



**Asian Mayors' Policy Dialogue**  
for the Promotion of Environmentally Sustainable Transport in Cities

23-24 April 2007 Kyoto International Conference Center, Kyoto, Japan



**Background of EST Initiative and Objectives of the Mayors' Dialogue**

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Kyoto, Japan

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*United Nations Centre for Regional Development*

## Components of the Presentation

**Part 1: What is the concept behind EST?**

**Part 2: Why is EST essential for Asian cities?**

**Part 3: Asian EST Initiative**

**Part 4: Objectives of the Mayors Dialogue**



## Part 1: What is the concept behind EST?



## Key considerations under EST

- **Economic dimensions**
- **Social sustainability**
- **Social equity for all**
- **Quality of urban environment & life**
- **International obligation (wrt global climate change)**



## Key considerations under EST

### Economic dimensions

- City locked in congestion loses a significant portion of its economic productivity and opportunity
- Total economic damage of air pollution represents up to 10% of GDP in some Asian cities and reduces capital for other investments
- Dependence on petrol-based mobility affects national energy security



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## Key considerations under EST

### Social sustainability

- Ability to safely and cost effectively access jobs and public services/facilities



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## Key considerations under EST

### Social equity

- **High quality public transport services and non-motorized transport (NMT) – safe and quality footpaths and cycle ways - keeping in mind transport sensitive groups such as poor, women, children, elderly and physically disabled**



(Photo by Marie Thynell)



(Photo by Lloyd Wright)



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## Key considerations under EST

### Quality of urban environment and life

- **Vehicle emissions harm human health, children IQ, & natural environment**
- **Noise affects productivity and health**
- **Flyovers, elevated roadways, cars destroy city beauty and cause loss of living space by consuming large amounts of urban space**



(Photo: Swisscontact)



(Photo: William H.K. Lam, Lloyd Wright, and Fumihiko Nakamura)

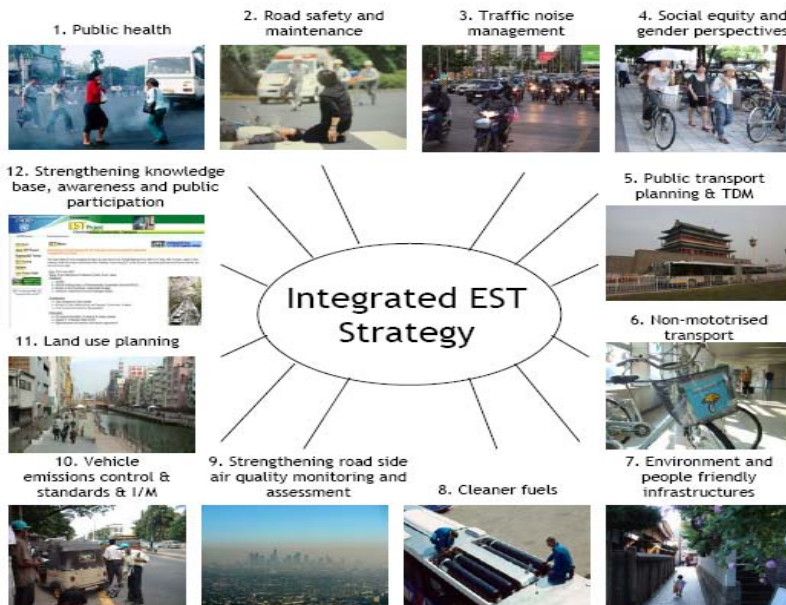


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# Key considerations under EST

## International obligation

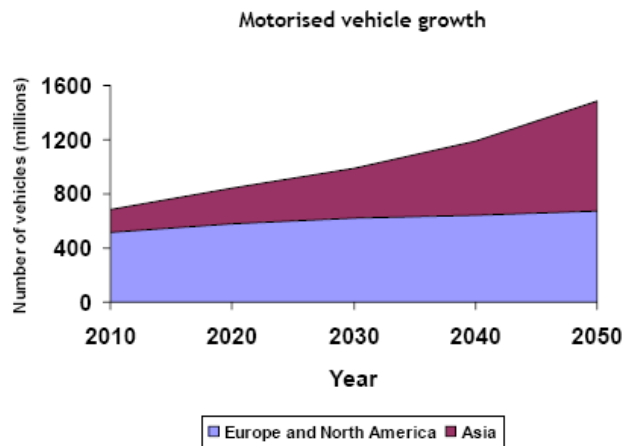
- Vehicles are responsible for roughly 25% fossil fuel based GHG emissions (CO<sub>2</sub>)
- poor countries suffer the most by global climate change with estimated cost ranging from 5-9% of GDP (IPCC, 1996) – several times greater than the relative effect in industrialized countries
- CDM as solution – e.g., BRT system in Bogotá has been qualified as a CDM under Kyoto Protocol and will sell/trade the credits earned from GHG emission reduction of nearly 250,000 tons of CO<sub>2</sub> equivalent per year – achieved through more efficient passenger transport and the substitution of private vehicle use – to Netherlands Government.



## Part 2: Why is EST essential for Asian cities?



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Source: International Energy Agency, 2004

The impact of this trend on quality of life cannot be underestimated. As cities become saturated with vehicle traffic, then community interactions and social bonds will become permanently severed.



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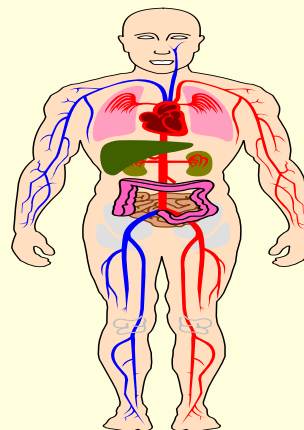
## Shared issues .....

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



## Shared issues .....

- **WHO estimates SPM leads to the premature death of over 0.5 million people per year world wide.**
- **SPM level in many Asian cities often exceeds WHO standard by more than a factor of two!**



*In 2004, 41% percent of the total population in Asia lived in urban areas and cities.*



## Shared issues .....

Where much of the poor people's movement rely on foot and bi-cycles, NMT receives very low priority in the conventional transport planning and infrastructure design and management, which is most often oriented to promote motorized transport rather than to support people movement ....

*As a consequence thousands of pedestrians and cyclists are killed by accidents each year in developing countries!*



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## Shared issues .....



- 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)

### Issues in Developing Countries

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



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## Shared issues .....

- Most cities have gone business-as-usual without adequately addressing the complex inter-linkages among land use mix, public transport planning, travel choices, travel demand management (TDM), environmental externalities, and quality of life (green areas, recreational parks/open spaces, amount of residential space per person, etc.).



## Part 3: Asian EST Initiative

*A joint initiative of UNCRD and MoE-Japan*



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**UNCRD**  
 Environment

**EST Project**  
 Environmentally Sustainable Transport

- **Regional Component**
  - Regional EST Forum
  - Regional Trainings



- **National Component**
  - National EST Strategies
  - Pilot/demonstration projects
  - In-country policy-dialogues & trainings on EST



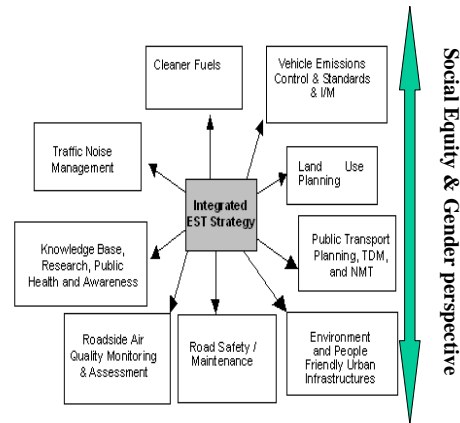

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## Objectives Regional EST Forum

- **Facilitate high-level policy dialogues on environment and transport issues on a periodical basis;**
- **Provide a strategic/knowledge platform for sharing experiences & disseminating among Asian countries best practices, tools, technologies, policy instruments, in response to various issues concerning EST;**
- **Provide a platform for discussion on specific issues of concern through expert group meetings, policy consultations.**
- **Provide platform for interagency coordination both at national and international level to efficiently address/promote EST**

## Composition of Regional EST Forum

- **National Governments –**
  - MoE & MoT
  - MoH (through WHO)
- **Subsidiary Expert Group –**  
**9 thematic areas of EST and**  
**1 cross-cutting area**



## Manila Policy Dialogue on Environment and Transportation in the Asia Region, Jan'2004



- **Participating Countries:** 14 Countries - Brunei Darussalam, Cambodia, China, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Philippines, ROK, Thailand, Vietnam
- **International Organization:** ADB, ASEAN, IGES, JBIC, UNCRD, UNEP, UNDP, UN HABITAT, UNU/IAS, The World Bank, WHO, etc.
- **Manila Statement** was adopted with recommendation to (a) establish Regional EST Forum as a platform to facilitate regular policy dialogues and consultations and (b) formulate national EST strategies for Laos, Cambodia, and Viet Nam (1<sup>st</sup> Phase).

## EST Inception Meetings in Laos, Cambodia, and Viet Nam, Sep'2004



- National Focal Point established
- National Collaborating Centre identified
- Interagency network established
- National EST Working Group established
- Outline of National EST Strategy agreed
- National processes to formulate EST strategy defined and agreed



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## First Regional EST Forum, 1-2 Aug 2005 in conjunction with World Expo-2005



**Participating countries:** Brunei Darussalam, Cambodia, Canada, China, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Thailand, and Viet Nam

**Organizers:** UNCRD, MoE-Japan, NIC-Nagoya

**Supporting Organizations:** ADB, Sida, and WHO

- Regional EST Forum launched
- Subsidiary Expert Group formally established
- Aichi Statement adopted



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## Second Regional EST Forum



**Participating countries:** Brunei Darussalam, Cambodia, China, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, Philippines, Singapore, Thailand, and Viet Nam

**Organizers:** UNCRD, MoE-Japan, MoE-Indonesia

**Supporting Organizations:** Sida, WHO, CAI-Asia, GTZ, SDI

11-12 Dec 2006, Yogyakarta, Indonesia  
during BAQ-2006 Week



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## Linkage with other partners....

- CAI-Asia/ADB - SUMA
- AWGESC (Intergovernmental Group)
- WB (through GEF mechanism)
- UNEP (through GEF mechanism)
- GTZ (SUTP) – for Forum, training
- WHO – for health sector
- Sida – Expert support for the EST Forum in Gender and Social Equity areas
- JICA – Urban Transport and Environment training program



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## Linkage with other partners/processes....



- 1st, 2<sup>nd</sup>, 3<sup>rd</sup> JICA-UNCRD Group Training Course for Government Officials on Urban Environment and Transportation in 2004, 2005, 2006 respectively

- Covering 9 thematic areas of EST



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## Part 4: Objectives of Mayors Dialogue



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## Main Objectives of Mayors Dialogue

- share best practices and initiatives of cities in EST areas
- identify city priorities and issues to facilitate international cooperation and intervention of donor communities for required capacity building
- address city-specific elements under the overall framework of the Regional EST Forum to bring about greater coordination and collaboration among national and city level efforts to realize the goal of sustainability in the urban transport sector.
- adopt a Declaration to set in motion an EST momentum in Asian cities for the promotion of people and environment friendly urban transport.



***“Any City, whether small or large, can be agent of change”***

**Jaime Lerner, former Mayor of Curitiba**

