# Implementation of Aichi 2030 Declaration in Asia (2021-2030) - Role of Bus System & Stakeholders

## Busworld Turkey

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UNCRD

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# TRANSPORT IN ASIA - SDGS

- **SDG 3.6: Road safety**: over 800,000 people die annually because of fatal road crashes
- **SDG 3.9: Air Pollution**: over 250,000 people die prematurely due to transport related air pollution
- **SDG 9.1: Rural Access**: 630 million people do not live within 2 km of an all weather road
- **SDG 11.2: Urban Access**: 480 million urban dwellers do not have access to good public transport
- **SDG 13.2: Climate Change**: transport related CO2 emissions are fastest growing of all sectors

# Apart from growing motorization, air pollution, GHG emission and traffic accidents, climate and disaster resilience has not been an integral part of transport policy, planning and infrastructure development …

**Asian countries and cities are highly vulnerable to natural disasters while there is rise in frequency and magnitude of natural disasters (flood, earthquake, cyclones, landslides, etc.) across the world;**

- majority of developing countries and cities have NOT considered disaster and climate resilience as well as health emergencies like COVID-19 pandemic as an integral part of their policy and planning for the development of transport infrastructures and services, including bus system
- urban/transport infrastructures in Asia are vulnerable to effects of climate change and natural disasters, and these vulnerabilities should be addressed in the design, construction, and geometry of roads, and other transport infrastructure
- Transport system and services should take into account the health emergencies like COVID-19 pandemic through provision of adequate preventive measures such as – social distancing, sanitizing, ventilation, etc.
- most of the Asian developing countries and cities lack state-of- the art early warning systems, strong enforcement of building codes, land-use planning, people-and environment-friendly transport system, and climate and disaster resilient transport infrastructure and services
- limited accessibility and transport facility; and
- lack of rural-urban connectivity

Earthquake in Nepal April 2015

Earthquake in Nepal April 2015

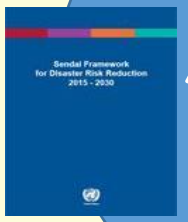
Flood in Kashmir on 29 March, 2015

Landslide in China 25 June 2015

New Urban Agenda 2016

Paris Agreement 2015

Sendai Frame for Disaster Risk Reduction 2015




# 2030 Agenda for Sustainable Development / SDGs

Addis Ababa Action Agenda 2015

Nairobi Mandate 2016

# ASIAN EST INITIATIVE

Environmentally Sustainable Transport

UNCRD

Ministry of the Environment Japan

**Aichi Statement** (defining core EST areas)

**Kyoto Declaration** (endorsed first by 22, now 73 Asian Cities/Mayors with addendum by 2019)

**Seoul Statement** (climate change)

**Bangkok 2020 Declaration** (20 goals)

**Bali Declaration on Vision Three Zeros** (Zero Congestion, Zero Pollution, Zero Accidents)

**Colombo Declaration** for Next Generation Low-carbon Transport Solutions in Asia

**Vientiane Decleration on Sustainable Rural Transport** (2017)

**Moving Towards 2030: Successor of Bangkok 2020 Declaration**

EST 1 2005 | EST 2 2006 | Mayors 2007 | EST 3 2008 | EST 4 2009 | EST 5 2010 | EST 6 2011 | EST 7 2013 | EST 8 2014 | EST 9 2015 | EST 10 2017 | EST 11 2018 | EST 12 2019

EST 13 2020 (online) | EST 14 2021 (Aichi)

**Aichi 2030 Declaration**

**Hanoi Declaration on Smart City**

**Formulation of National EST Strategies** (Philippines, Viet Nam, Cambodia, Lao PDR, Indonesia, Nepal)

**Development Banks start shifting funding to Sustainable Transport**

**Awareness Raising on Sustainability Transport in Asia**

**Avoid** trips

**Shift** to most efficient mode

**Improve** efficiency

**SDGs**

**Greater focus on sustainable transport, low carbon solutions for livable society in Asia in line with SDGs and Paris Climate Agreement.**

# AICHI 2030 DECLARATION (2021-2030)
## ADOPTED BY THE MEMBER COUNTRIES ON 20 OCT 2021 AT THE 14TH REGIONAL EST FORUM IN ASIA

- Goal 1 - Environment sustainability
- Goal 2 – Road safety
- Goal 3 - Economic sustainability
- Goal 4 - Rural access
- Goal 5 - Urban access
- Goal 6 - National access and connec

# AICHI 2030 DECLARATION (2021-2030) FOR ACHIEVING UNIVERSALLY ACCESSIBLE, SAFE, AFFORDABLE, EFFICIENT, RESILIENT, CLEAN AND LOW-CARBON PASSENGER & FREIGHT TRANSPORT IN ASIA

- **Goal 1 - Environment sustainability - By 2030, improve the environmental sustainability of transport in Asia**
  - 1a: low carbon (climate change mitigation) - move towards decarbonization - aligned with SDG 7.2, SDG 9.1, SDG 13.2, Paris Agreement
  - 1b: enhance resilience – aligned with SDG 13, Paris Agreement, the Sendai Framework for Disaster Risk Reduction (2015-2030)
  - 1c: minimize air pollution – aligned with SDG 3.9, SDG 11.6
- **Goal 2 – Road safety - By 2030, halve the number of deaths & injuries from road traffic accidents in Asia compared to 2020 –** aligned with SDG 3.6, Second UN Decade of Action on Road Safety 2021 – 2030, Stockholm Declaration on Road Safety.
- **Goal 3 - Economic sustainability - By 2030, realize sustainable economic & employment growth by leveraging science, technology & innovation & green investments in quality passenger & freight transport infrastructure & services in a manner that fully incorporates environmental & social impacts throughout the lifecycle of the transport infrastructure & services –** aligned with SDG 8.4, SDG 9.1, 12.1 and 12.c.
- **Goal 4 - Rural access - By 2030, realize accessible, inclusive, safe, affordable, & resilient rural transport infrastructure and services, facilitating improved access to markets, basic utilities & services including health & education by the farming community, & other rural population including physically disabled & vulnerable groups –** aligned with SDG 2 and SDG 9.1
- **Goal 5 - Urban access - By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services –** aligned with SDG 11.2 and SDG 11.7
- **Goal 6 - National access and connectivity - By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services –** aligned with SDG 9.1

# IMPLEMENTATION 2030 DECLARATION: -- AVOID, SHIFT, IMPROVE + CROSS CUTTING STRATEGIES + ---- SUPPORT OF BILATERAL/MULTILATERAL DONORS + OTHERS

**Avoid:**

1. Land-use, logistics and transport planning
2. Mixed-use development, TOD
3. ICT

**Shift:**

4. Rail and Inland Water Transport
5. Public Transport
6. Walking and Cycling
7. Transport Demand Management

**Improve:**

8. Infrastructure for low carbon mobility
9. Standards for fuel quality, efficiency and emissions
10. Vehicle Inspection and Maintenance
11. ITS
12. Improved Freight Efficiency
13. Improve Road Safety

**Cross Cutting:**

14. Adequately funded institutions and institutional arrangement
15. Funding and financing arrangements
16. Life cycle approach for transport infra and services
17. Short, medium and long term targets for lower and later zero emission
18. Remove fuel subsidies, introduce financing mechanisms
19. Social and gender inclusiveness
20. Informal transport/ IPT
21. Road safety measures
22. Resilient strategy
23. Contribution of sustainable transport to better health and preparedness
24. Air quality and noise standards
25. Information and awareness raising campaigns on sustainable transport

Support of bilateral and multilateral donor organizations

# IMPLEMENTATION 2030 DECLARATION: COMMUNITIES OF INTEREST

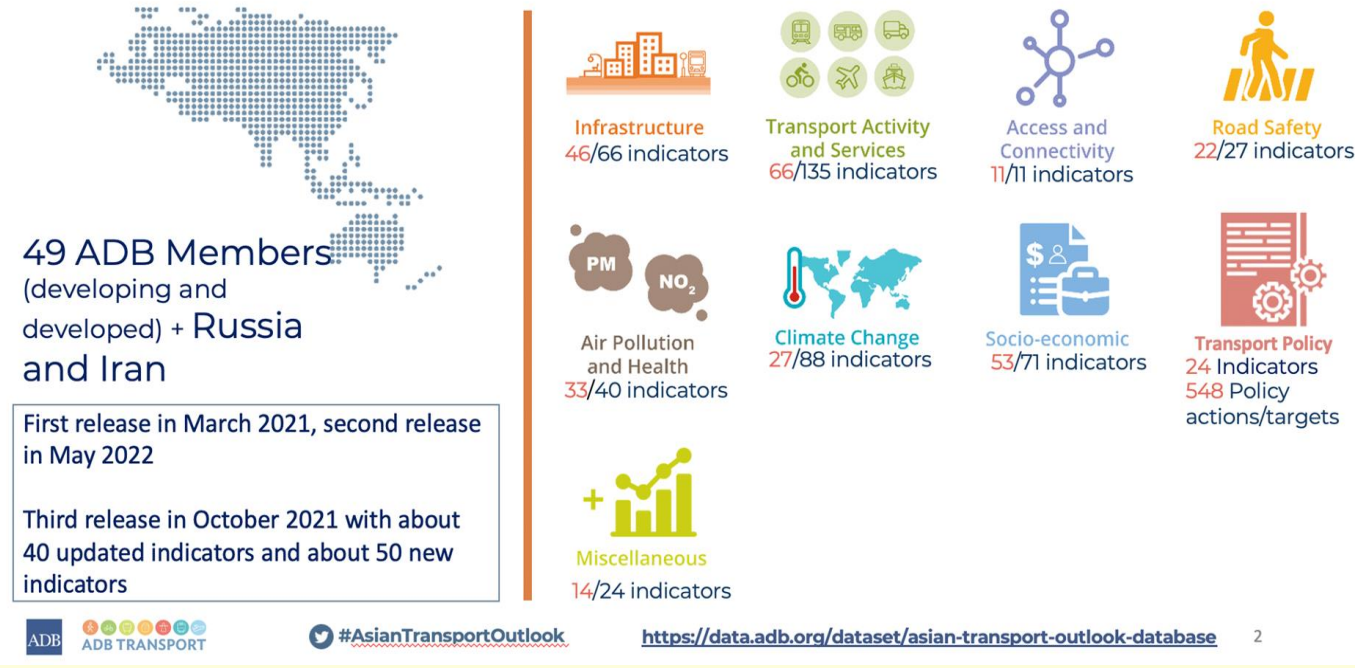
- Communities of interest, around the goals of the new 2030 Declaration consisting of EST supporting organizations **and interested EST countries**
- Roles of CoIs:
  a) share knowledge and create best practice examples,
  b) developing and implementing capacity building programs,
  c) where relevant develop and implement pilot programs and projects,
  d) reach out to the multilateral and bilateral development community to assist them in aligning development assistance to the transport sector in Asia increasingly with the objectives of the 2030 Declaration.
- Facilitated by EST Secretariat and coordinated with **Roll-out of CoI's to be done in a gradual manner**
- Asian Transport Outlook (ATO), coordinated by ADB

# Tracking the Aichi 2030 Declaration - Complementary Relationship between Aichi 2030 Declaration & Asian Transport Outlook

*Aichi 2030 Declaration (2021—2030)*

*Asian Transport Outlook*

- Tracking the implementation of goals of the Aichi 2030 Declaration using a set of agreed indicators (Annex 2) which are in line with the agreed upon SDG indicators (mainly SDG Tier 1 & Tier 2).
- ATO provided a Baseline report for the Aichi 2030 Declaration (regional status with country data in Annex)
- The data for reporting on indicators will be from the ATO, which will serve as a reference for tracking implementation of the Declaration.
- Tracking of national policies, institutional arrangements and funding in support of the Declaration.
- EST member countries will be requested to submit annual progress reports inline with standardized reporting guidelines (capacity building training workshop).
- The information provided through the country reports will be combined with relevant policy information collected through the ATO.



# Bus Infrastructure Development in the Context of Aichi 2030 Declaration

## Aichi 2030 Declaration: *Goals*

- Goal 1 - Environment sustainability
  - 1a: low carbon (climate change mitigation)
  - 1b: resilience
  - 1c: air pollution
- Goal 2 – Road safety
- Goal 3 - Economic sustainability
- Goal 4 - Rural access
- Goal 5 - Urban access
- Goal 6 - National access and connectivity

## Bus Infrastructure development need

- New bus transport infrastructure
  - *Rural Access: ATO indicates 680 million do not meet SDG 9.1.1*
  - *Urban Access: ATO indicates that 1.3 billion do not meet SDG 11.2*
- Well maintained bus infrastructure
- Safe bus infrastructure
  - *Each year over 600.000 die in road crashes*
- Clean and green-bus infrastructure that allows Asia to meet SDG 3.9 and SDG 13

## Mobilization of investments

- Annual EST Forums discuss resource mobilization to meet transport infrastructure gap

# Issues related to the Public Bus Transport system in Asia and the Pacific

- ✓ Safety and security
- ✓ Availability and affordability
- ✓ Connectivity and frequency
- ✓ Reliability and flexibility
- ✓ Integration and inclusiveness
- ✓ Comfort and quality services
- ✓ Less-people and environment friendly (air & noise pollution and GHG emissions)

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Source: psarticle.wn.comview

Source :kathmandupost.ekantipur.com

www.gmanetwork.com

# Better Public Transport Design and Development can Transform Cities in Asia and the Pacific

- Development of safe, people centric accessible, integrated and well-connected public transport
- The public transport should be reliable, affordable, and inclusive
- Encouraging walking and cycling at transit stations – bus-cycle connectivity
- Use of state-of-the-art user-friendly technologies such as IoT, ITS, GPS, sensors, smart cards (system & fare-integration), mobile apps
- Use of energy efficiency, low-carbon, environment friendly transport such as MRT, BRT
- Compact and mixed-use development and bus-NMT integration for first-mile and last-mile connectivity

# Role of Key Stakeholders in improving public transport system (including bus system) towards the objectives of the Aichi 2030 Declaration (2021-2030)

| Key Stakeholders | Possible Role |
|---|---|
| Federal/National Government | Policy reform keeping in mind climate, natural disasters and health emergencies like COVID-19 pandemics, policies governing land use and transport integration (smart growth, transit-oriented-development), accessibility, regional connectivity, rural-urban connectivity, mega-transport master plans, dedicated transport corridors, rules and regulations towards safety and pollution control (emission standards), inspection and maintenance (I/M), multi-modal integration, technology transfer, capacity building, funding, institutional arrangements and overall governance, promote public-private-partnerships (PPPs), ensure vertical integration (central -> provincial -> city) and horizontal integration (inter-ministerial cooperation, e.g., transport, environment, health agencies), test buses at point of manufacture, etc. |
| State/Provincial Government | Regulate bus services and fare in line with people's affordability, improve accessibility, mobility and connectivity through integrated city master plans, inter-state connectivity, walking and bicycling network and their integration with bus/rail systems, promote public-private-partnerships (PPPs), etc. |
| Local/City Government | Law enforcement, smart city, smart mobility, overseeing route design and time-table, infrastructure development, local tax, SoS, walking and bicycling network and their integration with bus/rail systems, etc. |
| Industry/Manufacturers (engine, chassis, body builders, etc.) | Vehicle design with due considerations to safety measures and needs of the transport sensitive groups (physically challenged, women, older, children, poor, etc.), intelligent transport system (ITS), technological innovations and development, customer comfort and safety through appropriate body building, engineering and design, etc. |
| Operators | On-time performance, cleanliness, choice of vehicles, choice of chassis, fuel choice, maintenance, local information, safety, security, dialogue with the manufacturers, route design in consultation with local government, on-board medical and first-aid facilities, prevention of spread of infections (e.g., COVID-19), drivers' behaviour (such as zero tolerance towards alcohol drink and driving), etc. |
| Passengers | cooperation towards safety, constant feedbacks towards continuous improvements, etc. |

# Conclusion: Achieving Sustainable Transport is essential for progress on all the SDGs..

- Better accessibility to essential utilities *(SDG 1)*
- Efficient supply chain and logistic reducing food grain loss *(SDG 2)*
- Safe, clean and low-carbon transport solutions *(SDG 3)*
- Improved transport access to schools & universities *(SDG 4)*
- Better access to job, healthcare, childcare, women empowerment *(SDG 5)*
- Clean inland water transport towards better water quality and protection of water-related ecosystems *(SDG 6)*
- Fuel economy, clean and low carbon transport system and technologies transport *(SDG 7)*
- Accessibility to employment, job, training, sustainable tourism, trade *(SDG 8)*
- High-quality, resilient, sustainable transport infrastructures and services towards economy, well-being, equitable access *(SDG 9)*
- Sustainable transport for all sections of society including vulnerable groups, regionwide economic integration covering SIDS, land-locked and least developed countries *(SDG 10)*
- Efficient and reliable urban mobility for all, including vulnerables *(SDG 11)*
- Fuel economy, energy efficiency, NMT, efficient supply chain towards minimizing food losses & post-harvest losses *(SDG 12)*
- Sustainable and low carbon transport solutions, NMT, fuel economy, energy efficiency *(SDG 13)*
- Sustainable maritime transport to reduce marine pollution *(SDG 14)*
- Sustainable transport infrastructure development without affecting terrestrial ecosystems (forests, wetlands, mountains, etc.) and their services *(SDG 15)*
- Effective, accountable and transparent transport institutions *(SDG 16)*
- Enhanced collaboration and partnership among transport stakeholders *(SDG 17)*