

Summary of the Asia Mayors' Policy Dialogue for the Promotion of Environmentally Sustainable Transport in Cities

Kyoto, Japan

23-24 April 2007

Introduction

The Asia Mayors' Policy Dialogue for the Promotion of Environmentally Sustainable Transport (EST) in Cities was held in Kyoto, Japan on 23 and 24 April 2007, hosted by the United Nations Centre for Regional Development (UNCRD), Association of South-East Asian Nations (ASEAN) Working Group on Environmentally Sustainable Cities (AWGESC), Ministry of the Environment, Government of Japan and Institute for Global Environmental Strategies (IGES). The policy dialogue was attended by mayors and other senior delegates from twenty three (23) cities in fourteen (14) countries, representatives from six (6) international organizations, and a wide range of other participants and observers.

The policy dialogue aimed to share experiences and best practices, to discuss policy issues related to EST in Asian cities, to discuss and adopt a Mayors' Declaration affirming the *Aichi Statement*, and to bring greater synergy between and among national and local authorities as an effort to realise the goal of sustainability in the transport sector.

Opening

The opening session was chaired by Mr. Kazuhiko Takemoto, Director-General, Environment Management Bureau, Ministry of the Environment, Government of Japan. The opening remarks were made by Mr. Tomokatsu Kitagawa, Parliamentary Secretary, Ministry of the Environment, Government of Japan and Mr. Kazunobu Onogawa, Director, UNCRD. Mr. Kitagawa emphasized that each city faced different situations and that it was important for us to understand the environment that is specific to each city in order to achieve EST in cities. He stressed that this Mayors' Dialogue is an opportunity for such mutual understanding and concluded his remarks by hoping that

Asian experiences and knowledge on EST would be disseminated to the world through this Mayors' Dialogue.

Mr. Kazunobu Onogawa pointed out that different development stages mattered for handling various issues of EST and a synthesis report, which was prepared based on the past series of meetings and assemblies for EST policy dialogues organized by UNCRD, should be utilized as a reference by mayors participating in this dialogue. He also expressed the significance of international financial organizations to promote EST at the city level to get tangible results on the ground. He emphasized the importance of bringing city-level perspectives to the Regional EST Forum by saying that "national and city-level policies, programmes, and action plans to promote EST must be in harmony with each other, in order to maintain and enhance their efficacy." He also expressed his strong hope that this Mayors' message would be effectively transferred to all parties concerned, including international, regional, and bilateral supporting organizations, in order to fully implement EST in Asia. He concluded his remarks by hoping that the proposed Mayors' Declaration to be adopted at the end of this Mayors' Dialogue will convey Mayors' commitments and strong desire to achieve EST to financial leaders who will participate in the Asian Development Bank (ADB) Annual Meeting to be held next week here in the same conference hall.

Then, Mr. Yorikane Masumoto, Mayor of Kyoto City, delivered a welcome speech. He mentioned that Kyoto was a historic place where the Kyoto Protocol was adopted at the Conference of Parties (COP) 3 in 1997. Because of this, City of Kyoto has been a leading city in Japan that has promoted actions for global warming and introduced various environmental initiatives. He pointed out that it was necessary to have international cooperation and collaboration among city governments to address such global environmental issues and that it was meaningful to hold this Mayors' Dialogue aiming at harmony between the environment and transport here in Kyoto to promote sustainable development.

Lastly a keynote speech was delivered by Mr. Loh Ah Tuan, Chairman of ASEAN Working Group on Environmentally Sustainable Cities (AWGESC). Mr. Loh introduced roles of the Working Group, its strategic framework, and synergetic linkages with this EST initiative, and explained the experiences of Singapore as a good example of a multisectoral approach to deal with EST issues. He concluded his remarks by emphasizing the importance and necessity of capacity development through sharing good practices and information as well as technology transfer through inter-city

channels.

The opening was followed by an introduction of the background and objectives of the meeting by Mr. Choudhury Rudra Charan Mohanty, Environment Programme Coordinator, UNCRD. He explained the concept behind EST in economic, social, environmental and international dimensions. He also showed why EST was essential in Asian cities and what the EST initiative had achieved so far. He concluded his presentation with the objectives of the Mayors' Dialogue: To identify cities' priorities and issues for international cooperation for the promotion of EST; to address city-specific policy issues concerning EST; and to adopt a Declaration to establish momentum for EST in Asian cities.

Then, Prof. Hironori Hamanaka, Chair of International Council for Local Environmental Initiatives (ICLEI) Japan Office and Chair of Board of Directors, IGES, explained local initiatives for EST in Asian cities. Prof. Hamanaka presented current EST policies in Asian cities, lesson learning on EST policies, international cooperation for EST and opportunities for maximizing benefits and overcoming challenges of local initiatives. He stressed the potential effectiveness and opportunities of knowledge transfer between cities in different economic development stages, even from cities in developing countries to cities in developed countries.

After the selection of chairpersons, eight (8) break-out sessions for presentation and discussion on city initiatives and achievements were held. On each day, four (4) break-out sessions were organized, which were followed by a plenary discussion.

Before the plenary discussion on day 1, presentations on "The UN Global Road Safety Week (Youth and Road Safety)," "Cooperation with Local Initiative for Replication of Successful Practices" and "EST from South Asian Perspective" were also made by Dr. Hisashi Ogawa, Regional Adviser (Environmental Health), World Health Organization (WHO), by Dr. Masakazu Ichimura, Chief, Environment and Sustainable Development Division, United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and Dr. A. A. Boaz, South Asia Co-operative Environment Programme (SACEP), respectively. The outlines of these three presentations are attached to this summary (See Annexes 1 to 3).

Break-out Session 1-a

The session was chaired by Mr. Dilip Rau, IAS, Administrator, Bruhat Bangalore Mahanagara Palike (BBMP), Bangalore and moderated by Mr. Narayan V. Iyer.

Representatives of cities of Korat, Thailand, Semarang, Indonesia and Sylhet, Bangladesh presented their initiatives and achievements.

Mr. Weerasak Tanchindaprahtheep, Deputy Mayor of City of Korat, presented situations characterised by increasing transport demand, inadequate infrastructure supply, congestions, accidents, noise and air pollution that citizens are currently facing now. Their policies are underpinned by balancing transport demand and supply based on the accepted institutional framework of society. They have adopted policies of transport demand management (TDM) and land-use and urban planning on the demand side, and traffic management, improvement of alternative modes, integrated multimode transport system and transport infrastructure development on the supply side. Road side air quality and traffic noise monitoring has been conducted, as well.

Mr. Sukawi Sutarip, Mayor of City of Semarang, Indonesia, shared their problems related to transportation, action plans taken and programmes planned, and showed successful outcomes such as commitment among stakeholders and good coordination, strengthened institutions and law enforcement, and regular monitoring as well as challenges such as conflicts of interests among stakeholders, low awareness, and limited human resources.

Mr. Noor Kazi Abdul, Chief Executive Officer, City of Sylhet, Bangladesh, expressed the problem of transport caused by high population density and shared their policies for EST such as introduction of compressed natural gas (CNG) buses with help of public entrepreneurs, introduction of traffic signals and public awareness building through seminars and workshops.

Three experts, Mr. Charles Melhuish, Prof. William H. K. Lam, and Dr. Simon Ka Wing Ng made their comments on the presentations. Major points included importance of institutional coordination, enforcement of laws and regulations, need for policies to encourage mass rapid transit (MRT)-oriented development and importance of participation and necessity to provide platforms and channels beyond dialogue. Discussion in the session addressed the following points: 1) Financing for transport infrastructure as the key to success; 2) Importance of political leadership as shown in the cases of Curitiba, Bogotá, Seoul and Quezon; and 3) Essential role of cooperation with the national government. In conclusion, it was pointed out that medium cities could share the same problems and continuous evaluation of their EST initiatives was recommended.

Break-out Session 1-b

The session was chaired by Mr. Bounchanh Sinthavong, Vice Mayor of Vientiane and moderated by Mr. Christopher Scott Weaver. Representatives of, Singapore and the Cities of Seoul, Republic of Korea and Kyoto, Japan presented their initiatives and achievements.

Mr. George Sun, Singapore, explained that Singapore experienced severe traffic congestion and unreliable bus services during the period of rapid economic growth. He introduced major policies historically adopted, including integrated state and city planning, TDM, promotion of public transport, planning of a new downtown that meets diverse needs, and air pollution control measures including greenhouse gases.

Mr. Yeong-Man Mok, City of Seoul, Korea, shared the success of their EST policies with other cities and experts. He presented an Exclusive Median Bus Lane policy and explained that the policy resulted in improved efficiency, safety, and environmental-friendliness of bus operations. He also presented a Weekly No Driving Day Program, in which car drivers are encouraged to voluntarily choose one day among weekdays as a no-driving day in exchange for modest public and private incentives, and explained that this programme produced benefits in the form of air pollution reduction, fuel costs savings, and traffic volume reductions.

Mr. Satoru Ishizaki, City of Kyoto, Japan, pointed out the issue of congestion at city centre and tourist spots, and discussed assessment results of various TDM policies for the realisation of a people-friendly city. The TDM policies that were proved to be effective included park-and-ride, one-way regulation, and strict control of on-street parking. He also presented a proposed plan for a new public transport system, light rapid transport (LRT) and the challenges for its introduction.

Three experts, Prof. Katsutoshi Ohta, Dr. Masahiko Hori and Mr. Cornelius Huizenga made their comments on presentations. Presenters, experts and other participants made discussions. Major points of discussions included: 1) The three cities, Singapore, Seoul and Kyoto each show examples of successful elements of the EST programme; 2) The experiences of these cities show that motorization can be managed with appropriate policies; 3) TDM and public transport are two important pillars of EST; 4) Vehicle and fuel standards, inspection, and maintenance are less emphasized in the three presentations, but also critical to successful EST; and 5) More discussion on GHG emissions reduction policies is needed.

Break-out Session 2-a

The session was chaired by Mr. Sok Leakhena, Vice Governor of Siam Reap Province and moderated by Prof. Yoshitsugu Hayashi. Representatives of the Cities of Vientian, Lao People's Democratic Republic (PDR), Surabaya, Indonesia and Suzhou, China presented their initiatives and achievements.

Mr. Bounchanh Sinthavong, Vice Mayor of the City of Vientiane, Lao PDR, pointed out their EST initiatives such as National Public Health Strategy 2020, National Initiatives for Urban Green Park, Urban Master Plan, land-use planning consultation with community, bus terminal expansion and so on. He also shared the Vision 2020 on bus rapid transport (BRT) in Vientian, the safety modernised river traffic system and the land-river management system.

Mr. Bambang Dwi Hartono, Mayor of City of Surabaya, Indonesia, outlined the achievements of their current polices and success factors for integration of land-use and transport planning, promotion of public transport, safety for pedestrians and cyclists, road-side air quality monitoring, phasing-out of leaded gasoline and introduction of alternative fuels. He stressed the highest priority on public transport with less pollution and improved safety.

Dr. Liu Qiang, Vice Director, City of Suzhou, China, presented current problems and policies as well as successes in better control of air pollution, noise and water quality. He also emphasized a future vision for sustainable transport and a clean environment in the face of challenges such as shortage of capacity of public transport, increase in urban population and number of automobiles.

Four experts, Mr. Karl Fjellstrom, Mr. Narayan V. Iyer, Mr. Christopher Scott Weaver and Dr. Marie Thynell made their comments on the presentations. Discussion in the session addressed the following points: 1) Fuel quality including emission standards vis-à-vis energy efficiency, 2) financing for EST, particularly roles of central, provincial, and city governments, 3) social aspects of public transport, 4) basic standards of public transport and 5) non-motorized transport (NMT).

Break-out Session 2-b

The session was chaired by Mr. Zudianto Herry, Mayor of the City Government of Yogyakarta and moderated by Mr. Charles Melhuish. Representatives of cities of Tianjin, China, Phnom Penh, Cambodia and Kuala Lumpur, Malaysia presented their initiatives and achievements.

Mr. Chen Zhifeng, Vice Mayor of the City of Tianjin, China, shared their polices such

as “Harmonious Transportation Environment programme,” encouraging public transportation, efficient use of land, clean fuels, Green Belt and reasonable use of the bicycles. He reported that the share of the public transportation had reached 40 per cent.

Mr. H. E. Mann Chhoeurn, Vice Governor of the City of Phnom Penh, Cambodia, explained the status of policies for EST and challenges. The policies presented included encouraging use of safety helmets, permanent check of driving licenses, increase in traffic lights, development of a Green Park, and so on. He also explained challenges that are common to many cities: insufficient traffic facilities, lack of safety education, lack of law enforcement, and increase of population and vehicles.

Mr. Mak See, Deputy Director, City of Kuala Lumpur, Malaysia, presented the current status of the integrated urban rail system: The system consisting of LRT, monorail and so on has been developed while the modal share of public transport decreased from 34.3 per cent to 19.7 per cent between 1985 and 1997, which resulted in a high demand for road infrastructure. He explained policies such as extension of rail based transportation, revamping of the bus services and constructing better pedestrian walkways. He also outlined the vision targeting a public-private transport modal split of 60:40 by the 2020.

Three experts, Dr. Hisashi Ogawa, Dr. Masahiko Hori, and Prof. A. T. M. Nurul Amin made their comments on presentations. Discussion in the session addressed the following points: 1) Need for efficient and effective institutions; 2) Importance of a multisectoral approach involving business and civil society stakeholders; 3) Greater use of public-private partnership (PPP); 4) Significant investment in roads compared to public transport; 5) TDM used sparingly (road pricing issues); 6) Financing urban transport as the key factor in most cities; and 7) Freight. Some recommendations suggested in the session included: 1) need for national and local governments’ coordination, 2) significance of leadership and commitments at local level and requirement of integrated land use, and 3) transport policies with better assessment and implementation.

Plenary Discussion 1

Plenary Discussion 1 was chaired by Mr. Bambang Dwi Hartono, Mayor of Surabaya, Indonesia. Reports from four sessions of 1-a, 1-b, 2-a and 2-b were made by Mr. Narayan V. Iyer, Mr. Christopher Scott Weaver, Prof. Yoshitsugu Hayashi and Mr. Charles Martin Melhuish, respectively. Main discussion points following the above

reports were as follows: 1) Integration of policies of transport and land use should receive more attention; 2) Public participation should be promoted further as reported; 3) Strong intervention by ministers at the national level is necessary to realize effective EST programmes in cities. Regional ministerial meetings would be beneficial to support such city-level coordination such as those presented at this Mayors' Dialogue; 4) More discussions are necessary on motorcycles in addition to four-wheel automobiles given the large number of motorcycles being utilized in many cities in the region. Motorcycles tend to be used as a substitute for public transport. Attention for automobiles is, however, considered rational, given their size and implications on congestion issues; and 5) Much stronger incentives must be implemented to encourage a switch from private transport to public transport.

Break-out Session 3-a

The session was chaired by Mr. Sukawi Sutarip, Mayor of Semarang City and moderated by Prof. William H.K. Lam. Representatives of the Cities of Bangalore, India, and Yogyakarta, Indonesia presented their initiatives and achievements.

Mr. Upendra Tripathy, Managing Director of Bangalore Metropolitan Transport Corporation (BMTTC), India, presented their transportation policies, which had resulted in dramatic improvement in the corporation's financial performances since 1997. These policies included infrastructure development such as construction of park-and-ride facilities and new depots, enhancement of services such as addition of new lines and new non-stop services, and extensive use of information technology (IT) including E-ticketing and on-line vehicle tracking. He also emphasized that BMTTC is sustainable transportation: all depots have emission testing facilities, all vehicles are subject to regular emission tests, vehicles use fuel containing ultra low sulfur and bio-fuel is used on a pilot basis.

Mr. Zudianto Herry, Mayor of Yogyakarta, Indonesia, expressed that urban congestion and air pollution are two major concerns of the city, and explained that health costs due to PM10 and lead is estimated 21 per cent of Yogyakarta's GDP. He illustrated several examples of traffic control policies such as re-routing and relocation of town centres, which contributed to mitigation of urban congestion and air pollution. He also explained challenges in implementing these policies, including resistance from some of the local stakeholders (e.g., street vendors, rickshaws, and pedestrians).

Four experts, Mr. Charles Martin Melhuish, Mr. Christopher Scott Weaver, Mr. Karl Fjellstrom, and Prof. Yoshitsugu Hayashi made their comments on presentations.

Comments from the experts and other participants included: 1) In order to reduce the negative effects of urban congestion on the speed of buses, introduction of exclusive lanes are proposed; 2) Financing the costs of infrastructure development is an issue, and external funding has sometimes been sought; 3) Geographical positioning system (GPS) is an effective way to improve bus operations and safety without incurring significant costs; 4) It is important to take advantage of recent developments in IT to modernize bus operations; 5) Compared to direct regulations, use of economic incentives may sometimes be more effective (e.g., differential gasoline taxes can be introduced to encourage the use of unleaded gasoline); 6) It is important to select the priority areas for urban development together with public transport improvement; 7) Transport demand management is a key for EST; 8) Stakeholder consultations are an integral part of development of urban transportation systems; and 9) Non-motorized transport (e.g., rickshaw and pedestrian routes) should be maintained and promoted for cultural and other reasons in accordance with characteristics of individual cities.

Break-out Session 3-b

The session was chaired by Mr. Mihir Kumar Mohanty, Mayor of Bhubaneswar Municipal Corporation and moderated by Mr. Cornelius Huizenga. Representatives of cities of Kuching, Malaysia and Matale, Sri Lanka presented their initiatives and achievements.

Mr. Chong Ted Tsiung, Mayor of the City of Kuching, Malaysia, shared experiences on policies promoting EST and presented ideas of economic and social benefits of EST policies as well as environmental benefits. Current policies presented were decentralized development around central business district (CBD), concept of Kuching Healthy City, public transport exchange stations, pedestrian's street, road safety campaign, ramps, black smoke and noise control, and consolidation of public transport.

Mr. Rohana Kumara Dissanayake, Minister of Urban Development, Sri Lanka, presented current policies and situations such as 1) easing traffic congestion by the construction of a bypass highway and expansion of the city streets; 2) tree-planting in public parks and along streets; 3) a new programme for garbage collection, construction of recycling plants, which needs foreign assistance; and 4) a new programme entitled "Gama Neguma (Building the Village)" paying special attention to the road infrastructure.

Four experts, Dr. Marie Thynell, Prof. A. T. M. Nurul Amin, Dr. Simon Ka Wing Ng, and Dr. Joon-ho Ko commented on the above presentations. Discussion in the session

addressed the following points: 1) In terms of vision, how do we know what the people really want? Are experts projecting our views on stakeholders? 2) Technocratic approach to EST often involves blaming the people and the political leaders for lack of insight; 3) Where is the private sector such as car/motor cycle manufacturers in the EST forum? 4) Public transport needs to be accompanied by restraint of car use; 5) Hong Kong experience on decentralization shows new townships resulting in additional travel to the old city centre; and 6) EST can be health-driven, but air quality data is needed to do it properly. Several issues raised in the session included: 1) How to break the pattern of modal evolution of transport – pedestrian – cyclist – motor cycle – individual car, which erodes support for public transport? 2) Good balance needed between bottom-up planning and projecting a long-term vision; 3) urban structure analysis required in designing the public transportation system; and 4) Importance of promoting EST in a more attractive manner.

Break-out Session 4-a

The session was chaired by Mr. Chong Ted Tsiung, Mayor of Council for the City of Kuching South and moderated by Prof. A. T. M. Nurul Amin. Representatives of cities of Siem Reap, Cambodia, Luang Prabang, Lao PDR and Bhubaneswar, India, presented their initiatives and achievements.

Mr. Sok Leakhena, Vice Governor of City of Siem Reap, Cambodia, shared the current transport-related environment status such as increasing population due to the boom of tourism and insufficient traffic facilities to cope with them. He also explained the policies they have adopted: 1) Principle to finance building facilities: 50 per cent from central government and 50 per cent from residential beneficiaries; 2) Emission standard-setting; 3) Measures for improving road safety and maintenance; and 4) use of battery cars in Angkor Temple areas.

Mr. Bounheuang Douangphachanh, Governor of City of Luang Prabang, Lao PDR introduced problems associated with transport of the city, such as 1) large number of tourists and its rapid expansion, which resulted in rapid increase of tourist service facilities; 2) congestion, accident, noise and air pollution in the centre; 3) the traffic light system yet utilized; and 4) increasing number of motorcycles. He also expressed benefits of EST policy in terms of support from the United Nations Educational, Scientific and Cultural Organization (UNESCO), because the city has been designated as a World Heritage Site. The national policy is to prioritize conservation and development of Luang Prabang Province to be the centre of tourism-service and land

link. EST policies are consistent to realize these global and national initiatives for conservation and development.

Mr. Mihir Kumar Mohanty, Mayor of City of Bhubaneswar, India presented the current initiative to address various aspects of improving the transport system. This included street design, TDM, mass rapid transit (MRT) and bus rapid transit (BRT), and non-motorized intervention such as fees and taxes. He stressed the role of City Mayors' Association Orissa (CMAO) organized by cities in Orissa province that includes City of Bhubaneswar regarding the effective information collection, and compilation and sharing on EST policies and implementation.

Two experts, Mr. Narayan V. Iyer and Mr. Christopher Scott Weaver commented on the above presentations. Discussion in the session addressed the following points: 1) All three cities are culturally rich; two are already declared as a World Heritage Sites; 2) Huge attraction for tourists creates pressure on services but it also provides opportunity for revenue-generation; 3) Given the size of the Siem Reap and Luang Prabang, pedestrian and bicycle ways can be a major transportation mode; 4) Given that three-wheelers are an important part of existing transportation mode, policy should be to make them environmentally acceptable; 5) It is important to adopt strict emission standards before the situation gets worse. Leap-frogging is the idea here; and 6) Battery/electrical vehicles can be considered. Several recommendations made in the session included: 1) Tourists have to be taken into account in promoting EST in all these three cities; 2) Cleaner and more efficient utilization of three-wheel vehicles such as Tuk-Tuk is important for EST in small size cities; 3) Improvement of pedestrian paths should be an important element of EST; 4) Adopt strict emission standards before the situation gets serious as mentioned above; 5) Rich cultural heritage should be used to promote EST, particularly by raising residents' awareness and spirituality; and 6) Incremental approach is considered important for promoting EST in cities in developing countries to appropriately deal with issues related to the informal sector.

Break-out Session 4-b

The session was chaired by Mr. Mann Chhoeurn, Vice Governor of Phnom Penh Municipality and moderated by Dr. Marie Thynell. Representatives of cities of Quezon, Philippines, Nagoya, Japan, and Ulaanbaatar, Mongolia presented their initiatives and achievements.

Ms. Armi D. Francisco, Senior Specialist of City of Quezon, Philippines, introduced basic consideration for EST, followed by presentation of several strengths and potentials

of the city such as institutionalization of environmental management, strong enforcement of anti-pollution laws and largest network of interconnecting roads.

Mr. Masashi Kato, Director General of Environmental Affairs Bureau, City of Nagoya, Japan, shared the current policies and achievements for EST in detail. He explained the city's EST policies, which are composed of: 1) outer beltway circle as well as park-and-ride for the outer loop; 2) regulations on illegal parking as well as transit malls for the central area; 3) compact city for urban area; and 4) improvement of public transport as well as changing lifestyles as a whole. He emphasized that Nagoya was seeking to become an environmental capital.

Mr. Tsogt Batbayar, Governor of the City of Ulaanbaatar, Mongolia, presented their current policies for EST such as the general plan to upgrade public transport, equipment for public transport organizations, low toxic devices, vehicle taxation, improvement of accessibility, road network extensions and road improvements, proper land-use management, and transport needs management, while he showed future directions in various areas of EST where they face challenges to be overcome.

Four experts, Prof. Yoshitsugu Hayashi, Mr. Cornelius Huizenga, Prof. William H. K. Lam, and Prof. Katsutoshi Ohta made comments on the above presentations. Discussion in the session addressed the following points: 1) Role of different levels of governments should be made clear for institutionalization of environmental management; 2) Data is powerful to convince policymakers and update of data is important; 3) Integration of land use and transport is emphasized; and 4) Three cities are in different stages of motorization and strategies should be different from stage to stage.

Plenary Discussion 2 ordinance

Plenary Discussion 2 was chaired by H. E. Rohana Dissanayake, Minister of Urban Development, Government of Sri Lanka. Reports from four sessions of 3-a, 3-b, 4-a and 4-b were made by Prof. William H. K. Lam, Prof. A. T. M. Nurul Amin, Mr. Cornelius Huizenga, and Dr. Marie Thynell, respectively. Main discussion points following the above reports were as follows: 1) Private sector involvement in EST forum is positive and productive; 2) Health issues are rarely addressed in the forum, but it is important. Translation of public health data into policy programmes such as economic cost estimation should be carefully done. We should ask what is the basic data needed to move forward missions and visions; and 3) Public transport is not increasing business when we analyse the evolution of person kilometre travel (PKT) vis-à-vis economic growth, i.e., gross domestic product (GDP) per capita in various

region in the world from 1950 to 2000. In developing countries, however, vehicles are capital resources. It is not an issue of optimal utilization of limited resources.

Kyoto Declaration on the Promotion of EST in Asian Cities

Taking all of the above issues presented and discussed in break-out sessions and plenary sessions into consideration, the *Kyoto Declaration* on the promotion of EST in Asia cities was discussed, chaired by Mr. Kazunobu Onogawa, Director, UNCRD. After a series of discussions among participants the Declaration was partially amended, adopted and signed by representatives of twenty-two (22) cities attending the meeting. The Declaration expressed the major points as follows:

- Resolution to demonstrate leadership and ownership in promoting EST and setting the vision in Asian cities;
- Commitment to implementing integrated policies, strategies and programmes addressing key elements of EST;
- Dedication to addressing specific priorities that have often been less emphasized;
- Dedication to specifically address the adverse impact of the growing number of motorcycles in most Asian cities;
- Ensuring sustainable financing and equitable pricing structures for implementing EST;
- Resolution to active collaboration and cooperation through the Regional EST Forum;
- Appeal to the international and donor community to support the implementation of city-based actions and programmes concerning EST;
- 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
- Exploration of opportunities for organizing similar policy dialogues on a regular basis

Closing Session

As an outcome of the dialogue, the *Kyoto Declaration* was adopted and signed by the city mayors and senior government representatives towards further promotion of EST through city-level action plans and programmes. Mr. Mihir Kumar Mohanty, Mayor of Bhubaneswar Municipal Corporation (BMC) in Orissa, India, delivered the closing remarks as a representative of the Mayors saying “We need to build cities livable with people-friendly transport system and the adoption of the *Kyoto Declaration* by Asian Mayors was an historic moment for the Asian EST Initiative”. He further stressed the significance of this meeting, thanking organizers and co-organizers as well as all participants who attended the meeting.

Following Mr. Mohanty, Prof. A. T. M. Nurul Amin, on behalf of all the Members of the Expert Group of the Regional EST Forum, delivered the closing speech, stating that EST is one of the central issues in achieving sustainable development and city-level bottom-up approach that addressed and discussed in the Mayors’ Dialogue would contribute to EST in complementing the top-down approach.

Then, Mr. Loh Ah Tuan, Chairman of AWGESC, mentioned environment management initiatives by ASEAN which is in line with the efforts shown in the Mayors’ Dialogue and thanked in particular City of Kyoto and the Ministry of the Environment, Japan, for hosting this meeting in Kyoto. Lastly, Mr. Onogawa, Director, UNCRD, delivered some closing remarks, expressing his appreciation for active participation from all participants and special thanks to all participating Mayors and all supporting staffs who contributed to the successful meeting.

The UN Global Road Safety Week (Youth and road safety) (outline)

Dr. Hisashi Ogawa, Regional Adviser (Environmental Health), World Health Organization (WHO)

- 1 Road traffic injuries under 25s
- 2 Why are young people at risk?
 - 2.1 Sharing road space
 - 2.2 Development and inexperience
- 3 What can be done?
 - 3.1 Interventions that make roads safer for young road users
 - 3.2 Addressing some of the principal risk factors: Helmets, alcohol, seat-belts, child restraints, and conspicuity
 - 3.3 Emergency medical services
- 4 First UN Global Road Safety Week: 23-29 April 2007

Cooperation with local initiative for replication of successful practices (outline)

Dr. Masakazu Ichimura, Chief, Environment and Sustainable Development Division,
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

- 1 What is ESCAP?
- 2 UNESCAP assessment on urban environment
- 3 “Green Growth” approach to urban issues
- 4 How ESCAP cooperation with cities?
 - 4.1 Green Growth policy advocacy
 - 4.2 Kitakyushu Initiative – an instrument for facilitating city-to-city cooperation
- 5 Call for participation

EST from South Asian perspective (outline)

Dr. Arvind A. Boaz, Director General, South Asia Co-operative Environment Programme (SACEP)

- 1 Transport related issues in South Asia
- 2 Some examples on unsustainable transport in South Asia
- 3 Major initiatives taken by South Asian countries: India, Bhutan, Bangladesh, Nepal, Sri Lanka, Maldives, Pakistan
- 4 Regional initiatives
- 5 Efforts by donors
- 6 Experiences and lessons from community initiatives
- 7 Suggestions
 - 7.1 Needs for EST systems in South Asia
 - 7.2 Optimising regional initiatives
 - 7.3 Elements of cooperation