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**INTERGOVERNMENTAL TWELFTH REGIONAL ENVIRONMENTALLY
SUSTAINABLE TRANSPORT (EST) FORUM IN ASIA**

28-31 OCTOBER 2019, HANOI, VIETNAM

**CONCEPTUAL BACKGROUND PAPER
towards
Development of Draft 2030 Declaration on Sustainable Transport in
Asia**

(Discussion Paper for EST Policy Dialogue 3)

Final Draft

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Discussion Paper for the
Intergovernmental 12th Regional Environmentally Sustainable Transport (EST)
Forum in Asia,
28-31 October 2019
Hanoi, Viet Nam

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Key Abbreviations

ADB	Asian Development Bank
ASI	Avoid Shift Improve
BAU	Business as Usual
CO ₂	Carbon Dioxide
DFID	UK's Department for International Development
ESCAP	Economic and Social Commission for Asia and the Pacific
EST	Environmentally Sustainable Transport
EU	European Union
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH
GHG	Greenhouse Gas
NA	Not applicable
NDC	Nationally Determined Contribution
PPP	Public Private Partnership
SDGs	Sustainable Development Goals
SLoCaT	Partnership on Sustainable Low Carbon Transport
SuM4All	Sustainability Mobility for All
TA	Technical Assistance
UN	United Nations
UNCRD	United Nations Centre for Regional Development
VNR	Voluntary National Review
WB	World Bank

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I. INTRODUCTION

Since 2005, the annual Environmentally Sustainable Transport (EST) Forums in Asia have been a venue for governmental decision makers from Asian countries to meet and discuss how to address transport challenges in an environmentally and socially sustainable way. The Bangkok Declaration 2010–2020¹ with its 20 goals and a recommended set of benchmarks among Asian countries for their overall decisions in transport policy, planning, and development “...was an unprecedented regional commitment by the 22 signatory countries.”²

The 11th Regional EST Forum held in Ulanbataar, Mongolia from 2-5th October, 2018 recommended the development of a successor declaration to the current Bangkok 2020 Declaration.³ UNCRD was requested to prepare a draft declaration for discussion at the 12th Regional EST Forum in Viet Nam and for adoption at the 13th Regional EST Forum in 2020.

This document provides an initial outline of such a new declaration and also addresses implications for the functioning of the Regional EST Forum associated with the adoption of a new declaration on sustainable transport.

The rationale for a continued intergovernmental process on sustainable transport in Asia is obvious. By 2030, it is expected that Asia in 2030 will have, 51% of the global population, 41% of GDP (in PPP), 34% of global transport CO₂ emissions, and 58% of worldwide road accident fatalities.⁴

At the global level action is being taken on sustainable development and climate change and the EST Forum can increasingly act as focal point for Asia based actions on sustainable, low carbon transport. In all relevant global agreements on sustainable development: 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 UN Decade of Action for Road Safety 2011-2020, the Sendai Framework for Disaster Risk Reduction 2015-2030, and the UNCTAD Nairobi Mandate (see Box 1) there are multiple references to the importance of national and local action in transport to implement said global agreements.

BOX 1: GLOBAL AGREEMENTS ON SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

Transforming Our World: 2030 Agenda on Sustainable Development

Year of adoption: 2015

Leading organization(s):

United Nations, Inter-agency and Expert Group on the Sustainable Development Goal Indicators (IAEG-SDGs), High-level Political Forum (HLPF) on Sustainable Development

Signatories: 193 UN Member States

Number of goals and targets: 17 goals with 169 targets

Topics: Sustainable development, poverty, food security, health, education, gender equality, water, energy, economic growth, infrastructure, equality, cities, food loss and waste, climate change mitigation and adaptation, marine life, biodiversity, peace, international cooperation

¹ See: https://sustainabledevelopment.un.org/content/documents/bangkok_declaration.pdf

² SLoCaT 2017. 2030 Road Map for Sustainable Transport in Asia ~ aligning government policy with sustainable development goals (SDG). Presented at the Intergovernmental Tenth Regional Environmentally Sustainable Transport (EST) forum in Asia, 14–16 march 2017, Vientiane, Lao People's Democratic Republic.

³ See http://www.uncrd.or.jp/content/documents/7315FINAL-%20Chairs%20Summary_edited-Nov2018.pdf, Paragraph 111 – 121.

⁴ Sources: World Bank, SLoCaT Partnership and World Health Organization.

BOX 1: GLOBAL AGREEMENTS ON SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

The Paris Agreement on Climate Change

Year of adoption: 2015

Leading organization(s):

United Nations Framework Convention on Climate Change (UNFCCC)

Signatory countries: 194 UN Member States

Ratifying countries: 127 Parties to the Convention^a

Topics: Climate change, mitigation, adaptation, climate finance, technology, capacity building

The New Urban Agenda

Year of adoption: 2016

Leading organization(s): United Nations Human Settlements Programme (UN-Habitat)

Signatories: 193 UN Member States

Topics: Sustainable development, urbanization, poverty alleviation, food security, social equity, inclusive economic growth, gender equality, health and well-being, resilience

Addis Ababa Action Agenda (AAAA) on Financing for Development

Year of adoption: 2015

Leading organization(s): United Nations Department of Economic and Social Affairs (UN DESA)

Signatories: 193 UN Member States

Topics: Financing, Sustainable Development, trade, technology and science, capacity building

United Nations Decade of Action on Road Safety

Year of adoption: 2010

Leading organization(s): UN regional commissions, WHO

Signatories: 193 UN Member States

Topics: Road safety, public health, air pollution, noise pollution, sustainable development

The Sendai Framework for Disaster Risk Reduction 2015-2030

Year of Adoption: 2015

Leading Organization: United Nations Office for Disaster Risk Reduction (UNISDR)

Signatories: UN Member States

Topics: Disaster management, risk, resilience, adaptation, climate change

Nairobi Mandate at the 14th United Nations Conference on Trade and Development

Year of adoption: 2016

Leading Organization: United Nations Conference on Trade and Development (UNCTAD)

Signatories:

Topics: Trade, sustainable development

Source: 2030 Roadmap for Sustainable Transport in Asia: Aligning Government Policies with Sustainable Development Goals, Cornie Huizenga, Alice Yiu, Partnership on Sustainable, Low Carbon Transport (2017)

The SDGs and Paris Climate Agreement, which both emerged during the implementation period of the Bangkok 2020 Declaration, very much reinforce the EST mandate, with the two global agendas providing the broader context of sustainable development. However, till now, countries, including in Asia, often do not acknowledge the importance of co-benefits of sustainable low-carbon transport policies including air pollution reduction, enhanced health protection, reduced traffic and parking congestion, diminished accident rates, improved productivity, reduced noise pollution and increased energy security among other benefits (all EST related issues).⁵ There is

⁵ See transport sector review of 2016 -2019 VNR's carried out by the Partnership on Sustainable, Low Carbon Transport (SLoCaT) at http://www.slocat.net/sites/default/files/u13/transport_and_vnrs_2014-2019_final_version.pdf as well as the SLoCaT NDC review at: http://slocat.net/sites/default/files/slocat_transport-and-climate-change-2018-web.pdf

a need, and potential, to maximise potential positive synergies (NDCs and SDGs) in national transport sector plans, strategies, and budgets.

A possible follow-up declaration has been discussed in the most recent EST Forums. This background paper on a follow-up declaration takes into account the **recommendations made in the Chair’s Summary of the 11th Forum**⁶, which made recommendations on:

- Orientation of the Future EST Forum
- Further integration of sub-national entities to address rural-urban linkages
- Positioning vis-à-vis global agreements on sustainable development and climate change
- Coordination with and complementarity to other intergovernmental processes on sustainable transport
- Shifting the emphasis towards implementation and a commonly agreed reporting framework
- Role of non-governmental actors in the EST Forum and their support for implementation of successor to the Bangkok 2020 Declaration
- Proposed steps in deciding on the follow-up to the Bangkok 2020 Declaration.

Also, the results of a short survey on prioritization of possible topics, under the current Bangkok Declaration as well a possible follow-up declaration, by EST Forum member countries has been taken into account. The results of which are summarized in Annex 1.

II. NEW DECLARATION

In this chapter first an overview is given of the structure of the new Declaration as well as a number of key characteristics of the new proposed Declaration. This is followed by draft text for key parts of the new Declaration. In the next part it is explained how implementation of the new Declaration will be tracked and reported. The chapter closes with an overview of the follow-up steps in drafting and review of the new Declaration.

A. Introduction and Structure of New Declaration

It is suggested that the new Declaration will have the following elements:

Elements	Description	Remarks
Title	<i>Catchy title which combines: Asia, transport, development, sustainability</i>	<i>Final title to be agreed in 2020</i>
Pre-amble	<i>Establish linkage with:</i> <ul style="list-style-type: none"> • <i>(a) Bangkok 2020 Declaration,</i> • <i>(b) Vientiane Declaration on Rural Transport and (c) Kyoto Declaration on urban transport</i> • <i>Global Agreements on Sustainable Development and Climate Change</i> 	<i>Full text to follow in 2020</i>

⁶ See: http://www.uncrd.or.jp/content/documents/7315FINAL-%20Chairs%20Summary_edited-Nov2018.pdf

Elements	Description	Remarks
Resolution	<p><i>Records:</i></p> <ul style="list-style-type: none"> • <i>Support of countries for the new Declaration</i> • <i>Acknowledgement that EST Forum is regional implementation mechanism in transport sector for global agreements on Sustainable Development and Climate Change</i> • <i>Calls for support to multi and bilateral development organizations as well as NGOs</i> • <i>Commitment to reporting</i> 	<i>Elements presented full text to follow in 2020</i>
Vision	<i>One sentence statement that describes developmental impact of transport in Asia by 2030</i>	<i>Draft vision presented in text</i>
Goals	<i>Describes the developmental impact of transport in Asia and defines economic, social and environmental sustainability by 2030. Goals to be closely linked to relevant 2030 SDG targets and other relevant global agreements on e.g. road safety</i>	<p><i>Draft goals presented for discussion at 12th EST Forum.</i></p> <p><i>In some cases alternative proposals to be included for discussion in Hanoi.</i></p> <p><i>Final goals to be drafted in consultation with relevant communities post EST Forum in Hanoi</i></p>
Strategies Means of implementation	<i>Describes the strategies that EST countries commit to pursue in support of the Vision and Goals of the 2030 Declaration and thereby also the transport component of the various global agreements on sustainable development and climate change</i>	<i>Draft strategies presented for discussion in Hanoi. These follow the Avoid – Shift – Improve approach and are a continuation of the strategies under the Bangkok 2020 Declaration.</i>
Indicators	<i>Indicators to be linked where possible to the agreed upon SDG indicators or other commonly agreed upon indicators</i>	<i>No detailed indicators presented in this version of the document, however overall indicator structure and reporting approach is included</i>
Signatories	<i>Consider to have countries as signatories and give EST partners a formal role e.g. as “supporter” – these to be formally listed. Inclusion of such partners to be accompanied by MoU/MoA</i>	<i>To be discussed at 12th EST Forum in Hanoi and finalized before 12th EST Forum in 2020.</i>

The new Declaration is characterized by:

Running-time new Declaration 2020 – 2030. A ten year running time worked well in the case of the Bangkok 2020 Declaration and provided governmental members of the EST Forum with sufficient time to incorporate EST principles and Bangkok 2020 Declaration objectives in national policies, programs and projects. A ten year running-time will ensure alignment as well with the EST process with the 2030 Agenda for Sustainable Development.

Integrate existing Bangkok 2020, Kyoto Declaration and the Vientiane Declaration into the new declaration. The EST forum started off with a strong emphasis on urban transport and environmental sustainability and the Bangkok 2020 Declaration was actually preceded by the Kyoto Declaration For the Promotion of Environmentally Sustainable Transport ~ Towards Realizing Resilient, Smart and Liveable Cities in Asia (the Kyoto Declaration)⁷. Through the feedback provided by governments in the EST Forum as well as by experts connected to the region the Forum has taken on a wider understanding of sustainability whereby social and economic considerations were added. In the Bangkok 2020 Declaration. Also, guided by the governments rural transport has been added to the discussions which resulted in the Vientiane Declaration on Sustainable Rural Transport towards Achieving the 2030 Agenda for Sustainable Development (the Vientiane Declaration)⁸. It seems clear therefore that a successor declaration should formally cover rural and national transport in addition to urban transport, it is not clear however that it should also cover cross-border (regional) transport and services. Till now this has not been the focus of the EST Forum.

Emphasizing the developmental role of EST. A key lesson learned during the SDG development and which is well integrated in the finally adopted SDGs is that any global agreement on sustainable development can't merely focus on the economic, social and environmental sustainability of development. It is also very much needed to ensure that development is taking place, therefore it is suggested that the new declaration starts off with a number of goals focusing on the improvement of rural and urban access as well as national level connectivity.

Global ambition levels have largely been defined – regional differentiation in targets acknowledged. The overall ambition level for Environmentally Sustainable Transport is being set by various global agreements on sustainable development and climate change. There is an understanding in these various documents that there will be regional differentiation in the manner that these global targets will be achieved.

Clearer differentiation between Goals and Strategies in the new declaration. The Bangkok 2020 Declaration used both the term goal and strategies in a mixed manner. Taking a lead from the SDG discussion it is suggested for the new declaration to have Goals related to improvements in rural, urban and national access and economic, social and environmental sustainability while the term strategies is to be used to describe policies and actions that help achieve the access and sustainability goals. This with the specific understanding that specific strategies can contribute to multiple goals.

Addressing trade-offs is part of effective transport policy. The new declaration will have a strong implementation orientation. The new declaration needs to acknowledge the frequent trade-offs that may be needed between improving access and strengthening economic, environmental and social sustainability⁹. Further, it is suggested that an appropriate response should be also

⁷ See: [http://www.uncrd.or.jp/content/documents/5091ADDENDUM-to-Kyoto-Declaration-22March2017\(Unedited\).pdf](http://www.uncrd.or.jp/content/documents/5091ADDENDUM-to-Kyoto-Declaration-22March2017(Unedited).pdf)

⁸ See: [http://www.uncrd.or.jp/content/documents/5099Final%20Adopted%20Vientiane%20Declaration-16March2017-\(Unedited\).pdf](http://www.uncrd.or.jp/content/documents/5099Final%20Adopted%20Vientiane%20Declaration-16March2017-(Unedited).pdf)

⁹ It could be considered that investments in the transport sector must directly address at least one of the three Access goals (urban, rural, national), while being positive in its impact on at least one of the Sustainability goals while being effectively neutral on other sustainability goals. For example, the construction of a "traditional" motorway or urban highway would not meet this criterion.

stated – i.e. an appraisal framework that includes economic, social and environmental dimensions, to ensure that optimal transport solutions are selected.¹⁰

It is proposed that the Avoid–Shift–Improvement framework be retained as well as associated strategies because of their continued relevance, however, with possible modifications to wording to better align with the scope of the new declaration to address rural (and national) access challenges. The 20 strategies would apply to achieving a vision of universal access for rural, urban and national levels.

Focus on land transport, while acknowledging the importance of regional transport, aviation and shipping. The EST Forum, as well as the Bangkok 2020 Declaration has till now focused on land transport and it is proposed that this remains the case. Regional transport, shipping and aviation are acknowledged as important components of sustainable, low carbon transport systems but it is suggested that the Economic and Social Commission for Asia and the Pacific (ESCAP) is better placed to lead policy discussions on these topics.

Better balance between Passenger and Freight Transport. The Bangkok 2020 Declaration already included clear references to freight transport. It is felt however that a follow-up declaration can further strengthen the inclusion of freight transport, in doing so it needs to address: a) reducing negative environment, climate and public health impacts through reduced air pollution and greenhouse gas emission intensity; b) improvements in social conditions, including road safety and health and working conditions of people involved in freight movement; and c) enhancement of economic development through improved energy efficiency, fuel security, and efficiency and competitiveness of the freight sector overall.

Address new developments in transport. The purpose of the EST Forum is to help guide policy making on sustainable transport in the Asian region. It will be important therefore to update the discussion on EST through (better) integration of shared mobility, MAAS, and developments in ICT. This ought to be reflected somehow as well in the new declaration.

B. Draft New Declaration

1. Title New Declaration

XXX declaration for 2030 – realizing sustainable transport in Asia.

2. Pre-amble

By 2030, it is expected that Asia in 2030 will have, 51% of the global population, 41% of GDP (in PPP), 34% of global transport CO2 emissions, and 58% of worldwide road accident fatalities.¹¹

To reflect relevant global and regional agreements since 2010: 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 UN Decade of Action for Road Safety 2011-2020, the Sendai Framework for Disaster Risk Reduction 2015-2030, and the UNCTAD Nairobi

¹⁰ In the Bangkok Declaration 2010–2020, one of the Finance and Economic Indicators referred to the “number of Benefit-Cost analysis conducted on transport projects considering direct, indirect, and cumulative impacts.” However, the message implied in this indicator should be elevated in importance.

¹¹ Sources: World Bank, SLoCaT Partnership and World Health Organization.

Mandate. To reflect the need to implement these agreements at the regional level in Asia in the transport sector.

Establish the case for focus on rural, urban and national level transport. Reference to Bangkok 2020 Declaration, Vientiane Declaration, Kyoto Declaration.

3. Resolution

Support of countries for Declaration.

Acknowledgement that EST Forum is regional implementation mechanism in transport sector for global agreements on Sustainable Development and Climate Change.

Commitment to reporting on the implementation of the new declaration.

Calls for support to multi and bilateral development organizations as well as NGOs.

4. The vision of sustainable universal access

Improved access to essential services and goods is the primary aim in transport, such access should be equitable for both genders and all income groups and that it should be safe, efficient and green (i.e. sustainable).

5. Access Goals

Goal 1 - Rural access: By 2030 secure inclusive, affordable, accessible and resilient quality rural transport infrastructure and services, thus facilitating improved access to 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 2 - Urban access: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons (SDG 11.2)

Goal 3 - National access and connectivity: By 2030 facilitate inclusive national development and regional connectivity by sustainable multi-modal freight and passenger services. (SLoCaT results framework)

6. Sustainability Goals

Goal 4 - Economic sustainability: By 2030 optimize predictability, reliability and cost-effectiveness of passenger and freight transport (SUM4ALL)

Goal 5 - Social sustainability: 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 UN Decade of Action on Road Safety 2010 - 2020)

Goal 6 - Environment sustainability: By 2030, halve premature deaths from road related air pollution by 2030 compared to 2010 (based on SDG 3.9) and GHG emissions from land transport (passenger and freight) have peaked in Asian region and in some countries have started to decline, while resilience of transport infrastructure and services has been strengthened. (based on SDG 13 and Paris Agreement)

7. Strategies¹²

The strategies listed below are based on the current Bangkok 2020 Declaration on Sustainable Transport. They are to be considered as the Means of Implementation for the Goals on Access and Sustainability listed above¹³. Language in *red* is change compared to Bangkok 2020 Declaration.

a. Strategies to Avoid unnecessary travel and reduce trip distances

Strategy 1: Formally integrate **land-use and transport planning** processes and related institutional arrangements at the local, regional *other sub-national*, and national levels *including rural areas*.

Strategy 2: Achieve **mixed-use development** and medium-to-high densities along key corridors within cities through appropriate land-use policies and provide people-oriented local access, and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure *and capitalize on the enhanced accessibility and connectivity provided by non-urban transport projects on national and rural settlement patterns and development densities*.

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

b. Strategies to Shift towards more sustainable modes Goal

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

¹² The proposed strategies are based on the strategies listed in the Bangkok 2020 Declaration.

¹³ For each of the Goals it can be indicated how the Strategies contribute to their realization. These tables will be elaborated once the Goals and Strategies have been finalized.

Strategies	Goal 1: Rural Access	Goal 2: Urban Access	Goal 3: National Connectivity	Goal 4: Economic Sustainability	Goal 5: Social sustainability	Goal 6: Environmental sustainability
1						
2						
3						
4						
Etc.						

Strong	Medium	Weak	None
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Strategy 5: Require Non-Motorized Transport (NMT) components *the integration of walking and cycling components* in transport master plans in all major cities and prioritize transport infrastructure investments *in walking and cycling* to NMT, including wide-scale improvements to pedestrian and bicycle facilities, ~~development of facilities for intermodal connectivity, and~~ adoption of complete street design standards, *and the introduction of Mobility as a Service (MaaS) concept* wherever feasible

Strategy 6: Reduce the ~~urban~~ 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, safety, and pollution costs, 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 and improvements to rail and inland water transport infra structure and services* 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

c. Strategies to Improve transport practices and technologies

Strategy 8: Diversify *Set medium and long term targets, supported by appropriate incentives, for towards more sustainable initially lower emission (medium term) and later zero emission (long term) transport 2-3 wheelers, cars, busses and trucks fuels and technologies* and, greater market penetration of options such as vehicles operating on electricity, *ultimately all* generated from renewable sources, and in the medium term also *using* hybrid technology, ~~and natural gas~~

Strategy 9: Develop a charging infrastructure for electric mobility.

Strategy 10: 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 exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations *and promote monitoring of the health impacts from transport emissions and noise.*

Strategy 11: Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles *that support air pollution and climate change targets.*

Strategy 12: *Adopt and enforce standards for implementation of used vehicles that do not meet in-use vehicle emission standards.* 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 fleet, as well as testing and compliance regimes for vessels

Strategy 13: Adopt Intelligent Transportation Systems (ITS), ~~such as electronic fare and road user charging systems~~, transport control centres, and real-time user information, *that help realize Smart cities and optimize passenger and freight mobility.*

Strategy 14: 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

d. Cross-cutting strategies

Strategy 15: Develop Build new or strengthen existing 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

Strategy 16: 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

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: Encourage innovative financing mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private partnerships such as land value capture, including consideration of carbon markets, wherever feasible

Strategy 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

Strategy 20: Implement sustainable low-carbon transport *policies, programs*, initiatives and projects *in support of global goals on sustainable development and climate change, including but not limited to the 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 UN Decade of Action for Road Safety 2011-2020, the Sendai Framework for Disaster Risk Reduction 2015-2030, and the UNCTAD Nairobi Mandate* and to report progress on the implementation on a regular basis.

C. Tracking the New Declaration

1. Indicators for the new Declaration

The role of indicators to measure implementation of the future declaration should be reconsidered due to their incomplete reporting hitherto. Instead of developing its own indicators

as was partly the case for the Bangkok 2020 Declaration, it is proposed that the successor declaration make as much as possible use of the different tracking frameworks that have been set up by a wide range of initiatives, organizations and programs for various areas and topics covered by the EST Forum (see also section III Implications for the structure and functioning of the EST Forum).

It is suggested that future indicators are organized in two groups: (a) **impact** through a (relatively) small set of indicators that include measures of improved access and connectivity, and social and environmental outcomes, and (b) indicators that would track **country implementation**. The EST Forum would for reporting on the first group of indicators depend mostly on existing tracking frameworks in various areas maintained by different regional and global initiatives and programs while for implementation indicators the EST Forum would continue to make use as well of reporting by countries.

Table 1: Type of Indicators for Main Goals and Strategies

Goals/Strategies	Target indicator	Process Indicators
Access Goals: <ul style="list-style-type: none"> • Rural • Urban • National 	Applicable – external tracking frameworks	Not Applicable
Sustainability Goals: <ul style="list-style-type: none"> • Social: Road Safety • Social: Equity? • Environmental: Climate Change • Environmental: Air Pollution • Economic Goal ?????? 	Applicable - external tracking frameworks	Not Applicable
Strategies: Avoid	Not Applicable	Applicable – country reporting
Strategies: Shift	Not Applicable	Applicable– country reporting
Strategies: Improve	Not Applicable	Applicable– country reporting
Strategies: Cross cutting <ul style="list-style-type: none"> • Governance • Finance 	Not Applicable	Applicable– country reporting

The outcome document of the tracking of the new declaration could actually form a Transport Outlook report for Asia and the Pacific.

2. Alignment of reporting implementation of new declaration with reporting towards various global agreements and initiatives.

Till now reporting on the contribution made by transport sector in Asian countries to various global agreements has been somewhat haphazard and generally weak. If the EST Forum countries would agree to actively link the goals and associated indicators to targets and indicators set by relevant global agreements there are two options to link the EST Forum to these global agreements:

- a. EST member countries agree that UNCRD acting as the Secretariat of the EST Forum submits the annual status report to relevant Secretariats of Global Agreements as an information document, OR
- b. individual member countries make use of the status report in making their submissions to relevant Secretariats of Global Agreements.

Taking into account the envisaged focus on implementation such broadened participation can enable the alignment of national policies on transport with the goals of the new declaration. Likewise, this can facilitate the better integration of transport in the NDCs, which are to be periodically updated in the context of the implementation of the Paris Agreement. It can also help to raise the profile of the implementation of transport in the implementation of the SDGs, which is reported on through the Voluntary National Reviews.

Regardless what option is being chosen in terms of country reporting the new declaration, together with the proposed reporting process, offers a real possibility to strengthen the discussion on sustainable transport in Asia in the context of a range of global agreements on sustainable development and climate change. Considering the importance of Asia for realizing these global agreements such an Asian focus should be welcomed and supported by all.

D. Finalization of the new Declaration

The following steps are planned to finalize the declaration following the 12th EST Forum in Hanoi, Vietnam:

- Informal consultations took place before the 12th EST Forum in Hanoi to develop the current document
- Discussions in Hanoi
- Based on discussions during the 12th EST Forum, first formal draft of the 2030 Declaration will be prepared by February 15th, 2020. Use will be made of additional consultations during the January transport meetings in Washington DC (TRB, SLoCaT, Transforming Transportation).
- Commenting by countries and potential EST partners
- Documenting comments in comments matrix and preparation of second draft by April 30th, 2020
- Discussion draft 2030 Declaration during 2nd. SG Conference on Sustainable Transport, May 2020, Beijing China
- Second round of commenting to be completed by June 15th.
- Documenting comments in comments matrix and preparation of third and final draft by July 30th, 2020
- Countries and EST Partners send final comments to UNCRD by September 20th, 2020
- Discussion and adoption 2030 Declaration at 12th EST Forum, October 2020 TBD.

III. IMPLICATIONS FOR THE STRUCTURE AND SET UP OF THE FORUM

For now, **the EST Forum remains the only intergovernmental forum in Asia** that is exclusively focused on sustainable transport. Coordination and cooperation with the intergovernmental processes on transport facilitated by ESCAP is being strengthened and it is expected that greater cooperation between UNCRD and ESCAP will be developed.

A. Country Participation in EST Forum

Following the proposed integration of the Vientiane Declaration on Rural Transport and the Kyoto Declaration on urban transport in the new 2030 Declaration it is suggested that **future EST forums could be broadened in terms of participation** to include sub-national entities and other key national agencies (such as Ministries of Energy, Health, Urban Development, Transport) as indicated by the recent reviews, but also representatives of Ministries of Finance, in view of the importance of the question of financing. The Ministries of Transport and Environment would continue to be the focal point of the EST Forum but the actual composition of the national delegations to the EST Forum would be guided by the specific program of the annual EST Forum.

B. Role of External Experts in EST Forum – building partnerships with global and regional initiatives

Over the last 10 years the EST Forum was composed of countries in Asia, which was supported by a range of individual EST experts. Over the implementation period of the Bangkok 2020 Declaration a wide range of initiatives (intergovernmental as well as by multi-stakeholder initiatives) have been created that provide assistance to EST countries in various areas of the Bangkok 2020 Declaration. Such assistance includes capacity building as well as policy development. In the case of bilateral and multilateral donor organizations there has also been a large increase in funding for areas of sustainable transport as defined under the Bangkok 2020 declaration. Several tracking frameworks have also been set up for different, if not most, of the areas covered under the Bangkok Declaration, e.g. on road safety, air pollution, Greenhouse Gasses, urban and rural access, performance of the logistical sector. Now that there is this multitude of global and regional initiatives in key areas covered by the EST Forum it could be considered **to evolve the EST Forum as a partnership in which interested global and regional initiatives** would get a specific role in capacity building and other implementation related support, including financing, as well as in the tracking of the implementation of the follow-up Declaration. To accomplish this the EST Forum should aim for a number of MoU/As with global and regional initiatives that work on areas included in the EST Forum. As part of these MoU/As, which should be multi-year MoU/As, the EST Forum pledges to provide global/regional initiatives with access to governments in the region and a role in the annual EST Forums. The global/regional initiatives pledge support to the tracking of the new declaration and make assistance available to EST countries to implement the new declaration.

Table 2: Indicative Overview of Organizations, Programs and Initiatives organized by Goals and Type of Support Provided to Sustainable Transport in Asia

Type of Organization	Goals supported	Type of Assistance				
		Finance Loan	Grant	Policy Development	Capacity building	Tracking Global Agreements
UN Organizations UN Environment, WHO, ESCAP, UNCTAD ,,,,,,,,,,,,,	Rural Access, Urban Access, National Connectivity Social, Environmental and Economic Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Regional intergovernmental bodies ASEAN, SACEP,	Rural Access, Urban Access, National Connectivity Social, Environmental and Economic Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
MDBs ADB, IsDB, EBRD, WB, AIIB	Rural Access, Urban Access, National Connectivity Social, Environmental and Economic Sustainability	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Bilateral donors Japan, Germany, France, United Kingdom	Rural Access, Urban Access, National Connectivity Social, Environmental and Economic Sustainability	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Transformative Urban Mobility Initiative (Germany)	Urban Access, Social, Environmental and Economic Sustainability	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
RECAP (United Kingdom)	Rural Access	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Multi stakeholder initiatives, NGOs						
SLoCaT Partnership	Rural Access, Urban Access, National Connectivity Social, Environmental and Economic Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>

Type of Organization	Goals supported	Type of Assistance				
		Finance Loan	Grant	Policy Development	Capacity building	Tracking Global Agreements
Clean Air Asia	Environmental sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Climate and Clean Air Coalition	Environmental sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
SUM4ALL	Rural Access, Urban Access, National Connectivity Social, Environmental and Economic Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
Global Fuel Economy Initiative	Environmental sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
UIC	Urban Access, National Connectivity Social, Environmental and Economic Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
UITP	Urban Access Social, Environmental and Economic Sustainability	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	No active contribution
<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Weak contribution
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	Moderate contribution
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Strong contribution

It is clear that there is an abundance of organizations, programs and initiatives that are active in the areas expected to be covered under the new declaration. In determining possible MoUs/MoAs partners UNCRD should assess whether specific organizations: (i) existing track record in working on sustainable transport in Asia; (ii) interest to contribute to multiple areas, (iii) could provide assistance in tracking the implementation of certain areas of the new declaration, (iv) provide capacity building assistance.

It will be important for UNCRD to consider the value added for potential partner organizations to engage in a more proactive manner in the EST Forum and the follow-up declaration to the Bangkok 2020 Declaration. This will be different for different types of organizations:

- a. For multilateral and bilateral donor organizations, the new declaration and the EST Forum offers the possibility to realize a more enabling policy environment for their sustainable transport projects;
- b. For NGOs and other organizations advocating sustainable transport related topics the declaration and EST Forum offer a manner to engage with governmental stakeholders;
- c. For UN entities, which already have their own intergovernmental processes the declaration and EST Forum offer the possibility to further strengthen their advocacy on sustainable transport and to develop common approaches and cooperation with other EST partners, e.g. multilateral and bilateral donor organizations as well as NGOs.

To enhance the attractiveness for potential partners to engage in the EST Forum and thereby giving their support to the new declaration UNCRD as the secretariat of the EST Forum could: (a) offer partners the opportunity to provide a number of background papers for annual EST meetings, (b) invite partners to contribute towards a menu of assistance for EST Forum members in terms of capacity building, pilot projects, large scale projects whereby the EST Secretariat distributes such menu to countries prior to the Forum meetings and commits to organize an annual “market place“ where initiatives and countries can meet, and (c) invite MoU/MoA partners to join the organizing committee for annual EST Forum and thereby contribute to the agenda setting of these events.

Considering the limited capacity of UNCRD preference could be given to possible partners that have their own supportive network that they can coordinate with respect to contribution to the new declaration. On the latter, it could be considered that ADB as the largest donor on transport takes on a coordinating role for the multi- and bilateral donor community and the SLoCaT Partnership as the largest multi-stakeholder partnership on sustainable transport does the same for other non-state actors.

For the new 2030 Declaration to be relevant to governments in the Asian region it is important that it does not ignore important new trends in transport. This includes the shift towards electric mobility, shared mobility and autonomous driving. While important, it is too early to set specific 2030 targets in these areas. To assess the relevance of these new trends for Asia, the EST Forum will, obviously, be able to benefit from the knowledge and activities undertaken by various supporters and partners of the EST Forum.

C. Strengthening capacity UNCRD

To help ensure that the new declaration on sustainable transport in Asia will be a success there is an **urgent need to strengthen the capacity of the UNCRD**, which acts as the Secretariat of the EST Forum. The context for sustainable transport has become more complex since the adoption of the Bangkok 2020 Declaration with a growth in relevant global agreements, a larger number of programs assisting EST countries. For UNCRD to provide real leadership it will need additional capacity to follow up on the new declaration. Capacity enhancement could take place through: (i) additional staff capacity in Nagoya by UN or on a secondment basis, (ii) consultancy inputs, either based in Nagoya or elsewhere.

Annex 1: Survey results prioritization topics in Bangkok 2020 Declaration as well as possible topics for a new declaration.

Level of Importance to Country Delegation	High	Med.	Low
<i>Bangkok 2020 Declaration (2010-2020)</i>			
<i>I. Strategies to <u>Avoid</u> unnecessary travel and reduce trip distances</i>			
Goal 1: Formally integrate land-use and transport planning processes	AF, KH, ID, LA, IN, BT,	BA,	
Goal 2: Achieve mixed-use transit-oriented development with medium-to-high density along corridors	AF, ID, IN, BA, BT,	KH, LA,	
Goal 3: Support Information and Communications Technologies (ICT) to reduce unneeded travel	ID, LA, IN, BA, BT,	AF, KH,	
<i>II. Strategies to <u>Shift</u> towards more sustainable modes</i>			
Goal 4: Require Non-Motorised Transport (NMT) in Master Planning and prioritise NMT investments	ID, IN, BA,	AF, KH, LA, BT,	
Goal 5: Improve public transport services (high quality and affordability transit corridors with feeder services)	AF, KH, ID, LA, IN, BA, BT,		
Goal 6: Reduce private vehicle use and urban sprawl through Transport Demand Management (TDM) and pricing mechanisms	KH, ID, IN, BT,	AF, LA, BA,	
Goal 7: Shift to sustainable modes of inter-city passenger and good transport	KH, ID, BA, BT,	AF, IN,	LA,
<i>III. Strategies to <u>Improve</u> transport practices and technologies</i>			
Goal 8: Diversity towards more sustainable transport fuels and technologies (including electrification with renewable energy)	AF, IN, BA, BT,	KH, ID,	LA,
Goal 9: Set progressive, appropriate and affordable standard for fuels, efficiency and emissions	AF, ID, BA,	KH, LA, IN, BT,	
Goal 10: Establish effective vehicle testing and compliance regimes (registration systems, inspection and maintenance requirements)	KH, LA, BA,	AF, ID, IN, BT,	
Goal 11: Adopt Intelligent Transportation Systems (ITS) (electronic fares, road user charging, control centres, and real-time information)	IN, BA,	AF, KH, ID, LA, BT,	
Goal 12: Improve freight efficiency, logistics, and supply chain management	ID, LA, IN, BT,	AF, BA,	
<i>IV. <u>Cross-cutting</u> Strategies</i>			
Goal 13: Adopt a zero-fatality safety policy with appropriate mechanisms to reduce collisions and injuries	ID, IN, BA,	KH, LA, BT,	AF,
Goal 14: Promote monitoring of health and noise impacts, assess economic impacts, and devise mitigation strategies	AF, IN, BT,	KH, ID, LA, BA,	
Goal 15: Establish cost-effective and enforceable air quality and noise standards with mandatory reporting	ID, IN, BT,	KH, BA,	AF, LA,
Goal 16: Implement sustainable low-carbon transport initiatives to mitigate climate change and fortify energy security	ID, BA,	KH, IN, BT,	AF, LA,
Goal 17: Adopt social equity as a planning and design criteria (quality, safety and security for all)	KH, IN, BA,	ID, LA, BT,	AF,
Goal 18: Encourage innovative transport financing mechanisms (parking levies, road user charging, and public private partnerships)		KH, ID, LA, IN, BA, BT,	AF,
Goal 19: Encourage widespread distribution of information and awareness on sustainable transport	KH, LA, BT,	ID, IN, BA,	AF,
Goal 20: Develop dedicated institutions to support integration of transport-land use policies, R&D, and to promote good governance	LA, IN, BA, BT,	AF, KH, ID,	
	Afganistan	AF	
	Banladesh	BA	
	Bhutan	BT	
	Cambodia	KH	
	Indonesia	ID	
	India	IN	
	Japan	JP	
	Republic of Korea	KR	
	Lao PDR	LA	

EST member countries survey result on the priorities for the Successor of Bangkok 2020 Declaration (until 2030)

Level of Importance to Country Delegation	EST member countries		
	High	Med.	Low
Improve sustainable rural transport and rural-urban connectivity	AF, KH, ID, LA, BA, BT,	IN,	
Increase transport resiliency to natural disasters and climate change	AF, IN, BA,BT,	KH, ID, LA,	
Assess next generation transport systems and technologies (Autonomous Vehicles, Mobility-as-a-Service, Shared Mobility, Trackless Trams)	ID, IN, BT,	AF, KH, LA, BA,	
Leverage local and city-wide benefits of TODs and Mass Transit Corridors	ID, IN, BA,	AF, KH, LA, BT,	
Harness Big Data (collection and analytics), Artificial Intelligence, and Blockchain technology in the transport sector		AF, ID, LA, IN, BA, BT,	KH,
Encourage intercity, bilateral and multilateral cooperation on EST	LA, BT,	AF, KH, ID, IN, BA,	
Develop institutional arrangements, policies, plans, and government mechanisms for sustainable transport	AF, KH, LA, BA, BT,	ID, IN,	
Enhance coastal and river transport options and integration with the transport network	ID,	KH, IN, BA, BT,	AF, LA,
Achieve economic development and job creation in transport sector	AF, KH, ID, LA, IN, BT,	BA,	
Implement options to improve transport infrastructure maintenance and inform betterment investment	AF, KH, LA, BA, BT,	ID, IN,	
Create opportunities for capacity building, training, and partnership development	AF, KH, LA, IN, BA, BT,	ID,	
Enhance transport outcomes in National Determined Contributions to Paris Agreement	AF, IN, BA,	KH, ID, LA, BT,	
Access and engage with Research and Development activities across goals	KH,	AF, ID, LA, IN, BA, BT,	
Name of the EST member countries : Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, Indonesia, India, Islamic Republic of Iran, Japan, Republic of Korea, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Pakistan, Singapore, Sri Lanka, Thailand, Timor-Leste and Viet Nam and Russian Federation.			

^a As of January 31, 2017. http://unfccc.int/paris_agreement/items/9444.php

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