

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

## *Country Analysis*

*provided in preparation of the*

*High-Level 15th Regional Environmentally Sustainable Transport Forum Asia*

*24-26 October 2023*

*Kuala Lumpur, Malaysia*

*prepared by Stefanie Sohm, ADB Consultant to the EST Forum Process*



# Background

In late 2022, UNCRD carried out a first-of-its-kind mapping of the thematic and geographic scope of transport policy and capacity development support activities (PSA) run by international organizations in countries participating in the Regional Environmentally Sustainable Transport (EST) Forum Asia.

Its objective was to assess the alignment of these PSA with the [Aichi 2030 Declaration](#), and to inform the planning of future support activities that will help enable the countries to achieve the Aichi 2030 Declaration, and with it, the SDGs, and the Paris Agreement.

The mapping is based on information collected from organizations' public databases and through direct outreach. The full results are available in the report *Mapping of International Transport Policy Support Activities in EST Forum Participating Countries: Scope and Alignment with the Aichi 2030 Declaration* and the mapping database on the [UNCRD website](#).

In preparation of the High-Level 15th Regional Environmentally Sustainable Transport Forum in Asia, 24-26 October 2023, Kuala Lumpur, Malaysia, UNCRD, with the support of ADB, wish to provide the EST Forum participating countries with key findings from this mapping and encourage discussions on how international support can be strengthened in line with the Aichi 2030 Declaration.

The mapping covers:

- 21 EST Forum participating low- and middle income countries (LMIC)
- Aichi Goals
- Aichi Strategies
- 6 transport-related SDGs
- Years 2015 to 2022
- 29 organizations and programmes

The activities were categorized by six type of interventions:

- Data collection and research
- Exchange and awareness
- Institutional development and capacity building
- Legal frameworks development
- Financial instruments development
- Policies development

The international organizations covered in this mapping were grouped into five categories:

- Financial Institutions
- Technical Agencies
- Thinktanks & Foundations
- UN Agencies
- Industry Federations

A Policy Support Activity (PSA) was defined as *'any activity that supports national and subnational stakeholders towards developing and implementing sustainable transport policies.'*

One PSA can have several components and it may thus align with several Aichi Goals, SDGs, Aichi Strategies, and Interventions at the same a time.



The designations and the presentation of the materials used in this publication, including their respective citations, maps, and bibliography, do not imply the expression of any opinion whatsoever on the part of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

The views expressed in this publication are those of authors and do not necessarily reflect the views and policies of the Asian Development Bank (ADB) or its Board of Governors or the government they represent. ADB does not guarantee the accuracy of the data included in this publication and accepts no responsibility for any consequence of their use. By making any designation of or reference to a particular territory or geographic area, or by using them term "country" in this document, ADB does not intend to make any judgments as to the legal or other status of any territory or area.

The work received support from the Climate Compatible Growth Programme funded by UK's Foreign, Commonwealth and Development Office. The views expressed do not necessarily reflect the UK government's official policies.

# 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**

### Programmes

**IKI** INTERNATIONALE KLIMASCHUTZ INITIATIVE

**NAMA** Facility

### 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**

### Financial Institutions / Technical Agencies

**AFD** AGENCE FRANÇAISE DE DÉVELOPPEMENT

**JICA**

### Technical Agencies / Programmes

**Climate Compatible Growth**

**HIGH VOLUME TRANSPORT** APPLIED RESEARCH

**Mobilise Your City**

**TUMI** Transformative Urban Mobility Initiative

### UN Agencies

**UN environment programme**

**UN-HABITAT**

**World Health Organization**

**UNESCAP**

### Industry Federations

**IRF** GLOBAL

**UITP** ADVANCING PUBLIC TRANSPORT

**UIC**

# 21 EST 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](#)



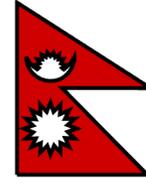
[Maldives](#)



[Mongolia](#)



[Myanmar](#)



[Nepal](#)



[Pakistan](#)



[the Philippines](#)



[the Russian Federation](#)



[Sri Lanka](#)



[Thailand](#)



[Timor-Leste](#)



[Viet Nam](#)

# Mapping Landscape

## 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 Aichi Strategies + 4 auxiliary strategies\*

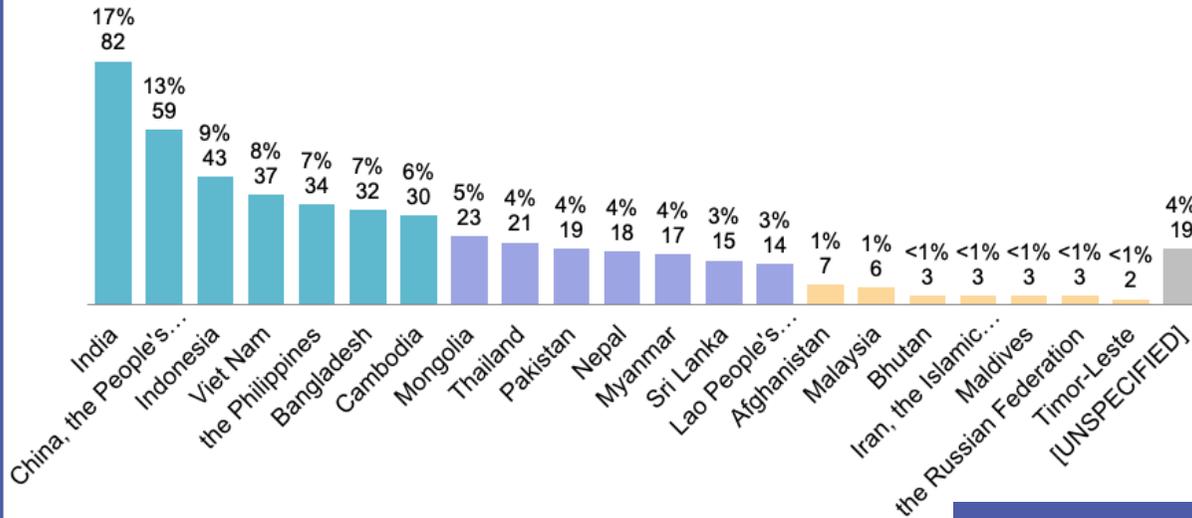
- |   |   |
|---|---|
| 01 Integrated land-use transport planning                       | 16 Life cycle approach to transport infrastructure and services |
| 02 Mixed-use and TOD  | 17 Short (2025) medium (2030) and long term (2050) targets      |
| 03 ITC (outside transport)                                      | 18 Fiscal and financing instruments                             |
| 04 Rail and inland waterway infrastructure and services         | 19 Social and gender inclusiveness                              |
| 05 Public transport infrastructure and services                 | 20 Informal transport systems/paratransit (IPT)                 |
| 06 Walking and cycling  | [21 Road safety] merged with 13                                 |
| 07 TDM and MaaS   | 22 Resilience   |
| 08 Electrification  | 23 Health and pandemics   |
| 09 Standards for fuel quality fuel efficiency tailpipe emission | 24 Air quality and noise standards                              |
| 10 Vehicle inspection and maintenance                           | 25 Large-scale information and awareness campaigns              |
| 11 Intelligent transportation systems                           | <i>WW Alternative fuels</i>                                     |
| 12 Freight transport efficiency                                 | <i>XX Energy planning</i>                                       |
| 13 Road safety  | <i>YY Emissions modelling inventories MRV</i>                   |
| 14 Governance development funding of institutions               | <i>ZZ Infrastructure maintenance and asset management</i>       |
| 15 Funding and financing arrangements                           |   |

\*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.



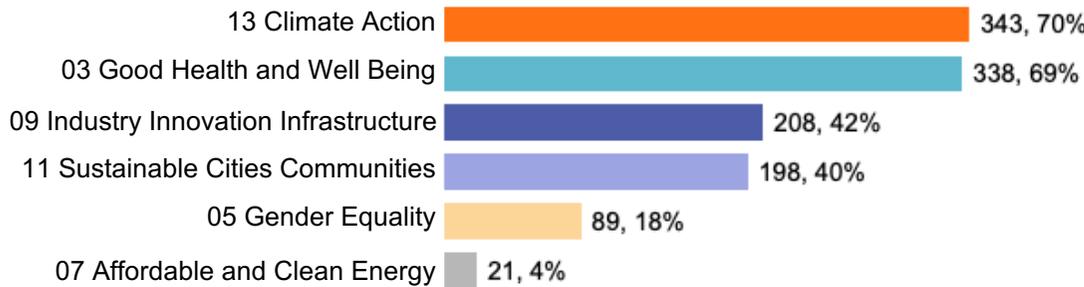
# Overall Analysis 1/2

490 policy support activities (PSA) were identified; two-third of them are run in 7 of the 21 countries; the following group of 7 countries registers another quarter of the PSA; the 7 countries that receive the least support share 5% of the PSA.



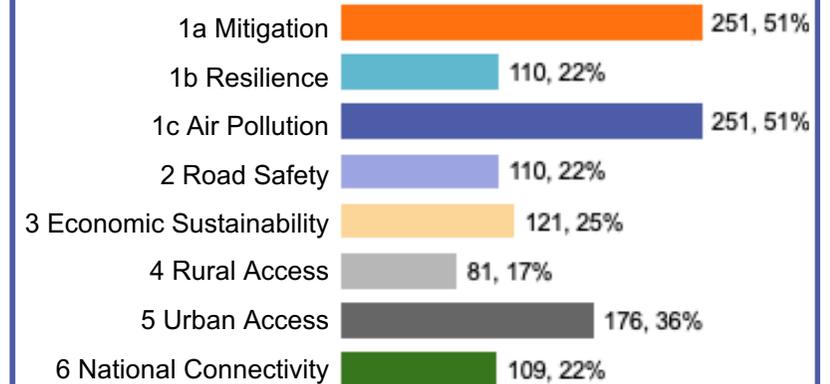
Number of PSA per country, and in % of all PSA. 19 PSA did not specify the country.

SDGs 13 Climate Action and 03 Good Health get most support, from 70% and 69% of the identified PSA. 05 Gender Equality and 07 Affordable and Clean Energy\* get least support.



Number of times the PSA align with an SDG, and in % of all PSA.

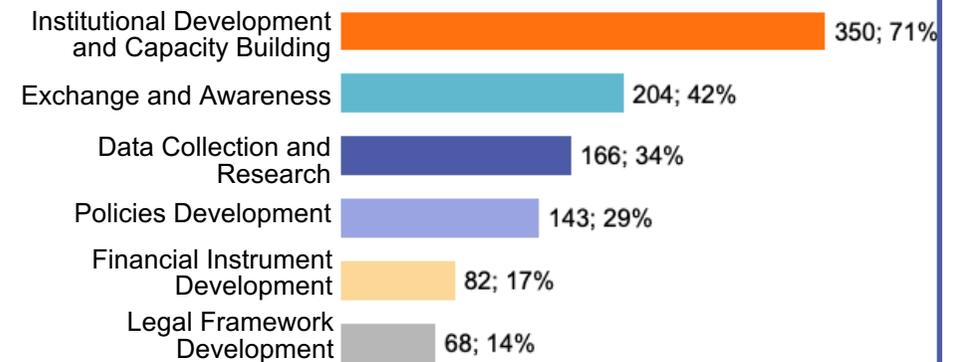
Aichi Goals 1a Mitigation and 1c Air Pollution get most support, from 51% of the identified PSA. 4 Rural Access gets least support.



Number of times the PSA align with an Aichi Goal, and in % of all PSA.

Category	Count
Number of PSA	490
times aligning with an SDG	1,197
times aligning with an Aichi Goal	1,209
times aligning with an Intervention	1,013

**Institutional Development and Capacity Building are used by 71% of the identified PSA. Legal Framework Development is least used.**



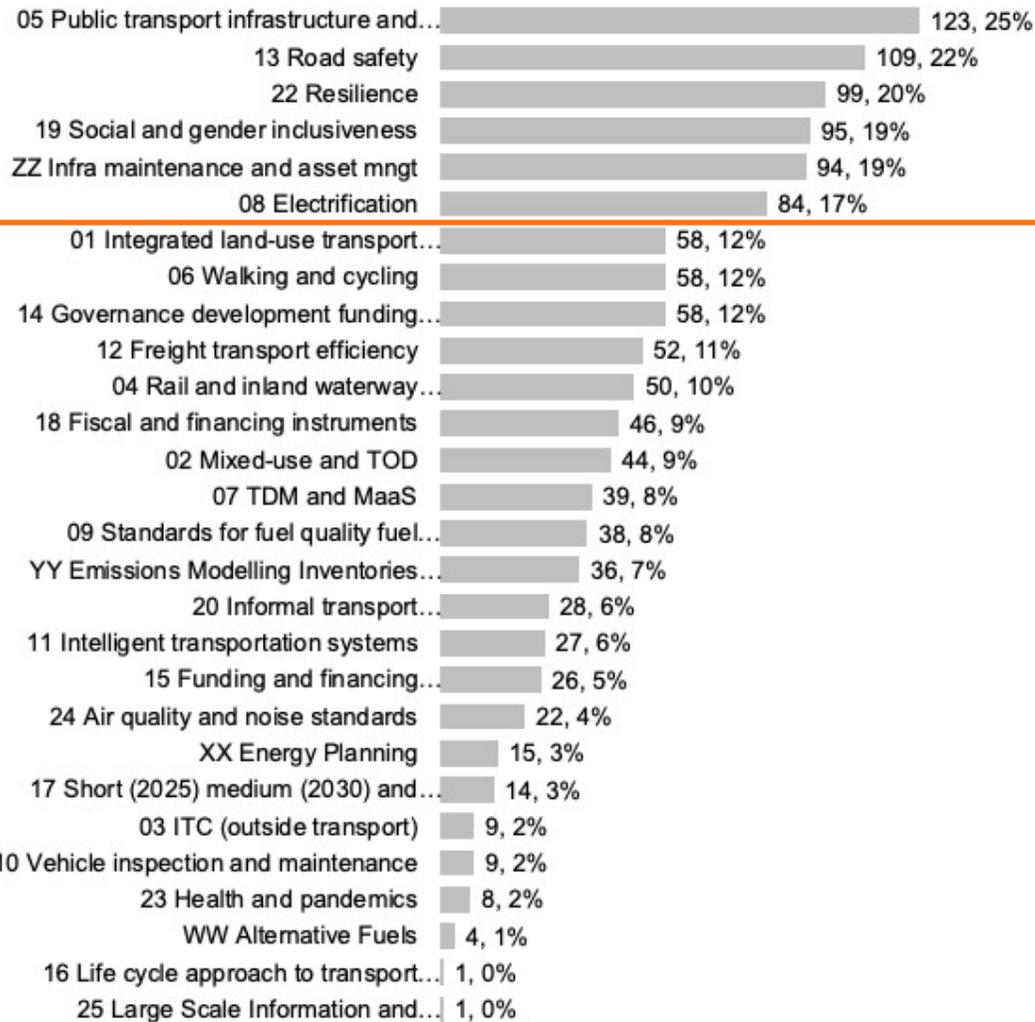
Number of times the PSA align with an intervention, and as % of all PSA.

\*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.

# Overall Analysis 2/2

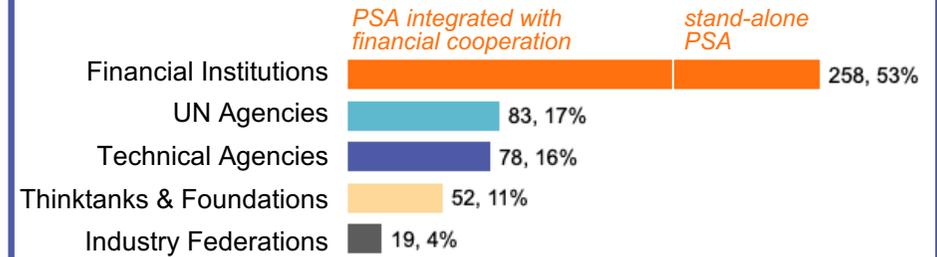
The PSA align, in 48% of all times, with one of 5+1 Aichi Strategies. In 52% of the times, the PSA align with one of the remaining 19+3 Aichi Strategies.

Number of PSA 490  
times aligning with an Aichi Strategy 1,247



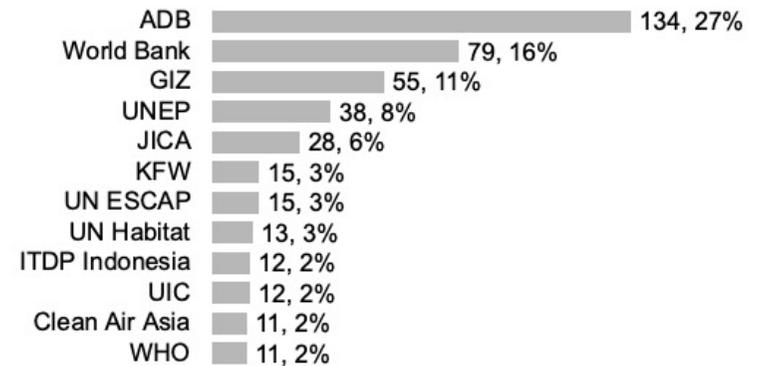
Number of times the PSA align with a specific Aichi Strategy, and in % of all PSA.

Financial institutions provide 53% of the identified PSA. Two-thirds of their PSA are integrated with financial cooperation. Other organizations run almost exclusively stand-alone PSA.



Number of PSA per type of international organization, and in % of all PSA.

12 International Organizations provide 86% of the identified PSA.



Number of PSA per international organization, and in % of all PSA.

Support varies greatly across countries, Aichi Goals, and Aichi Strategies; while some of them show a higher concentration of support activities (PSA), many fall short of support.

With the ambition of the Aichi 2030 Declaration and 6 years remaining, it seems unlikely that support is sufficient.

More, and more comprehensive, support could help countries in their efforts to achieve the Aichi 2030 Declaration.

# Country Analysis: Afghanistan (1/2)

Afghanistan registers 7 PSA (1%) of the identified 490 PSA; with this, the country ranks 15<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** **652**  
*Ranking by land area* 9/21

**Population in million** **39**  
*Ranking by population* 12/21

**Urbanization Rate** **26**  
*Ranking by urbanization rate* 18/21

**Income group** **low**

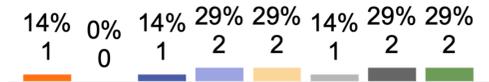
source: World Bank data 2020



Number of PSA, % of all	7	1%
times aligning with an SDG	11	1%
times aligning with an Aichi Goal	11	1%
times aligning with an Intervention	18	2%

On the overall low level, support from the PSA identified in the country is spread across the Aichi Goals. 1b Resilience gets no support.

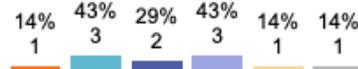
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 7 PSA identified in the country.

SDG 03 Good Health and SDG 11 Sustainable Cities and Communities get slightly more support than other SDGs, from 3 (43%) of the PSA identified in the country.

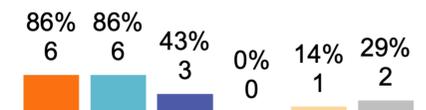
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 7 PSA identified in the country.

Institutional Development and Capacity Building as well as Exchange and Awareness are used most often, each by 6 (86%) of the PSA identified in the country. Policies Development gets no support.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 7 PSA identified in the country.

\*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.

# Country Analysis: Afghanistan (2/2)

The PSA align with 7+2 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all times aligning with an Aichi Strategy	7	1%
	10	<1%

13 Road Safety and 19 Social and Gender Inclusiveness get support from 2 PSA; other Aichi Strategies get support from 1 PSA.

18+2 Aichi Strategies do not get any support.

05 Public transport infrastructure and...	0%	0
13 Road safety	29%	2
22 Resilience	0%	0
19 Social and gender inclusiveness	29%	2
ZZ Infra maintenance and asset mngt	14%	1
08 Electrification	0%	0
01 Integrated land-use transport planning	0%	0
06 Walking and cycling	14%	1
14 Governance development funding of...	0%	0
12 Freight transport efficiency	0%	0
04 Rail and inland waterway infrastructure...	14%	1
18 Fiscal and financing instruments	0%	0
02 Mixed-use and TOD	0%	0
07 TDM and MaaS	0%	0
09 Standards for fuel quality fuel efficiency...	0%	0
YY Emissions Modelling Inventories MRV	14%	1
20 Informal transport systems/paratransit...	0%	0
11 Intelligent transportation systems	0%	0
15 Funding and financing arrangements	14%	1
24 Air quality and noise standards	0%	0
XX Energy Planning	0%	0
17 Short (2025) medium (2030) and long...	0%	0
03 ITC (outside transport)	14%	1
10 Vehicle inspection and maintenance	0%	0
23 Health and pandemics	0%	0
WW Alternative Fuels	0%	0
16 Life cycle approach to transport...	0%	0
25 Large Scale Information and awareness...	0%	0

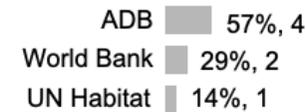
Number of times the PSA align with an Aichi Strategy, and in % of the 7 PSA identified in the country.

Financial Institutions provide by far most support, with 86% (6) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 7 PSA identified in the country.

3 International Organizations were found to be active; 1 of them provides 57% (4) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 7 PSA identified in the country.

## Examples of PSA identified in Afghanistan

*Trans-Hindukush Road Connectivity Project*

*Promoting Low-Carbon Development in Central Asia Regional Economic Cooperation Program Cities*

*Central Asia Regional Economic Cooperation: Knowledge Sharing and Services in Transport and Transport Facilitation*

[See list of PSA in Afghanistan](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Bangladesh (1/2)

Bangladesh registers 32 (7%) of the identified 490 PSA; with this, the country ranks 6<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 130  
*Ranking by land area* 17/21

**Population in million** 167  
*Ranking by population* 5/21

**Urbanization Rate** 38  
*Ranking by urbanization rate* 11/21

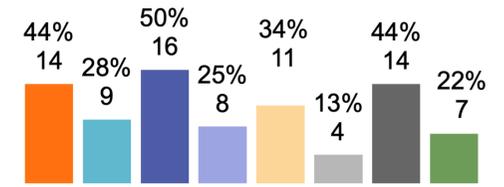
**Income group** lower-middle  
 source: World Bank data 2020



Number of PSA, % of all	32	7%
times aligning with an SDG	83	7%
times aligning with an Aichi Goal	83	7%
times aligning with an Intervention	64	6%

Aichi Goal 1c Air Pollution gets most support, from 16 (50%) of the PSA identified in the country; 1a Mitigation follows with 14 (44%). 4 Rural Access gets least support.

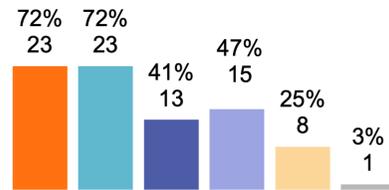
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 32 PSA identified in the country.

SDG 13 Climate Action and 03 Good Health get most support, each from 23 (72%) of the PSA identified in the country. 05 Gender Equality and 07 Affordable and Clean Energy\* get no support.

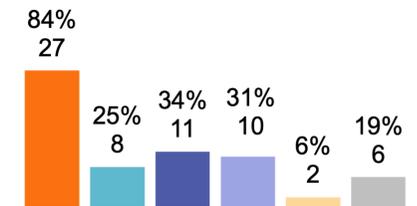
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 32 PSA identified in the country.

Institutional Development and Capacity Building is, by far, used most often, by 27 (84%) of the PSA identified in the country. Financial Instruments Development is least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 32 PSA identified in the country.

\*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.

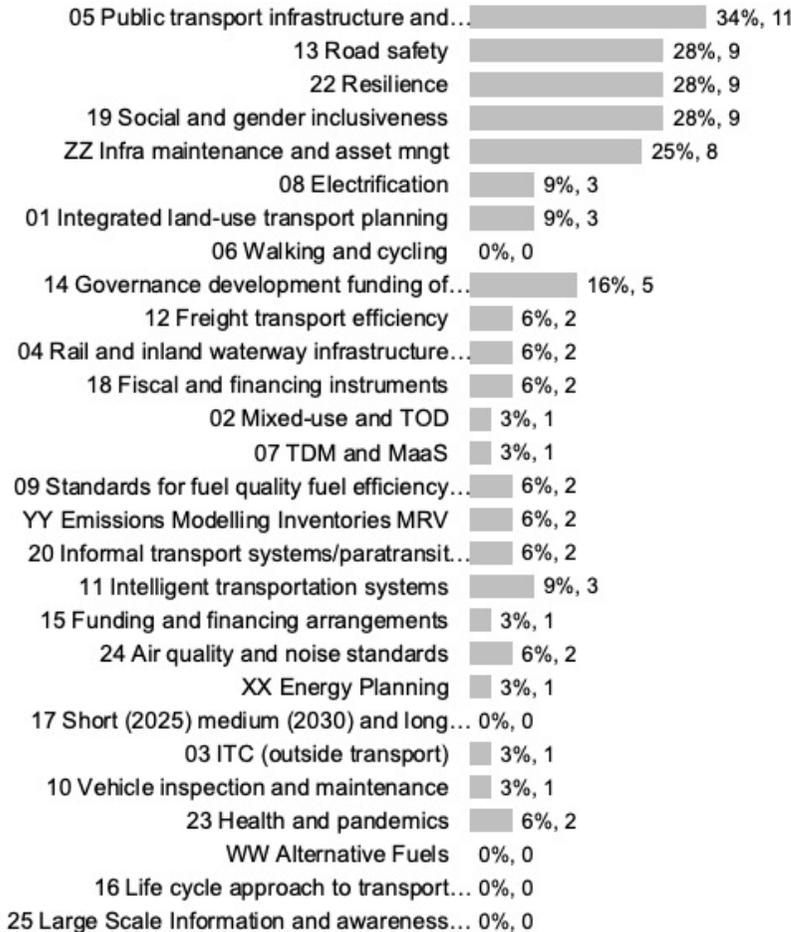
# Country Analysis: Bangladesh (2/2)

The PSA align with 21+3 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	32	7%
times aligning with an Aichi Strategy	82	7%

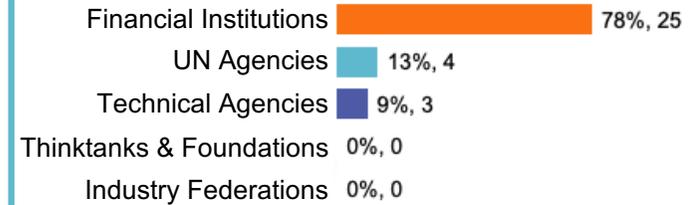
05 Public Transport Infrastructure and Services gets most support, followed by 13 Road Safety, 22 Resilience, 19 Social and Gender Inclusiveness, and ZZ Infrastructure and Asset Management.

4+1 Aichi Strategies do not get any support.



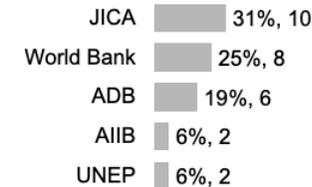
Number of times the PSA align with an Aichi Strategy, and in % of the 32 PSA identified in the country.

Financial Institutions provide by far most support, with 78% (25) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 32 PSA identified in the country.

9 International Organizations were found to be active; 5 of them provide 88% (28) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 32 PSA identified in the country.

## Examples of PSA identified in Bangladesh

Bangladesh Road Safety Project

Dhaka Mass Rapid Transit Development Project

South Asia Subregional Economic Cooperation Dhaka-Northwest Corridor Road Project

[See list of PSA in Bangladesh](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Bhutan (1/2)

Bhutan registers 3 PSA (<1%) of the identified 490 PSA; with this, the country ranks 20<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>**      **38**  
*Ranking by land area*                      19/21

**Population in million**              **0.8**  
*Ranking by population*                      20/21

**Urbanization Rate**                      **42**  
*Ranking by urbanization rate*                      9/21

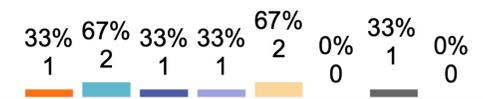
**Income group**              **lower-middle**  
 source: World Bank data 2020



Number of PSA, % of all	3	<1%
times aligning with an SDG	10	1%
times aligning with an Aichi Goal	8	1%
times aligning with an Intervention	4	<1%

On the overall low level, support from the PSA identified in the country is spread across 6 of the Aichi Goals. 4 Rural Access and 6 National Connectivity get no support.

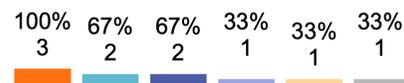
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 3 PSA identified in the country.

**SDG 13 Climate Action is supported by all the PSA identified in the country and gets most support.**

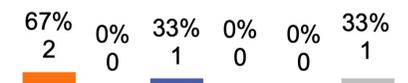
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 3 PSA identified in the country.

**Institutional Development and Capacity Building is used slightly more often by the PSA identified in the country; 3 of the Interventions are not used at all.**

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 3 PSA identified in the country.

\*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.

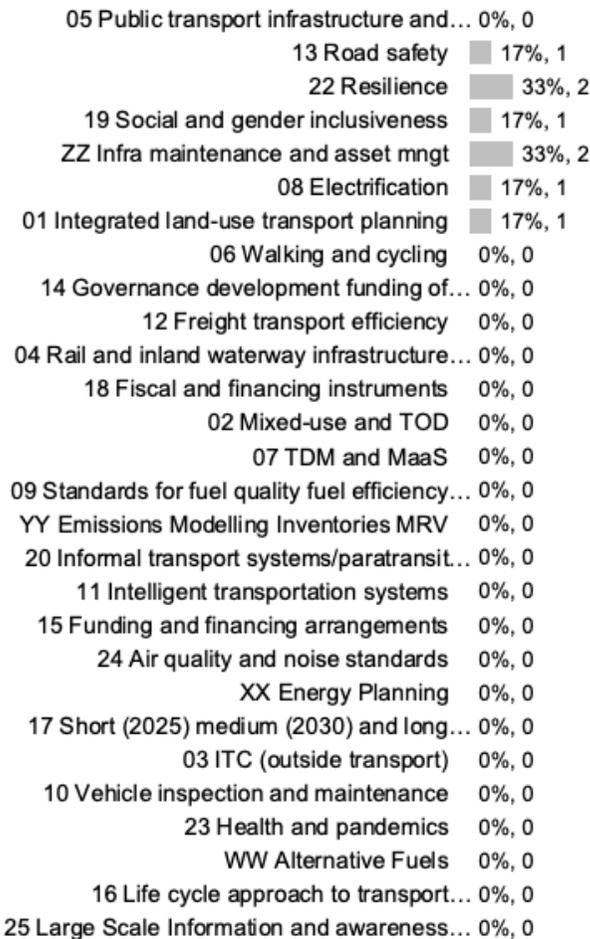
# Country Analysis: Bhutan (2/2)

The PSA align with 6+1 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all times aligning with an Aichi Strategy 3 <1%  
8 <1%

22 Resilience and ZZ Infrastructure and Asset Management get support from 2 PSA, 13 Road Safety, 19 Social and Gender Inclusiveness, 01 Integrated Land-Use Transport Planning, and 08 Electrification each from 1 PSA.

19+3 Aichi Strategies do not get any support.



Number of times the PSA align with an Aichi Strategy, and in % of the 3 PSA identified in the country.

Financial Institutions provide all PSA identified in the country.



Number of PSA per type of international organization, and in % of the 3 PSA identified in the country.

Only 1 Financial Institutions was found to be active in the country.



Number of PSA per international organization, and in % of the 3 PSA identified in the country.

PSA identified in Bhutan

- Ulaanbaatar Sustainable Thimphu Road Improvement Project
- Master Plan for National Highways Connectivity
- Development of a Legal Framework to Viable Private Sector Renewable Energy and Energy Efficiency Projects

[See details of PSA in Bhutan](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Cambodia (1/2)

Cambodia registers 30 (6%) of the identified 490 PSA; with this, the country ranks 7<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 177  
*Ranking by land area* 15/21

**Population in million** 16  
*Ranking by population* 16/21

**Urbanization Rate** 24  
*Ranking by urbanization rate* 19/21

**Income group** lower-middle

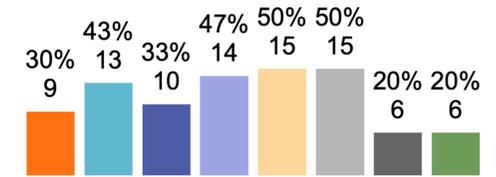
source: World Bank data 2020



Number of PSA, % of all	30	6%
times aligning with an SDG	75	6%
times aligning with an Aichi Goal	88	7%
times aligning with an Intervention	70	7%

Aichi Goals 3 Economic Sustainability and 4 Rural Access get most support, from 15 (50%) of the PSA identified in the country; 1b Resilience follows with 13 (43%). 5 Urban Access and 6 National Connectivity get least support.

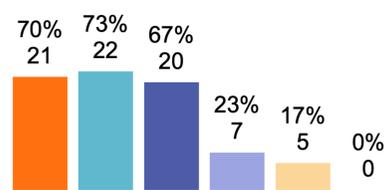
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 30 PSA identified in the country.

SDG 03 Good Health gets most support, from 22 (73%) of the PSA identified in the country; 13 Climate Action follows with 21 (70%) and 09 Industry Innovation and Infrastructure with 20 (67%). 05 Gender Equality gets least and 07 Affordable and Clean Energy\* gets no support.

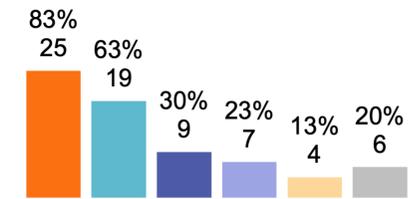
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 30 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 25 (83%) of the PSA identified in the country. Financial Instruments Development is least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 30 PSA identified in the country.

\*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.

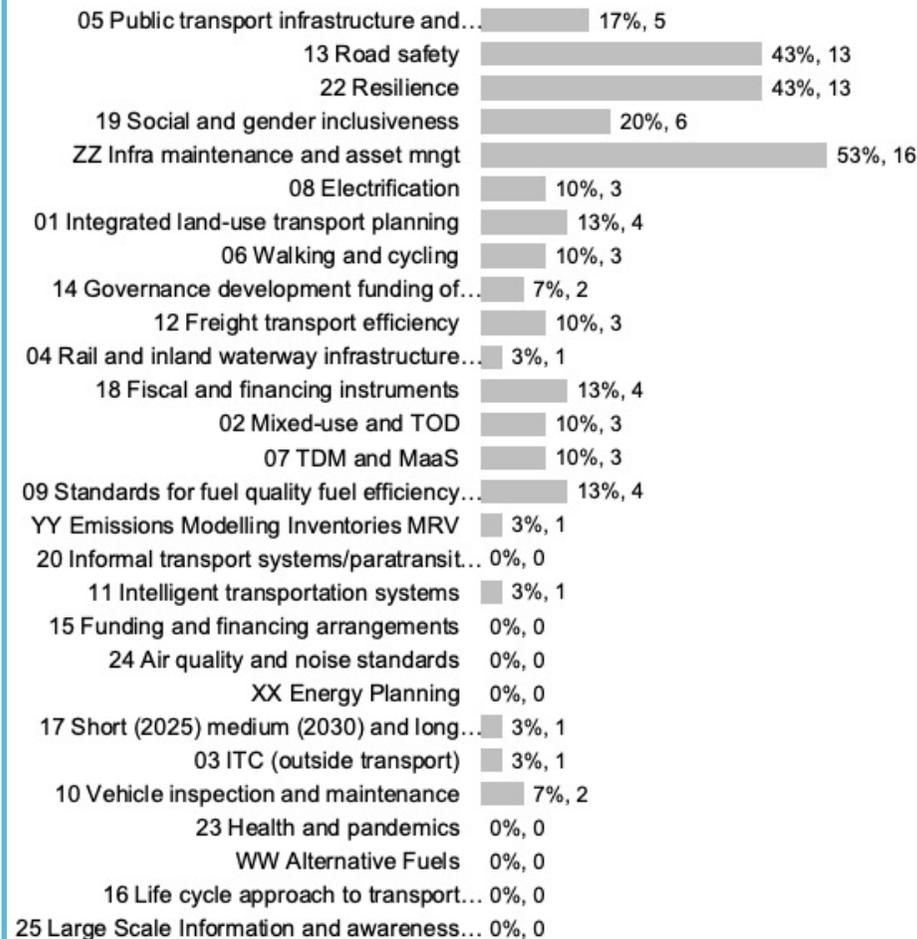
# Country Analysis: Cambodia (2/2)

The PSA align with 19+2 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	30	6%
times aligning with an Aichi Strategy	89	7%

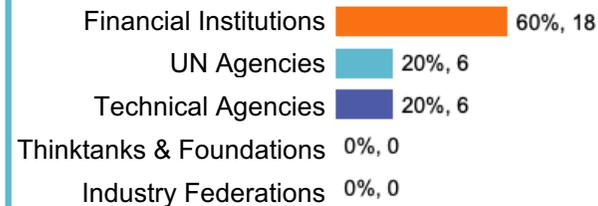
**ZZ Infrastructure Maintenance and Asset Management gets most support, followed by 13 Road Safety, and 22 Resilience.**

**6+2 Aichi Strategies do not get any support.**



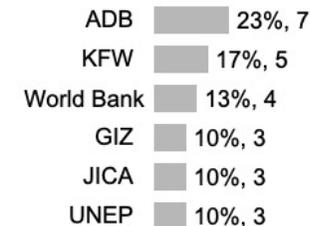
Number of times the PSA align with an Aichi Strategy, and in % of the 30 PSA identified in the country.

**Financial Institutions provide most support, with 60% (18) of the PSA identified in the country.**



Number of PSA per type of international organization, and in % of the 30 PSA identified in the country.

**10 International Organizations were found to be active; 6 of them provide 83% (28) of the PSA identified in the country.**



Number of PSA per international organization, and in % of the 30 PSA identified in the country.

## Examples of PSA identified in Cambodia

*Rural Roads Improvement Project*

*Modernization of Vehicle Registration and Inspection Administration System*

*Cambodia Southeast Asia Disaster Risk Management Project*

[See list of PSA in Cambodia](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: the People's Republic of China (1/2)

The People's Republic of China registers 52 (12%) of the identified 490 PSA; with this, the country ranks 2<sup>nd</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 9,425

*Ranking by land area* 2/21

**Population in million** 1,425

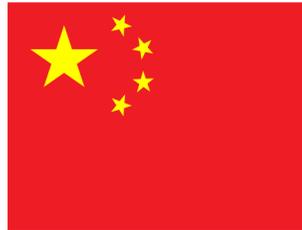
*Ranking by population* 1/21

**Urbanization Rate** 61

*Ranking by urbanization rate* 5/21

**Income group** upper-middle

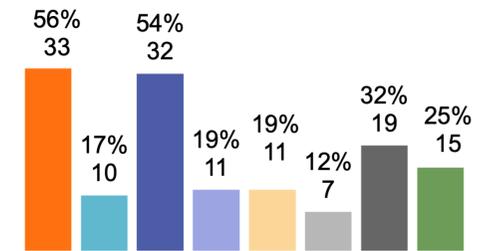
source: World Bank data 2020



<b>Number of PSA, % of all</b>	<b>59</b>	<b>12%</b>
times aligning with an SDG	140	12%
times aligning with an Aichi Goal	138	11%
times aligning with an Intervention	128	13%

Aichi Goal 1a Mitigation and 1c Air Pollution get most support, from 33 (56%) and 32 (54%) of the PSA identified in the country. 4 Rural Access gets least support.

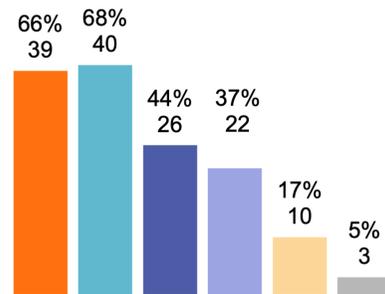
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 59 PSA identified in the country.

SDG 03 Good Health gets most support, from 40 (68%) of the PSA identified in the country; 13 Climate Action follows with 39 (66%). 07 Affordable and Clean Energy\* gets least support.

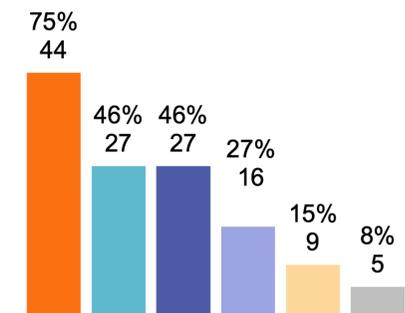
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 59 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 44 (75%) of the PSA identified in the country. Legal Frameworks Development is least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 59 PSA identified in the country.

\*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.

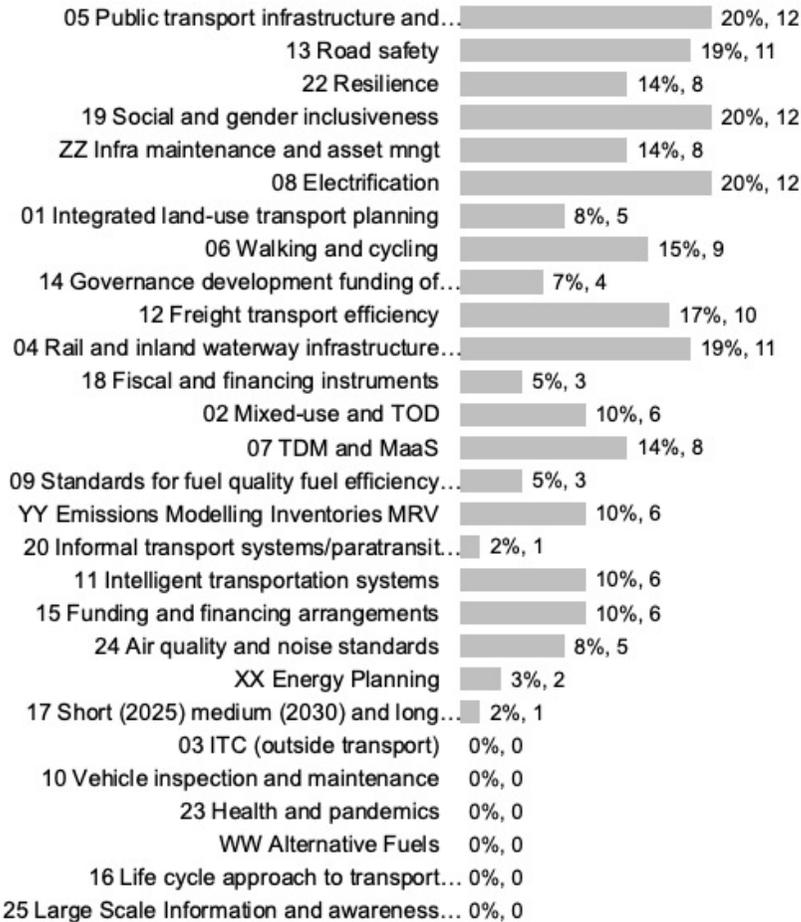
# Country Analysis: the People's Republic of China (2/2)

The PSA align with 20+3 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	59	12%
times aligning with an Aichi Strategy	149	12%

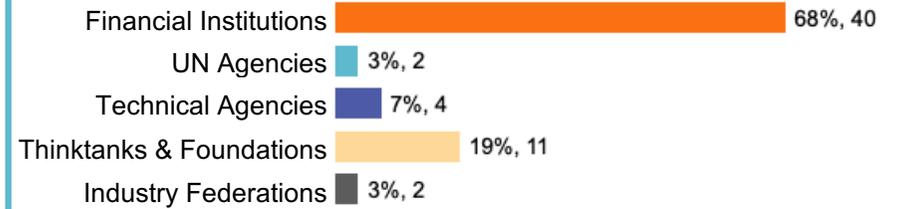
05 Public Transport Infrastructure and Services, 19 Social and Gender Inclusiveness, 08 Electrification, 13 Road Safety, and 04 Rail and Inland Waterway Infrastructure and Services get most support.

5+1 Aichi Strategies do not get any support.



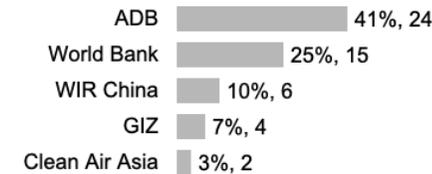
Number of times the PSA align with an Aichi Strategy, and in % of the 59 PSA identified in the country.

Financial Institutions provide by far most support, with 68% (40) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 59 PSA identified in the country.

13 International Organizations were found to be active; 5 of them provide 86% (51) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 59 PSA identified in the country.

## Examples of PSA identified in the People's Republic of China

- Chongqing Integrated Logistics Demonstration Project
- Hebei Air Pollution Prevention and Control Program
- Wuhan Integrated Transport Development

[See list of PSA in the People's Republic of China](#)

(select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: India (1/2)

India registers 82 (17%) of the identified 490 PSA; with this, the country receives most of the PSA and ranks 1<sup>st</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 2,973  
*Ranking by land area* 3/21

**Population in million** 1,396  
*Ranking by population* 2/21

**Urbanization Rate** 35  
*Ranking by urbanization rate* 15/21

**Income group** lower-middle

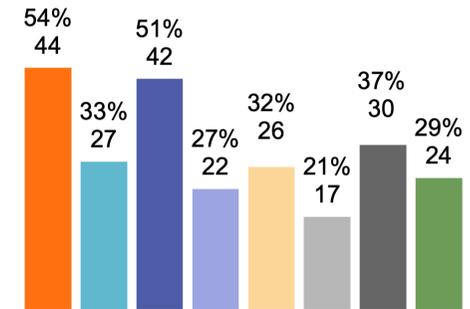
source: World Bank data 2020

Number of PSA, % of all	82	17%
times aligning with an SDG	227	19%
times aligning with an Aichi Goal	232	19%
times aligning with an Intervention	179	18%



Aichi Goal 1a Mitigation gets most support, from 44 (54%) of the PSA identified in the country; 1c Air Pollution follows with 42 (51%). 2 Road Safety and 4 Rural Access get least support.

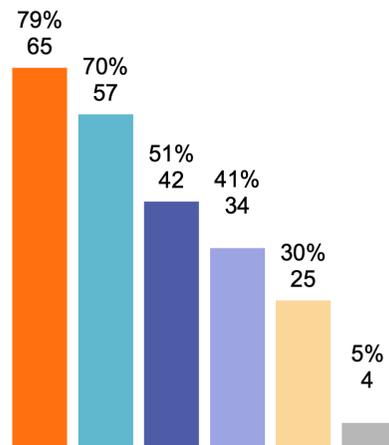
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 82 PSA identified in the country.

SDG 13 Climate Action gets most support, from 65 (79%) of the PSA identified in the country; 03 Good Health follows with 57 (70%). 07 Affordable and Clean Energy\* gets least support.

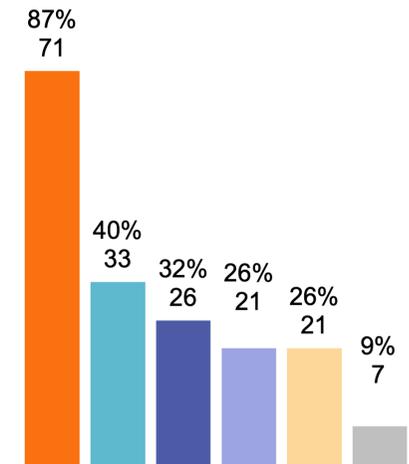
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 82 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 71 (87%) of the PSA identified in the country. Legal Frameworks Development is least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 82 PSA identified in the country.

\*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.

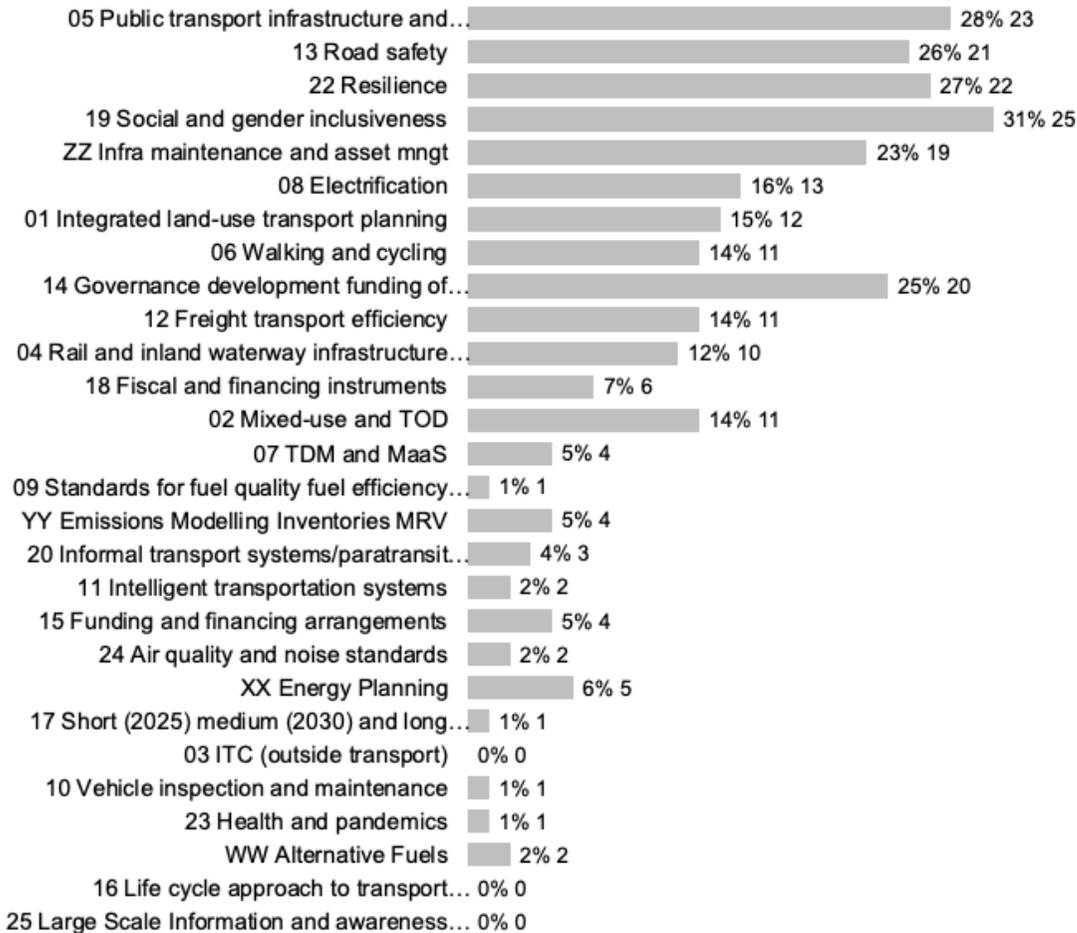
# Country Analysis: India (2/2)

The PSA align with 22+4 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	82	17%
times aligning with an Aichi Strategy	234	19%

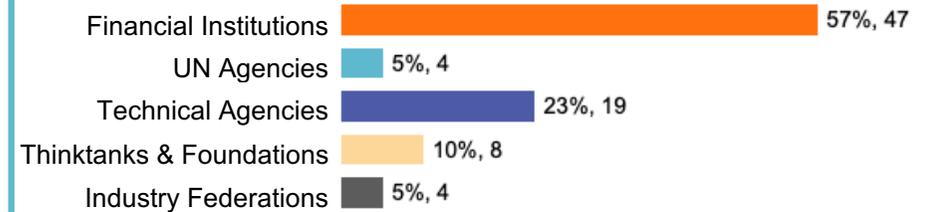
19 Social and Gender Inclusiveness, 05 Public Transport Infrastructure and Services, 22 Resilience, and 13 Road Safety get most support.

3 Aichi Strategies do not get any support.



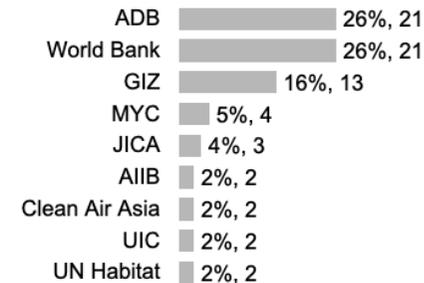
Number of times the PSA align with an Aichi Strategy, and in % of the 82 PSA identified in the country.

Financial Institutions provide most support, with 57% (47) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 82 PSA identified in the country.

21 International Organizations were found to be active; 9 of them provide 85% (70) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 82 PSA identified in the country.

## Examples of PSA identified in India

Rural Connectivity Investment Program

Facilitating the development of ambitious transport mitigation actions

Resilient Kerala Program

[See list of PSA in India](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Indonesia (1/2)

Indonesia registers 43 (9%) of the identified 490 PSA; with this, the country ranks 3<sup>rd</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 1,878

Ranking by land area 4/21

**Population in million** 272

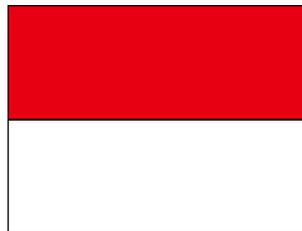
Ranking by population 3/21

**Urbanization Rate** 57

Ranking by urbanization rate 6/21

**Income group** lower-middle

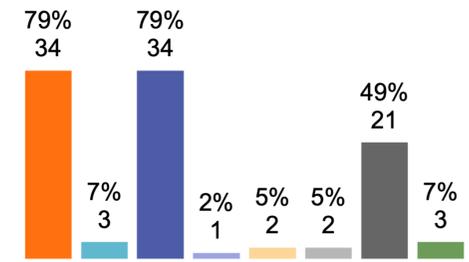
source: World Bank data 2020



Number of PSA, % of all	43	9%
times aligning with an SDG	108	9%
times aligning with an Aichi Goal	100	8%
times aligning with an Intervention	96	10%

Aichi Goals 1a Mitigation and 1c Air Pollution get most support, each from 34 (79%) of the PSA identified in the country. 5 Urban Access follows with 21 (49%); other Aichi Goals do barely get any support.

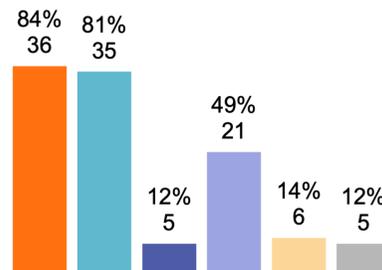
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 43 PSA identified in the country.

SDG 13 Climate Action and 03 Good Health get most support, from 36 (84%), and 35 (81%) of the PSA identified in the country. 09 Industry Innovation and Infrastructure and 07 Affordable and Clean Energy\* get least support.

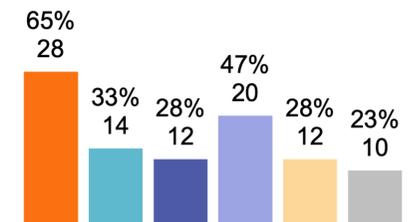
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 43 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 28 (65%) of the PSA identified in the country. Legal Frameworks Development is least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 43 PSA identified in the country.

\*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.

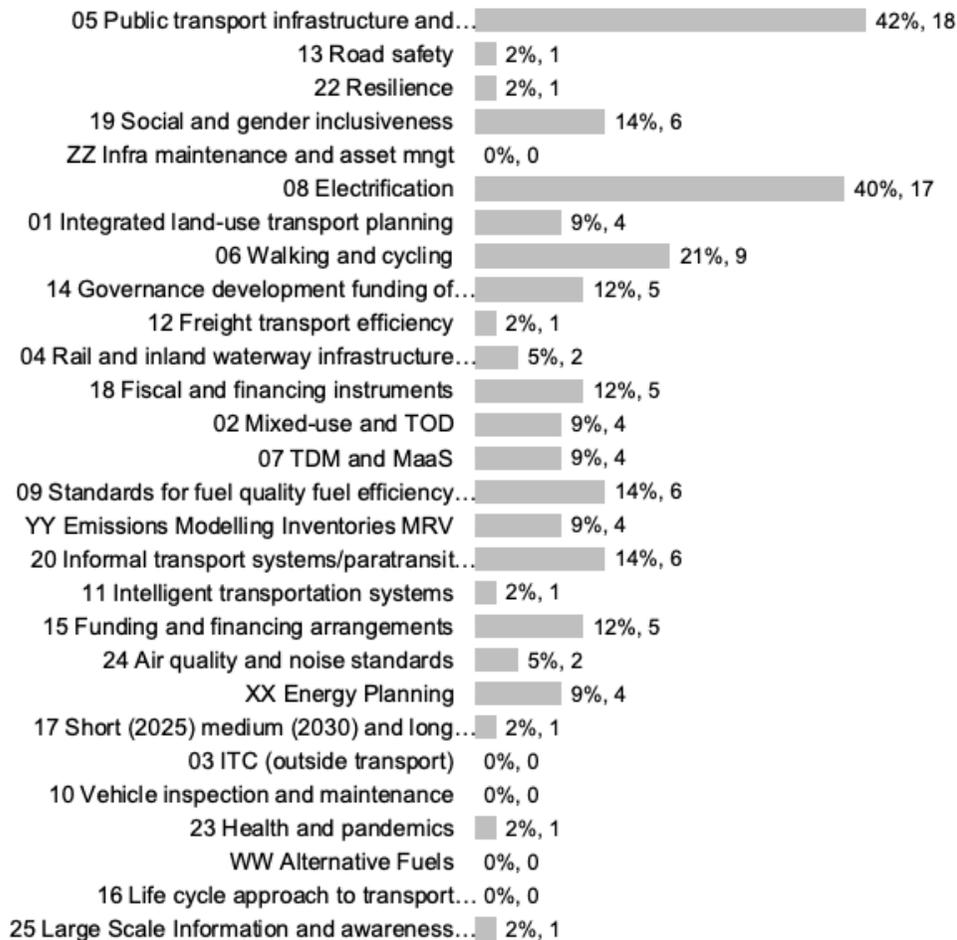
# Country Analysis: Indonesia (2/2)

The PSA align with 22+4 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	43	9%
times aligning with an Aichi Strategy	108	9%

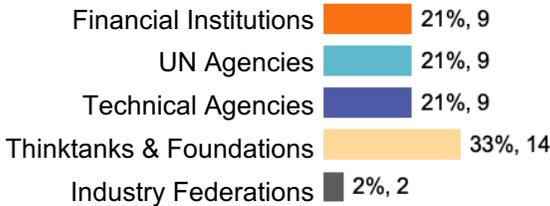
05 Public Transport Infrastructure and Services and 08 Electrification get most support with a high concentration of PSA.

3+2 Aichi Strategies do not get any support.



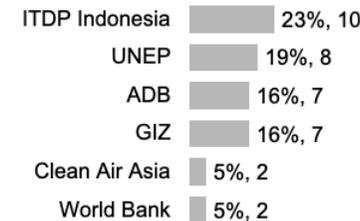
Number of times the PSA align with an Aichi Strategy, and in % of the 43 PSA identified in the country.

Thinktanks & Foundations provide most support, with 33% (14) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 43 PSA identified for the country.

22 International Organizations were found to be active; 6 of them provide 84% (36) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 43 PSA identified in the country.

## Examples of PSA identified in Indonesia

- FELICITY Cities Advisory Facility- BRT Development Indonesia
- Trans Sumatra Toll Road Risk Monitoring
- National Non-Motorized Facility Design Guideline and Policy Guideline for Mid-size cities in Indonesia

[See list of PSA in Indonesia](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: the Islamic Republic of Iran (1/2)

The Islamic Republic of Iran registers 3 PSA (<1%) of the identified 490 PSA; with this, the country ranks 20<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 1,623

Ranking by land area 5/21



**Population in million** 87

Ranking by population 9/21



**Urbanization Rate** 76

Ranking by urbanization rate 2/21



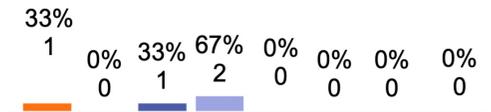
**Income group** lower-middle

source: World Bank data 2020

Number of PSA, % of all	3 <1%
times aligning with an SDG	4 <1%
times aligning with an Aichi Goal	4 <1%
times aligning with an Intervention	3 <1%

On the overall low level, only Aichi Goals 2 Road Safety, 1a Mitigation and 1c Air Pollution get support from the PSA identified in the country. The other Aichi Goals get no support.

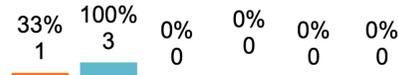
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 3 PSA identified in the country.

SDG 03 Good Health and SDG 13 Climate Action are the only 2 of the 6 SDGs to get support from the PSA identified in the country.

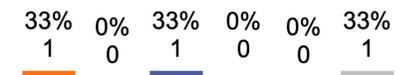
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 3 PSA identified in the country.

Institutional Development and Capacity Building, Data Collection and Research, and Legal Frameworks Development are each used once by the PSA identified in the country. The other Interventions are not used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 3 PSA identified in the country.

\*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.

# Country Analysis: the Islamic Republic of Iran (2/2)

The PSA align with 3 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	3	<1%
times aligning with an Aichi Strategy	4	<1%

13 Road Safety gets support from 2 PSA, 14 Governance Development and Funding and 08 Standards for Fuel Quality and Efficiency each from 1 PSA.

22+4 Aichi Strategies do not get any support.

05 Public transport infrastructure and...	0%	0
13 Road safety	33%	2
22 Resilience	0%	0
19 Social and gender inclusiveness	0%	0
ZZ Infra maintenance and asset mngt	0%	0
08 Electrification	0%	0
01 Integrated land-use transport planning	0%	0
06 Walking and cycling	0%	0
14 Governance development funding of...	17%	1
12 Freight transport efficiency	0%	0
04 Rail and inland waterway infrastructure...	0%	0
18 Fiscal and financing instruments	0%	0
02 Mixed-use and TOD	0%	0
07 TDM and MaaS	0%	0
09 Standards for fuel quality fuel efficiency...	17%	1
YY Emissions Modelling Inventories MRV	0%	0
20 Informal transport systems/paratransit...	0%	0
11 Intelligent transportation systems	0%	0
15 Funding and financing arrangements	0%	0
24 Air quality and noise standards	0%	0
XX Energy Planning	0%	0
17 Short (2025) medium (2030) and long...	0%	0
03 ITC (outside transport)	0%	0
10 Vehicle inspection and maintenance	0%	0
23 Health and pandemics	0%	0
WW Alternative Fuels	0%	0
16 Life cycle approach to transport...	0%	0
25 Large Scale Information and awareness...	0%	0

Number of times the PSA align with an Aichi Strategy, and in % of the 3 PSA identified in the country.

UN Agencies provide all PSA identified in the country.

Financial Institutions	0%	0
UN Agencies	100%	3
Technical Agencies	0%	0
Thinktanks & Foundations	0%	0
Industry Federations	0%	0

Number of PSA per type of international organization, and in % of the 3 PSA identified in the country.

3 UN Agencies were found to be active, each of them providing one of the PSA identified in the country.

UN ESCAP	33%	1
UNEP	33%	1
WHO	33%	1

Number of PSA per international organization, and in % of the 3 PSA identified in the country.

PSA identified in the Islamic Republic of Iran

Cleaner and Efficient Fuels and Vehicles Policy Development in Iran  
Strengthening capacity of Iranian National Road Safety Commission  
Support to Road Safety related legislation

[See details of PSA in the Islamic Republic of Iran](#)

(select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Lao PDR (1/2)

Lao PDR registers 14 PSA (3%) of the identified 490 PSA; with this, the country ranks 14<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>**      **231**  
*Ranking by land area*                      14/21

**Population in million**                      **7**  
*Ranking by population*                      17/21

**Urbanization Rate**                      **36**  
*Ranking by urbanization rate*                      14/21

**Income group**                      **lower-middle**

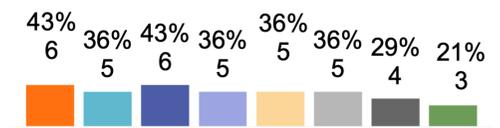
source: World Bank data 2020



Number of PSA, % of all	14	3%
times aligning with an SDG	34	3%
times aligning with an Aichi Goal	39	3%
times aligning with an Intervention	30	3%

Aichi Goals 1a Mitigation and 1c Air Pollution get most support, each from 6 (43%) of the PSA identified in the country; overall, support spreads rather equally across Aichi Goals.

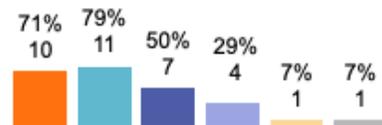
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 14 PSA identified in the country.

SDG 03 Good Health gets most support, from 11 (79%) of the PSA identified in the country; 13 Climate Action follows with 10 (71%). 05 Gender Equality and 07 Affordable and Clean Energy\* get least support.

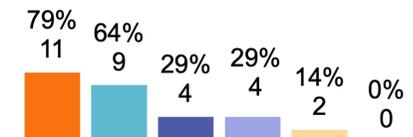
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 14 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 11 (79%) of the PSA identified in the country. Legal Frameworks Development gets no support.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 14 PSA identified in the country.

\*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.

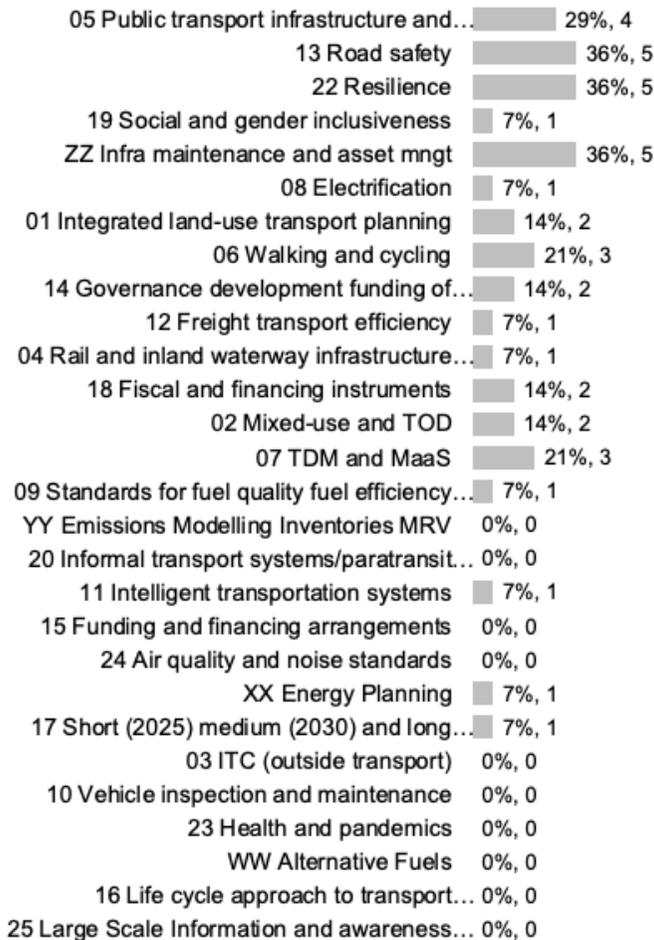
# Country Analysis: Lao PDR (2/2)

The PSA align with 17+2 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	14	3%
times aligning with an Aichi Strategy	41	3%

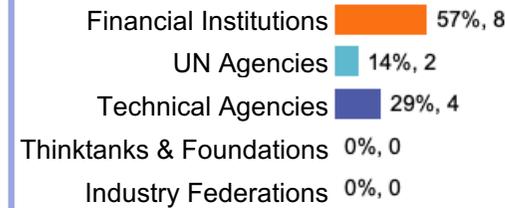
13 Road Safety, 22 Resilience, ZZ Infrastructure Maintenance and Asset Management, and 05 Public Transport Infrastructure and Services get most support.

8+2 Aichi Strategies do not get any support.



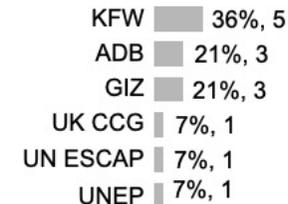
Number of times the PSA align with an Aichi Strategy, and in % of the 14 PSA identified in the country.

Financial Institutions provide most support, with 57% (8) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 14 PSA identified in the country.

6 International Organizations were found to be active; 3 of them provide 79% (11) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 14 PSA identified in the country.

## Examples of PSA identified in Lao PDR

- Rural Infrastructure Development Programme
- Sustainable Design of Urban Mobility in Medium-Sized Metropolitan Regions (SMMR)
- Developing Energy & Transport Starter Data Kits

[See list of PSA in Lao PDR](#) (select in 'filter view'  )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Malaysia (1/2)

Malaysia registers 6 PSA (1%) of the identified 490 PSA; with this, the country ranks 16<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 329  
*Ranking by land area* 11/21

**Population in million** 33  
*Ranking by population* 13/21

**Urbanization Rate** 77  
*Ranking by urbanization rate* 1/21

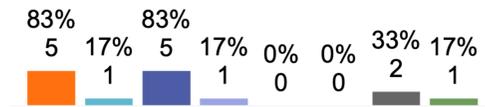


**Income group** upper-middle  
 source: World Bank data 2020

Number of PSA, % of all	6	1%
times aligning with an SDG	14	1%
times aligning with an Aichi Goal	16	1%
times aligning with an Intervention	11	1%

On the overall low level, Aichi Goals 1a Mitigation and 1c Air pollution get more support than other Aichi Goals, each from 5 (83%) of the PSA identified in the country. 3 Economic Sustainability and 4 Rural Access get no support.

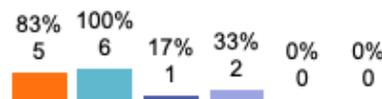
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 6 PSA identified in the country.

SDG 03 Good Health gets most support, from 6 (100%) of the PSA identified in the country; SDG 13 Climate Action follows with 5 (83%). SDG 05 Gender Equality and 07 Affordable and Clean Energy\* get no support.

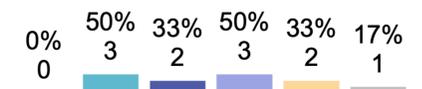
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 6 PSA identified in the country.

Exchange and Awareness as well as Policy Development are used slightly more often than other Interventions, each by 3 (50%) of the PSA identified in the country. Institutional Development and Capacity Building is not used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 6 PSA identified in the country.

\*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.

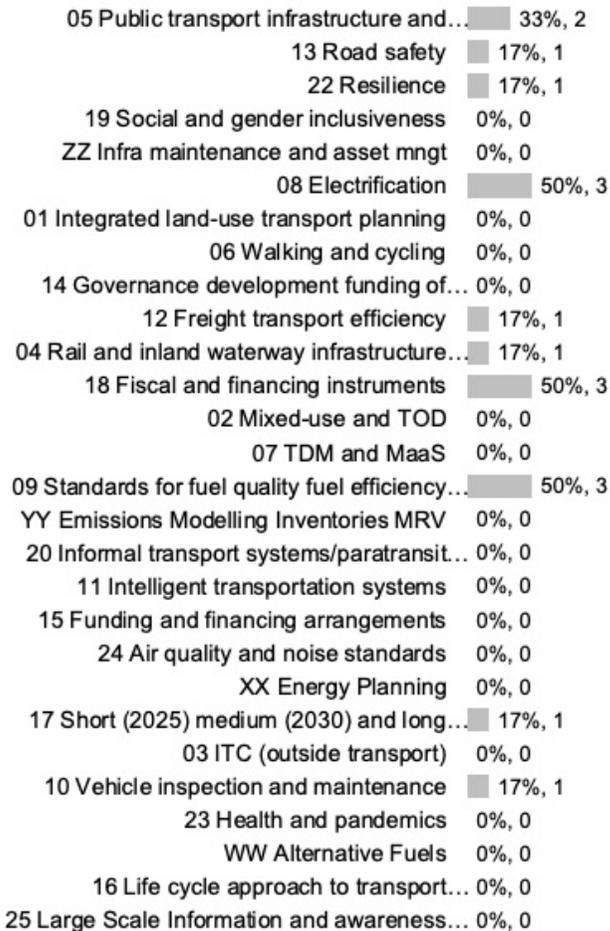
# Country Analysis: Malaysia 2/2

**The PSA align with 11 out of the 25+4 Aichi Strategies.**

Number of PSA, % of all	6	1%
times aligning with an Aichi Strategy	17	1%

**08 Electrification, 18 Fiscal and Financing Instruments, and 09 Standards for Fuel Quality and Efficiency get slightly more support than other Aichi Strategies.**

**14+4 Aichi Strategies do not get any support.**



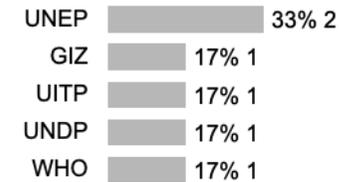
*Number of times the PSA align with an Aichi Strategy, and in % of the 6 PSA identified in the country.*

**UN Agencies provide by far most support, with 67% (4) of the PSA identified in the country.**



*Number of PSA per type of international organization, and in % of the 6 PSA identified in the country.*

**5 International Organizations were found to be active, each providing 1 or 2 of the PSA identified in the country.**



*Number of PSA per international organization, and in % of the 6 PSA identified in the country.*

**Examples of PSA identified in Malaysia**

- Study on Regulatory and Fiscal Policies Applicable to Road Transport Vehicles*
- Fuel Economy Policy development in ASEAN*
- Support to Road Safety related legislation*

**See list of PSA in Malaysia** (select in 'filter view'  )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

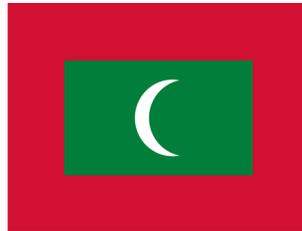
# Country Analysis: Maldives (1/2)

Maldives registers 3 PSA (<1%) of the identified 490 PSA; with this, the country ranks 20<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>**      **0.3**  
*Ranking by land area*                      21/21

**Population in million**              **0.5**  
*Ranking by population*                      9/21

**Urbanization Rate**                      **41**  
*Ranking by urbanization rate*                      10/21

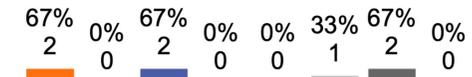


**Income group**      **upper-middle**  
 source: World Bank data 2020

Number of PSA, % of all	3 <1%
times aligning with an SDG	7 <1%
times aligning with an Aichi Goal	7 <1%
times aligning with an Intervention	8 1%

On the overall low level, Aichi Goals 1a Mitigation, 1c Air Pollution, 5 Urban Access, and 4 Rural Access get support from the PSA identified in the country. The other Aichi Goals get no support.

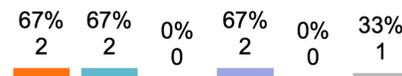
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 3 PSA identified in the country.

4 of the 6 SDGs get support from the PSA identified in the country; 09 Industry Innovation and Infrastructure as well as 05 Gender Equality get no support.

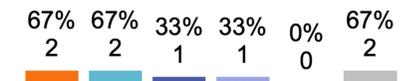
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 3 PSA identified in the country.

5 of the 6 Interventions are used at least once by the PSA identified in the country. Financial Instruments Development is not used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 3 PSA identified in the country.

\*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.

# Country Analysis: Maldives (2/2)

The PSA align with 3+2 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	3	<1%
times aligning with an Aichi Strategy	6	<1%

08 Electrification gets support from 2 PSA, 05 Public Transport Infrastructure and Services, YY Emissions Modelling, Inventories and MRV, XX Energy Planning and 03 ITC each from 1 PSA.

22+2 Aichi Strategies do not get any support.

05 Public transport infrastructure and...	17%, 1
13 Road safety	0%, 0
22 Resilience	0%, 0
19 Social and gender inclusiveness	0%, 0
ZZ Infra maintenance and asset mngt	0%, 0
08 Electrification	33%, 2
01 Integrated land-use transport planning	0%, 0
06 Walking and cycling	0%, 0
14 Governance development funding of...	0%, 0
12 Freight transport efficiency	0%, 0
04 Rail and inland waterway infrastructure...	0%, 0
18 Fiscal and financing instruments	0%, 0
02 Mixed-use and TOD	0%, 0
07 TDM and MaaS	0%, 0
09 Standards for fuel quality fuel efficiency...	0%, 0
YY Emissions Modelling Inventories MRV	17%, 1
20 Informal transport systems/paratransit...	0%, 0
11 Intelligent transportation systems	0%, 0
15 Funding and financing arrangements	0%, 0
24 Air quality and noise standards	0%, 0
XX Energy Planning	17%, 1
17 Short (2025) medium (2030) and long...	0%, 0
03 ITC (outside transport)	17%, 1
10 Vehicle inspection and maintenance	0%, 0
23 Health and pandemics	0%, 0
WW Alternative Fuels	0%, 0
16 Life cycle approach to transport...	0%, 0
25 Large Scale Information and awareness...	0%, 0

Number of times the PSA align with an Aichi Strategy, and in % of the 3 PSA identified in the country.

Financial Institutions and UN Agencies the PSA identified in the country.

Financial Institutions	67%, 2
UN Agencies	33%, 1
Technical Agencies	0%, 0
Thinktanks & Foundations	0%, 0
Industry Federations	0%, 0

Number of PSA per type of international organization, and in % of the 3 PSA identified in the country.

3 International Organizations were found to be active, each of them providing one of the PSA identified in the country.

ADB	33%, 1
UNEP	33%, 1
World Bank	33%, 1

Number of PSA per international organization, and in % of the 3 PSA identified in the country.

## PSA identified in Maldives

- Preparing Outer Islands for Sustainable Energy Development Project
- GEF Electric Mobility
- Digital Maldives for Adaptation, Decentralization and Diversification

[See details of PSA in Maldives](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Mongolia (1/2)

Mongolia registers 23 (5%) of the identified 490 PSA; with this, the country ranks 8<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 1,558  
*Ranking by land area* 6/21

**Population in million** 3.3  
*Ranking by population* 18/21

**Urbanization Rate** 69  
*Ranking by urbanization rate* 4/21

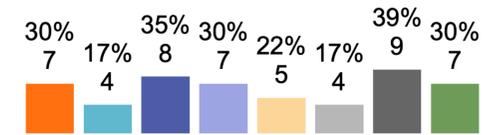
**Income group** lower-middle  
source: World Bank data 2020



Number of PSA, % of all	23	5%
times aligning with an SDG	55	5%
times aligning with an Aichi Goal	51	4%
times aligning with an Intervention	52	5%

Aichi Goal 5 Urban Access gets most support, from 9 (39%) of the PSA identified in the country; 1c Air Pollution follows with 8 (35%). 1b Resilience and 4 Rural Access get least support.

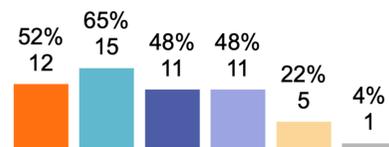
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 23 PSA identified in the country.

SDG 03 Good Health gets most support, from 15 (65%) of the PSA identified in the country; 13 Climate Action follows with 12 (52%). 05 Gender Equality and 07 Affordable and Clean Energy\* get least support.

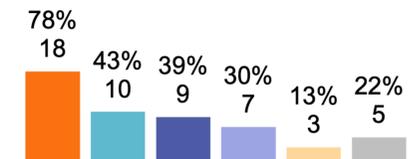
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 23 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 18 (78%) of the PSA identified in the country. Financial Instruments Development is least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 23 PSA identified in the country.

\*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.

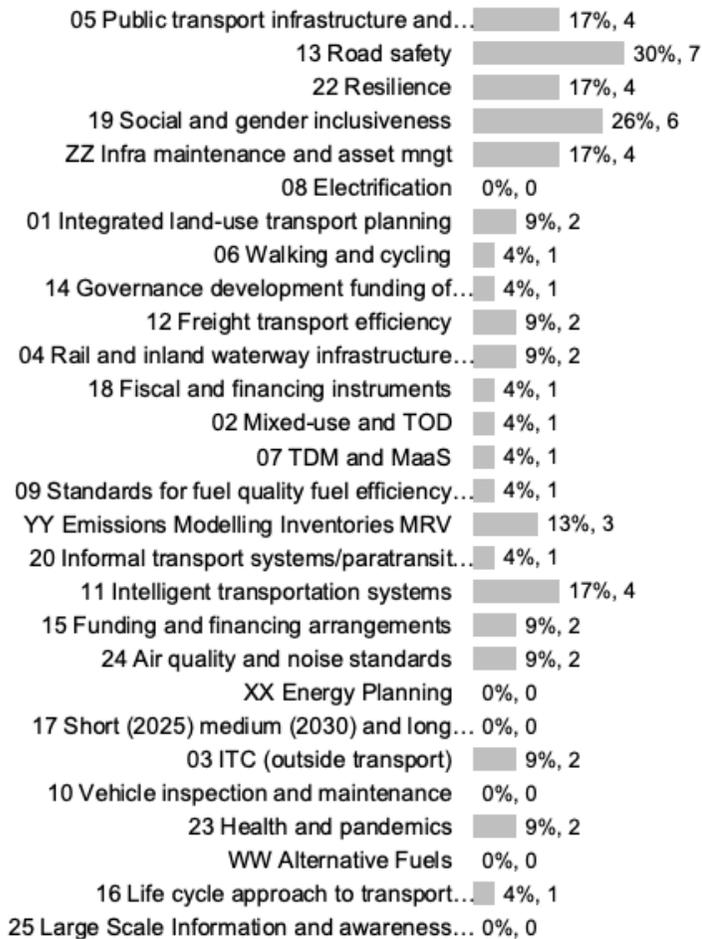
# Country Analysis: Mongolia (2/2)

The PSA align with 21+2 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	23	5%
times aligning with an Aichi Strategy	54	4%

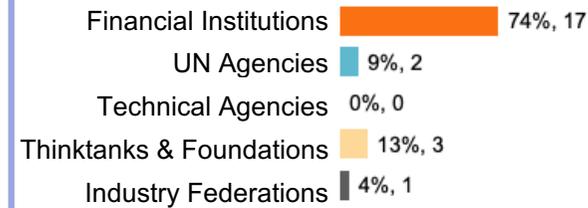
13 Road Safety and 19 Social and Gender Inclusiveness get most support, followed by 05 Public Transport Infrastructure and Services, ZZ Infrastructure and Asset Management, 11 Intelligent Transport Systems.

4+2 Aichi Strategies do not get any support.



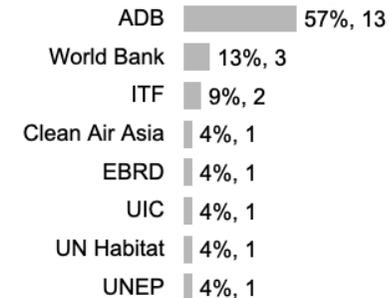
Number of times the PSA align with an Aichi Strategy, and in % of the 23 PSA identified in the country.

Financial Institutions provide by far most support, with 74% (17) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 23 PSA identified in the country.

8 International Organizations were found to be active; 3 of them provide 78% (18) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 23 PSA identified in the country.

## Examples of PSA identified in Mongolia

*Railway Sector Development in Central Asia Regional Economic Cooperation Countries*

*Roadmap to cleaner fuels and vehicles in Mongolia*

*Ulaanbaatar Sustainable Urban Transport Project*

[See list of PSA in Mongolia](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Myanmar (1/2)

Myanmar registers 17 (4%) of the identified 490 PSA; with this, the country ranks 12<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** **653**  
*Ranking by land area* 8/21

**Population in million** **53**  
*Ranking by population* 11/21

**Urbanization Rate** **31**  
*Ranking by urbanization rate* 17/21

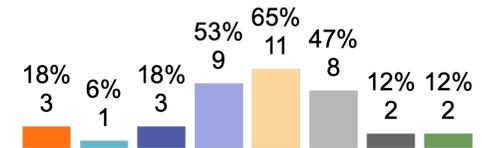
**Income group** **lower-middle**  
 source: World Bank data 2020



Number of PSA, % of all	17	4%
times aligning with an SDG	33	3%
times aligning with an Aichi Goal	39	3%
times aligning with an Intervention	32	3%

Aichi Goal 3 Economic Sustainability gets most support, from 11 (65%) of the PSA identified in the country; 2 Road Safety and 4 Rural Access follow with 9 (53%) and 8 (47%). 1b Resilience gets least support.

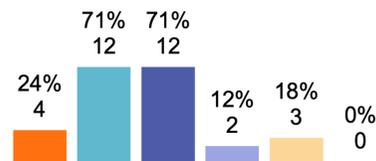
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 17 PSA identified in the country.

SDG 03 Good Health and 09 Industry Innovation and Infrastructure get, by far most support, each from 12 (71%) of the PSA identified in the country; 07 Affordable and Clean Energy\* gets no support.

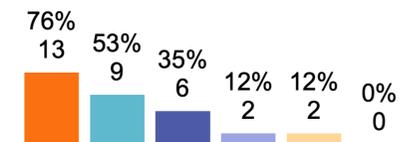
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 17 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 13 (76%) of the PSA identified in the country; Exchange and Awareness follows with 9 (53%). Legal Frameworks Development gets no support.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 17 PSA identified in the country.

\*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.

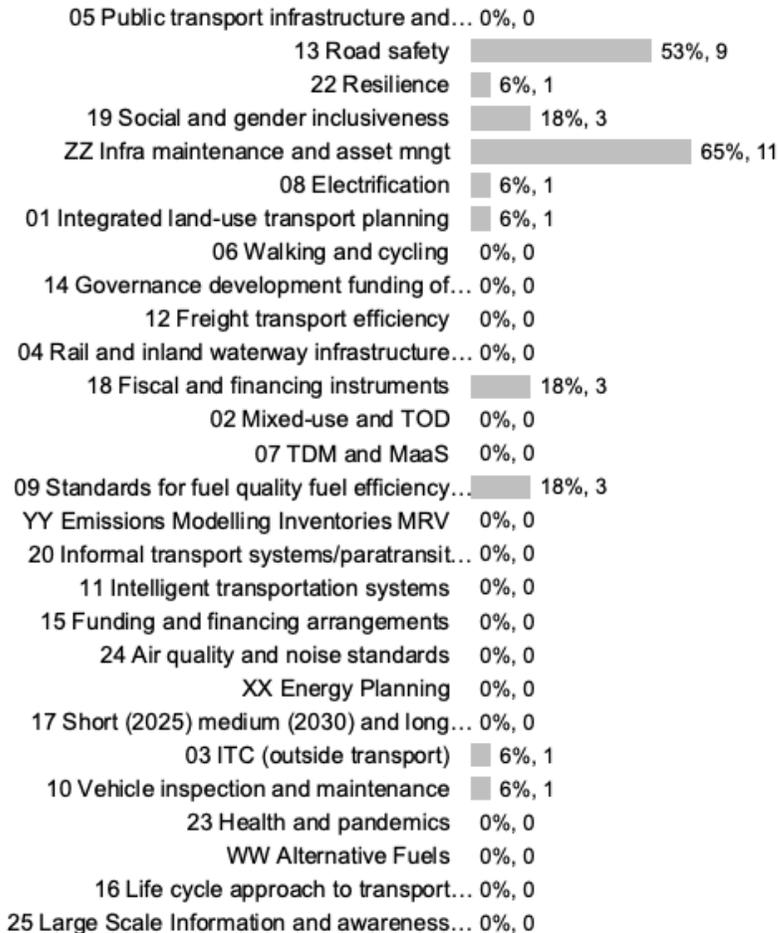
# Country Analysis: Myanmar (2/2)

The PSA align with 10+1 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	17	4%
times aligning with an Aichi Strategy	34	3%

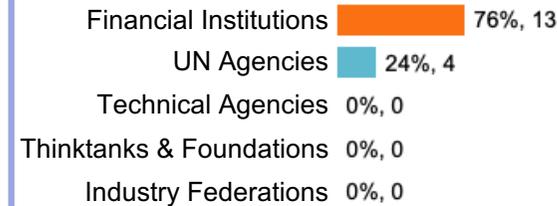
**ZZ Infrastructure and Asset Management and 13 Road Safety get most support with a high concentration of PSA.**

**15+4 Aichi Strategies do not get any support.**



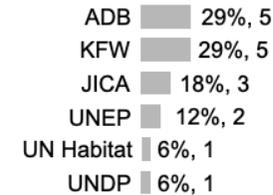
Number of times the PSA align with an Aichi Strategy, and in % of the 17 PSA identified in the country.

**Financial Institutions provide by far most support, with 76% (13) of the PSA identified in the country.**



Number of PSA per type of international organization, and in % of the 17 PSA identified in the country.

**6 International Organizations were found to be active; 3 of them provide 76% (13) of the PSA identified in the country.**



Number of PSA per international organization, and in % of the 17 PSA identified in the country.

## Examples of PSA identified in Myanmar

*Improving Road Network Management and Safety*

*Rural development program*

*Cleaner and Efficient Fuels and Vehicles Policy Development in Myanmar*

[See list of PSA in Myanmar](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Nepal (1/2)

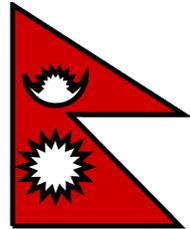
Nepal registers 18 (4%) of the identified 490 PSA; with this, the country ranks 11<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 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

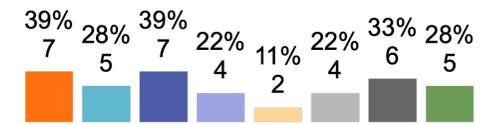
**Income group** lower-middle  
 source: World Bank data 2020



Number of PSA, % of all	18	4%
times aligning with an SDG	39	3%
times aligning with an Aichi Goal	40	3%
times aligning with an Intervention	30	3%

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.

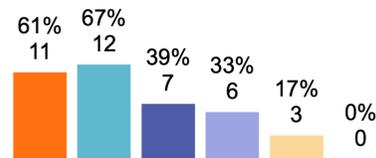
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 18 PSA identified in the country.

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.

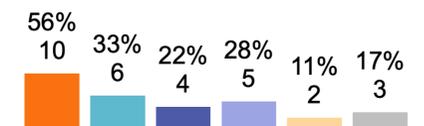
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 18 PSA identified in the country.

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.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 18 PSA identified in the country.

\*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.

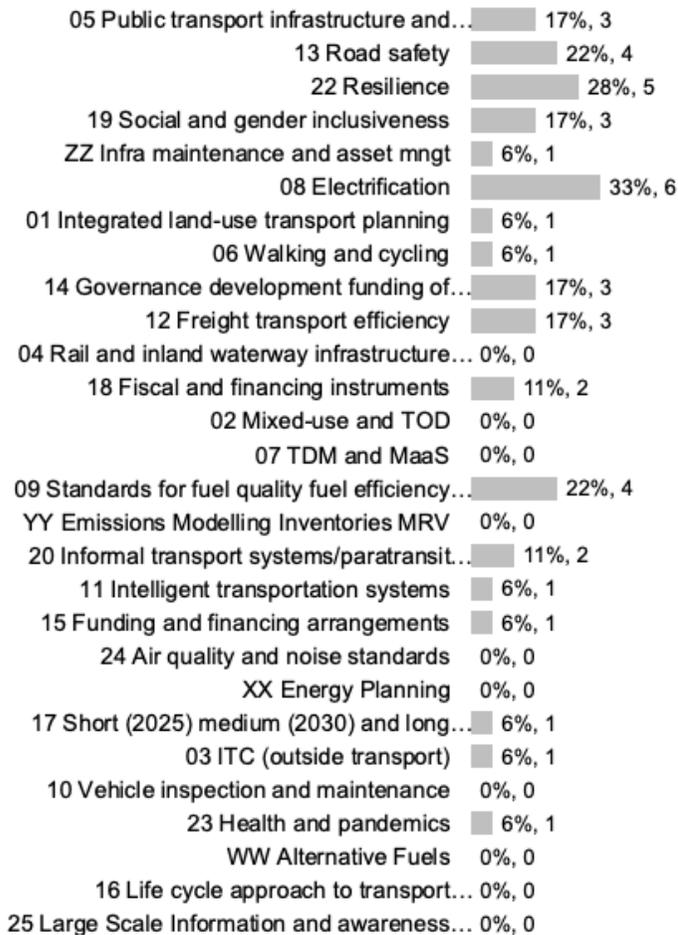
# Country Analysis: Nepal (2/2)

The PSA align with 18+1 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	18	4%
times aligning with an Aichi Strategy	43	3%

08 Electrification, 22 Resilience, 13 Road Safety, and 09 Standards for Fuel Quality and Efficiency get most support.

7+3 Aichi Strategies do not get any support.



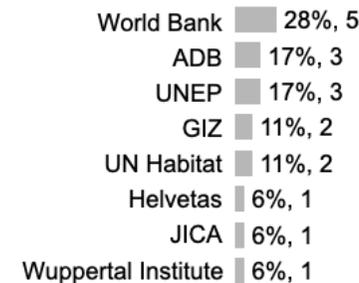
Number of times the PSA align with an Aichi Strategy, and in % of the 18 PSA identified in the country.

Financial Institutions provide most support, with 44% (8) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 18 PSA identified in the country.

8 International Organizations were found to be active; 5 of them provide 83% (15) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 18 PSA identified in the country.

## Examples of PSA identified in Nepal

- Master Plan for Road Connectivity
- Sustainable Electric-Transport for Kathmandu Valley
- Trail Bridge Support Unit

[See list of PSA in Nepal](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Pakistan (1/2)

Pakistan registers 19 (4%) of the identified 490 PSA; with this, the country ranks 10<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 771  
*Ranking by land area* 7/21

**Population in million** 227  
*Ranking by population* 4/21

**Urbanization Rate** 37  
*Ranking by urbanization rate* 13/21

**Income group** lower-middle

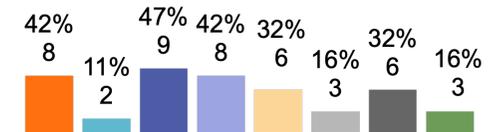
source: World Bank data 2020



Number of PSA, % of all	19	4%
times aligning with an SDG	45	4%
times aligning with an Aichi Goal	45	4%
times aligning with an Intervention	43	4%

Aichi Goal 1c Air Pollution gets most support, from 9 (47%) of the PSA identified in the country; 1a Mitigation and 2 Road Safety follow with 8 (42%) each. 1b Resilience gets least support.

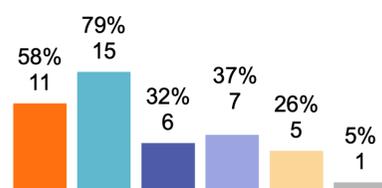
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 19 PSA identified in the country.

SDG 03 Good Health gets most support, from 15 (79%) of the PSA identified in the country; 13 Climate Action follows with 11 (58%). 07 Affordable and Clean Energy\* gets least support.

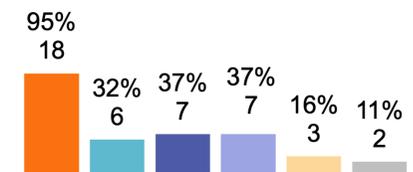
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 19 PSA identified in the country.

Institutional Development and Capacity Building is, by far, used most often, by 18 (95%) of the PSA identified in the country. Financial Instruments Development and Legal Frameworks Development are least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 19 PSA identified in the country.

\*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.

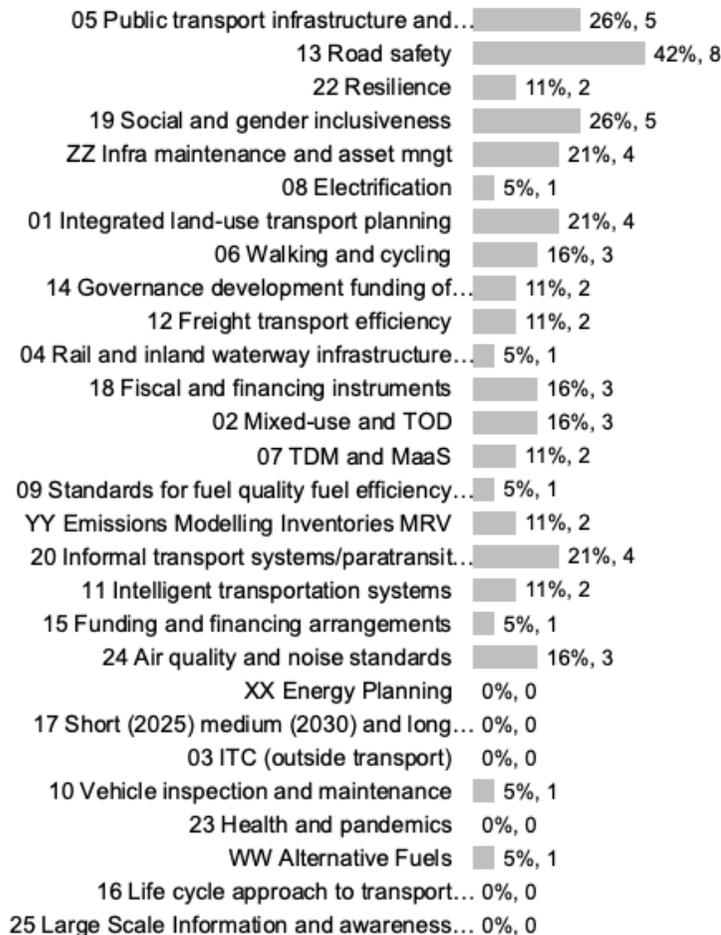
# Country Analysis: Pakistan (2/2)

The PSA align with 20+3 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	19	4%
times aligning with an Aichi Strategy	60	5%

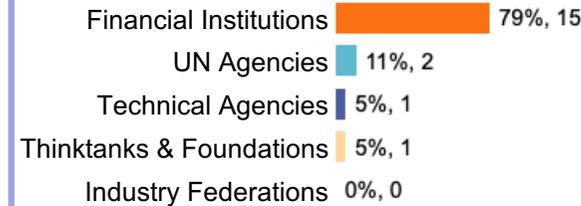
13 Road Safety, 05 Public Transport Infrastructure and Services, and 19 Social and Gender Inclusiveness get most support.

5+1 Aichi Strategies do not get any support.



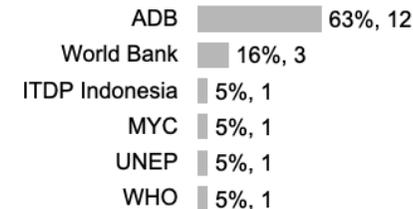
Number of times the PSA align with an Aichi Strategy, and in % of the 19 PSA identified in the country.

Financial Institutions provide by far most support, with 79% (15) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 19 PSA identified in the country.

6 International Organizations were found to be active; 2 of them provide 79% (15) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 19 PSA identified in the country.

## Examples of PSA identified in Pakistan

- Enabling Economic Corridors through Sustainable Transport Sector Development
- Karachi Neighborhood Improvement Project
- Integrating SLCP Reductions in the Pakistan's Air Quality Plans and Program

[See list of PSA in Pakistan](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: the Philippines (1/2)

The Philippines register 34 (7%) of the identified 490 PSA; with this, the country ranks 5<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 298  
*Ranking by land area* 13/21

**Population in million** 112  
*Ranking by population* 7/21

**Urbanization Rate** 47  
*Ranking by urbanization rate* 8/21

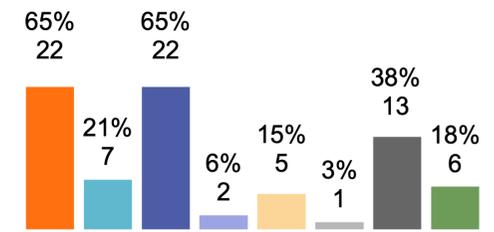
**Income group** lower-middle  
 source: World Bank data 2020



Number of PSA, % of all	34	7%
times aligning with an SDG	84	7%
times aligning with an Aichi Goal	78	7%
times aligning with an Intervention	73	7%

Aichi Goals 1a Mitigation and 1c Air Pollution gets most support, each from 22 (65%) of the PSA identified in the country; 2 Road Safety and 4 Rural Access get least support.

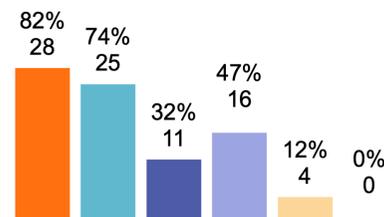
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 34 PSA identified in the country.

SDG 13 Climate Action get most support, from 28 (82%) of the PSA identified in the country; 03 Good Health follows with 25 (74%) and 11 Sustainable Cities and Communities with 16 (58%). 05 Gender Equality gets least and 07 Affordable and Clean Energy\* gets no support.

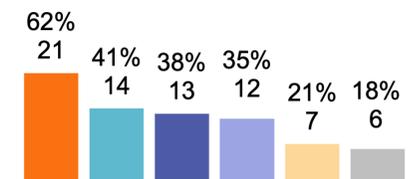
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 34 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 21 (62%) of the PSA identified in the country. Financial Instruments Development and Legal Frameworks Development are least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 34 PSA identified in the country.

\*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.

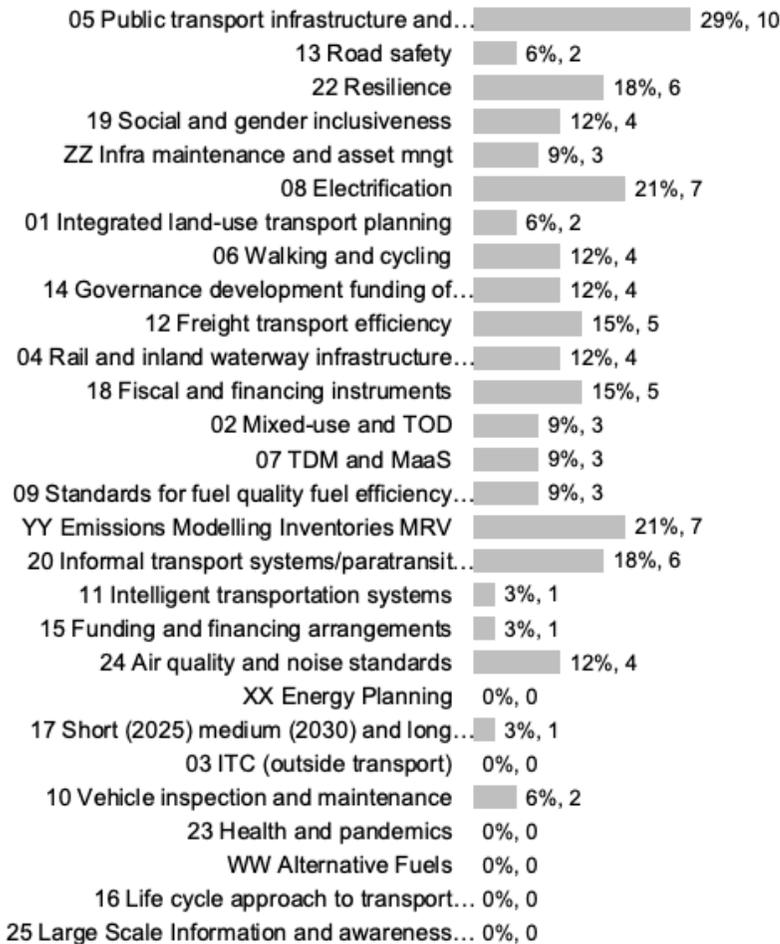
# Country Analysis: the Philippines (2/2)

The PSA align with 21+2 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	34	7%
times aligning with an Aichi Strategy	87	7%

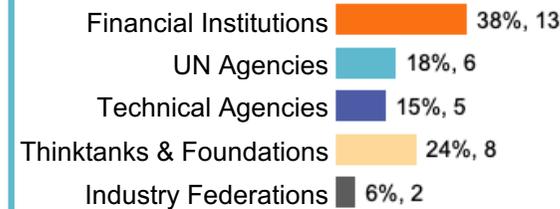
**05 Public Transport Infrastructure and Services gets most support, followed by 08 Electrification, YY Emissions Modelling, Inventories and MRV, 20 Informal Transport Systems.**

**4+2 Aichi Strategies get no support.**



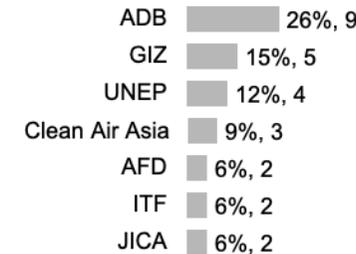
Number of times the PSA align with an Aichi Strategy, and in % of the 34 PSA identified in the country.

**Financial Institutions provide most support, with 38% (13) of the PSA identified in the country.**



Number of PSA per type of international organization, and in % of the 34 PSA identified in the country.

**14 International Organizations were found to be active; 7 of them provide 79% (27) of the PSA identified in the country.**



Number of PSA per international organization, and in % of the 34 PSA identified in the country.

## Examples of PSA identified in the Philippines

- Davao Public Transport Modernization Project
- SPARK - Sparking active mobility actions for climate-friendly cities
- Integrated Urban Electric Mobility Solutions - Pasig

[See list of PSA in the Philippines](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: the Russian Federation (1/2)

The Russian Federation registers 3 PSA (<1%) of the identified 490 PSA; with this, the country ranks 20<sup>th</sup> among the 21 analysed countries.

Land area in 1,000 km<sup>2</sup> **16,377**

Ranking by land area 1/21

Population in million **146**

Ranking by population 6/21

Urbanization Rate **75**

Ranking by urbanization rate 3/21



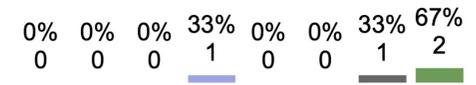
Income group **upper-middle**

source: World Bank data 2020

Number of PSA, % of all	3 <1%
times aligning with an SDG	7 <1%
times aligning with an Aichi Goal	4 <1%
times aligning with an Intervention	2 1%

On the overall low level, Aichi Goal 6 National Connectivity, 2 Road Safety, and 5 Urban Access get support from the PSA identified in the country. The other Aichi Goals get no support.

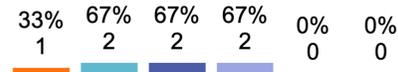
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 3 PSA identified in the country.

4 of the 6 SDGs get support from the PSA identified in the country; 05 Gender Equality and 07 Affordable and Clean Energy\* get no support.

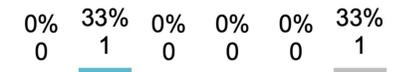
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 3 PSA identified in the country.

Exchange and Awareness and Legal Frameworks Development are used by the PSA identified in the country.\* The other Interventions are not used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 3 PSA identified in the country.

\*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.

\*For one of the 3 PSA, it was not possible to clarify the Intervention used.

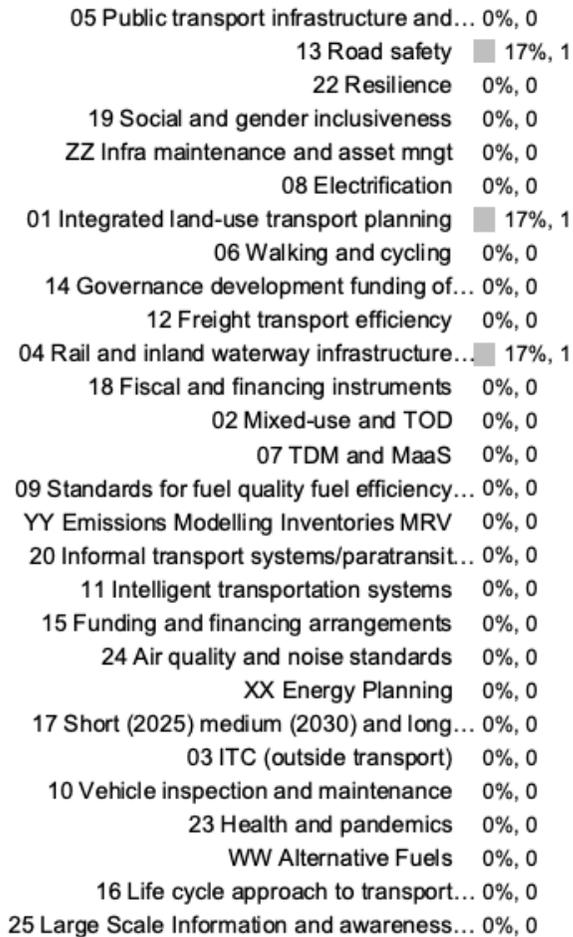
# Country Analysis: the Russian Federation (2/2)

The PSA align with 3 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all times aligning with an Aichi Strategy 3 <1%  
3 <1%

13 Road Safety, 01 Integrated Land-Use Planning, and 04 Rail and Inland Waterways each count one supporting PSA.

22+4 Aichi Strategies do not get any support.



Number of times the PSA align with an Aichi Strategy, and in % of the 3 PSA identified in the country.

UN Agencies and Industry Federations provide the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 3 PSA identified in the country.

3 International Organizations were found to be active, each of them providing one of the PSA identified in the country.



Number of PSA per international organization, and in % of the 3 PSA identified in the country.

## Examples of PSA identified in the Russian Federation

*Spatial development strategy of the Russian Federation for the period up to 2025*

*Support to Road Safety related legislation*

[See list of PSA in the Russian Federation](#)

(select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Sri Lanka (1/2)

Sri Lanka registers 15 (3%) of the identified 490 PSA; with this, the country ranks 13<sup>th</sup> among the 21 analysed countries.

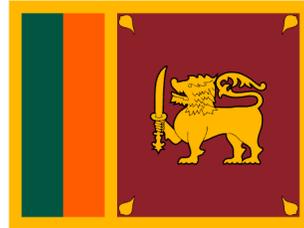
**Land area in 1,000 km<sup>2</sup>** 62  
*Ranking by land area* 18/21

**Population in million** 22  
*Ranking by population* 15/21

**Urbanization Rate** 19  
*Ranking by urbanization rate* 21/21

**Income group** lower-middle

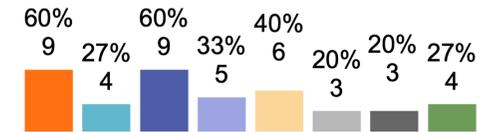
source: World Bank data 2020



Number of PSA, % of all	15	3%
times aligning with an SDG	37	3%
times aligning with an Aichi Goal	43	4%
times aligning with an Intervention	38	4%

Aichi Goals 1a Mitigation and 1c Air Pollution get most support, each from 9 (60%) of the PSA identified in the country. 5 Urban Access and 6 National Connectivity get least support.

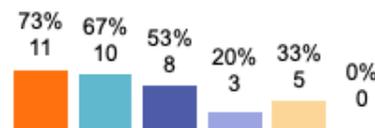
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 15 PSA identified in the country.

SDG 13 Climate Action gets most support, from 11 (73%) of the PSA identified in the country; 03 Good Health follows with 10 (67%). 11 Sustainable Cities and Communities gets least, and 07 Affordable and Clean Energy\* gets no support.

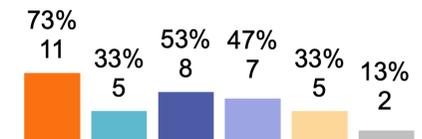
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 15 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 11 (73%) of the PSA identified in the country. Legal Frameworks Development gets least support.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 15 PSA identified in the country.

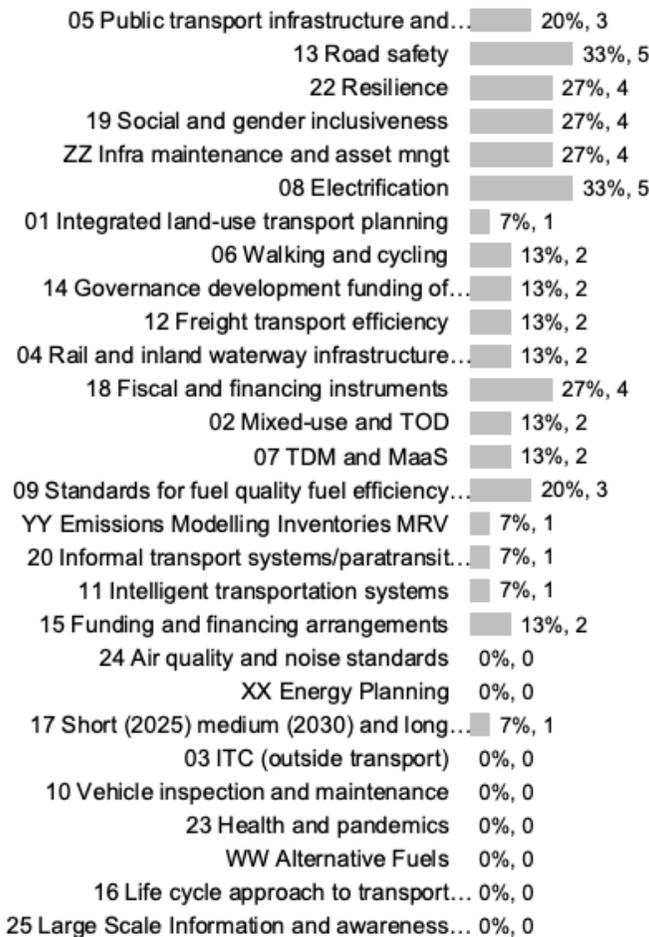
\*The analysis looks at PSA in the energy sector and with a relevant link to the transport sector, e.g., energy planning and renewable energy production.

# Country Analysis: Sri Lanka (2/2)

The PSA align with 19+2 out of the 25+4 Aichi Strategies.\*

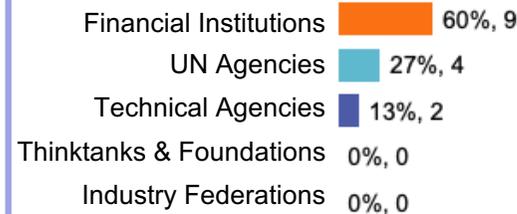
Number of PSA, % of all	15	3%
times aligning with an Aichi Strategy	51	4%

13 Road Safety, 08 Electrification, 22 Resilience, 19 Social and Gender Inclusiveness, ZZ Infrastructure and Asset Mngt, and 18 Fiscal and Financing Instruments get slightly more support than other Aichi Strategies. 6+2 Aichi Strategies do not get any support.



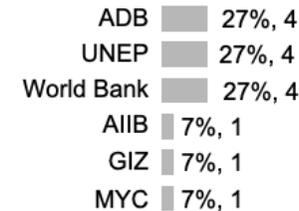
Number of times the PSA align with an Aichi Strategy, and in % of the 15 PSA identified in the country.

Financial Institutions provide most support, with 60% (9) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 15 PSA identified in the country.

6 International Organizations were found to be active; 3 of them provide 80% (12) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 15 PSA identified in the country.

## Examples of PSA identified in Sri Lanka

- Railway Efficiency Improvement Project
- Sustainable and Efficient Electric Mobility System in Sri Lanka
- Inclusive Connectivity and Development Project

[See list of PSA in Sri Lanka](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Thailand (1/2)

Thailand registers 21 (4%) of the identified 490 PSA; with this, the country ranks 9<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 511  
*Ranking by land area* 10/21

**Population in million** 71  
*Ranking by population* 10/21

**Urbanization Rate** 51  
*Ranking by urbanization rate* 7/21

**Income group** upper-middle

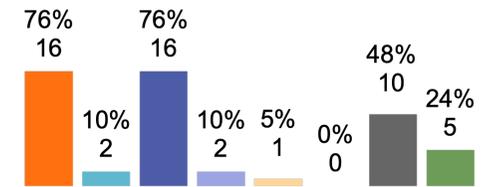
source: World Bank data 2020



Number of PSA, % of all	21	4%
times aligning with an SDG	51	4%
times aligning with an Aichi Goal	52	4%
times aligning with an Intervention	42	4%

Aichi Goals 1a Mitigation and 1c Air Pollution get, by far, most support, each from 16 (76%) of the PSA identified in the country; 5 Urban Access follows with 10 (48%). 3 Economic Sustainability gets least, and 4 Rural Access gets no support.

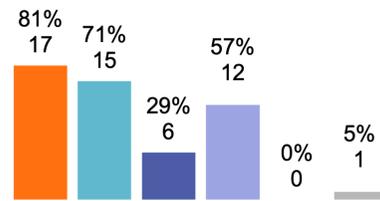
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 21 PSA identified in the country.

SDG 13 Climate Action is supported most often, by 17 (81%) of the PSA identified in the country; 03 Good Health follows with 15 (71%) and 11 Sustainable Cities and Communities with 12 (57%). 07 Affordable and Clean Energy\* gets least and 05 Gender Equality no support.

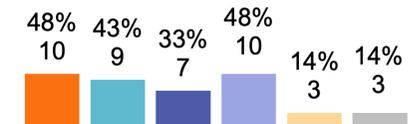
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 21 PSA identified in the country.

Institutional Development and Capacity Building as well as Policies Development are used most often, each by 10 (48%) of the PSA identified in the country. Financial Instruments Development and Legal Frameworks Development are least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 21 PSA identified in the country.

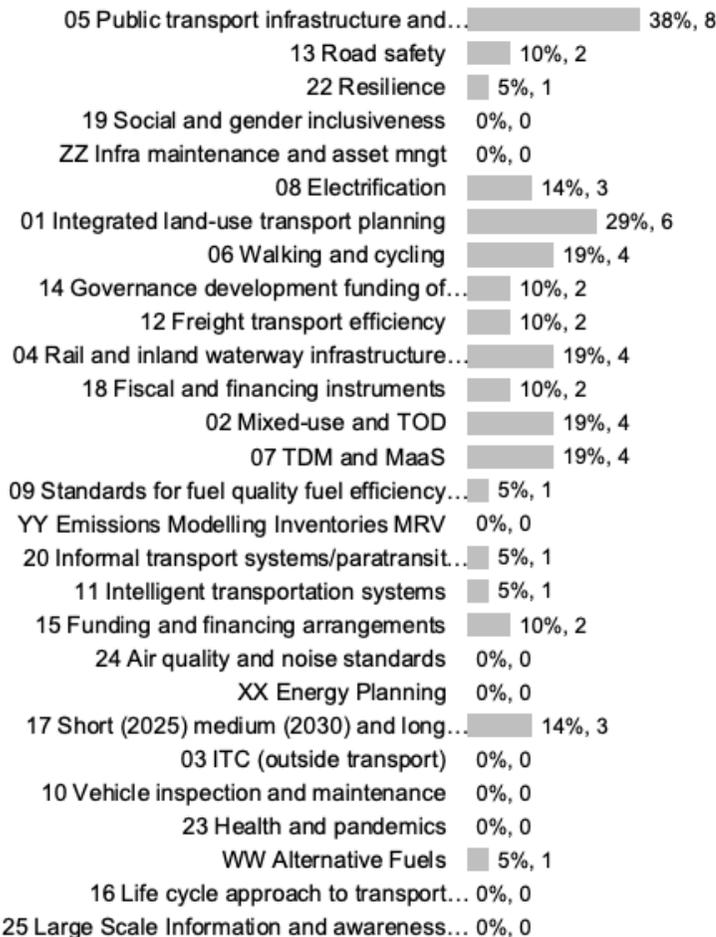
\*The analysis looks at PSA in the energy sector and with a relevant link to the transport sector, e.g., energy planning and renewable energy production.

# Country Analysis: Thailand (2/2)

The PSA align with 18+1 out of the 25+4 Aichi Strategies.\*

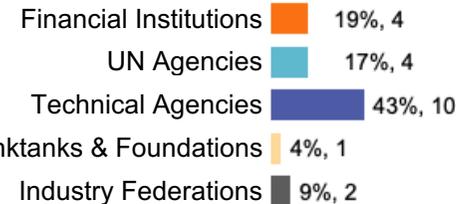
Number of PSA, % of all	21	4%
times aligning with an Aichi Strategy	51	4%

05 Public Transport Infrastructure and Services and 01 Integrated Land-Use Transport Planning get most support, followed by 06 Walking and Cycling, 04 Rail and Inland Waterways, 02 Mixed-use and TOD, and 07 TDM and MaaS. 7+3 Aichi Strategies do not get any support.



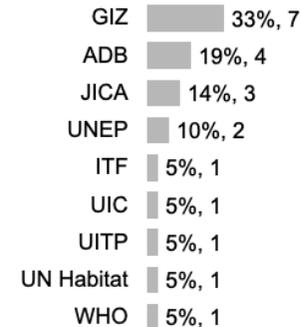
Number of times the PSA align with an Aichi Strategy, and in % of the 21 PSA identified in the country.

Technical Agencies provide most support, with 43% (10) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 21 PSA identified in the country.

9 International Organizations were found to be active; 4 of them provide 76% (1) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 21 PSA identified in the country.

## Examples of PSA identified in Thailand

*Urban-Act: Integrated Urban Climate Action for Low-Carbon & Resilient Cities*

*Integrating Electric 2-3 Wheelers in Southeast Asia*

*Supporting Sustainable Integrated Urban Public Transport Development*

[See list of PSA in Thailand](#) (select in 'filter view'  )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Timor-Leste (1/2)

Timor-Leste registers 2 PSA (<1%) of the identified 490 PSA; with this, the country ranks last among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 15  
*Ranking by land area* 20/21

**Population in million** 1.3  
*Ranking by population* 19/21

**Urbanization Rate** 31  
*Ranking by urbanization rate* 16/21

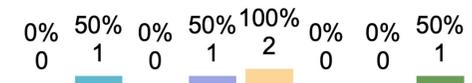


**Income group** lower-middle  
 source: World Bank data 2020

Number of PSA, % of all	2 <1%
times aligning with an SDG	5 <1%
times aligning with an Aichi Goal	5 <1%
times aligning with an Intervention	4 <1%

On the overall low level, Aichi Goals 3 Economic Sustainability, 1b Resilience, 2 Road Safety, and 6 National Connectivity get support from the PSA identified in the country. The other Aichi Goals get no support.

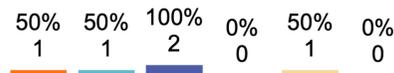
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 2 PSA identified in the country.

4 of the 6 SDGs get support from the PSA identified in the country; 11 Sustainable Cities and Communities as well as 05 Gender Equality get no support.

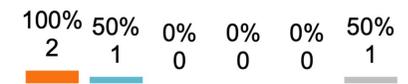
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 2 PSA identified in the country.

Institutional Development and Capacity Building, Exchange and Awareness, and Legal Frameworks Development are used by the PSA identified in the country.\* The other Interventions are not used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 2 PSA identified in the country.

\*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.

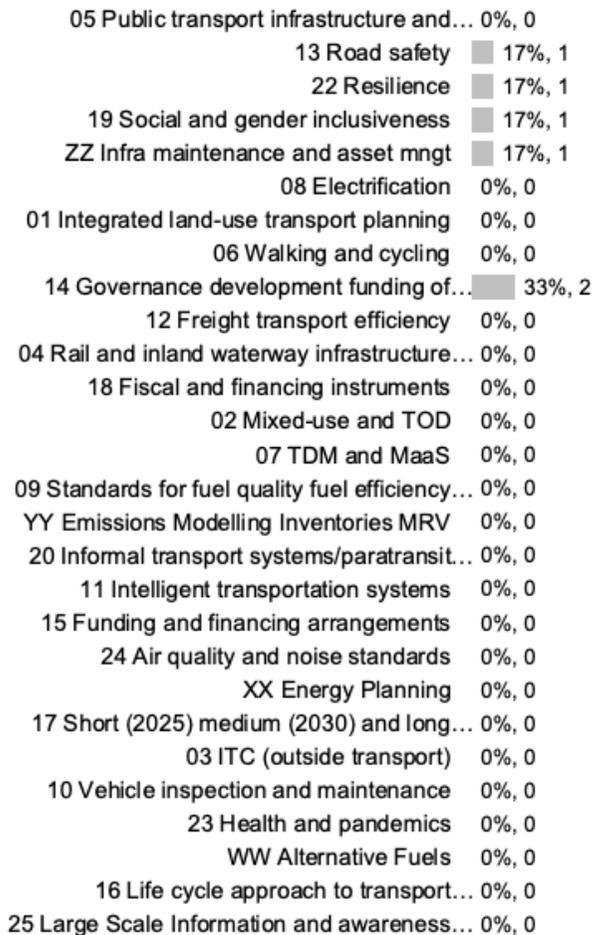
# Country Analysis: Timor-Leste (2/2)

The PSA align with 5+1 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	2	<1%
times aligning with an Aichi Strategy	6	<1%

14 Governance Development and Funding gets support from 2 PSA, 13 Road Safety, 22 Resilience, 19 Social and Gender Inclusiveness, and ZZ Infrastructure Maintenance and Asset Management each from 1 PSA.

20+3 Aichi Strategies do not get any support.



Number of times the PSA align with an Aichi Strategy, and in % of the 2 PSA identified in the country.

Financial Institutions provide all of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 2 PSA identified in the country.

Only 1 Financial Institutions was found to be active in the country.



Number of PSA per international organization, and in % of the 2 PSA identified in the country.

## PSA identified in Timor-Leste

*Baucau to Viqueque Highway Project*  
*Policy and Planning Development for Public Investments*

[See details of PSA in Timor-Leste](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.

# Country Analysis: Viet Nam (1/2)

Viet Nam registers 37 (8%) of the identified 490 PSA; with this, the country ranks 4<sup>th</sup> among the 21 analysed countries.

**Land area in 1,000 km<sup>2</sup>** 313  
*Ranking by land area* 12/21

**Population in million** 97  
*Ranking by population* 8/21

**Urbanization Rate** 37  
*Ranking by urbanization rate* 12/21

**Income group** lower-middle

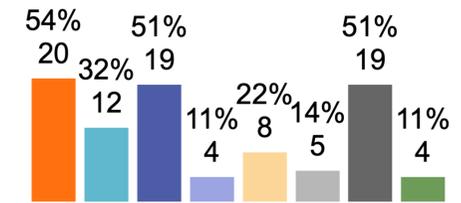
source: World Bank data 2020



Number of PSA, % of all	37	8%
times aligning with an SDG	99	8%
times aligning with an Aichi Goal	91	8%
times aligning with an Intervention	72	7%

Aichi Goal 5 Urban Access gets most support, from 20 (54%) of the PSA identified in the country; 1a Mitigation and 1c Air Pollution follow closely, each with 19 (51%) of PSA; 2 Road Safety and 6 National Connectivity get least support.

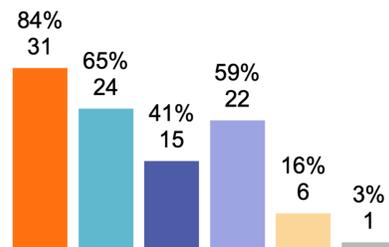
- 1a Mitigation
- 1b Resilience
- 1c Air Pollution
- 2 Road Safety
- 3 Economic Sustainability
- 4 Rural Access
- 5 Urban Access
- 6 National Connectivity



Number of PSA aligning with an Aichi Goal, and in % of the 37 PSA identified in the country.

SDG 13 Climate Action gets most support, from 31 (84%) of the PSA identified in the country; 03 Good Health from 24 (65%) and 11 Sustainable Cities and Communities from 22 (59%). 05 Gender Equality and 07 Affordable and Clean Energy\* get least support.

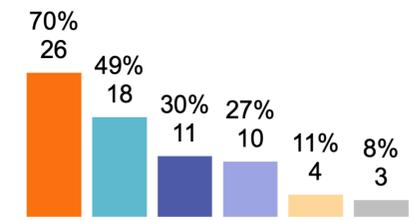
- 13 Climate Action
- 03 Good Health and Well Being
- 09 Industry Innovation and Infrastructure
- 11 Sustainable Cities and Communities
- 05 Gender Equality
- 07 Affordable and Clean Energy



Number of PSA aligning with an SDG, and in % of the 37 PSA identified in the country.

Institutional Development and Capacity Building is used most often, by 26 (70%) of the PSA identified in the country. Financial Instruments Development and Legal Frameworks Development are least used.

- Institutional Development and Capacity Building
- Exchange and Awareness
- Data Collection and Research
- Policies Development
- Financial Instruments Development
- Legal Frameworks Development



Number of PSA aligning with an Intervention, and in % of the 37 PSA identified in the country.

\*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.

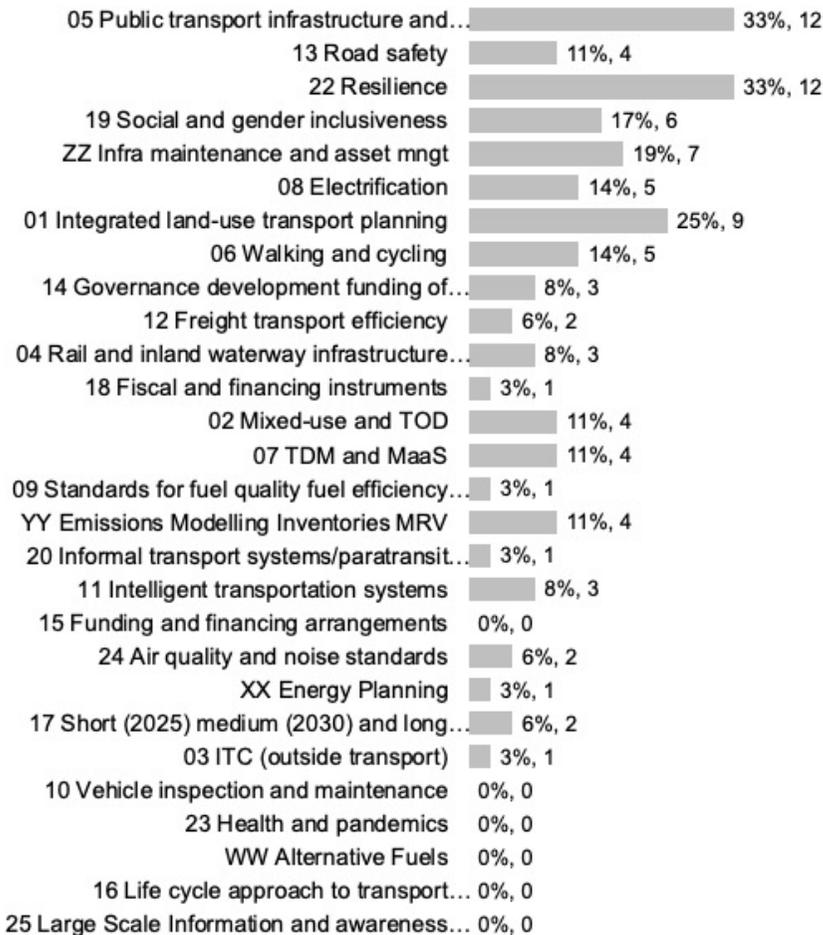
# Country Analysis: Viet Nam (2/2)

The PSA align with 20+3 out of the 25+4 Aichi Strategies.\*

Number of PSA, % of all	37	7%
times aligning with an Aichi Strategy	92	7%

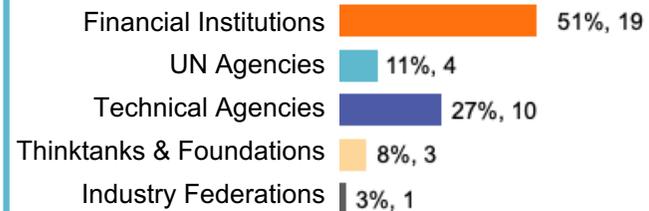
05 Public Transport Infrastructure and Services and 22 Resilience, followed by 01 Integrated Land-Use Transport Planning get most support.

5+1 Aichi Strategies do not get any support.



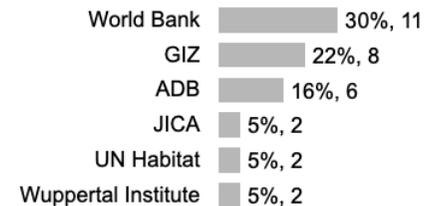
Number of times the PSA align with an Aichi Strategy, and in % of the 37 PSA identified in the country.

Financial Institutions provide most support, with 51% (19) of the PSA identified in the country.



Number of PSA per type of international organization, and in % of the 37 PSA identified in the country.

12 International Organizations were found to be active; 6 of them provide 84% (31) of the PSA identified in the country.



Number of PSA per international organization, and in % of the 37 PSA identified in the country.

## Examples of PSA identified in Viet Nam

- Mainstreaming Climate Change Mitigation into National infrastructure
- Transport Climate Strategies in Rapidly Motorising Countries (TRACS)
- National Urban Development Strategy

[See list of PSA in Viet Nam](#) (select in 'filter view' )

\* 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. Aichi Strategies 13 and 21 are both on road safety; to simplify and avoid double counting, all relevant PSA were counted towards 13; 21 is not listed but implicitly reflected by 13.