



**MINISTERIAL DECLARATION AND
REGIONAL ACTION PROGRAMME ON
SUSTAINABLE TRANSPORT DEVELOPMENT IN
ASIA AND THE PACIFIC FOR
2022 TO 2026**

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Ministerial Declaration and Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026)

The fourth session of the Ministerial Conference on Transport held in Bangkok and online from 14 to 17 December 2021 adopted the Ministerial Declaration on Sustainable Transport Development in Asia and the Pacific and a new Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026). At its seventy-eighth session held from 23 to 27 May 2022, the Economic and Social Commission for Asia and the Pacific (ESCAP) adopted the Resolution 78/3 on Implementation of the Ministerial Declaration on Sustainable Transport Development in Asia and the Pacific.

Ministerial Declaration on Sustainable Transport Development in Asia and the Pacific

We, the Ministers of transport and representatives of the members and associate members of the Economic and Social Commission for Asia and the Pacific attending the Fourth Ministerial Conference on Transport, held in Bangkok and online, from 14 to 17 December 2021,

Reaffirming our commitment to the implementation of General Assembly resolution 70/1 of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”,

Bearing in mind Commission resolution 75/3 of 31 May 2019 on advancing partnerships within and across regions for the sustainable development of Asia and the Pacific,

Recalling Commission resolution 76/2 of 21 May 2020 on regional cooperation to address the socioeconomic effects of pandemics and crises in Asia and the Pacific and Commission resolution 77/1 of 29 April 2021 on building back better from crises through regional cooperation in Asia and the Pacific,

Acknowledging the mutual understanding and comprehensive response to the challenges, restoring connectivity and building resilient transport networks,

Recognizing the three dimensions of sustainable development – economic, social and environmental – and in this regard, underscoring the importance of the environmental dimension in the context of sustainable transport, highlighting in particular the United Nations Framework Convention on Climate Change¹ and that countries may seek to apply a climate and environment-responsive approach to building back better from the coronavirus disease (COVID-19) pandemic,

¹ See United Nations, Treaty Series, vol. 1771, No. 30822.
* ESCAP/78/L.1.

Cognizant of the importance of Commission resolution 76/1 of 21 May 2020 on strengthening cooperation to promote the conservation and sustainable use of the oceans, seas and marine resources for sustainable development in Asia and the Pacific,

Attaching continued importance to General Assembly resolution 75/313 of 29 July 2021 on strengthening the links between all modes of transport to ensure stable and reliable international transport for sustainable development during and after the COVID-19 pandemic, Assembly resolution 70/197 of 22 December 2015 on comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors and Assembly resolution 69/213 of 19 December 2014 on the role of transport and transit corridors in ensuring international cooperation for sustainable development,

Welcoming General Assembly resolution 74/15 of 5 December 2019 on the Political Declaration of the High-level Midterm Review on the Implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 and Assembly resolution 74/217 of 19 December 2019 on the follow-up to and implementation of the SIDS Accelerated Modalities of Action (SAMOA) Pathway and the Mauritius Strategy for the Further Implementation of the Programme of Action for the Sustainable Development of Small Island Developing States,

Emphasizing that unity, solidarity and renewed multilateral cooperation are key to building back better from the pandemic, focusing on the opportunities that the pandemic provides to harness innovation in the sector and to help to provide safe, affordable, accessible and sustainable transport systems for all,

Acknowledging the need for persistent efforts to address the road safety crisis, as called for in the Stockholm Declaration² and General Assembly resolution 74/299 of 31 August 2020 on improving global road safety, and as called for in the Second Decade of Action for Road Safety 2021–2030 and the related Global Plan of Action,

2 See www.roadsafetysweden.com/about-the-conference/stockholm-declaration/.

Reaffirming Sustainable Development Goal target 11.2 on providing access to safe, affordable, accessible and sustainable transport systems for all, improving road safety and expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons,

Noting that continued progress in the area of automotive and smart transport systems could improve transport connectivity, traffic efficiency, users' convenience and road safety, including through the progressive development of highly and fully automated vehicles, smart mobility and other technologies,

Underscoring the need for continuously improved infrastructure of member States in order to facilitate regional and interregional transport connectivity and sustainability, including through the role of digitalization and automation,

Recognizing that the new developments in digitalization, such as big data, artificial intelligence, machine learning, the Internet of things, blockchain and automation, are of increasing relevance to improving mobility and the operationalization of the regional transport network,

Taking note of the Bangkok Declaration on City and Transport: Safety, Efficiency, and Sustainability, adopted at the Regional Meeting for Asia and the Pacific on City and Transport: Safety, Efficiency, and Sustainability, held in Bangkok and online on 9 and 10 June 2021,³ in which the meeting participants recognized the importance of safe, efficient and sustainable urban transport systems and reaffirmed the importance of quality, efficient, safe and environmentally friendly public transport for the creation of comfortable living conditions in cities and towns, as well as for the improvement of the health and well-being of the population and the inclusion of these populations in the socioeconomic dynamics of their cities and agglomerations,

3 See www.unescap.org/sites/default/d8files/event-documents/BangkokDeclarationOnSustainableUrbanTransport_10Jun2021-Adopted.pdf.

Emphasizing the importance of the further development of urban public transport systems and the facilitation of non-motorized transport for more equitable, healthier and less congested urban environments,

Commending the application of the sustainable urban transport index as an effective tool for enhancing overall sustainability of urban mobility in cities,

Recognizing the need to accelerate the transition to clean energy technologies and electric mobility including in public transport, the use of renewable energy in transport and the establishment of an electric mobility initiative for the region,

Recognizing also the importance of alternative fuels and ongoing national initiatives to increase adoption of such fuels in place of conventional fuels,

Stressing the importance of safe, affordable, accessible and sustainable transport links for the economic development of the Asia-Pacific region in the context of achieving the Sustainable Development Goals and implementing the 2030 Agenda for Sustainable Development,

Recognizing the need to continue the active efforts of the Commission in the comprehensive promotion of advanced management, technical and technological solutions aimed at developing sustainable supply chains with a particular focus on regional and interregional connectivity,

Noting the role of multimodal transport corridors in the Asia-Pacific region for the development of trade relations between the member States,

Recognizing the importance of integrating different modes of transport for an efficient and sustainable transport system in Asia and the Pacific,

Noting the efforts of member States to further strengthen the transport connectivity of landlocked countries in the Asia-Pacific region, notably, by promoting multimodal freight transport along existing and emerging interregional corridors and enhancing transport connectivity between

Central Asia and other subregions, by, inter alia, exploring the establishment of a regional centre for the development of transport connectivity under the auspices of the United Nations,

Supporting seamless integrated corridors of areas with high potential and the establishment of connections between Asia and Europe, with special attention to the role of cross-border multimodal and in particular railway connectivity in accelerating regional development and regional integration,

Supporting also the efforts of member States with regard to the coordinated development of multimodal transport corridors, in line with the activities outlined in the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026),

Noting the ongoing national efforts of member States to enhance the sustainability of freight transport in the decade of action for the Sustainable Development Goals, and considering that a regional approach to sustainable multimodal freight transport would provide the required focus and ensure that the benefits of sustainable multimodal freight transport are maximized and the negative externalities minimized,

Recognizing that the exceptional circumstances created by the COVID 19 pandemic have positioned transport connectivity as an integral part of pandemic response and recovery policies and of further progress on the Sustainable Development Goals, and calling for special attention to be paid to the issue of railway transport, which demonstrated its resilience during the pandemic,

Acknowledging that the digitalization of supply chains will contribute to a sustainable recovery of the global economy after the crisis caused by the COVID-19 pandemic,

Recognizing the importance of promoting cooperation between the Commission and other international organizations for the development of interregional transport links, including Euro-Asian transport links,

Expressing appreciation for the progress made in the implementation of the Ministerial Declaration on Sustainable Transport Connectivity in Asia and the Pacific, including the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021),⁴ and reaffirming the vital role of regional cooperation,

Recognizing that the Intergovernmental Agreements on the Asian Highway Network,⁵ on the Trans-Asian Railway Network⁶ and on Dry Ports⁷ provide an institutional framework for enhancing transport connectivity in the Asia Pacific region, and encouraging the development of further normative instruments to support sustainable transport development in the region,

Welcoming the progress in the implementation of the Intergovernmental Agreement on International Road Transport along the Asian Highway Network⁸ as a significant move to promote the use of the Asian Highway for connectivity, and noting that the Agreement is open for accession to all parties to the Intergovernmental Agreement on the Asian Highway Network,

Welcoming also the Second Global Conference on Sustainable Transport, held in China from 14 to 16 October 2021,⁹

Noting the outcomes of the Regional Conference on Transport Research and Education, held on 22 and 23 September 2021, the Regional Meeting on Sustainable Transport Connectivity between Asia and Europe, held on 25 and 26 November 2020 and the Forum on Sustainable Transport Connectivity between Asia and Europe, held on 5 and 6 October 2021,

Emphasizing the need for greater connectivity for maritime, rural and remote communities to wider transport systems in the region,

4 E/ESCAP/73/15/Add.1.

5 United Nations, Treaty Series, vol. 2323, No. 41607.

6 *Ibid.*, vol. 2596, No. 46171.

7 *Ibid.*, No. 53630.

8 www.unescap.org/sites/default/files/Intergovernmental-Agreement-on-International-Road-Transport-along-the-Asian-Highway-Network-English-language.pdf.

9 See www.un.org/en/conferences/transport2021.

Emphasizing also the need to design a more resilient, sustainable and socially equitable transport system in view of the threat of future pandemics, and encouraging people to use sustainable modes of transport,

1. *Adopt* the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026);
2. *Endorse* the Transport Research and Education Network, launched during the Fourth Ministerial Conference on Transport;
3. *Decide* to work towards a harmonized legal framework for multimodal transport in Asia and the Pacific including in the context of the implementation of the Intergovernmental Agreement on Dry Ports, as defined by the Agreement;
4. *Encourage* a regional approach on sustainable multimodal freight transport which provides coherence to the existing initiatives, creates synergies through partnerships and ensures high-level political affirmation with regard to sustainable multimodal freight transport;
5. *Welcome* the national and regional efforts to preserve and enhance transport connectivity in the context of the COVID-19 pandemic by using seamless and contactless solutions, such as electronic data exchange, and pursuing regional and sectoral cooperation on the transport response and recovery strategies;
6. *Decide* to convene a ministerial conference on transport in 2026 to evaluate the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) and to consider a future programme of work;

7. Request the Executive Secretary:

- (a) To accord priority to the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026);
- (b) To promote activities on the strategic planning, policy and development of regional and interregional transport connectivity, “smart” supply chains and the introduction of digital and intelligent transport systems including within the framework of capacity-building projects;
- (c) To encourage cooperation of member States to improve their transport infrastructure and remove related constraints in order to ensure a seamless transport system in the Asia-Pacific region and coordinate their efforts in that regard;
- (d) To promote the exchange of best practices in the field of international road, rail, including container, and multimodal freight transport, as well as the digitalization of all processes including logistics;
- (e) To support the initiatives of the Commission’s Committee on Transport and the working groups of the Intergovernmental Agreements on the development of multimodal transport corridors and to assist in their all-around promotion, including through requested studies and capacity-building workshops;
- (f) To ensure effective coordination with other agencies, organizations and institutions in providing technical assistance to the members and associate members of the Commission for the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026);
- (g) To collaborate effectively with international and regional institutions, multilateral and bilateral donors, private sector stakeholders and international organizations to strengthen localized, participatory and needs-based capacity-building by development actors for the achievement of sustainable and resilient transport in Asia and the Pacific;

- (h) To assess periodically the progress made on the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026), at national and subregional levels, analyse results within the Commission’s Committee on Transport, and work out relevant policies and recommendations on promoting and accelerating the implementation process;
- (i) To support the convening of the fifth Ministerial Conference on Transport, in 2026.

Regional Action Programme for Sustainable Transport Development in Asia and the Pacific for 2022 to 2026

I. Background, vision and objectives

1. The Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) draws concrete links to directly and indirectly relevant Sustainable Development Goals and targets and aims to emphasize the ways in which transport is not just an enabler of the Sustainable Development Goals but, in many ways, a prerequisite of success. Enshrined in the vision of competitive, environmentally sustainable and inclusive transport in Asia and the Pacific, the Regional Action Programme seeks cross-cutting impacts and mainstreams common elements across three overarching objectives, which are directly linked to the Sustainable Development Goals. Specifically, the Programme is geared towards advancing:

- (a) Efficient and resilient transport and logistics networks and mobility for economic growth;
- (b) Environmentally sustainable transport systems and services;
- (c) Safe and inclusive transport and mobility.

2. The Programme clusters the following seven thematic areas of work under these three overarching objectives:

- (a) Regional land transport connectivity and logistics;
- (b) Maritime and interregional transport connectivity;
- (c) Digitalization of transport;
- (d) Low carbon mobility and logistics;

- (e) Urban transport;
- (f) Road safety;
- (g) Inclusive transport and mobility.

3. Some thematic areas from the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021),¹ such as regional infrastructure and operational connectivity, urban transport and road safety remain prominent, while other previously stand-alone thematic areas have been merged under broader headings. This approach aims to allow for a well-rounded approach to all dimensions of sustainable development during the implementation of the present Regional Action Programme and to address the demand to more comprehensively incorporate the 2030 Agenda for Sustainable Development² into the Programme. At the same time, the actions proposed in all thematic areas incorporate the concepts of post-pandemic recovery and building back better.

¹ E/ESCAP/MCT(3)/11, annex I.

² General Assembly resolution 70/1.

Matrix of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026)

	Overarching objectives		
	Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
	Relevant Sustainable Development Goals		
Thematic areas	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
Digitalization of transport	Direct impact	Direct impact	Direct impact
Low carbon mobility and logistics	Direct impact	Direct impact	Indirect impact
Urban transport	Direct impact	Direct impact	Direct impact
Road safety	Indirect impact	Indirect impact	Direct impact
Inclusive transport and mobility	Indirect impact	Direct impact	Direct impact

II. Thematic areas, activities and indicators of achievement

A. Regional land transport connectivity and logistics

1. Summary description

This thematic area encompasses both infrastructure and operational transport connectivity along the regional land transport network as well as selected aspects of rural connectivity. Building on the Intergovernmental Agreement on the Asian Highway Network,³ the Intergovernmental Agreement on the Trans-Asian Railway Network⁴ and the Intergovernmental Agreement on Dry Ports⁵ as well as relevant regional frameworks on transport facilitation, the activities and intended outcomes under this area will utilize regional and multi-stakeholder cooperation, relevant data analysis and normative and technical assistance tools to (a) expand and further improve upon overall regional land transport connectivity and supply chain efficiency; (b) enhance the sustainability and resilience of land transport systems and supply chains to external shocks, crises and disruptions; and (c) improve connectivity and access to markets for countries with special needs for equitable development, thus leaving no one behind.

2. Activities

2.1 Work towards the greater efficiency, sustainability and resilience of the regional land transport network, as formalized by the Intergovernmental Agreements on the Asian Highway Network, the Trans-Asian Railway Network and Dry Ports, by:

- (a) Facilitating coordinated infrastructure development in line with the agreed regional infrastructure parameters;
- (b) Harmonizing operational standards, as appropriate, including cross-border and transit requirements, and implementing transport facilitation tools and frameworks;

³ United Nations, Treaty Series, vol. 2323, No. 41607.

⁴ Ibid., vol. 2596, No. 46171.

⁵ Ibid., No. 53630.

- (c) Supporting a harmonized approach in response to disruptive events in cross-border transport to ensure the uninterrupted supply of essential goods as well as a fast and effective recovery from crises;
- (d) Supporting evidence-based approaches to ensure better planning, development and upgrading of the regional transport system, including through the use of analytical and modelling tools in decision-making processes on regional transport infrastructure and operational connectivity initiatives;
- (e) Increasing the capacity of countries in special situations to develop transport and logistics information systems to support better planning and analytical tools;
- (f) Considering regional requirements and experience from past crises, if any, to improve the planning, development and upgrading of the regional transport system;
- (g) Developing a mechanism for cooperation and exchange of knowledge among transport research, education and training institutes in Asia and the Pacific.

2.2 Help to advance the efficiency, sustainability and resilience of land and multimodal transport corridors in the region, by:

- (a) Improving the planning, development and upgrading of regional land and multimodal transport corridors;
- (b) Adjusting legal frameworks to the changing operational environment and challenges for multimodal transport;
- (c) Supporting transport corridor management mechanisms and the implementation of the relevant multilateral transport agreements.

2.3 Contribute to enhancing the accessibility of the regional transport network with particular attention to the connectivity gaps adversely affecting landlocked developing countries and other countries with special needs.

2.4 Assist in improving the quality and inclusiveness of logistics services and overall competitiveness of the region's logistic competencies

through capacity-building activities for logistics services professionals, regular regional meetings of logistics service providers and their national associations and increase use of logistics information systems.

Table A: Regional land transport connectivity and logistics

Indicators of achievement under the overarching objectives of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026)		
Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
<ul style="list-style-type: none"> • Upgrades and extensions to the Asian Highway network and Trans-Asian Railway network as well as dry ports of international importance • Regular knowledge products, policy tools and expert group meetings on best practices and regional approaches to enhancing the operational connectivity, including during disruptive events, along the regional land transport network • Increased capacity of relevant stakeholders to support the development of land and multimodal transport corridors and multimodal transport operations 	<ul style="list-style-type: none"> • Increased capacity of countries to implement national and regional measures to promote rail and waterborne transport as well as environmentally sustainable logistics in regional freight operations 	<ul style="list-style-type: none"> • Provision of regular advisory services and capacity-building programmes on facilitating access of landlocked developing countries to the regional supply chains • Knowledge products and policy tools promoting greater consideration of the local development impact of regional transport networks and corridors • Increased capacity and social inclusiveness of the logistics sector

B. Maritime and interregional transport connectivity

1. Summary description

This thematic area is focused on key mechanisms for connecting the region to global supply chains. The activities and intended outcomes in this area will utilize regional and multi-stakeholder cooperation, relevant data analysis and normative and technical assistance tools to address: (a) strengthening port-hinterland transport connections and strategically locating multimodal transport and logistics facilities to capitalize on the competitive strength of each mode in interregional transport, with special emphasis on strengthening the capacities of countries with special needs; (b) enhancing efficient multimodal operations; (c) supporting a shift to sustainable and resilient port development; (d) contributing to sustainable shipping and port operations practices, including reducing emissions and pollutants from shipping and port operations and developing green port infrastructure; and (e) connectivity challenges faced by small island developing States.

2. Activities

- 2.1 Support a systematic regional dialogue on sustainable and resilient maritime connectivity, including the promotion of the development of low- and zero-emissions green shipping for Asia and the Pacific in close partnership with global and regional actors and the shipping industry.
- 2.2 Assist small island developing States in meeting transport challenges and strengthening resilience to future shocks.
- 2.3 Support an interregional multi-stakeholder forum for sustainable and resilient transport connectivity between Europe and Asia to bring together, on a regular basis, all concerned stakeholders, including governments, relevant organizations and institutions and the private sector.

Table B: Maritime and interregional transport connectivity

Indicators of achievement under the overarching objectives		
Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
<ul style="list-style-type: none"> • Systematic and regular exchange of best practices and experiences on the issues and priorities for sustainable maritime connectivity in Asia and the Pacific • Regular interregional multi-stakeholder forum for sustainable transport connectivity between Europe and Asia 	<ul style="list-style-type: none"> • Knowledge products and policy tools offering best practices on sustainable, resilient and green port operational practices and maritime transport in Asia and the Pacific • Elaboration of updated policy guidelines for integrated port-hinterland transport connectivity 	<ul style="list-style-type: none"> • Advisory services and capacity building programmes on facilitating access of small island developing States to global and regional supply chains • Knowledge products and policy recommendations on enhancing the safety of port and maritime operations • Development of recommendations on the storage of dangerous goods in port areas

C. Digitalization of transport

1. Summary description

This thematic area is focused on the digital transformation of transport in Asia and the Pacific. The activities and intended outcomes in this area will utilize technology, innovation, automation, digitalization, regional and multi stakeholder cooperation, relevant data analysis and technical assistance tools to address: (a) wider deployment of smart transport systems to improve the efficiency, resilience and social and environmental sustainability of transport; (b) increased awareness of innovative technologies

and the use of big data to improve traffic and other urban transport issues; (c) interconnection of maritime and port systems; and (d) a shift towards regional transport networks with smart transport systems, among others.

2. Activities

- 2.1 Develop a regional road map for smart transport systems in Asia and the Pacific to support wider deployment of sustainable and resilient smart transport systems to improve efficiency.
- 2.2 Use an evidence-based approach to promote and develop knowledge products on smart transport and related digital technology, such as intelligent transportation systems, to increase efficiency.
- 2.3 Increase awareness among members and associate members of the Economic and Social Commission for Asia and the Pacific about emerging technologies, including smart mobility, and highlight the important role that effective policymaking and planning practices have in the adoption of appropriate technological solutions.
- 2.4 Scale up capacity-building programmes and assist members and associate members in formulating and implementing innovative urban and rural transport policies, comprehensive planning practices and strategies to promote the application of new technologies, including smart transport technologies.
- 2.5 Increase awareness among members and associate members about innovative policies and technologies to promote the use of big data to improve traffic and other urban transport issues.
- 2.6 Promote new technologies, digitalization, smart transport solutions and electronic information exchange that respect data privacy and data protection to promote a shift towards smart transport networks.
- 2.7 Enhance the application of new technologies and digitalization to streamline port activities.

2.8 Increase the resilience, sustainability and interconnection of maritime transport systems.

2.9 Increase awareness among members and associate members about autonomous navigation implementation through capacity building workshops.

Table C: Digitalization of transport

Indicators of achievement under the overarching objectives		
Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
<ul style="list-style-type: none"> • Increased capacity of members and associate members to use new technologies and/or regional frameworks or other instruments on smart freight and digitalization • Increased capacity of members and associate members to implement smart port reforms and support the digitalization of port and maritime transport • Promotion of the application of new and emerging technologies, such as blockchain technology, in port and maritime transport • Development of the regional road map 	<ul style="list-style-type: none"> • Awareness-raising activities and/or capacity-building workshop(s)/seminar(s) to promote low carbon mobility and related emerging technologies and the application of new technologies, including smart mobility and smart transport technologies 	<ul style="list-style-type: none"> • Exchange of best practices in the form of seminars or workshops on new technologies and implementation of digital solutions to meet interests and support vulnerable groups

for smart transport systems in Asia and the Pacific to support the wider deployment of sustainable smart transport systems through capacity-building projects

- Knowledge products and best practices on emerging technologies, smart transport and related digital technologies, such as intelligent transportation systems, to increase efficiency
- Awareness-raising activities on integrated urban and transport planning and the use of big data to improve traffic and other urban transport issues

D. Low carbon mobility and logistics

1. Summary description

This thematic area is focused on promoting low carbon mobility, clean energy technologies and logistics. The activities and intended outcomes in this area will utilize regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (a) low carbon transport, including the accelerating shift to electric mobility; (b) wider application of smart and green transport to contribute to emissions reductions; (c) environmental performance of freight transport to support

rapid decarbonization, including through sustainable freight practices and optimized modal split; and (d) transport-related actions towards meeting the regional and global environmental commitments.

2. Activities

- 2.1 Establish a regional cooperation mechanism to promote low carbon transport, including a shift to electric mobility and clean energy technologies to contribute to transport emissions reductions.
- 2.2 Develop and implement low carbon transport projects, such as green infrastructure projects, to contribute to emissions reductions in combination with climate change action.
- 2.3 Use an evidence-based approach to promote and develop knowledge products on low carbon transport, including electric mobility and other clean energy technologies.
- 2.4 Scale up capacity-building programmes and assist members and associate members in formulating policies and strategies to accelerate transport-related actions to meet the regional and global environmental commitments, including the relevant targets of the Sustainable Development Goals and the Paris Agreement,⁶ such as accelerating the transition to low carbon transport and the transition to electric mobility.
- 2.5 Increase awareness among members and associate members about advanced clean and energy-efficient technology, including the deployment of clean road-vehicle technologies.
- 2.6 Contribute to decarbonizing global and regional supply chains, by:
 - (a) Building technical capacities on environmentally sustainable freight, including on green multimodal freight corridors;

⁶ See FCCC/CP/2015/10/Add.1, decision 1/CP.21, annex.

- (b) Carrying out national and regional assessments on current and optimal target modal splits for multimodal freight transport;
 - (c) Incentivizing decarbonization efforts as part of the national and regional sustainable freight programmes and initiatives;
 - (d) Developing metrics and methodologies to assess the efficacy of economic, land-use and other measures with regard to environmentally sustainable freight;
 - (e) Establishing a conducive policy environment for a transition to fuel efficient and green vehicle/locomotive/shipping technologies for freight transport;
 - (f) Sharing best practices for the greening and decarbonization of the shipping value chain, including deploying green port infrastructure.
- 2.7 Scale up capacity-building programmes to facilitate the implementation of international best practices in support of sustainable maritime connectivity.
- 2.8 Promote more-efficient logistics hubs to provide carbon abatements that substantially outweigh the additional freight emissions.

Table D: Low carbon mobility and logistics

Indicators of achievement under the overarching objectives		
Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
<ul style="list-style-type: none"> • Initiatives taken by national Governments on smart transport systems to enhance efficiency and reduce greenhouse gas emissions • Knowledge products/guidelines to increase efficiency and contribute to emissions reductions 	<ul style="list-style-type: none"> • Establishment of a regional cooperation mechanism to promote low carbon transport, including a shift to electric mobility, to contribute to transport emissions reductions • Policies and measures taken by national Governments to accelerate the transition to low carbon transport, including the transition to electric mobility and clean energy technologies • Publication of knowledge products/guidelines on approaches to low carbon transport, including electric mobility and clean energy technologies • Awareness-raising activities and/or capacity-building workshop(s)/seminar(s) to promote low carbon mobility • Increased capacity of relevant stakeholders to design and implement national and regional measures to decarbonize transport operations along the Asian Highway network, 	

	<p>the Trans-Asian Railway network and dry ports of international importance</p> <ul style="list-style-type: none"> • Regular knowledge products and policy tools on decarbonizing multimodal freight operations and promoting environmentally sustainable and resilient logistics services • Increased capacity of relevant stakeholders to implement global regulations and instruments to enhance the environmental sustainability and resilience of maritime transport 	
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E. Urban transport

1. Summary description

This thematic area is focused on urban transport planning and public transport that can provide for accessibility, reliability of service and safety and promote the use of clean and energy-efficient vehicles. The activities and intended outcomes in this area will utilize regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (a) integrated urban and transport planning; (b) efficient, sustainable and resilient urban transport systems; (c) active mobility and non-motorized transport, in particular following the paradigm shift of the pandemic; (d) transition to low carbon public transport; and (e) first- and last-mile accessibility for public transport users.

2. Activities

2.1 Extend the application of the sustainable urban transport index tool and assist members and associate members in improving urban transport

and in tracking and comparing the sustainability performance of their urban transport systems.

- 2.2 Promote integrated urban and transport planning for efficient, sustainable and resilient urban transport systems.
- 2.3 Use evidence-based approaches to promote and develop knowledge products on:
 - (a) Urban public transport policies on electric vehicles;
 - (b) Active mobility and non-motorized transport.
- 2.4 Scale up capacity-building programmes and assist members and associate members in formulating and implementing innovative urban transport policies and strategies to promote active mobility, non-motorized transport and the transition to low carbon transport.
- 2.5 Increase awareness among members and associate members about innovative policies and technologies to promote first- and last-mile accessibility for public transport users (e.g. micromobility and ride-sharing solutions, such as bike-sharing and e-scooter-sharing).

Table E: Urban transport

Indicators of achievement under the overarching objectives		
Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
<ul style="list-style-type: none"> • Wider application of the sustainable urban transport index tool in countries/cities 	<ul style="list-style-type: none"> • Measures taken by members and associate members to promote low-carbon urban 	<ul style="list-style-type: none"> • Initiatives taken by national Governments to promote first- and last-mile accessibility

<ul style="list-style-type: none"> • Measures taken by members and associate members to integrate urban and transport planning for efficient, sustainable and resilient urban transport systems 	<p>public transport systems, active mobility and non-motorized transport in urban areas</p> <ul style="list-style-type: none"> • Knowledge products/ guidelines on urban public transport policies concerning electric vehicles, and development of active mobility and non-motorized transport • Awareness-raising activities and capacity-building 	<p>and safety for public transport users</p> <ul style="list-style-type: none"> • Awareness-raising activities to promote first- and last-mile accessibility for public transport users systems,
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F. Road safety

1. Summary description

This thematic area is focused on reducing the number of fatalities and injuries from road traffic crashes by 50 per cent by 2030. The activities and intended outcomes in this area will utilize technology, innovation, automation, digitalization, regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (a) the Global Plan of Action for the Second Decade of Action for Road Safety 2021–2030; (b) safe system interventions and key risk factors; (c) improved road crash data management systems; and (d) vulnerable road users, among others.

2. Activities

2.1 Develop a regional plan of action for the Second Decade of Action for Road Safety 2021–2030 in line with the related Global Plan.

- 2.2 Scale up capacity-building programmes and assist members and associate members in improving road safety by:
- (a) Formulating and implementing national policies and strategies in line with the regional plan of action for the Second Decade of Action, including on tackling road safety risk factors;
 - (b) Implementing safe system interventions (e.g. interventions related to road infrastructure, vehicle safety, road user behaviour and post-crash response);
 - (c) Improving road crash data management systems through regional initiatives.
- 2.3 Periodically assess and monitor progress on the improvement of road safety in the Asia-Pacific region through analytical studies.
- 2.4 Use an evidence-based approach to promote and develop knowledge products on:
- (a) Road safety risk factors;
 - (b) Safety of vulnerable road users.
- 2.5 Increase awareness among members and associate members about utilizing smart transport systems and emergency response communication systems based on global navigation satellite systems to improve road safety.
- 2.6 Provide road safety by expanding public transport, with special attention to the needs of those in vulnerable situations, including women, children, persons with disabilities and older persons.

Table F: Road safety

Indicators of achievement under the overarching objectives		
Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
		<ul style="list-style-type: none"> • Endorsement of a regional plan of action for the Second Decade of Action for Road Safety 2021–2030 • Formulation of national road safety targets and plans of action in line with the regional plan of action for the Second Decade of Action for Road Safety • Measures taken by members and associate members to improve road safety data management systems and tackle road safety risk factors • Periodic publication of analytical studies of progress in the improvement of road safety in the Asia-Pacific region • Publication of knowledge products on addressing road safety risk factors and the safety of vulnerable road users • Awareness-raising activities and capacity building workshop(s)/seminar(s) on the implementation of the regional plan of action for the Second Decade of Action for Road Safety and on improving road crash data management systems

G. Inclusive transport and mobility

1. Summary description

This thematic area is focused on developing the knowledge basis for designing transport policies that can measurably contribute to reducing poverty and inequality. The activities and intended outcomes in this area will utilize technology, innovation, automation, digitalization, regional and multi stakeholder cooperation, relevant data analysis and technical assistance tools to assess and address: (a) transport challenges faced by vulnerable people, including in response to climate change impacts and related adaptive capacities, in particular in, but not limited to, rural areas; (b) gender-sensitive transport policies; and (c) changes to the sector's workforce and to the supply of and demand for transport skills and expertise, among others.

2. Activities

- 2.1 Identify transport policy measures that can support the reduction of poverty and inequality, including through improved access to and affordability of transport.
- 2.2 Develop regional transport accessibility guidelines incorporating best practices that can support the reduction of poverty and inequality.
- 2.3 Promote policies/frameworks to improve rural, rural-urban, and peri-urban accessibility.
- 2.4 Assist members and associate members in developing actionable policies and strategies to improve rural transport.
- 2.5 Help to incorporate social impact assessments into the development of regional transport policies.
- 2.6 Promote regional measures to assess and address transport challenges faced by vulnerable people, including in response

to climate change impacts and related adaptive capacities and improvement of methods for addressing related challenges.

- 2.7 Support the training and development of a robust human resource base in the transport sector by engaging academic and practitioner resources.
- 2.8 Strengthen the implementation of gender-sensitive initiatives for effective climate action in transport.
- 2.9 Strengthen rural-urban linkages and guarantee transport services and access for all social groups, taking into account transport challenges facing vulnerable groups.
- 2.10 Protect the poor and vulnerable groups against adverse changes in transport policies.

Table G: Inclusive transport and mobility

Indicators of achievement under the overarching objectives		
Towards efficient and resilient transport and logistics networks and mobility for economic growth	Towards environmentally sustainable transport systems and services	Towards safe and inclusive transport and mobility
	<ul style="list-style-type: none"> • Launch of knowledge bank on transport, climate change and gender to support the training and development of a robust human resource base in the transport sector, in particular in response to climate challenges 	<ul style="list-style-type: none"> • Development and endorsement of regional transport accessibility guidelines • Development and adoption of a regional guideline on social development parameters in transport policy planning • Measures taken by members and associate members to improve rural transport

- Development of accessible and user friendly methodologies for gender disaggregated and regionally harmonized transport data as well as data collection and analysis
- Development of a handbook of best practices on transport, social inclusion and related Sustainable Development Goals
- Advisory services, capacity-building programmes and trainings for transport professionals on issues of accessibility and the broader social impacts of transport planning and related national projects
- Development of a publication or research studies on inclusive transport for vulnerable groups, including people with disabilities



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