

Towards achieving the Sustainable Development Goals



## Regional EST Forum in Asia | Aichi 2030 Declaration

Envisioning sustainable transport for Asia



## UNCRD and UN DESA publication

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The mention of "EST countries" in this document, refers to the participating countries of the EST Forum.

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**Regional EST Forum in Asia | Aichi 2030 Declaration: Envisioning sustainable transport for Asia**

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# Foreword

"Transport is fundamental to implementing the 2030 Agenda for Sustainable Development and the Paris Agreement on climate change, both of which were "badly off-track" even before the recent Corona crisis" according to UN Secretary General António Guterres.

It was because of the key role that transport has in environmental sustainability that UNCRD launched in 2004 the Regional Environmentally Sustainable Transport Forum. With the support of the Ministry of Environment of Japan, the EST Forum has developed into an effective venue where senior policy makers on transport meet regularly to discuss how to make transport in Asia more sustainable.

The Bangkok 2020 Declaration and the Aichi 2030 Declaration are milestones in the region's commitment towards more sustainable transport.

UNCRD can only play its role in further developing the Regional EST Forum because of the active support of many groups. The Ministry of Environment of Japan, who has been the main donor since the beginning of the EST Forum. The governments of the participating countries of the EST Forum who have been incredibly generous hosts of fourteen EST Forum meetings till now. The Asian Development Bank who has become an increasingly active partner in the EST Forum process, as well as all the other organizations and experts who have contributed to the EST Forum over the last 19 years.

Thank you all!

*Kazushige Endo, Director of UNCRD*



**It was because of the key role that transport has in environmental sustainability that UNCRD launched in 2004 the Regional Environmentally Sustainable Transport Forum**

*"The successful implementation of the Aichi 2030 Declaration lies in the mutual cooperation, and bilateral and multilateral donor organisations. Participating countries of the EST Forum have a key role to play."*  
*(14th EST Forum 2021, Aichi, Japan)*



*H.E. Mr. Md. Nurul Islam Sujan*  
*Minister of Railways, Bangladesh*

The Asian Development Bank is working throughout the Asia and the Pacific region to promote safe, accessible, and green transport infrastructure and services. Developing Asia will need to invest \$1.7 trillion per year until 2030, if the region is to maintain growth, tackle poverty, and respond effectively to climate change and a major part of these investments will be in the transport sector.

The Regional EST Forum and the Aichi 2030 Declaration provide ADB with excellent opportunities to engage with transport policy makers on the opportunities and challenges to develop Asia's transport infrastructure and services in support of further sustainable economic and social development, while at the same time moving towards the decarbonization of the transport sector.

We are pleased to further develop ADB's partnership with the Regional EST Forum. ADB's contribution will focus on aiding the implementation of the Aichi 2030 Declaration and a special role is given to the Asian Transport Outlook, which will help tracking the implementation of the Aichi 2030 Declaration.

On behalf of the entire transport sector in ADB, I congratulate UNCRD on the success of the Regional EST Forum.

*Jamie Leather, Chief Transport Sector Group, ADB*

ADB



**The Regional EST Forum and the Aichi 2030 Declaration provide ADB with excellent opportunities to engage with transport policy makers**







# Regional EST Forum

## The beginning

The Regional Environmentally Sustainable Transport (EST) Forum in Asia was launched in 2004 at the request of Asian countries to ensure that rapid economic development in the region would go hand in hand with more sustainable development of the transport sector.

## EST Forum facilitates regular high-level policy dialogues on transport and environmental issues in Asia

Since 2005, the annual EST Forums have been the venue where high-level governmental decision-makers from Asian countries meet to discuss how to achieve safe, secure, reliable, affordable, efficient, people-centric, clean and low carbon passenger and freight transport.

The EST Forums uniquely bring together multiple line Ministries and Agencies in the areas of transport, environment, health, urban development, and energy.

## Setting the policy agenda for sustainable transport in Asia

A key milestone in the history of the EST Forum was the adoption, in 2010, by 22 participating countries of the Bangkok 2020 Declaration - Sustainable Transport Goals 2010 – 2020.

This regional declaration was an unprecedented voluntary commitment to develop and realize integrated and sustainable transport policies, programmes, and projects in Asia.

The commitment of the participating countries of the EST Forum was renewed in 2021 through the adoption of the Aichi 2030 Declaration on Environmentally Sustainable Transport - Making Transport in Asia Sustainable (2021-2030).

The Aichi 2030 Declaration is the first sectoral, regional voluntary agreement that provides guidance to transport policy makers in Asia on the implementation of the Sustainable Development Goals, the Paris Agreement on Climate Change and other global and regional agreements on sustainable development.

## Bringing stakeholders together

UNCRD, as the secretariat of the EST Forum, has through the years mobilized and convened a wide range of transport relevant experts and supporting organizations to support the activities of the EST Forum. The partnership between ADB and UNCRD to support the EST Forum is an example of these efforts to galvanize support for more sustainable transport in Asia.

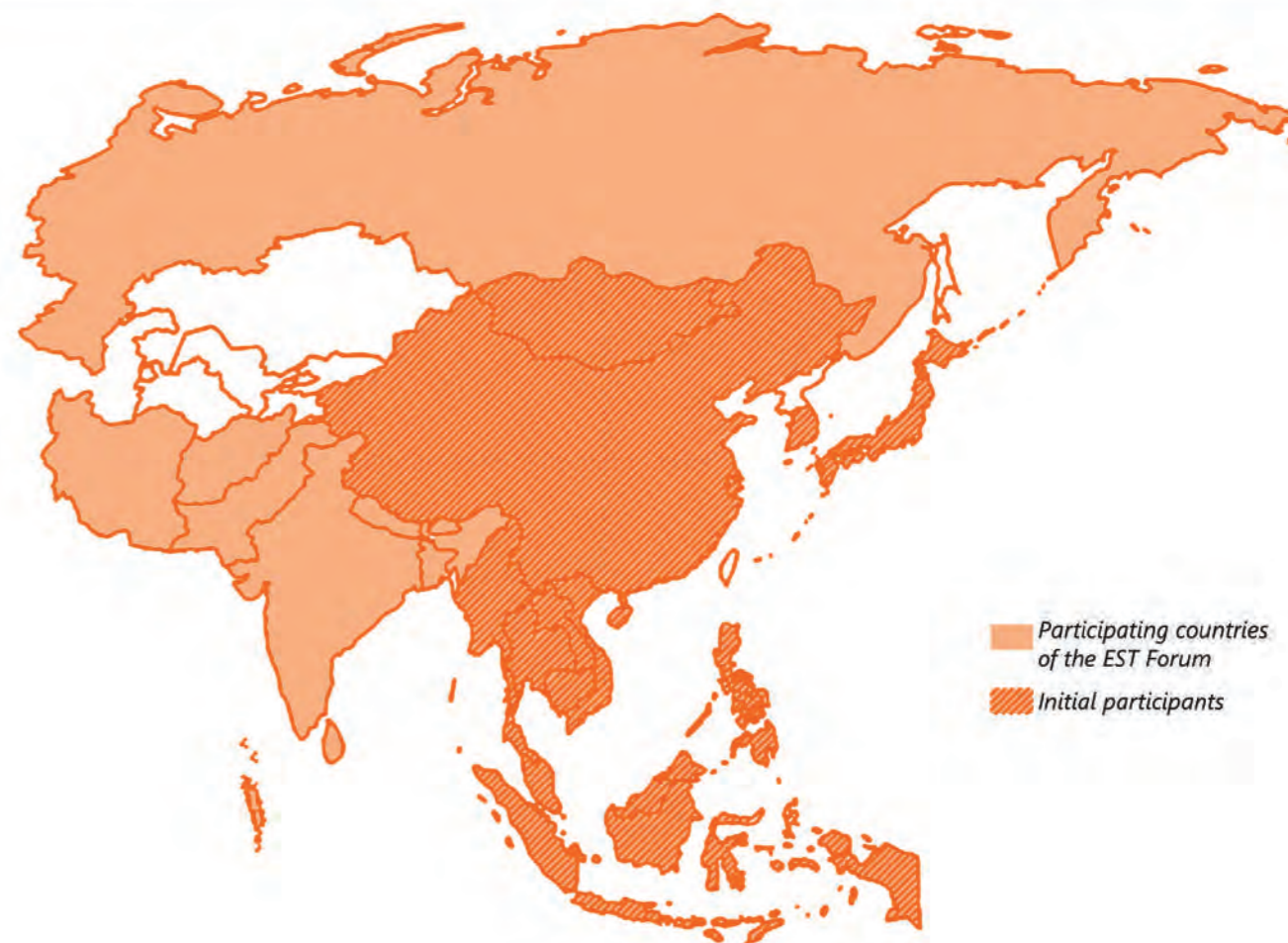
**EST Forum is a venue for high-level governmental decision-makers from Asian countries**

## Objectives of the Regional EST Forum

The Regional EST Forum was established in 2005 with the view to:

- Facilitate regular high-level policy dialogues in Asia on transport and environment issues;
- Facilitate sharing EST related best practices, tools, technologies, policy instruments;
- Provide a platform for discussion on specific issues of concern through expert group meetings, policy consultations;
- Provide a platform for interagency coordination both at national and international level to efficiently address transport and environmental issues.

The EST Forum provides a strategic platform between the governments, international and organizations, as well as experts to meet periodically to discuss various EST related issues and share best practices/experiences. Currently, there are 25 participating countries of the EST Forum.





# EST Forum History



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







# Aichi 2030 Declaration

The Aichi 2030 Declaration on Making Transport in Asia Sustainable is a non-legal, non-binding declaration adopted in 2021 at the 14th Regional Environmentally Sustainable Transport (EST) Forum by Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Indonesia, India, Islamic Republic of Iran, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Russian Federation, Singapore, Sri Lanka, Thailand, and Viet Nam as well as a range of international organizations, non-governmental organizations, research organizations, and sustainable transport professionals.

The Aichi 2030 Declaration contains time-bound goals and strategies guided by the 2030 Agenda on Sustainable Development - Sustainable Development Goals (SDGs), the Paris Agreement on Climate Change and other international and regional agreements on sustainable development.

## Leave no one behind

The Aichi 2030 Declaration affirms the adopter's commitment towards the development of passenger and freight transport systems in Asia that are universally accessible, safe, affordable, efficient, clean, low-carbon, resilient, and multi-modal. Such passenger and freight transport systems provide access that should be equitable and to ensure that "no one is left behind" as called for by the United Nations.

Participants of the 14th Regional Environmentally Sustainable Transport (EST) Forum declared their intent to voluntarily develop and implement sustainable transport policies, programs and projects, in alignment with the Aichi 2030 Declaration.

**universally accessible,  
safe, affordable,  
efficient, clean,  
low-carbon, resilient,  
multi-modal transport**



*"I hope that the EST Forum will deliberate towards making road construction greener."  
(14th EST Forum 2021, Aichi, Japan)*

**H.E. Mr. Shri Giriraj Singh**  
Minister of Rural Development and Panchayati Raj, India

# Aichi 2030 Declaration Goals

**Goal 1 Environment sustainability:** By 2030, improve the environmental sustainability of transport in Asia for the following areas:



**Goal 1a - Low-Carbon (climate change mitigation):** By 2030, aim to peak transport carbon dioxide emissions and initiate reductions in transport related carbon dioxide emissions with the intention to move towards decarbonization of the transport sector by 2050, or shortly thereafter (Based on SDG 7.2, 9.1, 13.2, Paris Agreement);



**Goal 1b - Resilience:** By 2030, increase resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19. (Based on SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030);



**Goal 1c - Air pollution:** By 2030, reduce air pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6).



**Goal 2 - Road safety:** By 2030, halve the number of deaths and injuries from road traffic accidents in Asia compared to 2020, with specific attention to vulnerable road users. (Based on SDG 3.6 and second UN Decade of Action on Road Safety 2021 - 2030, Stockholm Declaration on Road Safety).



**Goal 3 - Economic sustainability:** By 2030, realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts throughout the lifecycle of the transport infrastructure and services, (Based on SDG 8.4, SDG 9.1, 12.1 and 12.c).



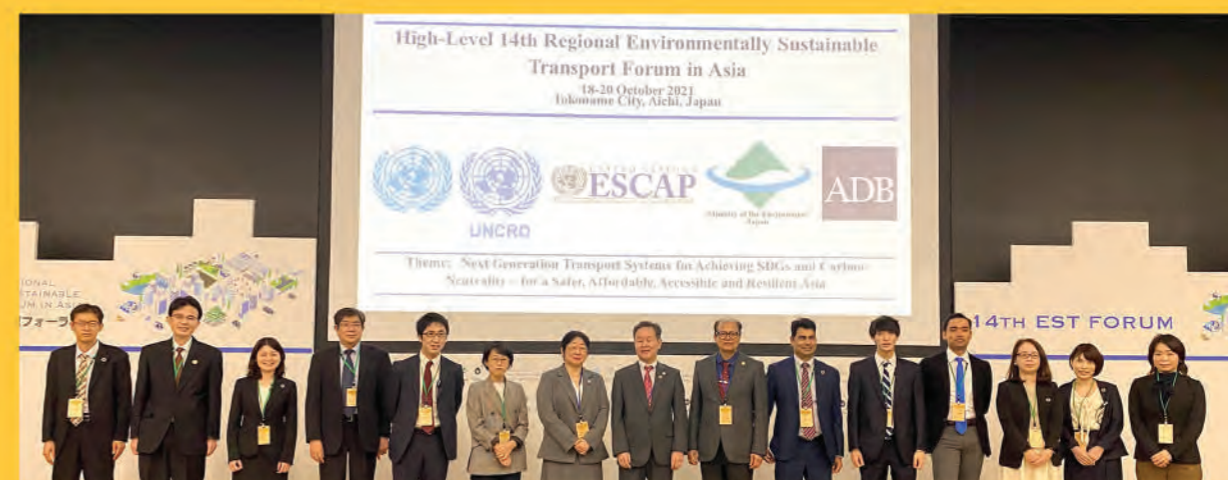
**Goal 4 - Rural access:** By 2030, realize accessible, inclusive, safe, affordable, and resilient rural transport infrastructure and services, thus facilitating improved access to markets, basic utilities and services including health and education by the farming community, and other rural population including physically disabled and vulnerable groups (Based on SDG 2 and SDG 9.1).



**Goal 5 - Urban access:** By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services (Based on SDG 11.2 and 11.7).



**Goal 6 - National access and connectivity:** By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).







The **Regional EST Forum** provides a strategic platform between the governments, international and organizations, as well as experts to meet periodically to discuss various EST related issues and share best practices/experiences.

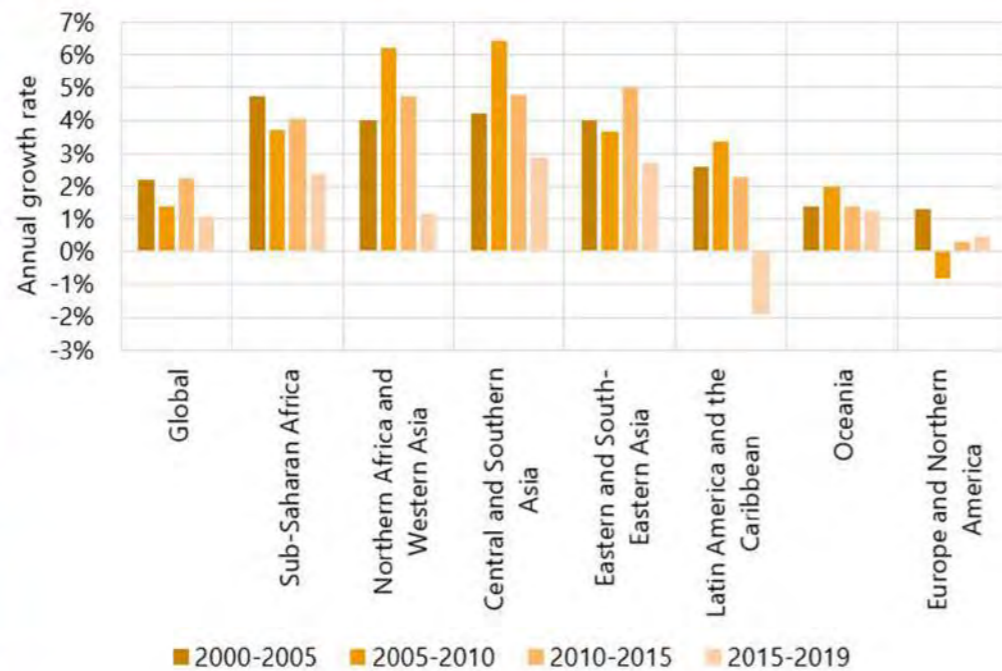
The **Aichi 2030 Declaration** is a non-legal, non-binding declaration that was adopted at the 14th Regional EST Forum, in 2021, in Asia.





## Goal 1a Climate change mitigation

**Low-Carbon (climate change mitigation):** By 2030, aim to peak transport carbon dioxide emissions and initiate reductions in transport related carbon dioxide emissions with the intention to move towards decarbonization of the transport sector by 2050, or shortly thereafter (Based on SDG 7.2, 9.1, 13.2, Paris Agreement)



**Growth of transport CO2 emissions, globally**

Sources: ADB Asian Transport Outlook Database indicators: CLC-VRE-048

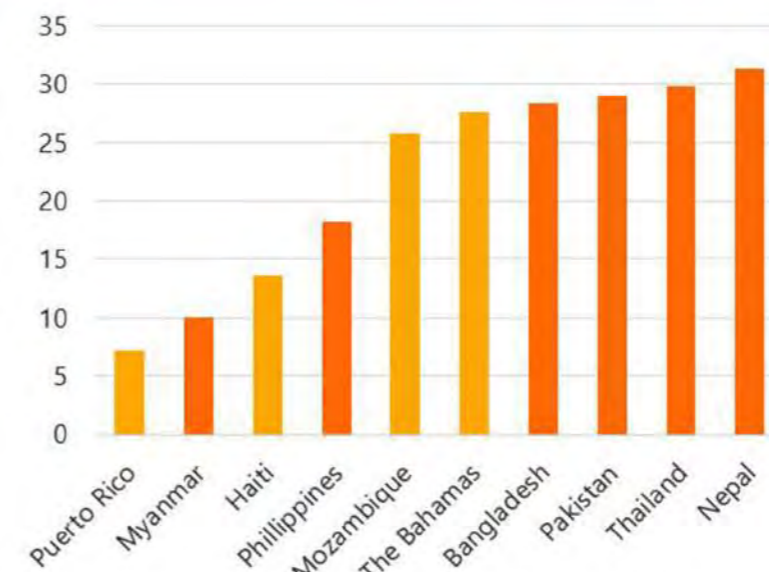
- In 2019, the transport sector in EST countries emitted about 2.4 Gt (fossil fuel) CO2 emissions.
- Most transport CO2 emissions are contributed by road transport with a share of 87% in 2018. Domestic aviation, inland waterways and railways was 6%, 5% and 1%, respectively.
- Between 2010 – 2019, 36% of the EST countries had a growth of transport CO2 emissions of less than 2%.
- Since 2000, renewable energy in transport in EST countries has increased at an annual rate of 13%.

## Transport CO2 emissions are growing fastest in Asia



## Goal 1b Climate change adaptation

**Resilience (climate change adaptation):** By 2030, increase resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19. (Based on SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030).



**Global Climate Risk Index 2000-2019**

Source: Eckstein et al. 2021

- Over 2000-2019 of the global top 10 countries with the highest risk (Global Climate Risk Index), 6 are EST countries – Myanmar, Philippines, Bangladesh, Pakistan, Thailand, and Nepal.
- ND-GAIN - Overall, since 2000, there is a slight decrease in climate vulnerability of infrastructure, indicating a slight improvement in adaptive capacity of the overall infrastructure sector to cope or adapt to climate-exacerbated hazards.
- Highest absolute expected annual damages (EAD) are observed in high-income countries. Low-and-middle-income countries are at the highest risk when considered relative to GDP.

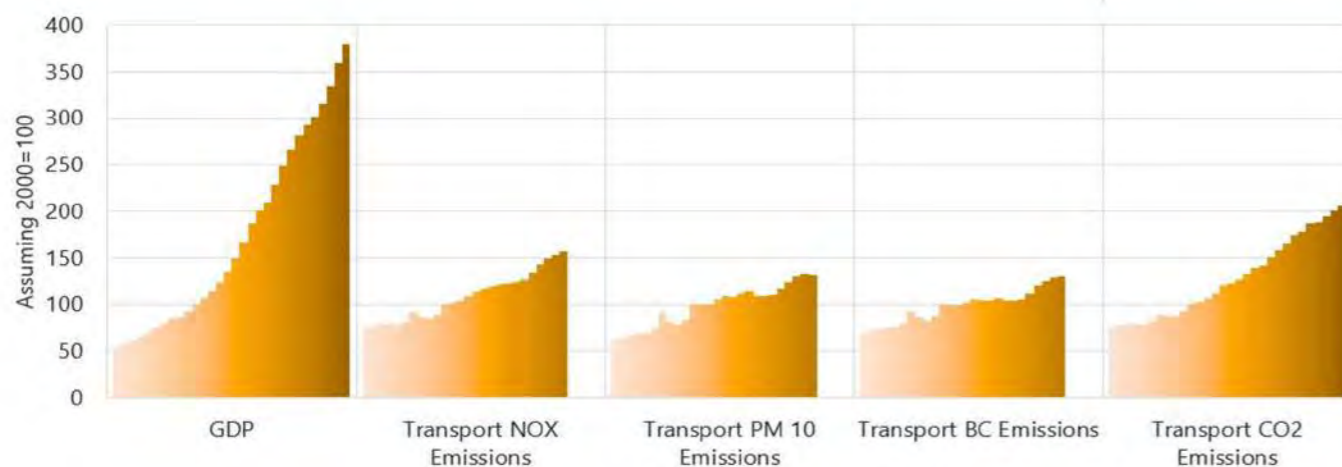
**Asian countries have the greatest need to adapt to climate change**





## Goal 1c Air Pollution

**Air pollution:** By 2030, reduce air pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6).



**Growth in air pollutants (1999 – 2019)**

Sources: ADB Asian Transport Outlook Database indicators: SEC-SEG-001, APH-VAP-021, APH-VAP-022, APH-VAP-023, CLC-VRE-045

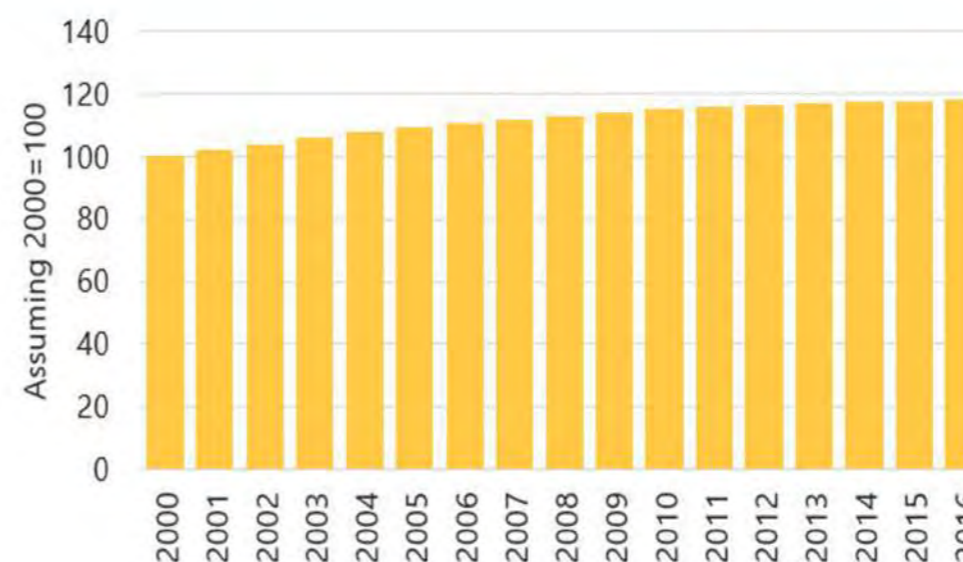
- From 2000 to 2015, transport PM10, Black carbon (B.C.) and NOx emissions increased at an annual rate of 1.8%, 1.8% and 3%, respectively.
- Road transport is responsible for 50% of transport related PM10 emissions and 80% of transport related NOx emissions in EST countries.
- Close to 80% of attributable deaths due to transport-related air pollution in 2019 was due to roadways.

**Asia is decoupling transport related air pollution from economic development**



## Goal 2 Road Safety

**Road safety:** By 2030, halve the number of deaths and injuries from road traffic accidents in Asia compared to 2020, with specific attention to vulnerable road users. (Based on SDG 3.6 and second UN Decade of Action on Road Safety 2021 – 2030, Stockholm Declaration on Road Safety).



**Road crash fatalities**

Sources: ADB Asian Transport Outlook Database indicators: RSA-RSI-001

- In 2016, the cost of fatalities and serious injuries was estimated to be about 1.1 trillion USD.
- 60% of EST countries have lowered the crash fatality (crashes per 100,000 population) since 2000.
- More than 50% of all road traffic deaths are of the vulnerable group (pedestrians, cyclists, and motorcyclists).
- Based on road inspection data, iRAP has estimated that only about 24% and 15% of streets in the EST countries are three-star or above ratings for bicyclists, and pedestrians, respectively.

**About 800,000 people die annually in the EST countries due to road traffic crashes**

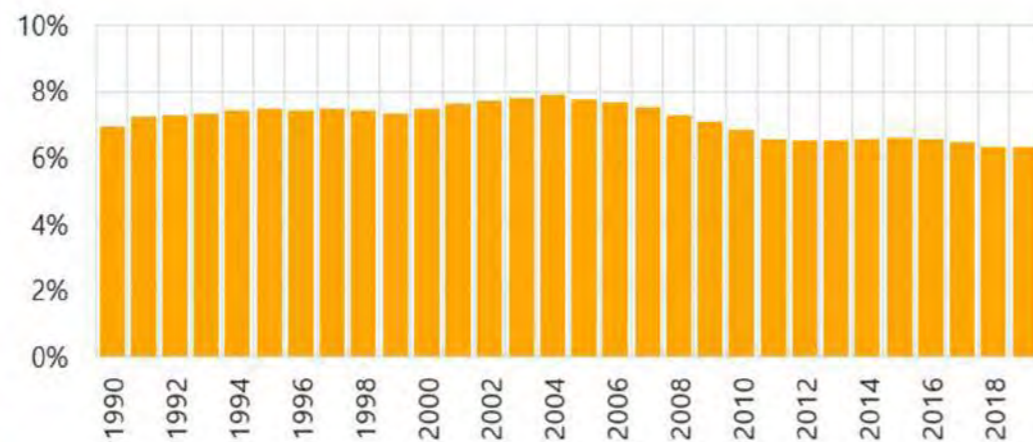






## Goal 3 Economic Sustainability

*Economic sustainability: By 2030, realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts throughout the lifecycle of the transport infrastructure and services, (Based on SDG 8.4, SDG 9.1, 12.1 and 12.c).*



Transport sector share in GDP

Sources: ADB Asian Transport Outlook Database indicators: SEC-TIV-001

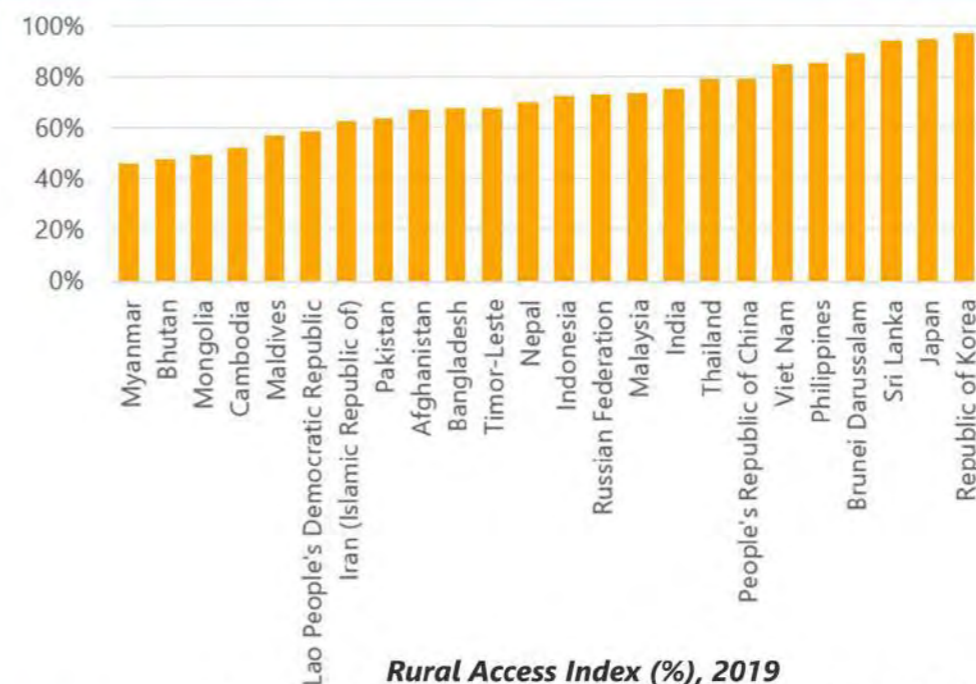
- In 2019, the transport, storage and communications sector contributed 3.6 trillion USD to the EST economies, i.e., about 26% of the global transport sector value-added.
- In 2018, financing for transport from the MDBs alone was 5.8 billion USD, a 14% annual increase from 4 billion USD in 2016.
- The investment in transport projects with private participation increased in the EST countries from about 2.8 billion USD in 2000 to 41 billion USD in 2019.
- In terms of transport sector employment, transport and related industries employ over 112 million people (6% of total formal employment).

**Transport sector accounts for  
~6-7% of GDP**



## Goal 4 Rural Access

*Rural access: By 2030, realize accessible, inclusive, safe, affordable, and resilient rural transport infrastructure and services, thus facilitating improved access to markets, basic utilities and services including health and education by the farming community, and other rural population including physically disabled and vulnerable groups (Based on SDG 2 and SDG 9.1).*



Rural Access Index (%), 2019

Sources: ADB Asian Transport Outlook Database indicators: ACC-RAC-001

- The rural access indicator positively correlates with poverty, health, and educational parameters, indicating that rural accessibility improvement can significantly enhance socio-economic development.
- Nearly half of the people in the EST countries are rural dwellers. However, only about 75% of the rural population live within 2 km of an all-season road.
- Based on the 2019 RAI scores, 550 million persons in the EST countries are unconnected to a good quality road network.

**550 million  
of the rural  
population  
in Asia  
do still not  
live within 2  
km of an all  
season road**





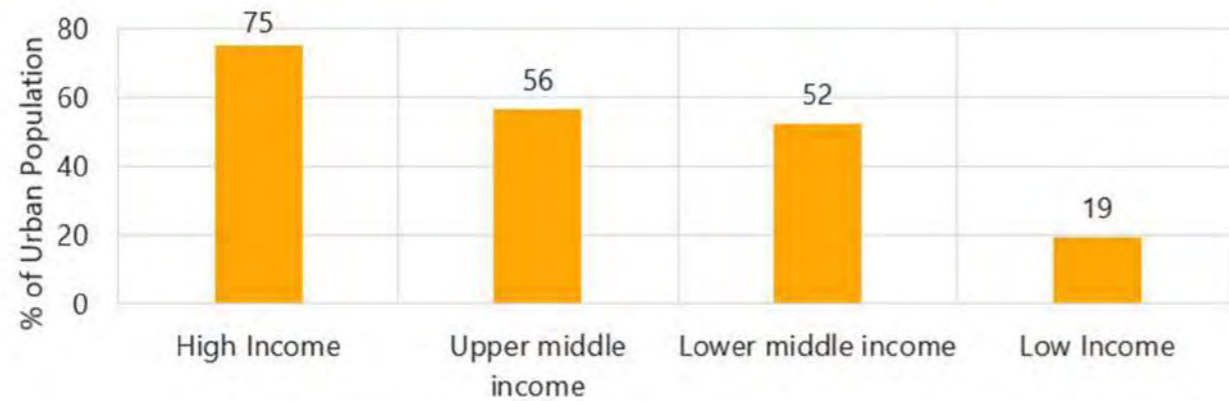
## Goal 6 National access and connectivity

*National access and connectivity: By 2030, facilitate inclusive national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).*



## Goal 5 Urban Access

*Urban access: By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services (Based on SDG 11.2 and 11.7).*

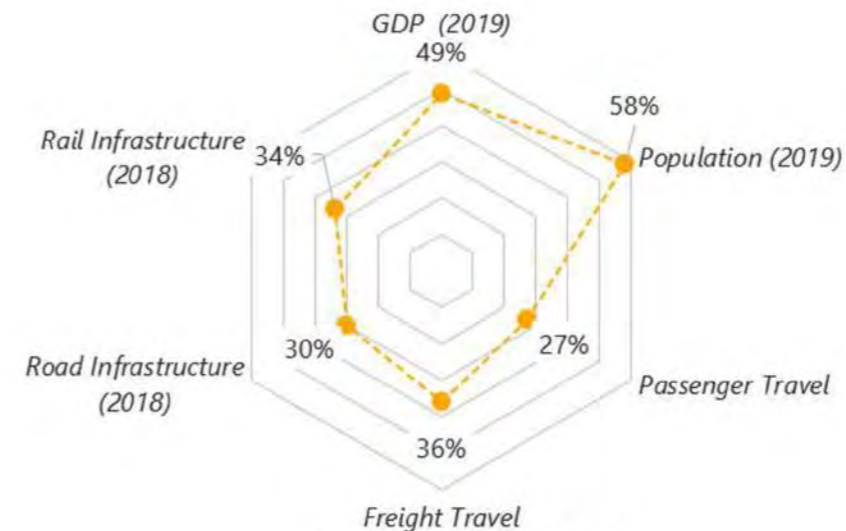


**Proportion of the population that has convenient access to public transport**

Sources: ADB Asian Transport Outlook Database indicators: ACC-UDB-001

- Based on data available from 94 cities in EST economies, 57% of the urban population in these cities have some access to public transit, i.e., the share of the people who live within walking distance (along with a street network) of 500m to a low-capacity public transport system (e.g. bus, tram) and 1000m to a high capacity public transport system (e.g. trains, ferries, etc.).
- Residents in high-income and upper-middle-income cities have better access to public transit compared to lower & lower-middle-income countries.
- Rapid Transit to Resident Ratio increased from 5.6 in 2000 to 10.8 in 2019.

**1.3 billion of the urban population in Asia do still not have access to quality public transport**



**Share of Asia in Global**

Sources: ADB Asian Transport Outlook Database indicators: SEC-SEG-001, SEC-DEV-001, TAS-PAG-001, TAS-FRA-001, INF-TTI-005 INF-TTI-016

**Asia has about 50% of global GDP and population but only about 30% of road infrastructure, heavy rail, passenger activity and freight activity**

- Road and Rail infrastructure both are growing in Asia but Road is outpacing Rail.
- A traveller in EST countries travels about 4500 km annually, while the global and OECD average is about 6500 and 14600 km/year.
- High Speed Rail growth, which initially was mainly in China and Japan, but which is now also being developed in several other EST countries.
- As of 2017, around 45% of the EST countries' individuals use the internet compared to 3% in 2000.





# Aichi 2030 Declaration Strategies

The goals of the Aichi 2030 Declaration can be achieved through a combination of multiple strategies, organized according to the Avoid – Shift – Improve approach as well as a number of cross cutting strategies.

Participating countries of the EST Forum will be choosing an appropriate combination of strategies that are most relevant to their specific national context and circumstances. e.g., Small Island Developing States (SIDS) would prioritize maritime transport over road-based transport.

## Grouping of Strategies

**Avoid strategies** – encourage a reduction in the number of trips and reduce trip distances. These include strategies that integrate transport with landuse and logistics planning. It also includes transport demand management, thus discouraging private vehicle usage

**Shift strategies** – shifting of passenger and freight trips to more sustainable transport modes like rail, inland water based, public transport, and active modes.

**Improve strategies** – improving the environmental performance of the transport sector through improved fuel quality, reduced vehicle emissions, electrification of the fleet, improving fuel efficiency, as well as improving the efficiency of the transport system.

**Crosscutting strategies** – improving transport planning, strengthening institutional arrangements and building capacity, sustainable financing of the transport sector as well as social and gender inclusivity.



## Relationship of the 25 strategies with the 6 Aichi 2030 Declaration Goals

Goals →	Environmental sustainability	Road Safety	Economic Sustainability	Rural Access	Urban Access	National Connectivity
<b>Strategies ↓</b>						
<b>Avoid strategies</b>						
1	Land-use, logistics and transport planning	Strong	Strong	Strong	Strong	Strong
2	Mixed-use development, Transit-Oriented Development	Medium	Medium	Medium	Medium	Medium
3	Smart Information and Communications Technology	Medium	Medium	Medium	Medium	Medium
<b>Shift strategies</b>						
4	Rail and inland water transport infrastructure and services	Strong	Medium	Medium	Medium	Medium
5	Public transport infrastructure and services	Strong	Medium	Medium	Medium	Medium
6	Walking and cycling	Strong	Medium	Medium	Medium	Medium
7	Transport Demand Management	Strong	Medium	Medium	Medium	Medium
<b>Improve strategies</b>						
8	Infrastructure for low carbon mobility	Strong	Medium	Medium	Medium	Medium
9	Standards for fuel quality, fuel efficiency, and tailpipe emissions.	Strong	Medium	Medium	Medium	Medium
10	Vehicle inspection and maintenance	Strong	Medium	Medium	Medium	Medium
11	Intelligent transportation systems	Strong	Medium	Medium	Medium	Medium
12	Improved freight transport efficiency	Strong	Medium	Medium	Medium	Medium
13	Improve road safety	Strong	Medium	Medium	Medium	Medium
<b>Cross cutting strategies</b>						
14	Adequately funded institutions and institutional arrangements	Medium	Medium	Medium	Medium	Medium
15	Funding and financing arrangements	Medium	Medium	Medium	Medium	Medium
16	A life cycle approach to transport infrastructure and services	Medium	Medium	Medium	Medium	Medium
17	Short (2025), medium (2030) and long term (2050) targets for lower emission (medium term) and later zero emission (long term)	Medium	Medium	Medium	Medium	Medium
18	Removing fuel subsidies and introducing financing mechanisms	Medium	Medium	Medium	Medium	Medium
19	Social and gender inclusiveness	Medium	Medium	Medium	Medium	Medium
20	Informal transport systems/ paratransit (IPT)	Medium	Medium	Medium	Medium	Medium
21	Road safety measures	Medium	Medium	Medium	Medium	Medium
22	Develop and implement a resilience strategy	Medium	Medium	Medium	Medium	Medium
23	Contribution of sustainable transport to better health and better preparedness transport sector	Medium	Medium	Medium	Medium	Medium
24	Air Quality and Noise standards	Medium	Medium	Medium	Medium	Medium
25	Information and awareness raising campaigns on sustainable transport	Medium	Medium	Medium	Medium	Medium

Legend: - Weak - Medium - Strong

Source: Aichi 2030 Declaration, Annex 1



*"Sri Lanka is committed to initiate actions on the strategies of the Aichi 2030 Declaration."*  
(14th EST Forum 2021, Aichi, Japan)

**H.E. Mahinda Amaraweera**  
Minister of Environment, Sri Lanka



*"We convey our support to the Aichi 2030 Declaration and making transport in Asia sustainable."*  
(14th EST Forum 2021, Aichi, Japan)

**H.E. Karma Wangdi Donnen**  
Minister of Information and Communications, Bhutan





ATO includes data and policy information on transport infrastructure, transport activity and services, access and connectivity, road safety, air pollution and health, climate change as well as socio-economic context of transport. <https://asiantransportoutlook.com/>

# Tracking the Aichi 2030 Declaration

Under the Aichi 2030 Declaration, a system of coordinated reporting by countries and other stakeholders was agreed for reporting on the implementation of the six goals in the Aichi 2030 Declaration and the associated 25 strategies.

The ATO was established in 2020 to provide a comprehensive knowledgebase of the transport sector in the Asia and Pacific Region. The ATO includes data and policy information on transport infrastructure, transport activity and services, access and connectivity, road safety, air pollution and health, climate change as well as socio-economic context of transport. It consists of a national database, an urban database, a policy database, as well as a cost database. In addition, the ATO has developed several analytical reports including a 2030 Transport Outlook.

## Linkage with the ATO

A special role is foreseen for the Asian Development Bank-initiated Asian Transport Outlook (ATO) in the reporting on the Aichi 2030 Declaration.

Asian Transport Outlook	Dimensions	Scope				
	Infrastructure	Regional	National	Rural	Urban	Project
	Activity & Services					
	Access & Connectivity	Insights				
	Air Pollution	Data	Policy	Institutional	Financing	Outlook (2030/2050)
	Road Safety	Products				
Climate Change	National Database	Urban Database	Policy Database	Cost Database	Others - COVID Transport Database, ADB Portfolio	
Economic Impact	Knowledge Products – Outlook 2030, SDG Status, Aichi Baseline, Storylines (>20) ,....					

## Integrated Reporting

ADB and UNCRD have agreed that the ATO will continue to contribute to the reporting on the Aichi 2030 Declaration.

- The Asian Transport Outlook (ATO) is used to provide an annual update report on the implementation of the six goals.
- Countries will focus their reporting on the implementation of the 25 strategies listed in Annex 1 of the Aichi 2030 Declaration.

The proposed integrated reporting on transport data and policies is intended to be supportive of the implementation of the 2030 Agenda for Sustainable Development (SDGs), the Paris Agreement on Climate Change, as well as other relevant global and regional agreements on sustainable development.

## Baseline Report

In 2021 the ATO developed, in cooperation with UNCRD, a Baseline Report for the Aichi 2030 Declaration on Environmentally Sustainable Transport - Making Transport in Asia Sustainable (2021-2030).

The purpose of the baseline report was to serve as a reference document for a regional EST review and provide an indicative benchmark to assess the overall progress and regional trends of sustainable transport development aligned with the 6 goals of the Aichi 2030 Declaration, the objectives of the SDGs and the Paris Agreement on climate change, among others.

The initial Aichi 2030 Declaration Baseline report was supported by data from the Asian Transport Outlook (ATO). It is available at: [asiantransportoutlook.com](http://asiantransportoutlook.com)



*“Coming up with a team of uplifting sustainability and upholding the Aichi 2030 Declaration will act both as a catalyst and framework for transformational change in the transport sector in Asia”*  
(Capacity Building Training Workshop, Manila, Philippines)



**H.E. Anthony Loke Siew Fook**  
Minister of transport, Malaysia





# Implementing the Aichi 2030 Declaration

The Aichi 2030 Declaration has a ten-year time frame, which runs till 2030. Implementing goals of the Aichi 2030 Declaration will be an incremental and phased process. UNCRD, the Secretariat of the Regional EST Forum in Asia supports the participating countries of the EST Forum by:

- **Convening:** transport relevant government ministries and other stakeholders in annual EST Forums in support of more ambitious action on environmentally sustainable transport
- **Connecting:** environmentally sustainable transport organizations and transport relevant government ministries
- **Enabling:** the development and implementation of capacity building, institutional development and policy assistance programs.

## Annual EST Forum as a flagship event

The annual EST Forums will continue to be the flagship event of the Regional Environmentally Sustainable Transport Initiative in Asia. The aim is to grow these into a stronger wider annual networking event on sustainable transport in Asia through a larger number of pre -, side - and/or post events. The planned 2023 Asia Pacific Rail Summit, to be organized in conjunction with the 15th Regional EST Forum is an example of this.

## Implementing the Aichi 2030 Declaration goals will be an incremental, phased process



*"The Aichi 2030 Declaration will act both as a pathway and a framework for the transformational change in the transport sector of Bangladesh."*  
(14th EST Forum 2021, Aichi, Japan)

**H.E. Mr. Obaidul Quader**  
Minister of Road Transport and Bridges, Bangladesh

## Communities of Interest

Communities of Interest are envisaged that include organizations and programs working on the Aichi 2030 Declaration goals in Asia. These Communities of Interest can help in:

- sharing knowledge and good practice examples;
- developing and implementing capacity building programs; or
- develop and implement pilot programs and projects.

The Communities of Interest can also contribute to the development of the programming of the annual EST Forums.

## Capacity building

UNCRD is interested in promoting capacity building efforts that support the implementation of the goals of the Aichi 2030 Declaration. Such capacity building can be national, sub-regional or regional in scope. UNCRD's role includes:

- Maintaining an overview of capacity building resources available to the participating countries of the EST Forum and assist them in finding relevant capacity building programs;
- Assist organizations that would like to provide capacity building assistance in finding relevant trainees by approaching the EST Focal points in the participating countries of the EST Forum.

**The annual EST Forums will continue to be the flagship event of the Regional Environmentally Sustainable Transport Initiative in Asia**

