Agenda item 3 (c)
Major issues in transport: Towards safe and inclusive transport and mobility
ESCAP/MCT/2021/4
Introduction to safe and inclusive transport and mobility

- Transport and mobility can contribute to reducing poverty and support equitable and inclusive social development in Asia and the Pacific.

- To support sustainable development, enhanced transport connectivity needs to fully incorporate social development imperatives as envisaged in the 2030 Agenda for Sustainable Development.

- Road safety is not a new problem, and the situation remains a major challenge for sustainable development.

- This document highlights the potential areas for regional cooperation in transport for reducing poverty, promoting gender equality and supporting social inclusion in the context of the 2030 Agenda.
Global initiatives to improve road safety

- Several global initiatives had the aim of improving road safety including nine GA resolutions since 2004 and three Global Ministerial Conferences on Road Safety.

- With the adoption of the 2030 Agenda, the international community clearly included road safety among the top development issues and set the ambitious target of halving the global number of road fatalities and injuries by 2020 as part of Sustainable Development Goal target 3.6. The issue is also reflected in SDG Target 11.2.

- Pursuant to the GA resolution 70/260, the UN Road Safety Fund was established in 2018 as a United Nations multi-partner trust fund.

- Through resolution 74/299 on improving global road safety, the GA proclaimed the period 2021–2030 as the Second Decade of Action for Road.
A new annex II bis entitled “Asian Highway Design Standards for Road Safety”, was adopted by the Working Group on the Asian Highway in December 2017.

However, the new Annex will enter into force 12 months after two-thirds of the parties to the Agreement have deposited an instrument of acceptance with the Secretary-General, either directly or through the secretariat, which stands ready to assist in the process.

In 2018, the Commission adopted resolution 74/3 on improving road safety in Asia and the Pacific for sustainable transport systems.
Regional initiatives to improve road safety-2

- As part of the UN Road Safety Fund projects a project on strengthening speed management in the Philippines (completed) and two more projects i) improvement of the driver licensing system in the Lao PDR and ii) Strengthening the capacity of NRSC in I. R. of Iran (under implementation).

- At a regional meeting on the theme “City and transport: safety, efficiency and sustainability”, held online on 9 and 10 June 2021, participants adopted the Bangkok Declaration.

- The secretariat and a group of development organizations contributed towards establishing the APRSO as a regional forum on road safety data, policies and practices.
Status of road safety in the Asia-Pacific region

ESCAP Road traffic deaths and road traffic death rates (2013-2016)
Status of road safety in the Asia-Pacific region

Comparison of road traffic deaths and population (ESCAP)

- Road traffic deaths, 54.77%
- Population, 52.65%

- High-income: 42.33%
- Upper-middle income: 4.81%
- Lower-middle income: 1.49%
- Low-income: 1.41%
- Others: 1.63%

Population, 52.65%
Status of road safety in the Asia-Pacific region-3

Percentage of VRU fatalities

- ESCAP: 39.21% Pedestrian, 13.45% Cyclist, 2.10% 2-3 wheelers
- Pacific: 10.76% Pedestrian, 27.04% Cyclist, 10.17% 2-3 wheelers
- East and North-East Asia: 2.77% Pedestrian, 36.99% Cyclist, 2.10% 2-3 wheelers
- North and Central Asia: 2.77% Pedestrian, 4.96% Cyclist, 2.10% 2-3 wheelers
- South-East Asia: 61.74% Pedestrian, 10.66% Cyclist, 18.97% 2-3 wheelers
- South and South-West Asia: 38.19% Pedestrian, 11.52% Cyclist, 4.96% 2-3 wheelers
Priority areas and actions to improve road safety in the region-1

- A Global Plan of Action for the Second Decade (2021-2030) was adopted globally on 28 October 2021. A regional plan of action addressing the particular needs of the region to be prepared and adopted by the member States.

- It is important that the member States implement the “Safe System” interventions.

- Broad participation of the member States in the APRSO initiative.
Priority areas and actions to improve road safety in the region-

- Member States need to work on increasing awareness of the application of smart transport technologies.

- Utilize lessons learned and share knowledge from the Decade of Action for Road Safety 2011-2020. Strengthen collaborative research and knowledge transfer.

- Transport and mobility policies need to contribute towards a massive shift from automobile and motorized 2 and 3-wheelers trips to public transport.
Social inclusion in transport

- Traditional transport policies and interventions tend to focus on the economic impact of transport and connectivity, while their social benefits have often been believed to evolve as a by-product.

- Inaccessibility, which leads to social exclusion. Transport-related deprivations and geographic isolations affect vulnerable socioeconomic groups.

- The link between transport interventions and the various dimensions of poverty, accessibility and income inequality warrants more systematic research and policy attention.

- It is important to conceptualize the links between poverty, inequality and transport, collect and analyze data and translate it into policies and investment choices.
Inclusive transport and vulnerable groups

- The transport conditions and mobility behaviours of lower-income population groups have very specific patterns that are different from their higher-income counterparts.

- Persons with disabilities experience adverse socioeconomic outcomes. A fundamental factor in the link between disability and poverty is limited access to transport or the inability to use transport services.

- Transport infrastructure and services are often mistaken as being gender-neutral. Transport projects, systems and services do not equally serve men and women.

- Research on gender and transport needs to move beyond the end-user perspective and consider transport as an employer of women, and women in decision-making process.
Observations for future action on inclusive transport

- The Asia and the Pacific region needs transport policies including areas of unrealized economic potential or producing possible positive spillovers for social development.

- The concrete ways in which transport can serve the social development agenda, should receive special attention in policies and implementation of strategies.

- The new RAP will, thus, help to produce broader and more concrete socioeconomic benefits from transport connectivity by supporting evidence-based decision-making with improved data, analysis and other tools.
Agenda item 3 (c): Issues for consideration

- The Fourth Ministerial Conference on Transport may wish to consider the policy directions and activities described in the present document in the light of the regional action programme for transport development in Asia and the Pacific (2022–2026), in particular its thematic areas of road traffic safety and inclusive transport and mobility.

- The Ministerial Conference may also wish to share updates and selected highlights with regard to national, bilateral and multilateral policies and initiatives related to these issues.