

Eighth Regional EST Forum in Asia

(Integrated Conference of BAQ2014 and Intergovernmental Eighth Regional EST Forum in Asia)

“Next Generation Solutions for Clean Air and Sustainable Transport -Towards a Livable Society in Asia”
19-21 November 2014, Colombo, Sri Lanka

Country Report

(Draft)

<Japan>

This country report was prepared by Japan as an input for the Eighth Regional EST Forum in Asia. The views expressed herein do not necessarily reflect the views of the United Nations.

Country Report

- **Japan**
- **Ministry of the Environment**
- **Ministry of Land, Infrastructure, Transport and Tourism**

Notes to This Report:

- 1, The measure are taken currently under multiple involvements and various ways among national, local government and private sector for many challenges confronting at city and regional level**
 - 2. The report is composed by the way of introducing each measure individually to contribute to the goal directly or indirectly.**
- Therefore, please take notice that the selection of “any action had been taken so far” remains the evaluation to the efforts of what is written here as an example and not the overall evaluation of each goal.**

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration		
I. Strategies to Avoid unnecessary travel and reduce trip distances				
“Avoid” Strategy	1	Formally integrate land-use and transport planning processes and related institutional arrangements at the local, regional, and national levels	<p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation:
			<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1)Support for implementation of strategies for Urban and Regional comprehensive transport and overall support for the effort based on strategies</p> <p>In the City of Toyama, for instance, integration of land-use and transport is in progress, with public transportation as the central axis and promotion of dwelling in city center and near public transportation.</p> <p>(2)law on promotion to low-carbonization in urban area</p> <p>Planning for “Low-carbonization urban development” in 15 cities drawing up by municipal governments in terms of promotion of Low-carbonization urban development such as the intensification of urban function and promotion of use of collaborative public transportation(October 2014)</p>	

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration		
		Important Actions you will take in 2014~2015 (1) Linkage between implementation of the urban transportation and the intensification of urban function		
II. Strategies to Shift towards more sustainable modes				
“Shift” Strategy	4	Require Non-Motorized Transport (NMT) components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) Largely in Place <input checked="" type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation:

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	pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1)Promotion of transport node maintenance For example, the maintenance has been performed to the station square in Matsumoto-city, Nagano prf. and the transfer lead tracks of trolley and bus in front of hatsukaici city office in Hiroshima pref.</p> <p>(2)Measure of active use of bicycle Formulation of “Ordinance about attachment of Citybicycle parking area” and “Guideline on maintenance of Bicycle Parking Facilities”. Support for community cycle project Formulation of” Guideline for Creating a Safe & Comfortable Bicycle-Use Environment.” on Nov 2012 to create a Safe and Comfortable Bicycle-Use Environment. Formulation of “bicycle network maintenance plan” and Support for maintenance of cycle Lanes.</p> <hr/> <p>Important Actions you will take in 2014~2015</p> <p>(1)(2)Linkage between implementation of the urban transportation and the intensification of urban function</p>

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5	<p>Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input checked="" type="checkbox"/> Fully Completed</p> <p>(Please Check the box)–</p>	<p>Challenges faced in implementation:</p> <p>[For Reference (Example of Private Sector Initiative)]</p> <p>Public Transport IC Cards were unable to use in different areas controlled by different business operators due to different standard used for each operator.</p>
		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>[For Reference (Example of Private Sector Initiative)]</p> <p>Promotion of Standardization and Interoperation of Public Transport IC Cards:</p> <p>For improvement of user-friendliness, interoperation as well as expansion of usability of Public Transport IC Cards to other purposes has been introduced. Beginning on 23 March 2013, 10 IC Cards published by JR Companies and major private railways in Tokyo Metropolitan, Nagoya, Osaka, and Kyushu Areas become interoperable.</p> <p><http://www.mlit.go.jp/tetudo/tetudo_tk6_000015.html></p>	
		<p>Important Actions you will take in 2014~2015</p>	

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“Shift” Strategy	6 Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that integrate congestion, safety, and pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl	Any action had been taken so far?	Challenges faced in implementation:
		<input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input checked="" type="checkbox"/> Fully Completed (Please Check the box)	
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant (1)Facilitation of road traffic/TDM Implementation of TDM to better utilize transport system by promotion of park & ride, enrichment of information and to improve transport efficiency and standardize traffic volume in terms of time and space (2)TDM Operation Test (Relevant to Goal 19): For further implementation of TDM such as promotion of use of public transportation as well as optimization of distribution in urban areas, financial support was provided to the approved project plans. < http://www.mlit.go.jp/sogoseisaku/tdm/tdm_.html >	
		Important Actions you will carry out 2014~2015	

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7	<p>Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport, including priority for high-quality long distance bus, inland water transport, high-speed rail over car and air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p>(1) Anxiety of consignors about costs and transport quality (i.e. timeliness, damages, etc.) was an obstacle to promotion of modal shift.</p> <p>(2) For promotion of modal shift from tracks to railways, a number of 31ft container trains (the same size as 10t tracks often used for long distance freight) were needed and a large investment in equipment installation was an obstacle to the implementation.</p> <p>(3) Continuous use of vehicles with poor fuel economy performance due to difficulty to purchase expensive compliant vehicles with fewer Co2 emission for small and medium-sized transport operator with poor investment capacity.</p> <p>(4) This project is expected to contribute to development of national and local economy as well as expansion of living sphere.</p>

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		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1) Promotion of Modal Shift: http://www.mlit.go.jp/seisakutokatsu/freight/seisakutokatsu_freight_tk1_000003.html</p> <p>(2) Promotion of Low Carbonization of Freight Using Railways (Beginning in 2012): Support modal shift from trucks to railways with provision of partial funding for purchasing 31ft container trains to freight railway business operators. http://www.env.go.jp/press/press.php?serial=15151</p> <p>(3) Promotion of Low Carbonization for small and medium operator http://www.env.go.jp/earth/ondanka/biz_local/26_a03/yoryo.pdf</p> <p>(4) Shinkansen Railway Development Program: Japan Railway Construction public Corporation steadily proceeding to construct Hokuriku Shinkansen(Nagano-Kanazawa) to complete and come into operation in the end of fiscal 2014, and Hokkaido Shinkansen(Shinaomori-Shinhakodate) to complete and come into operation in the end of fiscal 2015. the Shinkansen Network is completed from Aomori to Kagoshima in 2011. In June 2012, Japan Railway Construction public Corporation began to construct 3 bullet trainline Hokkaido Shinkansen(Shinaomori-Shinhakodate), Hokuriku Shinkansen(Kanazawa-Tsuruga) and Kyuushuu Shinkansen(Buyuu Onsen-Nagasaki)</p>

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		Important Actions you will carry out 2014~2015 (3)Support for transportation operator to purchase the fuel-efficient tracks so as to reduce the CO2 emission of track transportation (4)In accordance with the Nationwide Shinkansen Railway Development Law, Japan Railway Construction public Corporation proceed to construct Hokuriku Shinkansen(Nagano-Kanazawa) to complete and come into operation in the end of fiscal 2014, and Hokkaido Shinkansen(Shinaomori-Shinhakodate) to complete and come into operation in the end of fiscal 2015.		
III. Strategies to Improve transport practices and technologies				
“Improve” Strategy	8	Diversify towards more sustainable transport fuels and technologies , including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: Next-generation automobiles such as Electric Vehicles (EVs) have limitations in implementation due to such obstacles as costs, cruising distance, and insufficient supply of recharging stations.

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		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>The government aims to capture 50 to 70% of next-generation automobiles such as FCV and EV to total new car sales by 2030, to this end, the government has taken measures such as tax breaks, subsidy for creating initial demand and supporting R&D.</p> <ul style="list-style-type: none"> • Reduction of automobile tax to support buying new next generation cars • Focus support on lead and pilot programs of excellence in promotion of micro mobility as well as next generation vehicles involved EV that are tied to community design with local public body. • Development of Fuel Cell bus, EV bus, fuel supply station
		<p>Important Actions you will carry out 2014~2015</p> <ul style="list-style-type: none"> • Continuing each program and, in 2015, setting the implementation of product launch of FCV and installation of fuel supply station in advance (100 stations are planning to be installed centering around 4 large cities' area).

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“Improve” Strategy	9 Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles	Any action had been taken so far?	Challenges faced in implementation:
		<input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	(1) There is a need for emission regulations that improve ambient air condition of the country. At the same time, a challenge to harmonization with international regulations must be risen in the globalized world. (2) Establishment of new fuel efficiency standards for small trucks and heavy duty vehicles (i.e. buses, trucks, etc.)
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant (1) Participate in the United Nations Economic Commission for Europe (UN-ECE) World Forum for Harmonization of Vehicle Regulations (WP29) and contribute to the global harmonization of vehicle emissions regulations. (2) Review of the Automobile Fuel Efficiency Targets (the Top Runner Approach based on the Energy Saving Law) under consideration	
		Important Actions you will carry out 2014~2015 (2) Discussion on the Automobile Fuel Efficiency Targets of small freight vehicle in the joint meeting of Ministry of Economy, Trade and Industry and Ministry of Land, Infrastructure and Transportation (Top runner standard under Energy Saving Act)	

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“Improve” Strategy	10 Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older polluting commercial vehicles being gradually phased-out from the vehicle	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (1) There is a need for grasping the actual number of vehicle ownership as well as authentication of the ownership. (2) Although achievement rates of Environmental Quality Standards (EQSs) for Air of roadside nitrogen dioxide (NO ₂) and Suspended particulate matter (SPM) have largely increased (i.e. NO ₂ improved from 80% in 2000 to 99.3% in 2012), there remain spots that are not meeting EQSs within the metropolitan areas along the arterial roads.

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	fleet, as well as testing and compliance regimes for vessels	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1) Vehicle Registration and Inspection System: The government confirms the compliance of safety and environmental standards by inspecting each vehicle regularly. <http://www.mlit.go.jp/jidosha/jidosha_fr6_000007.html></p> <p>(2) Measures based on the Automobile NOx-PM Law: In accordance with Guideline for Total Emissions Control (amended in March 2011), 8 prefectures in metropolitan areas are to formulate Total Emissions Control Plan by Spring 2013 and implement measures for emissions from in-use vehicles in order to achieve EQSs at all monitoring stations by March 2016 in collaboration of national and local governments and road administrators. <http://www.env.go.jp/air/car/noxpm/H23-3kihonhousin.html></p> <p>Important Actions you will carry out 2014~2015 Our continuous effort to achieve the rate of EQSs regarding nitrogen dioxide(NO2) and suspended particulate matter (SPM) at all monitoring stations by 2015</p>

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‘Improve’ Strategy	11 Adopt Intelligent Transportation Systems (ITS) , such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: Idling reduction to stop engine when waiting at a traffic lights, is expected to effectiveness for fuel economy and reduction of exhaust gas.
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant (1)Expansion of new services utilizing the routing information gathered through ITS spot as well as services for avoiding traffic jams and supporting safety drive by introducing ETC2.0 (2)Demonstrate of the advanced support of the idle reduction By providing informations of timing when the traffic light changes red to green, the advanced system of idle reduction to enable driver to select stop or not to stop flexibly http://www.env.go.jp/guide/budget/spv_eff/review_h25/sheets_h26f/sheets/26-0026.pdf#search=%E3%82%A2%E3%82%A4%E3%83%89%E3%83%AA%E3%83%B3%E3%82%B0%E3%82%B9%E3%83%88%E3%83%83%E3%83%97++%E9%AB%98%E5%BA%A6%E6%94%AF%E6%8F%B4	
		Important Actions you will take in 2014~2015 In 2014, the operation test is scheduled locally.	

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration	
“Improve” Strategy	12 Achieve improved freight transport efficiency, including road, rail, air, and water, through policies, programmes, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (1) By transforming inefficient distribution system in the existing facilities to one that is comprehensive, efficient, and environment-friendly, reduction of distribution costs as well as impact on the environment must be accomplished. (2) 20% of domestic CO2 emissions come from transportation sector and there needs to be modal shift from automobile to other means of transportation that emit less exhaust gases such as railways. Due to insufficient network infrastructure of railways and economic efficiency, the modal shift has not been progressed particularly in the mid-range distribution transport. As an alternative, transfer of diesel to CNG vehicles is in progress, though the promotion is inhibited due to the high investment cost for vehicle replacement.

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		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1) Act on Advancement of Integration and Streamlining of Distribution Business: http://www.mlit.go.jp/seisakutokatsu/freight/butsuryu05300.html</p> <p>(2) Model Program on Low-Carbonization of Mid-Range Distribution Transport (begins in FY2013): Provide funding for implementation of large CNG trucks for transportation operator.</p>	
Important Actions you will carry out 2014~2015			
IV. Cross-cutting strategies			
“Cross-Cutting” Strategy	13	<p>Adopt a zero-fatality policy with respect to road, rail, and waterway safety and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input checked="" type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>
		<p>Challenges faced in implementation:</p> <p>(2) There is a need for relief measures for victims of automobile accidents.</p>	

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	care oriented to significant reductions in accidents and injuries	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1)Measures to prevent traffic accidents</p> <p>In arterial road, within area of high traffic accident risk according to the data and public comment on traffic accident, effective measures are implemented intensively response to the accident factor.</p> <p>In residential road, Community Development to pedestrians is promoted by controlling traffic volume using hump etc together with maintenance of arterial rod.</p> <p>(2)Automobile Liability Security System:</p> <p>Under the Automobile Liability Security Law, in order to secure liability of the responsible and assured relief of the victims on automobile accidents, compulsory automobile liability insurance for all automobile owners is implemented. This system is aligned with Motor-vehicle inspection to secure compulsory insurance. In addition, voluntary insurance is supplemented by the government for compensation which are not covered by automobile liability insurance involving hit-and-run and uninsured vehicles. The project resource will be collected as an included number</p> <p><http://www.mlit.go.jp/jidosha/anzen/04relief/index.html></p> <p>Important Actions you will take in 2014~2015</p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration	
“Cross-Cutting” 15	Establish country-specific, progressive, health-based, cost-effective, and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (1) While the status of achievement of EQSs for Air is largely improved, there remain substances that are not meeting EQSs . In addition, particulate matter 2.5 (PM2.5) is added to EQSs in 2009 and its monitoring system and the on-line system are still under construction. (2) While the status of achievement of EQSs for Noise is gradually improving, there remain 10% not achieved and particularly 25% near urban highways in large cities.

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	<p>exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations</p>	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1) Constant Monitoring of Air Pollution by Local Governments under Air Pollution Control Law: For systematic implementation of measures for air pollution, constant monitoring of local air pollution is conducted by local governments and the data is gathered by the national government. Results are available real-time via online (“Soramame-kun”). <http://soramame.taiki.go.jp/></p> <p>(2) Constant Monitoring of Motor Vehicle Traffic Noise by Local Governments under Noise Regulation Law: For systematic implementation of measures for road traffic noise, constant monitoring of local traffic noise is conducted by local governments at sampling stations. The data is simulated for all residential buildings to see sound propagation paths for evaluation of noise exposure. The data is gathered by the national government and made public annually. <http://tenbou.nies.go.jp/gis/monitor/?map_mode=monitoring_map&field=8></p>
		<p>Important Actions you will take in 2014~2015</p>

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“Cross-Cutting” Strategy	16 Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security , and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: Continue on reporting to the UNFCCC Secretariat the annual GHGs Inventory as well as the quadrennial National Communications encompassing national measures. In addition, proceed with preparation and consideration for the biannual Supplementary Information for Annex I Parties.
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant (1)The Sixth National Communication: < http://www.env.go.jp/en/earth/cc/framework.html > < http://unfccc.int/national_reports/annex_i_natcom/submitted_natcom/items/4903.php > (2)The FY2012 GHG Inventory: < http://www.env.go.jp/en/headline/headline.php?serial=2077 > < http://unfccc.int/national_reports/annex_i_ghg_inventories/national_inventories_submissions/items/8108.php >	
		Important Actions you will take in 2014~2015 The Japanese government continuously summarizes and submits Greenhouse Gas Inventory Report on an annual basis which reflects Japan's initiatives accurately to Secretariat of the treaty every other year.	

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“Cross-Cutting” Strategy	17 Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: Decline of rural public transport networks owing to higher dependence on use of privately owned vehicles at suburban cities
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant Modal Shift Program on promoting use of public transportation for low-carbonization	
		important Actions you will take in 2014~2015 For promotion of use of public transportation that emit less of less CO2 emission than the private car, support to enhancement improvement of convenience, reconstruction, and expansion of the network system in public transportation (i.e. LRT and BRT etc).	

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration	
19	Encourage widespread distribution of information and awareness on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: 20% of domestic CO2 emissions come from transport sector, 80% of which is from automobiles. (1) There is a need for implementation of environment-friendly driving methods (i.e. pressing accelerator softly, drive with moderate acceleration, stop idling, etc.) so as to reduce the CO2 emissions from automobile emissions. (2) Review the mobility and switch to modes of travel with less CO2 emissions such as public transportation, bicycles, and walking, in order to accelerate the prevention of global warming. (3) Urban transport problems are prevalent in local cities, such as increase in use of automobiles as a result of development of suburban residence and thus hollowing of the city center, termination of route bus lines due to reduced number of passengers, and decline in mobility of elderlies and the youth.
“Cross-Cutting” Strategy			

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19		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(1) Establishment and Promotion of “10 Eco-Driving Tips”: Every November is designated as “Eco Drive Promotion Month” and relevant organizations and local governments hold lectures and other promotional events. https://funtoshare.env.go.jp/ecodriver/action.html</p> <p>(2) Promotion of “smart move”: Promotion of 5 recommended approaches for smart move: use of public transportation; use of bicycles and walking; Eco Driving by eco-friendly cars; choosing eco travel and transportation; and sharing a car and bike with other people . These are listed online and introduced at some events. http://funtoshare.env.go.jp/smartmove/about/index.html</p> <p>(3) Human Development: For training of human resources for leading the local measures for transport environment, implemented training programs and seminars as well as awarded local efforts of excellence. http://www.estfukyu.jp/training2014.html http://www.estfukyu.jp/sohatsu2014.html http://www.estfukyu.jp/kotsukankyotaisho2014.html</p> <p>(4) Database: Created database of previous EST measures and outcomes for information sharing for interested local communities. <http://www.mlit.go.jp/sogoseisaku/environment/est_database/index.html></p>

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		Important Actions you will take in 2014~2015		
“Cross-Cutting” Strategy	20	Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation of environmental impact assessments for major transport projects	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: Further research is needed for reduction of GHGs as well as establishment of EST.
			Examples of pilot projects and/or policies developed or under development – include URLs where relevant The following research is conducted at National Institute for Land and Infrastructure Management, MLIT: The following research is conducted at National Institute for Land and Infrastructure Management, MLIT: 1. Reduction of CO2 Emissions in Road Transportation: Research on reduction of CO2 emissions when driving and modeling of CO2 emissions processes of traffic sector. < http://www.nilim.go.jp/lab/dcg/kadai/kadai2.htm > 2. Implementation and Promotion of Life-Cycle Analysis of Social Capital: For technical support on construction of low-carbon and sound-material-cycle sustainable social capital. < http://www.nilim.go.jp/lab/dcg/lca/top.htm >	
			important Actions you will take in 2014~2015	

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