Briefing on: Asian Transport

Cormie Huizenga

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49 ADB Members (developing and developed) + Russia and Iran

First release in March 2021, second release in May 2022

Third release in September 2021 with about 40 updated indicators and about 50 new indicators

https://data.adb.org/dataset/asian-transport-outlook-database
ATO Policy Output

Country Profiles

51 profiles containing a summary of national policies, vision statements, transport targets, and institutional arrangements.

Containing about 20-25 pages. These are available on request.

Policy Workbook

Compilation workbook of 24 indicators with 548 (624) targets in transport infrastructure, transport activity, access and connectivity, and externalities.

Ongoing work in Interim Phase to add additional policy instrument related indicators.

Annotated Repository

Collection of 435 (465) transport-related documents with details on transport subsectors/topics covered and links to the original document.

https://data.adb.org/dataset/asian-transport-outlook-database
ATO – Sharable Urban Database (SUD)

412 ATO Economy Urban Centers + 48 International UCs

84 indicators
9 categories
Sourced from Secondary data

Socio-economic
7 Indicators

Urban Form and Structure + Land use
11 Indicators

Transport Activity and Services
12 Indicators

Access and Connectivity
4 Indicators

Air Pollution and Health
6 Indicators

Climate Change
9 Indicators

Road Safety
2 Indicators

Infrastructure
28 Indicators

Miscellaneous
5 Indicators

https://data.adb.org/dataset/asian-transport-outlook-database
• 98% of the total surface transport infrastructure
• National road statistics ≠ OpenStreetMap
• Road network has roughly doubled over the past three decades
• Road infrastructure construction is more transformative at low GDP/Capita, while for high GDP/capita, it is more incremental

Source ATO calculations

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• Better quality validated data (UIC/Country Statistics/MDBs)
• Only a **marginal** increase in heavy railway infrastructure
• Asia is building urban rail transit (Metro/LRT) & HSR at lower GDP/capita
• **Electrification** is showing high impact i.e. significant reductions in PM/NOx/BC/CO2 emissions

Source: ATO calculations using UIC, country statistics, and ITDP.

Transport Access in Asia

- 75% of rural population live within 2 km of an all-season road ~ **630 million without rural access**

- Low-income (67%), lower middle-income (73%), upper middle-income (78%) and higher-income (91%)

- By improving the "tertiary roads" especially the unpaved tertiary roads, ATO members can significantly enhance rural accessibility

- In terms of urban street sprawl, between 2000 and 2013 nearly 70% of the ATO economies have reduced street-network sprawl thereby improving urban access

- 470 million without any access to RAPID public transit (conservative)

- SDG Indicators ~ 30-40% of urban population have access to public transport (needs to be validated)
Urban Access

Share of population with convenient access to public transport, 2018 (percentage)

- Sub-Saharan Africa
- Central and Southern Asia
- Northern Africa and Western Asia
- Eastern and South-Eastern Asia
- Latin America and the Caribbean
- Europe and Northern America
- Australia and New Zealand
- World

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Road Safety in Asia

- Limited Policy Impact - 0.68 million in 2000 to 0.8 million in 2016, 3% of total deaths in Asia
- 2000-2016 Growth
  - Low Income: 2.1%
  - Lower Middle Income: 3.3%
  - Upper Middle Income: -0.7%
  - High Income: -5.6%

WHO  GBD  Reported

Death rate due to road traffic injuries (per 100,000 population)

GDP per Capita PPP
Transport CO2 Emissions – Relative Decoupling with GDP

- Intensity of Growth,
  - Transport > other sectors,
  - Asia transport > other regions
- Relative decoupling: Low-Middle Income
- Absolute decoupling: High-Income
- Limited Impact – Policy, Technology and Behaviour
- Paris Challenge: 2.6 Gt in 2020 – 2050 - 4Gt (BAU) to 0.5 Gt (1.5-Degree)

Source: ATO calculations using EDGAR

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Transport Policies in Asia

- **61%** of ATO economies have Transport policy
- **33%** of ATO economies have Logistics policy
- **39%** of ATO economies have Road policy
- **25%** of ATO economies have Automotive policy

ADOPT/ Published before 2016
ADOPT/ Published after 2016
Do not have the policy

Adopted/ Published before 2016
ADOPT/ Published after 2016
Do not have the policy

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Example: Climate Change targets

**Climate Neutrality Targets:**

14 ATO economies with net-zero emission targets *(indirect impact on transport sector)*


**Transport-related emission targets:**

13 ATO economies with transport related emission reduction targets, e.g.

- Unconditional GHG reduction in transport sector: 9% below BAU *(Bangladesh)* - 2030
- 15% reduction in GHG emissions from transport sector *(Georgia)* – 2030
- 25% reduction to CO2 emissions in transport sector *(Japan)* - 2030
- 16% reduction in transport emissions (including domestic shipping) *(Marshall Islands)* - 2025
- 40% reduction in domestic maritime shipping *(Fiji)* - 2030

*https://data.adb.org/dataset/asian-transport-outlook-database*
“Without good data, we will never know if the glass is half empty or half full or whether it is filling up”

Asian Transport Outlook - Strengthens knowledge base on transport in Asia-Pacific!

Reach out to the team:
ATO Team – asiantransportoutlook@gmail.com
Jamie Leather - jleather@adb.org
Cornie Huizenga - chuizenga@cesg.biz
Sudhir Gota - sudhirgota@gmail.com