

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 inter-governmental 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 realising the Millennium Development Goals (MDG) set by the United Nations, through improving access to education, employment opportunities and healthcare,

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 motorisation,

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,

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

a. Public health

- *Promoting integrated transport policies that mitigate the negative human health impacts of motorised transport*
- *Recognising 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*

b. 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-motorised 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 revitalisation through mixed-use development, favouring concentrated development around public transport nodes*

c. Environment and people friendly urban transport infrastructures

- *Providing affordable and socially acceptable transport infrastructure and facilities in urban areas*
- *Recognising that overprovision of infrastructure can induce additional travel by private motorised 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*

d. 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 motorised 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*
- *Recognising Bus Rapid Transit (BRT) as a low-cost mass transit option which can be implemented quickly to meet the growing demand for mobility*
- *Recognising Mass Rapid Transit (MRT) as a mass transit option which can be implemented to meet the growing demand for mobility, where appropriate*

e. Non-motorised transport (NMT)

- *Acknowledging the dependence of all-income groups on non-motorised transport and its importance as an environmentally sustainable mode of transport*
- *Aiming to maintain or enhance the existing role of non-motorised 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-motorised transport*

f. 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*
- *Recognising that public transport have 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*

g. Road safety and maintenance

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

h. 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 standardised methodologies for ambient air quality monitoring*

i. 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-motorised modes and high-quality public transport*

j. 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*

k. 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 programs 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*

1. 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 practise 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 organisations, bi-lateral organisations, non-governmental organisations and civil society, academic institutions, foundations, private enterprises, and others, in developing and promoting a decentralised cooperation network to contribute to activities undertaken in support of the Forum such as knowledge management, capacity building and the formulation on integrated action plans;
4. request UNCRD to cooperate with other related organisations 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 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 utilising the Global Environment Facility (GEF), the Clean Development Mechanism (CDM), and financing from the bi-lateral and international organizations to implement EST measures.