



PHNOM PENH DECLARATION ON SUSTAINABLE URBAN MOBILITY

The Twenty-Seventh ASEAN Transport Ministers (27th ATM) Meeting was convened on 11 November 2021, via video conference.

ACKNOWLEDGING the challenges that ASEAN is facing in the promotion and achievement of efficient and sustainable urban mobility of people and goods in cities and regions to support the objectives of economic development, social equity, safety, security, and environmental sustainability;

AFFIRMING that addressing these challenges entails multidisciplinary actions and cooperation by all relevant stakeholders at local, metropolitan, national, regional, and global levels;

RECOGNISING the importance of applying the AVOID–SHIFT–IMPROVE approach to practicable and sustainable urban transport system planning, governance, and management, and in particular the transition to cleaner energy;

RECALLING the Paris Agreement on Climate Change, adopted at the 21st meeting of the Conference of the Parties (COP 21) in Paris, France, on 12 December 2015, which aims to strengthen the global response to the threat of climate change, in the context of sustainable development and efforts to eradicate poverty;

RECALLING the New Urban Agenda, adopted at the United Nations Conference on Housing and Sustainable Urban Development (Habitat III) held in Quito, Ecuador, on 17 – 20 October 2016, serving as a new vision for our cities and municipalities for the next 20 years;

RECOGNISING commitments to implement global and regional agreements and agendas, such as the United Nations Sustainable Development Goals, Nationally Determined Contributions to the Paris Agreement and the New Urban Agenda;

MINDFUL of the negative impact of poorly designed transport systems on society, the economy and the environment, in terms of:

- Lack of access to opportunities, including discrimination based on economic status, ethnicity, age and gender;
- External costs associated to human health and urban, rural and natural ecosystems, including direct bodily damages and ailments induced by noise, air and water pollution;
- The cost of inefficient transport systems in terms of land capture, idle investments and time losses;

MINDFUL that sustainable urban mobility plays an important role in reducing greenhouse gas (GHGs) emissions and that low carbon mobility is one of the solutions for the future of our cities, countries and regions in tackling climate change;

RECALLING the ASEAN Transport Strategic Plan 2016-2025 / Kuala Lumpur Transport Strategic Plan (KLTSP) adopted at the 21st ASEAN Transport Ministers Meeting on 5 November 2015 in Kuala Lumpur, Malaysia, which serves as a guiding regional policy document towards greater connectivity, efficiency, integration, safety and sustainability of ASEAN transport to strengthen ASEAN's competitiveness and foster regional inclusive growth and development;

RECALLING the Master Plan on ASEAN Connectivity 2025 adopted by the ASEAN Leaders at the 28th and 29th ASEAN Summits held on 6-7 September 2016 in Vientiane, Lao PDR, with the vision to achieve a seamlessly and comprehensively connected and integrated ASEAN that will promote competitiveness, inclusiveness, and a greater sense of

Community, particularly through strategic objective of Sustainable Infrastructure, which includes exchanging lessons on smart urbanisation models across ASEAN Member States that can deliver economic growth and a good quality life;

RECALLING the ASEAN Regional Strategy on Sustainable Land Transport, adopted at the 24th ASEAN Transport Ministers Meeting on 8 November 2018 in Bangkok, Thailand, which serves as guidance for national-level action plans and strategies as well as provides recommended actions for cooperation on sustainable land transport at the regional-level;

RECALLING the ASEAN Sustainable Urbanisation Strategy launched in 2018, as a key initiative under the Master Plan on ASEAN Connectivity 2025, which provides a framework to address challenges associated with urbanisation and improve the living standards of our people;

DO HEREBY:

1 **ADOPT** the following documents:

- “Guidelines for the Development of Sustainable Urban Mobility Plans in ASEAN Metropolitan Regions”, which provides guidance on the use of collaborative planning tools to deal with design, implementation, financing, and monitoring of complex mobility-related measures and projects;
- “Toolbox for the Establishment of Metropolitan Transport Executives in ASEAN Metropolitan Regions”, which serves as a tool for Member States to develop a comprehensive metropolitan mobility plan or policy and to support the management of complex and multi-disciplinary issues relating to metropolitan transport systems in medium-sized metropolitan regions in ASEAN;

to cultivate and instil into ASEAN's consciousness a strategic and systematic regional approach to sustainable mobility planning and development;

- 2 **ENCOURAGE** the promotion, development and operationalisation of Sustainable Urban Mobility Plans (SUMP) at national, metropolitan and city levels;
- 3 **ENCOURAGE** the development of Metropolitan Transport Executive (MTE) model in ASEAN Member States, including the active participation of all stakeholders in the transport ecosystem in the process.
- 4 **SUPPORT** the implementation of the AVOID–SHIFT–IMPROVE approach, adopted under the KLTSP, with the following focus:
 - AVOID the need for transportation over long distances for everyday social, economic and recreational activities, through integrated land use and transport planning;
 - SHIFT mobility to the most efficient and sustainable transport modes depending on location and purpose, through regulations and incentives for the provision of convenient, good-quality, energy and emission efficient as well as environmentally friendly transport services;
 - IMPROVE transport technologies, so as to make each transport mode and supporting ecosystem less harmful, more effective, more efficient and more accessible;
- 5 **ENCOURAGE** the development of an investment environment conducive for sustainable transportation infrastructure and services, such as by introducing various financing modalities and implementing fiscal policies, especially land value capture and incentive policy, that take into account the economic benefits and costs associated with transport.

- 6 **REAFFIRM** our community vision of effective and sustainable transport systems that are customised to the spatial realities, administrative structures, economic needs, and social aspirations of ASEAN Member States at national, metropolitan and city levels;
- 7 **RESOLVE** to actively collaborate, cooperate and support institutions and networks for peer-to-peer exchange, learning and project implementation between policy makers, investors, operators and other stakeholders of transport and mobility infrastructures and services among ASEAN Member States, with ASEAN Dialogue Partners and other international partners.

ADOPTED on this **Eleventh** Day of **November** in the Year **Two Thousand and Twenty-One**, in a single original copy in the English Language.