration – which did not always allow for in-depth discussions. Taking a lead from the SDG review process, a phased approach is now proposed in which each annual Forum reviews 3 goals with the following proposed phasing, which for the next three years would result in:
- Year (2023): Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity
- Year (2024): Goal 1c – Air pollution, Goal 5 – Urban access, Goal 3 – Economic sustainability (transport infrastructure),
- Year (2025): Goal 1b – Resilience (climate change adaptation), Goal 4 – Rural access, and Goal 6 – National Access and connectivity (repeat)
65. The introduction of focused policy recommendation papers for the Aichi 2030 Declaration goals under review is another key step in enhancing the policy relevance of the EST Forum. Twelve leading organizations in their respective fields contributed to developing four policy recommendation papers for the 15th Regional EST Forum. This is also an important step towards the development of the communities of interest called for in the Aichi 2030 Declaration. The policy recommendation papers were reviewed by the countries participating in the EST initiative as well as selected experts and international organizations. It is proposed as well that key elements of the policy recommendation papers were included in the Chairman's Summary of the 15th Regional EST Forum.
66. The EST Forum has an increased strategic relevance for the ADB and as part of its growing assistance. ADB is now providing in-kind support to the EST Secretariat (consultant support) as well as the hosting of the annual EST Forum. ADB assistance could be considered as a model for other multilateral development banks active in transport in the EST region.
67. Resource mobilization for the implementation of the Aichi 2030 Declaration is a key priority. Given the ambition of the Aichi 2030 Declaration and the starting point of many of our countries, with the limited resources and capacities at our disposal, and only six years left for the implementation of the goals of the Aichi 2030 Declaration, the countries participating in the EST Initiative cannot accomplish these laudable but ambitious goals of the Aichi 2030 Declaration just by themselves.
68. In response to this stated need for greater international assistance. UNCRD acting as the Secretariat to the EST initiative carried out a survey to determine what support has been

provided in the recent past. Over the last 8 years, 29 international organizations have provided 490 support activities on policy development and capacity building in 21 low- and middle-income EST countries. However, these support activities are spread unequally across countries and Aichi Goals. There is also a need for support to be scaled up and better aligned with the Aichi 2030 Declaration. There is also a need for enhanced coordination between countries and the international communities, and by designing support activities in a less ad-hoc manner and more programmatic manner. For capacity building support to be effective it is important that EST member countries clearly communicate their capacity building needs. Lastly, it is recommended to institutionalize the mapping of support activities.

69. To articulate the need for greater international assistance H.E. Ms. Maria Catalina E. Cabral, Undersecretary, Department of Public Works and Highways, the Government of the Philippines introduced a “*Call for Action: Greater international support to the implementation of the Aichi 2030 Declaration (2021-2030)*”. The Call for Action encourages the international community to strengthen the provision of financial support as well as capacity building and policy support in line with the Aichi 2030 Declaration. Various ministerial statements delivered in the Ministerial session of the 15th Regional EST Forum had already expressed support for the call for action. Ms. Cabral called on UNCRD, acting as the Secretariat of the EST Initiative, to follow up on this call for Greater international support for the implementation of the Aichi 2030 Declaration and report on this in coming EST Forums.
70. It was emphasized that it is key to consider national circumstances and context when considering the implementation of the Aichi 2030 Goals at the country level.

IX. Plenary Session 5: Review of Goal 1a - Low-Carbon (Climate Change Mitigation) Decarbonized Transport Sector in Asia as part of a net-zero Society

71. In his presentation on the state of play of transport decarbonization in Asia, Mr. Sudhir Gota, Co-lead of the Asian Transport Outlook, provided an outlook on two key questions: will transport emissions peak in Asia by 2030, and will transport decarbonize in Asia by 2050? Projections of various organizations suggest that on a regional level, emissions from transport are growing slower than GDP; this varies on the national level though, where particularly in low-income countries, emissions still grow. Overall, data suggest that motorization is happening faster than the provision of infrastructure which is particularly investments in, and the use of public transport is lagging behind, compared to individual vehicles. Greater efforts will be needed to achieve mode shift targets and to peak emissions. It is encouraging to see that, based on ATO’s analysis, transport and climate change policies in Asia have become more comprehensive over the last decade, expanding the focus from the provision of infrastructure to address transport externalities. It remains to be seen how these policies are being implemented.
72. Ms Naomi Tan, Climate Compatible Growth Programme, presented the Policy Action Recommendations to achieving goal 1a of the Aichi 2030 Declaration. She highlighted 7 Policy

Action Recommendations that EST countries can adopt. For a more detailed description of these policy recommendations see Annex 3A

Policy Recommendation 1: Develop a vision, strategies, and policies for a zero-GHG mobility system supported by an enabling governance and financing framework.

Policy Recommendation 2: Transforming the financing of transport will enable sustainable systems.

Policy Recommendation 3: Fostering Integrated Planning a strong vision for a balanced, multimodal, and sustainable transport system can provide the needed guidance for the revision of existing and design of new policies and measures.

Policy Recommendation 4: Improving and Expanding Public Transport Systems, Walking and Cycling Walking, cycling and public transport.

Policy Recommendation 5: Promote electric vehicles and charging infrastructure as well as ICE vehicle efficiency.

Policy Recommendation 6: Promote freight systems that efficiently combine different low-carbon modes, share capacities and rely on sustainable first and last-mile delivery.

Policy Recommendation 7: Taking people along is a prerequisite to transforming transport.

73. On behalf of the SLOCAT Partnership, Alice Yiu, highlighted SLOCAT's long-standing engagement with the EST Initiative and its appreciation of the Aichi 2030 Declaration (2021-2030) as an unprecedented regional commitment that can catalyze change in the region and help countries achieve sustainable transport. As the challenges and solutions are known, action at the speed and scale required are now needed.
74. In the following presentation of country case studies, Mr. Heechun Kim, Director, Ministry of Land, Infrastructure and Transport, the Government of the Republic of Korea presented the transport initiatives that are part of the country's national plan for carbon neutrality, such as the promotion of public transport, the adoption of eco-friendly vehicles, the development of the Great Train Express. Part of the transport and digital transformation is the Smart City Pilot project which is intended to expand to other cities. Mr. Kazuyasu Tanabe, Chief, the Environmental Mobility Policy Division, Environmental Management Bureau, Ministry of the Environment, the Government of Japan introduced "regional decarbonization", as it is important for everyone in Japan to play an active role in aiming for decarbonization nationwide. He provided insights into the production of hydrogen from livestock manure for use in transport, with the example of Shikaoi town, Hokkaido.
75. Ms. Urda Eichorst, representing GIZ and the NDC-TIA Asia affirmed the organizations' support of the Aichi 2030 Declaration (2021-2030) Goals. She reminded participants that countries globally are not yet on track to achieve the targets set for mitigating emissions and that efforts need to increase. GIZ, the NDC-TIA Asia, and its partners already work with various countries

from the EST region in their action to decarbonize transport; organizations are looking forward to continuing their policy and capacity development support to the region.

76. The panel discussion touched upon various topics including the importance of linking, harmonizing and prioritizing policies across all government levels; common challenges on their way towards a decarbonized transport sector consisting of supportive infrastructure, enabling innovations, and sources of funding; the situation that policies are existing but not being implemented; the transport -energy nexus; and the need for public participation.

X. Plenary Session 6: National Access and Connectivity to Realize Sustainable, Inclusive, Economic Growth through Enhanced National Access and Connectivity

77. The presentation from Mr. Mel Eden from the Asian Transport Outlook showed that, despite the accelerated rail and road infrastructure development in the past two decades, the transport infrastructure in EST countries still lags-behind compared to Europe and North America. To close this gap, investments will need to grow to ensure transport infrastructure can create the access and connectivity that Aichi Goal 6 on National Access and Connectivity calls for. Policy recommendations for rail and road highlighted priority actions to drive the implementation of transport infrastructure that will support creating access and connectivity to the 38% population of Asia and the Pacific that still lack access to reliable transportation. There was recognition of the importance of creating the needed capillarity to reach the most remote communities and connect them to economic and educational opportunities through a multimodal and resilient transport system. There were considerations on multimodal approaches, with active modes of transport like walking and cycling, together with public transport and rail systems and complemented by road connections, and how to unlock the most benefit for communities. Emphasis was also given for building resilience in transport infrastructure in the region and ensuring the sustainability of future transport, given changing climate conditions and vulnerability to climate shocks.
78. Ms. Julia Funk, IRF, presented policy recommendations for the road component of Goal 6: National Access and Connectivity. For a more detailed description of the policy recommendations see Annex 3B

Policy Recommendation 1: Strengthen Road Asset Management.

Policy Recommendation 2: Improve rural accessibility and connectivity through better rural road networks and transport services.

Policy Recommendation 3: Combining wider rural planning with rural transport planning.

Policy Recommendation 4: Promote Sustainable and Green Initiatives.

Policy Recommendation 5: Monitor and Evaluate.

Policy Recommendation 6: Strengthen Resilience and Disaster Preparedness.

79. Mr. François Davenne, UIC presented policy recommendations for the rail component of Goal 6: National Access and Connectivity. For a more detailed description of the policy recommendations see Annex 3C

Policy Recommendation 1: Implement transport policies that promote a modal shift towards rail as a lever of improved low-carbon national connectivity.

Policy Recommendation 2: Set targets for rail activity, rail electrification, and rail investment

- Targets for Rail Activity - It is proposed that the railway freight and passenger activity growth outpace GDP growth rates.
- Targets for Rail Electrification - it is proposed that on a pathway to near full electrification, an ambitious target of 70% of tracks being electrified by 2030 and more than 80% being electrified by 2050 is proposed. However, the target recognizes that the scale and rate of electrification would not be uniform across Asia.
- Targets for Rail Investments - a minimum regional investment target is proposed of at least 1.5% of GDP, i.e. 0.7% for Heavy Railways, 0.4% for high-speed railways, and 0.4% for urban railways (metro and LRT) in Asia.

Policy Recommendation 3: Agree on 2050 carbon neutrality for the rail sector and clearly feature rail as a climate solution in the 2025 cycle of Nationally Determined Contributions as well as Long Term Emission Reduction Strategies.

Policy Recommendation 4: Incorporate Adaptation and resilience measures in all steps of rail implementation.

Policy Recommendation 5: Sustainable Procurement.

Policy Recommendation 6: Promotion of Gender Equality as a socioeconomic and environmental enabler for rail.

80. Case studies were presented on rural transport in Nepal and public transport in Malaysia.

81. Panelists raised the point on the importance of 'leaving no one behind' and that investments should be prioritized where the most socioeconomic benefits are created. Indonesia underscored the significance of key policy recommendations on Goal 1A, Goal 2, and Goal 6 relating to road and rail, in particular the key policy recommendations outlined in Goal 6, concerning national access and connectivity for railways. Indonesia observed that Policy Recommendation 2 sets ambitious targets for rail activity, rail electrification, and rail investment, aiming for 70% of tracks to be electrified by 2030 and 80% by 2050. In this regard, Indonesia would like to emphasize that these targets will be thoroughly discussed and explored in detail as valuable inputs for formulating Indonesia's Second NDC. These targets will also be aligned with Indonesia's LTS-LCCR (Long Term Low Carbon and Climate Resilience) Strategy for 2050,

which envisions achieving Net-Zero Emissions by 2060 or earlier. Indonesia reiterated that creating a resilient and sustainable transport network necessitates a collaborative effort from all key stakeholders. It is imperative to address not only easily attainable policies and initiatives but also the infrastructure gaps in developing countries while securing investments in realizing sustainable infrastructure development. Multilateral cooperation and financial supports are crucial for overcoming challenges in implementing sustainable transport solutions.

XI. Plenary Session 7: International Partners Initiatives

82. Ms. Bronwen Thornton presented the work of the Walk 21 Foundation. She spoke about the efforts of Walk 21 to integrate walking in the PEP - Transport Health Environment Pan- European Partnership and the PAAPAM Pan African Action Plan for Active Mobility, which includes working with 110 countries. Walk 21 is developing activities for the Latin American region and is looking forward to developing activities in Asia as well.
83. Ms. Julia Funk of the International Road Federation (IRF) in her contribution explained the efforts of IRF on data work as a contribution to the implementation of the SDGs. This includes capacity building and training, as well as linked policy development activities. IRF also has a dedicated program for working with the private sector and civil society, especially in the area of road safety.
84. Ms. Agnes Montangero representing Helvetas issued a call for cooperation and action to end rural isolation. Helvetas has been cooperating with Nepal for over five decades at both national and local levels to improve local access. It will focus on replicating lessons learned in other parts of Asia and elsewhere. This is intended to be a contribution to realizing the SDG target on rural access, which till now is not expected to be successfully achieved.
85. Mr. Alex Mejia, Division Director at United Nations Institute for Training and Research (UNITAR) spoke to the participants through a video. UNITAR is the training and capacity-building arm of the United Nations. It builds capacity in support of the implementation of the 2030 Agenda on Sustainable Development. Sustainable transport is an integral part of our work. Mr. Mejia invited all participants to make use of the opportunities provided by UNITAR in aid of the implementation of the Aichi 2030 Declaration.
86. Mr. Sandeep Jain from UNESCAP elaborated on the ESCAP's Regional Action Programme on Sustainable Transport (2020-2026) that was adopted by the Ministerial Conference on Transport in 2021. He listed the seven thematic areas of the Regional Action Programme indicating that each of them was closely linked to the goals of the Aichi 2030 Declaration. He further introduced some of the important activities in those thematic areas including regional land transport connectivity. He encouraged participants to actively participate in the Working Groups established under the Intergovernmental Agreements on the Asian Highway network, Trans-Asian network, and Dry Ports. He also highlighted the creation of the regional cooperation mechanism on low-carbon transport and the Asia Pacific initiative on electric mobility as a means to further decarbonize transport systems. To enhance the competitiveness of rail transport, he informed on the recent adoption of the Strategy 2030 on Accelerating Rail Digital Transformation in Asia-

Pacific by the members of Trans-Asian Railway. He also highlighted the Ten Principles on Sustainable Freight Transport endorsed by the ESCAP Committee on Transport in 2022. Lastly, he informed that ESCAP has launched a three-year project to strengthen railway transport in ASEAN and beyond and invited active participation of ASEAN Member States. Mr. Jain mentioned that UN ESCAP has full support to the UNCRD for the implementation of the Aichi 2030 Declaration (2020-2030).

87. Mr. Andres Pizarro of the Asian Infrastructure and Investment Bank (AIIB) clarified the history of AIIB which started in 2016 and its mandate to stimulate economic development through the financing of infrastructure. He described how the infrastructure development for tomorrow is well aligned with the goals of the Aichi 2030 Declaration and gave project examples for the goals under review in the 15th Regional EST Forum. Sustainable development is an important part of the global corporate strategy of AIIB. Transport is the largest sector in terms of lending in Asia.
88. Mr. Guineng Chen of the International Transport Forum (ITF) introduced its activities as a convener of transport with a special focus on its activities in Asia. Decarbonization is one of the key areas of work for ITF. This includes pathway development in a range of countries. Special attention was given to the NDC- Transport in Asia (NDC-TIA) project and the Decarbonising Transport in Emerging Economies (DTEE) project. Both projects focus on stakeholder engagement, quantitative assessment, and policy dialogue.
89. Ms. Chaitanya Kanuri of the World Resource Institute (WRI) India introduced its activities in support of the goals of the Aichi 2030 Declaration that are being reviewed in the 15th Regional EST Forum. WRI supports electrifying the bus fleet as well as passenger transport in India. This includes activities both at the national and local level. In addition, freight electrification is another focus area for WRI. On road safety, WRI is also undertaking a range of activities including awareness raising, capacity building, and policy dialogue.
90. Ms. Alvin Mejia of the Urban Electric Mobility Initiative explained the multi-sectoral approach adopted by the Urban Lab in capacity building to make cities and their transport systems more sustainable. The Urban Lab is an initiative of the UN-Habitat. This includes the introduction of electric mobility. A living lab approach makes it clear to cities how change can be structured, delivered, and scaled up. Part of its activities are being delivered through the Solutions Plus project. Collaboration among a wide range of stakeholders and implementing organizations is key to the strategy of the Urban Lab.
91. Mr. Simon Ng, Business Environment Council, an independent NGO in Hong Kong stimulates businesses to be leaders on climate change. Transport is a key part of this. BEC promotes signing up to the net-zero Carbon Charter. BEC is taking an active role in decarbonizing aviation through its work on the Hong Kong Sustainable Aviation Fuel Coalition. This includes working with partners in Hong Kong (e.g. Cathay Pacific) as well as other partners in the Asian region. This can lead to Hong Kong a Special Administrative Region of P.R. China developing into a global hub on sustainable aviation fuels.
92. Ms Célia Laranjeira of the City of Águeda, Portugal described a wide range of actions taken by the city of Agueda to become a more sustainable, smart, and liveable city. These actions are

taken following the motto “Think Globally - Act Locally. The smart city lab has promoted: electric urban shuttles; the municipal fleet of electric bikes; real-time mobility information system; intelligent parking; air quality monitoring; and data platforms.

XII. Plenary Session 8: Reporting back on Break-Out Sessions on Country Reporting

93. Bhutan has three major policies including a low-emission development strategy for surface transport, a national surface transport policy, and a national civil aviation policy. Bhutan’s transportation policies are guided by Bhutan Transport 2040 Integrated Strategic Vision focuses on delivering a transportation system that is safe, reliable, cost-effective, and well-connected and is well-aligned with the Aichi 2030 Declaration (2021-2030). It has nine (9) transport strategies that constitute an integrated approach to reduce emissions in all three modes of transport: road transport, urban transportation, and civil aviation.
94. Bangladesh is committed to reducing carbon emissions as a national prosperity for becoming a high-income country by 2041. Bangladesh introduced a road safety compensation system by the national government. They are collaborating with different sectors such as transport, and energy; and different agencies within the sectors such as transport agencies and highway authorities for data reporting and road safety improvement actions.
95. The Cambodian Government adopted the second decade of action for road safety 2021-2030. As national policy framework for EV development, improved model shift, and introduced Roadmap for EV charging stations in Cambodia – to submit for approval next year. They have built several vehicle charging stations, introduced transit-oriented development and the Siem Reap e-bus system is under study. As the public transport system was better, air quality was improved. Implementation of the Cambodia ITS master plan reduces traffic accidents. Cambodia upgraded the existing railway lines and plans to build new lines for high-speed railways. They plan to upgrade the three-bus line into a bus rapid system for introducing an electric bus system.
96. India is currently on the way to bridging critical infrastructure gaps by connecting economic corridors and building roads, feeder routes, and inter corridors. In India, the coastal and port connectivity is increasing day by day. India is paying much attention to trans-border and international connectivity. For instance, India is connecting with Myanmar and Thailand (IMT); Bhutan, Bangladesh, and Nepal through (BBIN), Connecting Central Asia to South-East Asia and enabling motor vehicle agreements, standardizing transport systems etc. are initiatives by India. In efforts toward national connectivity, India is building 1000 km of roads per month including multi-lane highways, and expressways. Multimodal connectivity and logistics parks are being developed to facilitate and increase the seamless movement of the supply chain, people, and services. India is also giving much attention to road engineering, and audit of roads in design, construction, and maintenance stages to increase road safety. They are introducing standards and regulations in terms of increasing vehicle safety. Enforcement through electronic devices, and smart systems, raising awareness to the public regarding road safety, and timely medical care are highly emphasized. India is taking a substantial initiative to reduce carbon emissions. India has set ambitious targets for its environmental commitment, aiming to achieve net-zero

carbon emissions by 2070 and reduce carbon emissions by one billion tons by 2030. India is actively working towards achieving stage 7 in 4 to 5 years. Fuel efficiency norms are getting tightened. They are establishing a circular economy, scientifically scrapping unfit cars, and polluting vehicles, and reusing them in the most efficient and environmentally friendly way. India is working toward alternative fuels in transport using hydrogen CNG, LNG, and electric vehicles.

97. The National Energy Policy of Indonesia is outlined in Government Regulation No. 79 of 2014, which also limits the use of fossil fuels and increases the use of new renewable energy sources. The Presidential Regulation No. 98 of 2021, sets out the carbon trading mechanisms and carbon pricing provisions as one of the efforts to achieve Indonesia's NDC. Indonesia further adopted Presidential Regulation No. 22 of 2017 on the National Energy General Plan and the National Energy Policy and energy management policies. As a key target, Indonesia plans to reduce GHG emissions by 62,66 Mton CO₂e by 2030; and aims to reduce fatalities by 65% per 100,000, and 85% per 10,000 vehicles by 2040. To improve rural-urban access and national connectivity, Indonesia is constructing 12,807.16 Km of national roads, 13,773.31 Km of inter-city toll roads, 1,630.74 Km of inner-city toll roads, and improving 7,749.96 Km of non-national roads by 2040. Increasing the modal-share target of 60% of total people movement in Jakarta, Bogor, Depok, Tangerang, and Bekasi by 2029. Major new projects include The Jakarta-Bandung High-Speed Railway officially operated on 2 October 2023, spanning over 142.3 kilometers, and reduced travel time from 3 hours to 45 minutes. The Light Rail Transit Jakarta, Bogor, Depok, and Bekasi (LRT Jabodebek) officially operated on 28 August 2023. Spanning over 42.1 kilometers, LRT Jabodebek serves 434 trips and is estimated to carry around 137,000 daily passengers. As an ambitious plan, Indonesia aims to develop 10,524 kilometers of rail length in 2030 which includes MRT and LRT.
98. In 2021, Japan adopted the Green Growth Strategy Through Achieving Carbon Neutrality in 2050, the plan for Global Warming Countermeasures, the Sixth Strategic Energy Plan, the 11th Traffic Safety Basic Plan, the 5th Priority Plan for Infrastructure Development, and 2nd Basic Plan on Transport Policy (FY2021-2025). Japan aims to reduce its greenhouse gas emissions by 46% in the fiscal year 2030 from its fiscal year 2013 levels. Japan will continue strenuous efforts in its challenge to meet the lofty goal of cutting its emissions by 50% by the fiscal year 2030. As a transport-specific emission target, Japan aims for an estimated 35% reduction in energy-derived carbon dioxide in the transportation sector (224Mt-CO₂) compared to the fiscal year 2013 levels. By 2040, the government is aiming for 100% of new commercial vehicle sales to be electrified vehicles and vehicles suitable for the use of decarbonized fuels such as synthetic fuels combined by 2040. Japan aims to achieve net zero by 2050. In order to improve the convenience of urban railways, while making effective use of the existing urban railway network, Japan will promote the expansion of the urban railway network and improvements to its functionality by developing connecting lines in major metropolitan areas, creating mutual direct connections, and improving the functions of transportation terminals, centered around railway stations. In detail, extending routes for mutual direct service in the Tokyo metropolitan area from 975km in FY2019 to 985km in FY2025.
99. Malaysia aims to increase EV penetration by 38% by 2040. Various initiatives to improve mode Shift such as road to rail, private vehicle to public transport and adopted the Transit Oriented

Development (TOD) policies. Malaysia improved the energy transition toward clean and green energy. They improved road safety and road infrastructure. Expansion of railway networks to improve urban and intra-city access and connectivity,

100. Mongolia has successfully connected all 21 regions with paved roads and the country is currently in the process of increasing the road network nationwide to increase access and connectivity. With the new revival policy, the Government of Mongolia is increasing its border port capacity and connectivity to increase trade and transit flow enabling more sustainable economic growth. Mongolia is further implementing projects to enable multi-modal transport such as BRT, cable cars, and mass rapid transit using renewable energy sources which enables more people to use public transport by reducing traffic congestion and other transport-related issues. Mongolia is introducing an intelligent transport system nationwide to improve urban transport, mobility, and road safety with the help of multilateral development banks. Mongolia approved a nationally determined contribution to achieve the Paris Agreement back in 2019. In this policy document, the road and transport sector aim to reduce 1.05 million tons of CO₂ in total. In 2022, the Ministry of Road and Transport Development approved a methodology to estimate GHG emissions which enables policy actions to reduce GHG emissions and encourage the private sector's participation.
101. Maldives has a plan to achieve net zero by 2030. In reducing carbon emissions, the Government of Maldives is taking bold steps to finalize policies that promote sustainable and eco-friendly transportation. Enhanced connectivity through airport projects in the Maldives, where island hopping is a way of life, reducing travel time between islands has become a priority. The government is actively engaged in airport projects that promise to revolutionize the way residents and tourists navigate. The visionary initiative aims to reduce travel times between islands to a mere 15-20 minutes, ushering in a new era of island connectivity.
102. Nepal has a plan to achieve vision zero to end road crash-related fatalities and serious injuries by the year 2050. For the first time, Nepal has seen a reduction in road crash fatalities and serious injuries in the last fiscal year 2022/23. To reduce transport-related emissions, Nepal has a plan to promote public transport and electrification of private and public passenger vehicles. It's also developing cross-border railway connectivity with India for passenger and freight transport. Nepal is also on to achieve a road density of 1.5 km/km² by the year 2030 through rapid development of its roads.
103. The Philippines highlighted its major 2040 National Transport Policy and Philippine Development Plan. As a part of the transport improvement, the Philippines is improving Jeepneys, promoting alternative fuels, and introducing advanced traffic management and traffic law enforcement. To improve transport connectivity and access, the Philippines is building several new transport Infrastructures such as railways, bridges, and ports and updating the existing infrastructures.
104. Singapore introduced a net zero vision by 2050, improved the model shift, and increased the rail lines from 260 km to 360 km. Cycling lanes were built from 530 km to 1300 km. A polycentric development idea was introduced. Developed vehicle charging facilities. New roads were built to serve a better public transport system and improve road safety.

105. Sri Lanka highlighted that the recently revised NDCs will result in a 4.0% drop in GHG emissions in the transportation sector in line with the government-approved action plan. This translates to an expected mitigation level of 5.3 million tons of CO₂ overall between 2021 and 2030. A monitoring strategy has also been put in place to monitor the actual execution of the policies.
106. Viet Nam has approved the Action Program for Green Energy Conversion to reduce carbon and methane emissions in the transport sector. The country adopted green energy for 5 sectors- road, railway, inland waterway, maritime, aviation, and urban transport. The National Road Traffic Safety Strategy was introduced with the target of reducing fatalities and injuries caused due to road crashes. The Master Development Plan for Road and Rail Network to 2030 and 2050 was adopted.

XIII. Plenary Session 9: Review Goal 2 - Road Safety. Realize Health and Economic Benefits Through Stepped-up Action on Road Safety

107. Mr. Jean Todt, UN Secretary General's Special Envoy for Road Safety addressed the audience in a video message. He emphasized that we cannot overstate the urgency to act on road safety. Road crashes are the leading cause of youth mortality; beyond human tragedy, road crashes have economic consequences, resulting in losses of 3-5% of GDP. Road crashes are not a fate, but they are preventable, and we must act against this humanitarian crisis. In the EST countries, the safety of 2-wheelers is an urgent concern that demands immediate attention. The Safe System Approach is crucial; it recognizes that a shared responsibility exists among those who design, build, manage, and use roads and vehicles. Priority needs to be given to safe and sustainable transport modes; to inform evidence-based policies and action, reliable road safety data is paramount; participating in the Asia Pacific Road Safety Observatory gives countries the opportunity to benefit from collective learning. In EST countries, 250,000 lives could be saved every year if the 3-star or better UN Global Road Safety Performance Targets for infrastructure are met by 2030. He concluded by saying that together, "we can combat road trauma and drive economic and social development, let us take the opportunity and act".
108. In his presentation on the state of play of road safety in the EST region, Adwait Limaye, data analyst for the Asian Transport Outlook, talked about the status from both data and policy perspectives. He highlighted that in recent years the fatalities have stagnated but compared to other global regions like Europe and North America, the improvement seems to be considerably slow. Talking about the cost of fatalities and serious injuries, it was observed that the region incurs costs equivalent to about 4% of the GDP, amounting to about 2 tln. USD in 2019. While talking about the policies, he indicated that more than 80% of the EST countries have a road safety policy, and 80% of them apply a safe systems approach. Based on the detailed policy analysis for a sample of 13 countries, it is observed that there is a definite increase in the direct measures and a significant increase in the co-benefiting measures. It was highlighted that based on the combination of data and policy analysis, the countries with more comprehensive policies have

shown better improvement. A few gold standard measures and targets were also highlighted showing the increasing ambition levels of countries and cities. Based on the reference scenario outlook, it is observed that by 2030, the fatalities curve would show only a minor dip and we would be a long way from achieving the Aichi 2030 Declaration Goal 2. This calls for an extensive effort for a transformational change.

109. Prof. Wong Shaw Voon, of the Malaysian Institute of Road Safety presented policy recommendations for Goal 2: Road Safety. For a more detailed description of the policy recommendations see Annex 3D

Policy Recommendation 1: Make the Safe System Approach the basis for your action on Road Safety.

Policy Recommendation 2: Adopt safety standards for safer vehicles.

Policy Recommendation 3: Ensure design and maintenance for safer roads.

Policy Recommendation 4: Implement legislation on road safety and ensure its enforcement.

Policy Recommendation 5: Elevate the priority of safe and sustainable transport modes and vulnerable road users.

Policy Recommendation 6: Collect and use reliable and accurate road safety data to inform coordinated action.

Policy Recommendation 7: Join and actively share data with the Asia Pacific Road Safety Observatory APRSO.

110. In his video message, Mr. Greg Smith, Global Programme Director of the International Road Assessment Programme, pointed out that road crashes are the leading cause of death for young people worldwide. 60% of road deaths and injuries happen in the Asian region. Yet, road crashes are preventable, and the Global Plan for the Decade of Action for Road Safety commits us to halving deaths and injuries by 2030, and that travel for all road users is at least on 3-star rated roads. Many countries have set targets, but there is still much to be done. We have the opportunity to protect our community as we know what works: safe speed limits, cycle lanes, sidewalks, and motorcycle-friendly safety barriers are like vaccines with which we can eradicate road deaths and injuries. These measures also have co-benefits, like emission reductions, more inclusive mobility, and economic stimulus. He concluded by urging the audience to commit to targets, to mobilize investments, and to build capacity so that every journey on our roads becomes safer.

Case studies were also presented focusing on road safety in Malaysia and Viet Nam with a special emphasis on motorcycles.

111. Mr. Saul Billingsley, Executive Director of the FIA Foundation, highlighted in his video message that Asia-Pacific has the highest proportion of road traffic deaths and injuries in the world; and cities suffering from severe air pollution. These two severe externalities of motorized traffic can be addressed by giving people safe and clean mobility choices. Greater levels of public transport,

safe and accessible walking and cycling infrastructure, and safe speed limits are important levers for reducing road crashes and reducing emissions at the same time. Car testing programmes for safety and emissions can help ensure that standards are applied. FIA is working on both road safety and vehicle emissions; the organization is looking forward to continuing to work with the EST.

XIV. Plenary Session 10: The role of e-Mobility solutions in decarbonizing transport and improving air pollution

112. Presentations were delivered on the status of e-mobility rollout in Asia as well as the role of smaller electric vehicles for sustainable cities. Specific attention was also given to the transport-energy nexus as well as the need for a circular approach to battery management.
113. E-mobility is a critical pillar for decarbonizing the transport sector and in realizing air quality improvements. The Aichi 2030 Declaration has recognized that e-mobility plays a key role in achieving sustainability in the transport sector.
114. Electrification, combined with renewable energy, has been regarded by expert institutions, as well as various international fora on sustainability as a necessary measure if the transport sector is to decarbonize. As road vehicles are also a key source of criteria air pollutants, particularly in rapidly growing urban areas, electrification can also realize quick wins in terms of improving urban air quality and reducing significant negative externalities, including premature deaths due to long-term exposure to such pollutants.
115. Asia remains and will remain to be a key geographical area in terms of e-mobility. Currently, Asia is leading the transition to e-mobility, as evidenced by the recent electric vehicle sales and vehicle stock data. The current projections pointing towards the continued dominance of the Asian region leading up to 2050 in terms of total passenger and freight transport demand, coupled with the still relatively low shares of electric vehicles in vehicle fleets, underlines the importance of supporting an accelerated transition towards sustainable electric mobility in the Region.
116. While many countries in the region grapple with the dual task of amplifying their overall energy sector investments and elevating the proportion dedicated to clean energy solutions, accelerating the transition to clean energy is pivotal in mitigating energy security risks being experienced by oil import-dependent countries in the region. It remains vital to prioritize strategic investments in energy security during this period of energy transitions. Positioning electric mobility as a supporting strategy towards strengthening the avoid-shift-improve framework can realize maximum benefits and minimize externalities. For example, electric vehicles, combined with digital innovations are now enabling new forms of mobility services that can elevate the connectivity and service levels of public transport systems. Shared vehicle services can also significantly reduce the need for private cars.
117. Light electric vehicles, such as electric pedelecs, and electric 2 and 3-wheelers, support the avoidance and shifting of transport activity towards more sustainable modes. Many countries in

Asia can leverage the existing dominance of such smaller vehicles and ensure that they support wider sustainable transport approaches. The use of light electric vehicles can also transform urban freight systems as they can provide niche services that address service gaps or can complement measures such as low-emission zones.

118. Electric mobility is a concept that needs to be contextualized within a wider sustainability framework, as it emphasizes the interlinkages between the transport, energy, industry, and waste sectors (battery disposal). The uptake of supportive policy measures towards e-mobility promotion and integration has been intensifying across the region. It is observed that the focus is still on the incentivization of EV production, purchase, and usage. Bolstering the measures towards charging infrastructure development is needed. There is a need to adopt policies towards building a sound material cycle in the realm of e-mobility. While expanding electro-mobility with an objective to minimize air pollution, it is critical that countries consider developing necessary recycling infrastructure to deal with end-of-life batteries which are toxic and hazardous to human health and the environment. Institutional and capacity-building policy measures are essential for accelerating the transition towards e-mobility.
119. In his video message, Mr Marvin Stolz, Transport Policy Advisor of the Transformative Urban Mobility Initiative TUMI, pointed out that TUMI strives to assist cities in the Global South in achieving sustainable mobility. The approach includes providing financial support, capacity building, and policy development; and mobility is a key focus area for TUMI. By 2050, transport must be emissions-free, safe, affordable, and inclusive; this is achieved through Avoid-Shift-Improve measures, as outlined in the Aichi Declaration 2030. The TUMI ebus missions supports cities in the procurement of e-buses. Asian cities are at the forefront of ebus commitment; more ambitious actions are needed. He invited participants to join the TUMI online course offered on electric mobility. Also, TUMI supports the Call for Greater International Support. The EST Forum offers a unique platform to align Asian transport realities with the Aichi 2030 Declaration. TUMI stands ready to support the electrification of urban mobility.
120. Mr. Rob de Jong, Head of the Sustainable Mobility Programme of the UN Environment Programme, emphasized in his video message that the world has started to switch to electric mobility and Asia is definitely a part of this. UNEP supports this switch to help achieve climate targets and air pollution globally. Its global electric mobility program supports 60 countries worldwide in switching to e-mobility; 15 countries are in Asia-Pacific. But we need to go faster, and there are good possibilities to do that. In Asia, the time has come to set targets to phase out internal combustion engines and switch to electric buses and two- and three-wheelers. Asia has some of the leading countries in electric mobility, and it is important that countries work together and share lessons learned to ensure all countries can shift to electric mobility. But it is not electric mobility alone that will get us to zero emissions from the transport sector, it is also public transport, walking, and cycling that are needed for inclusive and zero-emission mobility.

XV. EST Plenary Session 11: Adoption of the Chairman Summary and Call for Action

121. On behalf of the Secretariat of the Regional EST Forum in Asia, CRC Mohanty of UNCRD-DSDG/UN DESA introduced the Chairman Summary of the 15th EST Forum for discussion. Key parts of the Chairman Summary, the key policy recommendations related to Goal 1a, Goal 2, and Goal 6 had been circulated for comments prior to the 15th EST Forum. Based on the suggestions and contributions made by the EST participating countries, the Session Chair, on behalf of the countries participating in the EST Forum, officially declared the adoption of the Chairman Summary including the Call for Greater International Support to the implementation of the Aichi 2030 Declaration (2021-2030), which is included in Annex 2 of this Chair's Summary document.

XVI. Way Forward

122. In the 2030 Agenda for Sustainable Development, sustainable transport is mainstreamed across several SDGs and targets, especially those related to food security, health, energy, economic growth, infrastructure, and cities and human settlements. The importance of transport for climate action is further recognized under the UNFCCC - the transport sector will be playing a particularly important role in the achievement of the Paris Agreement, given the fact close to 25% of energy-related global GHG emissions come from transport and that these emissions are projected to grow substantially in the years to come. The importance of sustainable transport for countries in special situations is also recognized by the international community, through the Istanbul Programme of Action for the LDCs, the Vienna Programme of Action for the LLDCs, the SAMOA Pathway for SIDS, the Sendai Framework for Disaster Risk Reduction, and the New Urban Agenda.

123. The Aichi 2030 Declaration (2021-2030) towards achieving universally accessible, safe, resilient, and low-carbon transport in Asia – which has added a meaningful dimension to the Asian EST initiative in the interest of participating countries, provides a meaningful policy framework for collective actions in transport sector towards accelerating the implementation of the 2030 Agenda for Sustainable Development and the SDGs.

124. A successful implementation of the Aichi 2030 Declaration (2021-2030) will result in better transport systems that are aligned with the SDGs, the Paris Agreement on Climate Change, the UN Decade of Action on Road Safety, the New Urban Agenda, the Sendai Framework for Disaster Risk Reduction (2015-2030), and the UN Decade on Ecosystem Restoration, among others. The Regional EST Forum in Asia has therefore witnessed growing support for the Aichi 2030 Declaration, which is a remarkable example of effective regional action and cooperation in support of sustainable development.

125. As we face a triple planetary crisis – climate change, growing pollution, and nature and biodiversity loss, it is critical that the negative externalities linked to the transport sector are minimized. The

EST Forum has also underscored the fact that reduction in GHG emissions and other pollutants from the transport sector is not occurring at a pace that supports a 1.5-degree climate goal under the Paris Agreement. There is an urgent need to scale up and shift transport infrastructure investments towards low-carbon, climate-resilient transport options and help achieve the environmental, social, and economic benefits associated with sustainable transport infrastructure. To also make Asia's transportation system inclusive and people and environment-friendly, it is imperative that countries and cities need to integrate motorized transportation systems with safe and dedicated walking and cycling provisions through long-term sustainable urban mobility plans, targeted infrastructure investments, and policy implementation.

126. As Aichi 2030 Declaration acts as a catalyst for transformational changes in Asia's transport sector, the necessary policy reform in transport sector should go hand-in-hand with institutional arrangements (horizontal cooperation among relevant line Ministries and vertical cooperation between national and local governments), institutional capacity building, financing for resilient transport systems and infrastructure development, technological innovation and interventions, and improved data and knowledge management for better monitoring and tracking.
127. Technological innovation and intelligent transport systems should play a major role in the development of a modern, efficient, resilient, and sustainable transport system that is accessible to all. Multimodal networks and the integration of different transport modes (including walking and bicycling) and services are potentially beneficial for improving passenger and freight transport connections and efficiency, thus helping to reduce GHG and other harmful emissions. While expanding electro-mobility with an objective to minimize air pollution, it is critical that countries consider developing necessary recycling infrastructure to deal with end-of-life batteries which are toxic and hazardous to human health and the environment.
128. In the context of better data, indicators, and knowledge-base for monitoring and tracking the implementation of the Aichi 2030 Declaration, the symbiotic relationship between the Asian EST process and the Asian Transport Outlook (ATO) process provides vital means, hence should be further strengthened. Participating countries of the Regional EST Forum could make use of ATO data and knowledge base for their own monitoring, tracking, and reporting on the goals of the Aichi 2030 Declaration.
129. Successful implementation of the Aichi 2030 Declaration will however require a considerable amount of investment apart from technical capacity building at local and national levels. Given the large investment required to meet Asia's growing transportation infrastructure needs to meet the needs of its population and growing economy, and the unprecedented pressure on public finances, private sector investment will be key for facilitating the transition to greener and sustainable growth.
130. The Aichi 2030 Declaration in its orientation towards the SDGs and Paris Agreement makes the EST process highly relevant for multilateral and bilateral donor communities who are redirecting their assistance in line with SDGs and the Paris Agreement. Multilateral development banks such as ADB, AIIB, World Bank, and other donors could play an important role in scaling up their funding to implement next-generation sustainable transport solutions linked to public health and

safety, climate mitigation and adaptation, social equity, gender considerations, and mobility equality, among others.

XVII. Closing Session

131. H.E. Loke Siew Fook, Minister of Transport, the Government of Malaysia extend his heartfelt gratitude to the United Nations Centre for Regional Development, the Ministry of the Environment of Japan, the Asian Development Bank, and all supporting organizations for their invaluable contributions to this High-Level 15th Regional Environmentally Sustainable Transport Forum in Asia. He commended esteemed speakers and panelists for their incisive and valuable contributions that have enriched the deliberations in this significant forum. He acknowledged the Aichi 2030 Declaration (2021-2030) involves collaborative efforts and a common commitment to creating a sustainable and inclusive future. He believed that in-depth discussions in these three days on various critical topics, including advancing towards a green transport ecosystem, low-carbon mobility initiatives, and the importance of clean energy in transportation were very fruitful for the EST countries. He mentioned that the role of quality road infrastructure in sustainable development, road safety, and the potential of e-mobility solutions and explored strategies for implementing the Aichi 2030 Declaration was significantly important for gaining valuable insights into the challenges and opportunities for progressing toward decarbonizing that not only benefits our economies but also enhances the quality of life for our citizens.
132. On behalf of the Ministry of the Environment, Government of Japan, Mr. Mitsuya Maeda, Councillor, Minister's Secretariat Deputy Director-General, Environmental Management Bureau expressed his gratitude to all of the speakers and panelists who provided extremely interesting and meaningful topics and points of discussion over these three days. He thanked all government delegates, experts, and participants who contributed to fruitful discussions. He expressed his appreciation, deep respect, and gratitude to officials from the United Nations Centre for Regional Development, the Asian Development Bank, and the Government of Malaysia, who organized this wonderful Forum. He further accredited the effort and contribution of all experts, attendees, and government representatives from Asian countries. Finally, he acknowledged the theme for this Forum "Investing in Sustainable Transport: Catalyzing Economic and Social Development in the SDG Era," and out of the six goals in the Aichi 2030 Declaration (2021-2030) three goals; Goal 1a: Low-Carbon (climate change mitigation), Goal 2: Road safety, and Goal 6: National access and connectivity were well discussed and provided insights, which will be beneficial for the EST participating countries.
133. Mr. Jamie Leather, Director of Transport, Asian Development Bank expressed his gratitude to the Ministry of Transport, the Government of Malaysia for successfully hosting the Forum. He thanked all the speakers, panelists, moderators and participants for their active participation and contribution. He acknowledged the fruitful discussion on the past three-days in different topics of sustainable transport and the implementation of the Aichi 2030 Declaration (2021-2030) goals will greatly enhance the transport sector in the region. He recommended all countries and participants take these important messages of the 5th Regional EST Forum to implement them in their

countries and cities which significantly help to improve the quality of transport system in the region. Finally, he assured that the Asian Development Bank (ABD) will continually support the UNCRD EST Initiative in Asia and the EST Forum.

134. In his closing statement, Dr. Kazushige Endo, Director of the United Nations Centre for Regional Development of Division for Sustainable Development Goals/ UN DESA expressed his deep gratitude and appreciation to the Government of Malaysia for hosting the 15th Regional EST Forum in Asia. He acknowledges the efforts of the EST countries for adopting the Aichi 2030 Declaration (2021-2030) which successfully outlined a vision for Asia on how sustainable transport could promote a green economy in line with the SDGs and the Paris Agreement. The EST Forum has shifted the stage from policy dialogues and knowledge sharing to the next stage of green growth development for socio-economic transformation in the SDGs era. In these past 3 days of vigorous and fruitful discussions, we have scaled up towards a result-based approach for next-generation sustainable transport development in Asia. They highlighted the importance of the ATO initiatives, and its robust data set and the indicator framework will significantly assist the EST countries. The Forum outcome mainly focuses on the specific goals of Goal 1a for Climate Change mitigation; Goal 2 for Road Safety; and Goal 6 for national access and connectivity. These three goals are highly important for EST countries, and our partners contributed to drafting the background papers with the importance of those recommendations. He hoped that these would be helpful in streamlining the policy implementation and reform to pave the path to strengthen our regional input to global processes, such as the UN Climate Change Conference and the UN Global Sustainable Transport Conference. Finally, he called for stronger cooperation for the Asia EST initiatives and the implementation of the Aichi 2020 Declaration to contribute in a tangible way to the global process.

Annex: 1 Pre-event: The First Asia Pacific Rail Summit 2023 (23 Oct 2023)

The International Union of Railways together with the UN Center for Regional Development (UNCRD), Malaysia Ministry of Transport, and the Asia Development Bank jointly organized the first Asia Pacific Rail Summit as an official pre-event to the 15th Regional EST Forum. The pre-event was attended by approximately 150 participants representing: Partner Academia, NGOs, and IGOs including UNESCAP, UNSDSN, ITF (OECD), and Transport ministries and Railways of the region including those from Malaysia, Nepal, Republic of Korea, Bangladesh, Viet Nam, Cambodia, Sri-Lanka, and Australia as well as rail industry supply chain actors.

The pre-event focused on policy and finance to boost rail and drive sustainable development in Asia and the Pacific. Deep-dive sessions were conducted on long-term policies (linked to Goals 6 and 1), gender equality (linked to cross-cutting strategy 19 - Adopt social and gender inclusiveness), and on rail project funding and financing (linked to cross-cutting strategy 15: Develop funding and financing arrangements) explored forward-looking recommendations and actions that can increase the participation of rail in sustainable transport and investment needed investments to support that.

In a policy implementation lab participants discussed in depth “Achieving the Aichi 2030 Declaration Goal 6 National Access and Connectivity- Rail: Policy Action Recommendations”. The lab focused upon recommendations 1 (Implement transport policies that promote a modal shift towards rail as a lever of improved low-carbon national connectivity) and 2 (Set targets for rail activity, rail electrification, and rail Investment) with a focus upon electrification.

Participants shared support for policies that promote modal shift, highlighting the need for public funding for Public Transport and the potential to restrict the growth of road traffic with fiscal and pricing signals, removing fossil fuel subsidies and pricing in externalities. It was agreed that passengers and freight customers can be attracted to rail through improving connectivity between modes including pedestrian and ‘park and ride’ concepts, open ticketing systems, and Improving quality and reliability.

On rail investments, there was a recognition of the continued higher investment in road infrastructure compared to rail. There is a recognition of new models for financing rail and the need to set national targets for investment as well as support from FDIs. There was considered a need for implementing frameworks that will incentivize and protect investors to invest in long-term projects.

On rail electrification, there was a recognition that electrification varies very widely in the region and a target must fit a national context. There was a recognition of the challenges around the rising energy costs and noted the need for improving access to energy markets. It is important for the railways to find ways for electrification to be more reliable, easier, and cheaper, and could consider bi-mode options as an incremental approach to electrification. There was an interest in closer strategic planning and discussions with the energy sector and ministries.

Annex 2: Call for Greater International Support to the Implementation of the Aichi 2030 Declaration on Environmentally Sustainable Transport -Making Transport in Asia Sustainable (2021-2030)

We, the countries participating in the High-Level 15th Regional Environmentally Sustainable Transport (EST) Forum in Asia appeal to the international community to significantly increase their efforts in providing financial as well as capacity and policy development support that will help enable achieving the goals of the Aichi 2030 Declaration^[1] on Environmentally Sustainable Transport - Making Transport in Asia Sustainable (2021-2030), and with it, the Sustainable Development Goals (SDGs) and the Paris Agreement on Climate Change.

According to information from the Asian Transport Outlook^[2], Asia accounts for 58% of the global population and generates 48% of the global GDP. Yet, it has only 30% of the global road supply and 34% of the global heavy rail supply. It accounts for 27% of global passenger transport and 34% of global freight transport activity; and contributes 38% to global transport CO₂ emissions. At the same time, externalities of transport, beyond CO₂ emissions, are disproportionately high in Asia: the region registers 56% of global road crash fatalities and 66% of global transport-related air pollution. Access for a large part of the population in countries participating in the EST initiative are not meeting the targets set in the Sustainable Development Goals. Urban areas suffer from unequal access and chronic traffic congestion limiting cities' social and economic performance, an estimated 1.3 billion urban residents do not have access to convenient public transport (SDG target 11.2). In rural areas, people remain severely underserved due to the lack of proper transport infrastructure and services and an estimated 560 million rural residents do not live within 2 kilometers of an all-season road (SDG target 9.1). National access and connectivity - essential levers for the economic and social development of countries and the region - are constrained by the lack of transport infrastructure and services.

As spelled out in the Aichi 2030 Declaration, the transport sector in Asia will have to grow in a sustainable manner, in order to support the economic and social development of our region so that we 'leave no one behind', as we all pledged with the endorsement of the 2030 Agenda for Sustainable Development. More, robust, and safer transport infrastructure and services will have to be put in place that provide people with equal access to jobs, markets, education, health care, and other social and economic opportunities, and link businesses into national, regional, and international markets and value chains.

Our adoption of the Aichi 2030 Declaration by 21 EST countries at the High-level 14th Regional EST Forum in Aichi, Japan in 2021 constitutes an unprecedented regional commitment with time-bound targets toward safe, secure, reliable, affordable, efficient, people-centric, clean, and low-carbon passenger and freight transport in Asia. The Aichi 2030 Declaration, if fully implemented, will act as a catalyst for transformational change in the transport sector in Asia; it will require

enabling changes to policy, institutional frameworks, financing models, data management approaches, and the application of state-of-the-art new technologies.

Growing our transport sector comes with major challenges and opportunities. According to the UN-Habitat, Asia will be home to 4.8 billion people in the next 25 years, an increase of 10%; and approximately 3.3 billion people will live in cities, an increase of 50%. Large investments in transport infrastructure and services will be needed, and good governance and institutional frameworks must be put in place to set the transport sector on the right track. Asia plays a key role in achieving both the 2030 Sustainable Development Agenda and the Paris Agreement on Climate Change, not just for its own growth but also for the benefit of the entire global community.

We are committed to delivering our best efforts to achieve the Aichi 2030 Declaration. However, given the ambition of the Aichi Declaration and the starting point of many of our countries, with the limited resources and capacities at our disposal, and only six years left for the implementation of the goals of the Aichi 2030 Declaration, we cannot accomplish these laudable but ambitious goals of the Aichi 2030 Declaration just by ourselves.

In line with SDG 17 on a Global Partnership for Sustainable Development Goals, we appeal to our international partners - international organizations, multi- and bilateral development banks as well as international NGOs and foundations, academic and the private sectors - to support us towards achieving the Aichi 2030 Declaration, and with it, the Sustainable Development Goals and the Paris Agreement, by:

- 1) Strengthening the provision of financial support in line with the Aichi 2030 Declaration.

With growing populations and the urgency to build climate-resilient and inclusive cities and communities, also the need for finance to close the gaps in transport infrastructure and services has grown. However, access to and provision of finance has not kept pace. Estimates of the Asian Transport Outlook indicate that transport infrastructure investments required to develop, maintain and repair inland transport infrastructure in Asia and the Pacific region, from 2020 to 2030 could be about 14.5 trillion USD (in PPP, equivalent to 1.6% of GDP). This is about 3 trillion USD higher than the investments in the 2010 to 2020 decade.

Multilateral and bilateral development organizations have been instrumental in supporting the development of our transport infrastructure and services. Yet, their contribution is believed to be only 3% of the annual transport investment needs in our region.

Dedicated Climate Finance Instruments have not yet been able to mobilize adequate support for the transport sector. For example, the Green Climate Fund reports 6.5% of its projects in the transport sector^[3]; it currently supports only two first transport projects in EST Forum participating countries. With less than 0.4% of projects supported in transport^[4] the Clean Development Mechanism CDM proved inadequate for the sector, and it seems as of now unlikely that its successor under Article 6 of the Paris Agreement will be able to support the sector at the rate and scale needed towards meeting the goals of the Aichi 2030 Declaration.

Private sector participation potentially constitutes an important source of funding for the transport sector. In global comparison, South-East Asia as a region has received a fair share of private sector investments in transport over the last years. Yet, these investments have gone only to a few countries, and they have mainly supported investments in roads, ports, and airports^[5]. Transport infrastructure and services that are critical to making the sector more resilient and sustainable have had little access to private funding so far and efforts will need to address this shortcoming.

We encourage our international development partners:

- To better align and increase their financial assistance with the goals of the Aichi 2030 Declaration to help expand transport infrastructure and services more sustainably and thereby facilitate the full implementation of the Sustainable Development Goals, the Paris Agreement on Climate Change, and other global and regional agreements on sustainable development, climate change and bio-diversity preservation and ecosystem restoration.
- Take account of the need that all countries, including the least developing, landlocked countries, and small-Island countries, are in need of financial assistance for the development of their transport systems.
- To work with the countries participating in the EST Initiative to develop and implement innovative financing approaches that can scale up the impact of financial assistance from development agencies.
- To develop so-called blended financing models that will accelerate the inflow of private sector funding, including from institutional investors, especially in sustainable transport infrastructure and investments.
- To expand international climate finance in line with international commitments and ensure that a fair share of international climate finance is allocated to the transport sector in Asia and the Pacific.
- To work with countries participating in the EST Initiative countries in the definition and use of suitable Environmental, social, and governance (ESG) investing indicators to define and demonstrate the sustainability of infrastructure investments.
- To assist countries participating in the EST Initiative in the collection of robust data so that we can appreciate efforts and identify outstanding gaps.

We acknowledge that our appeal for greater international financial assistance needs to be paired with a greater mobilization of domestic financing. In addition, we will need to ensure the availability of supportive legal and institutional frameworks and strong institutions.

2) Strengthening capacity building and policy support in line with the Aichi 2030 Declaration.

A recent UNCRD analysis^[6] of capacity building and policy support activities provided to the EST Forum participating countries showed that overall external support provided is still too low, and that is unbalanced in terms of geographic and thematic scope: over half of the support activities are focused on only five countries; especially small and the least developed countries receive

very little support. The most frequently supported Aichi Goals are 1a Mitigation and 1c Air Pollution; 5 Urban Access ranks third, reaching about 70% of the level of support of the first two. The remaining goals 1b Resilience, 2 Road Safety, 3 Economic Sustainability, 4 Rural Access, and 6 National Connectivity get up to three times less support from the international community.

Much of the capacity building and policy support is centered around specific transport projects. As these projects are often not embedded in comprehensive programmes and sector-wide approaches, there is a risk of a disconnected patchwork of activities, leading to gaps and lack of coherence on one side, and redundancies on the other side. At the same time, the project approach limits the potential impact of assistance provided because there is limited potential for replication and scaling up. The scale of the challenge of implementing the goals of the Aichi 2030 Declaration, the short time period remaining, and the scarcity of financial resources make it necessary that efforts are efficiently brought to scale.

With the adoption of the 2030 Sustainable Development Agenda and SDGs, the Paris Agreement on Climate Change, and the recent adoption of the Aichi 2030 Declaration, it has become necessary for countries to update their national strategies, also for the transport sector. Information from the Asian Transport Outlook indicates various progress on this among EST Forum participating countries.^[7]

We encourage our international partners:

- To substantially scale up their activities in capacity building and policy support in support of the Aichi 2030 Declaration Goals.
- To strive towards a better geographical balance among countries in the provision of transport-related capacity building and policy development support.
- To ensure that all Goals of the Aichi 2030 Declaration are fully supported through the provision of transport-related capacity building and policy development support.
- To coordinate well in the planning and delivery of transport-related capacity building and policy development support.
- To ensure that inclusion and equity are incorporated into our ambitious development of the transport sector.

We understand that communicating our needs for capacity-building and policy support more proactively, and as a result of a coordination process across national and sub-national institutions, can help our development partners to gear their support accordingly. This can be facilitated by a better use of the existing channels under UNFCCC, such as the Nationally Determined Contributions (NDCs) especially the forthcoming round of NDCs updates in 2025 as well as through the National Adaptation Plans (NAPs), Biennial Update Reports (BUR) and the Technology Needs Assessments (TNAs). In the context of the sustainable development agenda, Voluntary National Reports (VNRs) and Voluntary Local Reviews (VLRs) are also relevant instruments. Moreover, the recently developed Aichi 2030 reporting framework that tracks progress towards the goals of the Aichi 2030 will provide us and our partners with more transparency of countries' needs and priorities.

Conclusion

In order to achieve the Aichi 2030 Declaration, national action and international support in finance, capacity building, and policy development needs to be aligned; substantial support for the development of the sector as well as for its sustainability must be balanced and combined; national circumstances and commitments need to be reflected adequately.

Many of our international partners have had a long-standing commitment to the region, and we are looking forward to strengthening the collaboration. We also hope for the community of international supporters to grow.

We believe that by joining our efforts, we can achieve the Goals of the Aichi 2030 Declaration, and along with them, the Sustainable Development Goals' and the Paris Agreement's transportation-related ambitions.

[1] https://uncrd.un.org/sites/uncrd.un.org/files/files/documents/2022/Jun/10_aichi_2030_declaration-20_oct_2021-adopted.pdf

[2] The [Asian Transport Outlook](#) is a publicly accessible database that provides sector-specific statistics and policy information on 51 economies in the Asia Pacific region. It was initiated by the Asian Development Bank (ADB), with support also being provided by the Asian Infrastructure and Investment Bank (AIIB), to strengthen the knowledge base on transport in the region. Amongst other objectives, it aims to support Asian governments in transport policy development and delivery and guide their international partners in planning and delivery of assistance.

[3] According to GCF Database, out of 228 projects, 16 are in transport or include transport; two transport projects are supported in India and Pakistan.

[4] generic link to UNFCCC CDM registry)

[5] See [Private Participation in Infrastructure Annual Report 2022, World Bank Group](#)

[6] <https://uncrd.un.org/content/policy-support-activities-est-countries>

[7] See <https://asiantransportoutlook.com/transportpolicy/>

Annex 3A: Key Policy Recommendations Goal 1 A Climate Change Mitigation

Policy Recommendation 1: Develop a vision, strategies and policies for a zero-GHG mobility system supported by an enabling governance and financing framework. National commitments from the region for the transport sector leave room for enhanced ambition. National commitment to climate action in the transport sector will be most effective with clear targets. Clarifying the contribution of different sub-sectors, such as the hard-to-abate freight sector, will further strengthen implementation, but strategies also need to be clear on the planned policy instruments to deliver the envisaged targets. Enhanced capacity at all levels, improved information, active participation of all stakeholders, a consistent policy framework, and the funding to underpin all those activities are vital.

Policy Recommendation 2: Transforming the financing of transport will enable sustainable systems. The transformation can only be successful if public budgets and fiscal policy are aligned with a zero-carbon and sustainable transport vision; this will also require that sustainable development benefits are included in the economic evaluation of programs and projects. Future capital investment for zero-carbon systems can be lower than for the alternative, especially if authorities base infrastructure investments on a “decide and provide” approach rather than on a “predict and provide” approach. In such a context, investments for railways and public transport systems will considerably increase while those for roads and airports decrease. Transport sector financing by multilateral and bilateral development organizations, as well as by financial institutions in the private sector needs to be fully aligned with the decarbonization of the sector. Removing fossil fuel subsidies will make all low-carbon solutions more competitive but it will also affect people and businesses and needs to be carefully supported by just-transition measures to mitigate negative effects. At the same time, authorities need to reform road transport tax mechanisms to ensure that societal costs of private vehicles are put on vehicle owners as part of efforts to grow cleaner vehicle fleets.

3: Fostering Integrated Planning A strong vision for a balanced, multimodal, and sustainable transport system can provide the needed guidance for the revision of existing and design of new policies and measures. This includes, for example, fostering effective metropolitan-wide transport and land-use governance frameworks for implementing urban decarbonization measures. A sustainable vision and balance between SHIFT AVOID and IMPROVE strategies will be critical. Transforming transport will not be possible without tackling freight.

4: Improving and Expanding Public Transport Systems, Walking and Cycling Walking, cycling and public transport are generally more inclusive and efficient in terms of use of space, energy consumption and emissions than private cars; and they have the biggest social value per dollar spent. Public transport will form the backbone of any zero-carbon mobility system; its rapid expansion and improvement of services are key to success. Walking is currently undervalued as a transport mode, yet it remains the lowest carbon transport and receives little investment.

Policy Recommendation 5: Promote electric vehicles and charging infrastructure as well as ICE vehicle efficiency Electrifying transport with renewable sources is essential to decarbonize

transport. Electrification of different modes and for different uses varies in complexity and costs for society. Segments with the highest CO₂ reduction potential at the lowest cost should be put first. These include electric bikes, 2- and 3-wheelers, commercial, corporate, and public fleets of high-mileage vehicles, urban delivery fleets, buses for public transport, as well as rail. Efforts should be made to ensure that women benefit as much as men from the electrification of vehicles. The continuous strengthening of emission regulations and energy efficiency standards for ICE vehicles is vital. With the incremental electrification of vehicles, new and used ICE vehicles will still form most of the vehicle fleet for years to come and bear significant potential to achieve reductions in GHG emissions and local air pollutants.

Policy Recommendation 6: Promote freight systems that efficiently combine different low-carbon modes, share capacities, and rely on sustainable first and last-mile delivery. For long-distance freight, modes of high and shared capacity (rail and waterways) can be prioritized to bring down energy consumption per unit. First and last-mile delivery has the biggest potential to reduce energy consumption quickly, particularly in urban environments as it does not require major infrastructure investments.

Policy Recommendation 7: Taking people along is a prerequisite to transforming transport. It is crucial to understand the motivation behind opposition to developing low-carbon transport strategies to turn opponents into advocates for change. Communication and engagement supported by evidence is key. Accelerated action and enhanced participation can go hand in hand. A range of no-regret measures can be implemented directly and concentrate participation on a few directly affected stakeholders, such as vehicle efficiency standards or EV support schemes. In parallel, enhanced participation can support the design of the joint vision and strategies and concrete policies and actions for implementation.

Annex 3B: Key Policy Recommendations Goal 6 National Access and Connectivity- Road

Policy Recommendation 1: Strengthen Road Asset Management. Develop, communicate, and implement a road asset management policy and strategy which supports national and global goals for sustainable transport, climate action, disaster risk reduction, and quality infrastructure. Prepare road network investment plans based on lifecycle planning principles resulting in a rolling long-term road network investment plan. Countries should promote the use of performance-based contracts (PBCs) as a better way of managing their road networks. Countries should envision and plan how digital technologies can be systematically mainstreamed to improve road systems, from the planning, design and construction of roads, to the operation and management of the road network, to the interaction and communication with road users and communities.

Policy Recommendation 2: Improve rural accessibility and connectivity through better rural road networks and transport services. Identify rural areas that can benefit from a denser road network and base infrastructure investment decisions on local needs. Make use of appropriate appraisal tools to assess potential investments. After undertaking stakeholder consultations, resources should be prioritized where improvements create higher economic and social benefits; policy objectives should determine how transport services provision is prioritized. Use credit schemes to fund and finance private transport services in rural areas. Support the provision of cost-effective transport services in rural areas, in particular provide support to establish rural public transport and shared services.

Policy Recommendation 3: Combining wider rural planning with rural transport planning. Make use of Integrated Rural Access Planning combining rural planning and rural transport planning to achieve greater accessibility. Strengthen the role and capacity of local governments in Integrated Rural Access Planning. Central governments should consider supporting different local authorities (such as road, housing, and health authorities) to strengthen their ability to plan for better accessibility with a multisectoral approach. Support research and exchange of experience on Integrated Rural Access Planning.

Policy Recommendation 4: Promote Sustainable and Green Initiatives. Countries should consider prioritizing sustainable and green practices in road infrastructure development and operations. This entails promoting the integration of environmentally friendly approaches throughout the project lifecycle. Promoting the use of renewable energy sources for powering transportation systems is paramount in reducing greenhouse gas emissions and achieving a greener transport network. Governments should encourage eco-friendly transportation options and implement green logistics and freight transport.

Policy Recommendation 5: Monitor and Evaluate. To guarantee the success of road connectivity projects, countries should contemplate the establishment of a robust monitoring and evaluation system for overseeing and assessing their implementation. This framework should encompass a set of well-defined performance metrics, including indicators related to accessibility, safety,

environmental impact, and socio-economic development. Monitoring the societal and economic effects of road connectivity projects is vital for gauging their contribution to regional and national development goals. To achieve effective monitoring and evaluation, active involvement and collaboration with all relevant parties is necessary.

Policy Recommendation 6: Strengthen Resilience and Disaster Preparedness. Governments should incorporate climate-resilient design principles and update national design standards, appropriate to the national context, to cover risks and improve resilience of critical infrastructure. This can include elevated roads in flood-prone areas and reinforced structures to withstand earthquakes. Integrating climate data and projections into planning will enhance the infrastructure's longevity and reduce the need for costly post-disaster reconstruction. Retrofitting existing infrastructure and adapting its design to climate change is also important to prevent its premature deterioration and ensure that it functions correctly. Countries should explore prioritizing disaster preparedness in road planning and design. This involves the development of robust disaster preparedness plans, including early warning systems and evacuation routes, to minimize the impact of natural disasters on transportation networks.

Annex 3C: Key Policy Recommendations Goal 6 National Access and Connectivity- Rail

Policy Recommendation 1: Implement transport policies that promote a modal shift towards rail as a lever of improved low-carbon national connectivity. Countries should integrate rail network planning into overall transport planning at both national and regional/city levels, to promote a cohesive, multimodal transportation strategy with rail as the backbone. This approach ensures that rail networks are seamlessly connected with other modes of transit, facilitating efficient and sustainable transportation systems, hence making the overall public transport system more attractive to users. In the pursuit of environmentally sustainable and decarbonized transportation, it is imperative to adopt a comprehensive policy approach which encourages integrated land use planning and the systemic development of transport systems as well as of the broader industry and infrastructure context in favor of connectivity, public and active travel.

Policy Recommendation 2: Set targets for rail activity, rail electrification and rail investment

1. Targets for Rail Activity

Considering the expansion and modernization of railway networks with the development of supportive policies and appropriate investments to meet the SDG and Paris Agreement objectives. It is proposed that the railway freight and passenger activity growth outpace GDP growth rates.

2. Targets for Rail Electrification

On a pathway to near full electrification, an ambitious target of 70% of tracks being electrified by 2030 and more than 80% being electrified by 2050 is proposed. However, the target recognizes that the scale and rate of electrification would not be uniform across Asia.

3. Targets for Rail Investments

To meet the SDG and Paris Agreement objectives, a minimum regional investment target is proposed of at least 1.5% of GDP, i.e. 0.7% for Heavy Railways, 0.4% for high-speed railways and 0.4% for urban railways (metro and LRT) in Asia.

Policy Recommendation 3: Agree on 2050 carbon neutrality for the rail sector and clearly feature rail as a climate solution in the 2025 cycle of Nationally Determined Contributions as well as Long Term Emission Reduction Strategies. Carbon neutrality by 2050 is an ambitious yet achievable target for Asia's railway sector. Therefore, to reach the 2050 carbon neutrality target, UIC proposes a short-term target for the carbon intensity of 7 g/passenger-km or tonne-km by 2030. This target is aligned with the IEA's net zero transition requirement of 5.4% until 2030.

For the next cycle of NDCs due in 2025, it is recommended that rail projects are incorporated through a holistic approach and specific targets. It should link to other national strategies for

transport and action at city level. It should envision both mitigation and adaptation strategies, stating whether they are conditional or unconditional on financing, and what is needed from the international community to implement them.

Policy Recommendation 4: Incorporate Adaptation and Resilience measures in all steps of rail implementation. Enhancing resilience increases the capacity of railway systems to endure potential risks and swiftly recover from disruptive events. Adaptation plans should outline a clear roadmap for integrating climate adaptation into every stage of railway development, from design and construction to operation and maintenance.

Policy Recommendation 5: Sustainable Procurement. Promoting sustainable procurement within the rail sector across Asian countries is essential for not only reducing environmental impacts but also for ensuring long-term economic viability and contributing to the goals outlined in the Aichi Declaration 2030 for Environmentally Sustainable Transport. To promote sustainable procurement in the rail sector, a comprehensive strategy is recommended. This includes the implementation of clear and enforceable green procurement requirements for rail construction and operations, emphasizing the use of renewable energy sources, energy-efficient technologies, and eco-friendly materials.

Policy Recommendation 6: Promotion of Gender Equality as a socioeconomic and environmental enabler for rail. Promoting gender equality within the rail sector in Asian countries is a fundamental step to unlock significant socioeconomic and environmental benefits and supports the acceleration of the UN Sustainable Development Goals. The sector should prioritize the recruitment of more women and other underrepresented groups to increase the talent pool and the diversity of the work force.

Annex 3D: Key Policy Recommendations Goal 2 Road Safety

Policy Recommendation 1: Make the Safe System Approach the basis for your action on Road Safety. The 'Safe System' approach takes a systemic approach and combines five key elements for improving road safety: management of speed, improvements to road infrastructure and vehicles, implementation and enforcement of supportive legislation, and strengthening of medical care and post-crash response.

Policy Recommendation 2: Adopt safety standards for safer vehicles. Countries should consider adopting the voluntary UN Global Road Safety Performance Target 5 to accelerate the adoption of safety standards for vehicles:

"Target 5 - By 2030, 100 percent of new (defined as produced, sold, or imported) and used vehicles meet high-quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements".

Policy Recommendation 3: Ensure design and maintenance for safer roads. Countries should consider adopting the voluntary UN Global Road Safety Performance Targets 3 and 4 to ensure that road quality supports safer travel for all road users:

"Target 3 - By 2030, all new roads achieve technical standards for all road users that take into account road safety or meet a three-star rating or better".

"Target 4 - By 2030, more than 75 percent of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety (equivalent to a three-star rating or better)".

Policy Recommendation 4: Implement legislation on road safety and ensure its enforcement. Countries should consider adopting the four voluntary UN Global Road Safety Performance Targets 6, 7, 8, and 9 related to enforcement of speed limits, helmet wear, use of seat belts, and penalize drink driving:

"Target 6 - By 2030, halve the proportion of vehicles traveling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities".

"Target 7 - By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%".

"Target 8 - By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%".

"Target 9 - By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances".

Policy Recommendation 5: Elevate the priority of safe and sustainable transport modes and vulnerable road users. Investments in public transport infrastructure and services do not only improve access, but also strengthen road safety. In particular, greater investments in safe infrastructure for cyclists and pedestrians are needed. Elevate the priority of safety for powered two-wheeler use to reflect the scale of powered two-wheeler involved in road crashes.

Policy Recommendation 6: Collect and use reliable and accurate road safety data to inform coordinated action. EST Forum participating countries should consider strengthening data collection systems for road safety and coordinating data collection methods. Information based on such reliable and accurate road safety data can be used to: Raise awareness about the magnitude of road traffic injuries, and to convince policymakers of the need for action; Correctly identify problems, risk factors and priority areas that are contributing to crashes; Set goals, targets and Key Performance Targets (KPIs); and Formulate strategy, plan appropriate actions and monitor performance over time.

Policy Recommendation 7: Join and actively share data with the Asia Pacific Road Safety Observatory APRSO. The Asia Pacific Road Safety Observatory (APRSO) is a regional forum on road safety data, policies and practices to ensure the protection of human life on the roads. For the EST Forum participating countries to succeed in implementing the road safety related Goal 2 of the Aichi 2030 Declaration, countries can join the APRSO and benefit from the collective learning and action offered by the APRSO.