

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**
- 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.

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).

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

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

Iran (Islamic Republic of)

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
Clean Air Act (2017)	2017		✓		
Seventh Development Plan Law (2024)	2024			✓	
Law on the Protection of the Rights of Persons with Disabilities (2018)	2018				✓
Public Transportation Development and Fuel Consumption Management Law	2010		✓		✓
Automotive Industry Regulatory Law	2021		✓		

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
Retirement of 17,000 old diesel-powered buses	2024	Third National Communication on Iran UNFCCC 2017 (p.90)		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
Retirement of 140,000 old gasoline-fuelled taxis	2024	Third National Communication on Iran UNFCCC 2017 (p.90)		✓		
Retirement of 400,000 old gasoline-powered 125cc motorcycle and supply of electric-powered bikes with equivalent usage	2024	Third National Communication on Iran UNFCCC 2017 (p.90)		✓		
Retirement of 450,000 gasoline-fuelled pickups and 500,000 diesel-fuelled trucks	2024	Third National Communication on Iran UNFCCC 2017 (p.90)		✓		
117 km (approved) 1651 km (planned) high speed rail	2024	Third National Communication on Iran UNFCCC (p.90)			✓	
Further development of subway network in 8 metropolitan areas: Ahwaz: 19 km, Tabriz: 17.2 km, Shiraz: 24.5 km, Esfahan: 20.2 km, Karaj: 27 km, Qom: 6.8 km, Kermanshah: 11 km and Mashhad: 19.6 km	2024	Third National Communication on Iran UNFCCC (p.90)			✓	
75.8 ton-kilometre per year freight rail capacity extension (from 21.7 ton-kilometre per year in 2017)	2024	Third National Communication on Iran UNFCCC (p.90)			✓	
34.2 billion passenger-kilometre per year passenger rail systems capacity expansion (from 17.4 bn passenger-kilometre per year in 2017)	2024	Third National Communication on Iran UNFCCC (p.90)			✓	
Railway share from domestic freight land transport (tonne-kilometre): 30% (from 8.9% in 2023)	2028	Seventh Development Plan Law (article 56)			✓	
Railway share from ports freights: 25% (from 6.46% in 2023)	2028	Seventh Development Plan Law (article 56)			✓	
Targeting to increase the length of railway lines: total lines from 15,300 km to 18,500 km, double-track and electric lines from 2,146 km to 3,146 km, branch lines to freight centers from 3,372 km to 3,772 km.	2028	Seventh Development Plan Law (article 56)			✓	
Renovation and provision of new railway fleet with the participation of the non-governmental sector from 624 active locomotives in 2023 to 1174 locomotives	2028	Seventh Development Plan Law (article 56)			✓	
Improving rail travel and trade speeds by 70 percent (from 5 km/h in 2023)	2028	Seventh Development Plan Law (article 56)			✓	
Value added tax for domestically produced electric-gasoline vehicles, motorcycles, and electric vehicles: zero	2017	Clean Air Act (article 9)		✓		
Carrying cargo and passengers, issuing technical inspection certificates, assigning third-party insurance, buying, selling, and transporting worn-out motor vehicles are prohibited.	2017	Clean Air Act (article 8)		✓		

Target (Text)	Target Year	Title of Policy Document	Status	Goal 1c	Goal 3	Goal 5
Upgrading pollution standards for Non-diesel vehicles (gasoline, hybrid, light and heavy gas, dual-fuel, etc.) to Euro 6	2027	Clean Air Act (article 2, Executive Regulations)		✓		
Diesel vehicles to Euro 6 or Euro 5 + DPF						
Upgrading pollution standards of imported motorcycles to Euro 5	2024	Clean Air Act (article 2, Executive Regulations)		✓		
Upgrading pollution standards of domestically produced motorcycles to Euro 5	2025	Clean Air Act (article 2, Executive Regulations)		✓		
Upgrading pollution standards of domestically produced diesel vehicles to (Euro 6) or (Euro 5 + DPF)	2024	Clean Air Act (article 2, Executive Regulations)		✓		

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
Construction of Tehran Metro Station: 6 stations (HefdahShahrivar, Dadman, Haftetir, ValiasrSQ, Laleh, Kargar) in 2022, 9 stations (Jafari, Ketab, Ziba, Shahrn, Kouhsar, Parand, Kashani, Kan, Shiraz) in 2023		Completed in 2022 and 2023	✓	✓	✓
Implementing the first phase of financial support for the purchase of electric taxis, paying loans of 70% of the vehicle price for 200 taxi drivers		Completed in 2023			
Increasing the number of air pollution monitoring stations in Tehran to 36 stations		Completed in 2023	✓		
Preliminary studies to assess the economic benefits of transport electrification (3 studies in 3 cities: Tehran, Karaj, Isfahan)		Completed	✓	✓	