

Briefing on: Asian Transport



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ATO – Sharable National Database (SND)



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



Infrastructure
46/66 indicators



**Transport Activity
and Services**
66/135 indicators



**Access and
Connectivity**
11/11 indicators



Road Safety
22/27 indicators



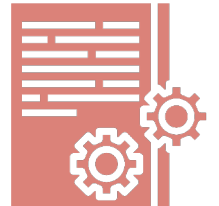
**Air Pollution
and Health**
33/40 indicators



Climate Change
27/88 indicators



Socio-economic
53/71 indicators



Transport Policy
24 Indicators
548 Policy
actions/targets



Miscellaneous
14/24 indicators

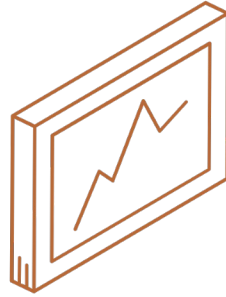
ATO Policy Output



Country Profiles

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

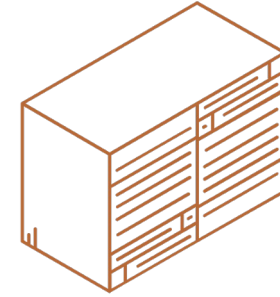
Containing about 20-25 pages. These are available on request



Policy Workbook

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

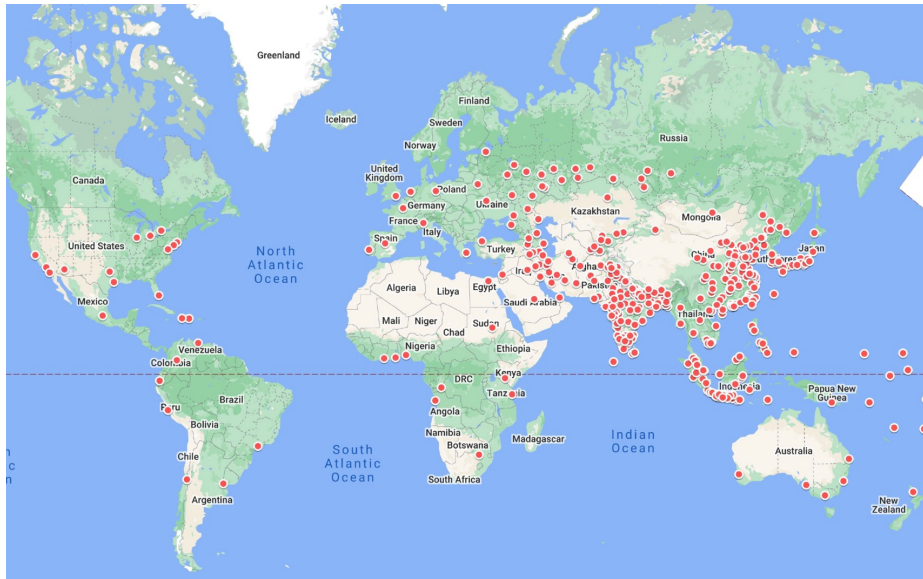
Ongoing work in Interim Phase to add additional policy instrument related indicators



Annotated Repository

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

ATO – Sharable Urban Database (SUD)



412 ATO Economy Urban Centers + **48** International UCs

84 indicators
9 categories
Sourced from Secondary data



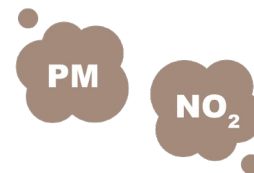
Socio-economic

7 Indicators



Transport Activity and Services

12 Indicators



Air Pollution and Health

6 Indicators



Urban Form and Structure + Land use

11 Indicators



Access and Connectivity

4 Indicators



Climate Change

9 Indicators



Infrastructure

28 Indicators



Road Safety

2 Indicators

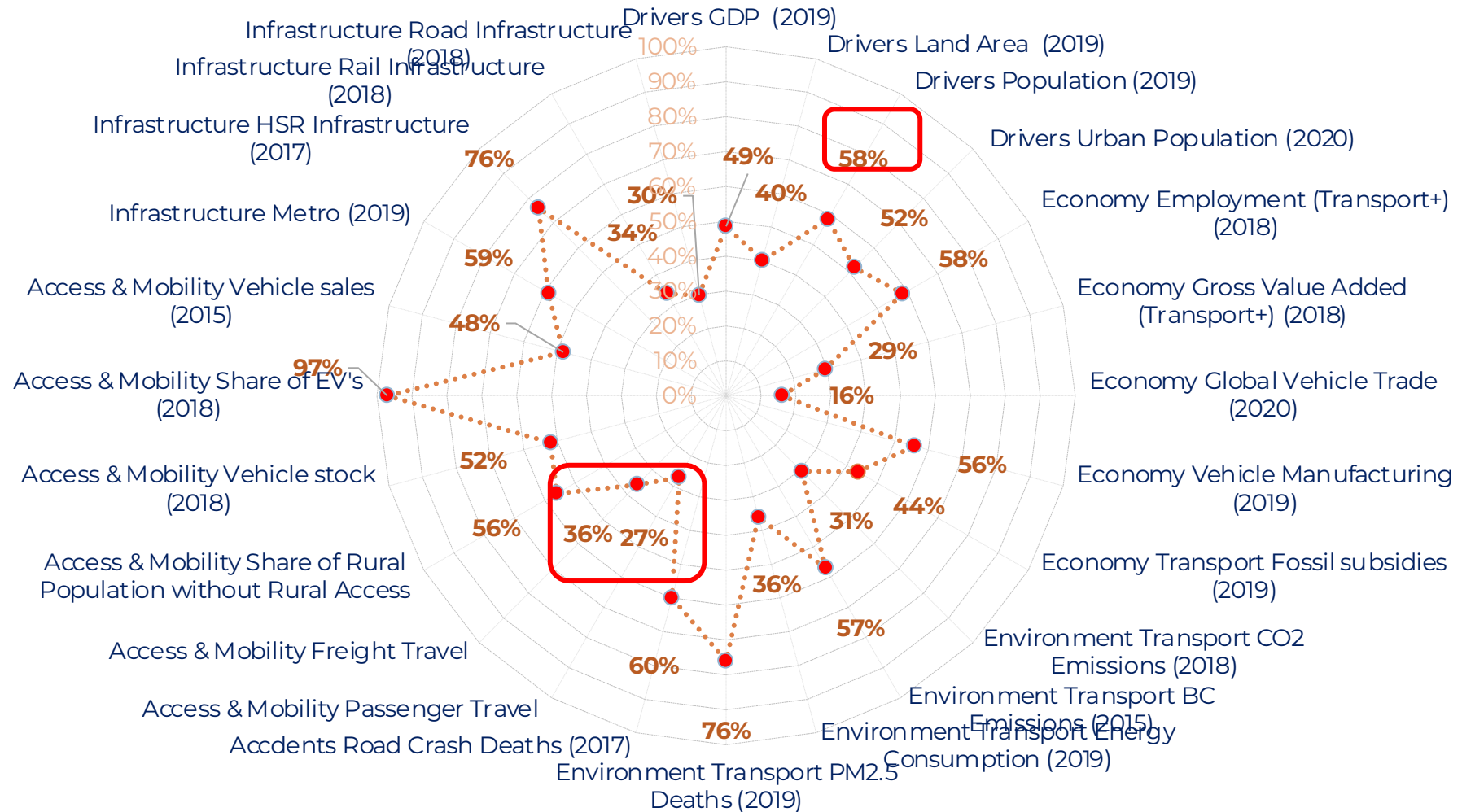


Miscellaneous

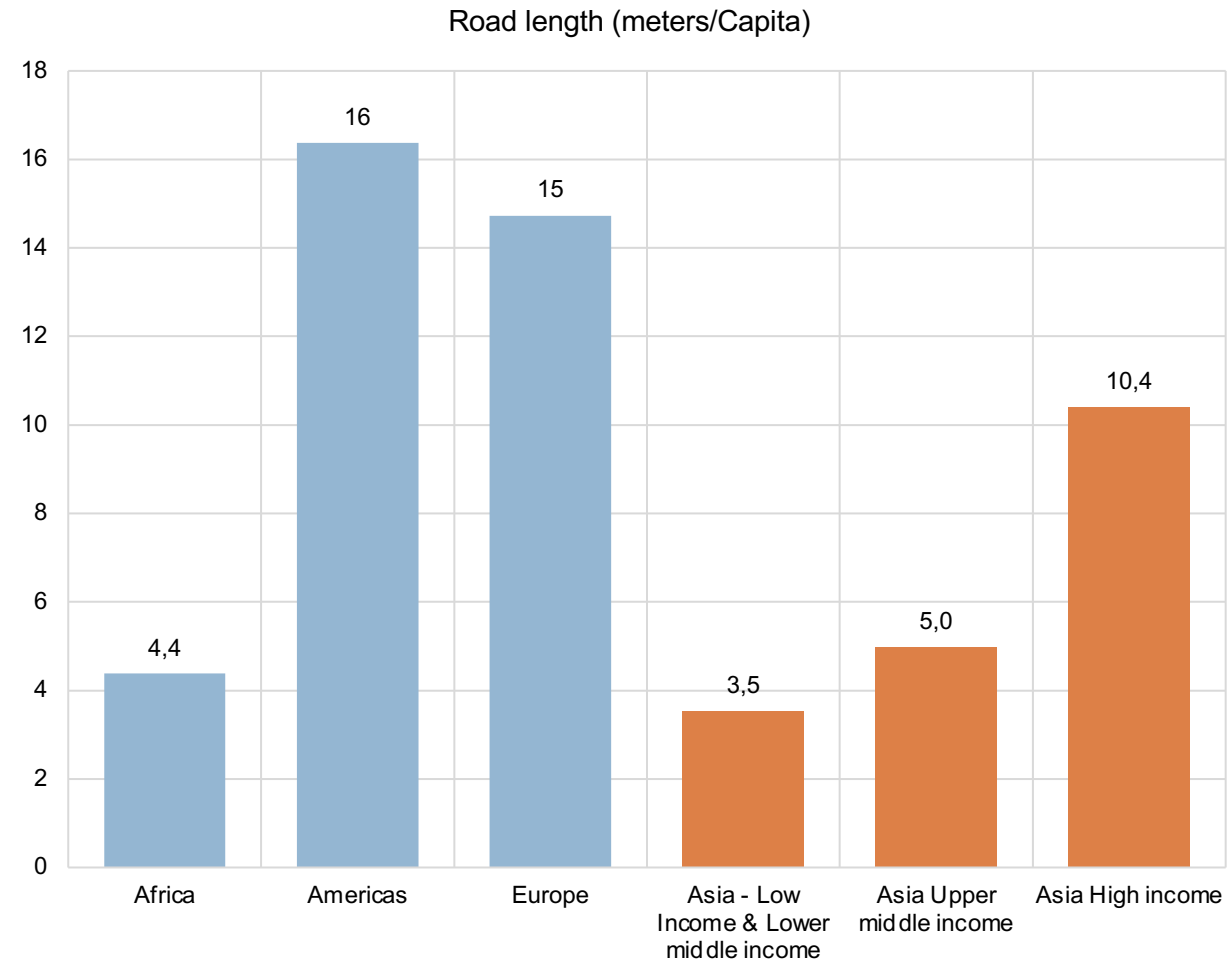
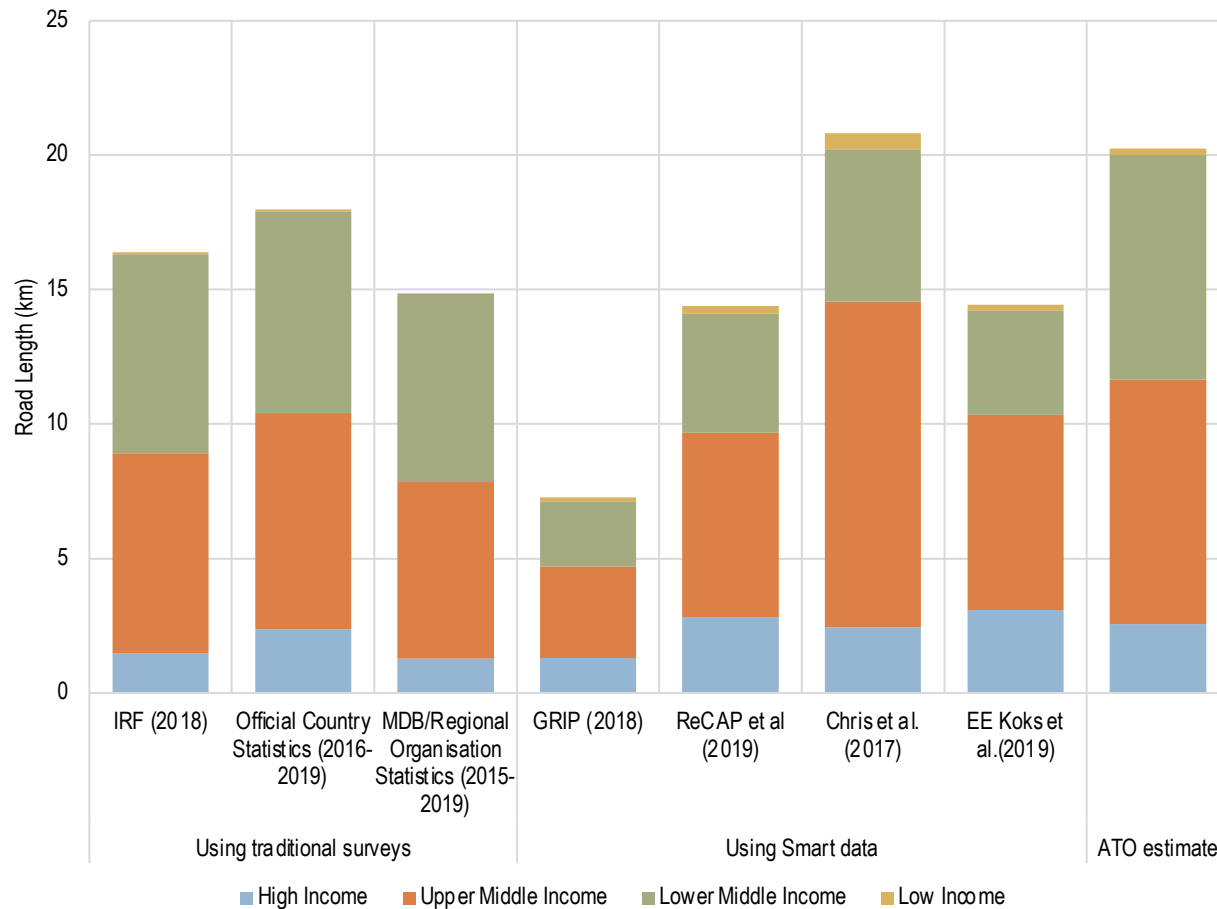
5 Indicators

Global Perspective - Asian Transport Outlook (ATO)

ATO Share of Global

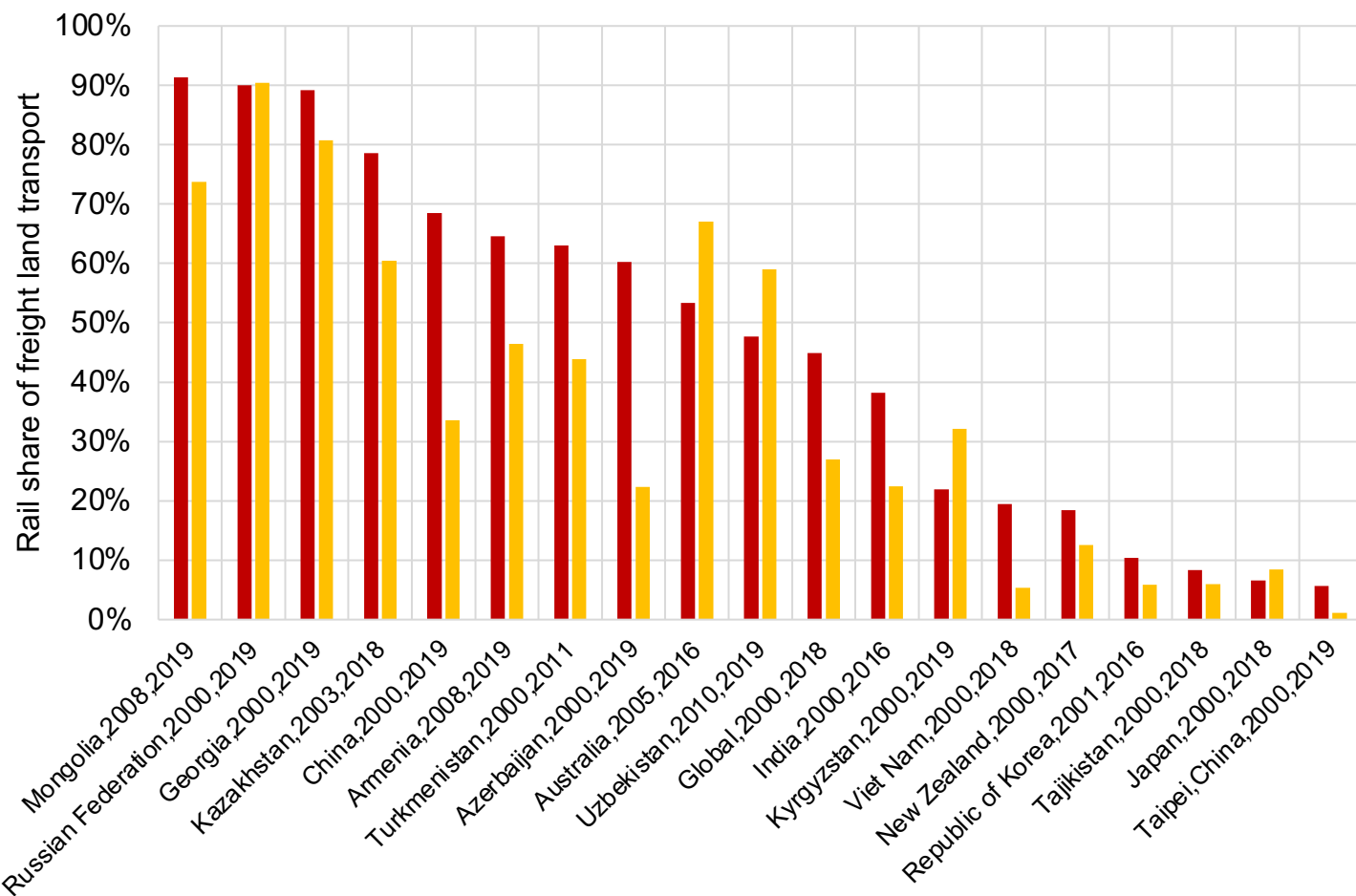
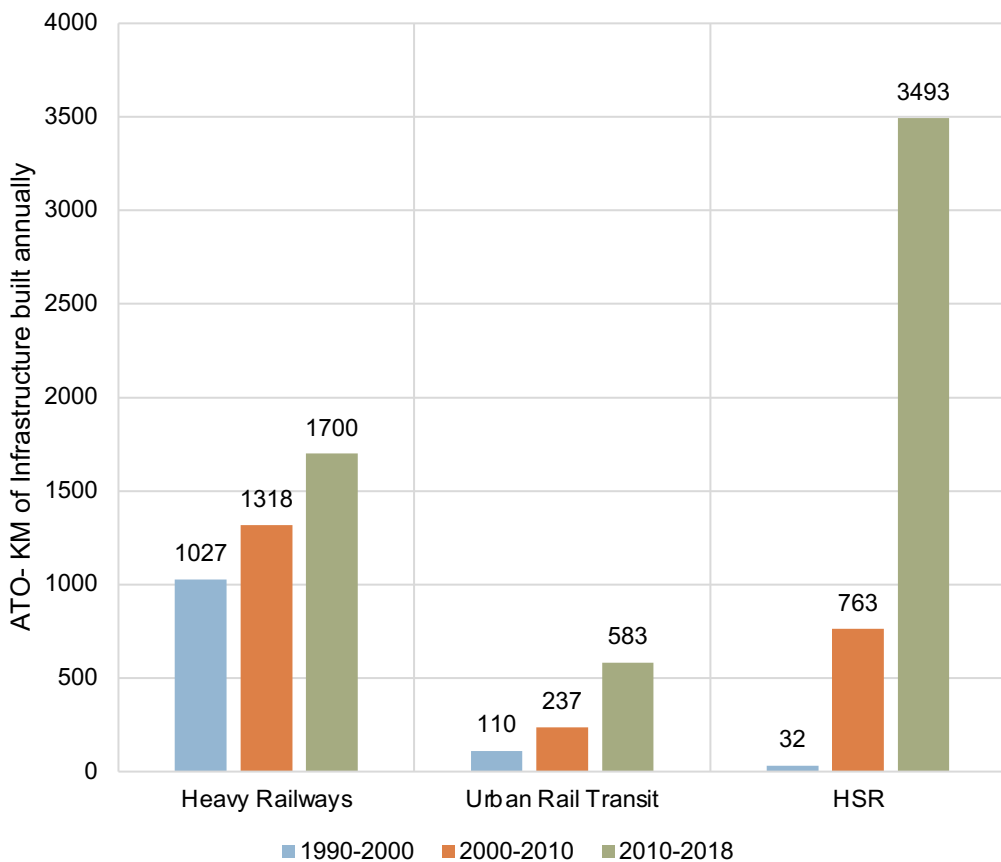


Road Infrastructure in Asia



- 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

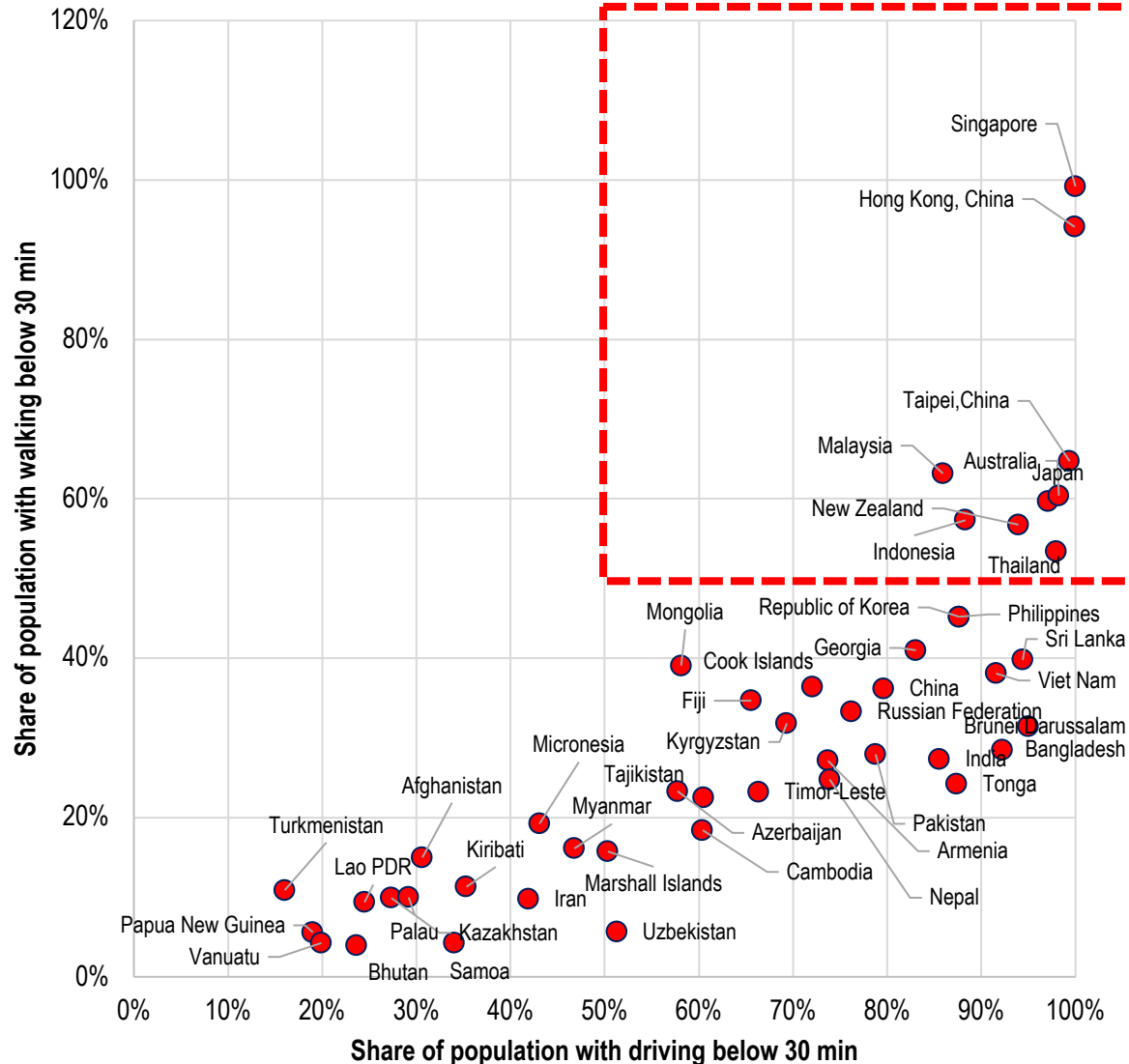
Railway Infrastructure in Asia



- 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**

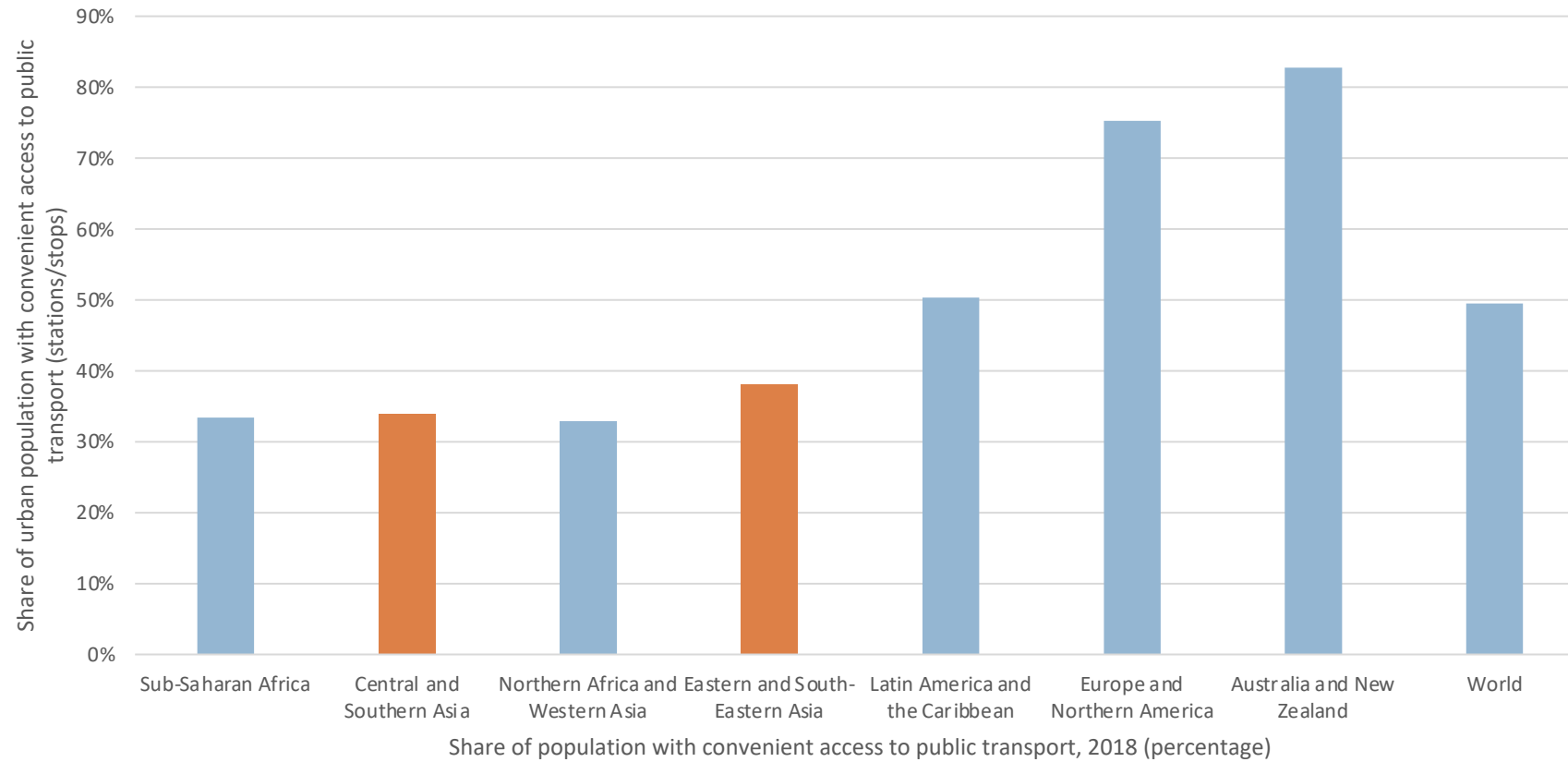
Transport Access in Asia

Travel time to healthcare facilities

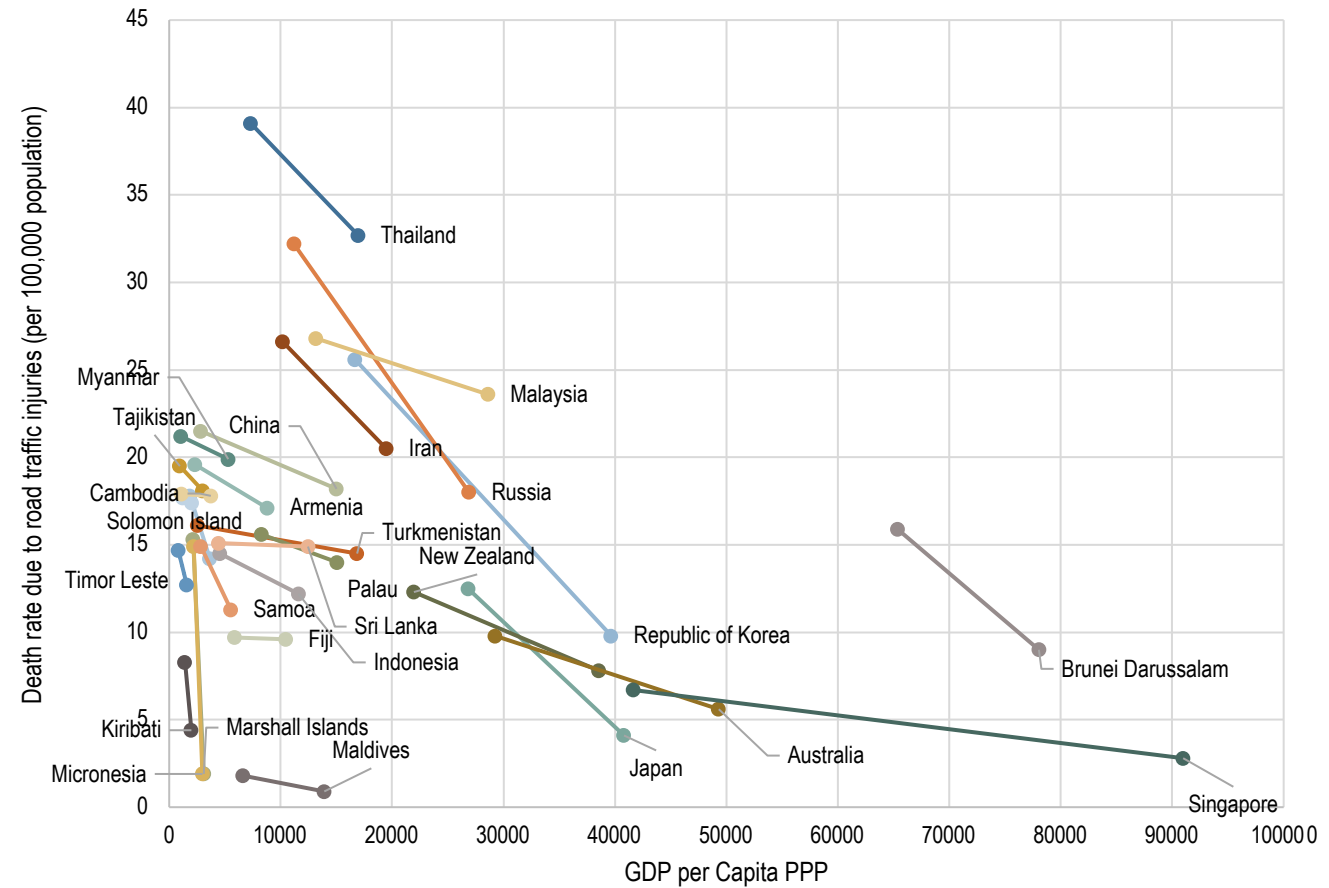
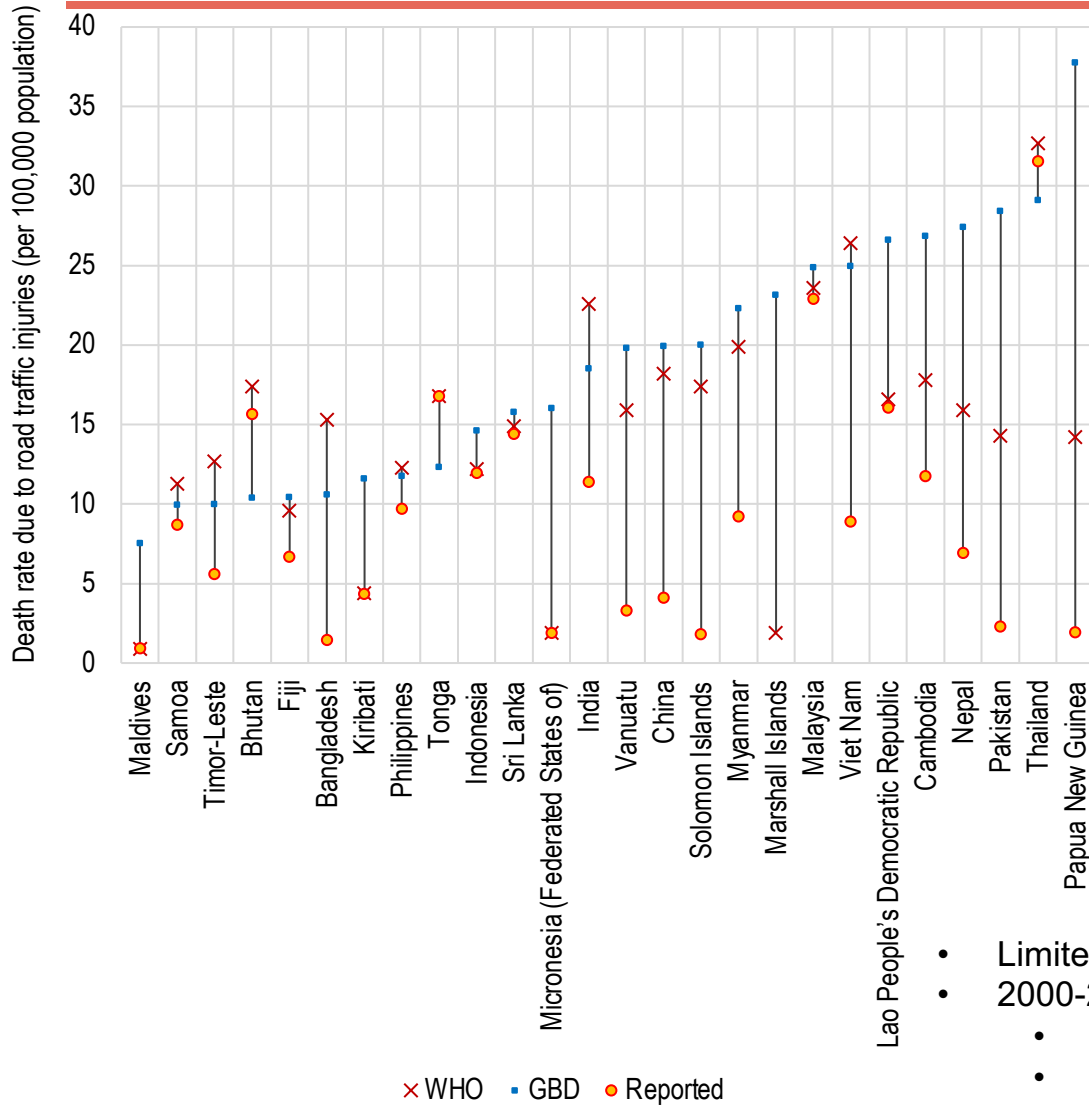


- **75% of rural population live within 2 km of an all-season road ~ 630 million without rural access**
- low-income (67%), lower middle-income (73%), upper middle-income (78%) and higher-income (91%)
- by improving the "tertiary roads" especially the unpaved tertiary roads, ATO members can significantly 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

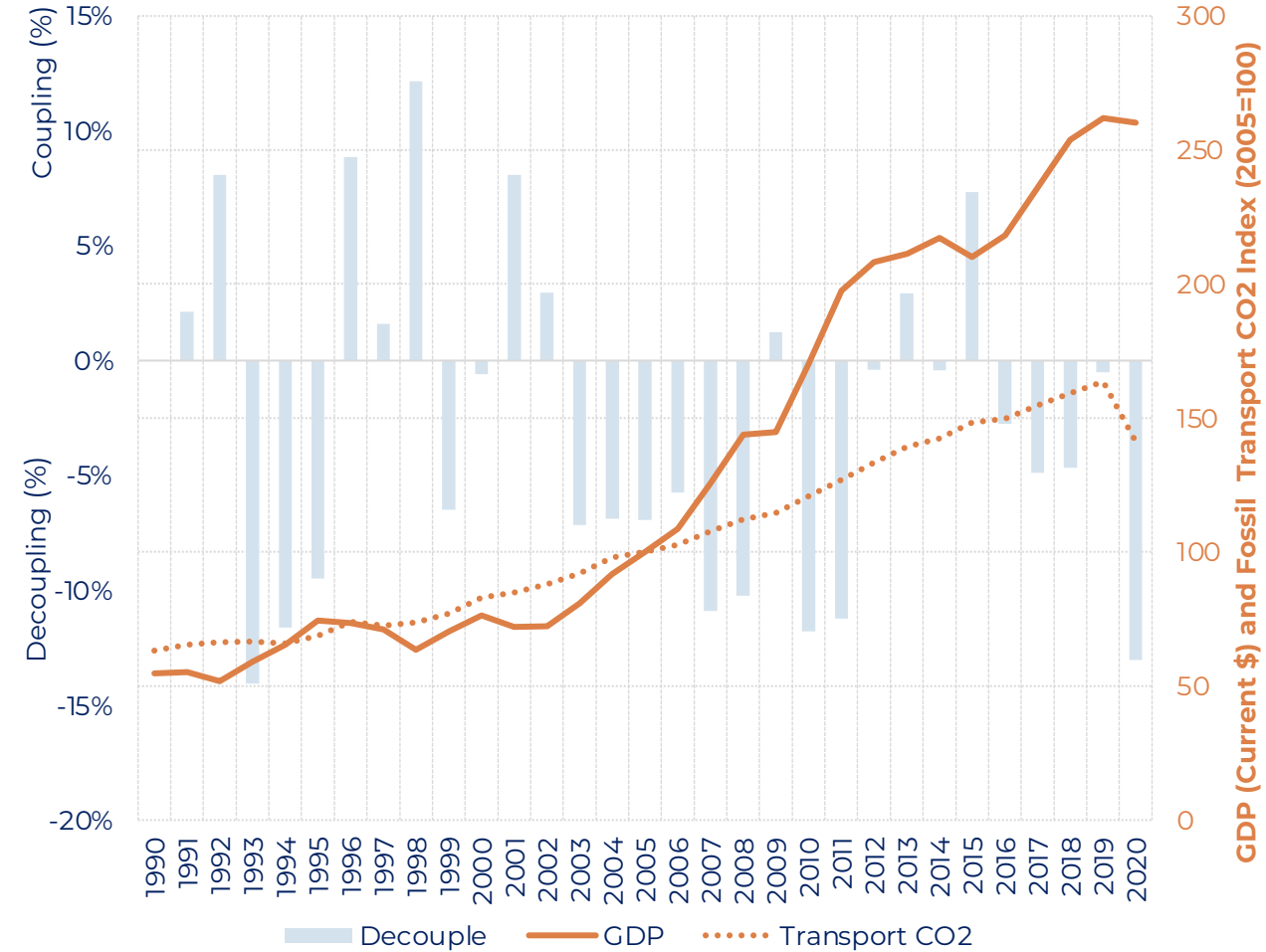
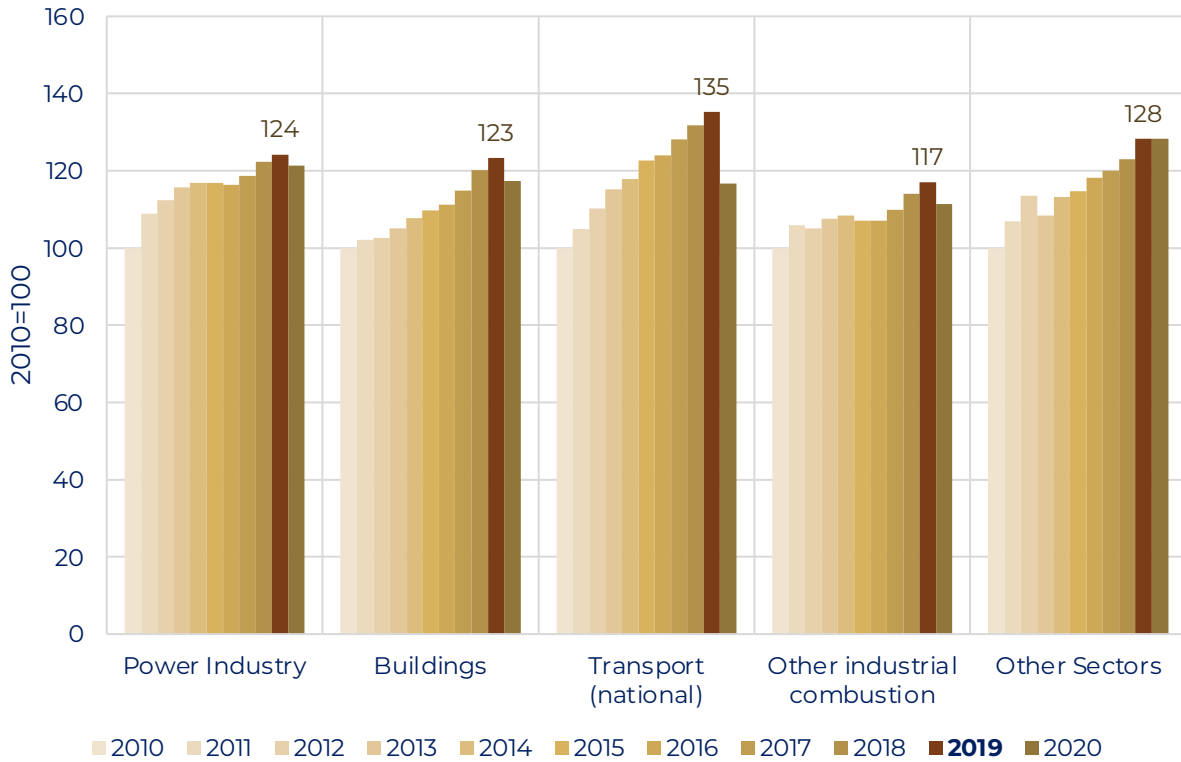


Road Safety in Asia



- 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%**

Transport CO2 Emissions – Relative Decoupling with GDP

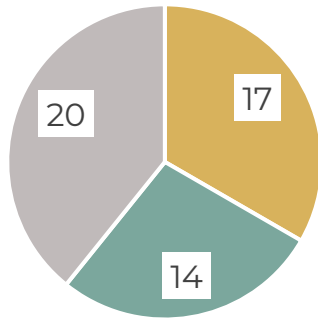


- Intensity of Growth,
 - Transport > other sectors,
 - Asia transport > other regions
- Relative decoupling : Low-Middle Income
- Absolute decoupling : High-Income
- Limited Impact – Policy, Technology and Behaviour
- Paris Challenge : 2.6 Gt in 2020 – 2050 - 4Gt (BAU) to 0.5 Gt (1.5-Degree)

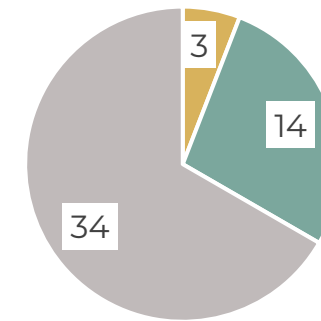
Source ATO calculations using EDGAR

Transport Policies in Asia

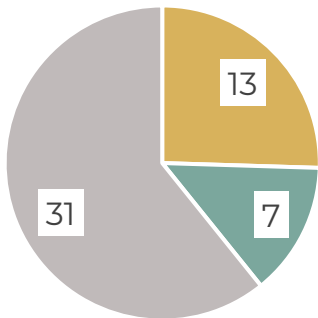
61% of ATO economies have Transport policy



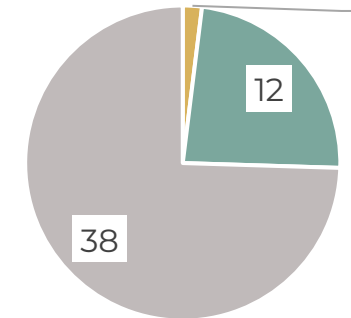
33% of ATO economies have Logistics policy



39% of ATO economies have Road policy



25% of ATO economies have Automotive policy



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

Example: Climate Change targets



Climate Neutrality Targets:

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

- Announcements: e.g. **China** (2020) **Nepal** (2020) **Japan** (2020) **Lao PDR** (2020) **Marshall Islands** (2018) **Fiji** (2018) etc.

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

“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:

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