
Vientiane, Lao PDR
15 – 16 February 2024

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

- Adopted at the fourth Ministerial Conference on Transport in 2021
- Aligned with three pillars of sustainability (economic, environment and social) and the 2030 Agenda for Sustainable Development
- Encourages accelerated use of digital technologies, deployment of smart transport systems, and transitioning towards more efficient, resilient, inclusive and low-carbon transport systems for passenger and freight transport
- Serves as a guide for the transport programme of work at ESCAP
Scope of the Regional Action Programme

Overarching Objectives

- Efficient and resilient transport and logistics networks and mobility for economic growth
- Environmentally sustainable transport systems and services
- Safe and inclusive transport and mobility

Thematic Areas

1. Regional land transport connectivity and logistics
2. Maritime and interregional transport connectivity
3. Digitalization of transport;
4. Low carbon mobility and logistics
5. Urban transport
6. Road safety
7. Inclusive transport and mobility
The Role of Transport in Social Integration

• Transport plays a significant role in economic and social integration

• Inclusive transport is an integral part of sustainable transport development

• Inclusive transport infrastructure and services will create economic and social benefits for all through the creation of greater accessibility to job opportunities, education, healthcare, shopping, and leisure for all social groups

• Provides equal access to resources and opportunities for all
Inclusive Transport in Asia and the Pacific

- Inadequate transport accessibility creates structural challenges for the poor and marginalized social groups
- Existing transport infrastructure, services and systems are often not designed for all social groups whose travel needs and constraints are not considered
- Common transport barriers include high travel costs, misplaced priority seats in public transport, inadequate public transport services in rural areas, lack of safe walking paths, bike lanes and accessibility facilities, such as high-floor buses without wheelchair boarding ramps and parking areas for disabled groups
- Only 20 countries in Asia and the Pacific have existing strategies to improve the inclusiveness of transport
Low Income Households

• Around 1.3 billion people in Asia and the Pacific lived on less than $3.20 per day

• Walking, bicycling and two-wheelers are the most common transport modes

• They make fewer trips compared to other income groups yet spend more time on transport

• Limited transport options can limit employment opportunities

• Transport is an employment barrier for low-income groups in rural and urban areas

• Trade off between housing costs, living space, and transport costs affects low-income groups more
Older Persons

- Walking and public transport are the most popular modes of transport among the elderly, followed by bicycles, vehicles, and taxis.
- Satisfaction with public transport is a deciding factor in their choice of private vehicles over public transport.
- Older persons travel less frequently and for shorter distances, and only medical and family visits necessitate long-distance travel for most of their trips.
- Loss of mobility leads to lower participation in out-of-home activities, which is associated with lower quality of life and well-being.
Rural Residents

• Rural areas are home to approximately half of the region's population

• 25 per cent of the rural population lacks access to all-season roads

• Accessibility also depends on the transport modes available and their quality and frequency

• Availability of public transport affects the health and safety of rural residents

• Level of accessibility shapes an individual's ability to participate in local and regional economic and social activities
Persons with Disabilities

- Around 15 percent of the total population in Asia and the Pacific in 2021 were persons with disabilities.
- They are more likely to stay in one place, have lower intention to travel and make fewer trips on average.
- People with disabilities face more travel restrictions and discomfort due to the lack of accessible transport facilities.
- The primary barriers to public transport are negative attitudes by drivers, misplacement of priority seats, an unfriendly built environment, and a high cost of travel.
Women

• Due to the gendered division of work in households, women often have multiple tasks and activities, including employment, household and caregiving responsibilities.
• These activities lead to different travel patterns by gender.
• Women often travel shorter distances, have more trips, travel more for non-work related purposes, travel at off-peak hours, and use more public transport than men.
• Women also travel more with children, older persons or persons with disabilities.
• Safety is a key concern for women using public transport.
Existing Relevant Policies and Measures in the Region

• Social impact assessments for transport projects
• Promote inclusive and sustainable development while fostering innovation
• Specific goals and targets on inclusive transport and accessibility, e.g. considerations in transport facilities, providing safe walkways, sidewalks and bike lanes, inclusive and people-oriented transport systems, where public health and well-being will be prioritized
• Women only public transport services to reduce harassment, bicycle lanes and safety features, such as proper lighting, surveillance, segregated areas, and staff trained to assist women commuters
Transport Innovation for Social Inclusion

- Information and Communications Technology (ICT) + Transport = smart transport systems

- The advent of new mobility services with recent advances in ICT, e.g., smart mobility support the development of more user-oriented and customized services

- Smart mobility focuses on urban areas which is an intrinsic element of smart cities that can reduce the inequality of transport services in vulnerable areas and groups

- Examples include on-demand bus service, applications for mobility safety (e.g. Safetipin), wheelchair-accessible shared mobility, and disabled mobility application (e.g. Kimap)
Enhancing Social Inclusion and innovations in Urban Transport Systems in Asia-Pacific cities

Objective/Outcome: Enhanced policies and plans for accessible, safe, socially inclusive and innovative urban transport systems for the achievement of the Sustainable Development Goals through increased institutional capacity in target cities and countries.

Output: Increased capacity and knowledge of transport planners and policy makers in target cities and countries to identify urban transport’s accessibility, safety and social inclusion policies and strategies

Timeframe: August 2022 – July 2024

Project countries: Azerbaijan, Lao PDR, Mongolia, and Nepal

Target group: Urban transport policy makers and planners in cities and local governments, national Ministries and Departments of Transport and Social Development

Partners: UN Country Teams, UNHABITAT, Korea Transport Institute (KOTI), Korea Railroad Research Institute (KRRI), Korea Institute of Civil Engineering and Building Technology (KICT), International Disability Alliance (IDA), International Women’s Rights Action Watch Asia Pacific (IWRAW-AP), and Civil Society Organizations
Main achievements

01
Collected Original Transport Data
Household travel survey data were collected in all four target countries

02
Developed National Reports
Draft reports, including the current status of public transport demand, relevant policies and data analysis on inclusive transport and innovation were received

03
Developed Draft Guidelines on Inclusive Transport and Innovation
A draft set of 20 regional guidelines covering data collection, mainstreaming social inclusion, innovation, and education has been developed to support the formulation and implementation of inclusive transport and innovation policies in Asia and the Pacific

04
Held a Virtual Expert Group Meeting
The four target countries were invited to share their project progress and findings with other member States, while international development partners exchanged best practice knowledge

05
Organized a National Workshop in Mongolia
The first national training workshop was organized in Mongolia to support transport officials in implementing the regional guidelines, while learning their challenges and priorities
Workshop Objectives

1. Learn about the challenges and priorities in Lao PDR from participants, exchange of knowledge, discuss policy implementation framework

2. Finalize guidelines and project report based on key discussion outcomes

3. Increase the capacity of policy makers in Lao PDR to develop and implement inclusive transport and innovation policies
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