

Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030)

Sustainable Transport Goals for Achieving Universally Accessible, Safe, Affordable, Efficient, Resilient, Clean and Low-carbon Passenger and Freight Transport in Asia

Country Report Template

A. Background

In October 2021, the participating countries of the High-level 14th Regional Environmentally Sustainable Transport (EST) Forum in Asia adopted the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030)¹. This declaration underscores their commitment to advancing sustainable transport actions and measures over the decade (2021-2030) to accelerate achievement of the SDG, the Paris Agreement on climate change, the New Urban Agenda, among others.

The goals of the Aichi 2030 Declaration are closely aligned with the SDGs and the Paris Agreement on climate change, among other international agendas and agreements:

- Goal 1: Environmental sustainability (1a – Low Carbon; 1b – Resilience; 1c- Air pollution)
- Goal 2: Road safety
- Goal 3: Economic sustainability
- Goal 4: Rural access
- Goal 5: Urban access
- Goal 6: National access and connectivity

The participating countries of the EST Forum, along with the supporters of the Aichi 2030 Declaration have agreed to provide regular update and report on the implementation of the Aichi 2030 Declaration. Annex 2 of the Declaration explains and specifies that these reports will focus on policies, programs, and projects adopted and implemented to support the Aichi Goals. Essentially, the reporting on actions and progress towards the Aichi 2030 Declaration is a collaborative effort involving the EST member countries, the EST Forum Secretariat, and the Asian Transport Outlook (ATO) (see box 1).

Box 1. Role of the Asian Transport Outlook (ATO) in tracking the implementation of the Aichi 2030 Declaration (2021-2030)

Tracking the implementation of the Aichi 2030 Declaration is not limited to reporting by participating countries. Additionally, the goals of the Declaration are monitored and tracked by the ATO. Initiated in 2020 by the Asian Development Bank (ADB) and now supported by the Asian Infrastructure Investment Bank (AIIB), the ATO aims to enhance and 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. The ATO is available at www.asiantransportoutlook.com.

Before adopting the Aichi 2030 Declaration, the ATO developed the Baseline [Report for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable \(2021-](#)

¹ https://sdgs.un.org/sites/default/files/2021-10/UNCRD_14th%20EST_Aichi%202030%20Declaration-20%20Oct%202021-ADOPTED_0.pdf

[2030](#).² This report provided an overview of the 2020 baseline status for the goals included in the Aichi 2030 Declaration. In the annual EST Forums, the ATO team will provide a status report on each of the Goals being discussed for the countries to review and validate the facts and figures. The objective is also to reduce the reporting burden of the countries

B. Phased reporting on Aichi 2030 Declaration Goals

The country reporting process for the Aichi 2030 Declaration is aligned with a proposed review cycle of the goals of the Aichi 2030 Declaration. Each year, three of the Aichi goals are reviewed in detail. This three-year cycle will be repeated a few times until 2030. The phased reporting approach will allow countries to provide more in-depth reporting.

- Year 1 (2023): Goal 1a – Low-Carbon (climate change mitigation); Goal 2 – Road safety; Goal 6 – National access and connectivity
- **Year 2 (2024): Goal 1c – Air pollution; Goal 3 – Economic sustainability (transport infrastructure); Goal 5 – Urban access**

Comment:

Pls kindly consider the points below.

- More use of public transportation – 30 percent modal share in urban areas by 2050;
 - Moderate penetration of electric vehicles – 70 percent for motorcycles and 40 percent for cars and urban buses by 2050;
 - Increased fuel efficiency for internal combustion engine vehicles;
 - Rail for freight and passengers;
 - CNG penetration of 80 percent for interregional buses and 80 percent for trucks until 2050
- Year 3 (2025): Goal 1b – Resilience (climate change adaptation); Goal 4 - Rural access

C. Country Reporting Template Description and General Instructions

Following the reporting schedule based on the three-year review cycle explained above, the goals of focus for this year are:

- **Goal 1c – Air pollution**
- **Goal 3 – Economic sustainability (transport infrastructure)**
- **Goal 5 – Urban access**

Participating countries to the EST Forum are requested to provide an overview of current and planned representative policies and projects in supporting the aforementioned goals. The Annual Aichi 2030 Declaration Implementation Report focuses on highlighting the progress made towards the goals of the Aichi 2030 Declaration.

1. Overview of transport-related policies and their alignment with the Aichi 2030 Declaration
2. Overview of transport-related targets and their alignment with the Aichi 2030 Declaration
3. Selected programs and projects in support of the implementation of the Aichi 2030 Declaration.

The attached draft template below has been pre-filled with best available information accessible to the ATO team. Please feel free to retain, revise, add or delete information as necessary to best illustrate the policies, programs, projects, and targets aims for achieving the goals of the Aichi 2030 Declaration.

² <https://asiantransportoutlook.com/analytical-outputs/baseline-report/>

Since 2024, the ATO team has produced "[Aichi 2030 country profiles](#)" (initially for 18 countries) to support the monitoring progress towards the Aichi 2030 Declaration goals. These profiles provide an overview of the status, policies, targets, and notable programmes and projects related to Aichi goals. They are intended to serve as references, organizing the best available data and information from both official and reported secondary sources to aid in understanding progress towards the Aichi 2030 Declaration goals. To access these country profiles, click [HERE](#).³ Additionally, ATO's online [national policy database](#) can be used as a reference point.

For any assistance needed in filling in the Country Report Template, please contact (est@uncrd.or.jp with a copy to asiantransportoutlook@gmail.com).

³ <https://1drv.ms/f/s!ArWknbbR1hz581fAGw59mbw9N6oU?e=T8nWJ3>

Cambodia

1. Transport and relevant national level policies

For the reporting purpose, a broad definition of policy is being used. Apart from policies this can also include strategies, action plans, master plans, etc. In many cases this will be transport specific documents, in other cases it may be that the transport sector is covered in broader policy documents, e.g. national development plans or strategies.

Please validate, fill in, or revise the list of policies contained in the table below, including their publication year (i.e. made public), status (e.g. draft/under development; under review; adopted but not yet implemented; implemented, etc...); alignment with the Goals of the Aichi 2030 Declaration.

Title of Policy Document	Publication Year	Status	Goal 1c	Goal 3	Goal 5
Rural Roads Policy	2007		✓	✓	
National Policy, Strategy and Action Plan on Energy Efficiency in Cambodia	2013		✓		
National Strategic Plan on Green Growth 2013-2030	2013		✓		
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013		✓		✓
Cambodia Climate Change Strategic Plan 2014-2023	2014		✓		✓
Climate Change Strategic Plan for the Transport Sector	2014		✓	✓	
National Traffic Safety Plan	2014		✓	✓	
Cambodia Industrial Development Policy 2015-2025	2015		✓	✓	
Intended Nationally Determined Contribution - KHM	2015		✓		
Law on Land Traffic	2015		✓		
Law on Road Traffic	2017		✓		
Logistics Master Plan	2017		✓	✓	
National Environment Strategy and Action Plan 2016-2023	2017		✓		
Rectangular Strategy Phase IV	2018		✓	✓	✓
Cambodia Basic Energy Plan	2019		✓		

Title of Policy Document	Publication Year	Status	Goal 1c	Goal 3	Goal 5
National Strategic Development Plan 2019-2023	2019		✓	✓	✓
Rural Development Strategic Plan 2019-2023	2019		✓		
Cambodia Biennial Update Report	2020		✓	✓	✓
Updated Nationally Determined Contribution - KHM	2020		✓	✓	✓
Long-Term Strategy for Carbon Neutrality	2021		✓	✓	
Cambodia EV Roadmap	2022		✓	✓	
Cambodia's Third National Communication	2022		✓	✓	✓
Clean Air Plan of Cambodia	2022		✓		
Truck Modernization Strategic Plan	2022		✓	✓	
Cambodia State Action Plan	2023		✓		
Second Voluntary National Review	2023		✓	✓	
Circular on Measures to Prevent and Reduce Ambient Air Pollution	2020		✓		
Phnom Penh Sustainable City Plan 2018-2030	2018		✓	✓	✓

2. Policy Targets

Please validate, fill in, or revise the following: description of the target; the target (attainment) year; title of the policy document (where the target is specified); status (e.g. draft/under development; under review; adopted but not yet implemented; implemented, etc...); check the relevance of the target in relation to the goals in focus.

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
Biofuel, especially bioethanol, is one of the options for reducing imports of gasoline. In addition, biofuel affects the economic growth of Cambodia, such as through agriculture and industry activities and reductions in CO ₂ emissions. The General Department of Petroleum is seeking business opportunities for biofuel (E3 gasoline will be possible by 2025).	2025	Cambodia Basic Energy Plan		✓		
Sulfur level to meet Euro V level	2024	Clean Air Plan of Cambodia		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
Long-Term Strategy for Carbon Neutrality is the guiding document that aim to introduce 70% of electric motorcycles, 40% of electric cars and urban buses in Cambodia vehicle fleet by 2050	2050	Cambodia EV Roadmap		✓		
All sales of new cars and vans being zero emission by 2040 or earlier, or by no later than 2035 in leading markets	2040	COP26 declaration on accelerating the transition to 100% zero emission cars and vans		✓		
As cities, states, and regional governments, we will work towards converting our owned or leased car and van fleets to zero emission vehicles by 2035 at the latest + Policies	2035	COP26 declaration on accelerating the transition to 100% zero emission cars and vans		✓		✓
Call on all developed countries to strengthen the collaboration and international support offer to facilitate a global, equitable and just transition		COP26 declaration on accelerating the transition to 100% zero emission cars and vans		✓		✓
Moderate penetration of electric vehicles – 70 percent for motorcycles and 40 percent for cars and urban buses by 2050	2050	Long-Term Strategy for Carbon Neutrality		✓		
CNG penetration of 80 percent for interregional buses and 80 percent for trucks until 2050	2050	Long-Term Strategy for Carbon Neutrality		✓		
The power generation mix in 2030 will be coal (35%), hydro (55%), and renewable energy (10%), consisting of biomass and solar/photovoltaics (PV). This mix will maintain affordability and security	2030	Cambodia Basic Energy Plan		✓		
Increase in solar, hydro, biomass and other renewables to 35 percent of the generation mix by 2050, of which 12 percent is from solar	2050	Long-Term Strategy for Carbon Neutrality		✓		
Updated NDC is the key document that set the target for Cambodia to reduce 41.7% of CO2 by 2030.	2030	Cambodia EV Roadmap		✓		
Updated NDC was submitted to the UNFCCC in 2021, outlining the actions planned to reduce GHG emissions by 41.7% compared with the BAU scenario.	2030	Cambodia's Third National Communication		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
Energy industries, manufacturing industries, transport, and other sectors: Cambodia intends to undertake actions as listed in Table 1, the impact of which is expected to be a maximum reduction of 3,100 Gg CO ₂ eq compared to baseline emissions of 11,600 Gg CO ₂ eq by 2030.	2030	Intended Nationally Determined Contribution - KHM		✓		
overall reduction of the CO ₂ emissions in 2035 by 23% or 3 million tons of CO ₂	2035	National Policy, Strategy and Action Plan on Energy Efficiency in Cambodia		✓		
The estimated emissions reduction with the FOLU by 2030 under the NDC scenario will be approximately 64.6 million tCO ₂ e/year (41.7% reduction of which 59.1% is from the FOLU).	2030	Updated Nationally Determined Contribution - KHM		✓		
More use of public transportation – 30 percent modal share in urban areas by 2050	2050	Long-Term Strategy for Carbon Neutrality		✓		
Imported cars to meet Euro V in 2027	2027	Clean Air Plan of Cambodia		✓		
30 vehicle inspection centers in operation by 2030	2030	Cambodia's Third National Communication		✓		
30 vehicle inspection centres in operation by 2030	2030	Updated Nationally Determined Contribution - KHM		✓		
Reducing import of used cars 30% in 2030	2030	Clean Air Plan of Cambodia		✓		
Moderate penetration of electric vehicle -70 percent for motorcycles and 40 percent for cars and urban buses by 2050	2050			✓		✓
Increase fuel efficiency for internal combustion engine vehicles	2050			✓		
Rial for freight and passengers	2050			✓	✓	✓
CNG penetration of 80 percent for interregional buses and 80 percent for trucks until 2050	2050			✓		✓
Imported cars to meet Euro IV in 2022 and Euro V in 2027	2027	Clean Air Plan of Cambodia		✓		
50% reduction in industrial emissions achieved through the implementation of emission control measures. (Assumption)	2030	Clean Air Plan of Cambodia		✓		

3. Programs and Projects

Please validate, fill in, or revise the following list of notable programs and projects that are supporting the fruition of the Aichi 2030 goals. Please check if their alignment/relevance to the goals in focus.

Project/ Program name	Approval Year	Status	Goal 1c	Goal 3	Goal 5
Additional Financing to Road Connectivity Improvement Project	2024			✓	
Improving Road Safety	2022			✓	
Road Network Improvement Project (Phase 2)	2021			✓	
Cambodia Road Connectivity Improvement	2020			✓	