Seventh Regional EST Forum in Asia
&
Global Consultation on Sustainable Transport in the Post-2015 Development Agenda

Nusa Dua, Bali, Indonesia, 23-25 April, 2013

Concept Note

Ministry of Transportation
Indonesia

Ministry of the Environment
Japan

Integrated Conference on

Next Generation Transport Systems We Want for 21st Century~ Looking Beyond Rio+20

Organized by

United Nations Centre for Regional Development (UNCRD)

Ministry of Transportation Government of Indonesia

Ministry of the Environment Government of Japan

Supporting Organizations and Partners

United Nations Department of Economic and Social Affairs (UN DESA)
World Health Organization (WHO)
Asian Development Bank (ADB)
Clean Air Asia
Dutch Cycling Embassy
EMBARQ (The World Resources Institute's Center for Sustainable Transport)
German International Cooperation (GIZ)
Institute for Transportation and Development Policy (ITDP)
The Korean Transport Institute (KOTI)
Nagoya Institute of Technology (NIT)
Nagoya University
Partnership on Sustainable, Low Carbon Transport (SLoCaT)
South Asia Co-operative Environment Programme (SACEP)
The Energy and Resources Institute (TERI)
Transport Research Laboratory (TRL)
International Union of Railways (UIC)
International Association of Public Transport (UITP)
United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP)
United Nations Human Settlement Programme (UN HABITAT)
The World Bank (WB)

1. BACKGROUND

Though the Asian region has made significant progress on many fronts, including economic and social development, the countries still face vast challenges in realizing safe, secure, people and environment friendly, affordable, and climate resilient transport systems. The rapid urbanization throughout the region has further compounded these challenges. Asian cities are now home to 1.8 billion people, nearly half of the urban population of the world. It is predicted that 44 million people are being added to Asia's urban population annually over the next 2 decades adding another billion people to the urban population.

Vehicle ownership and usage has dramatically increased in the Asian region, and the response so far has been to construct more and more roads within and between cities to accommodate the growth in private motorization. Insufficient consideration has been given to a more comprehensive approach focusing on realizing a multi-modal transport system that can effectively integrate environment, health, and poverty issues while promoting sustainable economic and social development. The current pattern of passenger and freight transportation in Asia is still largely based on fossil fueled motor vehicles generating serious social, economical and environmental damage. There is increasing consensus that this current pattern of motorization is not sustainable. These unsustainable transport practices in Asian developing countries adversely contribute to deteriorating air quality, worsening public health, increasing noise pollution, worsening traffic congestion, rising traffic accidents and injuries, increasing freight inefficiencies, lower energy security, worsening social equity, shrinking green spaces, promoting rural to urban migration, decreasing economical productivity, loosing community ties, rising levels of greenhouse gas (GHG) emissions and destruction of natural habitats and ecosystem.

Asian transport fact sheet

- *70% (800 million) of the world's poor live in Asia, out of this about 250 million people live in 10 Asian growing Megacities; and this is projected to reach 300 million by 2020.*
- *44 million persons are being added to Asia's urban population each year, which is equivalent to 120,000 people per day*
- *Motorization is growing rapidly, doubling every 5-7 years, especially in emerging economies such as China and India.*
- *1.18 million deaths and millions of serious injuries occur globally each year due to road accidents, 60% occur in Asia. Every 6 seconds someone is killed or seriously injured on road.*
- *The economic cost of traffic accidents for Asia is estimated to be between 2%~5% of Asian GDP. US $ 15 billion per year is the estimated cost of road accident only in ASEAN countries while the total cost for the whole of Asia is estimated to be about $ 50 billion per year.*
- *Transport is an important contributor to air pollution. Seven out of 10 Asian cities do not meet the most lenient World Health Organization interim target for fine particulate (PM10).*
- *The number of light duty vehicles in Asia is expected to increase 6 to 8 fold from 2000 to 2030, and the combined with rise in trucks could lead to 3 to 5 fold increase in CO2 emissions.*
- *Freight activity is growing tremendously in China, India, and ASEAN with considerable impact on environment and society. Freight movements in Asia are projected to increase 5 fold by 2050 and freight now accounts for 35% of the world's transport related energy use. In India, only 5% of vehicles are trucks yet they consume46% of transport fuel and generate 63% of CO2 and 59% of particulate matter emissions.*
- *Energy use for transport is expected to increases at least 2.7% per year from 2006 to 2030 in Asian countries, which is eight times higher than the projected rate of OECD countries*
- *Out of 23 % of global CO2 emission from the transport sector 19% is in Asia. This figure is expected to increase to 31% by 2030. Transport related Greenhouse Gas emissions are rising at a faster pace than economic development.*
- *The economic loss due to climate change range between 5%-9% of the total GDP of developing countries.*
- *Only a very few cities in Asia have integrated climate considerations in plans for urban development, transport, disaster risk management, and energy.*
- *Asia is the home of a large number of encouraging policy initiatives, programs and projects on sustainable transport which if scaled up in the coming years can significantly improve the sustainability of transport.*

Date Source: ADB, WHO, WB, IEA, WBCSD, and Clean Air Asia

The majority of developing Asian cities have not given sufficient consideration to integration of land use and transport planning with an objective to reduce pollution, noise and GHG emission. Transport infrastructure is quite vulnerable to the effects of climate change and climate induced natural disasters such as extreme flooding events or landslides. Climate proofing of existing and new transport infrastructure and systems is not a routine practice in Asia. Poor institutional or interagency cooperation, lack of transit oriented development and efficient inter-modal connectivity and insufficient investment in people and environmentally friendly transport infrastructure, including safe and dedicated walkways and bicycle lanes, in Asia are challenging the resiliency of transport systems in the region.

The outcomes of the 2012 United Nations Conference on Sustainable Development (Rio+20) have provided the international development community with a meaningful framework and opportunities to develop and implement environmentally protective, economically efficient, and socially inclusive transport policies, programmes, and measures, leading to more sustainable passenger and freight transport systems and services. In the Rio+20 Outcome Document – "*The Future We Want*", the Heads of State and Government and high-level representatives acknowledge that transportation and mobility are central to sustainable development. It states: "Sustainable transportation

can enhance economic growth and improve accessibility". The outcome document of Rio+20 calls for, among others -

- *improved accessibility and better integration of the economy while respecting the environment;*
- *efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas.*
- *road safety as an integral part of sustainable development;*
- *development of sustainable transport systems, including energy efficient multi-modal transport systems, notably public mass transportation systems, clean fuels and vehicles, as well as improved transportation systems in rural areas; and*
- *integrated approach to policymaking at the national, regional and local levels for transport services and systems to promote sustainable development.*

These aspirations are very much in line with the Bangkok 2020 Declaration on 2020 Goals for Sustainable Transport adopted by the Fifth Regional EST Forum in Bangkok, Thailand in 2010.

It is therefore an opportune time for Asian countries to start planning the next generation of transport systems for the 21st century which can deliver better access to essential human services and goods, which are more environment friendly and at the same time are more climate resilient. This is important in times of emergencies and disasters.

> *"The specific mobility needs of low-income groups, as well as women, children, the elderly, and persons with disabilities which must be addressed to achieve socially-equitable communities and a better quality of life for all." (**Bangkok 2020 Declaration, 2010).***

2. VISION THREE ZEROS FOR NEXT GENERATION TRANSPORTATION SYSTEMS: ZERO CONGESTION, ZERO POLLUTION, AND ZERO ACCIDENTS

The proposed theme of the Seventh Regional EST Forum in Asian is: "***Next Generation Transport Systems We Want for 21st Century ~ Looking Beyond Rio+20".*** In developing this theme it is important to consider the vision that can underpin the planning for such next generation transport systems. It is suggested that building on the universal acceptance of the value of human life as well as the principles of "*the Future We Want*" and the Bangkok 2020 declaration on Sustainable the Seventh Regional EST Forum embraces ***Vision***

> *"Efforts to promote environmentally sustainable transport will result not only in the improvement of human health through the reduction of urban air pollution but will also have important complimentary benefits, including the reduction of greenhouse gas (GHG) emissions, the reduction of deaths and injuries from road accidents, the reduction of harmful noise levels, and the reduction of traffic congestion levels". (**Aichi Statement, 2005)**.*

Three ZEROs to guide the discussion on the development of the next generation of transport systems. *Vision Three ZEROs* has an ethical meaning which emphasizes zero tolerance towards congestion, pollution and road accidents. It suggests a common responsibility of Asian countries to devise and implement appropriate transport policies, programmes, and enforcement measures to protect their citizens, environment and property without loosing socio-economic sustainability of the region. Vision Three ZEROs can help in bringing about a paradigm shift in thinking on the role of motorization and mobility in realizing sustainable development.

3. ACHIEVING RESILIENCY THROUGH ENVIRONMENTALLY -SUSTAINABLE TRANSPORT

The frequency and magnitude of natural disasters (floods, earthquakes, cyclones, landslides, etc.) are on rise across Asia, yet the majority of developing countries and cities, have not made climate resilience a major part of their transport policy and transport infrastructure and services development. As a consequence, Asian countries and cities bear unprecedented potential damages to both human life and economy during such extreme events. For instance, the damage caused by 2011 flooding in Thailand amounted to US$46.5 billion, while the recovery and reconstruction costs are expected to reach at least US$50 billion according to Government of Thailand and U.N. rapid assessments. The transport infrastructure is vulnerable to effects of climate change and these vulnerabilities should be addressed in the design, construction, and geometry of roads, railway tracks, and other transport infrastructure, including the drainage system.

If countries would decide to build more climate resilient transport infrastructure and services, they can significantly reduce economic losses in the long run and at the same time, their cities/communities would be better equipped to cope up with other natural disasters as was evident during Great Japan Earthquake/Tsunami disaster in 2011. Those parts of the transport infrastructure which were built to higher and more climate resilient standards, e.g. high speed railway network, suffered far less damage and were up running well before non-climate change proof infrastructure such as regular railways.

Resiliency, among others, should therefore form one of the important basis for next generation transport system for the 21st Century.

4. GREENING THE FREIGHT SECTOR IN ASIA – TOWARDS A REGIONAL AGREEMENT

Freight in Asia has been a highly neglected sector and so far does not get adequate political attention when discussing environmentally-sustainable transport policies in Asia. This ignores the crucial enabling contribution of freight towards economic development but also significance of the freight sector in terms of air pollution and greenhouse gas emissions. The freight sector is estimated to be responsible for 50% of road transport related GHG emissions. In the absence of an enabling policy and regulatory and institutional framework at national and international level, the Chair's

Summary of the Sixth Regional EST Forum in Asia (New Delhi, Dec'2011), urged the need for a regional agreement to collectively address freight issues under the framework of the Regional EST Forum in Asia. This builds on Goal 12 of the Bangkok 2020 Declaration, agreed at the Fifth Regional EST Forum in Asia in 2010, which also calls for improved freight transport efficiency, including road, rail, air, and water, through policies, programmes, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management.

Freight transport is also viewed as important in the Rio+20 outcome document – "*The Future We Want*" because of its contribution to economic development and its significance for issues like road safety, social impact, environment and public health and working conditions of drivers.

The private sector oriented Green Freight Asia Network launched at the Delhi EST Forum in 2011 by Clean Air Asia and the Sustainable Supply Chain Centre-Asia Pacific provides an important basis for forging improved partnerships between government and private sector in addressing green-freight issues in Asia. Private sector partnerships in green freight can bring in multiple benefits or win-win opportunities: improved efficiency and competitiveness of participating companies as well as national and global benefits through reduced fuel consumption and improved environmental performance (air pollution and GHG emissions).

The Seventh Regional EST Forum in Asia (23-25 April 2013, Bali/Indonesia) provides the first stepping stone in initiating necessary intergovernmental consultations on a regional agreement on Green Freight. EST member countries will be asked to comment on the scope and structure of a possible regional agreement. It will be suggested that a regional agreement could consist of a regional policy guideline and framework for governments and will suggest possible actions to be taken to improve the overall performance from environmental gains of the freight and logistics sector in Asia. The development of the regional agreement on green freight under the Region EST Forum will be facilitated by UNCRD and will be supported by UN ESCAP, Clean Air Asia, ASEAN-German International Cooperation (GIZ), and the SLoCaT Partnership.

5. ASIAN ENVIRONMENTALLY-SUSTAINABLE TRANSPORT (EST) INITIATIVE & REGIONAL EST FORUM IN ASIA

With an aim to create a new paradigm in transport practices and to build a common understanding across Asia on the essential elements of EST, ***the Asian Environmentally Sustainable Transport (EST) Initiative*** was jointly launched by the United Nations Centre for Regional Development (UNCRD) and Ministry of the Environment of the Government of Japan (MOEJ) in 2004. As a key component of the Asian EST Initiative, regular ***Regional EST Forum in Asia*** have been organized since 2005 as a strategic and

intergovernmental policy dialogue platform to address multi-sectoral socio-economic and environmental issues, including climate concerns, in the transport sector.
The Regional EST Forum comprises: (a) high-level government representatives (mainly from the Ministry of Environment, Ministry of Transport, Ministry of Urban Development, and Ministry of Health); and (b) a Subsidiary Expert Group of Expert Members in twelve thematic EST areas as described in Aichi Statement (2005).

Currently, the participating countries include the member nations of ASEAN, North East Asian countries, South Asian countries and the Russian Federation – 24 countries (Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, Indonesia, India, Japan, Republic of Korea, Lao PDR, Malaysia, the Maldives, Mongolia, Myanmar, Nepal, the Philippines, Pakistan, the Russian Federation, Singapore, Sri Lanka, Thailand, Timor- Leste and Viet Nam).

The **Fifth Regional EST Forum in Asia,** held in August 2010 in Bangkok, with the theme of *"A New Decade in Sustainable Transport",* resulted in twenty-two participating countries agreeing on the ***Bangkok 2020 Declaration*** thereby renewing their commitment towards realizing a promising decade of actions in sustainable transport. It was the first time that Asian governments and other transport stakeholders endorsed a joint declaration which incorporates a comprehensive set of twenty EST goals under the three strategies approaches-***Avoid, Shift*** and ***Improve*** within the time frame of 2010-2020.

The **Sixth Regional EST Forum in Asia** held in December 2011 in Delhi, India with the theme of *"Sustainable Mobility".* The Conference cum Exhibition was composed of forty-two sessions and attended by approximately 700 participants, including high-level government representatives from twenty-one Asian countries. The conference was focused on the evaluation and implementation of the *Bangkok 2020 Declaration* by which Asian countries geared their economy towards a green economy, characterized by low carbon, energy/fuel efficient and socially inclusive manner. Furthermore, the participatory countries adopted a *Chair's Summary* which was submitted as an input to the preparatory process of Rio+20.

6. ASIAN EST FORUM & ITS IMPLICATIONS IN OTHER REGIONS

Inspired by the progress made in Asia through the Regional EST Forum, Latin American countries launched in 2011 the first Foro de Transporte Sostenible para América Latina (FTS, Sustainable Transport Forum for Latin America). This was co-organized by UNCRD, Inter-American Development Bank (IDB), and Ministry of Transport of Columbia in Bogotá, Colombia on 23-24 June 2011. As a key outcome of the inaugural Forum, nine Latin American countries (Argentina, Brazil, the Plurinational State of Bolivia, Chile, Colombia, Ecuador, Mexico, Paraguay, Peru, Uruguay, and Venezuela) endorsed the ***Bogotá Declaration***, containing twenty-three goals for comprehensive environmentally sustainable transport in Latin America for the time frame up to 2020. This newly established regional policy Forum is expected to be held biannually.

With the successful replication of *Asian EST Forum in Latin America*, World Bank, SLoCaT, UNCRD/UN DESA, and other organizations are in active consultation regarding the launching of a similar *Regional EST Forum in Africa* in the near future.

7. SEVENTH REGIONAL EST FORUM IN ASIA AND GLOBAL CONSULTATION ON SUSTAINABLE TRANSPORT IN THE POST-2015 DEVELOPMENT AGENDA, 23-25 APRIL 2013, BALI, INDONESIA

The integrated event of Seventh Regional EST Forum in Asia and Global Consultation on Sustainable Transport in the post-2015 Development Agenda will be held on 23-25 April 2013 in Bali, Indonesia. The Regional EST Forum, under the theme of "***Next Generation Transport System We Want for 21st Century~ Looking Beyond Rio+20***", will provide an ample opportunities not only to discuss and share the progress and achievements made by the countries towards achieving the goals under the *Bangkok 2020 Declarations* but also to address EST in the context of the Rio+20 Outcomes - ***The Future We Want.***

The Seventh EST Forum is expected to address a number of areas such as –

- EST in the Context of Rio+20 Outcome - *The Future We Want*, and the post-2015 global development agenda being prepared by UN Secretary General Ban Ki-moon
- Non-Motorized Transport (NMT), road safety and social equity
- Promotion of Public Bicycle Schemes
- Full Integration of Public Transport Modes
- Intelligent Transport System: A Vision of 21st Century Cities
- Regional connectivity (intra-region, rural-urban linkage, etc.) for sustainable development
- Building resilient transport infrastructure and services through EST Measures
- Financing Needs of Next Generation Sustainable Transport Systems for 21st Century
- Institutional Arrangements in Realizing Next Generation Sustainable Transport Systems for 21st Century
- Contribution of Railways towards realizing EST and sustainable development in the post Rio+20 development
- The contribution towards realizing EST in Asia by the Rio+20 US$ 175 billion voluntary commitment for more sustainable transport by eight multilateral development banks as well as other voluntary commitments on sustainable transport
- Greenways initiative for converting road space into leaner parks and high quality pedestrian areas
- Discussion on a Regional Agreement on Green freight in Asia, etc.

See Annex 1 for a tentative overview of the programme.

8. GLOBAL CONSULTATION ON SUSTAINABLE TRANSPORT IN THE POST-2015 DEVELOPMENT AGENDA, 25 APRIL 2013, BALI, INDONESIA

A ***Global Consultation on Sustainable Transport*** in the post-2015 Development Agenda will be held on 25 April 2013 in concurrence with the Seventh Regional EST Forum in Asia. In January 2012 UN-Secretary General Ban Ki-moon identified transport as one of six building blocks for the post-2015 Sustainable Development Framework in the Action Agenda for his second term. The Global Consultation discussing and making recommendations on the linkage between sustainable transport and sustainable development is part of an open and inclusive consultation process, being implemented in order for the post-2015 agenda to have the best development impact. With the participation of government representatives from selected countries in Africa, Asia, Europe, Latin America, and North America, the Global Consultation is also expected to contribute towards the Rio+20 follow-up discussion on Sustainable Development Goals (SDG) by discussing the possible merits a sustainable transport related SDG.

The Global Consultation on Sustainable Transport in the post-2015 Development Agenda will be part of a series of consultation meetings in the first half of 2013. It provides a good opportunity to effectively utilize the existing Regional EST Forum in Asia to engage ministries of environment, health, and transport in Asia in the discussion on the contribution of sustainable transport towards sustainable development and the possible development of a Sustainable Development Goals for Transport and the associated targets and indicators.

The Global Consultation is co-organized by United Nations Development of Economic and Social Affairs (UN DESA), Ministry of Transportation of the Government of Indonesia, United Nations Centre for Regional Development and the Partnership on Sustainable, Low Carbon Transport.

9. OBJECTIVES

The objectives of the Seventh Regional EST Forum in Asia is to –

- Endorse Vision 3 Zeros (Zero Congestion, Zero Pollution, and Zero Accidents) as guiding principle in the discussion and development of policies, programmes, technologies, institutional and financing needs, and other measures contributing towards the next generation transport systems for the 21st Century post Rio+20.
- Contribute towards improved understanding on the role of EST in realizing the Rio+20 outcomes as documented in "*The Future We Want*";
- Build consensus on the need for more climate resilient transport infrastructure and services in Asia and the potential contribution of EST inspired transport policy options, technological interventions and institutional measures;
- Outline modalities, process and time-frame for development of a regional agreement on green freight in Asia;

- Facilitate partnerships and collaboration among governments, development banks, international organizations, NGOs, and bi-lateral and multilateral donor agencies in effectively implementing the Bangkok 2020 Declaration and contribute towards Rio+20 Outcome - *The Future We Want*"; and
- Evaluate countries' initiatives, achievements, and best practices in addressing the Goals under the Bangkok 2020 Declaration.

10. CO-ORGANIZERS AND SUPPORTING ORGANIZATIONS

The Seventh Regional EST Forum in Asia will be co-organized by the Ministry of Transportation (MOT) of Indonesia, the Ministry of the Environment of Japan (MOEJ), and the United Nations Centre for Regional Development (UNCRD), with supports from various international organizations and donor agencies such as -

United Nations Department of Economic and Social Affairs (UN DESA), World Health Organization (WHO), Asian Development Bank (ADB), Clean Air Asia, Dutch Cycling Embassy, EMBARQ (The World Resources Institute's Center for Sustainable Transport), German Technical Cooperation (GIZ), Institute for Transportation and Development Policy (ITDP), The Korean Transport Institute (KOTI), Nagoya Institute of Technology (NIT), Nagoya University, Partnership on Sustainable, Low Carbon Transport (SLoCaT), South Asia Co-operative Environment Programme (SACEP), The Energy and Resources Institute (TERI), Transport Research Laboratory (TRL), International Union of Railways (UIC), International Association of Public Transport (UITP), United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), United Nations Human Settlement Programme (UN HABITAT) and The World Bank (WB).

11. GEOGRAPHIC COVERAGE

The geographic coverage of the meeting encompasses twenty-four countries in Northeast, Southeast, and South Asia (Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, PR China, India, Indonesia, Japan, Lao PDR, Malaysia, the Maldives, Mongolia, Myanmar, Nepal, Pakistan, the Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, Timor-Leste, and Viet Nam) and the Russian Federation.

12. PARTICIPANTS

Participation in the Seventh Regional EST Forum in Asia is by invitation only. It is expected that approximately 500 senior government representatives, international experts and resource persons as listed below will be attending.

- High level government representatives and policy makers from Ministry of Transport, Ministry of Environment, Ministry of Urban Development, and Ministry of Health;

- Local participants including government officials from central regional and local governments;

- Distinguished transport, environment and climate change experts and international resource persons;

- Representatives of relevant UN and international organizations, including international financial institutions, development banks and donor agencies; and

- Selected representatives of the private sector.

Participation in the UN Forum is free of charge. Travel supports will be available for nominated government representatives from the developing countries and invited experts/international resource persons. All other participants are expected to cover their own travel and accommodation costs.