



**Integrated Conference of
Better Air Quality (BAQ) 2014
&
Intergovernmental Eighth Regional Environmentally
Sustainable Transport (EST) Forum in Asia**

19-21 November, 2014

**Venue: Bandaranaike Memorial International Conference Hall (BMICH)
Colombo, Sri Lanka**

***Theme: Next Generation Solutions for Clean Air and Sustainable
Transport – Towards a Livable Society in Asia***

Organized by:

**Ministry of Environment and Renewable Energy (MERE), Sri Lanka
Ministry of Transport (MOT), Sri Lanka
Ministry of the Environment (MOE), Japan
Clean Air Asia (CAA)
United Nations Centre for Regional Development (UNCRD)**

Supporting Organizations and Partners

Asian Development Bank (ADB), EMBARQ (The World Resources Institute's Center for Sustainable Transport), German International Cooperation (GIZ), ICLEI-Local Governments for Sustainability, Innovation Center for Mobility and Societal Change (InnoZ), Institute for Global Environmental Strategies (IGES), Institute for Transportation and Development Policy (ITDP), International Union of Railways (UIC), Partnership on Sustainable, Low Carbon Transport (SLoCaT), SAFER - Vehicle and Traffic Safety Centre, South Asia Co-operative Environment Programme (SACEP), TERI University, The Korean Transport Institute (KOTI), The World Bank (WB), University of Gothenburg, United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), World Health Organization (WHO).

Past Regional EST Forums in Asia

1st Japan (2005) | 2nd Indonesia (2006) | 3rd Singapore (2008) | 4th The Rep. of Korea (2009) |
5th Thailand (2010) | 6th India (2011) | 7th Indonesia (2013) | 8th Sri Lanka (2014) |

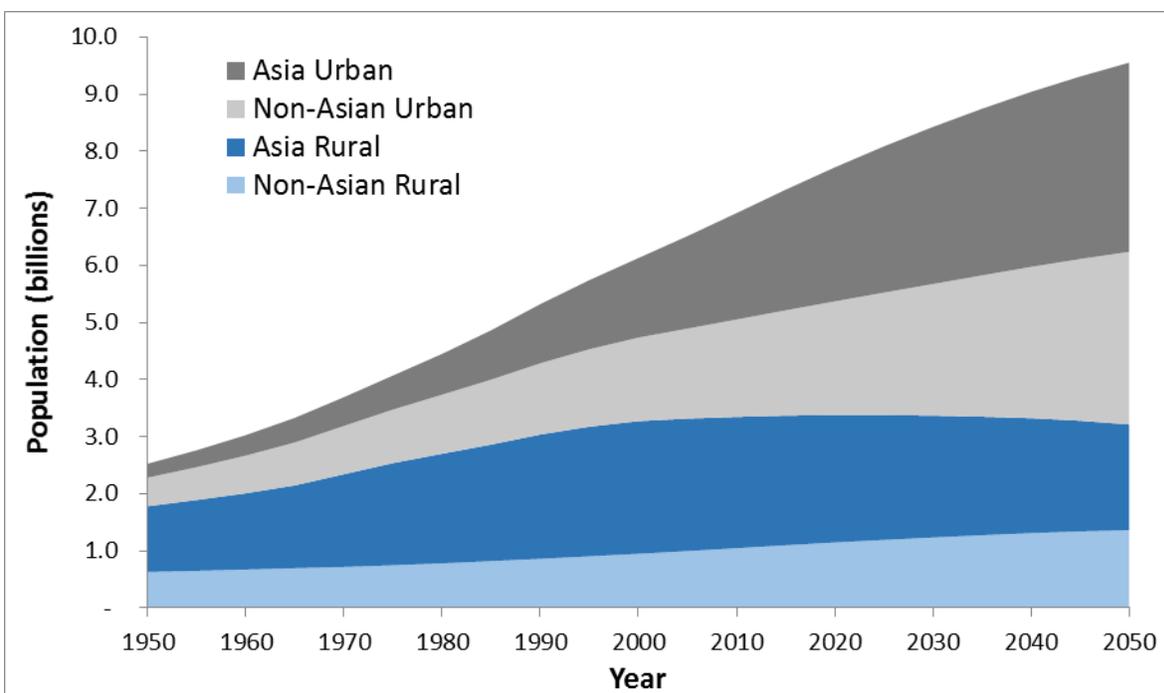
DRAFT CONCEPT NOTE

1. BACKGROUND

Unprecedented urbanization and persistent economic growth in Asia over the last two decades is significantly increasing motorization and industrialization. Consequently, the demand for personal transport, and freight and logistics is growing significantly, and cities are expending much faster than the required infrastructure and services in place. The already infrastructure-deficit developing countries of the region are facing tremendous challenges in realizing safe, efficient, affordable, people-and-environment-friendly transportation systems.

Between now and 2050 the population of Asia is projected to increase by 24% (UN DESA, 2013) and become 80% urban (Figure 1). This has huge economic, social and environmental impacts. It is important that public policies maximize benefits and minimize costs of this development in order to leave a sustainable legacy for future generations.

Figure 1. Urbanization in Developing Countries (UN 2011)



Developing countries are currently experiencing rapid urbanization. UN (2011), *World Urbanization Prospects*, United Nations Department of Economic and Social Affairs (<http://esa.un.org>); at <http://esa.un.org/unpd/wup/index.htm>.

Transport has many economic, social and environmental impacts. An efficient transport system supports economic productivity by enabling human interaction and exchange of knowledge, innovations, technologies, and product and services, which in turn contributes to poverty eradication, improved public health and economic growth and national development. It is

estimated that the transport sector directly contributes 5-10% of GDP in most countries (ADB, 2012).

Issues and Consequences

Current transportation trends in Asia are leading to severe traffic congestion, air and noise pollution, traffic accident problems. It is estimated that urban traffic congestion costs Asian countries 2-5% of their GDP every year due to lost time and higher transport cost (ADB, 2010).

The Asian cities suffer from some of the most severe air pollution in the world, which causes about 2.6 million premature deaths in South-East Asia and Western Pacific region (WHO, 2012), imposing costs equivalent to 2-4% of these countries' GDP. Similarly, the number of people killed in road traffic crashes every year is estimated about 1.3 million worldwide, while the number of injured could be more than 78 million, and 90% of the traffic fatalities occur in developing countries (WHO, 2013, IMHE/WB, 2014). The global loss due to road traffic injuries is estimated to be US\$ 518 billion and cost governments between 1-4% of their gross national product, which is more than the total amount of development assistance that developing countries receive each year (World Report on Road Traffic Injury and Prevention, 2009; Estimating Global Road Fatalities, 2009, Jac Wismans et al., 2014).

Asia's transport sector emissions are a significant contributor to the global greenhouse gas (GHG) emissions that leads to climate change and global warming. If present trend persist, by 2035 the transport sector will become the single largest GHG emitter accounting for 46% of global emission, and by 2050 that will reach up to 80% (ADB, 2012). There are numerous other costs of the existing transport system that are directly linked with human health and safety concerns, fuel security, and climate induced natural disasters which further challenged the resiliency of the region.

Many Asian cities are constructing new urban roads and highways. Although these investments may sometimes be justified to improve mobility, in most situations, other types of transportation system improvements provide a wider range of benefits. Sustainable transportation policies favor walking, cycling and public transport, because they are more resource efficient: they are overall cheaper to use, consume less space, require less infrastructure, impose less risk on other road users, and produce less pollution. Automobile-oriented transport policies are also unfair because they fail to effectively serve the needs of the majority of residents who relies on walking, cycling and public transit for most of their transport. Improving walking, cycling and public transit services ensures that everybody can efficiently reach services and jobs without excessive financial burdens.

The Way Forward

To provide sustainable transport solutions, Asian countries have to adopt more innovative and smarter solutions in order to create truly efficient and equitable urban transport systems. This means, for example, providing adequate support for non-motorized transport (NMT) for local trips and high quality rapid transit systems for travel across cities. Well-equipped Intelligent Transport System (ITS) can provide significant benefits such as reduction in air pollution, traffic accident and GHG emission saving millions of lives and property. It is essential to integrate Environmentally Sustainable Transport (EST) concepts into all policy and planning decision at

city, regional and national level by adopting *avoid-shift-improve* approach to achieve economic growth, regional prosperity and sustainable development in Asia.

Realizing that clean air and sustainable transport facilities are essential to creating a livable society in Asia, the Integrated Conference of Better Air Quality (BAQ) 2014 and Intergovernmental Eighth Regional Environmentally Sustainable Transport (EST) Forum in Asia will be held on 19-21 November 2014 in Colombo, Sri Lanka. The Regional EST Forum, under the theme “***Next Generation Solutions for Clean Air and Sustainable Transport – Towards a Livable Society in Asia***” will call for innovative and smart solutions (policy, institution, technology and financing) that significantly reduce air pollution and greenhouse gas emissions from energy, industry, transport, and area sources, while ensure a safe, equitable, environment and people-friendly transport system by accelerating the shift towards more environmentally sustainable transport (EST) in cities and countries. The Integrated Conference will also provide ample opportunity to discuss and share the progress and achievements made by the countries towards achieving the EST goals under the *Bangkok 2020 Declaration*.

While the *Bali Declaration on Vision Three Zeros - Zero Congestion, Zero Pollution and Zero Accidents Towards Next Generation Transport Systems in Asia* provides an important basis for countries and cities to develop and implement next generation transport solutions, including required transport infrastructure development, in post-2015 development era, the outcome of the Sri Lankan EST Forum will aim to address the role of EST in the context of productivity and human development, among others.

2. NATIONAL PRODUCTIVITY LOSS AND IMPEDING HUMAN DEVELOPMENT IN THE ASIAN REGION

The current motorization trend and existing transport practice in Asia which is mainly fossil fuel based negatively impact the productivity and human development by causing serious social, economic and environmental damage, and contribute to traffic congestion, air and noise pollution, road accidents and fatalities. This cost to society more than 10% of a country’s GDP (UNEP, 2011).

2.1. Air Pollution and the Productivity Loss

According to WHO, about 7 million people died as a result of air pollution exposure in 2012. Outdoor air pollution has been estimated to cause 3.7 million premature deaths worldwide in the same period. By region, low-and middle-income countries in South-East Asia and Western Pacific had the largest outdoor air pollution-related deaths of 2.6 million in 2012 (WHO, 2012). According to the annual Global Burden of Disease (GBD) report 2013, air pollution contributed to 1.2 million premature deaths in East Asia and People’s Republic of China, and 712,000 in South Asia in 2010. Studies also show that Asian countries especially emerging economies like People’s Republic of China, India, Indonesia, and others have the highest air pollution levels in the world. The World Bank estimates that the cost of air pollution health damages is about \$1 billion a year in cities such as Bangkok and Jakarta. The same situation also occurs in many other Asian cities.

2.2. Productivity loss through Traffic Congestion and Insufficient Freight Transport

Traffic congestion costs billions of dollars a year due to uncountable hours of delay, loss of economic opportunities, and wastage of billions of gallons of fuel and productivity loss in traffic jams. It is estimated that road congestion costs Asian countries 2-5% of their GDP every year due to lost time and higher transport costs (ADB website). Many Asian cities including Bangkok, Delhi, Jakarta, Singapore, Manila, Lahore, Mumbai etc., are already suffering from severe and worsening traffic congestion. For example; a recent study showed that Metro Manila traffic could cost the Philippine economy US\$ 3.27 billion a year in lost human productivity due to wasted hours and higher freight costs, among other problems (DOTC- Philippine, 2013). According to JICA, congested streets and traffic jams cost the Philippines as much as 2.4 billion Pesos a day in lost productivity and potential income (JICA, 2013).

Another example from India shows significant loss of productivity of farmers in developing countries due to the lack of efficient freight and logistics system. According to the report 'Global Food, Waste Not, Want Not' 40% of fresh food produce in India is lost annually from field to market. Similarly, India farmers are also losing up to 50% of perishable food produce such as fruits and vegetables in the supply chain before reaching the consumer due to lack of efficient transport system and storage facilities. The total value of lost perishable food costs the Indian economy around US\$4.5 billion a year (A Tank of Cold: Cleantech Leapfrog to a more food secure world). This problem is common to most of the developing countries in Asia.

2.3. Productivity Loss through Traffic Accident and Injuries

Worldwide, the number of people killed in road traffic crashes each year is estimated at 1.3 million (more than 3,400 people every day), while the number of injured could be more than 78 million (IMHE/WB, 2014). Half of the world's road traffic deaths occur among motorcyclists (23%), pedestrians (22%) and cyclists (5%) (Global Status Report on Road Safety, 2013). Road traffic injuries are estimated to be the leading cause of death for young people (15-19 years). With only 16% vehicle share, Asia accounts for almost 60% of the world's traffic fatalities per year. About 80% of the road traffic deaths occur in middle-income countries which accounts for 72% of the world's population. Middle-income countries have the highest annual road traffic fatalities rates of 20.1 per 100 000. For example: according to the government's National Crime Records Bureau, about 140,000 people died in road accidents in India in 2012. At national levels, road traffic injuries result in considerable financial costs, particularly to developing economies. The global losses due to road traffic injuries are estimated to be US\$ 518 billion and costs governments between 1-4% of their gross national product (World Report on Road Traffic Injury and Prevention, 2009; Estimating Global Road Fatalities, 2009; Jac Wismans et al., 2014). Data further show that developing countries have about 50% of the world's road traffic but 90% of traffic fatalities. Projections indicate that these figures will increase by about 65% over the next 20 years unless there is new commitment to prevention (Global Status Report on Road Safety, 2013).

3. ASIAN ENVIRONMENTALLY-SUSTAINABLE TRANSPORT INITIATIVE, REGIONAL EST FORUM IN ASIA & BAQ BETTER AIR QUALITY (BAQ)

With an aim to create a new paradigm in transport practices and to build a common understanding across Asia on the essential elements of EST, the Asian EST Initiative was jointly launched by the United Nations Centre for Regional Development (UNCRD) and the Ministry of the Environment

of the Government of Japan (MOEJ) in 2004. As a key component of the Asian EST Initiative, a regular Regional EST Forum in Asia has been organized since 2005 as a high-level intergovernmental policy forum, providing a strategic knowledge platform to address policy and institutional challenges concerning multi-sectoral socio-economic and environmental issues related to transport, inviting 24 member countries as well as international organizations, development banks, donors, NGOs, and other key stakeholders. It has successfully brought together the environment, transport, and health ministries to promote an integrated approach to deal with the region's transport and related sustainable development issues, with the adoption of Aichi Statement (2005), Seoul Statement (2009), Bangkok 2020 Declaration (2010), and Bali Declaration on Vision Three Zeros- Zero Congestion, Zero Pollution, and Zero Accidents (2013).

The Regional EST Forum comprises of: (a) high-level government representatives (mainly from the Ministry of Environment, Ministry of Transport, Ministry of Urban Development, and Ministry of Health); and (b) a subsidiary expert group of expert members in twelve thematic EST areas as described in Aichi Statement (2005). Currently, the participating countries include the member nations of ASEAN, North East Asian countries, South Asian countries and Russian Federation (Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, Indonesia, India, Japan, Republic of Korea, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Pakistan, Russian Federation, Singapore, Sri Lanka, Thailand, Timor-Leste and Viet Nam).

The Fifth Regional EST Forum in Asia, was held in August 2010 in Bangkok, Thailand with the theme of "*A New Decade in Sustainable Transport*", resulted in 22 participating countries agreeing on the *Bangkok 2020 Declaration*, thereby renewing their commitment towards realizing a promising decade of actions in sustainable transport. It was the first time that Asian governments and other transport stakeholders endorsed a joint declaration incorporating a comprehensive set of 20 EST goals under the three strategic approaches-*Avoid, Shift and Improve* within the time frame of 2010-2020.

The Sixth Regional EST Forum in Asia was held in December 2011 in Delhi, India with the theme of "*Sustainable Mobility*". The Conference cum Exhibition was attended by approximately 700 participants, including high-level government representatives from 21 Asian countries. The Conference was focused on the evaluation and implementation of the *Bangkok 2020 Declaration* by which Asian countries geared their economies towards green economies, characterized by low carbon, energy/fuel efficient and a socially inclusive manner.

The Seventh Regional EST Forum in Asia was held in April 2013 in Bali, Indonesia, as an integrated conference on "*Next Generation Transport Systems We Want for 21st Century ~ Looking Beyond Rio+20*" in conjunction with *Global Consultation on Sustainable Transport in the post-2015 Development Agenda*. More than 600 participants attended the forum. Participating countries adopted the *Bali Declaration on Vision Three Zeros-Zero Congestion, Zero Pollution, and Zero Accidents towards the Next Generation Transport System in Asia*. The Forum also reviewed the achievements of the implementation of the Bangkok 2020 Declaration towards realizing a promising decade of actions in sustainable transport in Asia.

Better Air Quality (BAQ) is the leading event on air quality in Asia, covering the key sectors of transport, energy, industry and climate change, with a particular emphasis on government policies and measures. Policy makers, practitioners, and industry leaders meet at BAQ to network, innovate, learn, and share experiences. Past BAQs have proven to leverage change; influence policies, initiate new projects and programmes across Asia, and not the least establish innovative partnerships. Further BAQ information is available in <http://baq2014.org/>

4. REGIONAL EST FORUM IN ASIA & ITS IMPLICATIONS IN OTHER REGIONS

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

With the successful replication of Asian EST Forum in Latin America, the Africa Sustainable Transport Forum was launched with joint effort of the World Bank, UNEP, UN HABITAT, and others, and First Ministerial and Experts Conference on Sustainable Transport in Africa was held on 28-30, October 2014 in Nairobi, Kenya.

5. OBJECTIVES OF THE EIGHTH REGIONAL EST FORUM IN ASIA

The objectives of the Eighth Regional EST Forum in Asia are to –

- Discuss various policy options, institutional measures, technological interventions and financing mechanisms for the promotion of next generation solutions for clean air and sustainable transport to achieve a livable society in Asia;
- Address how to achieve Bali Vision Three Zeros- Zero Congestion, Zero Pollution, and Zero Accidents towards the next generation transport system for sustainable/inclusive development in Asia;
- Discuss the nexus between EST and productivity and human development;
- Review countries' initiatives, achievements, and best practices in addressing the Bangkok 2020 Declaration (2010-2020);
- Bring together governments, experts, donors, international organizations, the private sector, academia, NGOs and other selected stakeholders to share their expertise, experiences and best practices in various thematic areas of EST as underlined in Aichi Statement (2005); and

- Discuss how the Asian EST Initiative can contribute in post 2015 development era.

6. CO-ORGANIZERS AND SUPPORTING ORGANIZATIONS

The Integrated Conference of Better Air Quality (BAQ) 2014 and Intergovernmental Eighth Regional Environmentally Sustainable Transport (EST) Forum in Asia will be co-organized by the Ministry of Environment and Renewable Energy (MERE) and the Ministry of Transport (MOT), the Government of Sri Lanka; the Ministry of the Environment of Japan (MOEJ), Clean Air Asia (CAA), and the United Nations Centre for Regional Development (UNCRD).

The conference is also supported by various international organizations and donor agencies such as Asian Development Bank (ADB), EMBARQ (The World Resources Institute's Center for Sustainable Transport), German International Cooperation (GIZ), ICLEI-Local Governments for Sustainability, Innovation Center for Mobility and Societal Change (InnoZ), Institute for Global Environmental Strategies (IGES), Institute for Transportation and Development Policy (ITDP), International Union of Railways (UIC), Partnership on Sustainable, Low Carbon Transport (SLoCaT), South Asia Co-operative Environment Programme (SACEP), TERI University, The Korean Transport Institute (KOTI), The World Bank (WB), University of Gothenburg, SAFER - Vehicle and Traffic Safety Centre, United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), World Health Organization (WHO).

7. GEOGRAPHIC COVERAGE

The geographic coverage of the meeting encompasses 24 countries in Northeast, Southeast, and South Asia (Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Pakistan, the Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, Timor-Leste, and Viet Nam) and Russian Federation.

8. PARTICIPANTS

Participation in the Eighth Regional EST Forum in Asia is by invitation only. It is expected that approximately 1000 senior government representatives, international experts and resource persons as listed below will be attending the conference.

- High-level government representatives and policy makers from the Ministry of Transport, the Ministry of Environment, the Ministry of Urban Development, and the Ministry of Health;
- Local participants including government officials from central, regional and local governments;
- Distinguished transport, environment and climate change experts and international resource persons;

- Representatives of relevant UN and international organizations, including international financial institutions, development banks and donor agencies; and
- Selected representatives of the private sector.

Participation in the UN Forum is free of charge. A limited number of travel supports will be available on a priority basis for nominated government representatives from the developing countries and invited experts/international resource persons. Unless otherwise stated in the official invitation, the participants are requested to kindly cover their own travel and accommodation costs through their organizations or external sponsorships.

9. SECRETARIATS

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