

**Global Forum on Transport and Environment in a Globalising World
10-12 November 2008, Guadalajara, Mexico**



The UNCRD Asian EST Initiative

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FOREWORD

This paper was prepared by Kazunobu Onogawa¹ of United Nations Centre for Regional Development (UNCRD), as a contribution to the OECD/ITF *Global Forum on Transport and Environment in a Globalising World* that will be held 10-12 November 2008 in Guadalajara, Mexico. It discusses the UNCRD Asian EST (Environmentally Sustainable Transport) Initiative.

¹ The views expressed in this paper are those of the author and do not necessarily reflect the views and policies of the United Nations.

THE UNCRD ASIAN EST INITIATIVE

1. Transportation-related urban environmental problems

1. Transportation-related urban environmental problems are common in all big cities regardless whether they are of developed or developing countries. UNCRD started its Environmentally Sustainable Transport (EST) activities in 2005 to respond to the requests of Asian countries which were undergoing rapid economic development and, as a result of this, transport-driven socioeconomic and environmental problems were observed in almost all Asian countries. These include: vehicular air pollution and associated public health and environmental impacts, noise and traffic congestion and economic loss caused by time loss trapped in traffic jams, inefficient use of energy, greater use of non-renewable fossil fuels, and loss of natural habitats.

2. For instance, fifteen mega cities in Asia greatly exceeded the WHO Air Quality Standards from 1990 to 1999.² With regard to the illnesses caused by urban air pollution, it is estimated that 800,000 people worldwide lose their lives each year, of which 500,000 are estimated to die in Asia.³ Furthermore, 1.2 million people were killed worldwide by road accidents in 2004, which is a 65% increase from the previous twenty years. Almost 60% (720,000 deaths) of accidents happened in Asia.⁴ While poor control and regulation of vehicular emissions, lack of appropriate infrastructures, and absence of effective policy instruments have been issues of significant concern, phenomena such as constant growth in traffic demand and urbanization is further compounding the problem in the Asia region. The joint study by the World Bank and the Government of Bangladesh titled, “Country Environmental Assessment (2006) for Bangladesh,” reports that “if the exposure to urban air pollution was reduced by 20-80%, it would result in saving 1,200 to 3,500 lives annually and avoiding 80-230 million cases of diseases”. Urban transport is one of major sources of this pollution.

2. EST by OECD and that of UNCRD

3. OECD EST Guidelines presented and endorsed at the international conference held from 4 to 6 October 2000 in Vienna, Austria and authorized by the environment ministers in 2001, defines the concept of EST as one where “*transportation does not endanger public health or ecosystems and meets needs for access consistent with (a) use of renewable resources below their rates of regeneration, and (b) use of non-renewable resources below the rates of development of renewable substitutes*”.⁵ Under this definition, OECD had worked for the development of ten guidelines encompassing (1) a long-term vision of a desirable transport future based on the environmental and health requirement as well as those of social benefits of mobility and access to (2) setting of quantified targets on EST with identification of strategies to achieve those by taking a back-casting analysis approach and development of implementation plan (Annex 1).

² World Health Organization (WHO), “Air Information Management Database”.

³ WHO, “Morality Impacts of Particulate Air Pollution in the Urban Environment” (Geneva 2004).

⁴ WHO, “World Report on Road Traffic Injury Prevention” (Geneva, 2004).

⁵ OECD, “Environmentally Sustainable Transport Guidelines” (Vienna, 2000).

4. OECD tried to propose a new approach to materialize the EST through this effort with the understanding that the world's transport sector's contribution to CO² emissions in 2030 would be four times higher than those of 1990. Also, OECD guidelines were developed with the purpose of guiding OECD member countries to achieving sustainable development in the transport sector based on the understanding that "most transport trends are unsustainable".

5. Discussion on EST in Asia by UNCRD was started with the similar background faced by Asian countries but, at the same time, consideration was also given to the different situations existing in Asia because of the different levels of economic development between OECD member countries and developing countries in Asia. While some of the problems are unique to Asia due to this, some of them are quite similar to those of OECD member countries and others are common, but of different magnitude.

6. The Asian region is experiencing the same problems as those of OECD member countries caused by the never-ending increase of motor vehicles. It is true that traffic congestion, air pollution caused by exhaust gas, noise, and traffic accidents are common problems in both OECD and Asian countries. However, because of the large magnitude of population and growing economic activities in Asia as well as lax car control, negative impacts caused by means of transport, in particular by cars, are more serious than those of OECD member countries.

7. There are other types of problems in Asia which are not usually observed in OECD countries. These include difficulty in having access to public transport by the socially weak group of people such as children and women, lack of proper inspection and maintenance of running vehicles, use of leaded fuel which was prohibited for use in developed countries a long time ago, shortage of facilities to protect pedestrians, insufficient maintenance of road condition, etc. These problems are closely related to the level of social and economic development of the society and can be observed in Asia more seriously than in OECD countries.

8. While the region faces such negative problems, there are some good examples found in Asia like the establishment of high quality transport systems in cities such as Singapore. The transportation policy of Singapore, combining the provision of a high quality public transport system with low fares and TDM as well as a strong disincentive mechanism to own private cars, makes it possible to provide the world famous effective transport system of Singapore. The toll collecting system of expressways in Singapore is perhaps one of the most sophisticated in the world.

9. The drastic change of urban infrastructures in the Chongchon area of Seoul, Republic of Korea (hereinafter, Korea) through the demolition of the elevated highway system and construction of a people friendly environment in the heart of the big capital of Korea has brought new economic benefits, in addition to improvement of the city's environmental quality. This is a good example of how political leaders can play the role of leading the city to achieving a sustainable society. Such experiences can be shared with other countries in and out of the Asian region as good examples achieved in Asia.

3. History of EST activities of UNCRD

10. The activities of EST in Asia by UNCRD began in Manila, the Philippines in 2004. The Ministry of the Environment of Japan (MOEJ), Department of Environment of the Philippines (DOE), Land Transport Authority of the Philippines (LTA), and UNCRD jointly organized an intergovernmental conference inviting fourteen countries from South East and North East Asia, namely, ten ASEAN member countries and China, Korea, Mongolia, and Japan as a follow-up of the Conference on environment and transport, organized in 2003 in Nagoya, Japan by MOEJ, World Business Council on Sustainable Development (WBCSD), and OECD.

11. This Manila conference was the first where such transport-related issues were discussed in Asia in a comprehensive manner. At this conference, the *Manila Statement* was adopted and UNCRD was requested to work on EST by providing support to Asian national governments in the preparation of national strategies and action plans to promote EST, and by facilitating annual high-level meetings and expert group meetings. Also, this Statement requested UNCRD to cooperate with other organizations and initiatives in identifying and exploring sources of possible assistance to realize national strategies and action plans, and in establishing the regional forum and its subsidiary expert groups to promote EST.

12. Following this Manila Conference, UNCRD started its activities on this subject of EST. The First EST Regional Forum was conducted in February 2005 in Nagoya, Aichi Prefecture, Japan, with the participation of senior government officials from the above fourteen countries and donor organizations such as ADB, JICA, Sida as well as WHO. The EST Regional Forum consists of official representatives from member countries and about twenty international experts. These experts provide guidance as well as intellectual inputs to the discussion at the Forum, as was requested by the *Manila Statement*. At the first meeting of EST Regional Forum, it was unanimously agreed to adopt the *Aichi Statement* (Annex 2) which provides twelve major elements of EST with typical examples of actions to be taken by both national and local governments to develop and adopt integrated policies, strategies, and programmes on EST.

13. The Second EST Regional Forum was organized in Yogyakarta, Indonesia, in December 2006. UNCRD had prepared a questionnaire on twelve subjects covered in the *Aichi Statement* and requested participating countries to report back on this questionnaire at the Second EST Regional Forum to share the understanding of the situation and the needs of member countries. The analytical work of reporting was made by UNCRD and is available as an annex of the meeting report of the "Second Meeting of the Regional EST Forum in Asia,"⁶ with detailed reports from the respective countries in response to the questions.

14. At the same time, UNCRD started to assist countries in the region in developing their national EST strategies. UNCRD believes it is essential to discuss EST on a country by country basis, but not in general terms. The conditions of transportation-related problems being faced by one country is different from those of others. It is essential for these countries to understand their problems first, and based on this understanding, it is important that they develop their own strategies and policies on how to promote EST in their own countries. Viet Nam, Cambodia, Lao PDR, and Indonesia have been selected as the first target group, and have started to work on the development of their national strategies. The Philippines and Bangladesh will follow these countries. UNCRD provides financial support and expert consultation for their development, and monitors the process of development of strategies.

15. For the process of national strategy development, UNCRD recommends that it be a participatory process with the involvement of all stakeholders, including all relevant ministries, planning commissions, donor organizations, academia, and NGOs. It is essential to involve these stakeholders for the development of national strategies to give them all a sense of ownership for the developed strategy. It was observed previously that related works for road construction were shared among various governmental organizations without any communication and coordination among them. The UNCRD activity was appreciated by the respective governments as it became the first opportunity for them to discuss related issues among the responsible organizations in the government. Also, it is natural for donor organizations to be more interested in supporting the implementation of the strategy if they are involved in the discussion from the beginning.

⁶ Second Meeting of the Regional Environmentally Sustainable Transport Forum in Asia, Meeting Report, 11-12 December 2006, Yogyakarta, Indonesia (UNCRD, 2007).

16. Strategies become meaningful only through the implementation of discussed ideas. While national strategies show the direction of future policy, it is essential to involve local authorities which are working on the actual implementation of projects. In many cases, municipalities are responsible for the construction of transport-related facilities such as construction of roads, and this was why AWGESC (ASEAN “Working Group on Environmentally Sustainable Cities) initiated its activities to promote environmental renovation of ASEAN cities, but not at the central government level. The ministerial conference of ASEAN agreed to establish the above AWGESC, and activities were started to discuss “Clean Air, Clean Water and Clean Land” inviting more than thirty cities of ASEAN member countries. In this process, central governments’ role is limited to nominating the participating cities to the AWGESC.

17. UNCRD also understands the importance of the matching of national activities and those of local authorities. This was why UNCRD organized the Mayors Dialogue on Asian EST in Kyoto, Japan in April 2007. Twenty-two mayors and representatives from Asia participated in this Dialogue and agreed to adopt the *Kyoto Declaration* by signing this declaration as evidence of the official commitment of those mayors to EST activities. This will be followed up by organizing another signing ceremony inviting about fifteen mayors from Asia on the occasion of BAQ 2008 (Better Air Quality 2008) which will be held from 12 to 14 November 2008 in Bangkok, Thailand.

18. Following the success of these meetings, UNCRD’s EST activities have started to receive broader support from countries in and out of the region as well as those of regional development banks and bilateral donor agencies. This is exemplified by the financial support received from some countries in the region for organizing EST regional forums. With the financial and substantive support of Singapore, the Third EST Regional Forum was organized in March 2008 in Singapore. At the end of this Forum, the Korean delegation announced that it would be hosting the next Forum in Korea. This Fourth Forum is scheduled to be held from 24 and 26 February 2009.

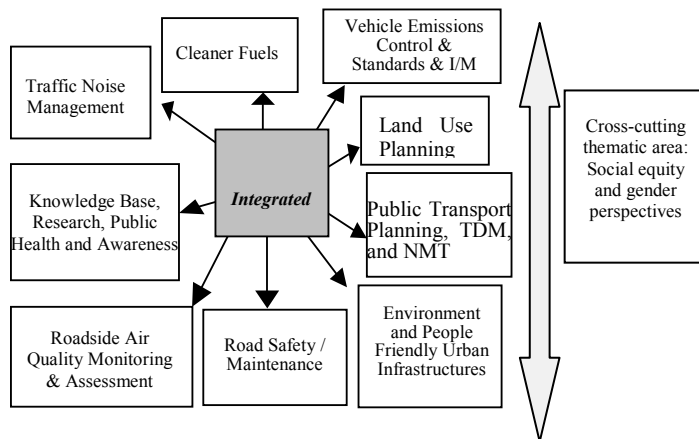
19. Also, starting from the Third EST Regional Forum in Singapore, participating countries were expanded to twenty-two, with the addition of eight South Asian countries. UNCRD EST activities now cover almost all of the Asia region, excluding Central Asia.

4. Asian EST activities

20. As shown in Annex 2, the *Aichi Statement* covers twelve key subjects for consideration of EST in Asia which are:

- Public health;
- Land-use planning;
- Environment and people friendly urban transport infrastructure;
- Public transport planning and transport demand management (TDM);
- Non-motorized transport (NMT);
- Social equity and gender perspectives;
- Road safety and maintenance;
- Strengthening road side air quality monitoring and assessment;
- Traffic noise management;
- Cleaner fuel;
- Vehicle emission control, standards, and inspection and maintenance (I/M); and
- Strengthening knowledge base, awareness, and public participation.

21. Asian EST activities are comprehensive and involve various stakeholders in government as well as those in society. In consideration of this, Asian EST activities were started as joint efforts between the responsible ministries for the environment and transport sectors of governments. In addition to these ministries, the ministry of health also joined this activity through the collaboration of WHO Western Pacific Regional Office (WPRO). Within WHO, there is an activity being undertaken to promote safe walking and cycling in urban areas and use of public transport instead of using private cars with the aim of enhancing physical activities. WHO WPRO is also interested in promoting EST with a view to promote safety of the citizens as well as promote public health because of traffic-based air pollution.



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22. The Human Security component of EST is also unique in Asia reflecting the weak condition of women and children with regard to access to public transport. It is true that facilities for public transportation are located far from the houses of people living in rural areas, and they need to walk long distances to have access to facilities. It is also true, as mentioned before, that measures for the protection of pedestrians from traffic accidents are far from adequate, and there is usually a lack of separated pedestrian's way along roads and crossings with traffic control signals in those countries.

5. Implementation and funding mechanism

23. Discussion at the Third Forum in Singapore opened with discussion on how to utilize the funding mechanisms available for the implementation of planned activities. The Metropolis, which is an association of major capital cities in the world, is also discussing this subject at its commission meeting on Urban Mobility Management and Financing of Urban Services and Infrastructure. Such a meeting was organized at Seoul, Korea in June 2007.

24. Implementation of the planned activities is of the highest priority, and this was why the EST Regional Forum started discussion of this subject at the Third Forum. As a first step, the Japanese Government introduced its new initiative, Co-benefits Approach, which bridges the climate change issue and GHG emissions reduction from the transport sector, at the Forum in Singapore. It is well known that the case of Transmilenio in Bogota, Colombia has been officially approved as the first CDM project in the transport sector. Naturally, many countries are interested in learning from the experiences of this case, but detailed information has not been fully circulated thus far. It is also well known that the application of CDM to transport-related projects would face the difficulty of setting a base line. Considering that transport-related problems are quite common in many cities, and also considering the fact that transport-based CO² occupies 25% of all CO² emissions, participants shared the view that a more simplified mechanism for transport-related CDM could be developed to contribute to identifying solutions to common problems of this world, not only because of the GHG problem but also to protect the basic needs of human beings so that they can live in a sound environment, including safety from traffic accidents.

25. In addition to the participation of some donor agencies in this Forum, further participation of donors is expected to support the materialization of plans and strategies developed through the work of EST.

6. Future directions

26. The BRT systems which have been introduced in Curitiba in Brazil and Bogota in Colombia are famous and popular in the world as well as in Asia and the Pacific, and have started to be introduced in many countries in the region. However, the application of this BRT, or BMT, in Asia has not always been successful as those in the original cities in Latin America. This is the reason why we need to learn more from those cases, not only on the construction of facilities but also the software to operate such systems efficiently and smoothly. At the same time, Asia has some good experiences which should be shared with the countries in other regions. How public transportation can be made more attractive is one of the subjects that should first be considered.

27. The sharp and rapid increase of oil prices in the international market has had a big impact on the behavior of people's car use. While such high oil prices have shown a degree of stability these days, it is difficult to make the assumption that prices will go down to the same level before we started to see an increase considering the fact that new big economies have started to grow in the market and have begun to make huge demands for energy and resources, including oil, for their economic activities. This will lead to less energy consuming forms of transport, including NMT, as well as the further promotion of public transport. Energy will be the most influential control factor when discussing transportation in future.

28. Another important subject that should be examined is the policy and strong will of the governments towards promoting a public transport system which would be convenient for its users with a reasonable fare and energy efficient. While people's behavior in private car use will be decided by each individual depending on what they consider to be convenient and of reasonable cost, governmental policy would seriously affect the development of public transportation systems. It is difficult to expect the private sector to develop and operate a public transportation system at a desired level through their own independent effort without any intervention by the public sector, including legislative support. Promotion of public transport should be mainstreamed with considerations to governmental policy to respond to the local and global problems caused by transportation and requests of the people to seek a better way of transport.

29. In addition to the donor agencies participating in this Forum, further participation by donors would be highly appreciated to support the materialization of the plans and strategies developed through the work of EST.

ANNEX 1. OECD EST GUIDELINES

1. Develop a long-term vision of a desirable transport future that is sustainable for environment and health and provides the benefits of mobility and access,
2. Assess long-term transport trends, considering all aspects of transport, their health and environmental impacts, and the economic and social implications of continuing with “business as usual”,
3. Define health and environmental quality objectives based on health and environmental criteria, standards, and sustainability requirements,
4. Set quantified, sector-specific targets derived from the environmental and health quality objectives, and set target dates and milestones,
5. Identify strategies to achieve EST and combinations of measures to ensure technological enhancement and changes in transport activity,
6. Assess the social and economic implications of the vision, and ensure that they are consistent with social and economic sustainability,
7. Construct packages of measures and instruments for reaching the milestones and targets of EST. Highlight “win-win” strategies incorporating, in particular, technology policy, infrastructure investment, pricing, transport demand and traffic management, improvement of public transport, and encouragement of walking and cycling; capture synergies (e.g., those contributing to improved road safety) and avoid counteracting effects among instruments,
8. Develop an implementation plan that involves the well-phased application of packages of instruments capable of achieving EST taking into account local, regional, and national circumstances. Assess whether proposed policies, plans, and programmes contribute to or counteract EST in transport and associated sectors using tools such as Strategic Environment Assessment (SEA),
9. Set provisions for monitoring implementation and for public reporting on the EST strategy; use consistent, well-defined sustainable transport indicators to communicate the results; ensure follow-up action to adapt the strategy according to inputs received and new scientific evidence,
10. Build broad support and co-operation for implementing EST; involve concerned parties, ensure their active support and commitment, and enable broad public participation; raise public awareness and provide education programmes. Ensure that all actions are consistent with global responsibility for sustainable development.

ANNEX 2. AICHI STATEMENT

~ Towards establishment of the Regional Forum for the promotion of environmentally sustainable transport (EST) in Asia ~

The participants, having met in Nagoya City, Aichi Prefecture, Japan from 1-2 August 2005, for the International Conference on Environment and Transport, to draw up and adopt a statement on the establishment of a Regional EST Forum for the promotion of environmentally sustainable transport in Asia,

Reaffirming and building upon the 'Manila Statement' agreed upon by the participants at the intergovernmental Manila Policy Dialogue on Environment and Transport in the Asian Region, held in Manila, the Philippines, from 16-17 January 2004,

Reaffirming and building upon the 'Framework for Environmentally Sustainable Cities in ASEAN', agreed upon by the ASEAN Working Group on Environmentally Sustainable Cities (AWGESC) and officially endorsed by the ASEAN Environment Ministers in December 2003,

Reaffirming and building upon the Johannesburg Plan of Implementation (JPOI) adopted in the 2002 World Summit on Sustainable Development (WSSD) which underlines the importance of environmentally sustainable transport and the required actions to be taken at national and international level,

Noting the important contribution sustainable transport systems can make towards realizing the Millennium Development Goals (MDG) set by the United Nations, through improving access to education, employment opportunities, and health care,

Noting the importance of achieving greater synergies among the various efforts to promote environmentally sustainable transport in Asia, at the regional, national and local level,

Acknowledging that continued economic growth in Asian countries will result in significant further growth in transport demand, which will require a wide range of effective measures at the national and local level to prevent or minimize negative environmental and social impacts associated with the rapid growth in motorization,

Considering that efforts to promote environmentally sustainable transport will result not only in the improvement of human health through the reduction of urban air pollution but will also have important complimentary benefits, including the reduction of greenhouse gas (GHG) emissions, the reduction of deaths and injuries from road accidents, the reduction of harmful noise levels, and the reduction of traffic congestion levels,

Recognizing the need for both national and local level governments to develop and adopt integrated policies, strategies, and programmes incorporating key elements of environmentally sustainable transport such as:

Public health

- Promoting integrated transport policies that mitigate the negative human health impacts of motorized transport
- Recognizing the high costs incurred to the national health system due to non-sustainable transport modes
- Strengthening the coordination and cooperation among health and transport agencies

Land-use planning

- Accepting a vision of cities for people rather than for cars, with a focus on the movement of people and goods rather than vehicles
- Supporting urban planning with a particular emphasis on public transport, non-motorized transport, traffic safety and environmental control
- Encouraging the integration of both land-use and transport planning to reduce the unplanned, low-density expansion of urban areas
- Promoting urban revitalization through mixed-use development, favouring concentrated development around public transport nodes

Environment and people friendly urban transport infrastructures

- Providing affordable and socially acceptable transport infrastructure and facilities in urban areas
- Recognizing that overprovision of infrastructure can induce additional travel by private motorized vehicles and result in increased pollution and congestion, unless appropriate consideration is made
- Acknowledging the importance of mass transit systems in meeting the needs for increased mobility in an environment friendly manner

Public transport planning and transport demand management (TDM)

- Maintaining or increasing the share of public transport by improving the quality of such services
- Controlling the demand for private motorized travel through a combination of policies, such as regulatory measures (manage demand for road space), fiscal policies (such as parking fees, vehicle taxes, road or congestion charging, and fuel taxes, etc.), and infrastructure design measures
- Recognizing Bus Rapid Transit (BRT) as a low-cost mass transit option which can be implemented quickly to meet the growing demand for mobility
- Recognizing Mass Rapid Transit (MRT) as a mass transit option which can be implemented to meet the growing demand for mobility, where appropriate

Non-motorized transport (NMT)

- Acknowledging the dependence of all-income groups on non-motorized transport and its importance as an environmentally sustainable mode of transport
- Aiming to maintain or enhance the existing role of non-motorized transport, especially in dense urban areas, especially for short trips
- Encouraging the provision of higher-quality infrastructure and the development of city-level master plans for footpaths and cycle ways
- Increasing safety for non-motorized transport

Social equity and gender perspectives

- Acknowledging the need for, and contribution of, safe and affordable urban transport systems to the alleviation of poverty and the promotion of social development
- Recognizing that public transport has to address the conditions of women and the need to build the institutional capacity to better include gender aspects in urban transport planning

- Providing infrastructure that particularly caters to the needs of the most vulnerable users, including children, the elderly, and the physically disabled

Road safety and maintenance

- Creating appropriate inter-agency coordination and management mechanism to address the road safety in transport policies and programmes
- Acknowledging road safety as a primary guiding principle for transport planning
- Mobilizing resources for formulation and implementation of multi-stakeholder integrated road safety action plans

Strengthening road side air quality monitoring and assessment

- Improving road side air quality monitoring in urban city centres to better understand the impacts of road side pollution on people travelling on the roads and people working or living close to the roads
- Improving and harmonizing road side monitoring methodologies in line with the internationally standardized methodologies for ambient air quality monitoring

Traffic noise management

- Improving traffic noise monitoring in urban city centres to better understand the impacts of road side noise on people travelling on the roads and people working or living close to the roads
- Acknowledging the need for standards on noise levels and the enforcement of such standards by establishing management mechanisms
- Promoting the prevention of excessive noise through the promotion of non-motorized modes and high-quality public transport

Cleaner fuel

- Phasing out leaded gasoline as rapidly as possible, and phasing down sulphur levels in gasoline and diesel as required to achieve advanced vehicle emission standards
- Acknowledging the contribution of alternative fuels such as Compressed Natural Gas (CNG) and biomass-derived ethanol and biodiesel as a means to reduce vehicle emissions
- Planning for an eventual transition to renewable fuels

Vehicle emission control, standards, and inspection and maintenance (I/M)

- Rapidly phasing-in strict emission standards for new vehicles, with due regard to manufacturing lead times and to the provision of compatible fuels
- Adopting and enforcing vehicle inspection and maintenance programmes for vehicle emissions and safety, based on high-volume, test-only inspection centres with stringent quality control
- Reducing emissions from in-use vehicles by retro-fitting of emission control devices and/or the conversion to lower-emitting fuels

Strengthening knowledge base, awareness, and public participation

- Promoting coordination and cooperation among groups collecting or managing information on EST through a decentralized network of knowledge providers
- Developing and disseminating best practice on EST
- Increasing the understanding and awareness of the civil society and decision-makers on the beneficial aspects of EST with the aim to accomplish changes in policies, investment decisions, and personal behaviour

Noting the best practice principles presented in this document, the participants are thus called upon to:

1. unanimously endorse the Regional EST Forum and welcome the contribution by its expert members to conduct periodic high-level policy dialogues and expert consultations to share opinions, ideas, and information on best practices and effective policy instruments among the participating countries on environment and transport related issues in the Asian Region;
2. welcome the initiatives of UNCRD in extending assistance to the countries of the region, especially the developing countries, in preparing national EST strategies, and request the expert members of the Forum to play a catalytic role by providing substantial input and strategic feedback towards the formulation of such strategies;
3. welcome the involvement of all groups including international organizations, bilateral organizations, nongovernmental organizations and civil society, academic institutions, foundations, private enterprises, and others, in developing and promoting a decentralized cooperation network to contribute to activities undertaken in support of the Forum such as knowledge management, capacity-building, and the formulation of integrated action plans;
4. request UNCRD to cooperate with other related organizations and initiatives both at the national and international levels in identifying and exploring sources of potential assistance and collaboration for capacity-building activities, including demonstration and pilot projects, as well as for the implementation of policies, strategies, and action plans developed by the participants of the Forum; such efforts may include providing assistance to the Forum participants in utilizing the Global Environment Facility (GEF), the Clean Development Mechanism (CDM), and financing from the bilateral and international organizations to implement EST measures.

ANNEX 3. ASIAN MAYORS' POLICY DIALOGUE FOR PROMOTION OF ENVIRONMENTALLY SUSTAINABLE TRANSPORT IN CITIES

- Kyoto Declaration -

We, the Mayors and governmental representatives of Asian cities, having met in Kyoto, Japan on 23-24 April 2007 at the Asian Mayors' Policy Dialogue for Promotion of Environmentally Sustainable Transport (EST) in Cities, to discuss and address key policy issues on environment and transport from city perspectives under the overall framework of the Regional EST Forum,

Recognizing that cities in the region are faced with a number of critical environment and transport related issues, their implications for human health, economic well-being, and social equity, and the emerging need to define and implement clear goals at the city level in line with the Millennium Development Goals (MDGs) and the Johannesburg Plan of Implementation (JPOI) adopted at the 2002 World Summit on Sustainable Development (WSSD),

Reaffirming and building upon the Aichi Statement agreed upon at the First Meeting of the Regional Environmentally Sustainable Transport Forum in Asia, held in Nagoya, Japan, from 1-2 August 2005,

Noting the objectives of the Regional EST Forum, an initiative of the United Nations Centre for Regional Development (UNCRD) in cooperation with Asian countries, which is comprised of high-level government representatives and experts in various thematic areas related to EST, and which provides a strategic and knowledge platform for sharing experiences and disseminating best practices, policy instruments, tools, and technologies,

Emphasizing that the Regional EST Forum has identified in the Aichi Statement the need for both national and local governments to develop and adopt integrated policies, strategies, and programmes incorporating key elements of environmentally sustainable transport,

Realizing the importance of strengthening regional cooperation for sustainable cities through the framework of the ASEAN Working Group on Environmentally Sustainable Cities (AWGESC) and other initiatives, such as the International Council for Local Environment Initiatives (ICLEI) and the Kitakyushu Initiative for a Clean Environment,

Acknowledging the important role that Mayors could play in implementing local-level actions to make cities healthy, green, and environment- and people-friendly in cooperation with key stakeholders, and also addressing local issues which have regional and global implications, such as climate change,

Recognizing the importance of achieving greater synergy between local actions and national strategies and programmes to realize EST,

We, the Mayors, thus hereby declare our intention to:

1. resolve to demonstrate leadership and ownership in promoting EST and setting the vision in Asian cities in motion in close collaboration with the national government, the private sector, civil society, and regional and international communities,
2. commit to implementing integrated policies, strategies, and programmes addressing key elements of EST such as public health; land-use planning; environment- and people-friendly urban transport infrastructure; public transport planning and transport demand management (TDM); non-motorized transport (NMT); social equity and gender perspectives; road safety and maintenance; strengthening road side air quality monitoring and assessment; traffic noise management; reduction of pollutants and greenhouse gas emission; and strengthening the knowledge base, awareness, and public participation,
3. dedicate ourselves to specifically addressing priorities that are often under-emphasized but are nevertheless vital and central to EST, such as the provision of exclusive pedestrian and bicycle lanes, and ensuring safe and comfortable movement of women, children, the elderly, and the physically impaired,
4. dedicate ourselves to specifically address the adverse impact of the growing number of motorcycles in most Asian cities,
5. ensure sustainable financing and equitable pricing structures for implementing EST,
6. resolve to actively collaborate and cooperate through the Regional EST Forum in order to share information and promote the incorporation of EST elements in city master plans and programmes,
7. urge the international and donor community to acknowledge the importance of city-based actions and programmes concerning EST, and strongly appeal to them to actively support the implementation of these actions and programmes by providing financial assistance, and facilitating technology transfer and capacity-building through pilot and demonstration projects,
8. call for city-to-city cooperation to address issues of common concern and to bridge knowledge, policy, and technology gaps in the environment and transport sector, and
9. explore possible opportunities for organizing similar policy dialogues on a regular basis in collaboration with the international and donor community.

We are thus convinced that the concerted efforts of national governments, city authorities, the private sector, civil society, and the donor and international community will contribute to a more profound vision of EST for Asian cities in the 21st century.

We express our sincere appreciation to the organizers, experts, and participants for contributing their ideas, opinions, and experiences which will greatly help us in achieving this milestone.