

Sustainable Transport Report on the 6th

by **Sophie Punte**

This month's column is written by **Sophie Punte**, executive director, CAI-Asia Center, Manila, Philippines. E-mail: sophie.punte@cai-asia.org.

A decade ago, sustainable transport was an abstract concept for many Asian governments. A lot has changed since then. The Swedish/Asian Development Bank-funded program, Sustainable Urban Mobility in Asia (SUMA), which began in 2006, helped transform the thinking on the role of transport in urban development. It brought together organizations that are now leading the work in Asia on transport policies, public transport, nonmotorized transport, and emissions management.¹ The program was instrumental in establishing the Sustainable Transport Initiative within the Asian Development Bank, and sustainable transport is now central to development banks' future assistance to Asian countries.

Private Sector Declaration on Green Freight in Asia towards a Green Economy

Freight shippers, freight carriers, third-party logistics providers and industry associations

1. Are key stakeholders in making the freight sector more sustainable, benefiting business, society and the environment.
2. Support the implementation of green freight programs and initiatives throughout Asia to help countries reduce fossil fuel dependency, improve air quality and minimize CO₂ emissions whilst maintaining economic growth.
3. Call on government agencies, international bodies, development banks and other relevant stakeholders to collaborate with the private sector in the development of green freight programs in Asia ensuring consistency between national programs across Asia and globally.

The Sixth Regional Environmentally Sustainable Transport Forum promoted sustainable urban mobility for better cities and better quality of life.

Is Maturing in Asia

Regional EST Forum

On a national level, India launched the Jawaharlal Nehru National Urban Renewal Mission in 2005, which is a \$20-billion scheme under the direction of the Ministry of Urban Development aimed at improving the quality of life and infrastructure in the 63 participating Indian cities.² A second phase is now in preparation. In China, the Five-Year-Plans have an increasing focus on sustainable transport that centers on fuel efficiency and low emissions. Mega-events like the Beijing Olympics 2008, Shanghai EXPO 2010, and the 16th Asian Games hosted by Guangzhou were successfully used to boost transport systems, especially public transport. Other countries, like the Philippines and Indonesia, have developed national Environmentally Sustainable Transport (EST) strategies through the SUMA program.³

To encourage the adoption of sustainable transportation policies by governments across Asia, the United Nations Centre for Regional Development, together with the Japan Ministry of the Environment, each year organizes Regional EST Forums in Asia, attended by senior government officials from 23 countries. The Fifth EST Forum, held in Bangkok, Thailand, in August 2010, resulted in the Bangkok 2020 Declaration with 20 sustainable transport goals and indicators under three key strategies: Avoid, Shift, and Improve.⁴ The Bangkok 2020

Declaration has been recognized as a regional input to the 19th Session of the United Nations Commission on Sustainable Development, and is expected to influence the decisions of governments and various transport stakeholders in the region over the next decade.

The Sixth EST Forum, held as part of the Urban Mobility India Conference in New Delhi, India, in December 2011, was attended by 700 participants and aimed to review the progress made in achieving the Bangkok 2020 Declaration goals, discuss urban transport issues, and provide regional input to the United Nations Conference on Sustainable Development (Rio+20) to be held in Brazil in June 2012.

It was remarkable how far governments have progressed in their thinking and policies on sustainable transport since 2005. There is a growing realization that transport systems need to be centered on people not vehicles and linked to land use and urban development, and that sustainable transport policies are also essential in reducing air pollution. Addressing Forum attendees in his Keynote presentation, Robert O'Keefe, vice president of the Health Effects Institute and chair of CAI-Asia, underscored that in many Asian cities the ambient levels of particulate matter (PM₁₀) exceed

The Private Sector Declaration on Green Freight in Asia Towards a Green Economy by global freight logistics companies, manufacturers, freight carriers, and industry associations in support of green freight initiatives and programs in Asia.

DIAGEO

DHL
Deutsche Post DHL



Secretariat:

SUSTAINABLE
SUPPLY CHAIN CENTRE
ASIA PACIFIC

TNT
sure WE CAN

Schneider
Electric

Keppel Logistics

IKEA

TCA

TL
Tongli Logistics Co., Ltd.



► Highlights from the Sixth Regional Environmentally Sustainable Transport Forum

Sustainable urban mobility for better cities and better quality of life requires

- an integrated approach to transport planning;
- public health and safety as core elements in transport policy, planning, financing, and development;
- people- and environmentally-friendly transport infrastructure in urban design and development;
- modal integration and modal share development to break the current motorization trend;
- sustainable management of two- and three-wheelers in Asia;
- making every Asian city pedestrian- and bicycle-friendly for social equity; and
- Intelligent Transport Systems (ITS).

An increased focus is needed on

- greening freight operations;
- rail transport development as an efficient mass transit option for Asia; and
- suburban and regional connectivity as pro-poor growth strategy.

To achieve the goals of the Bangkok 2020 Declaration the following trends must be considered:

- Walking, cycling, and public transport ridership are in decline, and a combination of technology, behavioral, and cultural change is required to reverse this trend.
- Energy and energy security will be a key driver toward fuel-efficient and low-emissions transport, especially as peak oil production from conventional sources has already been reached while the demand for oil for transport will more than triple by 2050.
- Innovative financing is required with a growing role for the private sector, the integration of climate finance and consideration of external benefits such as public health and welfare.
- Increased awareness and capacity building can be achieved via strategic alliances and partnerships with a variety of stakeholders, such as the global Partnership on Sustainable Low Carbon Transport.
- The transport sector is a key component of realizing a green economy. The key challenge at an international level is how to create greater visibility for transport in the international discussion toward Rio+20, and the cooperation of regional bodies and development banks to achieve this was urged.

Source: Chair's Summary, An Integrated Conference of the Urban Mobility India 2011 and Sixth Regional Environmentally Sustainable Transport Forum in Asia, December 3-6, 2011, New Delhi, India. See www.uncrd.or.jp/env/6th-regional-est-forum/doc/ChairSummaryUMI2011_EST.pdf.

References

1. Sustainable Urban Mobility in Asia (SUMA). Partners included CAI-Asia, German Agency for International Cooperation (GIZ), Institute for Cycling Expertise (I-CE), Institute for Transportation Development Policy (ITDP), World Resources Institute Center for Sustainable Transportation (WRI-EMBARQ), and United Nations Centre for Regional Development. See <http://cleanairinitiative.org/portal/whatwedo/projects/SUMA>.
2. Jawaharlal Nehru National Urban Renewal Mission Overview. See <http://jnurm.nic.in/>.
3. National Environmentally Sustainable Transport Strategy for the Philippines. See <http://cleanairinitiative.org/portal/node/7316>.
4. Fifth Regional Environmentally Sustainable Transport Forum in Asia, Bangkok, Thailand, August 23-25, 2010. See www.uncrd.or.jp/env/5th-regional-est-forum/index02.htm.
5. O'Keefe, R. Keynote Presentation; Sixth Regional Environmentally Sustainable Transport Forum in Asia, New Delhi, India, December 3-6, 2011. See www.uncrd.or.jp/env/6th-regional-est-forum/doc/Keynote_02_HEI_O'Keefe.pdf.
6. The Green Freight Asia Network. See <http://cleanairinitiative.org/portal/node/7865>.

current World Health Organization air quality guidelines, resulting in approximately 795,000 premature deaths in Asia each year.⁵

Green freight made an entrée in the EST Forum with the announcement of the Private Sector Declaration on Green Freight in Asia Towards a Green Economy by global freight logistics companies, manufacturers, freight carriers, and industry associations in support of green freight initiatives and programs in Asia. These companies are also the

founding members of the Green Freight Asia Network of companies and associations involved in freight transport in Asia, which will be coordinated by the Sustainable Supply Chain Centre—Asia Pacific and CAI-Asia⁶ (See Asian Connections: Green Freight Makes Headway in China, by Sophie Punte, *EM* July 2011, p. 32). **em**

Asian Connections is a quarterly column sponsored by A&WMA's International Affairs Committee. A&WMA has invited the Clean Air Initiative for Asian Cities (CAI Asia; www.cleanairinitiative.org) to contribute one column each quarter to highlight air quality and climate change issues in Asia. The CAI-Asia Center serves as the secretariat of the CAI-Asia Partnership, a nonbinding, multi-stakeholder network of government agencies, nongovernmental organizations, research institutions, international organizations, and private sector firms committed to improving air quality in Asia. A&WMA has collaborated and partnered with CAI-Asia dating back to 2006. Note: All amounts in U.S. dollars.

