Honorable Ministers, heads of delegations, ladies and gentlemen, good afternoon. I’m MIYAKE Masatoshi, Special Representative for International Affairs of the Ministry of Land, Infrastructure, Transport, and Tourism, Japan. It is my great honor and pleasure to participate in the 4th Session of the Ministerial Conference on Transport of ESCAP on behalf of our Minister Mr. SAITO Tetsuo. I would like to express my sincere gratitude to the Secretariat of ESCAP who made all the necessary preparations for this Conference.

I would like to share points on which Japan would like particular focus placed which are related to the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022-2026).

The first point is promoting sustainable transport and logistics services achieved through the use of digital technology.

As we transition to a full-fledged digital society, utilizing and advancing big data and digital technology to build transport and logistics systems that are efficient, resilient, sustainable, safe, and inclusive has become a priority issue for the Asia-Pacific region.

Furthermore, looking to the post-COVID-19 era, there are also calls for a sustainable, build back better rather than only economic recovery. We believe that fully utilizing data and digital technology will be an essential driving force for this recovery.

In Japan, which has an aging and declining population, we are building a transportation system that effectively utilizes digital technologies like Mobility as a Service (MaaS), on-demand transportation using AI, smart city technology, and automated driving with the goal of creating a society where everyone has freedom of movement and can avoid becoming over-dependent on private vehicles.
We are making progress toward social implementation of MaaS, such as by conducting various demonstration experiments. For example, to achieve barrier-free, seamless, door-to-door mobility experiences to elderly people, people with disabilities, and other people who are hesitant toward mobility, we are providing online mobility support services through the Universal MaaS demonstration experiments, which links multiple transportation providers and other related parties as well as multiple modes of transportation including railways, airports, and taxis.

Furthermore, as part of the ASEAN-Japan Transport Partnership, Japan has launched a new initiative together with the countries concerned which aims to solve problems in the transportation sector by conducting traffic volume analysis based on digital technology of big data to optimize public transportation routes and to alleviate traffic congestion.

We hope to share the knowledge and experiences that Japan has accumulated through these initiatives with all the participating countries and regions through ESCAP activities.

Second, we think one element that should be focused on is the realization of environmentally sustainable low carbon mobility and logistics.

As achieving carbon neutrality is becoming a global concern, reducing CO2 emissions in the transportation sector will require a combination of measures. These include measures to “avoid” that reduce unnecessary trips, to “shift” to transportation methods with lower CO2 emissions, and to “improve” transportation through digital technologies and other technological innovations.

At the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), we have compiled the priority projects that will be
undertaken strategically to realize a green society as a “Green Challenge” and a collective effort to build a sustainable and resilient green society is now underway. Specifically, in addition to achieving broader use of electric vehicles and micro mobility, we are promoting smart transportation and green logistics, including through the use of technologies like AI, IoT, big data, as mentioned earlier; public transportation and the use of bicycles alongside efforts for community development; and carbon-neutral ports designed with decarbonization in mind. We are also developing technology for transportation systems that use fuel cell vehicles, zero-emission ships, and fuels which do not emit greenhouse gases.

● In addition, as one result of past transport policy initiatives, the modal share of public transport like railroads and buses is high compared to private cars in Japan’s urban areas. This has helped solve problems like CO2 emissions and traffic congestion. In Japan, public transportation services are basically provided as private enterprises undertaken for profit. Japan has the know-how necessary for developing high quality transportation infrastructure as well as for maintaining and operating it.

● Through ESCAP activities and by cooperating with each country and region in infrastructure projects, we want to share this excellent environment-related know-how and technology from the public and private sectors in Japan.

● As I have discussed, Japan will continue serving as a leader in efforts to meet the SDGs goal in the post-COVID-19 era of “No one left behind” through inclusive, sustainable, and high-quality transport and is determined to contribute as much as we can to the Regional Action Programme for Sustainable Transport development.

Thank you very much.