Final Forum Summary

Thirteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia

Achieving Smart and Resilient Cities through Low-Carbon and Intelligent Transport System

10-11 November 2020
(Virtual Forum via Video Conference in WebEx Platform)

I. Introduction

1. The Thirteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia, with the theme of "Changing the course of Asia's transport sector through transformational change", was organized by the Ministry of the Environment, Government of Japan, the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), the United Nations Centre for Regional Development of Division for Sustainable Development Goals/United Nations Department of Economic and Social Affairs (UNCRD). The Forum was attended by around 180 participants comprising of national and local government representatives, UN and international organizations, NGOs, scientific and research organizations, private sector and individual resources from 43 countries (Afghanistan, Armenia, Australia, Azerbaijan, Bangladesh, Belarus, Belgium, Brunei Darussalam, PR China, Canada, Fiji, France, Georgia, Germany, India, Indonesia, Iran, Japan, Kenya, Republic of Korea, Lao PDR, Liechtenstein, Malaysia, Maldives, Mexico, Mongolia, Myanmar, Netherlands, Nepal, Pakistan, Philippines, Russian Federation, Singapore, Somalia, Sweden, Sri Lanka, Thailand, Timor Leste, Turkey, United Kingdom, United States of America, Uzbekistan and Viet Nam).

2. The Forum was organized in conjunction with the UNESCAP Sixth Session of the Committee on Transport. The integrated programme of the Forum included four EST plenary sessions and three joint UNESCAP-UNCRD policy dialogues. The discussions and outcomes of the Forum complemented the policy debate at the UNESCAP Committee on Transport focusing on strengthening three pillars of sustainability of transport systems and services in the Asia-Pacific region.

3. On behalf of the EST members, the UNCRD will brief the UNESCAP Committee on Transport on key outcomes of the Forum. The collaboration between UNCRD and UNESCAP has helped to expand the reach of the EST process to 62 members and associate members of UNESCAP and international organizations. UNESCAP's support for the EST process will continue through support for planning and organization of future EST sessions and other related joint activities.

II. Opening Session

4. Welcoming the participants of the 13th Regional EST Forum in Asia, Mr. Kazushige Endo, Director of United Nations Centre for Regional Development, UNDESA, expressed that it is critically important to discuss how Asian EST member countries can contribute to achieving the SDGs during and after the COVID-19 pandemic through effective mobility solutions. The EST Bangkok 2020 Declaration, adopted by the EST member countries in

2010, is set to be completed in 2020. Highlighting the critical importance of transportation for achieving the SDGs, Mr. Endo reinforced the need to initiate discussions regarding a potential follow-up agreement that will serve as a successor of the EST Bangkok Declaration. He also thanked the Asian Development Bank (ADB) for collaborating with the UNCRD and supporting the formulation of a new Declaration until 2030.

5. Mr. Yoshihiro YAMAMOTO, Director General, Environment Management Bureau, Ministry of the Environment Government of Japan, expressed the importance of redesigning their transportation system to make it more sustainable and resilient in the face of two crises: the COVID-19 pandemic and climate change. He also emphasized that Japan would further promote the decarbonization of the transport sector in the Asian region through international coordination.

6. Dr. Yasuhiro ISHIHARA, Deputy Minister for International Projects, Ministry of Land, Infrastructure, Transport and Tourism, Japan, highlighted Japan's accumulated experience and knowledge including measures against COVID-19. He mentioned traffic capacity expansion measures such as ring road development and traffic bottleneck improvement, and efficient traffic management including traffic demand control, multi-modal mix and low-carbon transport development. Additionally, he highlighted promotion of a 'Smart City' concept including Mobility-as-a-Service (MaaS) and self-driving cars, referring to 175 on-going projects in Japan.

7. Kaveh Zahedi, Deputy Executive Secretary, UNESCAP welcomed the participants. Stating that the COVID-19 pandemic has had profound impacts on transport connectivity and mobility, Mr Zahedi highlighted the need to address inclusion, resilience, and sustainability in the transport sector. Growing energy consumption and emissions indicates that transport in Asia is not on a sustainable path. For the region to shift onto a path consistent with the Sustainable Development Goals and the delivery of the Paris Climate Agreement the theme of “Changing the course of Asia’s transport sector” must be at the heart of building back better from the COVID-19 pandemic. He echoed that the proposed new Environmentally Sustainable Transport Vision 2020-2030 was an important step that renewed collective commitment to environmentally sustainable and inclusive transport. He reported that within UNESCAP, environmentally sustainable transport was taking on greater prominence. Stating that UNCRD has been leading the EST process in the UN system, and across our member states and partners, he assured UNESCAP’s commitment to the EST process. He mentioned that ESCAP was looking forward to forging new partnerships and extending support to countries and cities in their pursuit toward making transport systems environmentally sustainable and inclusive.

8. In the Keynote address Mr. Bambang Susantono, Vice President, Knowledge Management and Sustainable Development, Asian Development Bank (ADB) noted that, notwithstanding COVID-19, transport remains a key enabler in the Asian region. Mr Susantono stated that in order for Asia to effectively implement the SDGs in the transport sector it will need to develop its transport infrastructure and services. Mr. Susantono recommended the development of a regional transport scorecard to track progress against international agreements on sustainable development and climate change. Mr Susantono announced a new ADB knowledge initiative, the Asian Transport Outlook (ATO), to improve the transport knowledge base. He called on all stakeholders to contribute to the ATO. Mr. Susantono, commended the Ministry of Environment in Japan for its continued support to the EST process and expressed ADB’s strong commitment to deepen the

partnership with the EST Forum. In this context he referred to a number of ADB supported projects including the Mumbai Metro Railway System and the EDSA Greenways Project in the Philippines.

9. Mr. Susantono pointed out that the combined efforts by ADB and the EST Forum will help countries to put in place effective policies on transport that are aligned with the SDGs, the Paris Agreement, and other global agreements on sustainable development. Mr Susantono elaborated on several ways for ADB to cooperate, namely: (a) ADB will ensure its transport projects are aligned with the objectives of the new 2030 Bangkok Declaration. ADB will also encourage other members of the Multilateral Development Bank's Working Group on Sustainable Transport to do the same; (b) ADB will support country-based policy dialogues on sustainable transport, driven by the 2030 Declaration goals; and (c) finally, ADB will use the ATO to track implementation of the 2030 Declaration. Working with UNCRD and the EST Forum Secretariat, ADB will prepare annual updates on the status of sustainable transport in Asia. These reports will be structured around the 6 goals of the new 2030 EST Declaration.

III. Changing the Course of Asia's Transport Sector through Transformational Changes

10. Transport issues are becoming more and more complex with mounting pressures from climate change, natural disasters, and population growth, and more recently the implications of the COVID-19 pandemic. This is coupled with the fact that technological advances, such as the electrification of vehicles and artificial intelligence, and the need for greater shared mobility solutions will provide new economic opportunities for cities and regions. Responding to such challenges in a manner that captures the benefits calls for transformational changes to be made, many of which involve both policy and technology changes. It has been estimated that in the Asia-Pacific some $600 billion a year is invested in transport infrastructure and decisions around this investment will have lasting implications for cities.

11. It is clear that investment in the transport sector needs to be made in new infrastructure (responding to the need to shift away from car dependence and towards integrated mobility services), the operation and maintenance of the transport system, and linkages between the transport and energy systems. In recent years there have been a number of technological advances that stand to have huge impacts on mobility, road safety, and accessibility. These include advances in vehicle technology, particularly mid-tier transit options such as electric buses or trackless trams, and advances in computing such as artificial intelligence and distributed ledgers. The use of data to inform decisions around changes to the transport systems in cities across Asia will be important and this can be enhanced by collaboration around setting data standards and protocols. Such advances need to be harnessed to develop integrated transport reporting systems aligning future reporting on SDGs and NDCs.

12. In short, 'transformation' is now the 'new normal' and the post-COVID-19 period will offer new opportunities for investment in the transport and land development sectors,The focus on achieving net zero outcomes is now a mainstream agenda, and one that is increasingly a requirement for large project funding through results-based lending. In addition, the SDGs are set to be reviewed soon and this presents an opportunity for the EST Forum and its member countries to set the tone, including ensuring the need for net zero transport is clear. For many cities this will involve the integration of advances in shared mobility, smart

technologies, and the development of livable and active spaces, such as in 21st Century Boulevards that harness new development opportunities around station precincts to create new transit corridors. Partnerships are crucial to deliver such integrated outcomes and involve early involvement of developers and the private sector along with government and the community.

IV. Climate Action and Resilience in Transport

13. The reduction in emissions of greenhouse gases and other pollutants from vehicles is not occurring at a pace that supports the achievement of the 1.5-degree reduction as part of the Paris Agreement, even with the recent impact of COVID-19. This is set to be exacerbated by the fact that passenger transport demand is expected to triple by 2050, and hence decarbonization must be a key theme in transport globally. Climate action and resilience building require integrated planning which can be supported through the integration of transportation into NDCs and long-term plans, including specific challenges and targets for transportation. So far five Asian countries (Japan, Singapore, Thailand, Mongolia and Viet Nam) had submitted their 2020 NDCs with transport inclusions. Furthermore, Japan and Singapore, two of 19 countries, have submitted their Long-Term Strategy (LTS) to the UNFCCC.

14. The South Asia Region faces a number of transport related challenges, and despite the relatively low per capita GHG emission levels, emissions from domestic freight, which represents the majority of emissions, are growing fast. Key challenges are related to integration of transport projects within cities to achieve multi-modality, harness renewable energy and storage, and improve efficiency in freight and logistics. Furthermore, SAR is losing $15 billion in infrastructure per year due to natural disasters. Projects must be more than construction – they need to include operational and maintenance support and have resilience strategies incorporated from the start to avoid costly overhauls post-construction.

15. Climate finance is relatively underutilized in the transport sector and sustainable transport projects should include consideration of financial protection strategies, disaster reserve funds, disaster risk financing mechanisms and multi-year insurance programs. The ASEAN Fuel Economy Roadmap outlines a number of innovative sustainable transport themes including the implementation of shared mobility and clean technology, and regulation of app-based mobility services.

V. Alternative and renewable energy and emerging vehicle technologies in public transport: air quality and climate co-benefits for transport

16. The effective use of public transport options is essential to meet a range of climate, sustainability and economic targets. However, car use is likely to nearly double by 2050, made more likely by the impact of the COVID-19 pandemic shutting down train and bus services due to social distancing requirements. To combat this, and the associated impacts countries around the world will need to transition from a focus on providing infrastructure for a growing fleet of cars to investing in low to net zero emissions and collective shared options supported by last mile solutions.

17. In order to implement modern public transport systems a number of technical, financial, and institutional challenges will require addressing. A key barrier is the capital cost of new electric vehicles, such as buses, trams and trains, as well as batteries and charging infrastructure. However there are a number of ways to overcome these barriers such as new ways of operating and contracting transit services, innovations in technologies that reduce costs, and the potential for public private partnerships to harness land development to contribute to the cost of the transit system which process the land with greater accessibility.

18. It will be important for clear criteria to be identified and agreed by public authorities to underpin private sector contributions to the enhancement of net zero public transport system in Asia. This is likely to involve supporting advances in alternate energy and vehicle technologies so that they are available for Asian countries in a way that maximizes air quality and climate co-benefits.

19. Given that the transport system is an important part of the growth of cities, well informed choices need to be made in order to direct investment and ensure integrated mobility services are available to citizens, especially commuters. It will be important for governments to both support and incentivize private sector participation, such as through long-term net zero emissions policies and regulatory frameworks, which involve adapted financing, tendering and contracting approaches. Government will play a key role in securing private sector involvement and can provide a range of supporting services to enable the development of strong business cases for new shared transit services, especially those that involve transit corridors that are integrated with new land development opportunities.

VI. Successor of EST Bangkok 2020 Declaration/New Declaration (2021- 2030): Aligning with SDGs

20. The EST Secretariat presented draft 2021-2030 of the new Declaration as a successor to the EST Bangkok 2020 Declaration (See Annex 1). The draft Declaration builds on the recommendations of the 11th EST Forum (Mongolia) and the 12th EST Forum (Vietnam), as reflected in the respective Chair's Summaries. The 2020 Declaration includes a set of time bound goals and monitoring indicators that were influenced by the SDGs, the Paris Agreement and other international agreements on sustainable development. The goals are supported by 21 strategies that are structured within the 'Avoid-Shift-Improve' framework.

21. The EST Secretariat underlined the importance of developing a strong tracking framework for the new 2030 Declaration. It is suggested, that tracking of the 2030 Declaration will be done via multiple mechanisms including the Asian Transport Outlook (ATO). Tracking will be based on the Tier 1 and Tier 2 SDG indicators, which will allow the tracking of the 2030 Declaration also to serve as a regional reporting mechanism on the implementation of the SDGs in the transport sector in Asia.

22. The 2030 Declaration will recognize the need for greater action on sustainability in transport systems in Asia and intends to cover passenger and freight transport in both urban and rural areas whilst acknowledging the impact of pandemics and the need for greater resilience and preparedness, and agreeing an increased emphasis on coordinated action to implement sustainable transport actions.

23. The 2030 Declaration suggests six goals:

- Goal 1: Environmental Sustainability (with three sub-goals on low/net zero carbon, resilience and air pollution).
- Goal 2: Road Safety.
- Goal 3 Economic Sustainability.
- Goal 4: Rural Accessibility.
- Goal 5: Urban Accessibility.
- Goal 6 National Accessibility and Connectivity.

24. In order to create linkages with other regional initiatives and to strengthen the implementation orientation of the EST Forum and the 2030 Declaration it is suggested to create 'communities of interest' around the six new goals of the 2030 Declaration. Such communities would focus on sharing knowledge and creating good practice examples, developing and implementing capacity building programs, developing and implementing pilot programs and projects, and undertaking outreach to the multilateral and bilateral development communities.

25. Initial comments received from international experts and partner organizations, prior to the 13th EST Forum, included suggestions to: (a) pay greater attention to the linkage between the transport sector and other economic and social sectors; (b) strengthen linkages with the Paris Agreement; (c) have a greater focus on the role of cities in developing sustainable transport systems; and to (d) combine 2030 targets with 2050 visionary statements that can be derived in part from the Bali 2013 Three Zero's Declaration.

26. Statements by country representatives, international organizations and experts confirmed that the proposed structure of the 2030 Declaration is welcomed. Specific reference was made to: (a) the desirability to include specific language on a net-zero carbon future; and (b) the importance of country-based implementation mechanisms. Overall, there was a consensus that a new 2030 Declaration based on agreed relevant global agreements and targets on sustainable development and climate change, combined with a strong inclusive tracking framework can play an important role in realigning the development of the transport sector in Asia.

27. The next steps in developing the 2030 Declaration will be to develop a new draft following the 13th EST Forum and undertake a comprehensive consultation process in 2021 with member countries and experts to create the final draft for adoption at the 14th EST Forum which is expected to be hosted by the government of Japan in 2021.

VII. Transport connectivity and sustainable development: Connecting Asia-Pacific to regional and global markets

28. Recognizing the disruption to transport and supply chains in the region from the COVID-19 pandemic, it will be necessary for collective and coordinated responses to improve regional transport connectivity and 'build back better' that include a focus on promoting greater digitalization, resilience and environmental sustainability. In this respect, UNESCAP has a number of intergovernmental agreements, such as on the Asian Highway, the Trans-Asian Railway, and Dry Ports, that provide institutional frameworks for connectivity for the region. There is also a need to improve connectivity to land-locked

developing countries, facilitating cross-border transport and strengthening maritime connectivity.

29. While there is greater focus on regional connectivity and mobility within cities, there is a need to improve rural connectivity and connecting rural communities – where the majority of vulnerable people live. It is also important to improve connectivity and rural logistics so that rural produce gets access to market. The concept of integrating rural and urban connectivity through the use of digital technology is likely to be an important topic. In this respect, the research and activities of the UK Aid funded Research for Community Access Partnership (ReCAP) on rural connectivity have supported countries to improve rural access connectivity, and to meet the SDG targets on rural access, addressing the 'leave no one behind' agenda through robust evidence-based data collection and analysis.

30. It is clear, that railways play an important role in the movement of people and goods. The International Union of Railways (UIC) suggests that railways can support a green recovery as the backbone of sustainable mobility and provide connectivity that contributes to healthy and sustainable lifestyles and economies on every continent. The UIC Railway Climate Declaration and innovation in railways can make transition towards net zero emissions by 2050.

VIII. Mayors' policy dialogue on urban mobility and smart cities

31. Cities are focusing on big projects such as rail and bus systems, whilst integration of transport systems continues to be neglected. Integration of systems helps to produce more useful, lower-cost, and higher-quality solutions in transport systems that residents actually use. Integration also means integration between physical space, services and fare management, where there are still few good examples in Asia.

32. Indicator systems at the city and community level can be a way to encourage cities to better integrate their systems allowing themto focus not just on the performance of a particular system, but on the city or community as a whole. Integrated views on mobility, use of non-motorized transport and multi-modal transport can be better evaluated through comprehensive indicator systems, as well as the outcomes of better transport such as health, economy, green space, etc. UNESCAP's Sustainable Urban Transport Index helps cities to evaluate their overall transport performance.

33. Electrified transportation is an important approach to reducing air pollution and GHG emission from cities. Electric 2- and 3-wheeled vehicles can be used in cities and have equivalent performance to petrol vehicles. Electric buses are also key to reducing diesel emissions. Although e-buses are more expensive to purchase, operations are much cheaper and capital expense can be supported by national governments. Urban freight and waste disposal vehicles should not be forgotten. Yet electric transport does not reduce traffic congestion or safety risks, and transport systems still need to take these into account.

34. While countries are promoting the greater use of electric vehicles, countries at the same time need to consider necessary recycling infrastructure to deal with end of life batteries and associated technology.

IX. Transport in the aftermath of COVID-19: Lessons learned and future directions

35. Since the COVID-19 pandemic was announced by the World Health Organization (WHO) in March 2020, governments around the world have responded with various forms of restrictions on human movement and interactions, ranging from city wide shutdowns to restrictions on the size of gatherings, in order to slow the spread and contain the virus. Forcing behavioral changes and transforming the way people communicate, work and live, these restrictions have substantially affected transport, providing a unique opportunity to revise and rethink transport strategies and options going forward.

36. Many cities experienced the lowest level of air pollution in living history as COVID-19 restrictions on travel saw substantially less vehicles on the roads. For instance, the lock-down in Wuhan, China resulted in a 63 percent reduction in air pollution, and in Delhi the level of $PM_{2.5}$ was within the recommended WHO guidelines for the first time in decades. Cities such as Seoul experienced a 54 percent decrease in $PM_{2.5}$, Sao Paulo a 32 percent decrease, and Los Angeles a 31 percent decrease during lockdown.

37. Asian cities are especially susceptible to the effects of the COVID-19 pandemic as they are typically densely populated, have high levels of ridership on public transport, account for 40 percent of domestic flight passengers worldwide, and heavily depend on trade. During the pandemic it is estimated that 35 percent of people previously using public transport shifted to private car use, 23 percent to walking, 20 percent to cycling, and just over 10 percent to motorcycles. This means that some 43 percent shifted to low carbon transport modes. India has several initiatives to improve operational efficiencies that will help with post COVID-19 activities and it is anticipated that shifts to modal share and increased digitization is likely to be legacy of the pandemic period.

38. Key lessons learned and future directions in the aftermath of COVID-19 are discussed below:

    a) It will be important to ensure that public transport services are made as pandemic friendly as possible with appropriate health considerations to allow shared transit to continue appropriatly to infection levels in cities. This can include adding additional vehicles to add fleet capacity, mask wearing, regular cleaning, and appropriate social distancing.

    b) It is likely that there may be a lasting reduction in public transport use and associated income, however this may also result in lower maintenance costs, hence there needs to be focused efforts to support the rapid return to public transport services when deemed safe to do so and overcome any stigmatization of public transport caused by the pandemic. However, cites recovering early from the pandemic, such as Perth, are showing that people will quickly return to effective public transport services if it is faster than car travel.

    c) It is likely that a focus on localization will continue after the pandemic with people building patterns based around accessing local services and spending more time working at home and hence decentralized centers of activity will be important along with city centers. This may include changes to rules around local markets and vendors to allow local commerce when access to central shopping areas is made difficult due to pandemic conditions.

d) Throughout the pandemic, active modes of transport, such as localized walking and cycling, have gained unprecedented popularity and government support. Perceptions around their role in the transport system are also shifting and will likely lead to greater calls for active modes to be offered in cities around the world rather than a return to dependence on cars. It is important that the many efforts to support alternative modes of transport during the pandemic are continued to be appropriately supported.

e) It may be the case that the pandemic has spurred a reconsideration of the goal of nations and cities from the past goal of economic prosperity to a new goal on a healthy and resilient society.

X. Pre-events of the 13th Regional EST Forum in Asia

Pre-Event 1 Theme: Scaling Public Bus Transport-Outlook 2030 for Achieving SDGs in India

39. Bus owners and operators are constantly looking at ways to reduce their fuel costs and convince more people to shift from private vehicles to public transport in order to increase demand. To continue to stay in business in the long run, they now have to look at switching to alternatives like electric buses, using more green fuels, and reforming financial models.

40. It will be important for cities to improve public transport services over the next 10 years as part of achieving the SDGs. While there is no specific SDG for transport, it does impact both directly and indirectly several SDGs, as well as the New Urban Agenda and Paris Agreement. It will be particularly important to improve public transport services in India as more than 85 percent of Indians are dependent on public transport. There are 1.7 million buses on Indian roads of which 1.6 million are run by the private sector who provide employment to 9.8 million people. The private bus operators offer various types of services that include intra-city or city bus services, intercity bus services, tourist bus and coach services, school bus services, and employee transportation services.

41. Due to the COVID-19 pandemic there are a number of issues that need to be addressed including financial support, changes to regulations, and the formation of National, State and Local level Planning and Development Authority's for Public Transport. The governments at central and state level will play an important role. Operators needs to adopt more collaborative ways of working rather than competing with other modes. The recommended approach is that of Public and Private Partnerships to provide better, safer and well-planned integrated services to gain confidence in the minds of the travelers during and after COVID-19. More digitization should happen to ensure travelers safety and convenience and to enhance operating efficiency and reduce revenue leakage. Aggregation models may work out better than unplanned, unorganized para-transit service operations.

Pre-Event 2 Theme: Tracking Progress in Asia's Transport Transformation - Opportunities for Linking SDG and NDC Reporting

42. Government officials and experts from more than 10 countries took part in this virtual pre-event organized by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), the SLOCAT Partnership on Sustainable Low Carbon Transport, and the Low Emission Development Strategies Global Partnership (LEDS GP).

43. A presentation emphasized the importance of integrating different reporting mechanisms, including coordinated reporting through Nationally Determined Contributions (NDCs) and Sustainable Development Goals (SDGs) and the vertical alignment at local, national and regional levels. Such alignment requires national capacity building and institutionalized structures, to enable enhanced coordination among different stakeholders (e.g. transport and energy, public and private).

44. In breakout discussions, participants noted that a consistent alignment of SDG and NDC reporting is often lacking, although many convergences exist between climate targets and SDGs. Clear and institutionalized reporting mechanisms would constitute a robust base for policy dialogue and facilitate access to additional climate finance for transport action.

45. Country representatives stated they would benefit from regional reporting as data (e.g. on trans-boundary emissions) can be used to design national and regional policies. Examples such as the Asian Development Bank (ADB)'s planned Asian Transport Outlook and the successor to the EST Bangkok Declaration were mentioned as potential models for regional reporting. Standardized data collection processes and reporting frameworks are yet to be developed for the EST 2030 Declaration and should bridge the Transparency Framework under the Paris Agreement and the guidance on Voluntary National Reviews to the 2030 Agenda.

XI. Way Forward

46. The key next step for the EST Forum will be to develop the successor to the Bangkok 2020 Declaration as a catalyst for transformational change in the transport sector in Asia. This will include enabling changes to policy, institutional frameworks, financing models, data management approaches, and application of technology. Together they should promote people-friendly and environmentally friendly transport infrastructure development in the transport sector of Asia.

47. It is envisaged that the annual EST Forum will be complemented through a number of supporting activities during the year. Via a decentralized network of collaborators and partners (community of interest) with support from international partners, opportunities for coordinated capacity building for countries could be established to work with the governments around the new Declaration goals to assist in making the vision of more permanent EST Forum action a reality. Capacity building efforts provided by EST development partners should be an important element to support implementation of goals and the continual enhancement of efforts

48. Under the new Declaration a system of coordinated reporting by countries and other stakeholders will be developed to strengthen integrated reporting on transport data and policies in support of the implementation of the Paris Agreement (NDC and LTS), the 2030 Agenda for Sustainable Development (SDGs) and Sendai Framework for Disaster Reduction 2015 – 2030 as well as other relevant regional agreements. The partnership with the ADB through the Asian Transport Outlook, can lay the foundation for future country reporting on the new Declaration. The new indicator framework for the 2030 EST Declaration should allow member countries as well as other regional stakeholders to monitor and track progress against the agreed six goals. Countries will continue to be able to share good policy practice during the EST Forums. Tracking and reporting on the new

Declaration can include the establishment of a regional data platform thereby increasing transparency and allowing further analysis.

49. The EST Forum with its new 2030 EST Declaration places Asia in the forefront of new collaboration approaches to improve reporting on progress towards the SDGs and the Paris Agreement on transport. This future process and reporting can serve as an example for other regions and the secretariat is encouraged to share the EST experience with other UN organizations for possible replication. Thus, the EST experience could be the foundation for a future global platform and common reporting framework on transport, climate and sustainable development.

50. In the coming year the consultation on the new 2030 EST declaration will continue with governments and international partners. Further in-country consultation in coordination with national governments will be explored to further strengthen the buy-in to the new declaration.

51. More broadly, post-COVID-19 recovery in Asia will be an important time to focus on integrated transport options. The implications of the COVID-19 pandemic will be felt for decades and it will be important for cities around the world, especially highly populated Asian cities, to consider how these implications can inform decisions around the future of their transport systems.

XII. Closing Session

52. Delivering her closing remarks, Ms. Keiko Morimitsu, Councilor of Minister's Secretariat, Ministry of the Environment of Japan, expressed her deep appreciation to UNCRD, the country delegates and all the participants for successfully organizing the 13th Regional EST Forum in Asia. Looking back on meaningful discussions on the successor of the Bangkok 2020 Declaration, she recognized that the new Declaration (2021-2030) will have simple and clear goals aligned with SDGs and the Paris Agreement on Climate Change. To promote the implementation of EST, she expressed her expectation that concrete projects could be created with cooperation of various donors through the adoption of the new Declaration. Finally, she expressed hope to have a physical meeting in person at the next Forum in 2021 as the influence of the COVID-19 might have subsided by then.

53. Mr. Kazushige Endo, Director of United Nations Centre for Regional Development, UN DESA, delivered his closing remarks showing appreciation for the strong partnership among the EST member countries and partners in making the virtual forum a success. He also recognized the contribution of various organizations and partners to policy dialogues covering a wide range of transportation and environmental issues. On the successor of the Bangkok 2020 Declaration, he recognized the collaborative support of ADB in formulating the pre-zero draft of the new Declaration (2021-2030), including the proposed 6 goals which are very clearly aligned with the SDGs and the Paris Agreement on Climate Change, among others. He recognized the positive support of many government representatives in formulating the new Declaration aiming at the extension of the Regional EST Forum in Asia beyond 2020.

54. In closing, Mr. Weimin Ren, Director of Transport Division, UN ESCAP expressed his pleasure with the high-level participation in the Forum despite the current difficult circumstances and congratulated all participants for sharing insightful thoughts on

changing the course of Asia's transport sector towards inclusion, carbon neutrality and environmental sustainability of transport systems, and the discussion on the New EST Declaration (2020-2030) to chart a new vision for Environmentally Sustainable Transport in Asia. He mentioned that ESCAP was in the process of developing a new five-year regional action programme for sustainable transport development for the region, integrating actions on economic, social and environmental sustainability. He assured ESCAP's continued support to the EST process and collaboration with UNCRD and other partners. ESCAP was looking forward to establishing new partnerships with stakeholders from all sectors to extend support to member countries and cities on their journey to make transport systems of the region more inclusive, resilient, and sustainable. Finally, on behalf of ESCAP, he expressed sincere appreciation to all the co-organizers and supporting organizations for their hard work and cooperation and speakers and participants for their insights and contribution which made this Forum a complete success.

Annexure 1

Pre-Zero Draft of new 2030 EST Declaration (2021-2030) – Making Transport in Asia Sustainable ~ Sustainable Transport Goals for achieving universally accessible, safe, affordable, clean and net-zero-passenger and freight transport in Asia

NEW 2030 DECLARATION1 – MAKING TRANSPORT IN ASIA SUSTAINABLE

Sustainable Transport Goals for achieving universally accessible, safe, affordable, clean and low-carbon-passenger and freight transport in Asia

1. We, the participants, who are representatives of Asian countries (list countries), international organizations, bilateral and multilateral agencies, nongovernmental organizations (NGOs), research organizations, and expert sustainable transport professionals, having met at the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia, held in (*name city), date* 2021, inspired by the Sustainable Development Goals, the Paris Agreement on Climate Change, the New Urban Agenda and other global agreements to draft and adopt a declaration, the 2030 Declaration on Making Transport in Asia Sustainable, in order to demonstrate our renewed interest in, and commitment to, realizing a decade (2021-2030) of progress in sustainable actions and measures for achieving universally accessible, safe, affordable, clean and low-carbon-passenger and freight transport in Asia.

2. Following years of discussion on sustainable development and sustainable transport we believe that the time has now come to act and we call on all groups in the public and private sector as well as civil society groups that are part of the transport community in Asia to align their policies, investments, programs and projects with the 2030 Declaration.

I. Pre-amble

3. **Emphasizing**, the key role passenger and freight transport plays in the economic and social development of countries in developing Asia. Acknowledging that action on sustainable transport needs to address both the development of transport systems for urban and rural areas so that no one is left behind.

4. ***Recognizing,*** the need for greater action on sustainability of transport systems in Asia. This considering that by 2030, it is expected that Asia in 2030 will have, about half of the global population, close to 40% of GDP (in PPP), one third of global transport CO2 emissions, and almost 60% of worldwide road accident fatalities.2

1 Upon the adoption of the Declaration in 2021, the name of the Declaration will be adjusted to reflect the name of the city where the Declaration is adopted.

2 Sources: World Bank, SLoCaT Partnership and World Health Organization.

5. ***Acknowledging,*** global and regional agreements since 2010 that have a direct relevance for the transport sector in Asia: 2030 Agenda for Sustainable Development, the Paris Agreement on climate change, the New Urban Agenda, the Addis Ababa Action Agenda on Financing for Development, the second UN Decade of Action for Road Safety 2021-2030, the Sendai Framework for Disaster Risk Reduction 2015-2030, and the UNCTAD Nairobi Mandate.

6. ***Acknowledging,*** the impact that health pandemics, such as COVID-19, have on the provision of transport services in developing Asia and the ensuing need to strengthen the resilience and preparedness of the transport sector to respond swiftly and comprehensively.

7. ***Agreeing,*** that implementation of these global agreements in Asia needs to reflect the developmental need of the region, and that unlike in other more developed regions of the world developing Asia is still in many parts underserved with both passenger and freight transport infrastructure and services.

8. ***Recognizing,*** the progress made on sustainable transport through the adoption and implementation of: (a) the Bangkok Declaration for 2020, Sustainable Transport Goals 2010 – 2020, focusing on nationally environmentally sustainable transport systems; (b) the Kyoto Declaration For the Promotion of Environmentally Sustainable Transport ~ Towards Realizing Resilient, Smart and Liveable Cities in Asia, focusing on sustainable urban transport systems; and, (c) the Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development, focusing on sustainable rural transport systems.

9. ***Welcoming***, the integration of these three separate Declarations into one new, integrated Declaration on Sustainable Transport in Asia.

10. ***Agreeing***, that the adoption of a new, follow-up declaration on Sustainable Transport in Asia needs to be accompanied by increased emphasis on the implementation of sustainable transport through more coordinated action by all stakeholders in transport in Asia.

II. Resolution

11. We, the governmental participants of the Fourteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia express our intent to voluntarily develop and implement integrated and sustainable transport policies, programs, and projects, aligned with the 2030 Declaration – Making Transport in Asia Sustainable, that will help realize our common vision and the following EST goals and objectives by the year 2030 in the Asian region. We welcome the support of other EST stakeholders for the goals of the 2030 Declaration and we are calling on all these other organizations, including those that were not able to take part in this 14th EST Forum to align their transport activities also with the objectives of this 2030 Declaration.

III. Common Vision and Goals on Access and Sustainability

A. Common Vision

12. We agree that in support of sustainable development in its three dimensions – environmental , social and economic, passenger and freight transport systems in Asia should provide safe, clean and affordable access to essential services and goods; such access should be equitable for both genders and all income groups and support the call of the UN "to leave no one behind".

13. This common vision can become reality if Asian countries realize the goals listed below, which are derived from the Sustainable Development Goals and other global international agreements.

B. Sustainability Goals

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

Goal 1a – Low-Carbon: By 2030, reduce carbon dioxide emissions in the transport sector (SDG 7.2, 9.1, 13.2)

Goal 1b – Resiliency: By 2030, promote resilient and adaptive transportation to climate change related disasters and infectious diseases such as COVID-19. (SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030)

Goal 1c – Air p*ollution:* By 2030, mitigate the adverse effects of 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, realize 50 per cent reduction in fatalities and serious injuries on the roads of Asia and the Pacific compared to 2020 (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 strengthen the availability and cost-effectiveness of passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts, as well as predictability and reliability of transport in determining the economic impacts of transport policies and investments (SDG 8.4, 12.1 and 12.c)

Goal 4 *- Rural access*: By 2030 secure 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 rural poor, farmers, agricultural workers, girls and women, youth, and physically disabled and vulnerable groups (SDG 2 and SDG 9.1)

Goal 5 - *Urban access:* By 2030, provide access to accessible, inclusive, safe, affordable, and sustainable transport systems for all, with special attention to the needs of those in vulnerable situations, urban poor, women, children, persons with disabilities and older persons (SDG 11.2)

Goal 6 - *National access and connectivity:* By 2030 facilitate inclusive national development and regional connectivity by the provision of sustainable multi-modal freight and passenger transport infrastructure services. (SDG 9.1)

IV. Implementing the 2030 Declaration

14. Implementation of the 2030 Declaration – Making Transport in Asia Sustainable is a joint effort by all supporters of the Declaration but with a lead role for national and local governments. Realizing the ambitious goals of the 2030 Declaration will need strengthening existing, and building new, active partnerships with the development community consisting of multilateral and bilateral donor organizations, private sector and civil society. Implementation of the Declaration will need to be characterized by step wise, sharply, increasing levels of ambition in the period 2020-2030 by all stakeholders.

15. The goals of the 2030 Declaration can be achieved through a combination of multiple strategies. The strategies detailed in Annex 1 are organized on the Avoid – Shift – Improve approach and also include a number of cross-cutting strategies. For each of the proposed strategies the linkage with the 6 main goals listed above is explained.

16. To guide and support the implementation of the 2030 Declaration supporters of the Declaration agree to set up so-called communities of interest, initially around the goals on rural and urban access as well as on road safety and air pollution/climate change. Once these communities of interest, that will include all major organizations and programs working on these goals in Asia are up and running, additional communities of interest can be established for national connectivity and economic sustainability. Till then, the initial communities of interest can contribute towards the implementation of these two goals on national connectivity and economic sustainability.

17. To support the implementation of the 2030 Declaration these communities of interest can help in: (a) share knowledge and create best practice examples, (b) developing and implementing capacity building programs, (c) where relevant develop and implement pilot programs and projects, and (d) reach out to the multilateral and bilateral development community to assist them in aligning development assistance to the transport sector in Asia increasingly with the objectives of the 2030 Declaration.

18. The communities of interest will be facilitated by the EST Secretariat and their activities will be coordinated with the communities of interest to be set up for the Asian Transport Outlook (see below).

V. Tracking the Implementation of the 2030 Declaration

19. The choice and formulation of indicators for the goals of the new Declaration will be guided by the indicators formulated by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs)[3].

20. Countries and other organizations supporting the 2030 Declaration – Making Transport in Asia Sustainable agree on the importance of tracking the implementation of the key goals in the Declaration and commit to contribute timely information on the indicators listed in Annex 2 to the Declaration.

21. Indicators for the 2030 Declaration are organized in two groups: (a) impact through a set of indicators that measure the 6 goals, and (b) process indicators that would track policies, institutional arrangements and funding linked to the strategies listed in Annex 1.

22. With the vision and goals for the 2030 Declaration largely derived from the SDGs, the Paris Agreement on Climate Change and other international agreements, organizations supporting the 2030 Declaration agree that reporting on the implementation of the 2030 Declaration can form an important contribution towards reporting of the implementation of the SDGs, Paris Agreement and other international agreements in the transport sector in developing Asia. They encourage UNCRD as Secretariat of the Regional EST Forum in Asia to utilize reporting on the 2030 Declaration to highlight progress in realizing sustainable transport in Asia in relevant global fora on sustainable development and climate change.

23. Participants in the 14th EST forum, and supporters of the 2030 Declaration, welcome the initiative of the Asian Development Bank to develop an Asian Transport Outlook and agree that the Asian Transport Outlook can play an important role in tracking the realization of the six goals of the 2030 Declaration. Participants call on the Asian Development Bank to actively coordinate with other relevant donor organizations, NGOs and other organizations supporting sustainable transport in Asia in the development and implementation of the Asian Transport Outlook .

24. In addition, supporters of the 2030 Declaration, call on UNCRD as Secretariat of the Regional EST Forum in Asia, to track, in coordination with relevant groups, the development assistance provided to the member countries of the EST countries for the implementation of the 2030 Declaration.

3 See: https://unstats.un.org/sdgs/indicators/indicators-list/

Annex 1: Strategies to support the implementation of the 2030 Declaration

1. The goals of the 2030 Declaration can be achieved through a combination of multiple strategies. The strategies listed are organized on the Avoid – Shift – Improve approach and include a number of cross cutting strategies. For each of the strategies it is explained what the linkage is to each of the 6 goals under the 2030 Declaration. All individual strategies contribute to multiple goals.[4]

2. EST member countries will make a choice and adopt those strategies that are most relevant for their specific national context and circumstances. Choosing and implementing appropriate strategies will be topic of discussion in the annual meetings of the EST Forum.

A. Strategies to Avoid unnecessary travel and reduce trip distances

Strategy 1: Institutionalize the integration of **land-use, transport and logistics planning** processes and related institutional arrangements at the national, sub-national and local levels including rural areas.

Strategy 2: Achieve **mixed-use development and medium-to-high** densities along key transport corridors within cities through appropriate land-use and urban logistics policies and provide people-oriented local access, and actively promote **transit-oriented development (TOD),** supported by walking and cycling, when introducing new public transport infrastructure and services.

Strategy 3: Institute policies, programs, and projects supporting **Smart Information and Communications Technologies** (SICT), such as internet access, teleconferencing, and telecommuting, as a means to contribute towards realizing Smart cities, reduce unneeded travel and improve the remote-access to health, education and other community services in both urban as well as rural and remote areas.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
1. Land-use, logistics and transport planning	S	M	S	M	S	S

4 The strategies listed below are based on the current Bangkok 2020 Declaration on Sustainable Transport, this helps to promote continuity between the new 2030 Declaration and the Bangkok 2020 Declaration. The strategies are to be considered as the Means of Implementation for the Goals on Access and Sustainability listed above.

2. Mixed-use development, Transit-Oriented Development	M	M	S	W	S	W
3. Smart Information and Communications Technology	M	W	M	M	M	M

Strong	Medium	Weak	None

B. Strategies to shift transport towards more sustainable modes

Strategy 4: Expand and Improve **public transport infrastructure and services** including high quality, affordable, low-emission services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities.

Strategy 5: Require the integration of **walking and cycling** components in transport master plans in all major cities and prioritize transport infrastructure investments in walking and cycling including wide-scale improvements to pedestrian and bicycle facilities, adoption of complete street design standards, and the introduction of Mobility as a Service (MaaS) concept wherever feasible.

Strategy 6: Support the use of collective forms of transport by reducing the transport mode share of private motorized vehicles in urban and national level transport through **Transportation Demand Management** (TDM) measures, including pricing measures that reduce congestion, pollution costs, and which improve safety, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and urban sprawl

Strategy 7: Achieve significant shifts from road based transport to more sustainable modes of inter-city passenger and goods transport, through expansion of and improvements to **rail and inland water transport infra structure and services.**

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
4. Public Transport Infrastructure and Services	S	S	M	M	S	S
5. Walking and Cycling	S	S	S	S	S	W
6. Transport Demand Management	S	S	S	M	M	M
7. Rail and Inland water transport infrastructure and services	S	M	S	M	M	S

Strong	Medium	Weak	None

C. Strategies to Improve transport practices and technologies

Strategy 8: Set **medium (2030) and long term (2050) targets**, supported by appropriate incentives, for initially **lower emission** (medium term) and later **zero emission** (long term) 2-3 wheelers, cars, busses and trucks.

Strategy 9: Encourage the shift towards the use of electricity or hydrogen, ultimately all generated from renewable sources, to power all vehicles or fueled by biofuels classified as sustainable. In the medium term also using hybrid technology. Develop the **infrastructure for electric mobility and/or hydrogen** operated, preferably by renewable energy.

Strategy 10: Set progressive **standards for fuel quality, fuel efficiency, and tailpipe emissions** for all vehicle types, both new and in-use vehicles that support air pollution and climate change targets.

Strategy 11: Establish effective type approval (new vehicles) and vehicle testing and compliance regimes (in-use vehicles), including formal vehicle registration systems and appropriate periodic **vehicle inspection and maintenance** (I/M) requirements, to enforce progressive emission and safety standards.

Strategy 12: Adopt **Intelligent Transportation Systems** (ITS), transport control centers, and real-time user information that optimize passenger and freight mobility and enable the move towards Smart Cities.

Strategy 13: Achieve **improved freight transport efficiency**, including road, rail, air, and water, through policies, programs, and projects that modernize urban and long-distance freight vehicle technology (including e.g. drones in rural areas), implement fleet control and management systems, and support better logistics and supply chain management.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
8. Medium and Long term targets low and zero emission vehicles	S	W	W	N	N	N
9. Charging infrastructure electric mobility	S	W	W	N	N	N
10. Standards for fuel quality, fuel efficiency, and tailpipe emissions.	S	S	W	N	N	N
11. Vehicle Inspection and Maintenance	S	S	S	W	W	W
12. Intelligent Transportation Systems	M	M	S	M	M	M
13. Improved freight transport efficiency	S	M	S	M	M	S

Strong	Medium	Weak	None

D. Cross-cutting strategies

Strategy 14: Strengthen existing, or develop new, **adequately funded institutions and institutional arrangements** that enable sustainable transport policies and implementation, including research and development on environmentally sustainable transport, enabled by good sector governance.

Strategy 15: Adopt **social and gender equity** as an overarching planning and design criteria in the development and implementation of transport policies, programs and initiatives, leading to improved quality transport services, safety and security for all and especially for urban and rural poor, women, universal accessibility of streets and public transport systems for persons with disabilities and elderly.

Strategy 16: Acknowledge the important role **informal transport systems** still play in large parts of developing Asia in providing rural and urban access and provision of employment. Ensure that the up-gradation, modernization and integration into modern transport systems of such intermediate public transport does not reduce affordability of transport, nor affect employment of especially the low-income groups.

Strategy 17: Develop and implement **Road safety campaigns** in support of the Road safety target in the 2030 Agenda for Sustainable Development that include: Speed management, Leadership on road safety, Infrastructure design and improvement, Vehicle safety standards, Enforcement of traffic laws and Survival after a crash.

Strategy 18: Strengthen the preparedness of transport sector to respond to health pandemics, such as COVID-19, through preventive measures as well as measures to manage the spread of viruses and measures to enable the transport sector to bounce back.

Strategy 19: Establish country-specific, progressive, health-based, cost-effective, and enforceable **air quality and noise standards**, taking into account relevant WHO guidelines, and mandate monitoring and reporting to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceeding the national or local standards for air quality or noise levels.

Strategy 20: **Remove fuel subsidies** and introduce in a step-wise manner **financing mechanisms** that penalize unsustainable transport (parking levies, fuel pricing and taxes, vehicles taxation, time-of-day automated road user charging) and instead incentivize sustainable transport infrastructure and operations as well as cleaner vehicles (public-private partnerships such as land value capture, consideration of carbon markets, subsidies and financial incentives).

Strategy 21: Encourage widespread distribution of **information and awareness on sustainable transport** to all levels of government, private sector and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes.

Strategies	Goal 1: Environmental sustainability	Goal 2: Road Safety	Goal 3: Economic Sustainability	Goal 4: Rural Access	Goal 5: Urban Access	Goal 6: National Connectivity
14. Adequately funded institutions and institutional arrangements	M	M	M	M	M	M
15. Social Equity	S	S	S	S	S	S
16. Informal transport systems	W	W	M	M	M	N
17. Road safety campaigns	M	S	M	N	N	N
18. Strengthen the preparedness of transport sector to respond to health pandemics	M	W	S	M	S	M
19. Air Quality and Noise standards	S	W	W	W	W	W
20. Fuel Subsidies and Financing mechanisms	M	M	S	S	S	S
21. Information and awareness on sustainable transport	S	S	M	M	M	M

Strong	Medium	Weak	None

Annex 2 Tracking the Implementation of the 2030 Declaration

This section will be elaborated after the 13th EST Forum in November 2020, once there is initial agreement on the Goals of the 2030 Declaration – Making Transport in Asia Sustainable.

o The importance of tracking implementation of the 2030 Declaration

1. It is key to regularly monitor the progress made in the implementation of the 2030 Declaration to broadly share such progress and keep track of the measures taken by EST member countries to advance the goals contained in the Declaration and the suggested strategies to realize these goals.

2. It is suggested that future indicators are organized in two groups: (a) impact through et of indicators that measure the 6 goals, and (b) process indicators that would track policies, institutional arrangements and funding promoting the strategies identified in support of the implementation of the respective goals.

o Linking to SDG Tier 1 and 2 indicators

3. As the goals in the 2030 Declaration are in a large part based on targets that are part of, or are linked to different Global Agreements on sustainable development and climate change use can be made of the indicators that have been developed to track the transport part of these global agreements. The most relevant indicators are in this context the Tier 1-2 indicators formulated by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs)[5].

Goals	SDG linkage	Agreed upon Tier 1-2 indicator
1.Environmental Sustainability	-	
- Low Carbon	-	
- Resilience	-	
- Air Pollution	-	3.9.1 Mortality rate attributed to household and ambient air pollution

5 See: https://unstats.un.org/sdgs/indicators/indicators-list/

Goals	SDG linkage	Agreed upon Tier 1-2 indicator
2.Road Safety	- SDG 3.6 - Second Decade of Action on Road Safety	3.6.1 Death rate due to road traffic injuries
3.Economic Sustainability	-	TBD
4.Rural Access	- SDG 2 - SDG 9.1	9.1.1 Proportion of the rural population who live within 2 km of an all-season road 9.1.2 Passenger and freight volumes, by mode of transport
5.Urban Access	- SDG 11.2	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities 9.1.2 Passenger and freight volumes, by mode of transport
6.National and Regional Connectivity		9.1.2 Passenger and freight volumes, by mode of transport

(SDG Indicators to be discussed further with respective custodians)

4. For the collection of the status information of these Tier 1 and 2 SDG related indicators the EST Secretariat will coordinate with the assigned custodians for these indicators. These assigned custodians can also play a role in the Communities of Interest that will be set up around the 6 goals.

5. The impact indicators will consist of the above mentioned Tier 1 and 2 SDG indicators as well as a number of additional indicators that will be collected and documented on an annual basis in the ADB coordinated Asian Transport Outlook. These additional indicators will be chosen by the Communities of Interest and be based on existing tracking frameworks for the different goals as maintained by different regional and global initiatives and programs. This will help to ensure that the indicators are relevant and that information on the status of these indicators is available.

- **Process Indicators**

6. Future progress in realizing the 6 goals of the 2030 Declaration will to a large extent be determined by the actions taken by countries in terms of institutional arrangements; policy targets, standards and regulations, as well as funding arrangements. There are several global and regional initiatives and programs that collect this type of information[6]. The reporting by EST member countries on the

6 See for example: http://documents1.worldbank.org/curated/en/447031581489115544/pdf/Guide-for-Road-Safety-Opportunities-and-Challenges-Low-and-Middle-Income-Country-Profiles.pdf which

implementation of the Bangkok 2020 Declaration has also focused to a large extent on this type of information.

7. As in the case of the impact monitoring it is suggested that the EST Forum works together in the process monitoring with the different communities of interest that will be set up for the have come up around the different goals.

- **Reporting frequency and structure**

3. 2021 Baseline report

8. In support of the 2021 14th EST Forum a baseline report will be developed which describes the status of the 6 proposed goals and associated strategies. This baseline report will be developed jointed by the EST Forum Secretariat and the ATO team. They will actively consult with all relevant organizations and make use of relevant secondary sources. The draft baseline report will be circulated to EST member countries before the 14th EST Forum, to enable them to provide comments on the information contained in the baseline report.

9. The development of the baseline report and its discussion in the 14th EST Forum will also allow a detailed discussion on the impact and process indicators that will be part of the subsequent annual status reports that will be produced jointly by the EST Forum Secretariat and the ATO team from 2022 onwards.

4. Annual status reports on the implementation of the 2030 Declaration

10. Once the 2030 Declaration has been formally approved in the 14th EST Forum it is suggested that an annual status report on the implementation of the Declaration is developed and published. As in the case of the 2021 baseline report it is proposed that this is a joint effort by the EST Forum Secretariat and the ATO team with active inputs of the Communities of Interest as well as the EST member countries.

11. The figure below gives an indicative overview of the annual reporting cycle and the respective roles of different EST stakeholders.

Timing	Activity	Involved stakeholders	Comments
6 Months before EST Forum	Defining scope of annual status report	- EST Forum Secretariat and ATO team - Communities of interest (CoI)	- Discussion on the detailed impact and process indicators to be included

documents road safety policies for low and middle level income countries, or http://www.slocat.net/wp-content/uploads/legacy/slocat_transport-and-climate-change-2018-web.pdf, which documents various low carbon transport policies.

Timing	Activity	Involved stakeholders	Comments
5 Months before EST Forum	Analysis of available information in ATO	- ATO team	- This will result in overview of available information and where the gaps are
4 Months before EST Forum	Outreach to CoI's with request to indicate what additional information can be provided	- EST Forum Secretariat and ATO team	- This based on information analysis in previous step
3 Months before EST Forum	Outreach to EST member countries with request to: - Comment on impact indicators as collected by ATO team and CoI's - Provide information on process indicators with focus on past 12 months	- EST Forum Secretariat and ATO team	- Countries will receive templates to use in reporting, which already contain available information and the sources from where information was collected
1 Month before EST Forum	Draft Status report formulated and circulated to countries for comments	- EST Forum Secretariat and ATO team - CoI's	- Countries will be requested to endorse report or propose changes - No comments received will mean that countries agree
EST Forum	- Draft Status report presented in EST Forum - Countries invited to make final comments	- EST Forum Secretariat and ATO team	- Countries are given 7 days after the EST Forum to raise final comments
Two weeks after EST Forum	Finalization and public release of Status report	- EST Forum Secretariat and ATO team	- Final status report released together with formally edited version of Chairman Summary of the meeting

- **Special focus annual Status Reports**

12. It can be considered to have each year a special focus on one of the 6 goals of the Declaration whereby this topic would be dealt with in a more in-depth manner compared to the other goals.