



# **Third Regional EST Forum in Asia**

**Asian EST Initiative, Objectives of the  
Regional EST Forum, and Aichi Statement**

**Choudhury R.C. Mohanty  
17-19 March 2008,  
Singapore**



1. Public health



2. Road safety and maintenance



3. Traffic noise management



4. Social equity and gender perspectives



12. Strengthening knowledge base, awareness and public participation



11. Land use planning



10. Vehicle emissions control & standards & I/M



9. Strengthening road side air quality monitoring and assessment



8. Cleaner fuels



5. Public transport planning & TDM



6. Non-mototrised transport

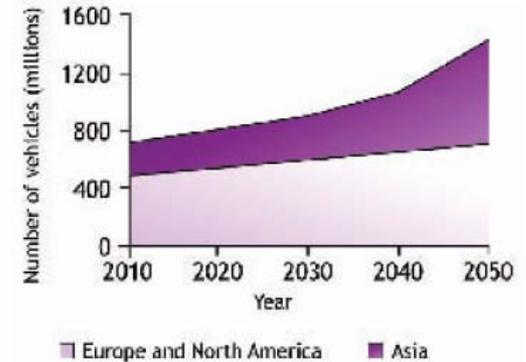


7. Environment and people friendly infrastructures



# Shared concern

**In case of many developing cities/mega-cities, efforts to introduce/enforce cleaner fuels and vehicle emission standards, may greatly reduce vehicle emissions, but on the other hand the number of vehicles is growing rapidly, which may off set much of the emission control progress!**



Source: International Energy Agency, 2004

***Unfortunately, in most cases the policy is towards motorization without effective TDM policies in place!***





*Environmentally Sustainable Transport  
for Asian Cities: A Sourcebook*



United Nations  
Centre for Regional Development



Ministry of the Environment  
Government of Japan

# Key considerations of the Integrated EST Strategy:

- **Economic productivity**
- **Social sustainability**
- **Social equity for all**
- **Quality of urban environment & life**
- **International obligation (wrt global climate change)**

# Key considerations

## Economic productivity

- **City locked in congestion loses a significant portion of its economic productivity and opportunity**
- **Total economic damage of air pollution represents up to 10% of GDP in some Asian cities and reduces capital for other investments**
- **Dependence on petrol-based mobility affects national energy security**



# Key considerations

## Social sustainability

- Ability to safely and cost effectively access jobs and public services/facilities



# Key considerations

## Social equity

- **High quality public transport services and non-motorized transport (NMT) – safe and quality footpaths and cycle ways - keeping in mind transport sensitive groups such as poor, women, children, elderly and physically disabled**



(Photo by Marie Thynell)



(Photo by Lloyd Wright)



# Key considerations

## Quality of urban environment and life

- **Vehicle emissions harm human health, children IQ, & natural environment**
- **Noise affects productivity and health**
- **Flyovers, elevated roadways, cars destroy city beauty and cause loss of living space by consuming large amounts of urban space**



(Photo: Swisscontact)



(Photo: William H.K. Lam, Lloyd Wright, and Fumihiko Nakamura)



# Key considerations

## International obligation

- **Vehicles being responsible for roughly 25% fossil fuel based GHG emissions (CO<sub>2</sub>), & road transport accounts for 74% of total transport CO<sub>2</sub> emissions<sup>1</sup>.**
- **poor countries suffer the most by global climate change with estimated cost ranging from 5-9% of GDP (IPCC, 1996) – several times greater than the relative effect in industrialized countries**
- **CDM as solution – e.g., BRT system in Bogotá became world's first CDM transport project to sell/trade the credits earned from GHG emission reduction (nearly 250,000 tons of CO<sub>2</sub> equivalent per year) achieved through more efficient passenger transport and the substitution to private vehicle use.**



1. Kahn Ribeiro, S. et. al, 2007

# Objectives Regional EST Forum

- **Facilitate high-level policy dialogues on environment and transport issues on a regular 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 a platform for interagency coordination both at national and international level to efficiently address the recommendations made in Aichi Statement and Kyoto Declaration of Asian Mayors towards promotion of EST**



# 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 (1<sup>st</sup> Phase).



# 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

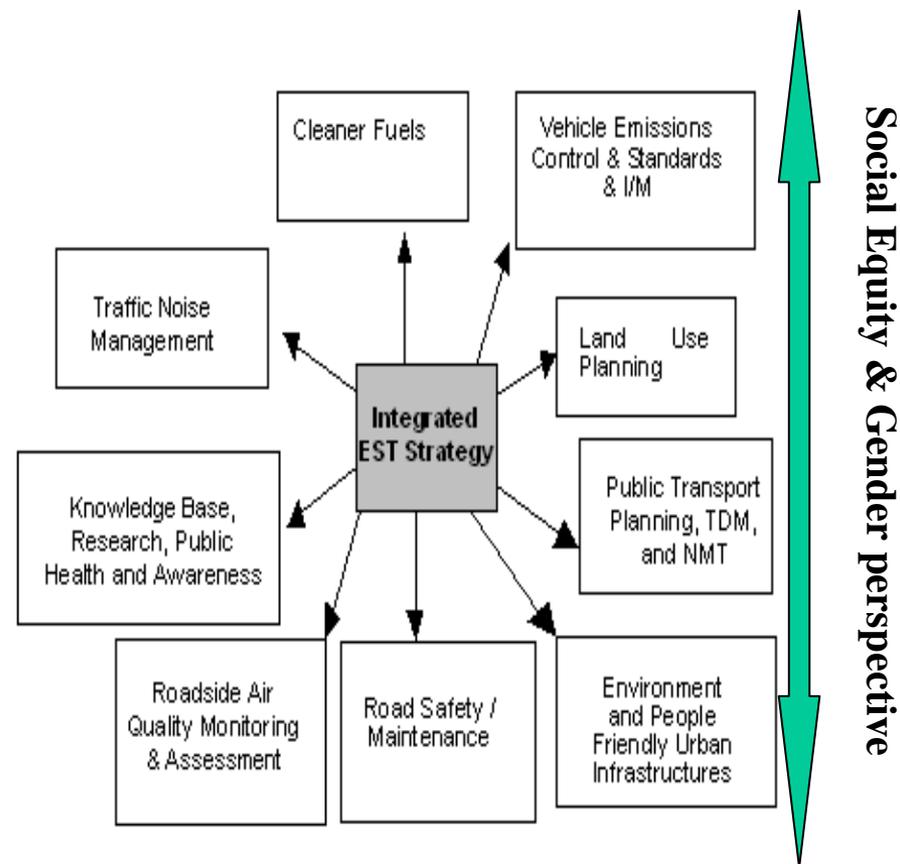
Supporting Organizations: ADB, Sida, and WHO

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



# Aichi Statement (2005)

*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).*



# Second Regional EST Forum, 11-12 Dec 2006, Yogyakarta, Indonesia during BAQ-2006 Week



## **Participating countries:**

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

**Organizers:** UNCRD, MoE-  
Japan, MoE-Indonesia

## **Supporting Organizations:**

Sida, WHO, CAI-Asia, GTZ,  
SDI



# Asian Mayor's Policy Dialogue, 23-24 Apr 2007, Kyoto, Japan



## **Participating cities:**

Bangalore, Bhubaneswar, Jeju, Korat, Kuala Lumpur, Kuching, Kyoto, Luang Prabang, Matale, Nagoya, Phnom Penh, Quezon, Ulaanbaatar, Semarang, Seoul, Siem Reap, Singapore, Surabaya, Suzhou, Sylhet, Tianjin, Vientiane, and Yogyakarta

**Organizers:** UNCRD, MoE-Japan,

AWGESC, IGES

**Co-Organizations:** ADB, MLIT-Japan, ICLEI

**Supporting Organization:**

Kyoto Committee for 40<sup>th</sup> Annual Meeting of the ADB

**Major outcome:** Signing of Kyoto Declaration by Asian Mayors



# Kyoto Declaration by Asian Mayors (2007)

- endorsed key elements of EST and recommendations outlined in the *Aichi Statement*

*“Dedicate ourselves to specifically addressing priorities that are often under-emphasized but are nevertheless vital and central to EST, such as the provision of exclusive pedestrian and bicycle lanes, and ensuring safe and comfortable movement of women, children, the elderly, and the physically impaired”*

**(Kyoto Declaration, 2007)**



Kyoto Mayor signing the Declaration  
(UNCRD, 24 April 2007)





UNCRD

# Asian EST Initiative

Governments

Donors/Contributors : MoE-Japan, Sida, WHO, ADB, JICA, AWGESC, GTZ, CAI-Asia, SACEP, IGES, ITDP, Civic Exchange, SDI, etc.

