



Second Regional EST Forum in Asia

UNCRD's Initiative on EST and Objectives of the Regional EST Forum

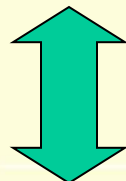
C.R.C. Mohanty
11-12 December 2006,
Yogyakarta, Indonesia





● Regional Component

- Regional EST Forum
- Regional Trainings



● National Component

- National EST Strategies
- Pilot/demonstration projects
- In-country policy-dialogues & trainings



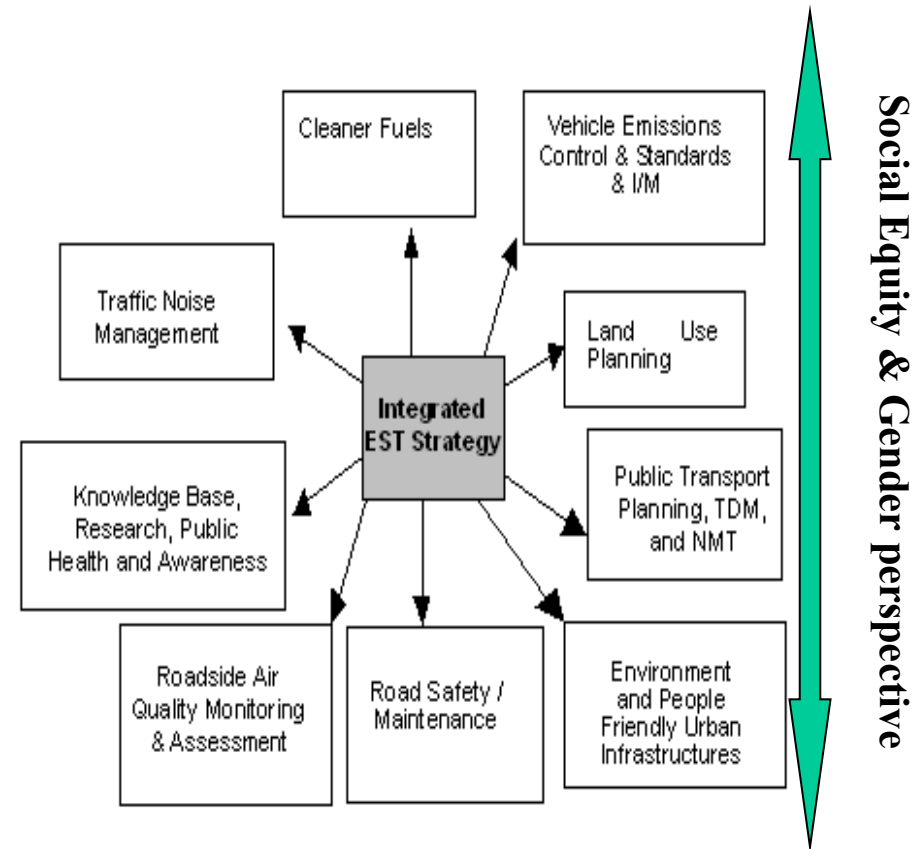
Objectives Regional EST Forum

- **Facilitate high-level policy dialogues on environment and transport issues on a periodical basis;**
- **Provide a strategic/knowledge platform for sharing experiences & disseminating among Asian countries best practices, tools, technologies, policy instruments, in response to various issues concerning EST;**
- **Provide a platform for discussion on specific issues of concern through expert group meetings, policy consultations.**
- **Provide platform for interagency coordination both at national and international level to efficiently address/promote EST**

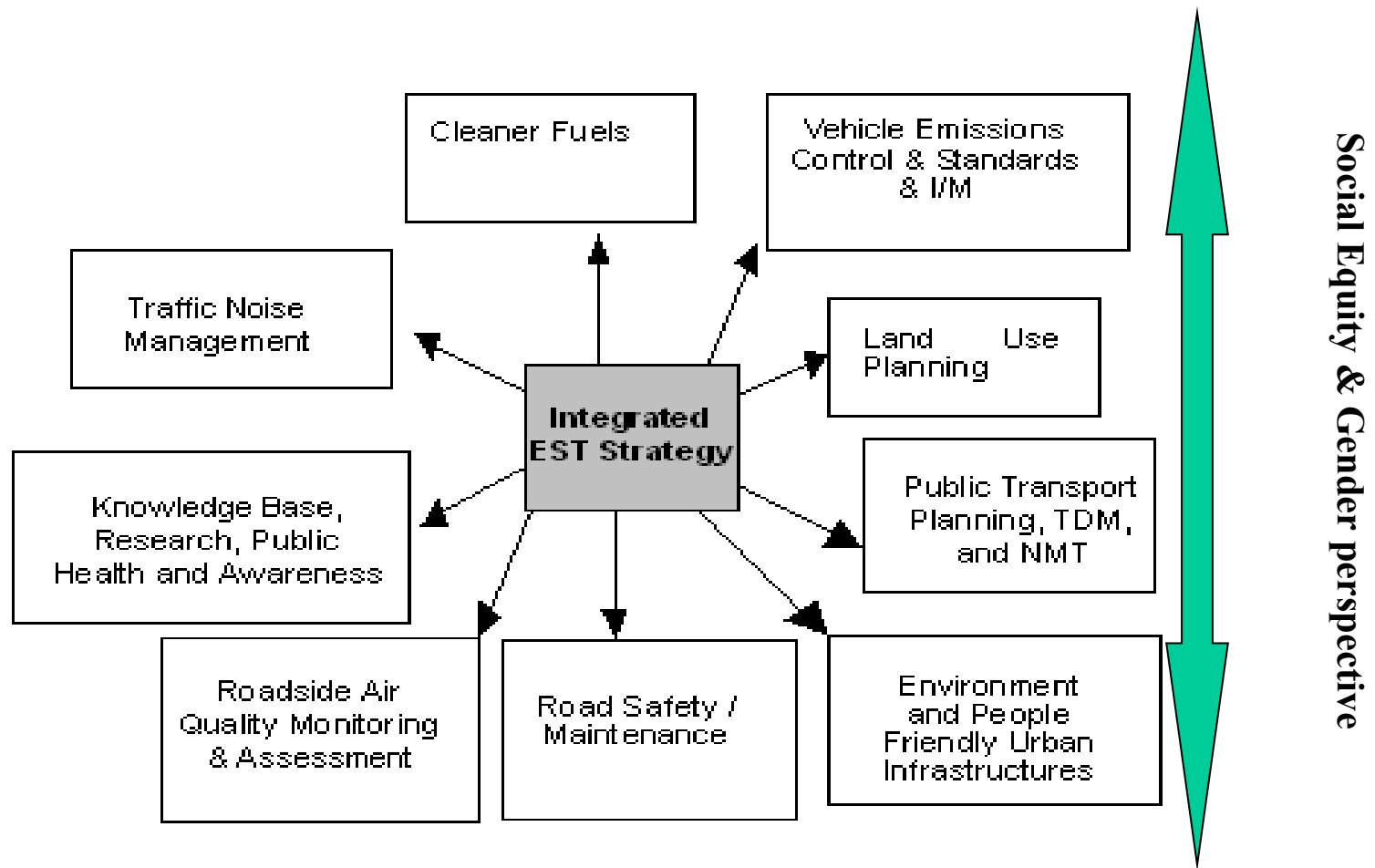


Composition of Regional EST Forum

- **National Governments –**
 - MoE & MoT
 - MoH (through WHO)
- **Subsidiary Expert Group –**
9 thematic areas of EST and
1 cross-cutting area



Key Elements of Integrated EST Strategy



Manila Policy Dialogue on Environment and Transportation in the Asia Region, Jan'2004



- **Participating Countries: 14 Countries - Brunei Darussalam, Cambodia, China, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Philippines, ROK, Thailand, Vietnam**
- **International Organization: ADB, ASEAN, IGES, JBIC, UNCRD, UNEP, UNDP, UN HABITAT, UNU/IAS, The World Bank, WHO, etc.**
- **Manila Statement was adopted with recommendation to (a) establish **Regional EST Forum** as a platform to facilitate regular policy dialogues and consultations and (b) formulate national EST strategies for Laos, Cambodia, and Viet Nam (1st Phase).**



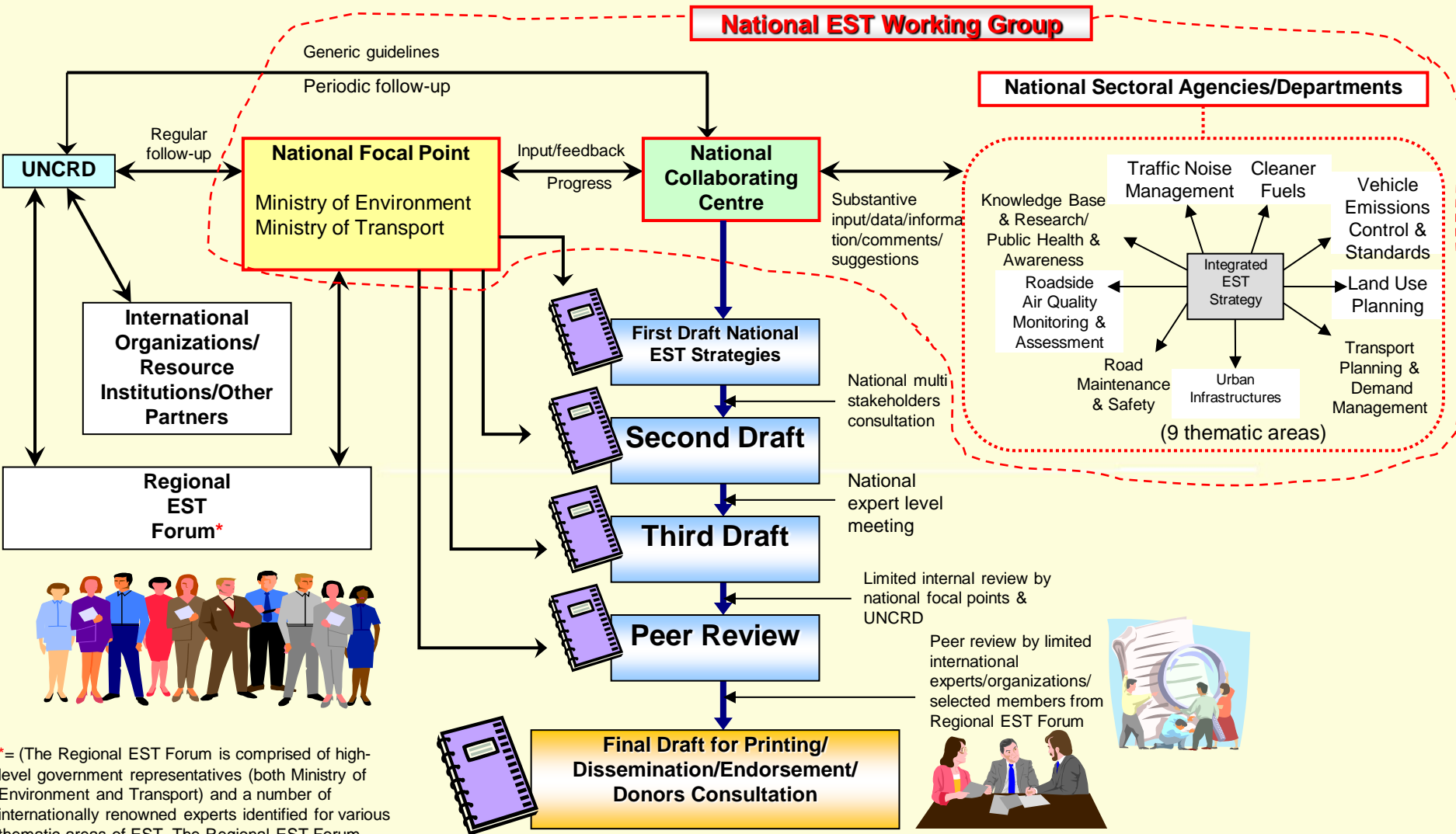
EST Inception Meetings in Laos, Cambodia, and Viet Nam, Sep'2004



- National Focal Point established
- National Collaborating Centre identified
- Interagency network established
- National EST Working Group established
- Outline of National EST Strategy agreed
- National processes to formulate EST strategy defined and agreed



Institutional Co-operation/Mechanism vis-à-vis National EST-Working Group for Formulation of EST Strategy-cum-Action Plan



*= (The Regional EST Forum is comprised of high-level government representatives (both Ministry of Environment and Transport) and a number of internationally renowned experts identified for various thematic areas of EST. The Regional EST Forum provides a strategic platform between the governments and the selected experts who meet periodically to discuss various EST related issues and share best practices/experiences.)

First Expert Group Meeting on Regional EST Forum, 12-13 May 2005



- **Jointly organized by UNCRD and MoE-Japan**

- **Role and EST Thematic Areas for individual expert members defined & agreed**



First Regional EST Forum, 1-2 Aug 2005 in conjunction with World Expo-2005



Participating countries: Brunei Darussalam, Cambodia, Canada, China, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Thailand, and Viet Nam

Supporting Organizations: ADB, Sida, and WHO

- **Regional EST Forum launched**
- **Subsidiary Expert Group formally established**
- **Aichi Statement adopted**



Key EST elements recognized in Aichi Statement for action at local & national level

Public health

- *Promoting integrated transport policies that mitigate the negative human health impacts of motorized transport*
- *Recognizing the high costs incurred to the national health system due to non-sustainable transport modes*
- *Strengthening the coordination and cooperation among health and transport agencies*



Key EST elements recognized in Aichi Statement for action at local & national level

Land-use planning

- *Accepting a vision of cities for people rather than for cars, with a focus on the movement of people and goods rather than vehicles*
- *Supporting urban planning with a particular emphasis on public transport, non-motorized transport, traffic safety and environmental control*
- *Encouraging the integration of both land-use and transport planning to reduce the unplanned, low-density expansion of urban areas*



Key EST elements recognized in Aichi Statement for action at local & national level

Environment and people friendly urban transport infrastructures

- *Providing affordable and socially acceptable transport infrastructure and facilities in urban areas*
- *Recognizing that overprovision of infrastructure can induce additional travel by private motorized vehicles and result in increased pollution and congestion, unless appropriate consideration is made*
- *Acknowledging the importance of mass transit systems in meeting the needs for increased mobility in an environment friendly manner*



Key EST elements recognized in Aichi Statement for action at local & national level

Public transport planning & TDM

- *Controlling the demand for private motorized travel through a combination of policies, such as regulatory measures (manage demand for road space), fiscal policies (such as parking fees, vehicle taxes, road or congestion charging, and fuel taxes, etc.), and infrastructure design measures*
- *Recognizing Bus Rapid Transit (BRT) as a low-cost mass transit option which can be implemented quickly to meet the growing demand for mobility*
- *Recognizing Mass Rapid Transit (MRT) as a mass transit option to meet the growing demand for mobility, where appropriate*



Key EST elements recognized in Aichi Statement for action at local & national level

Non-motorized transport (NMT)

- *Acknowledging the dependence of all-income groups on NMT and its importance as an environmentally sustainable mode of transport*
- *Aiming to maintain or enhance the existing role of NMT, especially in dense urban areas, especially for short trips*
- *Encouraging the provision of higher-quality infrastructure and the development of city-level master plans for footpaths and cycle ways*
- *Increasing safety for NMT*



Key EST elements recognized in Aichi Statement for action at local & national level

Social equity and gender perspectives

- *Acknowledging the need for, and contribution of, safe and affordable urban transport systems to the alleviation of poverty and the promotion of social development*
- *Recognizing that public transport has to address the conditions of women and the need to build the institutional capacity to better include gender aspects in urban transport planning*
- *Providing infrastructure that particularly caters to the needs of the most vulnerable users, including children, the elderly, and the physically disabled*



Key EST elements recognized in Aichi Statement for action at local & national level

Road safety and maintenance

- *Creating appropriate inter-agency coordination and management mechanism to address the road safety in transport policies and programmes*
- *Acknowledging road safety as a primary guiding principle for transport planning*
- *Mobilizing resources for formulation and implementation of multi-stakeholder integrated road safety action plans*



Key EST elements recognized in Aichi Statement for action at local & national level

Strengthening road side air quality monitoring and assessment

- *Improving road side air quality monitoring in urban city centres to better understand the impacts of road side pollution on people travelling on the roads and people working or living close to the roads*
- *Improving and harmonizing road side monitoring methodologies in line with the internationally standardized methodologies for ambient air quality monitoring*



Key EST elements recognized in Aichi Statement for action at local & national level

Traffic noise management

- *Improving traffic noise monitoring in urban city centres to better understand the impacts of road side noise on people travelling on the roads and people working or living close to the roads*
- *Acknowledging the need for standards on noise levels and the enforcement of such standards by establishing management mechanisms*
- *Promoting the prevention of excessive noise through the promotion of non-motorized modes and high-quality public transport*



Key EST elements recognized in Aichi Statement for action at local & national level

Cleaner fuel

- *Phasing out leaded gasoline as rapidly as possible, and phasing down sulphur levels in gasoline and diesel as required to achieve advanced vehicle emission standards*
- *Acknowledging the contribution of alternative fuels such as CNG and biomass-derived ethanol and bio-diesel as a means to reduce vehicle emissions*
- *Planning for an eventual transition to renewable fuels*



Key EST elements recognized in Aichi Statement for action at local & national level

Vehicle emission control, standards, and I/M

- *Rapidly phasing-in strict emission standards for new vehicles, with due regard to manufacturing lead times and to the provision of compatible fuels*
- *Adopting and enforcing vehicle I/M programmes for vehicle emissions and safety, based on high-volume, test-only inspection centres with stringent quality control*
- *Reducing emissions from in-use vehicles by retro-fitting of emission control devices and/or the conversion to lower-emitting fuels*



Key EST elements recognized in Aichi Statement for action at local & national level

Strengthening knowledge base, awareness, and public participation

- *Promoting coordination and cooperation among groups collecting or managing information on EST through a decentralized network of knowledge providers*
- *Developing and disseminating best practice on EST*
- *Increasing the understanding and awareness of the civil society and decision-makers on the beneficial aspects of EST with the aim to accomplish changes in policies, investment decisions, and personal behaviour*



Other major EST Events

•EST policy dialogue-cum-training workshop in Laos (19-21 June'06), Viet Nam (22-24 June'06), and Cambodia (26-28 June'06).

•Asian Mayors Dialogue on Promotion of EST, 23-24 April 2007, Kyoto (planned to be jointly organized by MoE-Japan, UNCRD, AWGESC, and IGES)



Linkage with other partners....

- **CAI-Asia/ADB - SUMA**
- **AWGESC (Intergovernmental Group)**
- **WB (through GEF mechanism)**
- **UNEP (through GEF mechanism)**
- **GTZ (SUTP) – for Forum, training**
- **WHO – for health sector**
- **Sida – Expert support for the EST Forum in Gender and Social Equity areas**
- **JICA – Urban Transport and Environment training program**



Linkage with other partners/processes....

- WB – Sustainable Transport & Environment Programme (STEP) for East Asia – the proposal is under consideration in World Bank; Key actors: WB (Lead Agency), UNCRD, GTZ, CAI-Asia, ITDP, etc. [GEF]
- UNEP – Vientiane Sustainable Transport Initiative – the proposal is under formulation; Key actors – UNEP (Lead Agency), GTZ, CAI-Asia, JICA, UNCRD, etc. [GEF]
- SUMA – Sustainable Urban Mobility in Asia – Sida funded project to be implemented by ADB and CAI-Asia in collaboration various key actors – GTZ/SUTP, ITDP, UNCRD.
- GTZ – Contribute in EST forum, training workshops, and also provide EST resource materials to countries.
- AWGESC – Asian Mayors Dialogue for the Promotion of EST



Linkage with other partners/processes....



- **1st, 2nd, 3rd JICA-UNCRD Group Training Course on Urban Environment and Transportation in 2004, 2005, 2006 respectively**

- **Covering 9 thematic areas of EST**



Linkage with other partners/processes....

Ground based pilot project to promote road safety



- **Traffic Signal project in Hanoi financial support by Higashiyama Lions Club in Nagoya**
- **Officially launched on 6 July 2005**
- **Local Collaborators – DoE/MONRE, Hanoi Municipality, Kim Lien Primary School**



Linkage with other partners/processes....

Bus Rapid Transit (BRT) Training Course in Manila, Philippines, 28-29 Nov 2005



- **Organizers**: UNCRD, CAI-Asia, GTZ, Government of Philippines
- **Participants**: 40 Government Officials
- **Objectives**: To build the capacity of local officials to develop and implement a BRT system in Metro Manila area
- **Pre-feasibility study** for implementing the Bus Rapid Transit (BRT) Metro Manila Project to ease traffic and reduce air pollution in Metro Manila.



Objectives of the 2nd Regional EST Forum

- Discuss legislation (including new legislation if any), policies, measures, best practices in relation to EST areas outlined in the Aichi Statement
- Identify potential areas for cooperation at local and national level for the promotion of EST & implementation of Aichi Statement
- Discuss and explore linkages with other on-going regional and international activities/initiatives
- Provide synergy to logically interlinked events such as Govt. Meeting on UAQM and BAQ-2006



Objectives of the Country Response Sheets

- To share various policy initiatives and other measures taken by the local and national governments in relation to the Aichi Statement recommendations
- Provide a basis for the policy dialogues and expert interventions
- Provide insight towards formulation of new project ideas, pilot/demonstration projects

