

Mapping of International Transport Policy Support Activities in EST Forum Participating Countries: Scope and Alignment with the Aichi 2030 Declaration

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Scope and Objectives

Provide an overview of transport policy and capacity development support activities (PSA)

run by international organizations
in EST Forum participating countries
in the years 2015 – 2022

Policy and Capacity Development Support Activity (PSA)

'any non-financial activity that supports national and subnational stakeholders in developing and implementing sustainable transport.'

with the objective to

understand the alignment of support activities with the Aichi 2030 Declaration

inform planning of future support that can help enable EST Forum participating countries to achieve the Aichi 2030 Declaration

facilitate coordination and collaboration between countries and the international support community

International Organizations and Programmes Covered

Financial Institutions

ADB ASIAN DEVELOPMENT BANK

AIIB ASIAN INFRASTRUCTURE INVESTMENT BANK

European Bank for Reconstruction and Development

European Investment Bank

THE WORLD BANK IBRD • IDA

KFW

Technical Agencies

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

HELVETAS

Financial Institutions / Technical Agencies

jica

AFD AGENCE FRANÇAISE DE DÉVELOPPEMENT

Programmes

IKI INTERNATIONALE KLIMASCHUTZ INITIATIVE

NAMA Facility

Technical Agencies / Programmes

Climate Competitve Growth

HIGH VOLUME TRANSPORT APPLIED RESEARCH

TUMI Transformative Urban Mobility Initiative

Mobilise Your City

Thinktanks & Foundations

CLEAN AIR ASIA

International Transport Forum

ITDP Indonesia

世界资源研究所 WORLD RESOURCES INSTITUTE

VREF VOLVO RESEARCH AND EDUCATIONAL FOUNDATIONS

Wuppertal Institut

UN Agencies

UN environment programme

UN-HABITAT

World Health Organization

UNESCAP

Industry Federations

IRF GLOBAL

UITP ADVANCING PUBLIC TRANSPORT

UIC

21 EST Forum Participating Low- and Middle-Income Countries



Afghanistan



Bangladesh



Bhutan



Cambodia



People's Republic of China



India



Indonesia



the Islamic Republic of Iran



Lao PDR



Malaysia



Maldives



Mongolia



Myanmar



Nepal



Pakistan



the Philippines



the Russian Federation



Sri Lanka



Thailand

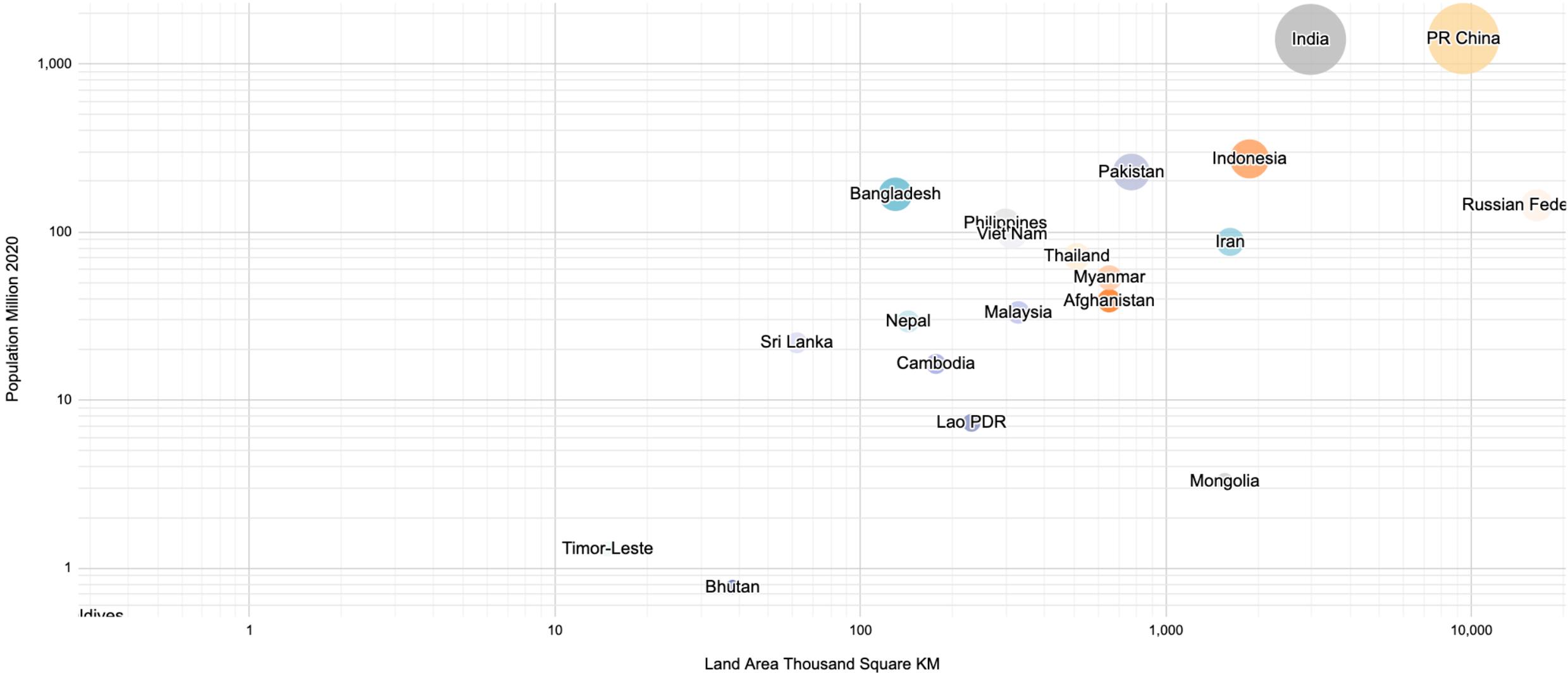


Timor-Leste



Viet Nam

Population and Land Area of EST Forum Participating Countries



Mapping Landscape

6 Aichi Goals

1a Mitigation

1b Resilience

1c Air Pollution

2 Road Safety

3 Economic Sustainability

4 Rural Access

5 Urban Access

6 National Connectivity

6 Interventions

Data collection and research programmes

Exchange and awareness

Financial instruments development

Institutional development and capacity building

Legal frameworks development

Policies development

25+4 Aichi Strategies

01 Integrated land-use transport planning

02 Mixed-use and TOD

03 ITC (outside transport)

04 Rail and inland waterway infrastructure and services

05 Public transport infrastructure and services

06 Walking and cycling

07 TDM and MaaS

08 Electrification

09 Standards for fuel quality fuel efficiency tailpipe emission

10 Vehicle inspection and maintenance

11 Intelligent transportation systems

12 Freight transport efficiency

13 Road safety

14 Governance development funding of institutions

15 Funding and financing arrangements

16 Life cycle approach to transport infrastructure and services

17 Short (2025) medium (2030) and long term (2050) targets

18 Fiscal and financing instruments

19 Social and gender inclusiveness

20 Informal transport systems/paratransit (IPT)

[21 Road safety]

22 Resilience

23 Health and pandemics

24 Air quality and noise standards

25 Large-scale information and awareness campaigns

WW Alternative fuels

XX Energy planning

YY Emissions modelling inventories MRV

ZZ Infrastructure maintenance and asset management

*The Aichi 2030 Declaration formulates 25 Aichi Strategies. Some PSA relevant to the development of sustainable transport policies could not be matched with these; therefore, the 4 'auxiliary strategies' WW, XX, YY, ZZ were introduced for the purpose of this mapping to adequately reflect these activities.

6 SDGs



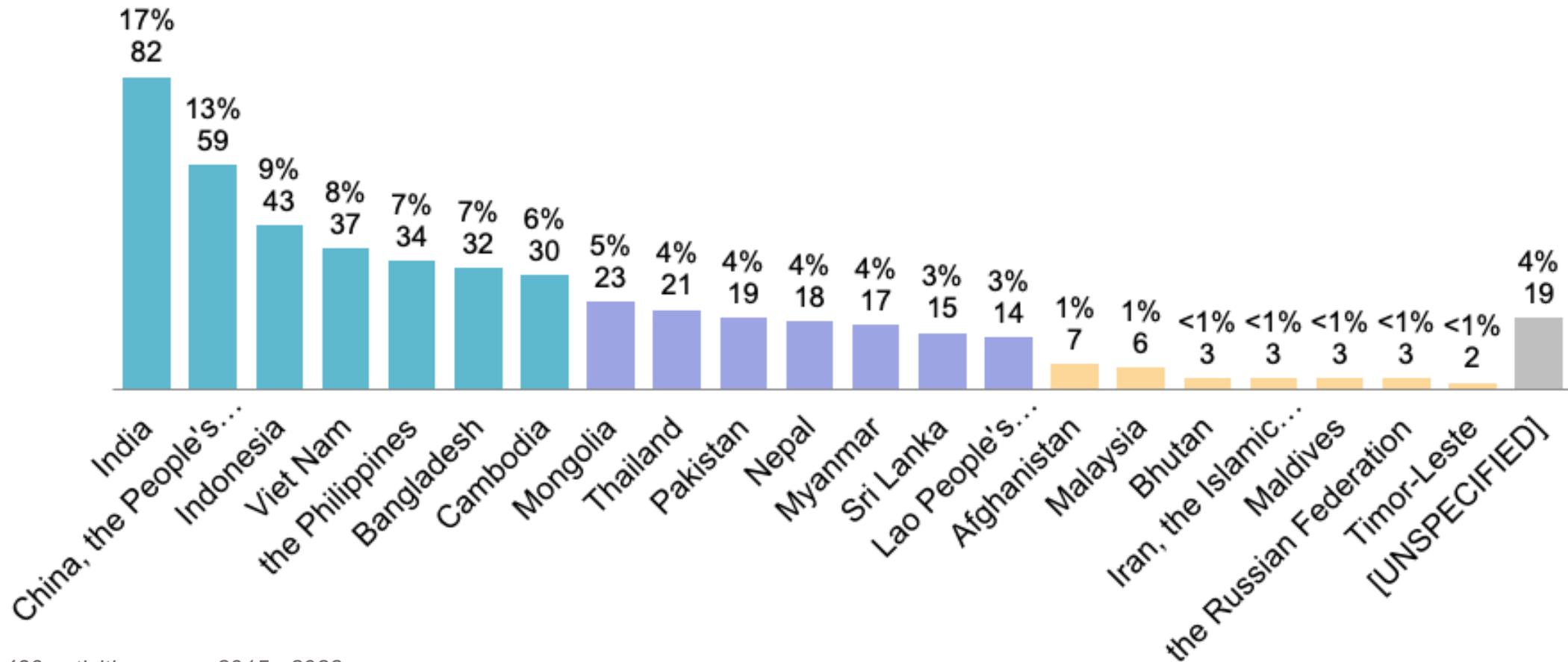
Mapping Example

ADB032: Metro Manila Transport Project (2017 – 2024)

Description text	Aichi Strategy	Intervention	Aichi Goal	SDG
<i>improving the ability of government to manage and operate the various transport systems that run along Epifanio de los Santos Avenue in a more efficient and effective way</i>	05 Public transport and infrastructure services 14 Governance development funding of institutions	Institutional development and capacity building	1a Mitigation	13
			1c Air Pollution	03
			5 Urban Access	11
<i>Pedestrian access and interchange facilities improved</i>	06 Walking and Cycling		5 Urban Access	03 11
<i>Public transport operations improved</i>	05 Public transport and infrastructure services		1a Mitigation 1c Air Pollution 5 Urban Access	13
<i>Bus reform will ensure that supply meets demand, and that competition between bus services is removed from the street</i>	20 Informal transport systems/paratransit (IPT)	Legal frameworks development	5 Urban Access	03 11
<i>through modern, performance-based franchising arrangement. Fleet renewal program for city buses.</i>	18 Fiscal and financing instruments	Financial instruments development	1a Mitigation 1c Air Pollution 3 Economic Sustainability	
<i>Traffic management and institutional oversight improved. A traffic management system will be developed for EDSA. The system will provide real time system management</i>	11 Intelligent transportation systems	Institutional development and capacity building	5 Urban Access	11
<i>A gender plan will be prepared.</i>	19 Social and gender inclusiveness	Institutional development and capacity building	5 Urban Access	05 11
Mapping Result	05 Public transport infrastructure and services 06 Walking and cycling 11 Intelligent transportation systems 14 Governance development funding of institutions 18 Fiscal and financing instruments 19 Social and gender inclusiveness 20 Informal transport systems/paratransit (IPT)	Financial instruments development Institutional development and capacity building Legal frameworks development	1a Mitigation 1c Air Pollution 3 Economic Sustainability 5 Urban Access	03 05 11 13

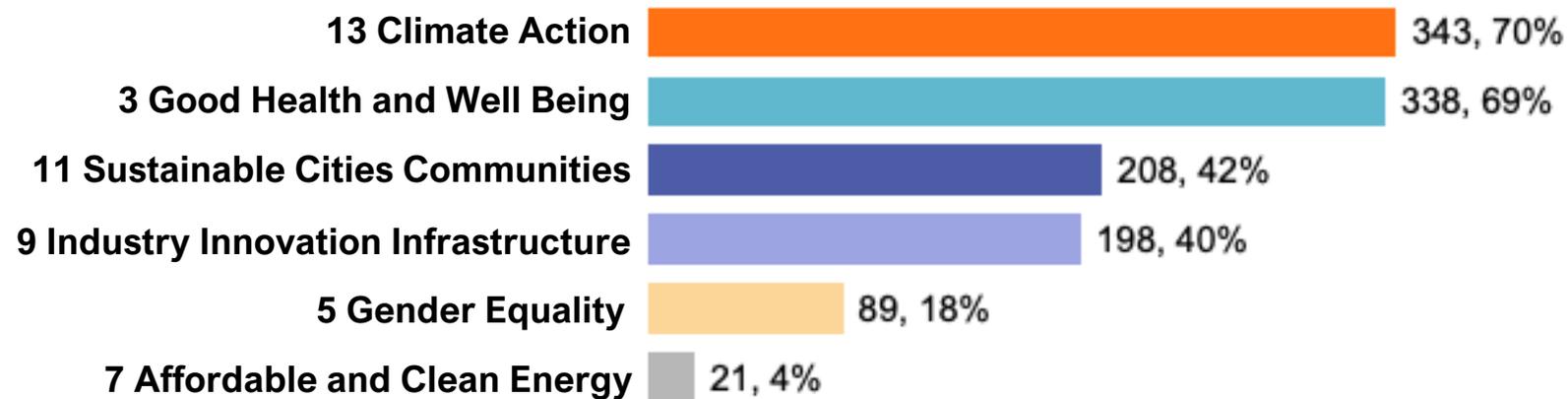
Finding 1

Activities are distributed unequally across countries:
66% of activities are run in 7 countries that receive most support.
5% of activities are run in 7 countries that receive least support.



Finding 2

**SDGs 13 Climate Action and 3 Good Health get most support.
SDGs 5 Gender Equality and 7 Affordable and Clean Energy* get least support.**

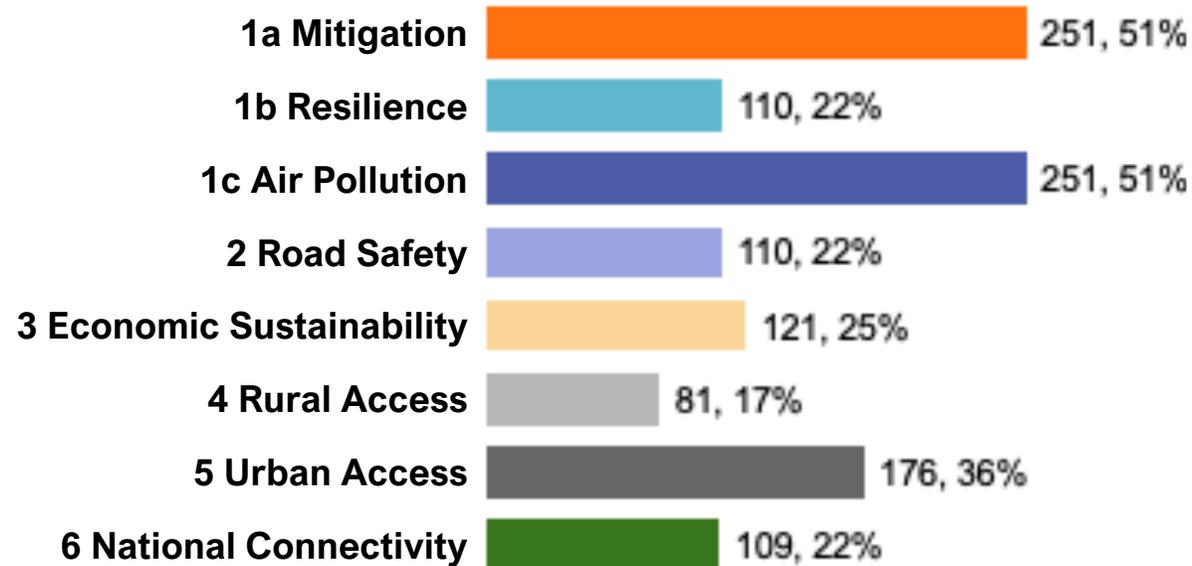


490 activities align 1,197 times with an SDG

*The analysis looks at *activities* in the energy sector and with a relevant link to the transport sector, e.g., energy planning and renewable energy production.

Finding 3

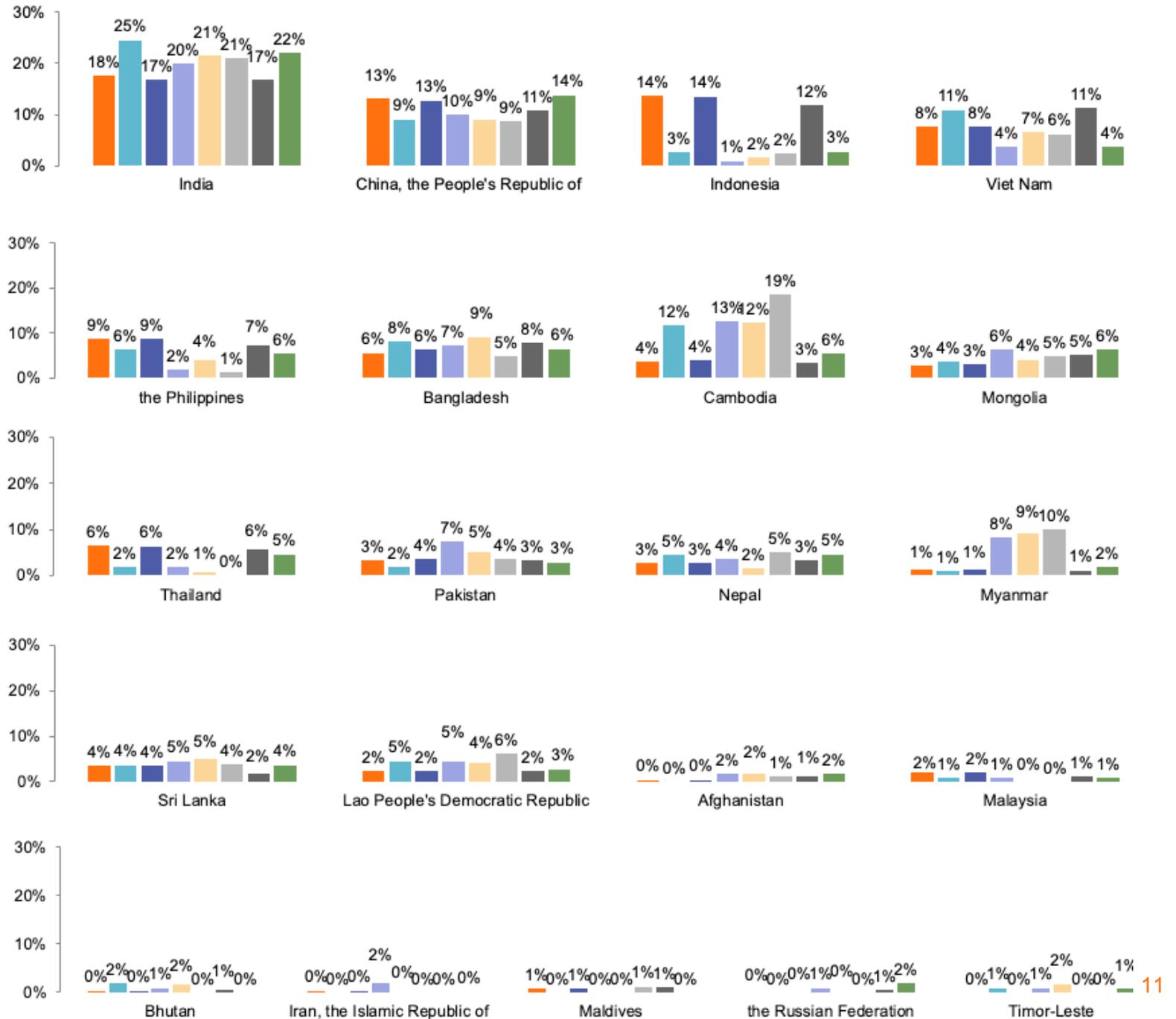
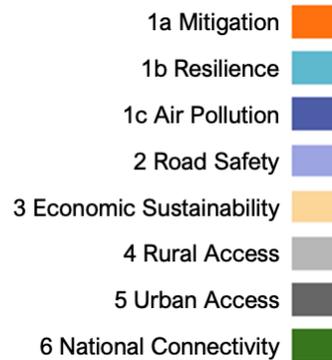
Aichi Goals 'Mitigation' and 'Air Pollution' get most support. 'Rural Access' falls behind.



490 activities align 1,209 times with an Aichi Goal

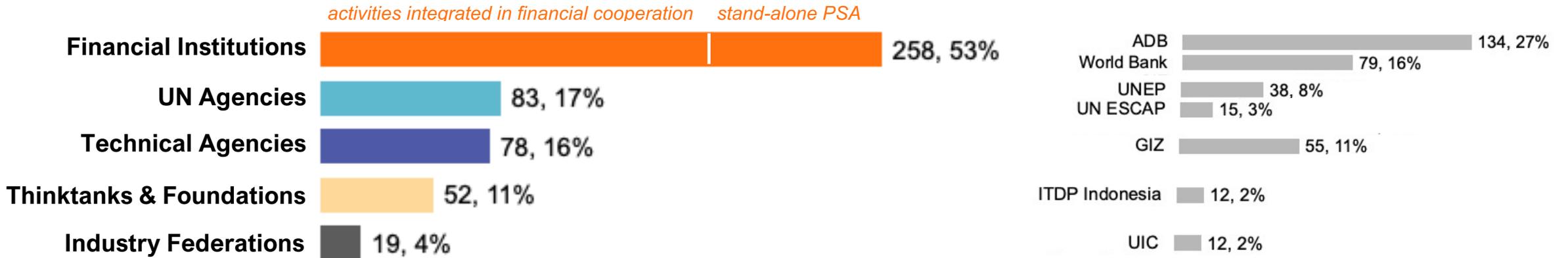
Finding 4

Support varies considerably across countries and Aichi Goals.



Finding 5

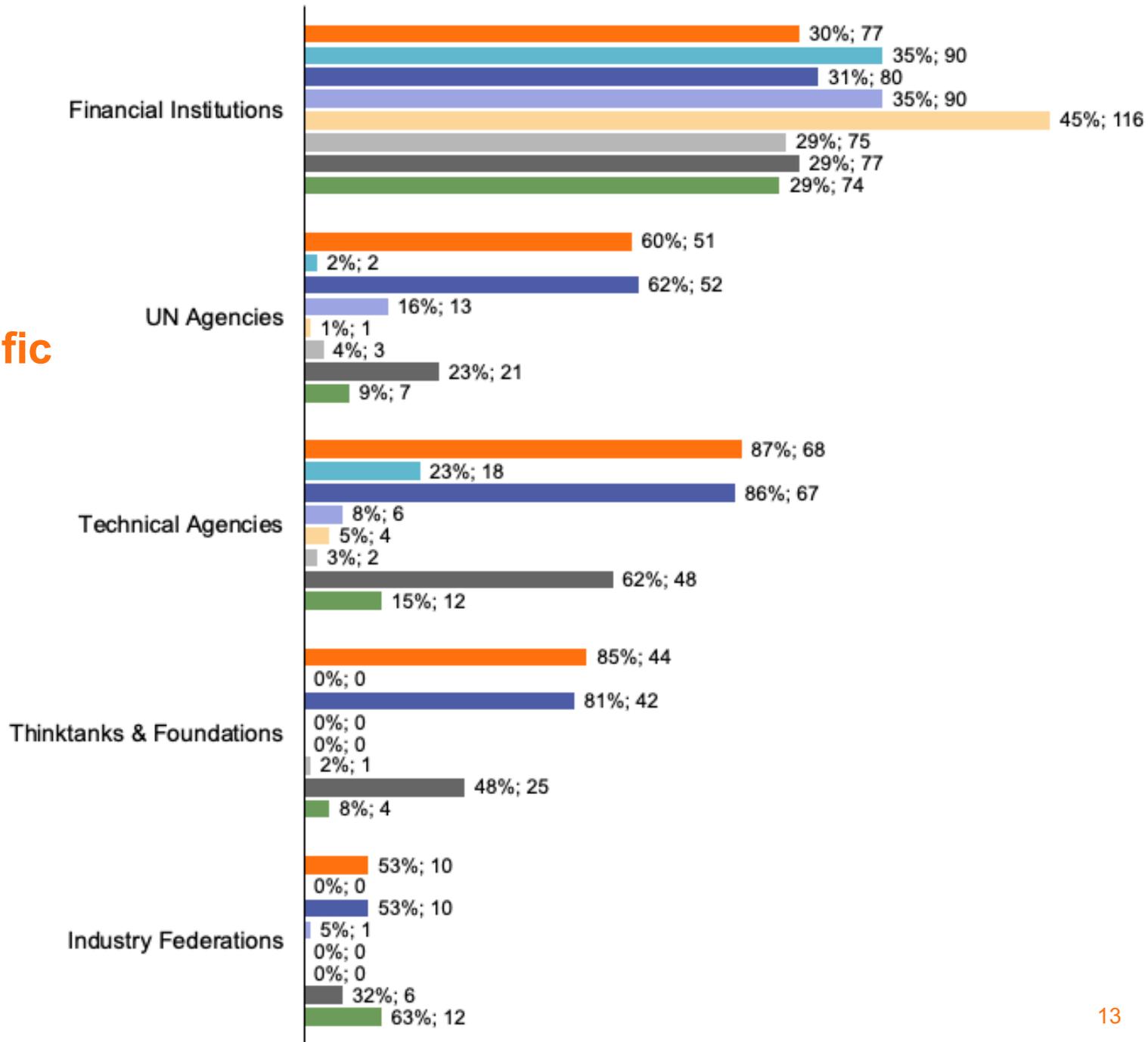
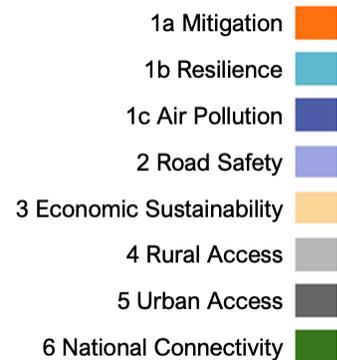
Financial institutions provide over half of the identified activities.
Two-thirds of their activities are integrated with financial cooperation.



Finding 6

Financial Institutions' activities show a relatively even spread across the Aichi Goals.

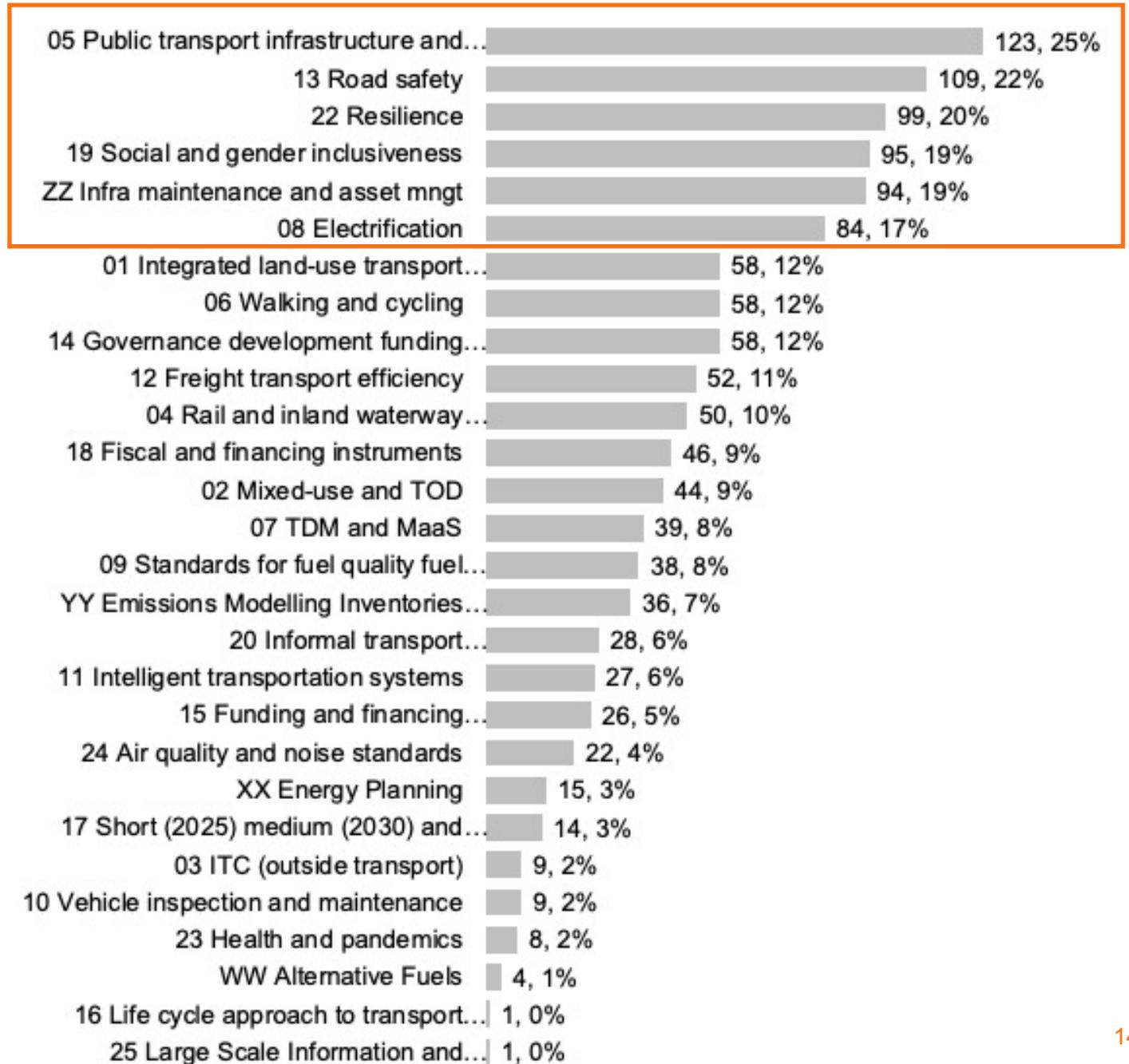
Other organizations have a specific focus, mostly on 'Mitigation', 'Air Pollution', 'Urban Access'.



Finding 7

In 50% of cases, activities align with 5+1 Aichi Strategies.

20+3 Aichi Strategies share the other 50%



Finding 8

Support activities can make better use of synergies

Aichi Strategy Combination Matrix	Support Activities	13 Road safety	22 Resilience	ZZ Infra maintenance and asset mngt
13 Road safety	109	109	45	60
22 Resilience	99	45	99	54
ZZ Infra maintenance and asset mngt	94	60	54	94
19 Social and gender inclusiveness	94	47	42	35
18 Fiscal and financing instruments	46	7	6	8
15 Funding and financing arrangements	26	5	4	4

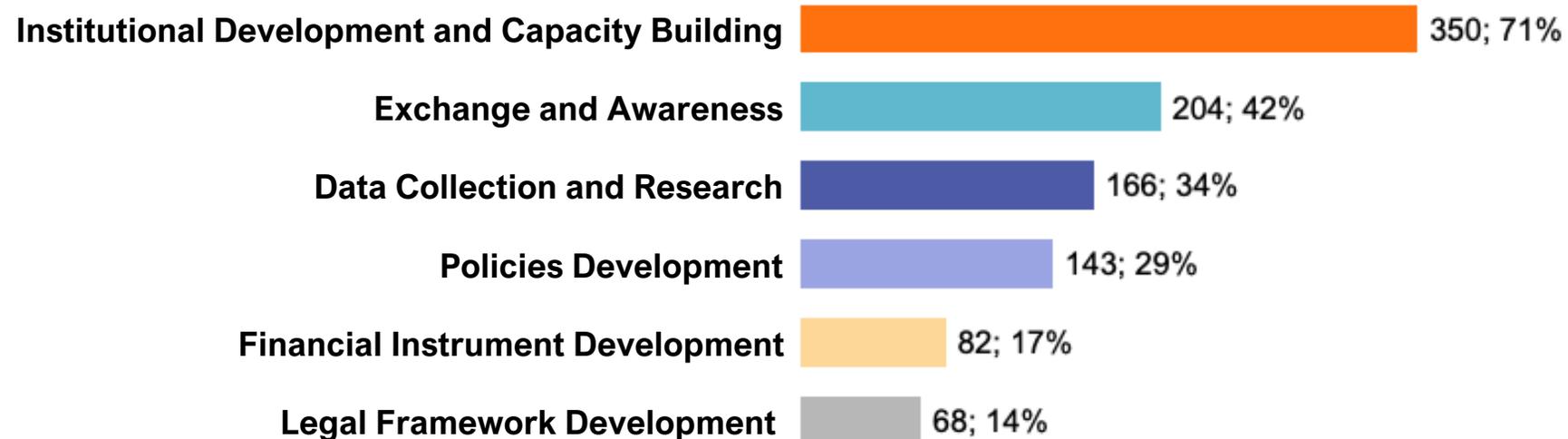
Activities in the rural and inter-urban road sector make relatively more use of complementary Aichi Strategies.

Aichi Strategy Combination Matrix	Support Activities	05 Public Transport
05 Public transport infrastructure and services	122	122
06 Walking and cycling	57	43
01 Integrated land-use transport planning	57	42
02 Mixed-use and TOD	43	39
07 TDM and MaaS	39	34
19 Social and gender inclusiveness	94	28
20 Informal transport systems/paratransit (IPT)	27	21
14 Governance development funding of institutions	55	19
11 Intelligent transportation systems	27	19
18 Fiscal and financing instruments	46	13
15 Funding and financing arrangements	26	11

Activities aligning with Aichi Strategy '05 Public Transport' could make better use of synergies

Finding 9

**Institutional Development and Capacity Building are used most often.
Legal Framework Development is least used.**



490 activities align 1,013 times with an Intervention

Finding 10

13 thematic funds support 30% of the activities

	ACTIVITIES	1a: Mitigation	1b: Resilience	1c: Air Pollution	2: Road Safety	3: Economic Sustainability	4: Rural Access	5: Urban Access	6: National Connectivity	
1	International Climate Initiative (IKI)	43	41	15	38	1		20	14	
2	Global Fuel Economy Initiative	19	19		19			1	1	
3	China Poverty Reduction Fund	18	4		9	4			9	
4	E-Asia Knowledge Partnership Fund	9	7	1	7			2	2	
5	Global Electric Mobility Programme	8	8		8			1		
6	Japan Fund for Poverty Reduction	8	2		2	3	1	4	3	
7	UK Fund for Asia Regional Trade and Connectivity	8				4			4	
8	MobiliseYourCity Partnership	7	7		7	5		7		
9	TUMI	7	4		4			4		
10	Climate and Clean Air Coalition	6	5		6					
11	German Climate Technology Initiative (DKTI)	4	4		4			3		
12	Partnership for Clean Fuels and Vehicles	4	4		4					
13	SOLUTIONSPlus	4	4		4			4		
	TOTAL	145	109	16	112	8	12	1	46	33

Interpretation of Findings and Recommendations

Overall, support seems insufficient

Alignment of support with the Aichi 2030 Declaration is moderate

Synergies within activities and among organizations are moderately used

Project-based support can lead to patchwork instead of holistic approaches

Tying support activities to investments may slow down delivery of support

Activities seem more often driven by offer than by demand

Mobilize more support from national, regional, and international partners

Strengthen alignment of support activities with the Aichi 2030 Declaration

Implement support activities with a comprehensive and systemic approach

Design holistic support programmes instead of projects

Provide more support independently from investments

Countries to coordinate and communicate needs for support to international partners

Institutionalize mapping of support activities

Map national support activities

Available Information from the Mapping

Searchable Database

UNCRD Transport Policy Support Activities Database EST countries 202308

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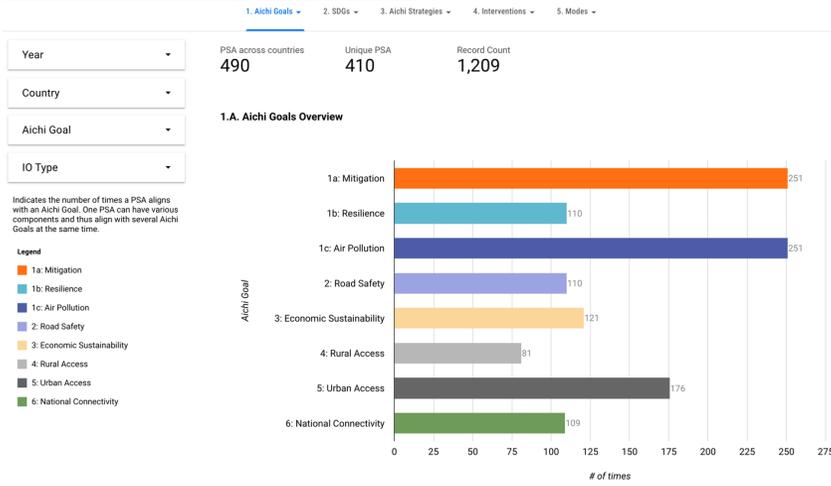
100% 123 Arial 10

PSA Countries (multiple choice)

PSA_ID	PSA_Name	IO_Project ID	PSA_Scope	PSA_The	PSA_Weblink	PSA_J	IO_Type	PSA_IO C	PSA_C T	PSA_Sub-n
ADB002	Integrated Road Investment Program 47273-003 / 4727 Transport in I	[NA]			https://www.adb.org/prc/ADB		Financial Institutions	LKA		Central Prov
ADB038	Second Integrated Road Investment F 50301-001 / 5030 Transport in I	[NA]			https://www.adb.org/prc/ADB		Financial Institutions	LKA		Eastern, Nort
ADB043	Railway Master Plan	51108-001	Transport in I	[NA]	https://www.adb.org/prc/ADB		Financial Institutions	LKA		[NA]

Country list: Afghanistan, Bangladesh, Bhutan, Cambodia, India, Indonesia, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Pakistan, Sri Lanka, Thailand, the Islamic Republic of Iran, the People's Republic of China, the Philippines, the Russian Federation, Timor-Leste, Viet Nam

Data Visualization



Report

Mapping of International Transport Policy Support Activities in EST Forum Participating Countries:
Scope and Alignment with the Aichi 2030 Declaration
April 03, 2023 – updated version 1.1

Country Analysis

Country Analysis: Nepal (1/2)

Nepal registers 18 (4%) of the identified 490 PSA; with this, the country ranks 11th among the 21 analysed countries.

Land area in 1,000 km²: 143
Ranking by land area: 16/21

Population in million: 29
Ranking by population: 14/21

Urbanization Rate: 21
Ranking by urbanization rate: 20/21

Income group: lower-middle
source: World Bank data 2020

Number of PSA, % of all times aligning with an SDG: 18 (4%)

Number of PSA, % of all times aligning with an Aichi Goal: 40 (3%)

Number of PSA, % of all times aligning with an intervention: 30 (3%)

SDG 03 Good Health gets most support, from 12 (67%) of the PSA identified in the country; 13 Climate Action follows with 11 (61%). 07 Affordable and Clean Energy* gets no support.

Aichi Goals 1a Mitigation and 1c Air Pollution get most support, from 7 (39%) of the PSA identified in the country; 5 Urban Access follows with 6 (33%). 3 Economic Sustainability gets least support.

Institutional Development and Capacity Building is used most often, by 10 (56%) of the PSA identified in the country. Financial Instruments Development and Legal Frameworks Development are least used.

*The analysis looks at PSA in the energy sector and with a relevant link to the transport sector, e.g., energy planning and renewable energy production.

Website UNCRD



Thank you

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