

Summary Group 3  
Japan, Malaysia,  
Pakistan, Viet Nam

# Common trends

- Moving towards Action, all countries are now planning substantive EST Actions
- Actively promoting mode shift from private motor vehicles to public transport (rail and bus)
- Changes in institutional structures to make EST possible
- Countries are also making financing available for EST
- NMT still has only modest priority
- EST is not (yet) driven by climate change but by local environment, safety, economics,

# Experts Suggestions

- Success in EST plans will depend on how Asian countries will deal with motorized 2 wheelers
- Link EST planning to Comprehensive Urban Mobility plans
- Link increased funding to quality of public transport services provided and improvements in institutional frameworks
- Ensure that new institutional frameworks have the capacity to do the job
- Don't underestimate the complexity of EST planning and acknowledge the central role of land use planning
- EST plans need to have build-in monitoring with clear indicators and measurement mechanisms
- On technologies ensure that leapfrogging for fuel and vehicle standards is part of the plans