

ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST)

The rapid urban population growth in many cities has strained existing public transit networks and made walking and cycling increasingly difficult, prompting many to acquire and use personal motorized vehicles for their daily transport needs. While urban population has expanded dramatically across the developing world, motorization has exploded, which has led to increasing traffic congestion, decreasing road safety, and increasing emissions of air pollution and greenhouse gasses. Current trends in Asia show that cars and motorcycles are increasingly becoming dominant in nearly every city of the region and by the year 2045, there will be more motorized vehicles in Asia than there will be in Europe and North America. The advance of motorisation in many large cities in the developing countries of Asia is creating traffic congestion and air pollution that are growing more serious year-by-year. The problems are so bad that they are affecting economic and social functions, and the people face an urgent need to improve their urban transportation systems. Large cities in South Asia have their own unique transport problems but there are not many guided transit systems, and even when they do exist, they are not used to their fullest extent for urban transportation.

However, Environmentally Sustainable Transport offers an alternative to uncontrolled motorization and its related problems and represents a collection of best practice measures that can help to transform transport and the very urban structure of cities towards a more sustainable model.

Co-operation between SACEP & UNCRD

With an aims to provide a strategic/ knowledge platform for sharing experiences and disseminating among Asian Countries best practices, policy instruments, tools, technologies, in relation to various aspects of EST, the UNCRD in close co-operation with the Ministry of Environment, Government of Japan has launched an initiative to promote environmentally sustainable transport (EST) in Asia, by carrying out range of activities. Based on the above, UNCRD and SACEP propose working together to promote Environmentally Sustainable

Transport (EST) in Asia and further signed a MOU between the two organizations (Annex I).

Under this MoU, SACEP was able to ensure the participation of representatives from the Ministry of Environment, Ministry of Transport and Ministry of Urban Development its member countries at the 3rd Regional Environmentally Sustainable Transport (EST) Forum held on 17-19 March 2008 in Singapore. Two Ministers, Minister of Urban Development, Government of Sri Lanka and Minister of Transport and Communication, Government of Maldives also attended the forum. This is the 1st time that the South Asian countries (Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, and Sri Lanka) participated in the Asia EST forum. In order to facilitate this event UNCRD, Ministry of the Environment, Japan and SACEP released a Joint press release on 1st of November 2007.

At the meeting, it was decided to include the SACEP member countries in all future activities of the EST forum and in the session on the way forward for 2008 – 2009, chaired by Dr. A.A. Boaz, DG, SACEP was decided to;

- a) Hold in-country EST training workshops in 1- 2 SACEP member countries
- b) Develop national EST strategy and action plans
- c) Promote EST in South Asia with help of UNCRD and Government of Japan

Further three South Asian countries, Sri Lanka, Bangladesh and Afghanistan adopted the Aichi Statement for the promotion of EST in their countries (Annex 11). The Governing council is kindly requested to extend their full support for the Extended Aichi Statement and to ensure that all countries of the South Asia region participate in all future activities undertaken by SACEP and UNCRD.

**MEMORANDUM OF UNDERSTANDING
BETWEEN
UNITED NATIONS CENTRE FOR REGIONAL DEVELOPMENT (UNCRD)
AND
THE SOUTH ASIA COOPERATIVE ENVIRONMENT PROGRAMME
(SACEP)**



*United Nations
Centre for Regional Development
(UNCRD)*



*South Asia Cooperative Environment Programme
(SACEP)*

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MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (herein after referred to as the Memorandum) is concluded between the:

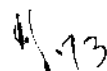
United Nations Centre for Regional Development (UNCRD)
Nagono 1-47-1, Nakamura-ku
Nagoya, 450-0001,
Japan.

&

South Asia Co-operative Environment Programme
#10, Anderson Road, Colombo 05,
Sri Lanka

1. **The United Nations Centre for Regional Development**, hereinafter referred to as UNCRD, was created by an agreement between the United Nation and the Government of Japan and was established in 1971 as a United Nations organization promoting regional development in developing and transitional economies in Asia-Pacific, Africa, and Latin America. The Centre targets its programmes towards socially and environmentally sustainable development, focusing on the three key components of Human Security, Environment, and Disaster Management. The Centre in close cooperation with United Nations Department of Economic and Social Affairs (UN/DESA) - (a) serves as a training and research centre in regional development and planning and related fields for developing countries which may wish to avail themselves of its services, (b) provides advisory services in regional development and planning and related fields at the request of developing countries, (c) assists developing countries in promoting the exchange of data on research, practical experience, teaching and other relevant subjects in regional development and planning and related field, and (d) assists and cooperates with other organizations, national or international, concerned with regional development and planning and related fields."
2. **South Asia Co-operative Environment Programme**, hereinafter referred to as SACEP, is an inter-governmental organization, established in 1982 by the governments of South Asia to promote and support protection, management and enhancement of the environment in the region. SACEP, as in the programme objectives, focuses to achieve a regional strategy to assist, enable and facilitate the South Asian countries to address the waste management related issues. SACEP seeks to work in areas where regional cooperation and collective action can add value to member countries and produce better outcomes.

UNCRD, in close co-operation with the Ministry of Environment Government of Japan has launched an initiative to promote environmentally sustainable transport (EST) in Asia, by



carrying out range of activities and based on the above UNCRD and SACEP propose working together to promote Environmentally Sustainable Transport (EST) in South Asia


3. Under the Memorandum , it is agreed that the both parties should;

Under Long Term Cooperation:

- Exchange of information, representation and consultation
 1. The two organizations shall, as needed, exchange information and document concerning matters of joint interest;
 2. Each organization should invite the other to attend as an observer, in accordance with its existing procedures and practices, any relevant conferences and meetings of joint interest; and
 3. Wherever desirable and useful, the parties shall hold consultations on matters of joint interest and on topics relating to their collaboration;

- Cooperation arrangement
 1. Within the framework of their respective activities, both parties may agree to design and implement joint cooperation projects, which may take the form of technical meetings, public seminars, thematic projects and support actions aimed at particular region or countries;
 2. Such projects shall be designed and implemented in accordance with specific arrangements to be determined jointly by the relevant organizations of both the parties, setting the practical, technical and financial conditions for the participation of the parties, whose availability shall be duly ensured; and
 3. The Director of UNCRD and the Director General of SACEP shall adopt appropriate administrative measures to ensure effective cooperation and liaison between the Secretariats of both parties.

- Publications
 1. Both parties should recognize the desirability of cooperation with regard to exchange of relevant publications and proceedings with a view to promoting optimum use thereof in the context of the work of the other party.

 5/3/08



Under short Term Cooperation:

The United Nations Centre for Regional Development (UNCRD), National Environment Agency (NEA) of the Ministry of the Environment and Water Resources of Singapore, Land Transport Authority (LTA) of the Ministry of Transport of Singapore, and the Ministry of the Environment - Government of Japan, will be hosting the **Third Regional Environmentally Sustainable Transport (EST) Forum on 17-19 March 2008 in Singapore**. The regional EST forum aims to provide a strategic/ knowledge platform for sharing experiences and disseminating among Asian Countries best practices, policy instruments, tools, technologies, in relation to various aspects of EST. The primary objectives of the Regional EST Forum are to –

- Facilitate policy dialogues organized on a periodical basis and further exchange of opinions, ideas and information on best practices among participating countries on environment and transport related issues in the Asian region;
- Facilitate and provide necessary advisory support for the formulation of national strategies and action plans on environmentally sustainable transport for selected countries; and
- Help establish linkages with other on going regional and international activities/ initiatives in promoting environmentally sustainable transport.

With an objective to further strengthen and expand the above scope and coverage, the 3rd Regional EST Forum is expected to have for the first time the participation of South Asian Countries under the financial support of UNCRD, and UNCRD and SACEP will jointly work to move this initiative forward in the South Asian Region.

And in this regard it is agreed that two organizations have agreed to pursue the following tasks

UNCRD

- Prepare the joint press release;
- Prepare and disseminate the joint invitation letters to the South Asian countries (Both Ministry of Environment & Ministry of Transport);
- Coordinate with SACEP for the smooth participation of the South Asian Countries and subsequent follow-up activities; and
- Facilitate policy dialogues on a periodical basis and further exchange of opinions ideas and information on best practices on various aspects of EST.

SACEP

- Act as a nodal agency for facilitating the required inter-governmental support for the UNCRD initiative on the promotion of EST in Asia, in particular South Asia;



- Release and disseminate the “joint Press Release” and proceedings of the EST Forum on the SACEP web site;
 - Follow up with SACEP’s National Focal Points requesting them to send the nominations and facilitate participation in the Forum; and
 - Follow-up to facilitate sharing of experiences and disseminating EST knowledge amongst member countries and help facilitation of policy dialogues on a periodical basis.
4. All day-to-day correspondences regarding this Memorandum between the UNCRD and SACEP should be addressed to:

At UNCRD:

Choudhury Rudra Charan Mohanty,
Coordinator of Environment Unit,
United Nations Centre for Regional Development (UNCRD)
Nagoo 1-47-1, Nakamura-ku
Nagoya, 450-0001,
Japan.

At SACEP:

Ms. Priyankari Alexander,
Programme Officer,
South Asia Co-operative Environment Programme (SACEP)
#10, Anderson Road, Colombo 05,
Sri Lanka

5. Entry into force, amendments and duration of this memorandum of Understanding
1. This memorandum of understanding shall enter into force upon the signature by the duly authorized representatives of both parties.
 2. This memorandum of Understanding may be amended by mutual agreement of both the parties.
 3. This memorandum of understanding may be terminated by either party provided that 3 (three) Month’s notice is given to the other party. Termination of this Memorandum of Understanding by either party shall in no way affect previous obligations.



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IN WITNESS WHEREOF, the undersigned have signed of this memorandum of understanding in four original, authentic copies in English.

Signed on behalf of

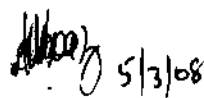
*United Nations Centre for Regional
Development
(UNCRD)*



Mr. Kazunobu Onogawa
Director
Date:

Signed on behalf of

*South Asia Cooperative
Environment Programme
(SACEP)*



Dr. Arvind Anil Boaz
Director General
Date:



AICHI STATEMENT (EXTENDED) ~ 2008

The eight South Asian Countries (Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, and Sri Lanka), having met in Jaipur, Rajasthan, India from 20-22 May 2008, for the 10th SACEP Governing Council Meeting,

Recognizing the full support of the countries, including the South Asian countries, participated in the 3rd Regional EST Forum held in Singapore on 17-19 March 2008, for the Aichi Statement originally adopted by the fourteen countries (ASEAN, China, Japan, Republic of Korea and Mongolia) in the First Regional EST Forum held in Nagoya City of Aichi Prefecture in Japan on 1-2 August 2005,

Unanimously endorsed the key elements of environmentally sustainable transport (EST) together with the recommendations contained in the Aichi Statement (2005), below, towards the promotion of EST in Asia.

Aichi Statement (2005)

~ 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:

a. 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*

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-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*

c. 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*

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 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*

e. 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*

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*
- *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*

g. 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*

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 standardized 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-motorized 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 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*

l. 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 on 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.