

*FIRST MINISTERIAL AND EXPERTS CONFERENCE ON SUSTAINABLE
TRANSPORT IN AFRICA, 28-30 OCTOBER 2014, NAIROBI, KENYA*



Environmentally Sustainable Transport (EST) Initiative and Programmes in **Asia and Latin America**

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United Nations Centre for Regional Development



UNCRD

ASIAN EST INITIATIVE

- To create a new paradigm in the transport sector in Asia towards low carbon and sustainable transport (integrating social equity, economic prosperity, and environmental conservation) UNCRD has been promoting the **Asian EST Initiative** since 2004
- To build a common understanding across Asia on essential elements of EST and to create a political consensus on the need for an **integrated approach** to deal with multi/cross-sectoral environment, health and transport issues, including climate change, through **interagency coordination** (MoE, MoT, MoUD, MoH, etc.)

Major components:

- High level **Regional EST Forum** in Asia
- Regional/national **EST training** programs
- Technical assistance for **national EST strategies**
- Asian **Mayors' Policy Dialogue** on EST
- Rio+20 Voluntary Commitments



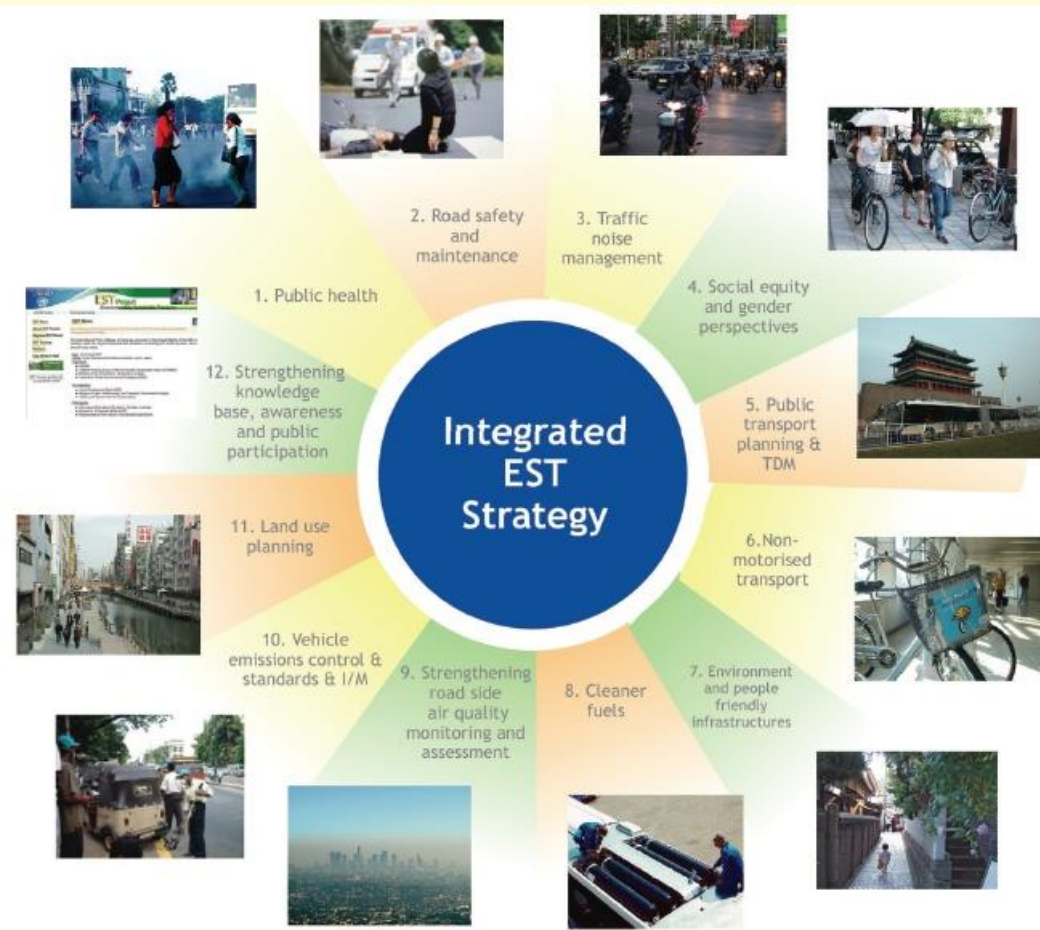
(24 EST Member Countries – ASEAN, South Asia, East Asia, and Russian Federation)



Aichi Statement (2005) -> Integrated EST Strategy

Integrated EST strategies – result not only in the improvement of human health through reduction of urban air pollution, but also the reduction of GHG emissions, deaths and injuries from road accidents, harmful noise levels, and traffic congestion

(Aichi Statement, 2005)



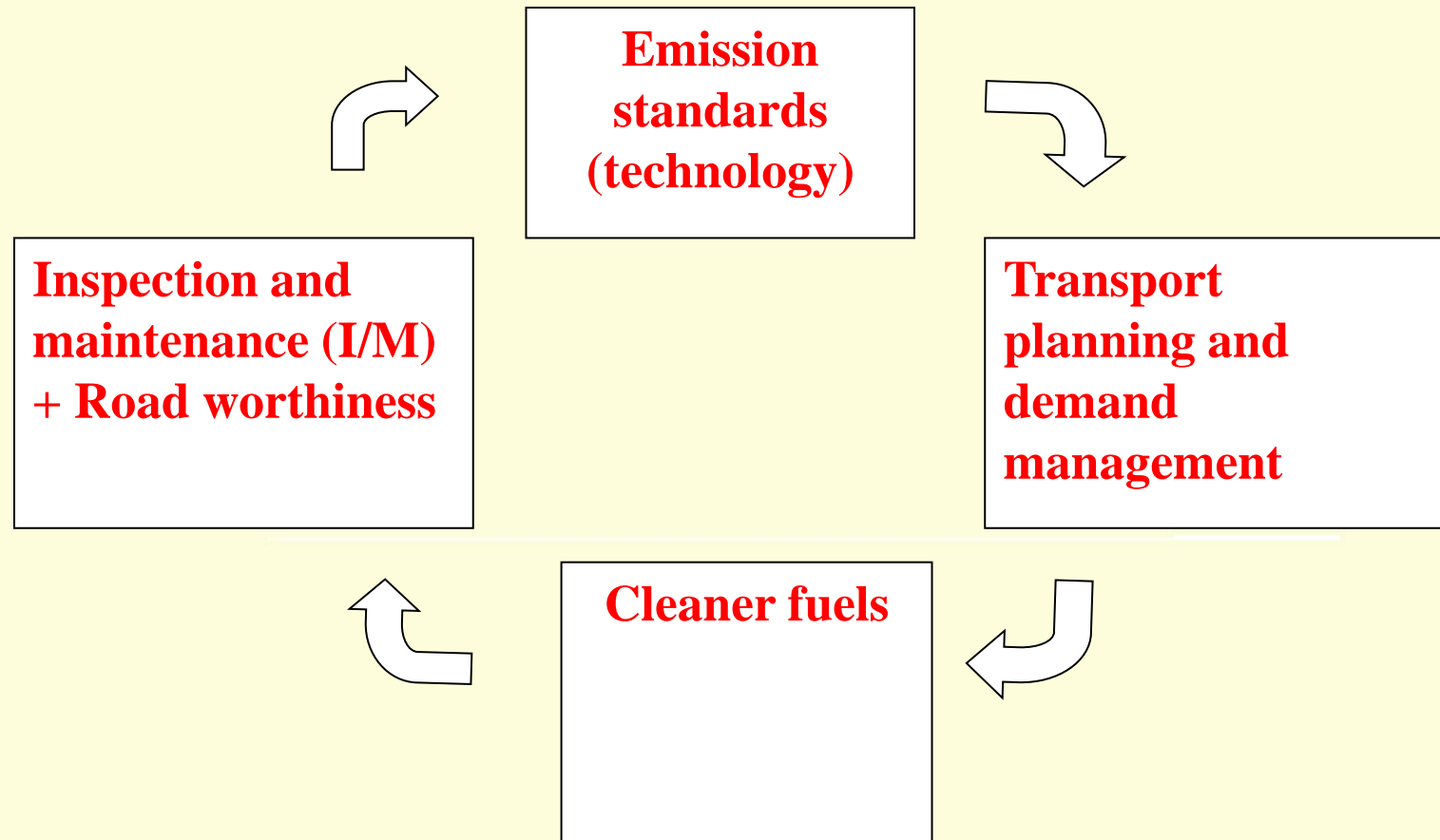
Avoid – avoid or reduce travel or the need to travel

Shift – shift to more environmentally friendly modes

Improve – improve the energy efficiency of transport modes and vehicle technology



Lack of an integrated approach / strategy ...



Note: In reality, these processes are interlinked, but may not be sequential, as shown above.



Shared issues: Growing Motorization

In case of many developing countries of Asia, efforts to introduce/enforce cleaner fuels and vehicle emission standards, may greatly reduce vehicle emissions, but on the other hand the number of private vehicles is growing rapidly, which may offset much of the emission control progress!

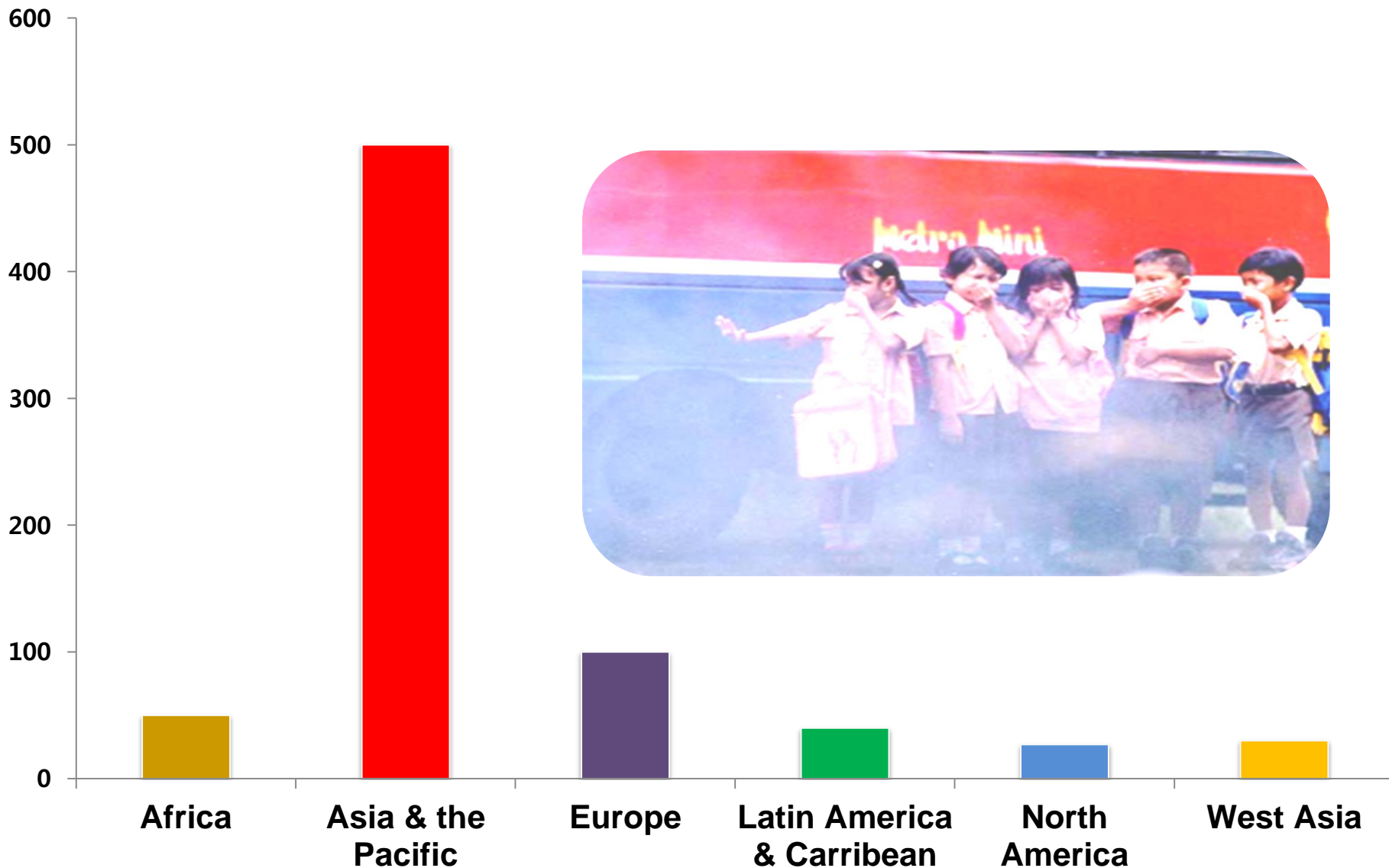


In most cases the policy is towards motorization without effective TDM policies in place!



Premature deaths due to PM₁₀ exposure

Attributable deaths(1000 people)



NMT a peripheral issue - Evident from mostly car oriented design



ITDP

Jakarta



Kuala Lumpur



Lloyd Wright

Bangkok



Vientiane

Lloyd Wright

NMT a peripheral issue - Evident from mostly car oriented design



Lloyd Wright

Obstructed footbridges



Lloyd Wright

Motorcycles driving on footpaths



Karl Fjellstrom

Lack of crossings

Shared issues: Economic cost of accidents ranges 1-2 % of GDP



Issues in Developing Countries

- Weak enforcement of Traffic Safety Regulations
- Lack of Licensing and Drivers Education
- Poor Road Design and Maintenance
- Inadequate Traffic Management

- Nearly 0.5 million die and up to 15 million are injured in urban road accidents in developing countries each year.
- ASEAN → 75,000 people die each year on roads and 4.7 million are injured.
- Economic cost of such tragedies for developing countries is estimated to be between 1~2% of their GDP.
- ASEAN → US\$15.1 billion or 2.2% of regional GDP,

Source: ADB, WB



Shared issues: resiliency has not been integral part of transport policy, planning, and development in Asia

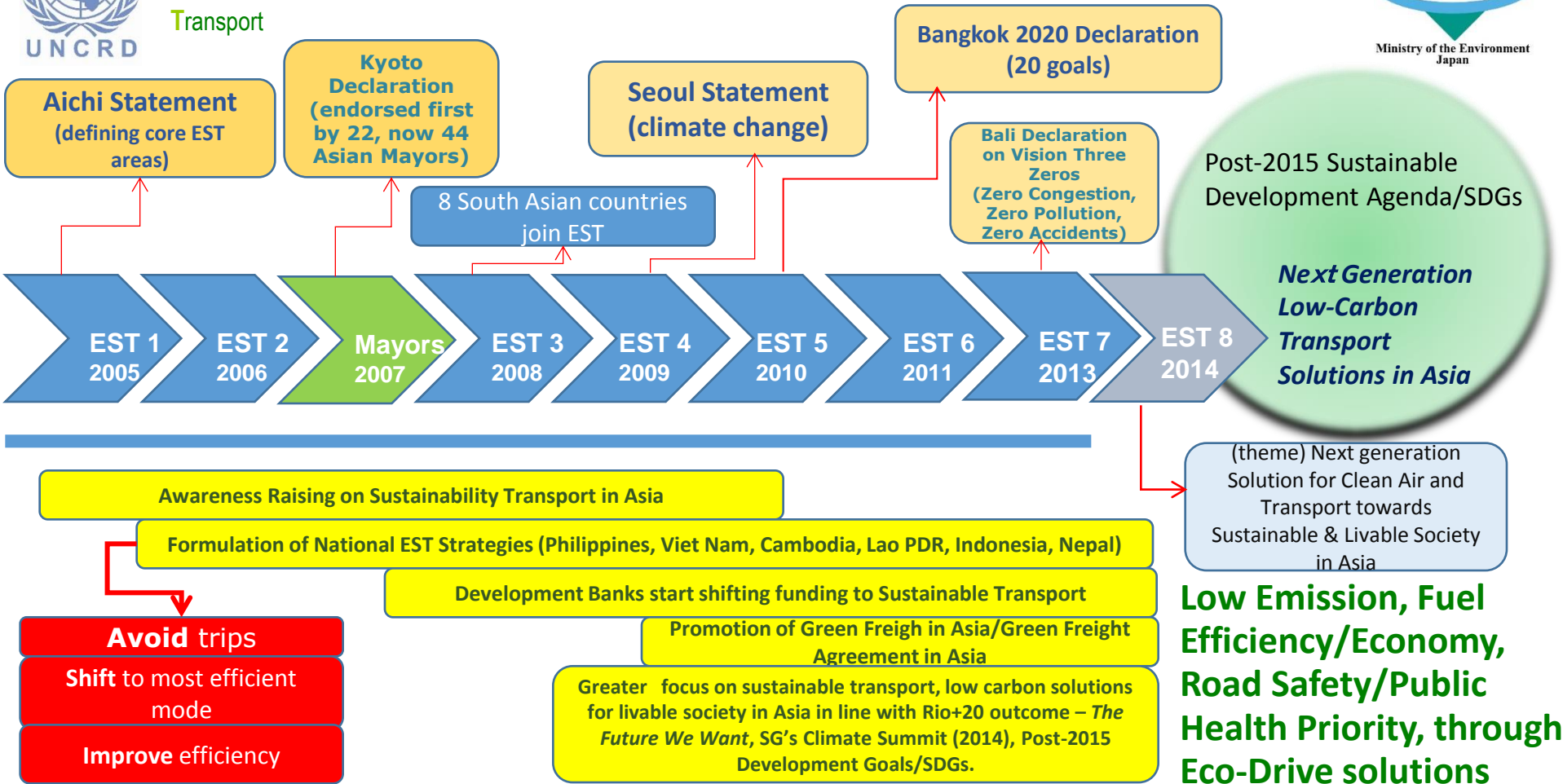
- rise in frequency and magnitude of natural disasters (flood, earthquake, cyclones, landslides, etc.)
- climate resiliency is not yet a major element in the current transport policy, planning, and urban/transport infrastructure and services development resulting in unprecedented damages to both human life and economy during such extreme events;
- in the current state, urban/transport infrastructures in Asia are vulnerable to effects of climate change, and these vulnerabilities are yet to be addressed in the design, construction, and geometry of roads, railway tracks, and other transport infrastructure, including the drainage system of cities.





Environmentally Sustainable Transport

ASIAN EST INITIATIVE



Rio+20 Outcome – The Future We Want

Sustainable Transport (para. 132-133)



RIO+20
United Nations Conference
on Sustainable Development

Among others, the Heads of State and Governments:

- *note that **transportation and mobility are central to sustainable development**. Sustainable transportation can enhance economic growth and improve accessibility. Sustainable transport achieves better integration of the economy while respecting the environment.*
- *recognize the importance of the **efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas**. In this regard, we take into account road safety as part of our efforts to achieve sustainable development.*
- *support the development of sustainable transport systems, including **energy efficient multi-modal transport systems, notably public mass transportation systems, clean fuels and vehicles, as well as improved transportation systems in rural areas**.*
- *recognize the need to promote an integrated approach to policymaking at the national, regional and local levels for transport services and systems to promote sustainable development.*
- *recognize that the special development needs of landlocked and transit developing countries need to be taken into account while establishing sustainable transit transport systems.*
- *acknowledge the need for international support to developing countries in this regard.*

Post 2015 Development Agenda / SGDs

PROPOSED SDGs IN THE OWG FINAL REPORT (19 JULY 2014) – direct and indirect relevance to transport sector

- **Goal 2: End hunger, achieve food security and improved nutrition, and promote sustainable agriculture**
- **Goal 3: Ensure healthy lives and promote well-being for all at all ages**
- **Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all**
- **Goal 9: Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation**
- **Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable**

Target 11.2 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

Target 11.6 by 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality, municipal and other waste management

Target 11.7 by 2030, provide universal access to safe, inclusive and accessible, green and public spaces, particularly for women and children, older persons and persons with disabilities

Target 11.a support economic, social and environmental links between urban, peri-urban and rural areas into by strengthening national and regional development planning

- **Goal 12. Ensure sustainable consumption and production patterns**
- **Goal 13. Take urgent action to combat climate change and its impacts**

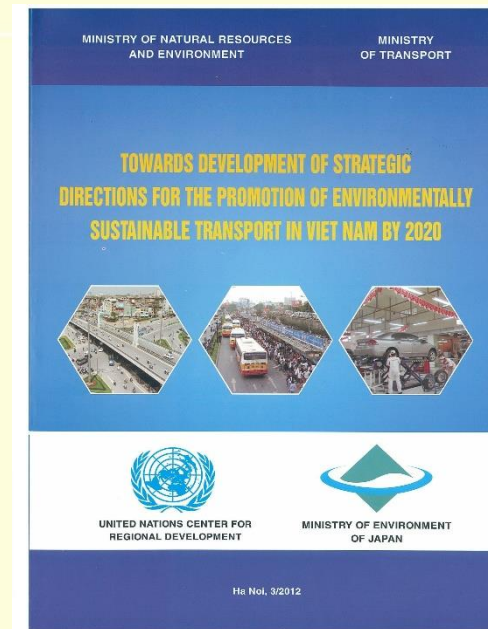
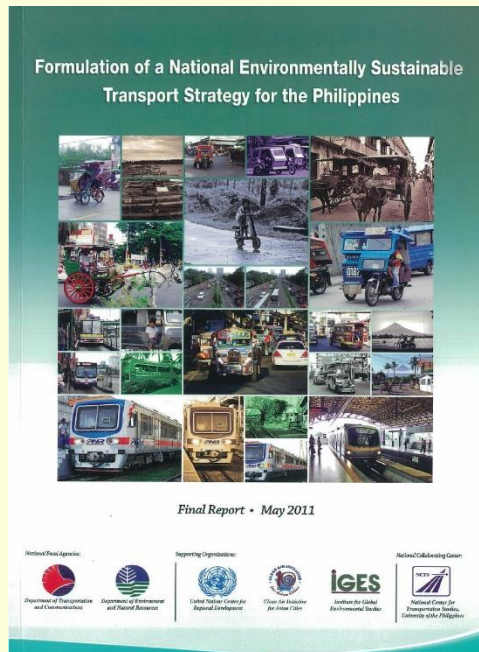
UN SG's Climate Summit – 23 Sep 2014



- Transport contributed 25% of energy-related global GHG emissions and about 20% of energy use in 2009, under a 'Business as Usual' scenario, transport energy use and GHG emissions are projected to rise by nearly 50% by 2030 and by more than 80% by 2050 (from 2009).
- The International Energy Agency estimates that a shift to sustainable, low-carbon transport by the middle of the century could save governments, companies and individuals up to US\$70 trillion.
- Action Areas of UN SG's Climate Summit 2014 – Agriculture, Cities, Energy, Financing, Forests, Industry, Resilience, Transportation
- The proposed actions on transport (outlined in the Joint Statement by Governments, transport companies and associations, other private sector players and civil society organizations) to scale up public transport and make it the number one choice for travel, **greater use of more efficient rail and public transport and an accelerated introduction of urban electric transport will reduce the carbon footprint of at least 50% of all the passenger and freight trips made by 2025.** These actions are expected to leverage wider action on low carbon transport, both within the scope of the UN 2014 Climate Summit and outside,
 - urban electric mobility, railways and public transport under the Transport Action Area;
 - the fuel economy commitment under the Energy Action Area
 - Green Freight Commitment under the Industry Action Area

National EST Strategies

- serve as a national guideline for changing the country's transport policies into more people- and environment-friendly ones,
- ensure a future transport development direction towards increasing environmental & social sustainability, including climate change mitigation
- provide an important basis to develop EST activities as nationally appropriate mitigation actions (NAMAs) to take full benefit of the international support available in addressing the climate issues.
- strengthen interagency coordination and networking among wide range of stakeholders involved in environment and transport sector.



8th Regional EST Forum in Asia



Government of
Sri Lanka



**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



United Nations Centre for Regional Development (UNCRD)



Asian EST Initiative

A joint initiative of UNCRD and MoE-Japan



United Nations Centre for Regional Development (UNCRD)



Organized by



Supported by



- Similar momentum in Latin American region for the promotion of EST - [First Sustainable Transport Forum for Latin America](#) was held in Bogotá, Colombia, 22-24 June 2011.

As a key outcome of the important inaugural Forum, 9 Latin American countries (*Argentina, Brazil, the Plurinational State of Bolivia, Chile, Colombia, Ecuador, Mexico, Paraguay and Uruguay*) adopted the [Bogotá Declaration](#), containing twenty-four sound strategies for the promotion of EST.