

Summary of the UNCRD-DSDG/UN DESA, ADB, MOE-J Side Event of the United Nations Second Global Sustainable Transport Conference (14-16 October 2021, Beijing, PR China):

Title: Changing Course of Asia's Transport Sector and Proposed Aichi 2030 Declaration (2021-2030)
~ Making Transport in Asia Sustainable - Sustainable Transport Goals for Achieving Universally Accessible, Safe, Affordable, Clean and Low-carbon Passenger and Freight Transport in Asia.

- <https://www.uncrd.or.jp/?page=view&nr=794&type=230&menu=214>

1. UNCRD-DSDG/UN DESA, Asian Development Bank (ADB) and the Ministry of the Environment of Government of Japan (MOEJ) co-organized the side-event of the United Nations Second Global Sustainable Transport Conference on 15 Oct 2021 with the theme of *Changing Course of Asia's Transport Sector and Proposed Aichi 2030 Declaration (2021-2030) ~ Making Transport in Asia Sustainable - Sustainable Transport Goals for Achieving Universally Accessible, Safe, Affordable, Clean and Low-carbon Passenger and Freight Transport in Asia*.
2. The side event was attended by 66 participants from 20 countries, including representatives from national government, UN agencies, development banks, international organizations, NGOs, academic and research organizations, and the private sector. The side event aimed to discuss the most critical challenges that Asia's transport sector faces due to climate change, increasing frequency and magnitude of natural disasters and health emergencies like COVID-19 pandemic and also to address how can Asian countries could better align or transform their transport policies, institutional arrangements, financing decisions and technological interventions to achieve the objectives of the 2030 Agenda, the Paris Agreement and the Aichi 2030 Declaration.
3. By 2030, it is expected that Asia in 2030 will have - 51% of the global population, 41% of GDP (in PPP), 34% of global transport CO2 emissions, and 58% of worldwide road accident fatalities. Further the transport sector in Asia with regard to SDGs presents a very challenging situation. For instance, with regard to road safety (SDG 3.6), over 800,000 people die annually because of fatal road crashes; on air pollution (SDG 3.9), over 250,000 people die prematurely due to transport related air pollution; on rural access (SDG 9.1), over 630 million people do not live within 2 km of an all-weather road; on urban access (SDG 11.2), over 480 million urban dwellers do not have access to good public transport; and on climate change (SDG 13.2), transport related CO2 emissions are fastest growing of all sectors.
4. Therefore, success of various global agreements such as the SDGs and the Paris Agreement on Climate Change depends largely on the performance in Asia. However, there is at present no mechanism to implement the global agreements on sustainable development and climate change at the regional level and the sectoral level. It is clear that without success or transformational changes in Asia's transport sector, it will not be possible to achieve these global agreements.

5. UNCRD introduced the proposed Aichi 2030 Declaration (2021-2030) to be adopted by member countries at the 14th Regional EST Forum in Asia (18-20 Oct 2021, Aichi, Japan). It was emphasized that the Aichi 2030 Declaration (2021-2030) should provide necessary policy framework to drive greater actions on sustainability in transport systems in Asia covering passenger and freight transport in both urban and rural areas whilst acknowledging the impact of pandemics and the need for greater resilience and preparedness and agreeing an increased emphasis on coordinated action to implement sustainable transport actions. The six Goals of the Aichi 2030 Declaration include - Goal 1 - Environment sustainability with three sub-goals (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 and Goal 6 - National access and connectivity.
6. ADB introduced the associated Asian Transport Outlook (ATO) and its robust indicator framework which would help tracking the implementation of the Aichi 2030 Declaration. Currently ATO covers 51 countries and more than 400 relevant indicators linked to transport infrastructure, transport activity and services, access and connectivity, road safety, air pollution and health, climate change, socio-economic and transport policy and actions.
<https://data.adb.org/dataset/asian-transport-outlook-database>
7. The emerging partnership with the Asian Development Bank (ADB) through the Asian Transport Outlook (ATO), will lay the foundation for future country reporting on the Aichi 2030 Declaration. The new indicator framework for the Aichi 2030 Declaration would allow member countries as well as other regional stakeholders to monitor and track progress against the agreed six goals. Countries will continue to be able to share good policy practice during the EST Forums.
8. It was emphasized that the Aichi 2030 Declaration, with a strong tracking framework and multi-layer cooperation, should aim towards a net-zero carbon future and more country-based implementation mechanisms, and should be in the forefront of new collaborative approaches and interagency cooperation to enhance actions on sustainable transport towards achieving the SDGs and the Paris Agreement on climate change.
9. The Aichi 2030 Declaration should act as a catalyst for transformational change in the transport sector in Asia. This will include enabling changes to policy, institutional frameworks, financing models, data management approaches, and application of technology. Together they should promote people-friendly and environmentally friendly transport infrastructure development in the transport sector of Asia.
10. Under the Aichi 2030 Declaration a system of coordinated reporting by countries and other stakeholders should be developed to strengthen integrated reporting on transport data and policies in support of the implementation of the 2030 Agenda for Sustainable Development (SDGs), the Paris Agreement on Climate Change (NDC and LTS), and Sendai Framework for Disaster Reduction 2015 – 2030 as well as other relevant regional agreements.

11. It is important to build communities of interest (Col), around the goals of the Aichi 2030 Declaration consisting of EST supporting organizations and interested EST countries, and the roles of ColS should include – (a) sharing knowledge and creating best practice examples; (b) developing and implementing capacity building programs; (c) developing and implementing pilot programs and projects where relevant; (d) reaching 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 Aichi 2030 Declaration.
12. The side event recognized the role of public-private-partnership, bilateral and multilateral donors in providing necessary capacity building support to member countries in overcoming such challenges. The participants recognized the recently increasing focus on the transport decarbonization and addressed the emerging transition to e-mobility in the Asia-Pacific. The side event underscored the importance of the timing of the new Aichi 2030 Declaration in view of the upcoming UN Climate Change Conference (COP 26).