

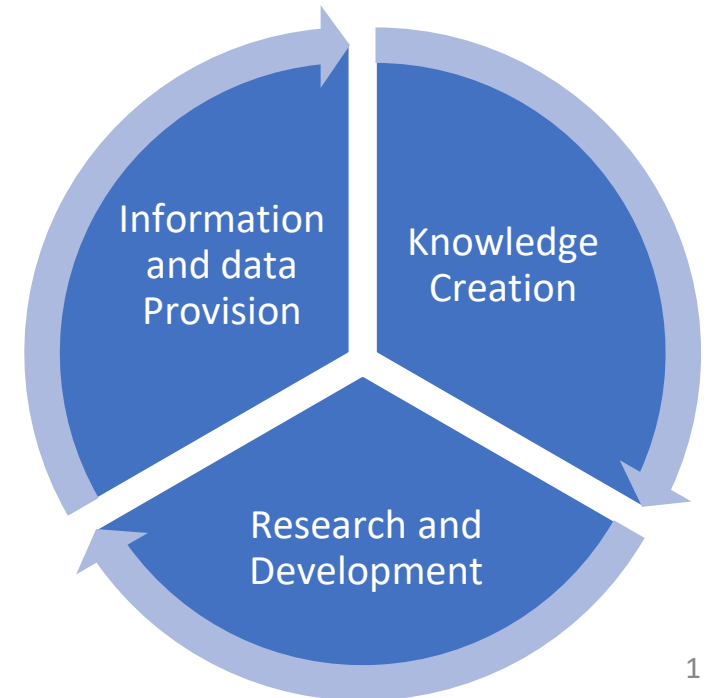
16th Regional EST Forum in Asia

Plenary Session 6: International Partner's Initiatives Towards the Aichi 2030 Declaration (2021-2030) & the United Nations Decades of Sustainable Transport (2026-2035)

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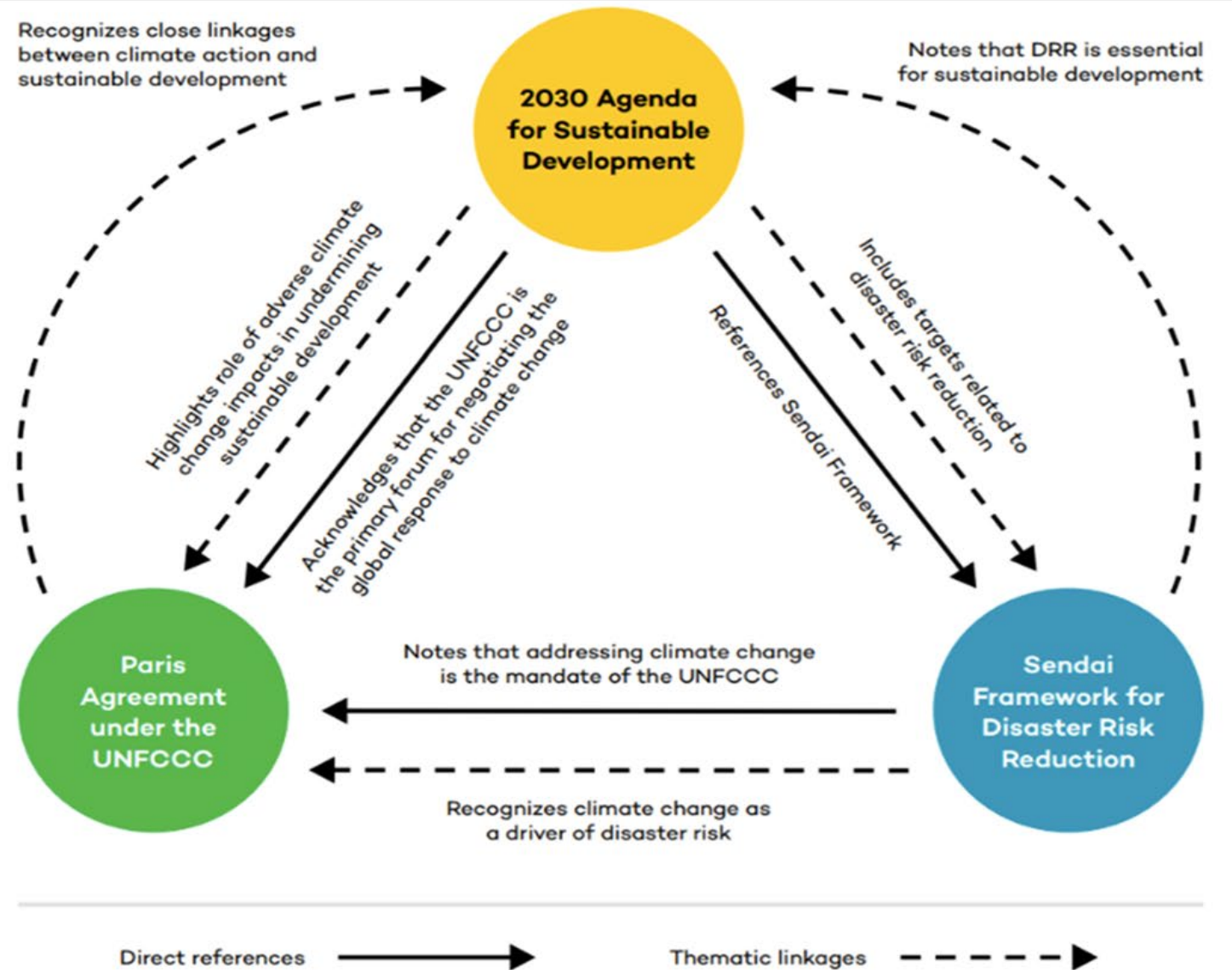
ex-Director for UNCRD



Outline presentation

1. Introduction to Aichi 2030 Declaration
 - What was discussed before adoption of the Aichi Declaration
 - Implementation mechanism
2. Input to Global Agreement such as SDGs
 - Role of key stakeholders in transport system
 - Linkage between global, regional, national and local
3. Contribution to Development Plan
 - Mainstream sustainable transport in the SDGs
 - Integrate sustainable transport into overall development plan

Discussion at Global Level (example of DRR community)



AICHI 2030 DECLARATION (2021-2030)

ADOPTED BY THE MEMBER COUNTRIES ON 20 OCT 2021 AT THE
14TH REGIONAL EST FORUM IN ASIA

Aichi 2030 Declaration (2021-2030) for Achieving Universally Accessible, Safe, Affordable, Efficient, Resilient, Clean and Low-carbon Passenger & Freight Transport in Asia

- **Goal 1 - Environment sustainability**
- **Goal 2 – Road safety**
- **Goal 3 - Economic sustainability**
- **Goal 4 - Rural access**
- **Goal 5 - Urban access**
- **Goal 6 - National access and connectivity**



Restructure EST Forum format – what was discussed before adoption of the Aichi Declaration?

- EST has been successful in terms of knowledge sharing on transport policy, but **there is a lack of visible results of the previous EST Forums**, which the Japanese Ministry of the Environment has been continuously providing financial support for 15 years.
- Also, lack of discussion on achieving the SDGs from the perspective of transportation.
- **Discussion on a specific solution is one of the themes** in the future EST forum: for example, each forum need to produce visible results (e.g. ADB financed projects).
- **Need to establish policy indicators of how to grasp the effects of the Post-Bangkok Declaration.** (therefore, EST secretariat (UNCRD) requests participating countries to voluntarily report on the impacts and outcomes of their policies.)
- Collaboration between ADB and UNCRD was discussed to have a partnership mechanism to share best practices, tasks on country reports, etc.
- The EST forum should put **more focus on infrastructure project support** in the post-Bangkok Declaration.

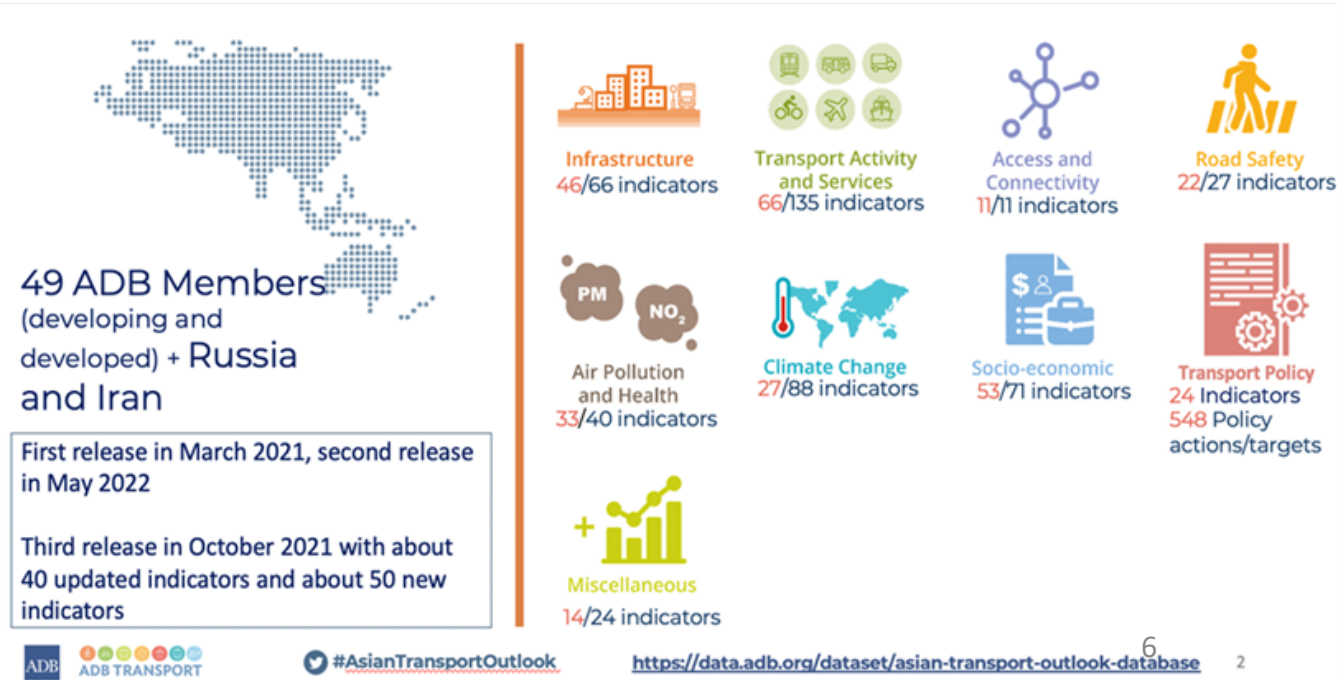
Tracking the Aichi 2030 Declaration - Complementary Relationship between Aichi 2030 Declaration & Asian Transport Outlook

Aichi 2030 Declaration (2021—2030)

Asian Transport Outlook



- Tracking the implementation of goals of the Aichi 2030 Declaration using a set of agreed indicators (Annex 2) which are in line with the agreed upon SDG indicators (mainly SDG Tier 1 & Tier 2).
- ATO provided a Baseline report for the Aichi 2030 Declaration (regional status with country data in Annex)
- The data for reporting on indicators will be from the ATO, which will serve as a reference for tracking implementation of the Declaration.
- Tracking of national policies, institutional arrangements and funding in support of the Declaration.
- EST member countries will be requested to submit annual progress reports inline with standardized reporting guidelines (capacity building training workshop).
- The information provided through the country reports will be combined with relevant policy information collected through the ATO.



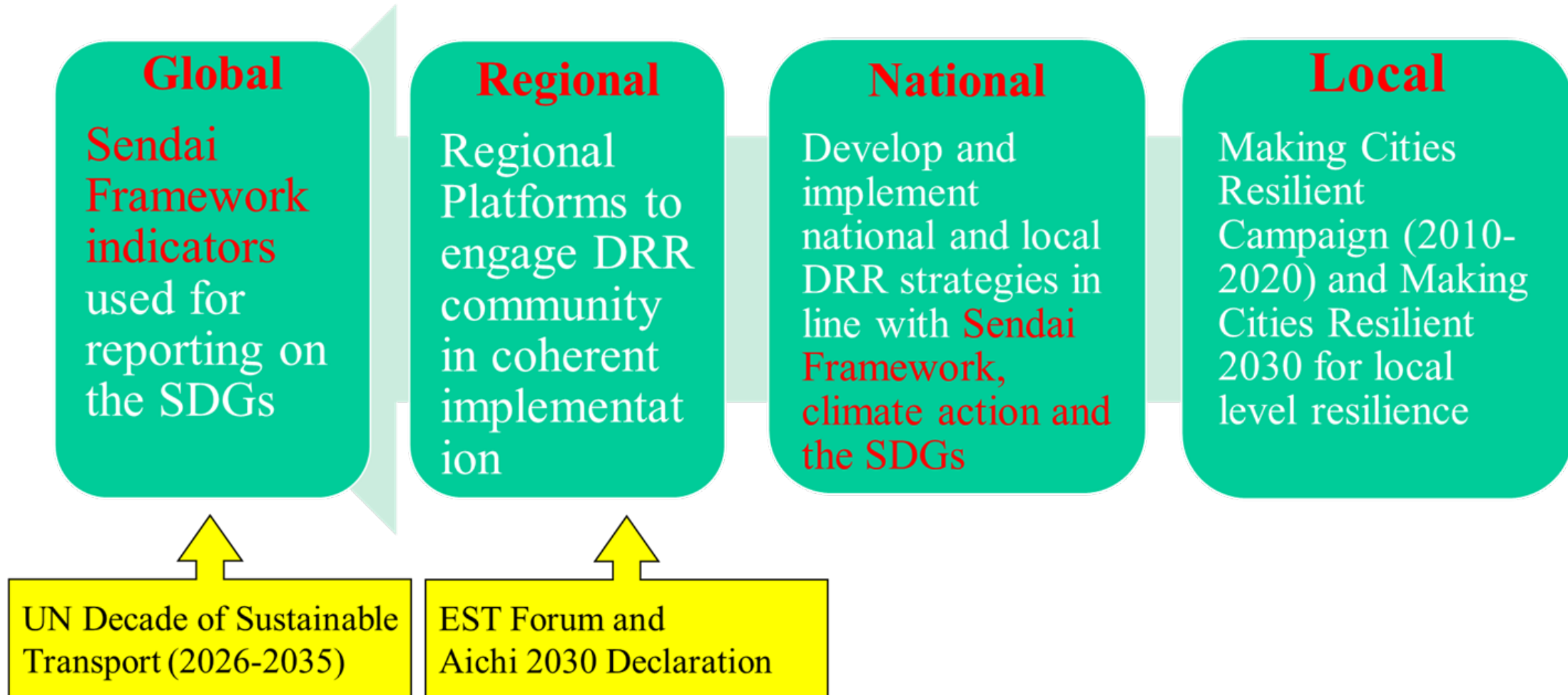
2-1. Input to Global Agreement such as SDGs

Role of Key Stakeholders in transport system towards the objectives of the Aichi 2030 Declaration (2021-2030) – what is missing?

Key Stakeholders	Possible Role
Federal/National Government	Policy reform keeping in mind climate, natural disasters and health emergencies like COVID-19 pandemics, policies governing land use and transport integration (smart growth, transit-oriented-development), accessibility, regional connectivity, rural-urban connectivity, mega-transport master plans, dedicated transport corridors, rules and regulations towards safety and pollution control (emission standards), inspection and maintenance (I/M), multi-modal integration, technology transfer, capacity building, funding, institutional arrangements and overall governance, etc.
State/Provincial Government	Regulate transport services in line with people's affordability, improve accessibility, mobility and connectivity through integrated city master plans, inter-state connectivity, walking and bicycling network and their integration with bus/rail systems, promote public-private-partnerships (PPPs), etc.
Local/City Government	Law enforcement, smart city, smart mobility, overseeing route design and time-table, infrastructure development, local tax, walking and bicycling network and their integration with bus/rail systems, etc.
Industry/Manufacturers (engine, chassis, body builders, etc.)	Vehicle design with due considerations to safety measures and needs of the transport sensitive groups (physically challenged, women, older, children, poor, etc.), intelligent transport system (ITS), technological innovations and development, customer comfort and safety through appropriate body building, engineering and design, etc.
Operators	On-time performance, cleanliness, choice of vehicles, choice of chassis, fuel choice, maintenance, local information, safety, security, dialogue with the manufacturers, route design in consultation with local government, on-board medical and first-aid facilities, prevention of spread of infections (e.g., COVID-19), drivers' behavior (such as zero tolerance towards alcohol drink and driving), etc.
Passengers	cooperation towards safety, constant feedbacks towards continuous improvements, etc.

2-2. Input to Global Agreement such as SDGs

How to establish a linkage between Global, Regional, National and Local (example of Disaster Risk Reduction (DRR) community)



3-1. Contribution to Development Plan

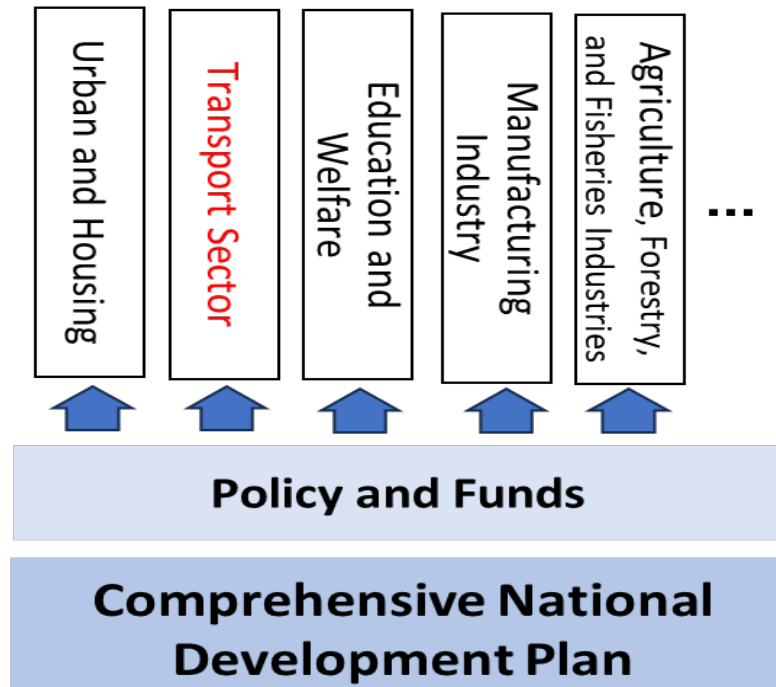
Mainstream Sustainable Transport in the 2030 Agenda for Sustainable Development Goals: Transport is essential for progress on all the SDGs..

- Better accessibility to essential utilities (*SDG 1*)
- Efficient supply chain and logistic reducing food grain loss (*SDG 2*)
- Safe, clean and low-carbon transport solutions (*SDG 3*)
- Improved transport access to schools & universities (*SDG 4*)
- Better access to job, healthcare, childcare, women empowerment (*SDG 5*)
- Clean inland water transport towards better water quality and protection of water-related ecosystems (*SDG 6*)
- Fuel economy, clean and low carbon transport system and technologies transport (*SDG 7*)
- Accessibility to employment, job, training, sustainable tourism, trade (*SDG 8*)
- High-quality, resilient, sustainable transport infrastructures and services towards economy, well-being, equitable access (*SDG 9*)
- Sustainable transport for all sections of society including vulnerable groups, regionwide economic integration covering SIDS, land-locked and least developed countries (*SDG 10*)
- Efficient and reliable urban mobility for all, including vulnerables (*SDG 11*)
- Fuel economy, energy efficiency, NMT, efficient supply chain towards minimizing food losses & post-harvest losses (*SDG 12*)
- Sustainable and low carbon transport solutions, NMT, fuel economy, energy efficiency (*SDG 13*)
- Sustainable maritime transport to reduce marine pollution (*SDG 14*)
- Sustainable transport infrastructure development without affecting terrestrial ecosystems (forests, wetlands, mountains, etc.) and their services (*SDG 15*)
- Effective, accountable and transparent transport institutions (*SDG 16*)
- Enhanced collaboration and partnership among transport stakeholders (*SDG 17*)



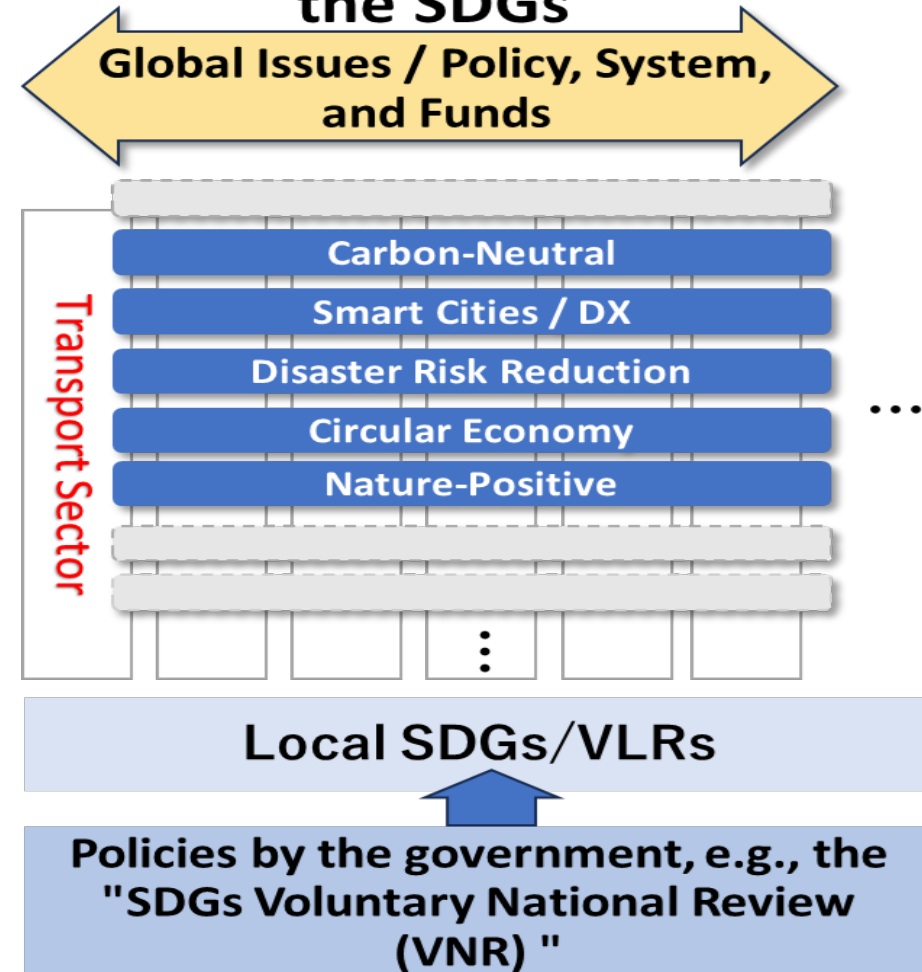
Integrating Sustainable Transport Strategies into overall National Development Plans

Development model in Japan during 1970's - 1980's



The long-term development plans for cities, roads, and social infrastructures were formulated under the Comprehensive National Land Development Act (1962-)

Approach to achieving the SDGs



Thank
You

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