

**Strengthening the capacity of LLDCs to design and implement policies that promote transport connectivity in line with the Belt and Road Initiative for the achievement of the Sustainable Development Goals**

## Towards the next regional action programme for sustainable transport development in Asia and the Pacific

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# Three pillars of ESCAP transport work



## Platform for intergovernmental cooperation and policy dialogue

Committee on Transport  
Ministerial Conference  
Working Groups on AH, TAR and  
DP



## Comprehensive capacity building programme

Operational connectivity  
Transport Facilitation Models  
Private Public Dialogue



## Analytical work and data collection

Specialized monographs, bulletins  
and periodic assessments of  
transport connectivity in the  
region

## Infrastructure Connectivity

- Missing links along the transport networks,
- Sub-standard quality of the networks
- Uneven capacity along the same corridors

## Operational connectivity

- Weak regulatory frameworks
- Lack of harmonization of standards
- Lack of coordination (domestic and regional level)

## Euro-Asian Connectivity

- Obstacles to inter-regional trade
- Lack of coordination and synergies

## Countries with Special Needs

- Least Developed Countries
- Landlocked Developing Countries
- Small Island Developing Countries

## Sustainable Urban Transport

- Congestion, pollution and Emissions
- Affordability and accessibility

## Rural transport connectivity

- Limited connection of rural roads to wider networks
- Quality of rural infrastructure

## Road safety

- 60 % of global road safety fatalities happen in Asia and the Pacific
- 2020 Road Safety targets yet to be achieved

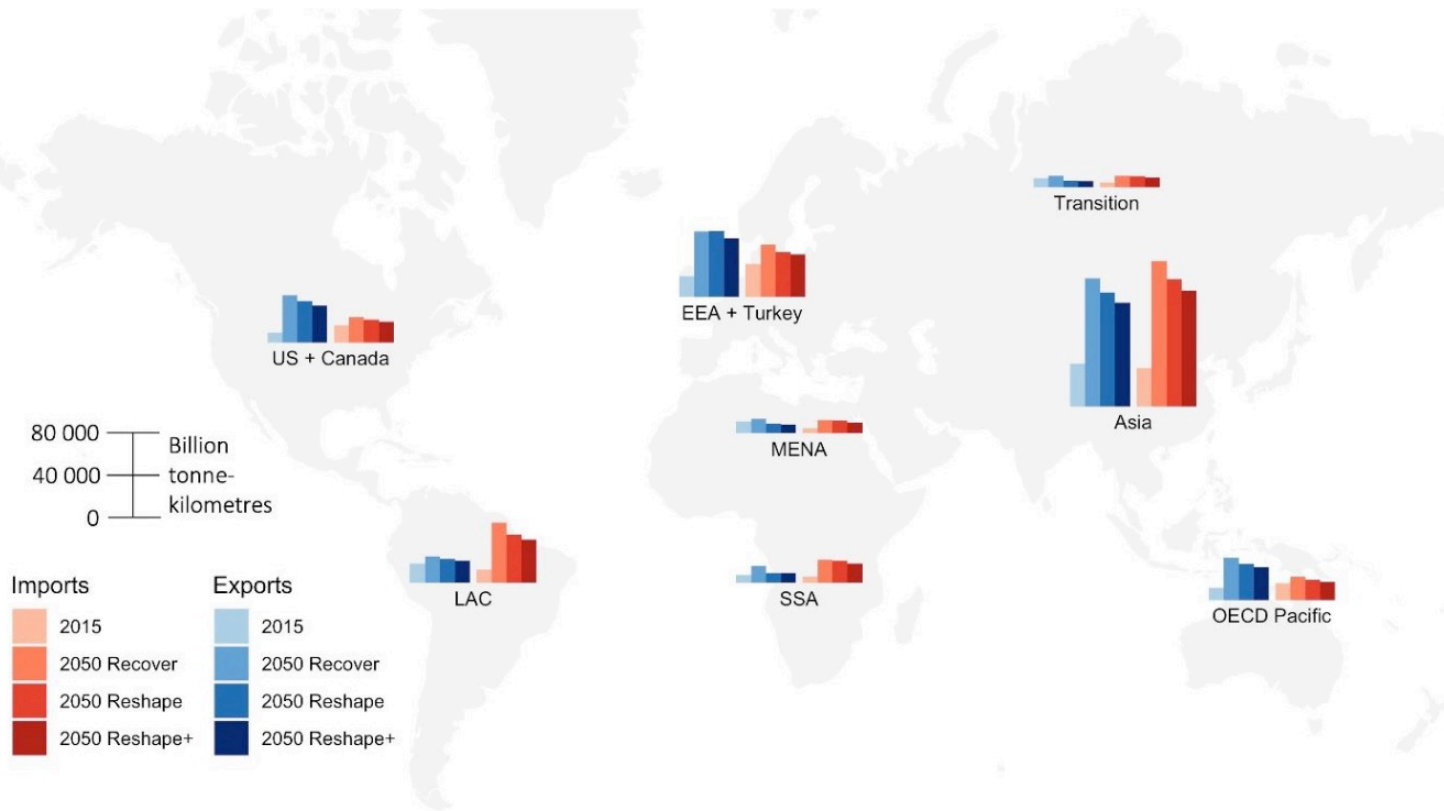
# Regional Action Programme on Sustainable Transport Connectivity in Asia and the Pacific Phase I, 2017- 2021



# Asia-Pacific is at the core of the sustainable transport challenges

## Import- and export-related freight transport by world region in 2050

(Under three scenarios, billion tonne-kilometres)



International Transport Forum, 2021

- ▶ Growth scenarios position Asia-Pacific at the core of transforming global transport performance and dealing with its externalities
- ▶ Global agenda has profound impacts on regional and national policies
- ▶ Innovation and new technologies, as well as new business models and trade patterns change transport landscape
- ▶ COVID-19 amplified the connectivity shortages and flagged the overall lack of sustainability. Building Back Better means accelerating transformation towards sustainable transport



# Building Back Better: Reshaping transport connectivity in Asia-Pacific

## Pre COVID-19

- ❑ Infrastructure shortages
- ❑ Lack of digitalization
- ❑ Disbalanced freight modal split (road, rail, maritime)
- ❑ Inefficient or fragile transit arrangements
- ❑ Manual practices/checks at the border crossings
- ❑ Divergent standards on vehicles, drivers and international transit
- ❑ Connectivity gaps across the region

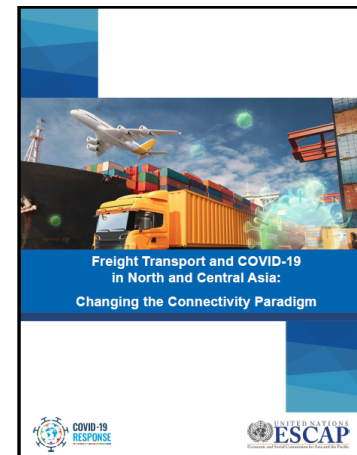
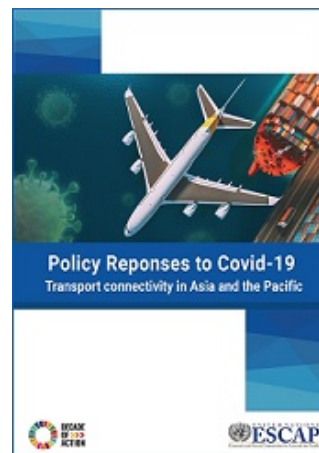


## During COVID-19

- ❑ Restrictions
- ❑ New controls
- ❑ Market inefficiencies

### But also

- ❑ Transit/green corridors
- ❑ Electronic platforms for transport operations
- ❑ No/reduced charges or penalties for storing cargo and other associated services
- ❑ Emergency Response Centers for shippers and transport operators



## Aftermath

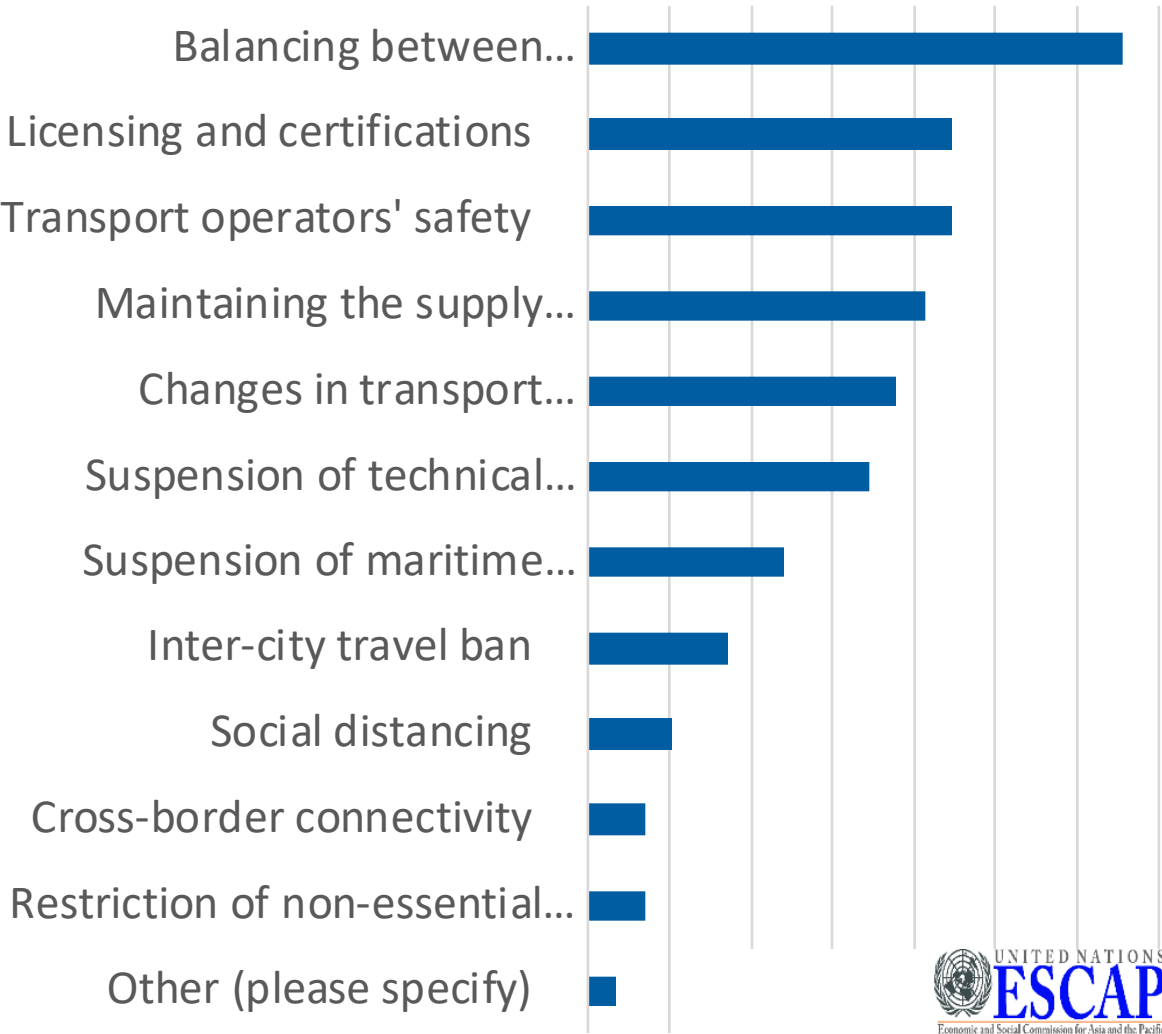


- ❑ **Impact on infrastructure connectivity (investments)**
- ❑ **Impact on operational connectivity (facilitation)**
- ❑ **SDGs and sustainability targets**

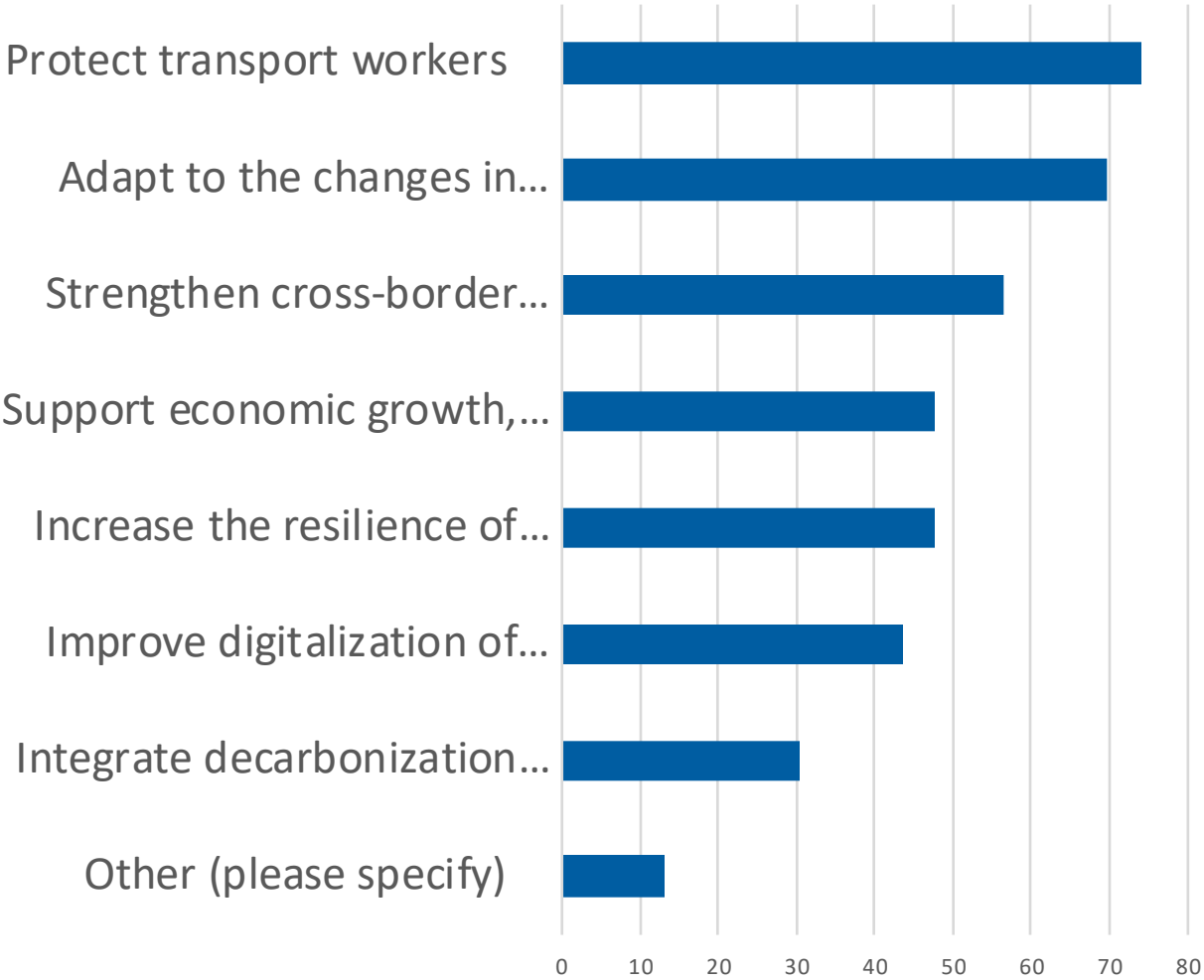
# Major preoccupations of the freight transport authorities in Asia and the Pacific



## During the crisis



## Anticipating recovery

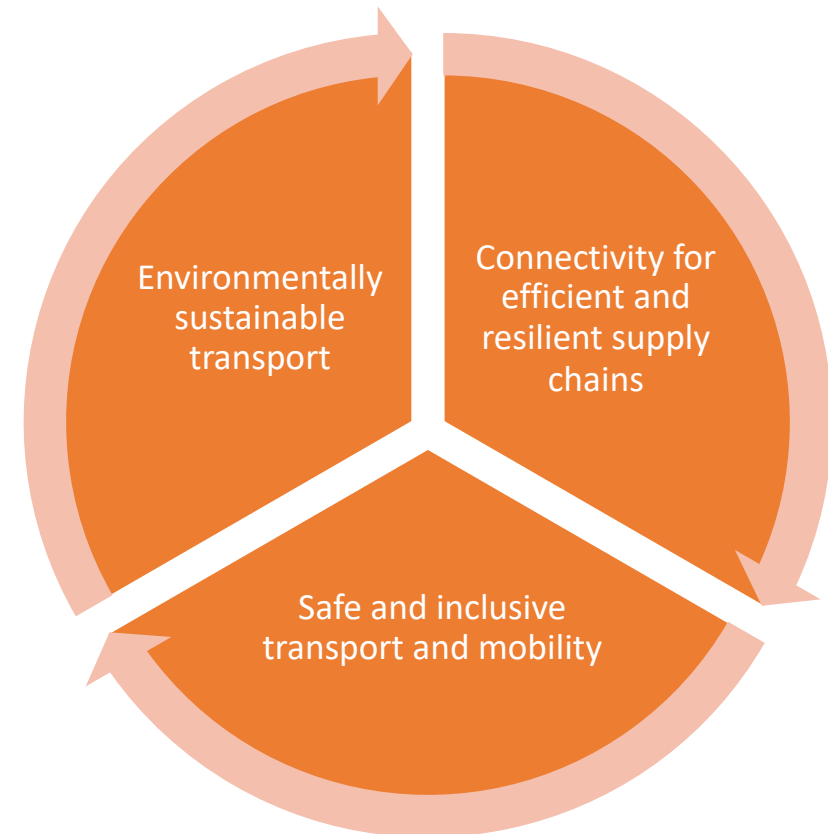


# Evolving regional agenda for transport cooperation

## Regional Action Programme on Sustainable Transport Connectivity (2017-2021)

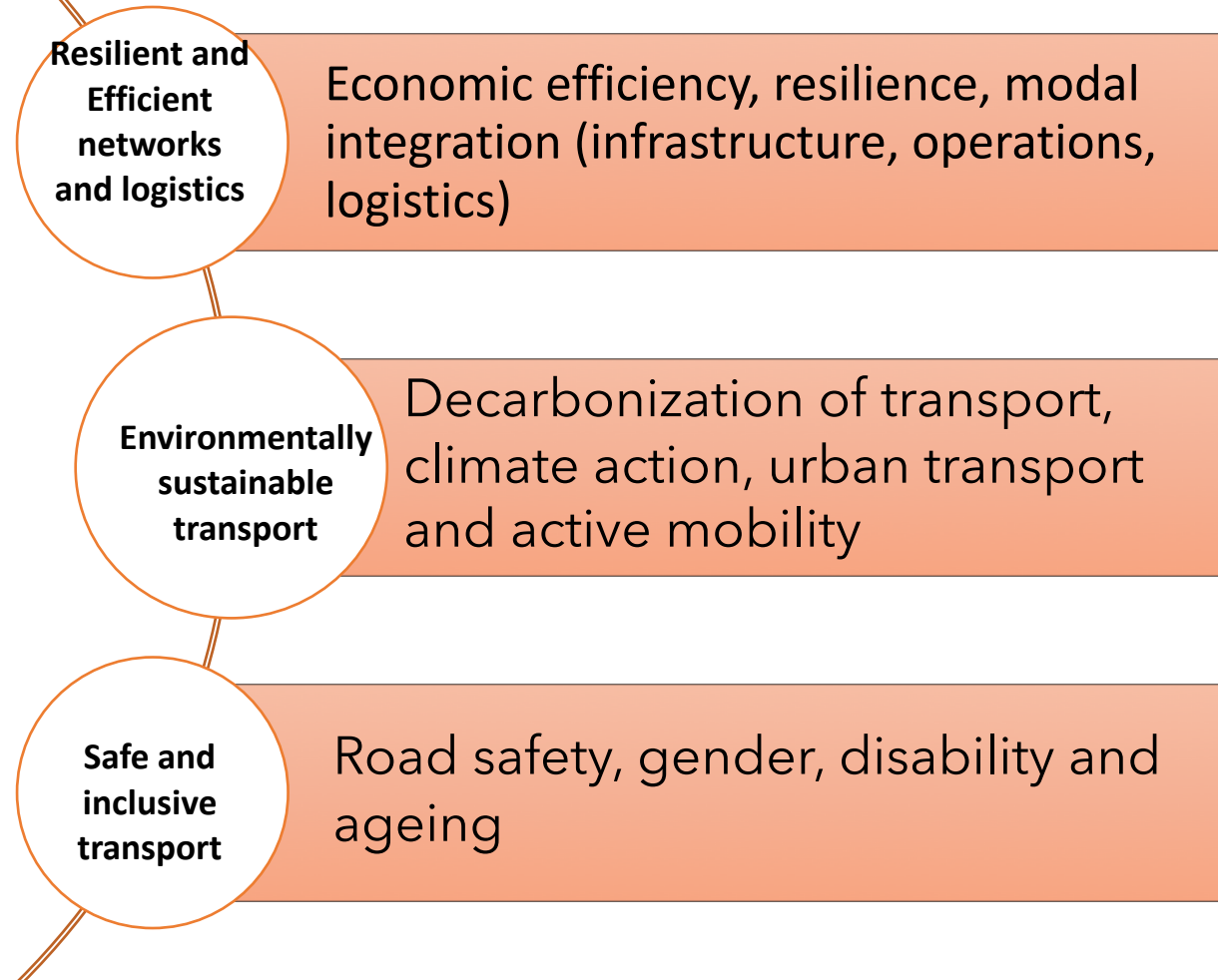


## From 2022: Leveraging synergies and integrating thematic activities to support Building Back Better and the implementation of SDGs






















# Strategic objectives under consideration for the next regional programme on sustainable transport

- Pandemic recovery and resilience building
- Climate Change
- Pressures from changing social structures
- SDGs
- Technology and innovation
- Evidence based/data driven decision making
- Private sector and multi-stakeholder participation



# New draft Regional Action Programme: 2022-2026

Thematic areas	Overarching objectives		
	Towards efficient and resilient transport and logistics network and mobility <b>for economic growth</b>	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
	Relevant Sustainable Development Goals		
	     	    	       
Classification of contribution*			
Regional land transport connectivity and logistics	Direct impact	Direct impact	Direct impact
Maritime and interregional transport connectivity	Direct impact	Direct impact	Direct impact
<b>Digitalization of transport</b>	<b>Direct impact</b>	<b>Direct impact</b>	<b>Indirect impact</b>
Low-carbon mobility and logistics	Direct impact	Direct impact	Indirect impact
Urban transport	Direct impact	Direct impact	Direct impact
Road traffic safety	Indirect impact	Indirect impact	Direct impact
Inclusive transport and mobility	Indirect impact	Direct impact	Direct impact

# Highlights

- **The situation of LLDCs is mainstreamed into the 7 thematic areas of the proposed regional action programme with special emphasis on:**
  - **Regional land transport connectivity and logistics**
  - **Maritime and inter-regional connectivity**
- **Capacity Building focus**
- **South South Cooperation**
- **Evidence based policies to bridge the connectivity gaps**





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