UNCRD

Mapping of International Transport Policy Support Activities in EST Forum Participating Countries:

Scope and Alignment with the Aichi 2030 Declaration

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Climate Compatible Growth

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Executive Summary

This first ever mapping provides an overview of the thematic and geographic scope of transport policy support activities carried out by international organizations in the Regional EST Forum Asia participating countries. Its primary interest is to understand the alignment of these activities with the Aichi 2030 Declaration, the eight Aichi 2030 Goals and the 25 Aichi Strategies; its primary objective is to support the planning of effective policy support that will help enable the EST Forum participating countries to achieve the Aichi 2030 Declaration, and with it, the SDGs, and the Paris Agreement.

The work was commissioned by UNCRD and received support from the Climate Compatible Growth Programme funded by the UK's Foreign, Commonwealth and Development Office FCDO. It was carried out between October 2022 and March 2023; the database produced for this mapping will be publicly available on www.asiantransportoutlook.com as of April-May 2023.

The **mapping is based on information collected from organizations' public databases and direct outreach**. It primarily counts the numbers of activities and identifies their alignment with the Aichi 203 Declaration; it does not assess the activities' alignment with countries' actual needs nor the activities' level of ambition or effectiveness.

The mapping identified 490 policy support activities carried out in the 21 low- and middle-income EST Forum participating countries over the years 2015 to 2022. These support activities were and are run by 33 international organizations of five types: 'Financial Institutions', 'Technical Agencies', 'Thinktanks & Foundations', 'UN Agencies' and 'Industry Federations'.

Policy support activities were defined as *an activity that supports national and subnational stakeholders towards developing and implementing sustainable transport policies*.

Over half of the 490 activities are deployed in five of the 21 countries, in decreasing order: India (81, 17%), the People's Republic of China (59, 12%), Indonesia (43, 9%), Viet Nam (36, 7%), and the Philippines (34, 7%). 14 of 21 countries receive 90% of support activities; seven of them count well below 30 activities over eight years. Small countries like Bhutan, Timor-Leste, and Maldives register three or less support activities over eight years.

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

The 490 activities contributed 1,209 times to a specific Aichi Goal; 'Mitigation' and 'Air Pollution' are most frequently supported, by 51% (251); **'Rural Access' gets the least support** with 17% (81) of all activities.

Support is distributed unequally over countries and over Aichi Goals. For example, Pakistan, with a population of 227 million registers 19 support activities; Indonesia with 271 million people, 43, more than twice as many activities. The latter shows a strong concentration in support to 'Mitigation', 'Air Pollution', and, somewhat less, 'Urban Access'; the other Aichi Goals get close to

no support. Bangladesh, with 62% of its population living in rural areas, counts four support activities to 'Rural Access', and 14 activities to 'Urban Access'.

The mapped support activities can be matched most frequently with six of the Aichi Strategies, in decreasing order: 'Public Transport Infrastructure and Services Development' in the case of 25% of activities, 'Road Safety' (22%), 'Resilience' (20%), 'Social and Gender Inclusiveness' as well as 'Infrastructure Maintenance and Asset Management' (19%), and 'Electrification' (17%). **Other critical Aichi Strategies are barely reflected,** for example, 'Governance Development' is reflected by 12%, 'Fiscal and Financing Instruments' by 9% and 'Funding and Financing Arrangements' by 5%.

Some of the activities align with several complementary Aichi Strategies, indicating they make use of synergies. For example, some activities were found to align with Aichi Strategies 'Road Safety', 'Resilience', 'Social and Gender Inclusiveness' and 'Infrastructure Maintenance and Asset Management' at the same time. However, **other synergetic combinations remain rare**: for example, 123 activities align with the Aichi Strategy 'Public transport infrastructure and services development', but only in 44 cases do these activities also reflect the Aichi Strategy 'Walking and cycling', and in 40 cases 'Mixed-use and transit-oriented development'.

The mapping distinguishes six types of interventions used to implement the activities. The most frequently used intervention (71%) is 'Institutional development and capacity building'; 'Financial instruments development' and 'Legal frameworks development' are only used by 17% and 14% of the activities.

The Asian Development Bank and World Bank Group deliver, with 134 and 79 activities, most of the support. Two thirds of their activities are part of financial cooperation. The third most active organization is GIZ with 55 activities; together, the three deliver 55% of support activities.

The 'Financial Institutions' show a relatively equal spread in support across all Aichi Goals. 'Technical Agencies' and 'Thinktanks & Foundations' mainly focus on 'Mitigation', 'Air Pollution', and 'Urban Access.' Apart from the organizations' own resources, **33 thematic funds supporting 35% of all activities were identified**. The International Climate Initiative (IKI) by the German federal Government, and the Global Fuel Economy Initiative (GFEI) were found to be most active with 43 and 19 funded activities.

Building on the findings from the Aichi 2030 Declaration Baseline Report and the 2021 Report on the Status of Transport Related SDG Targets in Asia and the Pacific, the report concludes that that **countries will need more support to achieve the Aichi 2030 Declaration.**

While **a gap analysis per country could inform better alignment** of needs and support provided, matching the identified needs and the support could be facilitated by a – potentially regional – **coordination mechanism between countries and providers of support**. Ultimately, more support will require more resources; a **dedicated Aichi 2030 Declaration fund linked to the coordination mechanism** may allow to make the best use of existing and new financial resources.

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ADB	Asian Development Bank
AFD	Agence Française de Développement
AIIB	Asian Infrastructure Investment Bank
ATO	Asian Transport Outlook
CCG	Climate Compatible Growth Programme
EBRD	European Bank for Reconstruction and Development
EIB	European Investment Bank
EST Forum	Environmentally Sustainable Transport Forum
FC	Financial Cooperation
FCDO	Foreign, Commonwealth and Development Office, UK
GFEI	Global Fuel Economy Initiative
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit
HVT	High Volume Transport Programme
IKI	International Climate Initiative by the German federal government
IRF	International Road Federation
ITDP	Institute for Transport and Development Policy
ITF	International Transport Forum
JICA	Japan International Cooperation Agency
KFW	Kreditanstalt für Wiederaufbau
MaaS	Mobility as a Service
MYC	MobiliseYourCity Partnership
NDC	Nationally Determined Contributions
PSA	Policy Support Activity
SDG	Sustainable Development Goal
TA	Technical Assistance
TDM	Transport Demand Management
TOD	Transit-oriented Development
TUMI	Transformative Urban Mobility Initiative
UIC	International Union of Railways
UITP	International Public Transport Union
UN ESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UN Habitat	United Nations Human Settlements Programme
UNCRD	United Nations Centre for Regional Development
UNEP	United Nations Environmental Programme
VREF	Volvo Research and Educational Foundation
WBG	World Bank Group
WHO	World Health Organization
WRI	World Resources Institute

1 Introduction

1.1 Background to the EST Forum and Aichi 2030 Declaration

Since 2005, the annual Regional Environmentally Sustainable Transport (EST) Forums in Asia have been a venue for the high-level governmental decision-makers from Asian countries to meet and discuss how to address transport challenges in an environmentally and socially sustainable way. The EST Forum uniquely brings together multiple line ministries and agencies such as the transport, environment, health, urban development, and energy to discuss multi-sectoral policy issues concerning the transport sector.

The EST Forum currently counts 25 participating countries: Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, the People's Republic of China, India, Indonesia, the Islamic Republic of Iran, Japan, Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Pakistan, the Philippines, Singapore, the Republic of Korea, the Russian Federation, Sri Lanka, Thailand, Timor-Leste, Viet Nam.

At the fifth regional EST Forum in Bangkok 2010, 22 participating countries[1] endorsed the Bangkok 2020 Declaration (2010–2020), an unprecedented voluntary commitment to develop and realize integrated and sustainable transport policy options, programmes, and projects that will help achieve 20 goals in the field of Environmentally Sustainable Transport.

In continuation of this first 10-year commitment, **the Aichi 2030 Declaration (2021-2030) followed in 2021**. **Aligned with SDGs and the Paris Agreement on Climate Change**, it was developed and adopted at the 14th EST Forum in Asia, hosted by the Government of Japan in Aichi Prefecture from 18 to 20 October 2021. 21 countries endorsed the declaration.[2] **With eight Aichi Goals and 25 Aichi Strategies, the Aichi 2030 Declaration demonstrates a regional commitment to achieving safe, secure, reliable, affordable, efficient, people-centric, and environmentally friendly and low carbon transport** for passengers and freight in Asia.

It is hoped that the Aichi 2030 Declaration will act as a catalyst for transformational change in the transport sector in Asia. This will include enabling changes to policy, institutional frameworks, financing models, data management approaches, and the application of technology. A reporting system will be developed to track countries' progress towards its six objectives.

The emerging partnership with UNCRD, through the Asian Transport Outlook (ATO), will lay the foundation for future country reporting on the Aichi 2030 Declaration.

[1] Countries that have not endorsed the Bangkok 2020 Declaration: the Islamic Republic of Iran, the Russian Federation, Timor-Leste

[2] Countries that have not endorsed the Aichi Declaration 2030 (as of December 2022): China, Pakistan, Timor Leste, the Republic of Korea

1.2 Objectives and rationale of this mapping

In support to the Aichi 2030 Declaration, a 'Baseline Report' (UNCRD & ADB 2021) was developed in October 2021 to serve as a reference for tracking the progress towards the Aichi Goals. The report concludes that ***"[achieving the Aichi 2030 Declaration] will be a substantial task for the countries***." (p.45). Shortly after, in March 2021, the '2021 Report on the Status of Transport Related SDG Targets in Asia and the Pacific' (ADB 2022) was released, stating that while *"solid gains"* and "*favourable trends"* can be observed for some goals, *"significant work remains for several of the transport related SDG targets"* (p.60). At the same time, as shown in the 'ATO National Transport Policy Document List'[3], many of the national transport policies in the EST Forum participating countries have not been updated since the adoption of the SDGs and the Paris Agreement, and do not yet cover all relevant areas or reflect the needed ambition.

With the challenges ahead and only 6 years remaining, EST Forum participating countries will – beyond their best national efforts – require international support to achieve the Aichi 2030 Declaration and with it, the SDGs and the Paris Agreement.

Aware that there are multiple organizations providing transport policy support in the region, **UNCRD has commissioned this mapping to get an overview of the thematic and geographic scope of the activities run by international organizations in EST Forum participating countries, and to understand their alignment with the Aichi 2030 Declaration.**

UNCRD believes that this mapping will

- support the planning of effective policy support,
- encourage countries and international organization to fill in gaps,
- facilitate the coordination and collaboration with the international support community,
- stir a broader debate on the role and possible future architecture of transport policy support activities in the region and beyond.

Recognizing the pivotal role the EST Forum and the Aichi 2030 Declaration can play in accelerating the transition towards sustainable transport in the region, **the Climate Compatible Growth Programme funded by UK's Foreign, Commonwealth and Development Office (FCDO) supported this work as part of its growing engagement with Asian countries**.

The mapping was carried out between October 2022 and March 2023. The database will be publicly available on www.asiantransportoutlook.com as of April 2023. It is recommended that the database will be updated on a periodic basis in the years to come.

[3] Available on https://asiantransportoutlook.com/transportpolicy/

2 Methodology

2.1 Project scope

This mapping includes transport policy support activities carried out in the 25 EST Forum participating countries. It covers all transport modes (except for international shipping and aviation), and, to a reasonable extend, transport-relevant support activities in related areas such as the energy sector, urban development, information and communication technologies.

The focus is on policy support activities provided by the international community to the national and sub-national government level; also, regional activities across EST Forum participating countries are being considered. International organizations comprise multi- and bilateral development organizations, relevant UN agencies, industry federations, international NGOs and foundations, as specified under *2.2 Relevant organizations and data collection approaches.*

A 'policy support activity' was defined for this mapping as any activity that supports one or several national and subnational stakeholders from EST countries towards developing and implementing sustainable transport policies. The support activity can make use of one or several types of 'interventions', as defined for this mapping: 'Data collection and research', 'Exchange and awareness', 'Institutional development and capacity building', 'Legal frameworks development', 'Financial instruments development', and 'Policies development'. A policy support activity may be run as a stand-alone policy support activity, or it may be embedded with financial cooperation.

While it is difficult to deduct the impact and effectiveness of an activity based on its duration – a high-level representative returning from a one-day conference with one new key insight may be more transformational to the country's transport system than a year of capacity development for her or his institution – a line had to be drawn for this mapping, and one-off activities of a day or less were excluded. Also excluded were general academic research activities as well as (unsolicited) publications and case studies with no direct link to policymaking in the country.

The mapping covers activities that were started in the years 2015 to 2022.

2.2 Relevant organizations and data collection approaches

The mapping includes 34 relevant international organizations and programmes active in the region with a focus on transport and related fields, such as air quality, health, and urban development. The international organizations were grouped into five categories to facilitate an analysis of the findings per type of organization. These are 'Financial Institutions', 'Technical Agencies', 'Foundations & Thinktanks', 'UN Agencies' and 'Industry Federations'. With the interest to understand the role selected programmes take in shaping and delivering policy support activities, several were considered for this mapping.

Table 1 lists the organizations and programmes considered in this mapping, the category given, the approach for the data collection used, and, where applicable, limitations of the screening success.

No	Organization /	Category	Screening
1	ADB	Financial Institution	database screened
2	AIIB	Financial Institution	database screened
3	EBRD	Financial Institution	database screened
4	EIB	Financial Institution	database screened
5	KFW	Financial Institution	database screened
6	World Bank Group	Financial Institution	database screened
7	AFD	Financial Institution, Technical Agency	database screened
8	JICA	Financial Institution, Technical Agency	database screened
9	IKI	Programme	database screened
10	Nama Facility	Programme	direct outreach
11	TUMI	Programme	direct outreach
12	MYC	Programme, Technical Agency	direct outreach
13	UK FCDO/HVT	Programme, Technical Agency	direct outreach
14	UK FCDO/CCG	Programme, Technical Agency	direct outreach
15	GIZ	Technical Agency	direct outreach
16	Helvetas	Technical Agency	direct outreach
17	Clean Air Asia	Thinktanks & Foundations	direct outreach
18	ITDP Indonesia	Thinktanks & Foundations	direct outreach
19	ITF	Thinktanks & Foundations	direct outreach
20	VREF	Thinktanks & Foundations	direct outreach
21	WRI China	Thinktanks & Foundations	direct outreach
22	Wuppertal Institute	Thinktanks & Foundations	direct outreach
23	UN ESCAP	UN Agency	direct outreach
24	UN Habitat	UN Agency	direct outreach
25	UNEP	UN Agency	direct outreach
26	WHO	UN Agency	direct outreach
27	IRF	Industry Federation	direct outreach
28	UIC	Industry Federation	direct outreach
29	UITP	Industry Federation	direct outreach
30	C40	Thinktanks & Foundations	not contacted some activities included, incomplete
31	The ICCT	Thinktanks & Foundations	not contacted some activities included, incomplete
32	UNDP	UN Agency	not contacted some activities included, incomplete
33	ITDP India	Thinktanks & Foundations	outreach unsuccessful some activities included, incomplete
34	ICLEI	Thinktanks & Foundations	outreach unsuccessful some activities included, incomplete
35	WRI India	Thinktanks & Foundations	outreach unsuccessful no activities included

Table 1: International organizations considered in this mapping

A total of 29 organizations and programmes could be systematically screened (no 1 – 29). In the case of those that maintain a well-structured public database of their activities (no 1 – 9), **the mapping uses information extracted from their databases**; if questions remained, the organizations were contacted directly for clarification. As each of the organizations uses its own terminology and database categories, search filters were set rather broad, and results were narrowed down manually. The search covered, among others, categories like Transport, Mobility, Infrastructure, Sustainable Cities, Urban Development, Climate. To take into consideration activities relevant to Aichi Strategy '03 Smart information and communication technology (outside transport)', categories related to ICT were included; the search also covered the energy sector to identify policy support activities with a clear link to the transport sector. The databases and search categories used are documented in annex 5.1.

The organizations and programmes no 10-29 **were contacted directly via email with a request for information; the returned information was processed and added to the database** in a consistent manner. For the three industry federations (no 27-29) the number of activities mapped in the database remains limited and may not adequately reflect their engagement in the region. This is mainly due to the nature of their activities which, in many cases, is a general offer to their members in the form of knowledge products, trainings or events. Some organizations (no 31 – 34) could not be mapped systematically; a small number of activities which were identified by chance was entered into the database.

A precise categorization of organizations and programmes is not always possible. For example, AFD and JICA act as both, financial institutions and technical agencies. The distinction was therefore made per activity in the database, not per organization. Also, the line between a funding programme and an implementing organization remains vague in same cases; some funding programmes have established a dedicated implementing structure (e.g., MobiliseYourCity Partnership (MYC), the Climate Compatible Growth Programme (CCG)) while others have not. In the interest of simplicity, programmes equipped with a dedicated structure were also categorized as 'Technical Agency' (applies to 12-14).

To avoid overlaps and redundancies in the database, support activities are primarily identified with their implementing organization; if a specific funding programme applies, this information is captured in an additional field in the database.

2.3 Database structure

The database for this mapping was developed to capture a maximum of information in a standardized way. It therefore uses, where possible, single and multiple-entry drop-down fields with pre-defined values; these were incrementally refined and updated.

Table 2 below lists some of the fields and type of information that will be relevant for the analysis presented in chapter *3 Analysis of the findings.*

Information	Values	Information Contained	Field Name
Country	3-digit code (UN coding)	Country in which the activity is carried out; can have multiple entries for activities implemented in several countries; indicates if an activity is regional.	PSA_Countries
Scope of the activity	Transport in Focus Includes Transport Outside Transport	States if the activity is purely on transport, if it includes transport (e.g., broader urban development) or if it is outside the transport sector (e.g., e-government).	PSA_Scope
Implementing organization	3-digit code	Identifies the organization leading the implementation.	PSA_IO
Activity	Free text	Describes the content of the activity as provided by (documents of) the implementing organization.	PSA_Description
Type of organization	Financial Institutions Industry Federations Technical Agencies Thinktanks & Foundations UN Agencies	States the type of organization	PSA_IO_Type
Type of intervention	Data collection and research Exchange and awareness Financial instruments development Institutional development and capacity building Legal frameworks development Policies development	States the type of intervention the support activity uses as defined for the purpose of this mapping. Accepts multiple entries.	PSA_Intervention
Match with Aichi Strategies	Aichi Strategies	States with which Aichi Strategies the activity matches. Can be several.	PSA_Match with Aichi Strategy
Match with Aichi Goals	Aichi Goals supported	States which of the eight Aichi Goals the activity supports. Can be several.	PSA_Match with Aichi Goal
Support to SDGs	SDGs	States which SDGs the activity supports. Can be several.	PSA_Support to SDG
Starting year	Years 2015 to 2022	Year in which the activity was started.	PSA_Start
Ending year	As specified	Year in which the activity ends.	PSA_End
Budget	As specified	Budget of the activity.	PSA_Budget
Delivery mode	Pure TA Integrated with FC Supporting another FC	States if the activity is run as a pure technical assistance activity (TA) or linked to financial cooperation (FC).	PSA_Delivery mode

Table 2: Selected fields and content of the mapping database

Beyond these fields, the database distinguishes the sub-sectors passengers and freight, several transport modes, and the network for which an activity is relevant. It captures the national and subnational implementation partner, and, if applicable, states the sub-national location; it provides a description of the activity as submitted by the organization or extracted from documents; it links to relevant sources and websites. A full overview of the database structure and its fields can be found in the database.

2.4 Mapping of the activities' alignment with the Aichi 2030 Declaration, SDGs, and Paris Agreement

The activities' alignment with the Aichi Goals, 25 Aichi Strategies and with the SDGs is of primary interest in this mapping. As the linkages between the activities, the Aichi Strategies, Aichi Goals, and SDGs are various and eventually determined by several factors, **three 'mapping practices' were applied** in the interest of consistency; these will be introduced in the following.

2.4.1 Alignment with the Aichi Goals

Table 3 shows the practices applied for mapping an activity towards the Aichi Goals. The full text version of the Aichi Goals can be found in annex 5.2.

Aichi Goal		**Mapping Practice**
1a	Mitigation	Activity, directly or indirectly, contributes to mitigation of GHG emissions: e.g., through electrification of transport, mode shift through development of public transport, rail, and waterways, or indirectly through MRV or target setting. Often applied together with Aichi Goal 'Air Pollution'.
1b	Resilience	Activity improves climate-resilience and resilience to pandemics or natural disasters.
1c	Air Pollution	Activity, directly or indirectly, improves air quality, e.g., electrification, mode shift through development of public transport, rail and waterways, air quality and emission standards. In many cases applied together with 'Mitigation'.
2	Road Safety	Activity explicitly addresses road safety, inter alia, strategy development, safe design and traffic management, awareness, enforcement etc.
3	Economic Sustainability	Activity supports the economic sustainability of a transport investment through improved maintenance and asset management, operations and funding efficiency. *Note: the economic sustainability of a transport investment as such, i.e., was it needed in the first place, is not assessed for this mapping.*
4	Rural Access	Activity improving access in rural areas, mainly, inter alia, improved national, provincial, rural roads (highways are not counted towards rural access). Also, ICT outside transport, e.g., e-government services development.
5	Urban Access	Activities improving urban access through improved public transport services, spatial development, active modes, space use, traffic management. Also, ICT outside transport, e.g., e-government services development.
6	National Connectivity	Activities improving interurban, national, and transnational connections; also, (multi-)modal efficiency for interurban and long-distance passengers and freight transport.

Table 3: Mapping practice for the Aichi Goals

In the Aichi 2030 Declaration, the Aichi Goals are, in some cases, backed up with quantified targets, for example, *'1a Mitigation: peak transport CO2 emissions by 2030'* or *'2 Road Safety: halve the number of deaths from 2020 to 2030'.* In this mapping, the ambition level of an activity, i.e., is it sufficiently ambitious to achieve these quantified goals, is not assessed; every activity that caters to a goal is mapped towards it.

2.4.2 Alignment with the SDGs and the Paris Agreement

While numerous linkages between the transport sector and several of the SDGs exist (also see 2021 Report on the Status of Transport Related SDG Targets in Asia and the Pacific), only **six SDGs were used in the mapping** to limit the complexity (see Figure 1).

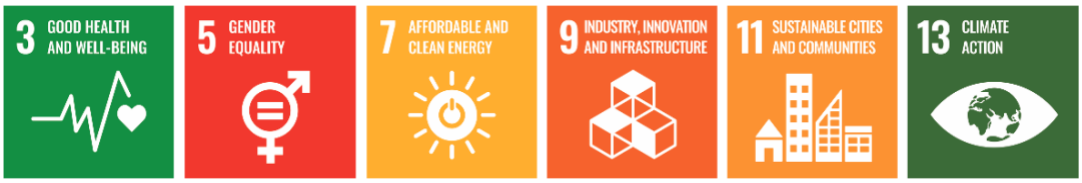

Figure 1: SDGs considered in this mapping

The activities' alignment with the Paris Agreement is understood as being reflected by SDG 13 Climate Action.

Table 4 shows the used SDGs and the respective mapping practice.

SDG		Mapping Practice
03	Good Health and Well-Being	Activities that reduce air pollution and improve road safety; corresponds to Aichi Goals 'Air Pollution' and 'Road Safety'; also used with Aichi Strategy '23 Health and pandemics' and '06 Walking and cycling'
05	Gender Equality	Activities that give special attention to women's needs and equal opportunities; can be related to various Aichi Goals, is always related to Aichi Strategy '19 Social and gender Inclusiveness' (see below).
07	Affordable and Clean Energy	Activities in the energy sector with a link to the transport sector, e.g., energy planning and renewable energy production destined to the transport sector. *Note: is not automatically applied with transport electrification.*
09	Industry, Innovation, and Infrastructure	Activities linked to all mode's infrastructure; also used for activities towards improved logistics and freight efficiency.
11	Sustainable Cities and Communities	Activities that improve access and inclusion in urban and rural areas (except activities related to road building, which are mapped towards 09).
13	Climate Action	Activities that support GHG mitigation and adaptation (resilience).

Table 4: Mapping practice for the SDGs

2.4.3 Alignment with the Aichi Strategies, Aichi Goals, and SDGs

The 25 Aichi Strategies constitute the third layer of the mapping practice.

The Aichi Strategies formulate comprehensive approaches and highlight the various elements that are part of an integrated and successful strategy. However, using the Aichi

Strategies in their full complexity for this mapping bears a risk of overlaps, redundancies, and unclear results. For illustration: Aichi Strategy 02 addresses mixed-use development, appropriate land-use and urban logistics policies, transit-oriented development, supported by walking and cycling along with zero emission public transport infrastructure and services as one. On the one hand, it is utmost unlikely to find an activity that exactly incorporates all these elements. On the other hand, many of these elements can be found at the centre or as a supportive element also in other strategies: Strategy 01 focusses on land-use and logistics planning, Strategy 05 highlights public transport infrastructure and services, connected with walking and cycling; Strategy 06 puts walking and cycling at the centre. Strategy 08 emphasizes electric mobility and the use of hydrogen, while Strategy 12 focusses on freight efficiency in the urban, rural, and national context.

In the mapping, the Aichi Strategies were used based on their one or two core elements; this allowed to avoid overlaps and to provide more clarity about the activity. **If an activity aligns with at least one of the core elements, it is mapped towards the Aichi Strategy**. Building on the preceding illustration: an activity is mapped towards Strategy 02 if it addresses mixed-use development and/or transit-oriented development. If the activity also addresses public transport, it is also mapped to Strategy 05; if the public transport system is to be electric, the activity is additionally mapped towards ’08 Electrification’ and so on.

Lastly, one simplification and four additions were made: the 25 Aichi Strategies formulate two, slightly different, strategies for road safety: ‘13 Improve road safety’ and ‘21 Develop and implement road safety measures’. For simplification, Strategy 13 is used for all activities supporting road safety. Furthermore, the mapping found areas of support which could not be allocated to any of the Aichi Strategies; therefore, the auxiliary strategies ‘WW Alternative fuels’[4], ‘XX Energy planning’, ‘YY Emissions modelling, inventories and MRV’, and ‘ZZ Infrastructure maintenance and asset management’ were created. With this, **this mapping uses 25 Aichi Strategies plus four auxiliary strategies, further on referred to as 25+4 Aichi Strategies**.

Table 5 and Table 6 show the mapping practices used to relate the Aichi Strategies to the Aichi Goals and the SDGs. The shortened title of the Aichi Strategy reflects the core elements used for the mapping (the original text of Aichi Strategies is available in annex 5.3) **Many of the Aichi Strategies can, depending on the context of the activities, support different and several Aichi Goals and SDGs**. The table indicates if the Aichi Strategy is mapped to contribute to exactly one Aichi Goal and SDG, to exactly several Aichi Goals and SDGs, or if the activity’s mapping requires further context information to determine the Aichi Strategy and Aichi Goal. Examples of how the mapping practice was applied are provided in annex 5.4.

[4] Defined as all fuels that are not liquid petroleum-based fuels, nor electricity, nor hydrogen (the latter two are reflected by Aichi Strategy 08 Electrification). It could be CNG, LPG, liquid derivates of hydrogen, biofuels.

Aichi Strategy		contributes to	depending on	Aichi Goal	SDG
01	Integrated land-use transport planning	one or several	if applied in urban context	5: Urban Access	11
			if applied in national context	6: National Connectivity	9
02	Mixed-use and TOD	one		5: Urban Access	11
03	ITC (outside transport)	all at once		4: Rural Access	11
				5: Urban Access	
04	Rail and inland waterway infrastructure and services	one or several	depends on actual intervention and context, e.g., in maintenance management, resilience, mode shift, vessel or train services, commuter links, etc.	1a: Mitigation	13
				1b: Resilience	
				1c: Air Pollution	3
				3: Economic Sustainability	9
				5: Urban Access	11
05	Public transport infrastructure and services	all at once		1a: Mitigation	13
				1c: Air Pollution	3
				5: Urban Access	11
06	Walking and cycling	one or several	if applied in urban context	5: Urban Access	3 11
			if applied in rural context	4: Rural Access	
07	TDM and MaaS	all at once		1a: Mitigation	13
				1c: Air Pollution	3
				5: Urban Access	11
08	Electrification (direct)	all at once		1a: Mitigation	13
				1c: Air Pollution	3
09	Standards for fuel quality fuel efficiency tailpipe emission	all at once		1a: Mitigation	13
				1c: Air Pollution	3
10	Vehicle inspection and maintenance	one or several	if part of fuel economy / emissions programme	1a: Mitigation	13
				1c: Air Pollution	3
			if part of road safety programme	2: Road Safety	3
11	Intelligent transportation systems	one or several	if applied in urban context	5: Urban Access	11
			if applied in national context	6: National Connectivity	9
12	Freight transport efficiency	one or several	if applied in rural context	4: Rural Access	11
			if applied in urban context	5: Urban Access	
			if applied in national context	6: National Connectivity	9
13	Road safety	one		2: Road Safety	2
14	Governance development funding of institutions	one or several	depends on context, e.g. setting up specific mode authorities or new units, budgeting and staffing, coordination across instutitions for specific thematic areas	1a: Mitigation	13
				1b: Resilience	
				1c: Air Pollution	3
				2: Road Safety	
				3: Economic Sustainability	9
				4: Rural Access (road-related)	
				4: Rural Access (other than road)	11
				5: Urban Access (road-related)	9
				5: Urban Access (other than road)	11
				6: National Connectivity	9

Table 5: Mapping practice for Aichi Strategies, Aichi Goals, and SDGs (I)

Aichi Strategy		contributes to	depending on	Aichi Goal	SDG
15	Funding and financing arrangements	one or several	heavily dependent on context, applied for national to sub-national funding arrangements, access to internaional funding and climate finance	1a: Mitigation	13
				1b: Resilience	
				1c: Air Pollution	3
				2: Road Safety	
				3: Economic Sustainability	9
				4: Rural Access (road-related)	
				4: Rural Access (other than road)	11
				5: Urban Access (road-related)	9
				5: Urban Access (other than road)	11
				6: National Connectivity	9
16	Life cycle approach to transport infrastructure and services	all at once		1b: Resilience	9
				3: Economic Sustainability	
17	Short (2025) medium (2030) and long term (2050) targets	all at once		1a: Mitigation	13
				1c: Air Pollution	3
18	Fiscal and financing instruments	one or several	dependent on context, used for user taxes, e.g. parking, road toll, and subsidies, e.g., fleet scrapping, private sector instruments like PPP, land-value capture, carbon markets	1a: Mitigation	13
				1b: Resilience	
				1c: Air Pollution	3
				3: Economic Sustainability	9
				4: Rural Access (road-related)	
				4: Rural Access (other than road)	11
				5: Urban Access (road-related)	9
				5: Urban Access (other than road)	11
				6: National Connectivity	9
19	Social and gender inclusiveness	one or several	if applied in rural context	4: Rural Access	11
			if applied in urban context	5: Urban Access	
20	Informal transport systems/paratransit (IPT)	one or several	if applied in rural context	4: Rural Access	11
			if applied in urban context	5: Urban Access	
22	Resilience	one or several	always	1b: Resilience	13
			if applied in rural context	4: Rural Access	9
			if applied in urban context	5: Urban Access	11
			if applied in national context	6: National Connectivity	9
23	Health and pandemics	one or several	if applied in rural context	4: Rural Access	3
			if applied in urban context	5: Urban Access	9
			if applied in national context	6: National Connectivity	11
24	Air quality and noise standards	all at once		1c: Air Pollution	3
				1a: Mitigation	13
25	Large-scale information and awareness campaigns	one or several	depends on content and context of campaign	1a: Mitigation	13
				1c: Air Pollution	3
				5: Urban Access	11
WW	Alternative fuels	all at once		1a: Mitigation	13
				1c: Air Pollution	3
XX	Energy planning	all at once		1a: Mitigation	13
				1c: Air Pollution	3
YY	Emissions modelling inventories MRV	all at once		1a: Mitigation	13
				1c: Air Pollution	3
ZZ	Infrastructure maintenance and asset management	one		3: Economic Sustainability	9

Table 6: Mapping practice for Aichi Strategies, Aichi Goals, and SDGs (II)

2.5 Limitations of the data and the methodology

The limitations of the data and of the methodology are several:

The level of detail with which different organizations document and share information varies considerably. This limits the transparency with implications well beyond this mapping; developing a structured way of policy support reporting could help increase its overall efficiency.

Most of the organizations screened for this mapping do not maintain public databases to report on their activities, and the mapping relies on the information received upon request. Organization with public databases document their activities in different ways and with a different terminology. With this, **the quality of the information collected determines, to a large extent, the completeness and correctness of the mapping**; gaps in the information may have led, despite all efforts, to wrong interpretations and ultimately, errors in the mapping of the activity.

The **quality of the mapping also depends on the scrutiny deployed by the mapper to extract all relevant information** from the obtained documentation. While the maximum level of scrutiny was, in many cases, capped by the amount of documentation available, specifically in the case of some 'Financial Institutions', the documentation available can be abundant and the time invested for screening had to stay within reasonable limits. Despite the use of a consistent approach in searching for key information, some misinterpretations may have occurred.

Even though the mapping practice was well defined and applied by the same mapper for all datasets, **mapping an activity and its contextual information to the Aichi Strategies, Aichi Goals, and SDGs is complex and leaves room for inaccuracies**.

The mapping can identify the Aichi Goal supported and the Aichi Strategy with which an activity aligns, but **it cannot assess if the level of ambition deployed by the activity meets the ambition set out in the Aichi 2030 Declaration.**

The mapping counts the number of activities; **it cannot assess the alignment of the activity with a country's actual needs in the first place**, nor its success or actual change it has induced.

The database treats an activity as the smallest entity and aggregates its sub-components, the interventions used and the Aichi Strategies, Aichi Goals and SDGs reflected in one data set. With this, it is not possible to automate the analysis of the linkages between a specific intervention and a specific Aichi Strategy, Aichi Goal, or SDG. For illustration: the activity uses the interventions 'Exchange and awareness' and 'Legal frameworks development'; based on its description, it is found to align with the Aichi Strategies '13 Road safety' and '06 Walking and Cycling'. An automated quantitative analysis of the database cannot clarify if 'Exchange and awareness' was in relation to '13 Road safety' or in relation to '06 Walking in Cycling'. This level of detail can, however, be captured manually, by reading the activity's full description.

As laid out under *2.1 Project scope* and *2.2 Relevant organizations and data collection approaches,* **the mapping only takes into account activities by a certain number of international organizations.** It does not include activities run by national organizations.

3 Analysis of the findings

The mapping identified 420 unique support activities in the 25 EST Forum participating countries. **In the further analysis, the high-income countries Brunei Darussalam, Japan, the Republic of Korea, and Singapore are excluded** as they are generally not receivers of international support. The four countries are mostly involved in activities like regional exchange and awareness, and research-based case studies. More details on these activities are available in the database.

With the exclusion of the four, the analysis looks at a base population of 410 unique activities in 21 EST Forum participating countries. A unique activity equals to one data set in the database. As laid out under *2 Methodology* the unique activity may be carried out in several countries. **With the interest of understanding the support provided per country, the relevant counting unit for this analysis is the number of unique activities times the number of countries in which they are carried out.** For example, the activity "Knowledge Sharing and Services in Transport and Transport Facilitation" (ID ADB074 in the database), is carried out in four countries; thus, the activity is counted four times.

In this analysis, **the number of mapped activities across the 21 low- and middle-income EST Forum participating countries is 490; these activities are carried out by 31 international organizations[5] and started in the years 2015 to 2022**.[6]

For 19 out of the 490 activities, the countries were not (yet) clarified by the implementing organization; in the interest of a coherent base population and with the prospect to clarify the countries with the next update, these are included in the analyses with the label [UNSPECIFIED].

3.1 Overall support to the Aichi Goals and SDGs

Many of the 490 mapped activities cater towards several Aichi Goals and SDGs. This is either linked to the nature of the activity as such, for example, urban public transport development delivers on 'Mitigation', 'Air Pollution', and 'Urban Access'. Or because one activity has several components, with each of them supporting different Aichi Goals. For example, a support activity in the road sector may include a component on road safety, supporting the Aichi Goal 'Road Safety', a component on road asset management and maintenance, supporting 'Economic Sustainability'; and capacity building for climate-resilient infrastructure design, which would be mapped to the Aichi Goal 'Resilience'. Similarly, one activity can cater to multiple SDGs. For more details on the mapping practice, see *2.2.4 Mapping of the activities' alignment with the Aichi 2030 Declaration, SDGs, and Paris Agreement.*

[5] As laid out under *2.2* programmes with no dedicated implementing entity are not counted as implementing organization

[6] This population includes 6 unique activities that started in 2023; the minor statistical error was accepted.

3.1.1 Overall support to the Aichi Goals

The 490 mapped activities support 1,209 times one specific Aichi Goal. Figure 2 shows the percentage and absolute number of activities that support a specific Aichi Goal.

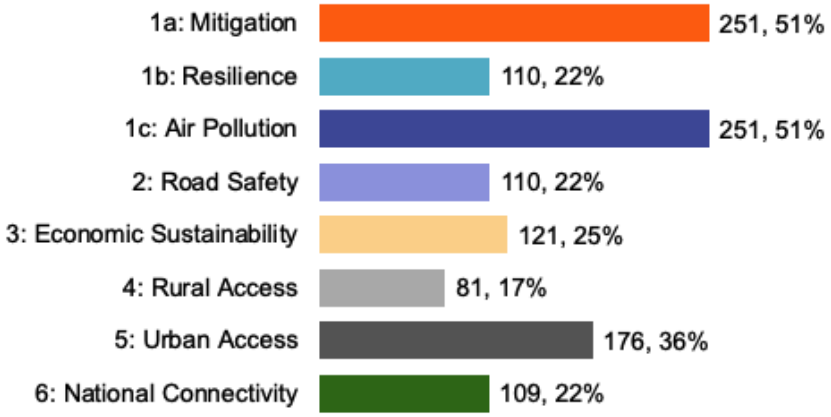

Figure 2: Number of activities supporting a specific Aichi Goal

Out of the eight Aichi Goals, 'Mitigation' and 'Air Pollution' are supported most often, by 51% (251) of all activities. 'Urban Access' ranks third with 36% (176); 'Economic Sustainability fourth with 25% (121); 'Resilience', 'Road Safety', and 'National Connectivity' follow each with 22% (110, 110, 109), **'Rural Access' falls behind** with 17% or 81 activities supporting this Aichi Goal.

3.1.2 Overall support to the SDGs and the Paris Agreement

The 490 mapped activities support 1,197 times one of the SDGs. Figure 3 shows the percentage and number of activities that support a specific SDG. For more details on the use and mapping of SDGs, see chapter *2.4.2 Alignment with the SDGs and the Paris Agreement*).

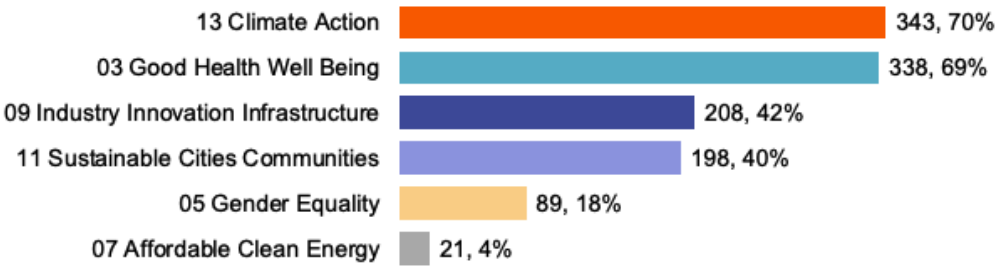

Figure 3: Number of activities supporting a specific SDG

13 Climate Action is supported by 70% (343) and 03 Good Health and Well Being by 69% (338) of the 490 activities. 09 Industry, Innovation and Infrastructure follows with 42% (208), mainly relating to infrastructure development and maintenance across all modes; 11 Sustainable Cities and Communities with 40% (198) activities relating to activities that improve access. 05 Gender Equality was identified in 89 (18%) of the activities.

The low ranking of 07 Affordable and Clean Energy with 4% (21 activities) may partially be attributable to the boundaries of this mapping, which only considered activities in energy with an explicit link to the transport sector and where not all relevant organizations may have been screened. Against the backdrop of countries' ambition to scale the use of renewable and alternative energy in the transport sector, however, the limited engagement of the international transport support community can be somewhat surprising: the Tracker of Climate Strategies for Transport (GIZ & SLOCAT 2021) which analyses countries' NDCs shows that at least 15 out of the 21 EST Forum participating countries want to electrify transport; six want to scale hydrogen and renewable electricity and 11 want to develop alternative fuels (beyond electricity and hydrogen). These ambitions could be facilitated with respective support activities at the intersection of energy and transport.

3.1.3 Support activities over time

Figure 4 shows the percentage and number of activities started per years.[7]

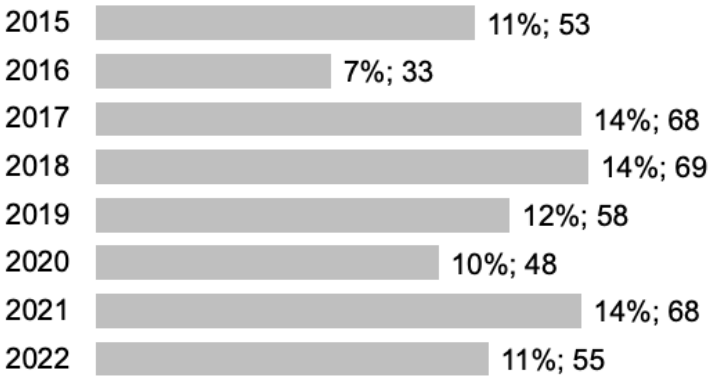

Figure 4: Activities started – per year

In 2015, 11% (53) of all identified support activities were started; the decline in 2016 when only 7% (33) started goes back mainly to a lower number of activities registered for three organizations (ADB, KFW, UNEP). In 2017 and 2018, numbers increase to above-2015 levels, to drop again slightly in 2019 and considerably in 2020, the year of the covid pandemic. In 2021, the numbers climb back to 2018 levels with 14% (68) of activities starting in this year. The drop in 2022 cannot be explained; it may be cyclical, because a larger number of activities started in 2021, or well have other reasons. Overall, the short timeframe analysed, together with the peculiarities of the pandemic years does not allow to identify a clear trend over time.

[7] For this analysis, nine support activities announced for 2023 were excluded as well as 29 activities for which the starting year could not be identified (labeled [UNSPECIFIED] in the database).

Figure 5 shows the number of times a specific Aichi Goal was supported per year when the activity started.[8] **In 2021, the number of Aichi Goals supported shows a stronger increase than the number of activities started** which indicates that, on average, one activity supported more Aichi Goals than it was the case in the preceding years.

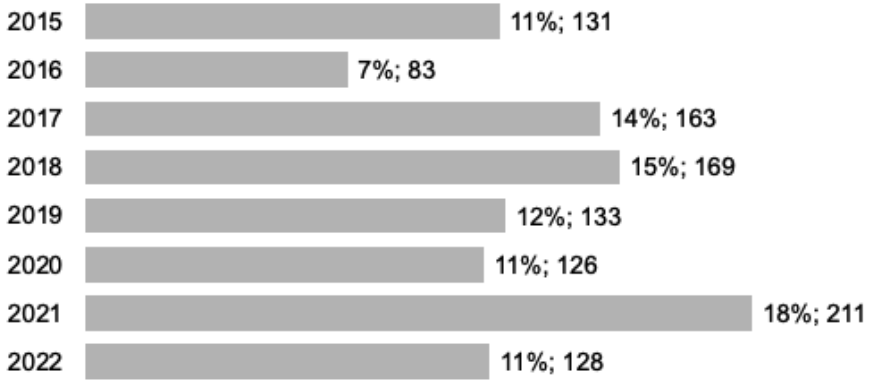

Figure 5: Number of times an Aichi Goal is supported – per year

In the following, the analysis takes a closer look at the support given to the specific Aichi Goals over the years. Figure 6 shows the percentage and numbers of activities supporting a specific Aichi Goal per year.

The analysis shows that **the increase in support to the Aichi Goals in 2021 is driven by greater support to 'Mitigation', 'Air Pollution' and 'Urban Access'**. In the preceding years, Aichi Goals 'Mitigation' and 'Air Pollution' were supported by 47% to 59% of the activities, and 'Urban Access' by 28% to 38%. In 2021, 72% (49) of activities support 'Mitigation' and 'Air Pollution', and 59% (40) of activities on 'Urban Access'. Also, 'Resilience' registers a greater share of activities (22, 32%) than in the preceding years. While this Aichi Goal could maintain its relative share of activities from 2021 (32%) to 2022 (33%), the share of activities supporting 'Mitigation', 'Air Pollution' and 'Urban Access' declined again in 2022.

[8] For this analysis, nine support activities announced for 2023 were excluded as well as 29 activities for which the starting year could not be identified (labeled [UNSPECIFIED] in the database. This reduces the number of times an Aichi Goal is supported from 1,209 to 1,144.

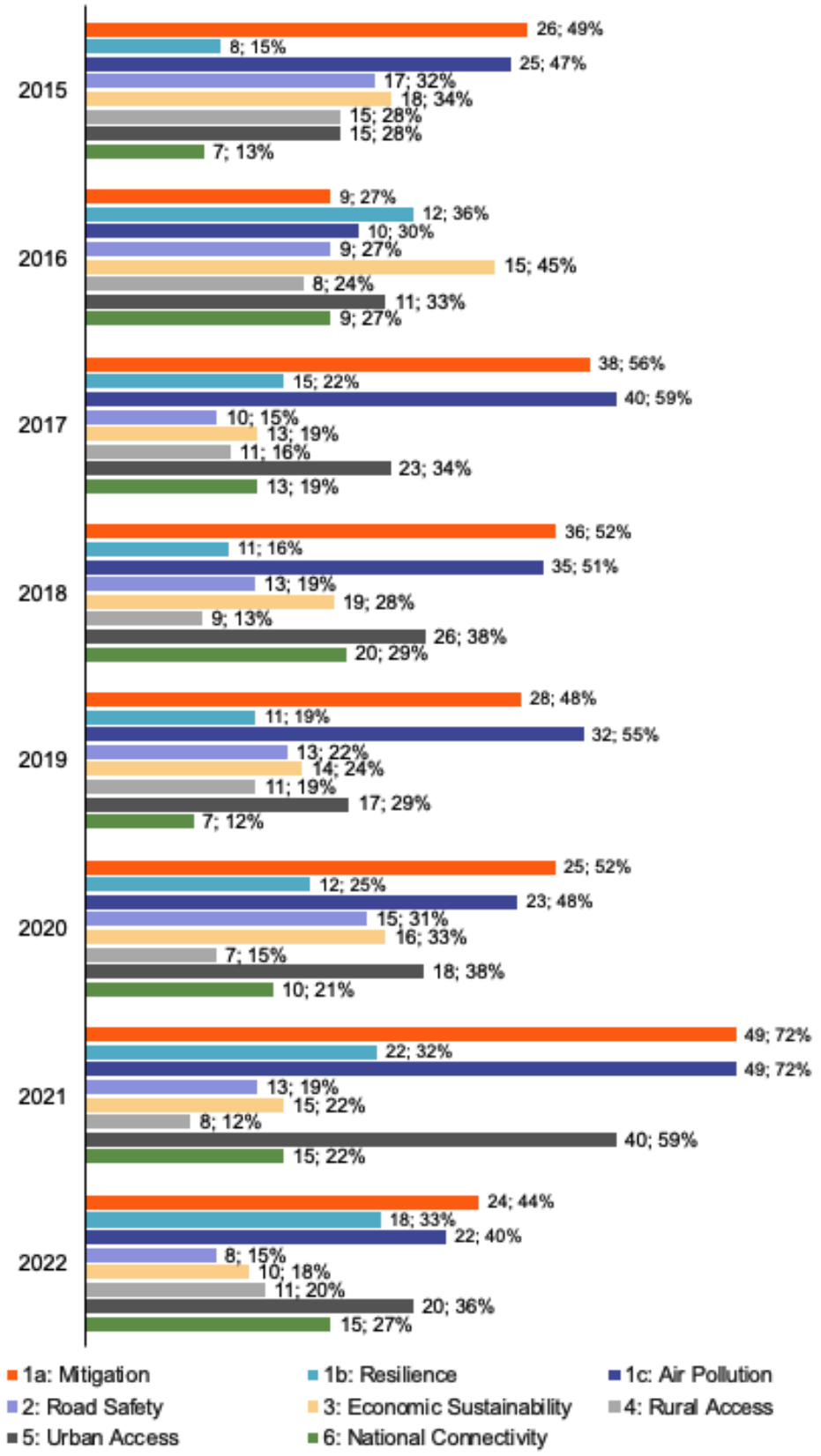

Figure 6: Support to specific Aichi Goals – per year

3.1.4 Support activities by their scope

In the mapping, the activities were classified by 'Scope' to indicate whether they are genuine transport sector activities ('Transport in Focus'); if they have a broader focus and include a component on transport ('Includes Transport'), e.g., in urban or economic development, climate resilience and others. Activities that lie outside the transport sector, i.e., in the case of support activities in the area of digitalization as formulated by Aichi Strategy '03 ITC (outside transport)' are categorized 'Outside Transport'.

Figure 7 shows the scope of the 490 mapped activities.

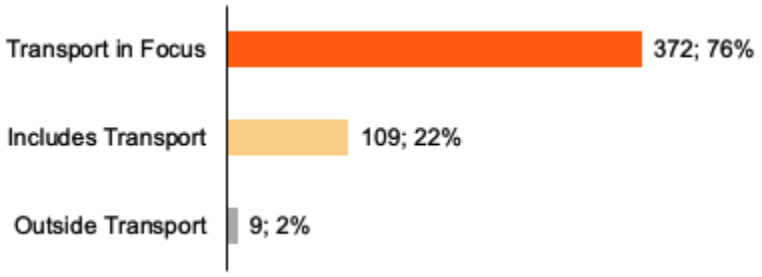

Figure 7: Scope of the support activities

372 (76%) of the 490 mapped activities are 'Transport in Focus' activities; 109 (22%) are 'Includes Transport' activities. The remainder falls to 'Outside Transport' activities.

With the interest to understand if the scope of an activity impacts its orientation towards certain Aichi Goals, the distribution of Aichi Goals supported per scope was analysed. Figure 8 shows the percentage of activities supporting a specific Aichi Goal per scope and the absolute number of activities per Aichi Goal and per scope.

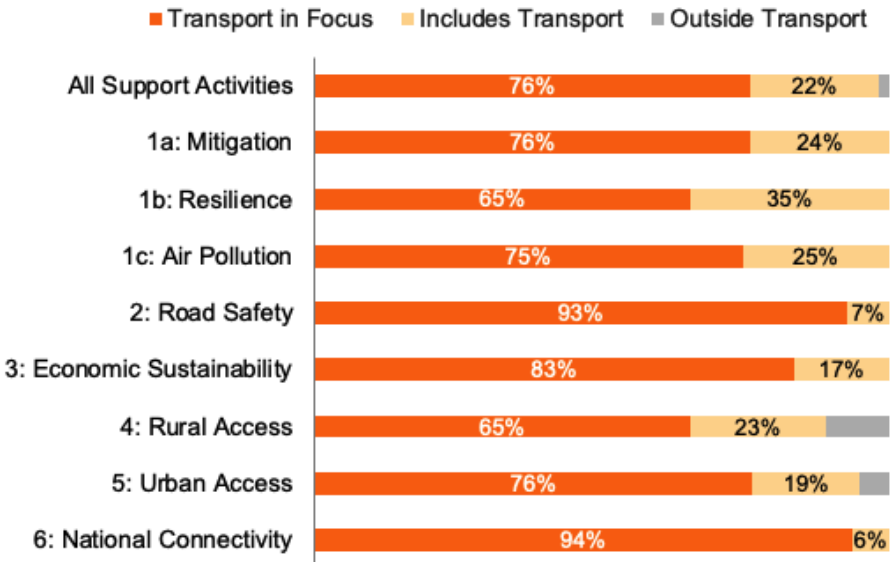

Figure 8: Scope of activities supporting a specific Aichi Goal

While 'Transport in Focus' activities provide, by their sheer number, the majority of support to all Aichi Goals, it is interesting to note that **'Includes Transport' activities, in relative terms, more often deliver on 'Resilience' and 'Rural Access'** with 35% of 110 activities and 25% of 81 activities. In contrast, 'Road Safety' and 'National Connectivity' are clearly domains for support of 'Transport in Focus' activities with 93% of 110 activities and 94% of 109 activities.

3.2 Distribution of support to the Aichi Goals and SDGs

3.2.1 Support activities across countries and years

Figure 9 shows the distribution of the 490 support activities per country, in percentage of activities and absolute numbers.

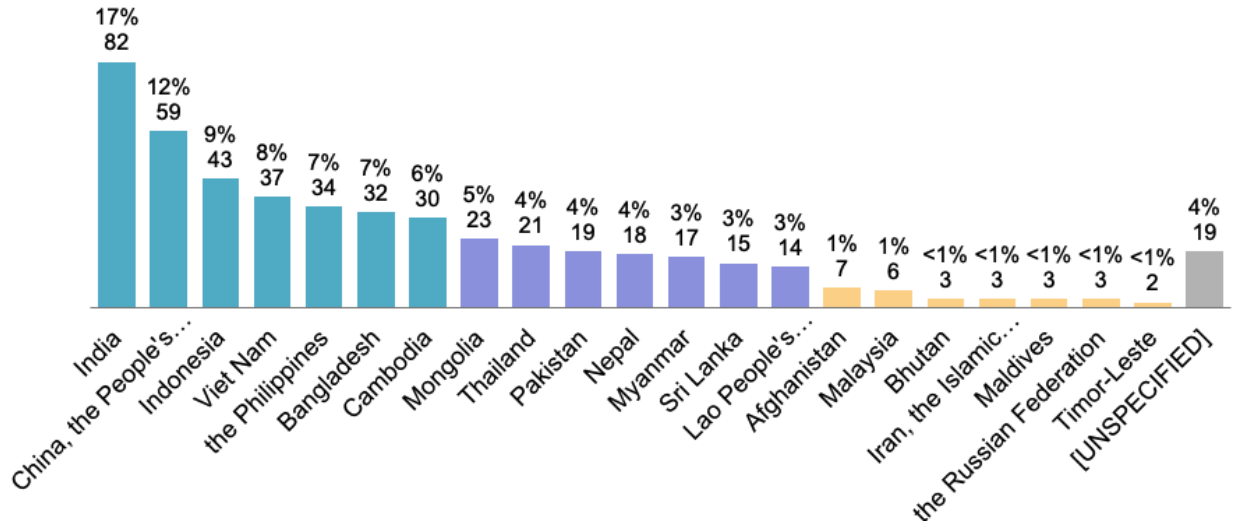

Figure 9: Support activities – per country

90% of the 490 activities are deployed in 14 of the 21 countries (countries marked in clear blue and purple)**. About two-thirds of the activities are deployed in 7 of the 21 countries** (in clear blue); the following group of seven countries (in purple) receives another quarter of the activities; the remaining seven countries (in beige) share about 5% of the activities, with very low numbers of activities per country. In the case of Afghanistan, this may be linked to internal conflicts. Malaysia has been classified upper-middle income country since 1994, the Russian Federation since 2005[9], the Maldives (and Thailand) since 2010 (World Bank n.d.). Bhutan, Maldives, and Timor-Leste, have very small populations and/or particular geographic conditions; however, the question must be raised if this justifies the very low support, with only three and two activities over the period of eight years.

[9] In 2012 to 2014 Russia was classified high-income

Table 7 shows the distribution of activities over countries and years.

Number of support activities per country and year

	India	China, the People's Republic of	Indonesia	Viet Nam	the Philippines	Bangladesh	Cambodia	Mongolia	Thailand	Pakistan	Nepal	Myanmar	Sri Lanka	Lao People's Democratic Republic	Afghanistan	Malaysia	Bhutan	Iran, the Islamic Republic of	Maldives	the Russian Federation	Timor-Leste	[UNSPECIFIED]	TOTAL 21 EST COUNTRIES
2015	6	8	6	3	5	5	3	2		3	2	5	2	2	1								53
2016	3	7	1	6	3	3	3	2		1		1	1	1			1						33
2017	10	9	2	9	5	3	5	2	5	4	2	4	3	2	1	2							68
2018	13	10	6	3	2	5	7	3	5	2	1	2	1	2	2	1		1			2	1	69
2019	13	5	5	6	4	1	2	3	1	4	3	3	3	2	1					1		1	58
2020	10	5	10	3	1	5	3	1		1	2	2	1		2		1		1				48
2021	15	5	6	5	4	4	4	4	4	3	4		3	4		2			1				68
2022	10	8	6	1	6	5	2	5	3		3		1				1		1	1		2	55
2023	1		1		1			1	1		1											3	9
[UNSPECIFIED]	1	2		1	3	1	1		2	1				1		1		2		1		12	29
No of all support activities	82	59	43	37	34	32	30	23	21	19	18	17	15	14	7	6	3	3	3	3	2	19	490

Percentage of support activities per country and year

2015	11	15	11	6	9	9	6	4		6	4	9	4	4	2								100%
2016	9	21	3	18	9	9	9	6		3		3	3	3			3						100%
2017	15	13	3	13	7	4	7	3	7	6	3	6	4	3	1	3							100%
2018	19	14	9	4	3	7	10	4	7	3	1	3	1	3	3	1		1			3	1	100%
2019	22	9	9	10	7	2	3	5	2	7	5	5	5	3	2					2		2	100%
2020	21	10	21	6	2	10	6	2		2	4	4	2		4		2		2				100%
2021	22	7	9	7	6	6	6	6	6	4	6		4	6		3			1				100%
2022	18	15	11	2	11	9	4	9	5		5		2				2		2	2		4	100%
No of all support activities	82	59	43	37	34	32	30	23	21	19	18	17	15	14	7	6	3	3	3	3	2	19	490

Table 7: Support activities – per country and year

The distribution shows **a significant decrease of activities in China starting in 2019,** with a drop of 50% from 10 to 5 for the years 2019 to 2021. It remains to be seen if the decline in China indicates a structural change, if it is attributable to China's strict lock-down policies during the pandemic, or if it has other reasons. In **India registers a significant increase of activities starting in 2017** with 10 activities, and reaching 15 activities or 21% of all activities started in 2021. For other countries, variations in numbers over the year can be observed, yet with no clear indication for an evolving trend.

3.2.2 Support to SDGs and Aichi Goals per country

The 490 mapped activities support 1,197 times one SDG (see details of the mapping practice in *2.4.2 Alignment with the SDGs and the Paris Agreement*). **Error! Reference source not found.** shows the numbers of times, and the percentage of all times an SDG is supported, per country.

For ease of comparison, the order of countries based on the decreasing number of activities (see Figure 9 page 19) is maintained.

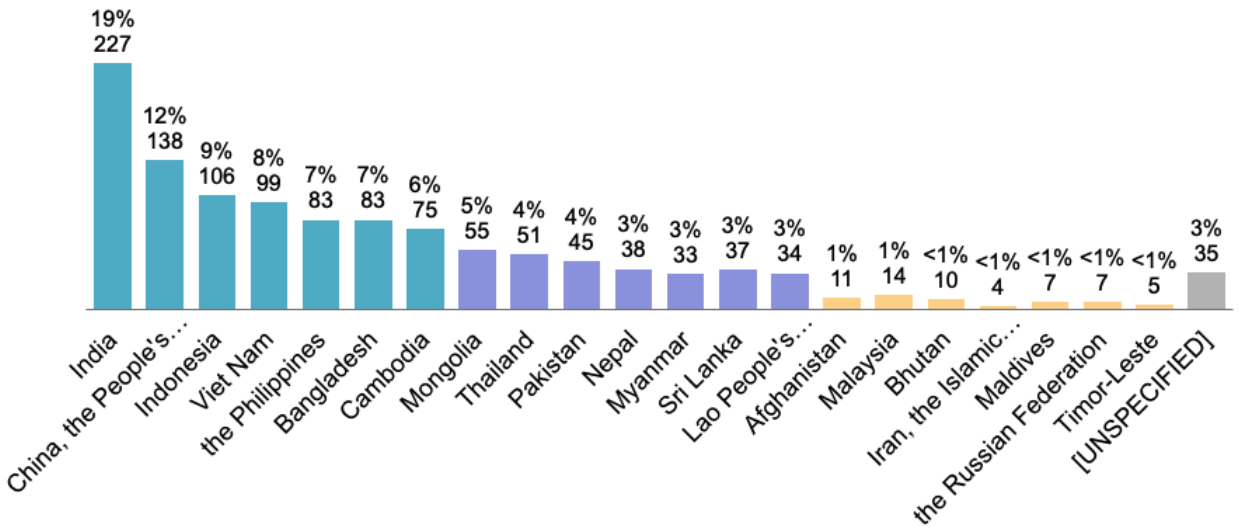

Figure 10: Activities' support to the SDGs – per country

The distribution of support to the SDGs remains broadly in line with the distribution of activities per country with minor deviations in the ranking. For example, Myanmar would rank lower if ordered by support to SDGs instead of ranked by number of activities. This deviation can be explained with the different focus and composition of the activities, as will be discussed below.

The 490 mapped activities support 1,209 times one specific Aichi Goals. Figure 11 shows the number of times and the percentage of all times an Aichi Goal is supported, per country. For ease of comparison, the order of countries based on the decreasing number of activities (see Figure 9 page 19) is maintained.

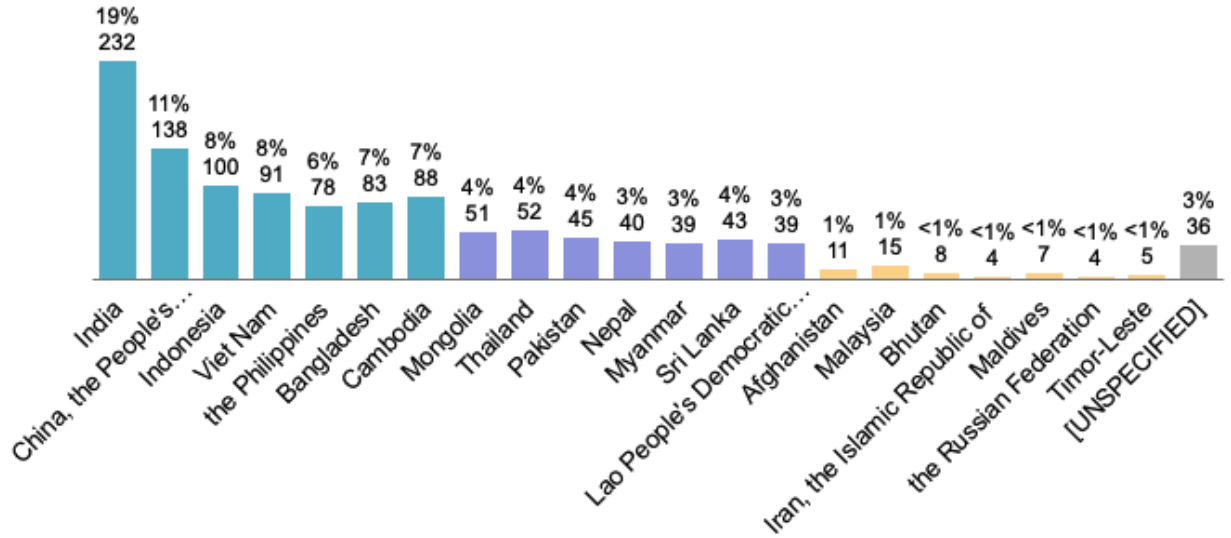

Figure 11: Activities' support to the Aichi Goals – per country

Also here, **the distribution of support to the Aichi Goals remains largely in line with the distribution of activities per country** with minor deviations in the ranking. For example, Bangladesh, Cambodia, and Sri Lanka would rank higher if ordered by support to Aichi Goals instead of ranked by number of activities.

The variations in the ranking indicate variations in the composition of activities which changes the ratio with which one activity delivers to several Aichi Goals or SDGs at the same time (more details in chapter *2.4 Mapping of the activities' alignment with the Aichi 2030 Declaration, SDGs, and Paris Agreement*). With the interest to identify variations across countries, the ratio of number of activities to number of times an SDG and an Aichi Goal are supported were analysed (Table 8).

	India	China, the People's Republic of	Indonesia	Viet Nam	the Philippines	Bangladesh	Cambodia	Mongolia	Thailand	Pakistan	Nepal	Myanmar	Sri Lanka	Lao People's Democratic Republic	Afghanistan	Malaysia	Bhutan	Iran, the Islamic Republic of	Maldives	the Russian Federation	Timor-Leste	[UNSPECIFIED]	
No of activities	82	59	43	37	34	32	30	23	21	19	18	17	15	14	7	6	3	3	3	3	2	19	**490**
times aligning with an SDG	**227**	**138**	**106**	**99**	**83**	**83**	**75**	**55**	**51**	**45**	**38**	**33**	**37**	**34**	**11**	**14**	**10**	**4**	**7**	**7**	**5**	**35**	**1,197**
per activity	2.8	2.3	2.5	2.7	2.4	2.6	2.5	2.4	2.4	2.4	2.1	1.9	2.5	2.4	1.6	2.3	3.3	1.3	2.3	2.3	2.5	1.8	**2.4**
times aligning with an Aichi Goal	**232**	**138**	**100**	**91**	**78**	**83**	**88**	**51**	**52**	**45**	**40**	**39**	**43**	**39**	**11**	**15**	**8**	**4**	**7**	**4**	**5**	**36**	**1,209**
per activity	2.8	2.3	2.3	2.5	2.3	2.6	2.9	2.2	2.5	2.4	2.2	2.3	2.9	2.8	1.6	2.5	2.7	1.3	2.3	1.3	2.5	1.9	**2.3**

Table 8: Numbers and ratios for activities, SDGs, and Aichi Goals – per country

The analysis shows that **one activity on average supports 2.4 SDGs and 2.3 Aichi Goals**[10]. On the upper end figures India, where the average activity supports more often more SDGs – the 82 activities support 227 times an SDG, a ratio of 2.8; on the lower end of the countries receiving together 90% of support activities[11] figures Myanmar, where 17 activities support 33 times an SDG, a ratio of 1.9. For the Aichi Goals, Cambodia shows the highest ratio of 2.9, with 30 activities supporting 88 times an Aichi Goal; the lowest ratio of 2.2 show Mongolia, with 23 activities supporting 51 times an Aichi Goal ,and Nepal with 18 activities supporting 40 times an Aichi Goal.

The interpretation of these findings must be done with care, as a high ratio can point to both: first, the more frequent deployment of activities which, by their nature and as defined for this mapping, support several Aichi Goals and SDGs (e.g., an activity in public transport is mapped towards three different Aichi Goals, see chapter *2.4.3 Alignment with the Aichi Strategies, Aichi Goals, and SDGs*); second, a broader thematic composition of support activities. Lastly, the data sample per country as it is currently available seems too small to be statistically significant.

3.2.3 Support to specific Aichi Goals per country

To give the discussion of distribution of support to the Aichi Goals some perspective, **Table 9 shows some of the factors that determine the needs a transport system has to cater for: a country's size in terms of population and land area, as well as its urbanization rate.** It is

[10] Activities with country label [UNSPECIFIED] were not considered to calculate this average
[11] Countries with very low numbers of activities cannot be considered representative.

understood that these factors are not the sole determinants of a transport system's configuration, nor those of the level of external support a country may require in designing climate-compatible, safe, and inclusive transport systems. But they give some orientation: the greater the population, the greater the demand for transport in general, and with it, the challenge to mitigate the adverse effects of unsustainable transport system; the larger the area of a country, the more challenging it is to provide access for rural communities and to ensure national – and regional – connectivity. Countries with high urbanization rates may be more challenged with providing inclusive, health- and climate-sensitive, urban transport systems; countries with a high share of rural populations may give greater importance to rural access. The table also indicates the countries' income group, which is a determinant for access to official development aid, and certainly also the needs for support.

It must be considered that the correlation of size, population, and need for support applies, with its stated limitations, only along a certain range, but not on the extreme ends of the spectrum. For illustration: a very small country may need a higher ratio of activities compared to its population and size so that all relevant areas of transport can be covered; a very large country may need a lower ratio, as one activity can translate into improved transport for more people.

	Country	Income Group	Land Area thousand sq.km	Ranking by Land Area	Population 2020 (million)	Share of Population 2020	Ranking by Population	Urbanization Rate 2020	Ranking by Urbanization Rate	No of Support Activities	Ranking by No of Support Activities	Share of Support Activities	Acc. Share of Support Activities
India	IND	LM	2,973	3	1,396	33%	2	35	15	82	1	17%	17%
China, the People's Republic of	CHN	UM	9,425	2	1,425	34%	1	61	5	59	2	12%	29%
Indonesia	IDN	LM	1,878	4	272	6%	3	57	6	43	3	9%	38%
Viet Nam	VNM	LM	313	12	97	2%	8	37	12	37	4	7%	45%
the Philippines	PHL	LM	298	13	112	3%	7	47	8	34	5	7%	52%
Bangladesh	BGD	LM	130	17	167	4%	5	38	11	32	6	7%	58%
Cambodia	KHM	LM	177	15	16	0%	16	24	19	30	7	6%	65%
Mongolia	MNG	LM	1,558	6	3	0%	18	69	4	23	8	5%	69%
Thailand	THA	UM	511	10	71	2%	10	51	7	21	9	4%	74%
Pakistan	PAK	LM	771	7	227	5%	4	37	13	19	10	4%	77%
Nepal	NPL	LM	143	16	29	1%	14	21	20	18	11	4%	81%
Myanmar	MMR	LM	653	8	53	1%	11	31	17	17	12	3%	85%
Sri Lanka	LKA	LM	62	18	22	1%	15	19	21	15	13	3%	88%
Lao People's Democratic Republic	LAO	LM	231	14	7	0%	17	36	14	14	14	3%	91%
Afghanistan	AFG	L	652	9	39	1%	12	26	18	7	15	1%	92%
Malaysia	MYS	UM	329	11	33	1%	13	77	1	6	16	1%	93%
Bhutan	BTN	LM	38	19	1	0%	20	42	9	3	17	1%	94%
Iran, the Islamic Republic of	IRN	LM	1,623	5	87	2%	9	76	2	3	17	1%	94%
Maldives	MDV	UM	0	21	1	0%	21	41	10	3	17	1%	95%
the Russian Federation	RUS	UM	16,377	1	146	3%	6	75	3	3	17	1%	96%
Timor-Leste	TLS	LM	15	20	1	0%	19	31	16	2	21	0%	96%
[UNSPECIFIED]	[UNS]									19		4%	100%
TOTAL					4,207					471			
out of which are regional activities	REG									45			

Table 9: Country information and share of support activities

The following detailed analysis is carried out from different angles: Figure 12 shows the number of times an Aichi Goal is supported per country and as percentage of the activities run in the country. For example, the Philippines count 22 activities supporting ‘Mitigation’; this equals 65% of the activities run in the country.

Figure 13 shows the percentage of all times an activity supports a specific Aichi Goal. For example, the Philippines register 9% of all times an activity aligns with ‘Mitigation’.

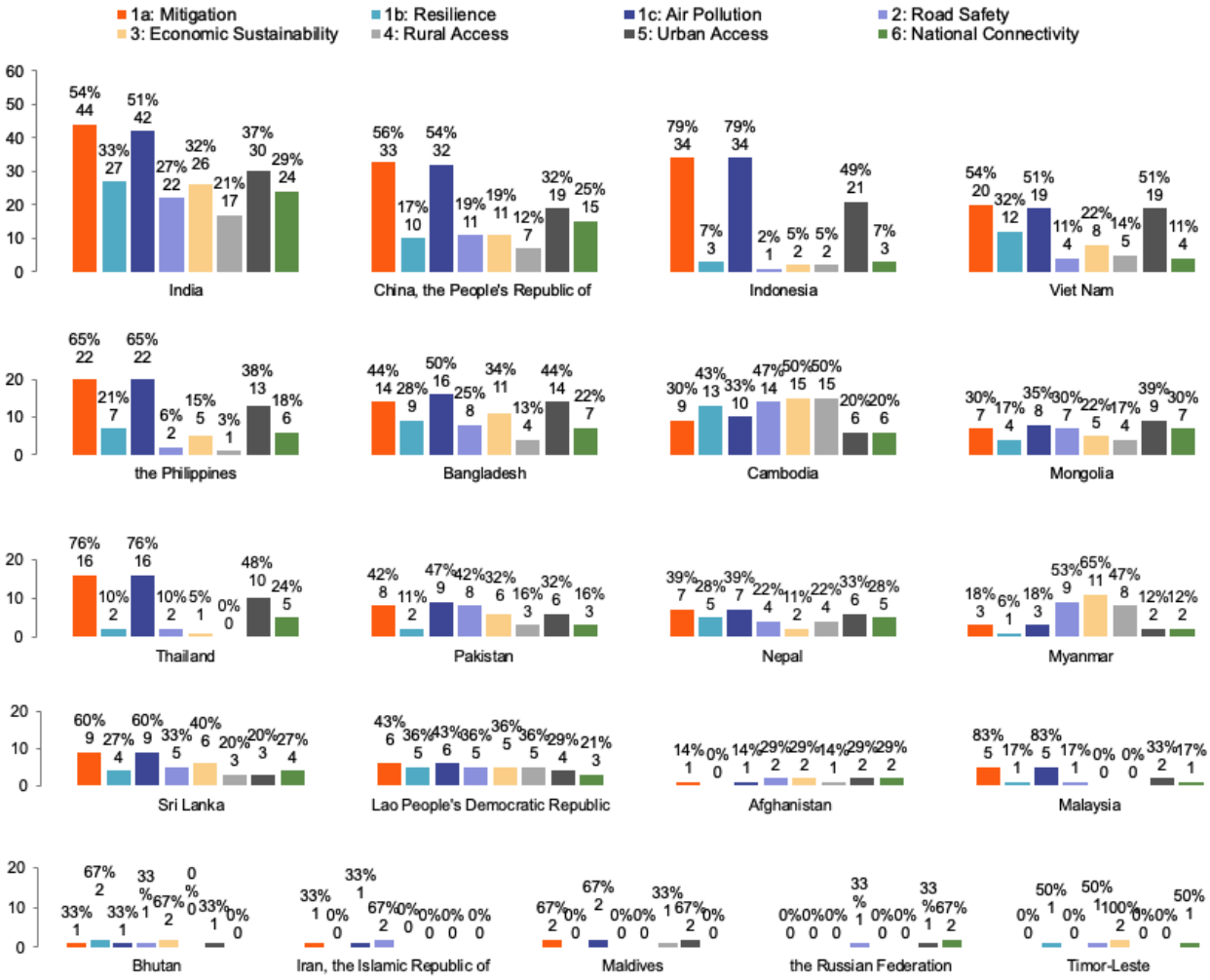

Figure 12: Activities' support to a specific Aichi Goal – per country

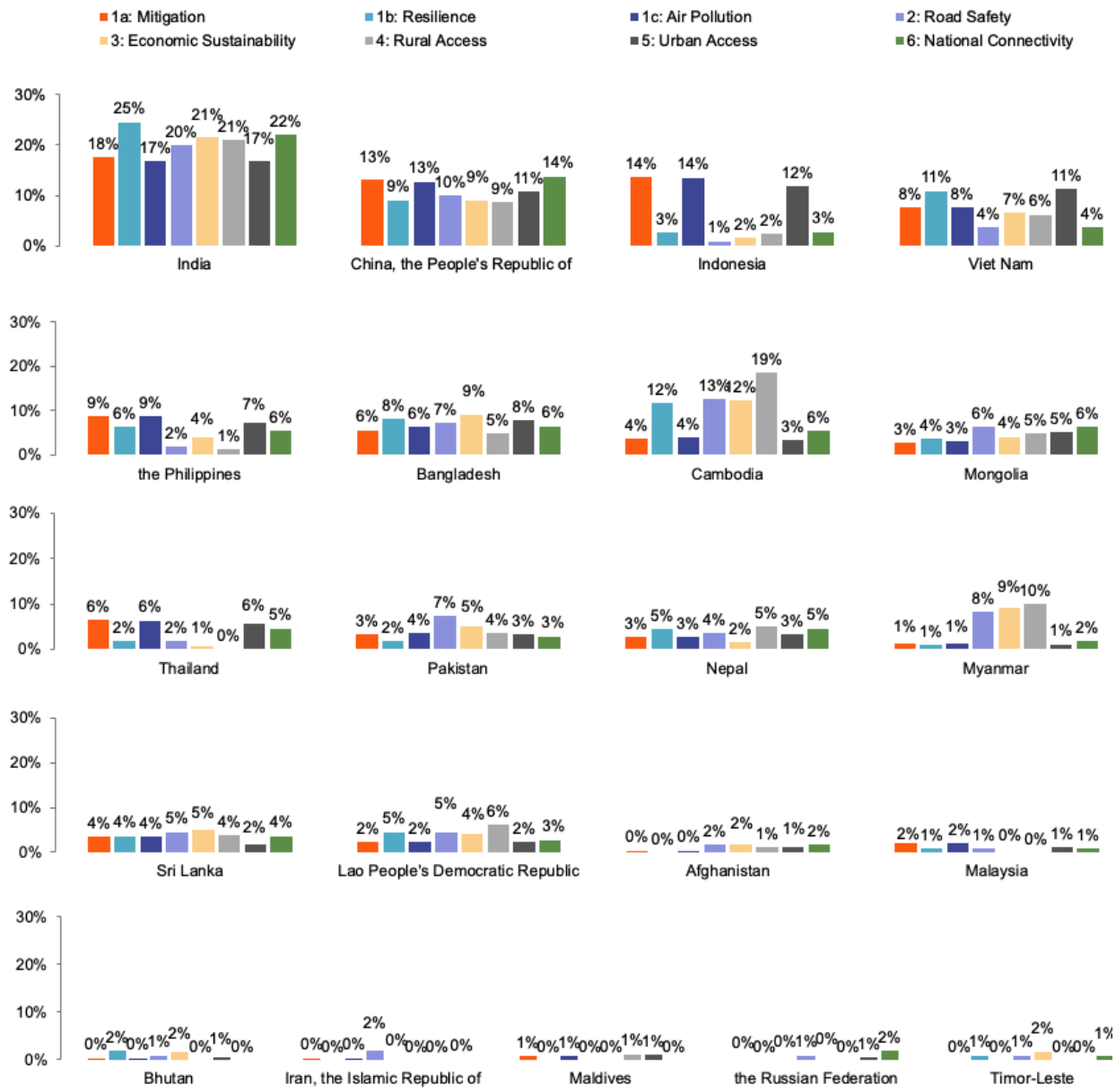

Figure 13: Percentage of activities run in the country supporting a specific Aichi Goal

India registers the highest numbers of activities across all Aichi Goals; 'Mitigation' and 'Air Pollution' are most frequently supported, by 54% (44) and 51% (42) of activities run in the country. In relative terms, it receives a well over average share of activities supporting 'Resilience' (27, 33% of activities run in the country), and a somewhat above average share of activities supporting 'Economic Sustainability' (26, 32%) and 'National Connectivity' (24, 29%). For the latter, India, along with Mongolia, shows the highest concentration of activities among all countries. The focus on these three Aichi Goals can be explained with the greater share of highway and state road projects with integrated support activities. Against the backdrop of India's high share of rural populations – 65% of the country's population lives in rural areas – **only a fifth (17, 21%) of all support activities in India support 'Rural Access'**, which leaves the country only slightly above the generally low average across all countries (17%).

In **the People's Republic of China**, activities **most frequently support 'Mitigation' (33, 56%) and 'Air Pollution' (32, 54%)**, **whereas 'Rural Access' gets the least attention** with seven activities (or 12% of all support activities). With its distribution across the eight Aichi Goals, the country hovers closely around the overall average across countries. Considering the country's size, the relatively lower number of activities may be explained with its growing national income and solidifying status of an upper-middle income country, eventually be linked to a freeze of activities during the pandemic years 2020 and 2021.

Activities in **Indonesia**, the third largest country in the group, show a **strong emphasis in support of Aichi Goals 'Mitigation' and 'Air Pollution'** with 34 projects for both; this means that 79% of the activities deployed in the country support these Aichi Goals, 28% more than the average across countries. Indonesia also registers **more attention for 'Urban Access**', which links to high concentration of urban transport support activities. On the extreme lower end are 'Road Safety' with only one project, 'Economic Sustainability' and 'Rural Access', both with two projects. This is notable, as the country stretches over a vast surface and has 43% of its population living in rural areas.

Viet Nam registers most support to 'Urban Access' with 54% (20) of activities run in the country, and to 'Mitigation' and 'Air Pollution', each with 51% (19). The country registers a **relatively higher share of activities supporting the Aichi Goal 'Resilience'** with 34% of activities run in the country (average is 23%). While this is about the same level as in the case of India, the drivers for this concentration are of a different nature. Whereas in India, resilience projects are mainly linked to larger road building projects, in Viet Nam, this concentration goes back to a greater number of broader (urban) development or climate resilience projects. This may be explained with Viet Nam's high exposure to climate risks and flooding. Particularly Aichi Goals **'Road Safety' and 'National Connectivity get lower-than average attention** in Viet Nam, both with four activities.

The **Philippines** shows, with 22 (65%) out of 34 projects, a relatively **high concentration on Aichi Goals 'Mitigation' and 'Air Pollution';** 'Urban Access' remains around average. This can be explained with the larger number of projects that support specifically air quality and CO2 mitigation, while these activities are not necessarily related to urban mobility projects, as it is the case for Indonesia, for example. **Aichi Goals 'Road Safety', 'Economic Sustainability', and 'Rural Access' are supported considerably below the average** across countries with respectively two, five, and one project. This may, to some extent, be explained with the country's specific geography as a multi-island state, relatively short land transport linkages and inter-island boat connections.

Bangladesh is among the smaller countries in terms of land area but has a relatively large population of which 62% lives in rural areas. From all activities run in the country, **most support goes to 'Mitigation', 'Air Pollution' and 'Urban Access'**, which is a typical combination of urban transport development projects. However, compared to the average across countries, 'Mitigation' is relatively lesser in the focus of projects, while 'Urban Access' and also 'Economic Sustainability' lie with 14 and 11 projects out of 32 above average. The slightly higher-than-average share of 'Economic Sustainability' support may be driven by the fact the Bangladesh made investments in larger infrastructure projects, financed by development banks and with support components to

infrastructure maintenance and asset management. The above-average focus on 'Urban Access' relates to the Dhaka Mass Rapid Transit Project that has been in implementation for many years and is counted in this mapping with five sub-projects, each packaged with different policy support activities. Given the high share of rural population, **four projects supporting 'Rural Access' appear low and lie under the already low average** distribution of support to this Aichi Goal.

In **Cambodia**, a relatively small country in terms of size and population (16 million) and a low urbanization rate of 24%, the identified activities set a **strong focus on Aichi Goals 'Resilience', 'Road Safety', 'Economic Sustainability' and 'Rural Access';** this seems to be driven by a programme for rural road building with policy support components. The Aichi Goals '**Mitigation' and 'Air Pollution' fall well below the average** which may be linked to the country's extremely low motorization rate of 27 vehicles per 1,000 inhabitants and other development priorities.

Mongolia shows a **largely equal distribution across Aichi Goals in absolute numbers**. In relative terms, this means that the focus on Mongolia was more on 'National Connectivity' (nine projects). At the same time, relatively less than average importance is given to 'Mitigation' and 'Air Pollution' with seven and eight projects. These findings should be looked at against the backdrop of Mongolia's particular characteristics: a very small population of 3 million, a high urbanization rate of 69% with half of the population living in the capital Ulaanbaatar, and the vast land area. As this combination of characteristics points to potential challenges particularly in rural access, it can be surprising that the concentration of **projects delivering on Aichi Goal 'Rural Access' is as low as the average across all countries**. It should also be noted that two of the four projects that are counted towards 'Rural Access' lie 'Outside Transport' and support the country's digitization (Aichi Strategy '03 ITC (outside transport)'.

The 21 activities identified in **Thailand** focus largely on the typical combination of urban mobility support projects: Aichi Goals 'Mitigation' (16 projects), 'Air Pollution' (16), and 'Urban Access' (10). While the country has, with 48%, a high share of its population living in rural areas**, no project could be identified that would support 'Rural Access'. Also, 'Road Safety' (two projects) and 'Economic Sustainability' fall well below the average** distribution of Aichi Goals supported. Without further information, the underlying reason remains unclear; it may be linked to well-developed national policies and activities in these areas, to its reduced access to support given its classification as upper-middle income country, or neither of the two.

Pakistan, the fourth largest country in terms of population (227 million) and with a land area more than twice the size then Viet Nam, counts only 19 (3.9%) support activities, and ranks 10th in this list. The low provision of support activities becomes apparent when compared to Indonesia with a population of 271 million and 43 activities, and to the Philippines with 112 million inhabitants and 34 activities. **Among the few activities, a considerably higher than-average-share goes to 'Road Safety', while particularly 'Resilience' falls short with only two activities**. Even though the country's rural population accounts for 63%, the **three activities supporting 'Rural Access' are well below the low average distribution.**

In **Nepal**, the 18 support activities show a **rather even distribution across all Aichi Goals** could. In comparison to the average across all countries, Nepal receives **relatively less support activities for 'Mitigation' and 'Air Pollution'** (7 or 39% of all activities run in the country) and

‘Economic Sustainability’ (2, 11% of activities), whereas ‘Resilience’ (5, 28%), ‘Rural Access’ (4, 22% of activities) and ‘National Connectivity’ (5, 28%) score slightly above average.

Myanmar shows a very **high concentration of activities supporting ‘Economic Sustainability’** (11 or 65% of all activities run in the country) as well as a well **over-average concentration on ‘Road Safety’** (9, 53) **and ‘Rural Access’** (8, 47%). This goes back to a series of road building and maintenance projects, mainly in the rural areas. While this can be seen as in line with the country’s large share of rural population, it remains unclear why ‘Resilience’, an Aichi Goal susceptible to be integrated along with infrastructure projects, has only one mention.

In **Sri Lanka,** the 15 support activities, in the limits of this small number, have a **relatively stronger emphasis on ‘Mitigation’ and ‘Air Pollution’** (both nine activities), and, against the overall weak representation, on ‘Economic Sustainability’ with six activities (40% of activities in the country).

Lao People’s Democratic Republic figures last in the ranking, with 14 activities mapped and a fairly equal distribution across all Aichi Goals, putting ‘**Mitigation’ and ‘Air Pollution’ on a below average level** with six activities (43% of all activities in the country); in contrast, the Aichi Goals **‘Resilience’, ‘Road Safety’, ‘Economic Sustainability’, and ‘Rural Access’ register over average support**, each with five to six activities. As in other cases, this concentration is linked to a series of rural road projects.

The remaining seven countries Afghanistan, Malaysia, Bhutan, the Islamic Republic of Iran, Maldives, the Russian Federation and Timor-Leste received seven (Afghanistan) to two (Timor-Leste) activities, in total 27 or 6% of all 490 activities.

3.3 Support activities' alignment with the Aichi Strategies

The Aichi 2030 Declaration formulates 25 Strategies relevant to achieving the Aichi Goals. As laid out in chapter *2.4.3 Alignment with the Aichi Strategies, Aichi Goals, and SDGs* the 25 Aichi Strategies and four auxiliary strategies (25+4) are used in this mapping.

3.3.1 Overall alignment of the activities with the Aichi Strategies

The 490 mapped activities reflect 1,247 times one of the Aichi Strategies.

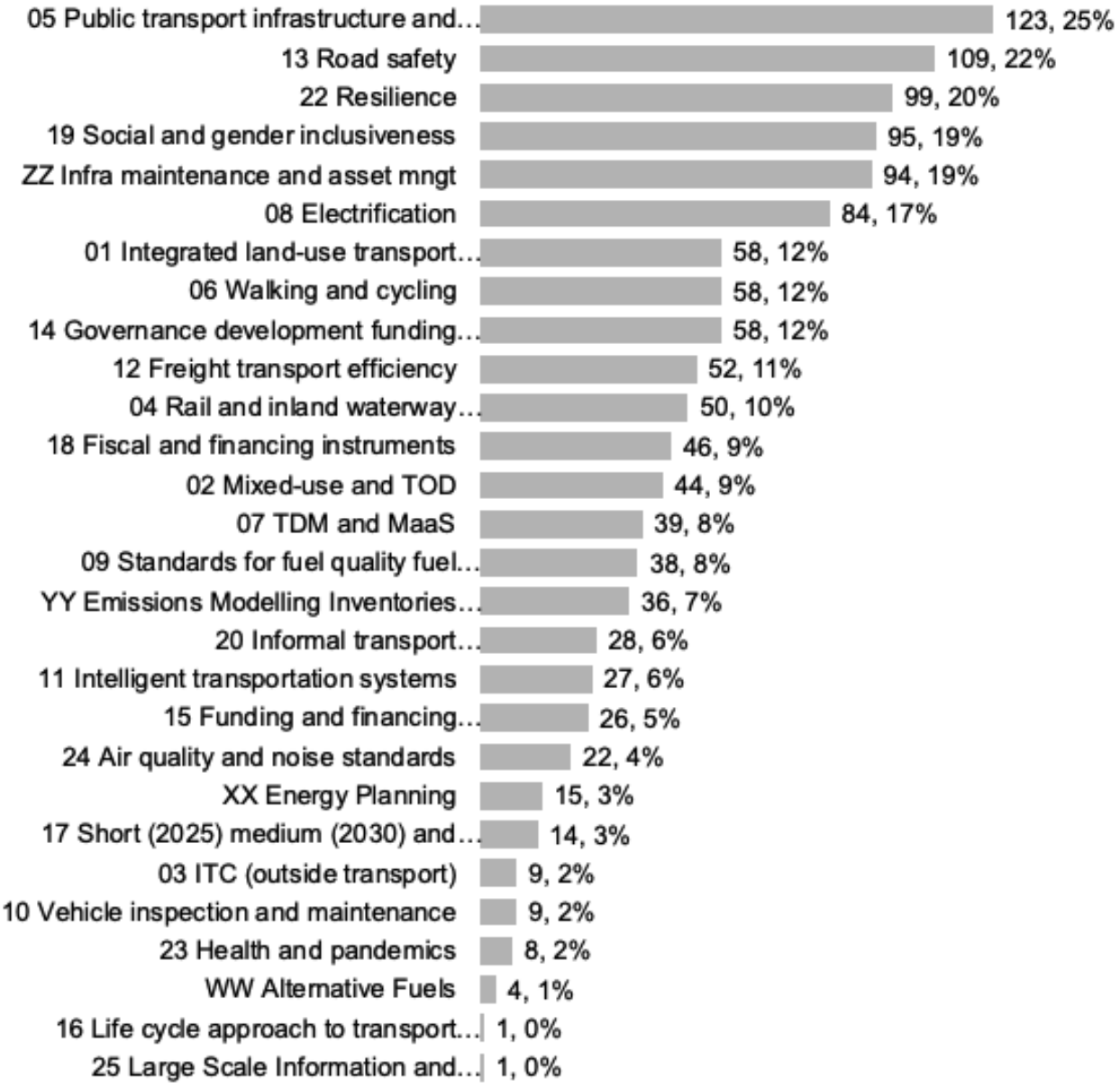

Figure 14: Number and percentages of times the activities align with a specific Aichi Strategy

’05 Public transport infrastructure and services’ is, with 25% or 123 activities aligning the most often reflected Aichi Strategy. In the ranking follow ’13 Road safety’ (22%, 109), ‘22 Resilience’ (20%, 99), ‘19 Social and gender inclusiveness’ (19%, 95) ‘ZZ Infrastructure maintenance and asset management‘ (19%, 94), and ‘08 Electrification’ (17%, 84). These six account for almost half (48.4%) of all 1,247 times an activity aligns with an Aichi Strategy. Only one activity aligns with ’16 Life cycle approach to transport infrastructure and services’ and ’25 Large-scale Information and awareness raising campaigns on sustainable transport’.

3.3.2 Activities' alignment with the Aichi Strategies over time

Table 10 shows the activities' alignment with the Aichi Strategies per years.

		absolute numbers											percentage of all years										
		2015	2016	2017	2018	2019	2020	2021	2022	[UNSPECIFIED]	2023	TOTAL	2015	2016	2017	2018	2019	2020	2021	2022	[UNSPECIFIED]	2023	TOTAL
01	Integrated land-use transport planning	6	2	9	12	6	5	13	5	0	0	58	10%	3%	16%	21%	10%	9%	22%	9%	0%	0%	100%
02	Mixed-use and TOD	6	1	5	10	5	4	8	5	0	0	44	14%	2%	11%	23%	11%	9%	18%	11%	0%	0%	100%
03	ITC (outside transport)	1	0	0	1	1	1	2	3	0	0	9	11%	0%	0%	11%	11%	11%	22%	33%	0%	0%	100%
04	Rail and inland waterway infrastructure and services	2	3	4	15	3	1	8	10	0	4	50	4%	6%	8%	30%	6%	2%	16%	20%	0%	8%	100%
05	Public transport infrastructure and services	12	6	12	21	10	14	34	11	2	1	123	10%	5%	10%	17%	8%	11%	28%	9%	2%	1%	100%
06	Walking and cycling	7	3	5	12	5	9	8	8	1	0	58	12%	5%	9%	21%	9%	16%	14%	14%	2%	0%	100%
07	TDM and MaaS	8	3	4	8	2	2	7	3	2	0	39	21%	8%	10%	21%	5%	5%	18%	8%	5%	0%	100%
08	Electrification	1	2	6	15	9	13	24	11	2	1	84	1%	2%	7%	18%	11%	15%	29%	13%	2%	1%	100%
09	Standards for fuel quality fuel efficiency tailpipe emi	4	2	12	9	5	0	3	2	1	0	38	11%	5%	32%	24%	13%	0%	8%	5%	3%	0%	100%
10	Vehicle inspection and maintenance	0	1	1	6	1	0	0	0	0	0	9	0%	11%	11%	67%	11%	0%	0%	0%	0%	0%	100%
11	Intelligent transportation systems	5	3	3	3	5	3	1	4	0	0	27	19%	11%	11%	11%	19%	11%	4%	15%	0%	0%	100%
12	Freight transport efficiency	2	3	5	7	1	5	14	5	6	4	52	4%	6%	10%	13%	2%	10%	27%	10%	12%	8%	100%
13	Road safety	17	9	10	13	13	14	13	8	12	0	109	16%	8%	9%	12%	12%	13%	12%	7%	11%	0%	100%
14	Governance development funding of institutions	8	6	3	17	5	7	7	3	1	1	58	14%	10%	5%	29%	9%	12%	12%	5%	2%	2%	100%
15	Funding and financing arrangements	2	1	2	7	0	4	4	5	0	1	26	8%	4%	8%	27%	0%	15%	15%	19%	0%	4%	100%
16	Life cycle approach to transport infrastructure and services	0	0	0	0	0	0	1	0	0	0	1	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
17	Short (2025) medium (2030) and long term (2050) targets	0	1	0	0	2	0	9	2	0	0	14	0%	7%	0%	0%	14%	0%	64%	14%	0%	0%	100%
18	Fiscal and financing instruments	2	4	12	9	6	2	8	2	0	1	46	4%	9%	26%	20%	13%	4%	17%	4%	0%	2%	100%
19	Social and gender inclusiveness	10	9	13	12	13	13	13	11	1	0	95	11%	9%	14%	13%	14%	14%	14%	12%	1%	0%	100%
20	Informal transport systems/paratransit (IPT)	2	0	6	2	3	5	5	4	0	1	28	7%	0%	21%	7%	11%	18%	18%	14%	0%	4%	100%
22	Resilience	8	12	15	11	10	10	20	12	1	0	99	8%	12%	15%	11%	10%	10%	20%	12%	1%	0%	100%
23	Health and pandemics	0	0	0	1	0	1	2	4	0	0	8	0%	0%	0%	13%	0%	13%	25%	50%	0%	0%	100%
24	Air quality and noise standards	6	1	2	3	7	0	1	1	1	0	22	27%	5%	9%	14%	32%	0%	5%	5%	5%	0%	100%
25	Large-scale Information and awareness raising campaigns	0	0	0	0	0	0	0	1	0	0	1	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%
WW	Alternative Fuels	0	0	2	0	1	1	0	0	0	0	4	0%	0%	50%	0%	25%	25%	0%	0%	0%	0%	100%
XX	Energy Planning	0	0	0	1	2	4	7	1	0	0	15	0%	0%	0%	7%	13%	27%	47%	7%	0%	0%	100%
YY	Emissions Modelling Inventories MRV	10	2	5	2	7	3	5	1	1	0	36	28%	6%	14%	6%	19%	8%	14%	3%	3%	0%	100%
ZZ	Infra maintenance and asset mngt	17	12	16	10	9	11	12	7	0	0	94	18%	13%	17%	11%	10%	12%	13%	7%	0%	0%	100%
	No of activities aligning with an Aichi Strategy	136	86	152	207	131	132	229	129	31	14	1,247	136	86	150	206	130	132	229	129	31	14	

Table 10: Alignment of activities with specific Aichi Strategies – per year

In line with the sharp increase in numbers of times an Aichi Goal was supported (see *3.1.3 Support activities over time,* page 15), for **2018 to 2021 the analysis shows an increase of the number of activities that align with an Aichi Strategy**. This may largely be explained with an **increase in activities aligning with '05 Public transport infrastructure and services'** from 21 to 34 (17% to 28%), **'08 Electrification'** from 15 to 24 (18% to 29%), and, to a lower extent, with '**XX Energy planning**' from 1 to 7 activities from 2018 to 2021. Overall, in 2018, '05 Public transport infrastructure and services', and some of its supportive strategies '01 Integrated land-use transport planning', '02 Mixed-use and TOD', '06 Walking and cycling', '07 TDM and MaaS', had achieved a new peak. In 2019 and 2020, the pandemic years, numbers collapsed to come back even stronger in 2021. If 2018 or ultimately 2021 are the starting point of a structural change in focus of support or if the change is just a cyclical or a random variation still needs to be seen.

For most Aichi Strategies which are reflected by generally low numbers of activities, a trend is difficult to identify. Activities which align with Aichi Strategies '13 Road safety' and '19 Social and gender inclusiveness' seem to be relatively stable over the years; if the slight decrease activities aligning with 'ZZ Infrastructure maintenance and asset management' and the slight increase of those aligning with '22 Resilience' indicate a trend remains to be seen.

3.3.3 Combinations of the Aichi Strategies

The majority of the activities align with several Aichi Strategies. The following analysis (see Table 11) looks at the frequency with which the activities align with a combination of several Aichi Strategies. Aichi Strategies that are reflected by less than 2% of activities are excluded from the analysis: these are '03 ITC (outside transport)', '10 Vehicle inspection and maintenance', '16 Life cycle approach to transport infrastructure and services', '23 Health and pandemics', '25 Large-scale Information and awareness raising campaigns on sustainable transport', and 'WW Alternative fuels'.

Aichi Strategy Combination Matrix (absolute numbers)	Support Activities (PSA)	01 Integrated land-use transport planning	02 Mixed-use and TOD	04 Rail and inland waterway infrastructure and services	05 Public transport infrastructure and services	06 Walking and cycling	07 TDM and MaaS	08 Electrification (direct)	09 Standards for fuel quality fuel efficiency tailpipe emis	11 Intelligent transportation systems	12 Freight transport efficiency	13 Road safety	14 Governance development funding of institutions	15 Funding and financing arrangements	17 Short (2025) medium (2030) and long term (2050) targe	18 Fiscal and financing instruments	19 Social and gender inclusiveness	20 Informal transport systems/paratransit (IPT)	22 Resilience	24 Air quality and noise standards	XX Energy Planning	YY Emissions Modelling Inventories MRV	ZZ Infra maintenance and asset mngt
05 Public transport infrastructure and services	123	43	40	11	123	44	34	39	1	19	16	13	19	11	10	13	29	22	17	1		6	7
13 Road safety	109	16	8	1	13	9	7	2		9	10	109	23	5		7	47	7	45			2	60
22 Resilience	99	13	4	5	17	5	1	10		6	21	45	17	4	9	6	42	3	99				54
19 Social and gender inclusiveness	95	19	16	10	29	20	12	9		14	12	47	25	11	1	12	95	11	42	2		2	35
ZZ Infra maintenance and asset mngt	94	10	2	2	7	3	1	1		4	6	60	16	4		8	35	2	54				94
08 Electrification	84	4	4		39	7	7	84	16	4	13	2	5	8	11	16	9	11	10	2	11	6	1
01 Integrated land-use transport planning	58	58	31	5	43	28	23	4		9	11	16	15	3	1	8	19	10	13	1		4	10
06 Walking and cycling	58	28	31	1	44	58	31	7		12	3	9	12	3	1	7	20	12	5	1		1	3
14 Governance development funding of institutions	58	15	9	9	19	12	8	5	1	6	8	23	58	8		18	25	9	17	1	1	2	16
12 Freight transport efficiency	52	11	4	9	16	3	2	13		2	52	10	8	2	9	3	12	2	21			2	6
04 Rail and inland waterway infrastructure and services	50	5	2	50	11	1				1	9	1	9	4		1	10		5				2
18 Fiscal and financing instruments	46	8	2	1	13	7	4	16	17	4	3	7	18	4		46	12	5	6		1	1	8
02 Mixed-use and TOD	44	31	44	2	40	31	25	4		5	4	8	9	2	1	2	16	9	4	1		1	2
07 TDM and MaaS	39	23	25		34	31	39	7		10	2	7	8	4		4	12	6	1			1	1
09 Standards for fuel quality fuel efficiency tailpipe emissions	38				1			16	38				1		1	17		2		2		3	
YY Emissions Modelling Inventories MRV	36	4	1		6	1	1	6	3		2	2	2	1	2	1	2	2		12	1	36	
11 Intelligent transportation systems	27	9	5	1	19	12	10	4		27	2	9	6	3		4	14	6	6				4
20 Informal transport systems/paratransit (IPT)	28	10	9		22	12	6	11	2	6	2	7	9	3	1	5	11	28	3	1		2	2
15 Funding and financing arrangements	26	3	2	4	11	3	4	8		3	2	5	8	26	1	4	11	3	4	1	1	1	4
24 Air quality and noise standards	22	1	1		1	1		2	2				1	1	1		2	1		22		12	
XX Energy Planning	15							11					1	1		1					15	1	

Aichi Strategy Combination Matrix (percentage)	Support Activities (PSA)	01 Integrated land-use transport planning	02 Mixed-use and TOD	04 Rail and inland waterway infrastructure and services	05 Public transport infrastructure and services	06 Walking and cycling	07 TDM and MaaS	08 Electrification (direct)	09 Standards for fuel quality fuel efficiency tailpipe emis	11 Intelligent transportation systems	12 Freight transport efficiency	13 Road safety	14 Governance development funding of institutions	15 Funding and financing arrangements	17 Short (2025) medium (2030) and long term (2050) targe	18 Fiscal and financing instruments	19 Social and gender inclusiveness	20 Informal transport systems/paratransit (IPT)	22 Resilience	24 Air quality and noise standards	XX Energy Planning	YY Emissions Modelling Inventories MRV	ZZ Infra maintenance and asset mngt
05 Public transport infrastructure and services	123	35%	33%	9%	100%	36%	28%	32%	1%	15%	13%	11%	15%	9%	8%	11%	24%	18%	14%	1%		5%	6%
13 Road safety	109	15%	7%	1%	12%	8%	6%	2%		8%	9%	100%	21%	5%		6%	43%	6%	41%			2%	55%
22 Resilience	99	13%	4%	5%	17%	5%	1%	10%		6%	21%	45%	17%	4%	9%	6%	42%	3%	100%				55%
19 Social and gender inclusiveness	95	20%	17%	11%	31%	21%	13%	9%		15%	13%	49%	26%	12%	1%	13%	100%	12%	44%	2%		2%	37%
ZZ Infra maintenance and asset mngt	94	11%	2%	2%	7%	3%	1%	1%		4%	6%	64%	17%	4%		9%	37%	2%	57%				100%
08 Electrification (direct)	0	5%	5%		46%	8%	8%	100%	19%	5%	15%	2%	6%	10%	13%	19%	11%	13%	12%	2%	13%	7%	1%
01 Integrated land-use transport planning	58	100%	53%	9%	74%	48%	40%	7%		16%	19%	28%	26%	5%	2%	14%	33%	17%	22%	2%		7%	17%
06 Walking and cycling	58	48%	53%	2%	76%	100%	53%	12%		21%	5%	16%	21%	5%	2%	12%	34%	21%	9%	2%		2%	5%
14 Governance development funding of institutions	58	26%	16%	16%	33%	21%	14%	9%	2%	10%	14%	40%	100%	14%		31%	43%	16%	29%	2%	2%	3%	28%
12 Freight transport efficiency	52	21%	8%	17%	31%	6%	4%	25%		4%	100%	19%	15%	4%	17%	6%	23%	4%	40%			4%	12%
04 Rail and inland waterway infrastructure and services	50	10%	4%	100%	22%	2%				2%	18%	2%	18%	8%		2%	20%		10%				4%
18 Fiscal and financing instruments	46	17%	4%	2%	28%	15%	9%	35%	37%	9%	7%	15%	39%	9%		100%	26%	11%	13%		2%	2%	17%
02 Mixed-use and TOD	44	70%	100%	5%	91%	70%	57%	9%		11%	9%	18%	20%	5%	2%	5%	36%	20%	9%	2%		2%	5%
07 TDM and MaaS	39	59%	64%		87%	79%	100%	18%		26%	5%	18%	21%	10%		10%	31%	15%	3%			3%	3%
09 Standards for fuel quality fuel efficiency tailpipe emissions	38				3%			42%	100%				3%		3%	45%		5%		5%		8%	
YY Emissions Modelling Inventories MRV	36	11%	3%		17%	3%	3%	17%	8%		6%	6%	6%	3%	6%	3%	6%	6%		33%	3%	100%	
11 Intelligent transportation systems	27	33%	19%	4%	70%	44%	37%	15%		100%	7%	33%	22%	11%		15%	52%	22%	22%				15%
20 Informal transport systems/paratransit (IPT)	28	36%	32%		79%	43%	21%	39%	7%	21%	7%	25%	32%	11%	4%	18%	39%	100%	11%	4%		7%	7%
15 Funding and financing arrangements	26	12%	8%	15%	42%	12%	15%	31%		12%	8%	19%	31%	100%	4%	15%	42%	12%	15%	4%	4%	4%	15%
24 Air quality and noise standards	22	5%	5%		5%	5%		9%	9%				5%	5%	5%		9%	5%		100%		55%	
XX Energy Planning	15							73%					7%	7%		7%					100%	7%	

Table 11: Combinations of Aichi Strategies

123 activities align with '**05 Public transport infrastructure and services'**, **and it is remarkable that other Aichi Strategies that are relevant to the success and sustainability of public transport are only moderately reflected in these activities**: '06 Walking and cycling' appears in 44 cases or 36% of the 123 activities; '01 Integrated land-use transport planning' in 43 (35%), '02 Mixed-use and TOD' in 40 (33%), and '07 TDM and MaaS' in 34 (28%). '19 Social and gender inclusiveness' appears in combination with '05 Public transport infrastructure and services' in 29 (24%) activities; '20 Informal transport systems/paratransit (IPT)' in 22 (18%), and '14 Governance development funding of institutions' in 19 (15%). Whereas '05 Public transport infrastructure and services' could also be an area for '15 Funding and financing arrangements', this combination appears in only 11 (9%) of the activities.[12]

[12] It must be noted that the combination of '05 Public transport infrastructure and services' and '15 Funding and financing arrangements' does not necessarily indicate that the focus of 15 is on 05; it may well be that the activity

These findings may be partially explained with several observations: first, the majority of public transport development projects can be aligned with some but rarely with all of the afore mentioned Aichi Strategies supportive to public transport; second, some of the multi-phase public transport infrastructure investment projects focus their support activities on the authorities' operations management capacities, but they do not necessarily address other areas as formulated in these strategies; third, some public transport projects focus on bus fleet electrification, and do not address the broader urban transport system planning. Activities that align with several of the aforementioned strategies often support broader urban mobility planning.

In the reverse combination, '02 Mixed-use and TOD' and '07 TDM and MaaS' are mostly reflected in activities that align also with '05 Public transport infrastructure and services', in 91% and 87% of the cases. In 79% of cases when an activity aligns with '20 Informal transport systems/paratransit (IPT)', it is in combination with '05 Public transport infrastructure and services'. '06 Walking and cycling' in 76%, 01 Integrated land-use and transport planning in 74%, and '11 Intelligent transportation systems ITS 'in 70% of activities that also align with '05 Public transport infrastructure and services'.

The four Aichi Strategies **'13 Road safety'**, '**22 Resilience'**, '**19 Social and gender inclusiveness'** and '**ZZ Infrastructure maintenance and asset management' are likely to be reflected together in activities** run along with road building projects. Out of 109 activities that algin with **'13 Road safety',** 60 (55%) also align with 'ZZ Infrastructure maintenance and asset management'. The reverse combination, is, in relative terms, even more likely: an activity aligning with 'ZZ Infrastructure maintenance and asset management' also aligns with '13 Road safety' in 64% of cases. '19 Social and gender inclusiveness' is, with 47 activities (43%), the second most frequent combination for activities aligning with '13 Road safety', followed by '22 Resilience' (45, 41%).

For activities that align with the Aichi Strategy '22 Resilience', it is remarkable that only 54 (55%) of them also reflect 'ZZ Infrastructure maintenance and asset management'. This may partially be explained with the fact that many activities reflecting 'Resilience' are 'Include Transport' projects, and thus have a broader focus than transport infrastructure. In contrast, activities that align with 'ZZ Infrastructure maintenance and asset management' have, in most cases, a clear focus on road infrastructure; however, only a moderate 57% of these activities also align with '22 Resilience'. The question may be raised if there is potential to make more often use of the synergies of 'ZZ Infrastructure maintenance and asset management' and '22 Resilience'.

The Aichi Strategy **'14 Governance development funding of institutions'** is reflected in 58 activities; these activities show a wide-spread distributions of combinations. A **relatively frequent combination could be identified for '14 Governance development funding of institutions' and '05 Public transport infrastructure and services'.** Also, activities that align with '14 Governance development funding of institutions' frequently also align with '19 Social and gender inclusiveness'; however, looking more closely at this combination, the datasets show that the two can, but do not necessarily interact with each other. In many cases where they were identified in road-related activities '14 Governance development funding of institutions' could relate to setting

includes other components to which 15 applies. More details can be found in *2.4.3* This implies also that the combination in 11 cases is the highest possible number, not necessarily the actual number.

up dedicated road safety or road maintenance entities, while'19 Social and gender inclusiveness' also relates to the road safety or road maintenance activities.

The Aichi Strategy **'08 Electrification'** is, in 39 cases (46%), reflected in activities that also align with '05 Public transport infrastructure and services'. As illustrated for the case of '14 Governance development funding of institutions' above, this can but must not necessarily mean that an activity that aligns with both, '08 Electrification' and '05 Public transport infrastructure and services' is about public transport electrification. In some activities were the two appear together, the alignment with '08 Electrification' may refer to 2W and 3W electrification, while the activity also supports '05 Public transport infrastructure and services' (also *see 2.5 Limitations of the data and the methodology 12).*

The second most frequent combination for '08 Electrification' is together with '18 Fiscal and financing instruments' (16, 19%), and with '09 Standards for fuel quality fuel efficiency tailpipe emissions' (16, 19%). The fourth frequent combination of 08 Electrification is found in activities that also align with 'XX Energy planning' (11, 13%), where EV grid integration, supportive energy sector frameworks, or energy demand modelling is being addressed.

3.3.4 Activities' alignment with the Aichi Strategies per country

Figure 15 shows the percentage and number of times an activity aligns with an Aichi Strategy, per country. For ease of comparison, the order of countries based on the decreasing number of activities (see Figure 9 page 19) is maintained.

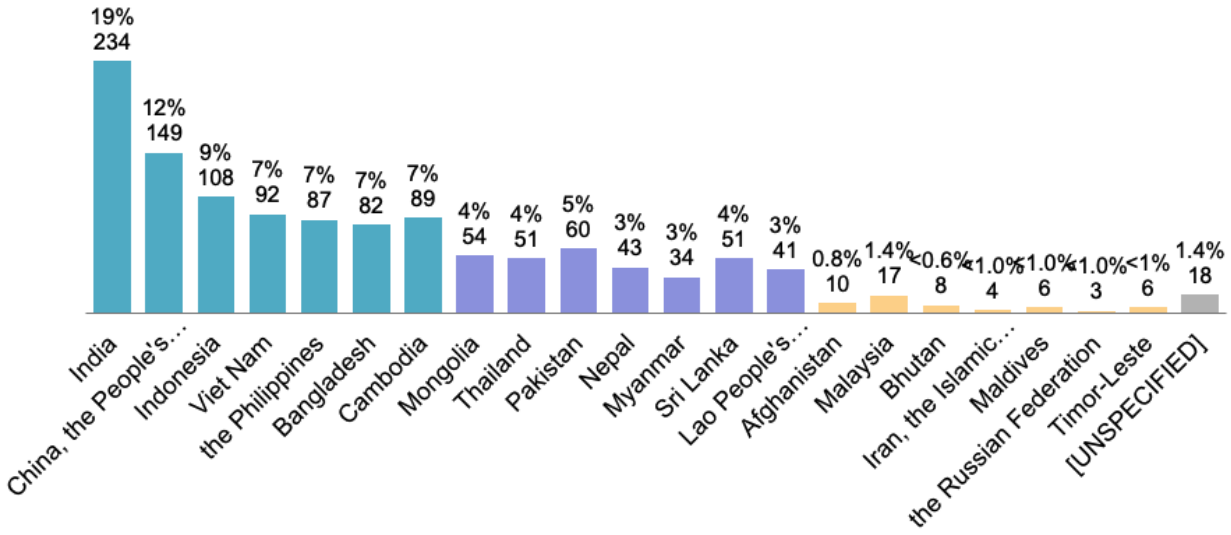

Figure 15: Percentage and number of times an activity aligns with an Aichi Strategy – per country

The order based on the number of times an Aichi Strategy is used per country deviates to some extent from the order based on number of activities deployed. This points to a different ratio with which activities align with Aichi Strategies in the countries, as shown in Table 12.

	India	China, the People's Republic of	Indonesia	Viet Nam	the Philippines	Bangladesh	Cambodia	Mongolia	Thailand	Pakistan	Nepal	Myanmar	Sri Lanka	Lao People's Democratic Republic	Afghanistan	Malaysia	Bhutan	Iran, the Islamic Republic of	Maldives	the Russian Federation	Timor-Leste	[UNSPECIFIED]	
No of activities	82	59	43	37	34	32	30	23	21	19	18	17	15	14	7	6	3	3	3	3	2	19	490
times aligning with an SDG	227	138	106	99	83	83	75	55	51	45	38	33	37	34	11	14	10	4	7	7	5	35	1,197
per activity	2.8	2.3	2.5	2.7	2.4	2.6	2.5	2.4	2.4	2.4	2.1	1.9	2.5	2.4	1.6	2.3	3.3	1.3	2.3	2.3	2.5	1.8	**2.4**
times aligning with an Aichi Goal	232	138	100	91	78	83	88	51	52	45	40	39	43	39	11	15	8	4	7	4	5	36	1,209
per activity	2.8	2.3	2.3	2.5	2.3	2.6	2.9	2.2	2.5	2.4	2.2	2.3	2.9	2.8	1.6	2.5	2.7	1.3	2.3	1.3	2.5	1.9	**2.3**
times aligning with an Aichi Strategy	234	149	108	92	87	82	89	54	51	60	43	34	51	41	10	17	8	4	6	3	6	18	1,247
per activity	2.9	2.5	2.5	2.5	2.6	2.6	3.0	2.3	2.4	3.2	2.4	2.0	3.4	2.9	1.4	2.8	2.7	1.3	2.0	1.0	3.0	0.9	**2.4**

Table 12: Numbers and ratios for activities and Aichi Strategies (carried forward) - per country

The analysis shows that **one activity on average reflects 2.4 Aichi Strategies**[13]. Among the 14 countries with 90% of all activities, Sri Lanka ranks on the high end, where activities, on average, reflect more strategies: the 15 activities aligning 51 times with an Aichi Strategy, a ratio of 3.4. Myanmar ranks on the low end, where activities on average reflect a lower number of Aichi Strategies: the 17 activities align 34 times with an Aichi Strategy, a ratio of 2.0. Given the relatively small sample per country, the statistical significancy of these ratios must be looked at with care.

In the following, **the analysis takes a deeper look at how the activities per country align with a specific Aichi Strategy**. As under *3.3.3 Combinations of the Aichi Strategies*, Aichi Strategies reflected by less than 2% of the activities are excluded.

The analysis takes different perspectives: Table 13 shows the number of times the activities align with a specific Aichi Strategy, per country. For example, in India, 12 activities were found to align with '01 Integrated land-use transport planning'. Table 14 shows the percentage of all times an activity aligns with a specific Aichi Strategy per country. For example, out of all 58 activities that align with '01 Integrated land-use transport planning', 21% (=12) take place in India. Table 15 indicates the percentage of activities which align with a specific Aichi Strategy out of all activities run per country. For example, India counts a total of 82 activities; 15% of them (=12) align with '01 Integrated land-use transport planning'.

[13] Activities with country label [UNSPECIFIED] were not considered to calculate this average.

		India	China, the People's Republic of	Indonesia	Viet Nam	the Philippines	Bangladesh	Cambodia	Mongolia	Thailand	Pakistan	Nepal	Myanmar	Sri Lanka	Lao People's Democratic Republic	Afghanistan	Malaysia	Bhutan	Iran, the Islamic Republic of	Maldives	the Russian Federation	Timor-Leste	[UNSPECIFIED]	TOTAL
01	Integrated land-use transport planning	12	5	4	9	2	3	4	2	6	4	1	1	1	2			1			1			58
02	Mixed-use and TOD	11	6	4	4	3	1	3	1	4	3			2	2									44
03	ITC (outside transport)				1		1	1	2			1	1			1				1				9
04	Rail and inland waterway infrastructure and services	10	11	2	3	4	2	1	2	4	1			2	1	1	1				1		4	50
05	Public transport infrastructure and services	23	12	18	12	10	11	5	4	8	5	3		3	4		2			1			2	123
06	Walking and cycling	11	9	9	5	4		3	1	4	3	1		2	3	1							2	58
07	TDM and MaaS	4	8	4	4	3	1	3	1	4	2			2	3									39
08	Electrification	13	12	17	5	7	3	3		3	1	6	1	5	1		3	1		2			1	84
09	Standards for fuel quality fuel efficiency tailpipe emi	1	3	6	1	3	2	4	1	1	1	4	3	3	1		3		1					38
10	Vehicle inspection and maintenance	1				2	1	2			1		1				1							9
11	Intelligent transportation systems	2	6	1	3	1	3	1	4	1	2	1		1	1									27
12	Freight transport efficiency	11	10	1	2	5	2	3	2	2	2	3		2	1		1						5	52
13	Road safety	21	11	1	4	2	9	13	7	2	8	4	9	5	5	2	1	1	2		1	1		109
14	Governance development funding of institutions	20	4	5	3	4	5	2	1	2	2	3		2	2				1			2		58
15	Funding and financing arrangements	4	6	5		1	1		2	2	1	1		2		1								26
16	Life cycle approach to transport infrastructure and ser								1															1
17	Short (2025) medium (2030) and long term (2050) targets	1	1	1	2	1		1		3		1		1	1		1							14
18	Fiscal and financing instruments	6	3	5	1	5	2	4	1	2	3	2	3	4	2		3							46
19	Social and gender inclusiveness	25	12	6	6	4	9	6	6		5	3	3	4	1	2		1				1	1	95
20	Informal transport systems/paratransit (IPT)	3	1	6	1	6	2		1	1	4	2		1										28
22	Resilience	22	8	1	12	6	9	13	4	1	2	5	1	4	5		1	2				1	2	99
23	Health and pandemics	1		1			2		2			1											1	8
24	Air quality and noise standards	2	5	2	2	4	2		2		3													22
25	Large Scale Information and awareness raising campaigns			1																				1
WW	Alternative Fuels	2								1	1													4
XX	Energy Planning	5	2	4	1		1								1					1				15
YY	Emissions Modelling Inventories MRV	4	6	4	4	7	2	1	3		2			1		1				1				36
ZZ	Infra maintenance and asset mngt	19	8		7	3	8	16	4		4	1	11	4	5	1		2				1		94
	No of times Aichi Strategy is used	234	149	108	92	87	82	89	54	51	60	43	34	51	41	10	17	8	4	6	3	6	18	1,247

Table 13: Number of times the activities align with a specific Aichi Strategy – per country

		India	China, the People's Republic of	Indonesia	Viet Nam	the Philippines	Bangladesh	Cambodia	Mongolia	Thailand	Pakistan	Nepal	Myanmar	Sri Lanka	Lao People's Democratic Republic	Afghanistan	Malaysia	Bhutan	Iran, the Islamic Republic of	Maldives	the Russian Federation	Timor-Leste	[UNSPECIFIED]	TOTAL	%
01	Integrated land-use transport planning	21%	9%	7%	16%	3%	5%	7%	3%	10%	7%	2%	2%	2%	3%			2%			2%			58	100%
02	Mixed-use and TOD	25%	14%	9%	9%	7%	2%	7%	2%	9%	7%			5%	5%									44	100%
03	ITC (outside transport)				11%		11%	11%	22%			11%	11%			11%				11%					9	100%
04	Rail and inland waterway infrastructure and services	20%	22%	4%	6%	8%	4%	2%	4%	8%	2%			4%	2%	2%	2%				2%		8%	50	100%
05	Public transport infrastructure and services	19%	10%	15%	10%	8%	9%	4%	3%	7%	4%	2%		2%	3%		2%			1%			2%	123	100%
06	Walking and cycling	19%	16%	16%	9%	7%		5%	2%	7%	5%	2%		3%	5%	2%							3%	58	100%
07	TDM and MaaS	10%	21%	10%	10%	8%	3%	8%	3%	10%	5%			5%	8%									39	100%
08	Electrification (direct)	15%	14%	20%	6%	8%	4%	4%		4%	1%	7%	1%	6%	1%		4%	1%		2%			1%	84	100%
09	Standards for fuel quality fuel efficiency tailpipe emi	3%	8%	16%	3%	8%	5%	11%	3%	3%	3%	11%	8%	8%	3%		8%		3%					38	100%
10	Vehicle inspection and maintenance	11%				22%	11%	22%			11%		11%				11%							9	100%
11	Intelligent transportation systems	7%	22%	4%	11%	4%	11%	4%	15%	4%	7%	4%		4%	4%									27	100%
12	Freight transport efficiency	21%	19%	2%	4%	10%	4%	6%	4%	4%	4%	6%		4%	2%		2%						10%	52	100%
13	Road safety	19%	10%	1%	4%	2%	8%	12%	6%	2%	7%	4%	8%	5%	5%	2%	1%	1%	2%		1%	1%		109	100%
14	Governance development funding of institutions	34%	7%	9%	5%	7%	9%	3%	2%	3%	3%	5%		3%	3%				2%			3%		58	100%
15	Funding and financing arrangements	15%	23%	19%		4%	4%		8%	8%	4%	4%		8%		4%								26	100%
16	Life cycle approach to transport infrastructure and ser								100%															1	100%
17	Short (2025) medium (2030) and long term (2050) targets	7%	7%	7%	14%	7%		7%		21%		7%		7%	7%		7%							14	100%
18	Fiscal and financing instruments	13%	7%	11%	2%	11%	4%	9%	2%	4%	7%	4%	7%	9%	4%		7%							46	100%
19	Social and gender inclusiveness	26%	13%	6%	6%	4%	9%	6%	6%		5%	3%	3%	4%	1%	2%		1%				1%	1%	95	100%
20	Informal transport systems/paratransit (IPT)	11%	4%	21%	4%	21%	7%		4%	4%	14%	7%		4%										28	100%
22	Resilience	22%	8%	1%	12%	6%	9%	13%	4%	1%	2%	5%	1%	4%	5%		1%	2%				1%	2%	99	100%
23	Health and pandemics	13%		13%			25%		25%			13%											13%	8	100%
24	Air quality and noise standards	9%	23%	9%	9%	18%	9%		9%		14%													22	100%
25	Large Scale Information and awareness raising campaigns			100%																				1	100%
WW	Alternative Fuels	50%								25%	25%													4	100%
XX	Energy Planning	33%	13%	27%	7%		7%								7%					7%				15	100%
YY	Emissions Modelling Inventories MRV	11%	17%	11%	11%	19%	6%	3%	8%		6%			3%		3%				3%				36	100%
ZZ	Infra maintenance and asset mngt	20%	9%		7%	3%	9%	17%	4%		4%	1%	12%	4%	5%	1%		2%				1%		94	100%
	No of times Aichi Strategy is used	234	149	108	92	87	82	89	54	51	60	43	34	51	41	10	17	8	4	6	3	6	18	1,247	

Table 14: Percentage of all times the activities align with a specific Aichi Strategy – per country

		India	China, the People's Republic of	Indonesia	Viet Nam	the Philippines	Bangladesh	Cambodia	Mongolia	Thailand	Pakistan	Nepal	Myanmar	Sri Lanka	Lao People's Democratic Republic	Afghanistan	Malaysia	Bhutan	Iran, the Islamic Republic of	Maldives	the Russian Federation	Timor-Leste	[UNSPECIFIED]	TOTAL*
01	Integrated land-use transport planning	15%	8%	9%	24%	6%	9%	13%	9%	29%	21%	6%	6%	7%	14%			33%			33%			58
02	Mixed-use and TOD	13%	10%	9%	11%	9%	3%	10%	4%	19%	16%			13%	14%									44
03	ITC (outside transport)				3%		3%	3%	9%			6%	6%			14%				33%				9
04	Rail and inland waterway infrastructure and services	12%	19%	5%	8%	12%	6%	3%	9%	19%	5%			13%	7%	14%	17%				33%		21%	50
05	Public transport infrastructure and services	28%	20%	42%	32%	29%	34%	17%	17%	38%	26%	17%		20%	29%		33%			33%			11%	123
06	Walking and cycling	13%	15%	21%	14%	12%		10%	4%	19%	16%	6%		13%	21%	14%							11%	58
07	TDM and MaaS	5%	14%	9%	11%	9%	3%	10%	4%	19%	11%			13%	21%									39
08	Electrification (direct)	16%	20%	40%	14%	21%	9%	10%		14%	5%	33%	6%	33%	7%		50%	33%		67%			5%	84
09	Standards for fuel quality fuel efficiency tailpipe emi	1%	5%	14%	3%	9%	6%	13%	4%	5%	5%	22%	18%	20%	7%		50%		33%					38
10	Vehicle inspection and maintenance	1%				6%	3%	7%			5%		6%				17%							9
11	Intelligent transportation systems	2%	10%	2%	8%	3%	9%	3%	17%	5%	11%	6%		7%	7%									27
12	Freight transport efficiency	13%	17%	2%	5%	15%	6%	10%	9%	10%	11%	17%		13%	7%		17%						26%	52
13	Road safety	26%	19%	2%	11%	6%	28%	43%	30%	10%	42%	22%	53%	33%	36%	29%	17%	33%	67%		33%	50%		109
14	Governance development funding of institutions	24%	7%	12%	8%	12%	16%	7%	4%	10%	11%	17%		13%	14%				33%			100%		58
15	Funding and financing arrangements	5%	10%	12%		3%	3%		9%	10%	5%	6%		13%		14%								26
16	Life cycle approach to transport infrastructure and ser								4%															1
17	Short (2025) medium (2030) and long term (2050) targets	1%	2%	2%	5%	3%		3%		14%		6%		7%	7%		17%							14
18	Fiscal and financing instruments	7%	5%	12%	3%	15%	6%	13%	4%	10%	16%	11%	18%	27%	14%		50%							46
19	Social and gender inclusiveness	30%	20%	14%	16%	12%	28%	20%	26%		26%	17%	18%	27%	7%	29%		33%				50%	5%	95
20	Informal transport systems/paratransit (IPT)	4%	2%	14%	3%	18%	6%		4%	5%	21%	11%		7%										28
22	Resilience	27%	14%	2%	32%	18%	28%	43%	17%	5%	11%	28%	6%	27%	36%		17%	67%				50%	11%	99
23	Health and pandemics	1%		2%			6%		9%			6%											5%	8
24	Air quality and noise standards	2%	8%	5%	5%	12%	6%		9%		16%													22
25	Large Scale Information and awareness raising campaigns			2%																				1
WW	Alternative Fuels	2%								5%	5%													4
XX	Energy Planning	6%	3%	9%	3%		3%								7%					33%				15
YY	Emissions Modelling Inventories MRV	5%	10%	9%	11%	21%	6%	3%	13%		11%			7%		14%				33%				36
ZZ	Infra maintenance and asset mngt	23%	14%		19%	9%	25%	53%	17%		21%	6%	65%	27%	36%	14%		67%				50%		94
	No of times Aichi Strategy is used	82	59	43	37	34	32	30	23	21	19	18	17	15	14	7	6	3	3	3	3	2	19	1,247

Table 15: Percentage of activities in the country aligning with a specific Aichi Strategy

Activities in **India** could be aligned 234 times with a specific Aichi Strategy. These are mainly ’05 Public transport infrastructure and services’ (23 times, 19% of all times an activity aligns with this Aichi Strategy), ’19 Social and gender inclusiveness’, (25, 26%), ‘22 Resilience’ (22, 22%), ’13 Road safety’, ’14 Governance development funding of institutions’ (20, 34%) and ‘ZZ Infrastructure maintenance and asset management‘, (19, 20%). In relative terms across countries,

India has a relatively high share of ’12 Freight transport efficiency’, (11, 21%), ’01 Integrated land-use transport planning’ (12, 21%) and ’04 Rail and inland waterway infrastructure and services’ (10, 20%). On the low-end rank ’20 Informal transport systems/paratransit (IPT)’ found to be reflected in three activities, and ’11 Intelligent transportation systems ITS’ and ’24 Air quality and noise standards’ with two each. Only one activity was found to align with ’09 Standards for fuel quality fuel efficiency tailpipe emissions’. Given the high number of activities that align with ’05 Public transport infrastructure and services’, it is remarkable that ’20 Informal transport systems/paratransit (IPT) is weakly reflected. Despite the poor urban air quality in many Indian cities, activities that align with the relevant Aichi Strategies ’24 Air quality and noise standards’ and ’09 Standards for fuel quality fuel efficiency tailpipe emissions’ seem to be underrepresented. ’08 Electrification’, however, was found to be reflected 13 times by an activity.

The People’s Republic of China counts 149 times an activity aligns with one of the Aichi Strategies. The country registers, in absolute terms, moderately high numbers for ’05 Public transport infrastructure and services’ (12, 10%), ’19 Social and gender inclusiveness’ (12, 13%), ’08 Electrification’ (12, 14%), ’04 Rail and inland waterway infrastructure and services’ (11, 22%), ’13 Road safety’ (11, 10%) and ’12 Freight transport efficiency’ (10, 19%). Compared to other countries, China registers a relatively higher concentration of activities that reflect Aichi Strategies ’24 Air quality and noise standards’ (5, 23%), ’15 Funding and financing arrangements’(6, 23%), ’11 Intelligent transportation systems ITS’ (6, 22%), ’04 Rail and inland waterway infrastructure and services’ (11, 22%) and ‘07 TDM and Maas’ (8, 21%).’18 Fiscal and financing instruments’ (3), ’09 Standards for fuel quality fuel efficiency tailpipe emissions’ (3), and ’20 Informal transport systems/paratransit (IPT)’ (1) were barely found to be reflected.

Indonesia counts 108 times an activity aligns with an Aichi Strategy. In absolute numbers, most activities reflect ’05 Public transport infrastructure and services’ (18, 14%); ’08 Electrification’ (17, 20%), and, further behind, ’06 Walking and cycling’ (9, 16%). In relative terms, Indonesia registers the highest share of activities aligning with ’08 Electrification’, followed by ’20 Informal transport systems/paratransit (IPT)’ (6, 21%)’,’09 Standards for fuel quality fuel efficiency tailpipe emissions’ (6, 16%), and 15 Funding and financing arrangements’ (5, 19%). Activities that align with ’13 Road safety’, ’12 Freight transport efficiency’, ‘22 Resilience’, ’11 Intelligent transportation systems ITS’ and ’24 Air quality and noise standards’ were identified only once; it is the only country for which an organization indicated to support ’25 Large-scale Information and awareness raising campaign’. No activity that would align with ‘ZZ Infrastructure maintenance and asset management‘ was registered.

Viet Nam counts 92 times an Aichi Strategy is reflected. The country scores moderately high in ’05 Public transport infrastructure and services’, (12, 10%) Resilience (12, 12%) and ’01 Integrated land-use transport planning’, (9, 16%); in relative terms, the country has a moderate share of ’11 Intelligent transportation systems ITS’, (3, 11%), and ’07 TDM and MaaS’, (4, 10%) though these remain low in absolute numbers. ’12 Freight transport efficiency’, and ’24 Air quality and noise standards’, were identified only 2 times. ’09 Standards for fuel quality fuel efficiency tailpipe emissions’, ’18 Fiscal and financing instruments’, ’20 Informal transport systems/paratransit (IPT)’, were each reflected only once by an activity; no activity was found to align with ’15 Funding and financing arrangements’.

The Philippines counts 86 times an activity aligns with an Aichi Strategy. ’05 Public transport infrastructure and services’ is reflected 10 (8%) times, followed by ’08 Electrification’ (7, 8%), ‘YY Emissions modelling inventories MRV‘ (7, 19%), ‘22 Resilience’ (6, 6%) and ’20 Informal transport systems/paratransit (IPT)’ (6, 21%). Among all countries, the Philippines have the most activities that algin with ‘YY Emissions modelling inventories MRV‘, ’20 Informal transport systems/paratransit (IPT). ’15 Funding and financing arrangements’ and ’11 Intelligent transportation systems ITS’ were found to be reflected by only one activity each.

Bangladesh counts 82 times an activity could be aligned with an Aichi Strategy. ’05 Public transport infrastructure and services’, (11, 9%), which is driven by the Dhaka Urban Rail project, is reflected most frequently. In the ranking in absolute terms and with moderate relative shares across countries follow ‘22 Resilience’ (9, 9%), ’19 Social and gender inclusiveness’ (9, 9%), ’13 Road safety’ (9, 8%), and ‘ZZ Infrastructure maintenance and asset management‘ (8, 9%). With the relative higher number of ’05 Public transport infrastructure and services’, it is remarkable that only one activity was found to align with ’02 Mixed-use and TOD’, and ’07 TDM and MaaS’; 15 Funding and financing arrangements’; ’06 Walking and cycling’ could not be identified.

In **Cambodia,** activities were found to align 89 times with an Aichi Strategy. The most frequently used strategies are ‘ZZ Infrastructure maintenance and asset management‘ (16, 17%), ‘22 Resilience’ (13, 13%) and ’13 Road safety’ (13, 12%), which relates to a multi-phase rural road programme. ’11 Intelligent transportation systems ITS’ and ‘YY Emissions modelling inventories MRV‘ were found once each, ’24 Air quality and noise standards’ was not identified. Given the sector’s development need and social relevance, it is remarkable that ’15 Funding and financing arrangements’ and ’20 Informal transport systems/paratransit (IPT)’ have not been used in any activity.

Mongolia counts 54 times an activity could be aligned with an Aichi Strategy. Except for a slightly higher number of alignments with ’13 Road safety’ (7, 6%) and ’19 Social and gender inclusiveness’ (6, 6%), the distribution across the Aichi Strategies is fairly equal and rather low. It may seem surprising that, in relative terms across countries, Mongolia has the highest shares of activities aligning with ’11 Intelligent transportation systems ITS’ (4, 15%) while activities that reflect e.g., ’05 Public transport infrastructure and services’ (4, 3%) ’14 Governance development funding of institutions’ (1, 2%), or ’06 Walking and cycling’ (1,2%) remain low on numbers.

In **Pakistan** activities align 60 times with an Aichi Strategy. The most frequently identified alignment is ’13 Road safety’ (8, 7%) followed by ’19 Social and gender inclusiveness’ (5, 5%) and ’05 Public transport infrastructure and services’ (5, 4%). While low in absolute numbers, Pakistan counts an over average share of activities aligning with Aichi Strategies ’20 Informal transport systems/paratransit (IPT)’ (4, 14%) and ’24 Air quality and noise standards’ (3, 14%).

Sri Lanka counts 51 times an activity reflects and Aichi Strategy. ’08 Electrification’ (5, 6%) and ’13 Road safety’ (5, 5%) were found most frequently, followed by ’18 Fiscal and financing instruments’ (4, 9%) ’20 Informal transport systems/paratransit (IPT)’ (4, 4%) ‘22 Resilience’ (4, 4%) and ‘ZZ Infrastructure maintenance and asset management‘ (4, 4%).

In **Thailand** activities align 50 times with an Aichi Strategy. ’05 Public transport infrastructure and services’ is found most often, with 8 activities aligning, which represents 38% of all activities run

in the country and 7% of all times the strategy was identified. ’01 Integrated land-use transport planning’ gets close with 6 activities; the supportive strategies ’02 Mixed-use and TOD’, ’06 Walking and cycling’, and ’07 TDM and MaaS’ were found to be reflected by four activities each.

Nepal counts 43 times an activity aligns with an Aichi Strategy. ’08 Electrification’ is found most frequently (6, 7%) followed by ’09 Standards for fuel quality fuel efficiency tailpipe emissions’ (4, 11%) and ’13 Road safety’ (4, 4%). ’05 Public transport infrastructure and services’ was identified only in three activities; the supportive strategies ’02 Mixed-use and TOD’ and ’07 TDM and MaaS’ are absent; one activity aligns with ’06 Walking and cycling’ in rural areas.

Myanmar counts in 34 times an activity reflects and Aichi Strategy. ‘ZZ Infrastructure maintenance and asset management‘ (11, 12%) and ’13 Road safety’ (9, 8%) were found to be reflected most often. Strategies ’18 Fiscal and financing instruments’, ’19 Social and gender inclusiveness’, and ’09 Standards for fuel quality fuel efficiency tailpipe emissions’ were each found to be reflected three times by an activity; other Aichi Strategies were reflected only once or not at all.

In **Lao People’s Republic** activities align 41 times with an Aichi Strategy. The activities algin most with’13 Road safety’ (5, 2%) ‘22 Resilience’ (5, 5%) ‘ZZ Infrastructure maintenance and asset management‘ (5, 5) relating to road projects; ’05 Public transport infrastructure and services’ was reflected by 4 activities (3%).

For the remaining seven countries Afghanistan, Malaysia, Bhutan, the Islamic Republic of Iran, Maldives, the Russian Federation, and Timor-Leste, the number of times an activity aligns with an Aichi Strategy range from 17 as in the case of Malaysia to three for the Russian Federation.

3.4 Use of different interventions

The mapping distinguishes six types of interventions: ‘Data collection and research’, ‘Exchange and awareness’, ‘Financial instruments development’, ‘Institutional development and capacity building’, ‘Legal frameworks development’, ‘Policies development’.

3.4.1 Overall use of interventions

The 490 mapped activities use 1,013 times one of the six interventions. Figure 16 shows the percentage and number of activities using one of the six interventions.

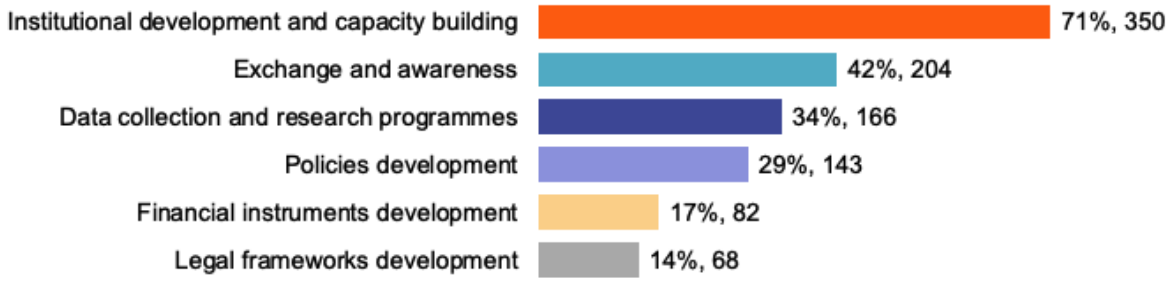

Figure 16: Use of types of interventions

'Institutional development and capacity building' is used by 71% (350) of all activities. 'Exchange and awareness' scores second with 42% (204), followed by 'Data collection and research' with 34% (166), and 'Policies development' with 29% (143). 'Financial instruments development' with 17% (82) and 'Legal framework development' with 14% (68) are the two leased used types of interventions.

3.4.2 Use of interventions per country

Figure 17 shows the distribution of all 1,013 times an intervention is used across the 21 EST Forum participating countries. For ease of comparison, the order of countries based on the decreasing number of activities (see Figure 9 page 19) is maintained.

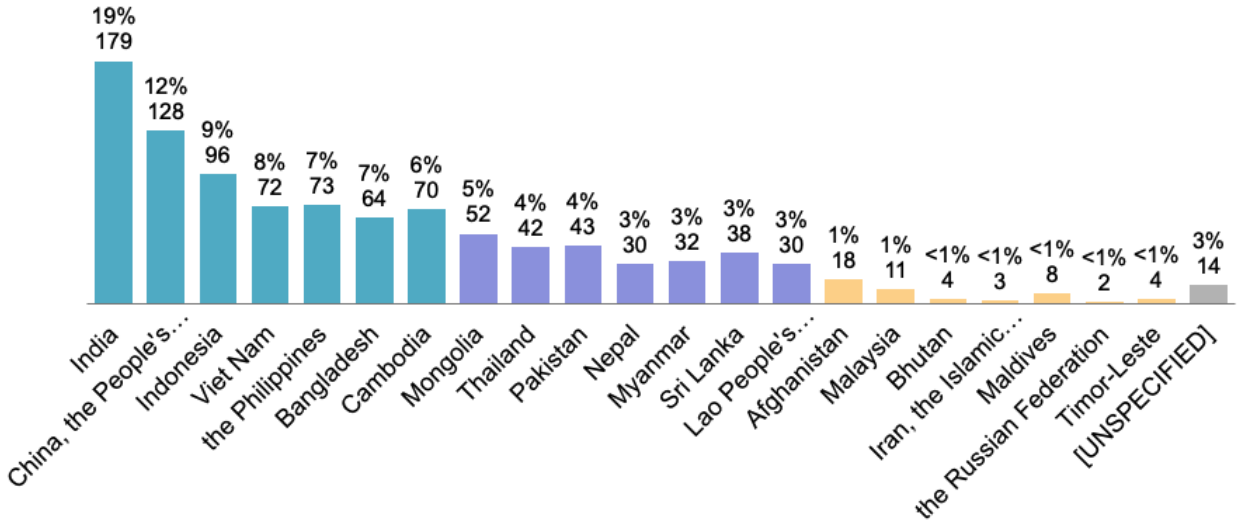

Figure 17: Use of the interventions – per country

Table 16 (carried forward) shows the ratio of interventions per activity used.

	India	China, the People's Republic of	Indonesia	Viet Nam	the Philippines	Bangladesh	Cambodia	Mongolia	Thailand	Pakistan	Nepal	Myanmar	Sri Lanka	Lao People's Democratic Republic	Afghanistan	Malaysia	Bhutan	Iran, the Islamic Republic of	Maldives	the Russian Federation	Timor-Leste	[UNSPECIFIED]	
No of activities	82	59	43	37	34	32	30	23	21	19	18	17	15	14	7	6	3	3	3	3	2	19	490
times aligning with an SDG	227	138	106	99	83	83	75	55	51	45	38	33	37	34	11	14	10	4	7	7	5	35	1,197
per activity	2.8	2.3	2.5	2.7	2.4	2.6	2.5	2.4	2.4	2.4	2.1	1.9	2.5	2.4	1.6	2.3	3.3	1.3	2.3	2.3	2.5	1.8	**2.4**
times aligning with an Aichi Goal	232	138	100	91	78	83	88	51	52	45	40	39	43	39	11	15	8	4	7	4	5	36	1,209
per activity	2.8	2.3	2.3	2.5	2.3	2.6	2.9	2.2	2.5	2.4	2.2	2.3	2.9	2.8	1.6	2.5	2.7	1.3	2.3	1.3	2.5	1.9	**2.3**
times aligning with an Aichi Strategy	234	149	108	92	87	82	89	54	51	60	43	34	51	41	10	17	8	4	6	3	6	18	1,247
per activity	2.9	2.5	2.5	2.5	2.6	2.6	3.0	2.3	2.4	3.2	2.4	2.0	3.4	2.9	1.4	2.8	2.7	1.3	2.0	1.0	3.0	0.9	**2.4**
times using an Intervention	179	128	96	72	73	64	70	52	42	43	30	32	38	30	18	11	4	3	8	2	4	14	1,013
per activity	2.2	2.2	2.2	1.9	2.1	2.0	2.3	2.3	2.0	2.3	1.7	1.9	2.5	2.1	2.6	1.8	1.3	1.0	2.7	0.7	2.0	0.7	**2.0**

Table 16: Numbers and ratios for activities and interventions (carried forward) – per country

The analysis shows that **one activity, on average, uses 2 interventions**[14]. On the upper end figures Sri Lanka, where activities on average combine more interventions – the 15 activities use 38 times an intervention, a ratio of 2.5; on the lower end figure Nepal, where fewer interventions are bundled into one activity – the 15 activities use 30 times an intervention, a ratio of 1.7.[15] Given the relatively small data sample per country, the statistical significancy of these ratios must be looked at with care.

The following analysis takes a closer look at the use of specific interventions in the different countries; it is carried out from different angles: Figure 18 shows the number of times an intervention is used per country, and in percentage of all activities run in the country. For example, in Thailand, 'Institutional development and capacity building' is used 10 times which equals 48% of all activities in the country.

Figure 19 shows the percentage of all activities across countries that use a specific intervention; for example, Thailand counts 3% of all times the intervention 'Institutional development and capacity building' is used.

[14] Activities with country label [UNSPECIFIED] were not considered to calculate this average.
[15] Countries with very low numbers of activities, such as Afghanistan and less, cannot be considered representative.

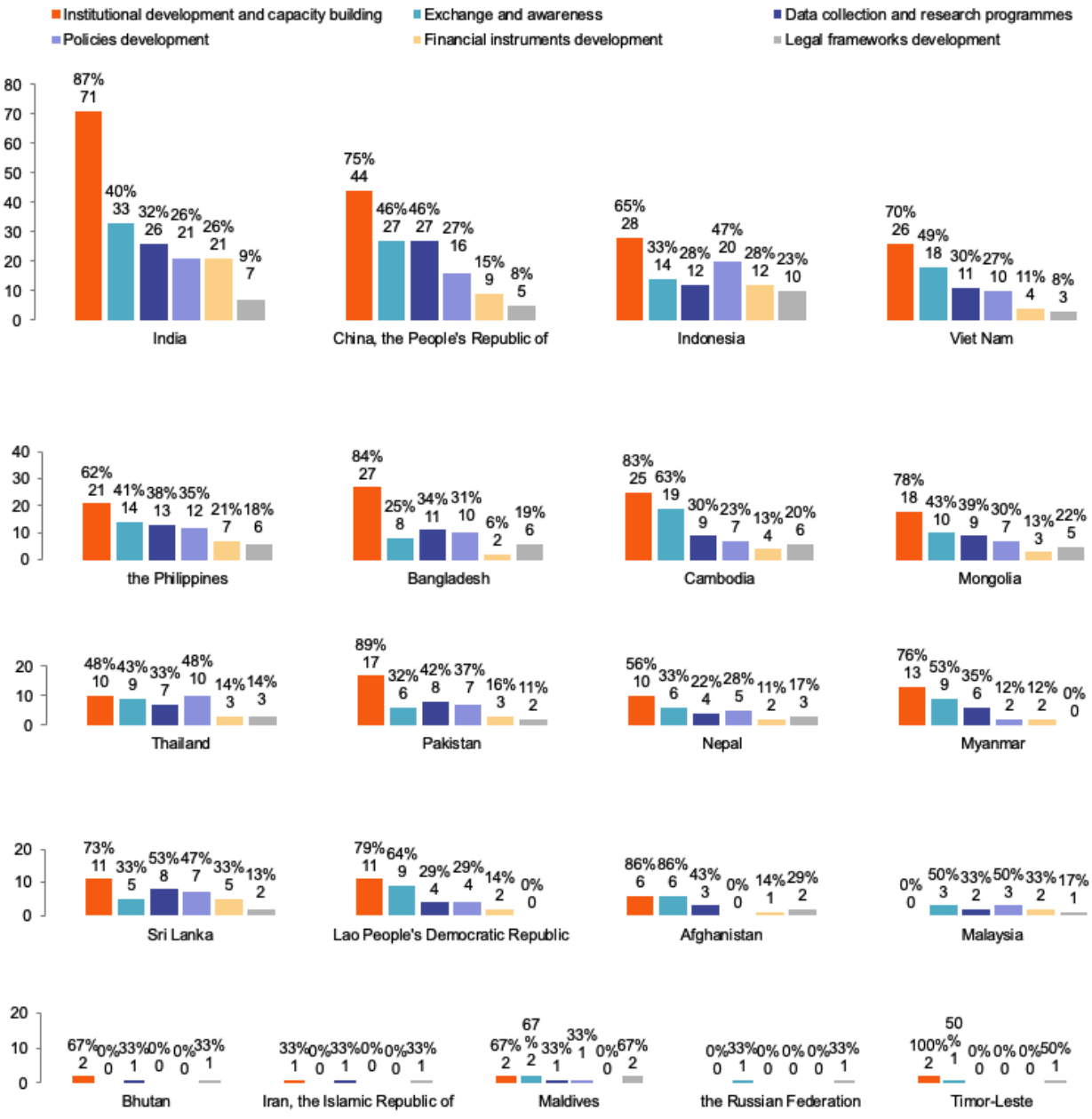

Figure 18: Number of times a specific intervention is used – per country

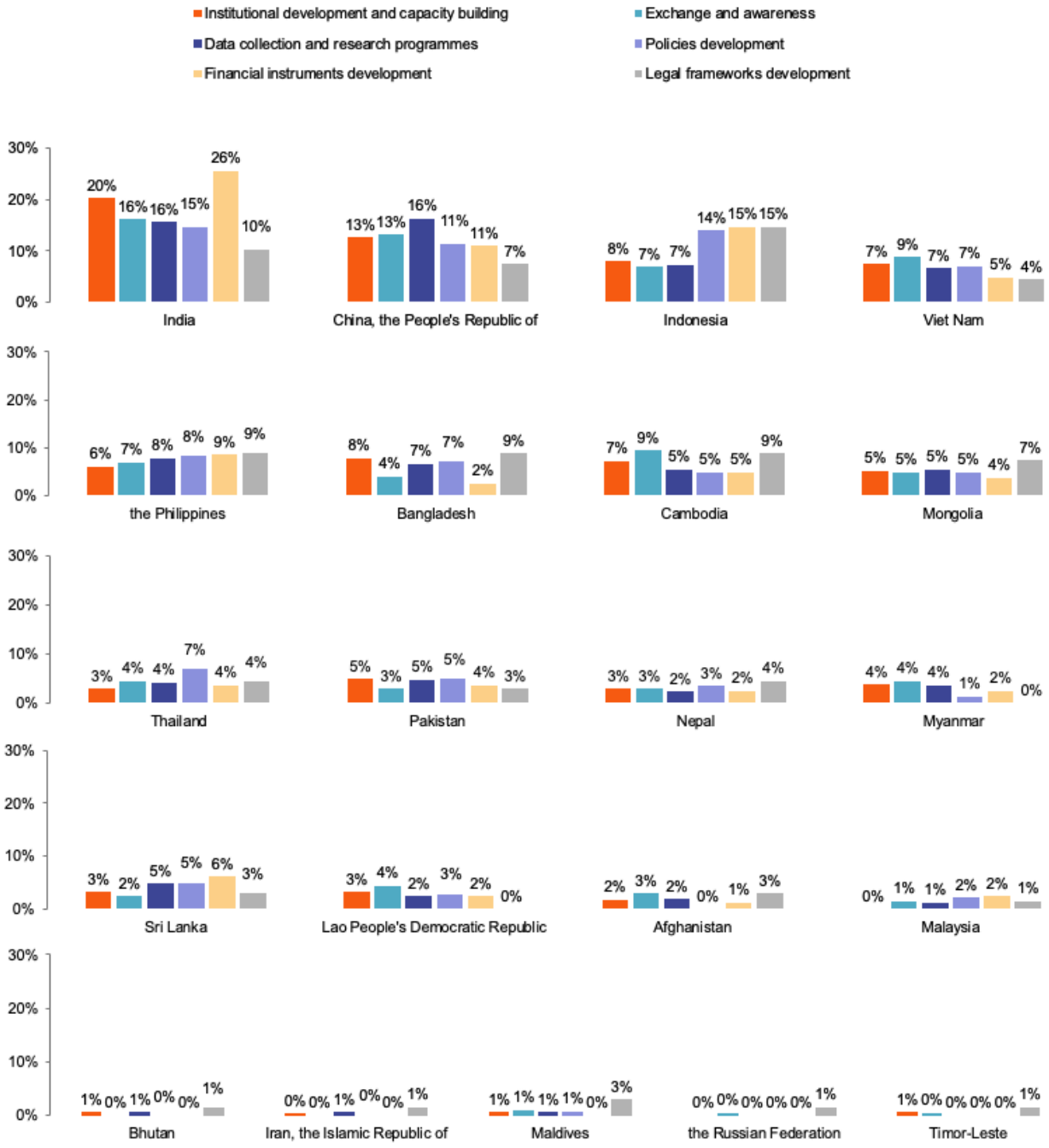

Figure 19: Percentage of times a specific intervention is used – per country

In line with the overall distribution, **'Institutional development and capacity building' is the most often used intervention across all countries**. Depending on the country, 'Legal frameworks development' and 'Financial instruments development' are the least used interventions.

India registers 179 interventions, 18% of all interventions across countries. In absolute terms, it counts the highest numbers across all interventions except for 'Data collection and research' (26),

where China ranks first with 27 activities using this intervention, and 'Legal frameworks development' (7) where Indonesia ranks first with 10. In relative terms, India registers a well over-average number of 'Institutional development and capacity building': 71 interventions, 87% of all activities in the country (compared to 72% on average); and a slightly under-average number of 'Legal frameworks development' (7, 9% compared to 14%).

The People's Republic of China follows with 128 interventions, 13% of all interventions across countries. In absolute terms, it counts with 27 interventions in 'Data collection and research', the most frequent use of this type of intervention. In 'Institutional development and capacity building' (44) and 'Exchange and awareness' (27) it lies right behind India. In relative terms, 'Legal frameworks development' is, with only 5 counts and 8% of activities (compared to 14% on average), the least used intervention.

Indonesia counts 96 interventions, 10% of all interventions across countries. In absolute terms, it ranks first in 'Legal frameworks development' (10) and second after India for 'Policies development (20) and 'Financial instruments development' (12). This translates also in the over-average shares it counts for these three interventions, leaving the other three interventions used under average.

For **Viet Nam,** 72 interventions were counted, 7% of all interventions across countries. In absolute and in relative terms, it ranks among the lowest counts for 'Financial instruments development' (4) and for 'Legal frameworks development' (3).

The Philippines with 73 interventions, has 7% of all interventions across countries. In relative terms, the distribution of the different types of interventions are fairly in line with the average across countries, except for 'Institutional development and capacity building' scoring below average (21, 62% vs. 72% average).

In **Bangladesh** 64 interventions were used, 6% of all interventions across countries. In absolute and in relative terms, it ranks among the lowest counts for 'Financial instruments development' (2, 6% vs. 16% average). While 'Institutional development and capacity building' is represented slightly over average (27, 85% vs. 72% average), 'Exchange and awareness' (8, 25% vs. 41% average) gets relatively less attention.

Cambodia registers 70 interventions, 7% of all interventions across countries. In relative terms, it registers a very high share of 'Exchange and awareness' (19, 63% vs. 41% average) and a high share of 'Institutional development and capacity building'; 'Financial instruments development' (4) register the lowest numbers but is still close to the overall low representation (13% vs. 16% average).

Mongolia counts with 52 interventions, 5% of all interventions across countries. The distribution of the types of interventions is fairly in line with the overall distribution across countries, except for 'Financial instruments development' (3), which is ranks among the lowest numbers.

Thailand registers 42 interventions, 4% of all interventions across countries. In absolute terms, it ranks among the lower counts for 'Financial instruments development' (3). For 'Policies development' (10) it scores the highest number of interventions used in the country along with

‘Institutional development and capacity building’ (10). In relative terms, Thailand receives more than average activities with ‘Policies development’ (48% vs. 29% average).

Pakistan has, with 43 interventions, 4% of all interventions across countries. In absolute terms, it ranks among the lowest counts for ‘Financial instruments development’ (3) and for ‘Legal frameworks development’ (2). 95% of activities include ‘Institutional development and capacity building’ (18) giving the country a well above average share; in contrast, ‘Exchange and awareness’ ranks under average with (6, 32% vs. 41% average). ‘Financial instruments development’ and ‘Legal frameworks development’ were found only two times each.

For **Nepal,** 30 interventions could be identified, 3 % of all interventions across countries. Across all types of interventions, it counts among the lowest in absolute terms, and registers a considerably below average share for ‘Institutional development and capacity building’ (10, 56% vs. 72% on average) and ‘Data collection and research’ (4, 22% vs. 34% average).

Myanmar registers 32 interventions, 3% of all interventions across countries. In absolute and relative terms, it counts among the lowest numbers for ‘Policies development’ (2, 12% vs. 29% average); and ‘Financial instruments development’, (2, 11% vs. 16% average); no activity using ‘Legal frameworks development’ could be identified.

In **Sri Lanka,** 38 interventions account for 4% of all interventions across countries. It ranks among the lowest for all interventions; ‘Legal framework development’ (2) is least used.

Lao People’s Democratic Republic ranks lowest with 30 interventions 3% of all interventions across countries. In absolute terms, it is the country with the lowest number of interventions, and, like Myanmar, has no intervention on ‘Legal frameworks development’ at all.

The remaining seven countries Afghanistan, Malaysia, Bhutan, the Islamic Republic of Iran, Maldives, the Russian Federation, and Timor-Leste, count together 50 times an intervention is used, or 5% of all times. The numbers range from 18 for Afghanistan to two for the Russian Federation.

3.5 Support activities by organizations

3.5.1 Support activities per type of international organization

The mapping identified support activities of total of 34 organizations and programmes. As not all programmes have their own implementing structures, the focus is set on the 31 implementing organizations (for more details, see *2.2 Relevant organizations and data collection approaches page 3*).

The international organizations were grouped into five categories: 'Financial Institutions' (8), 'Technical Agencies' (7)[16], 'Thinktanks & Foundations' (10)[17], 'Industry Federations' (3), and 'UN Agencies' (5).

Figure 20 shows the support activities delivered by type of organization in percentage and numbers.

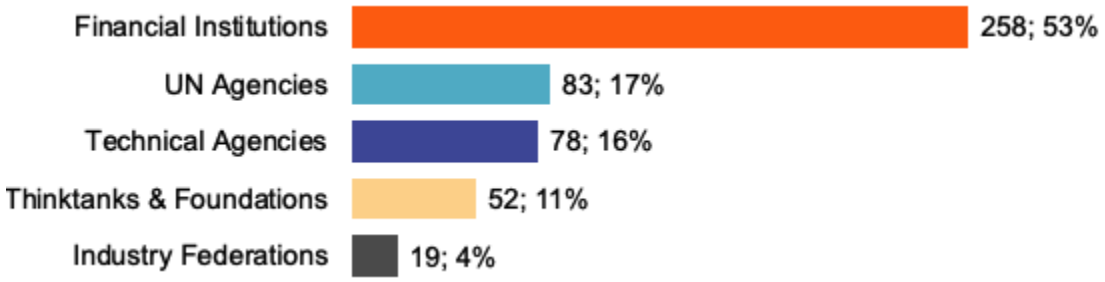

Figure 20: Number of support activities – per type of organization

The 'Financial Institutions' deliver, with 53% and 258 activities, the majority of support in the EST Forum participating countries. 'UN Agencies' and 'Technical Agencies' rank well behind and on a similar level with 17% and 16% respectively. 'Thinktanks & Foundations' deliver 11% or 52 activities; 'Industry Federations' were included in the mapping with 19 activities (which does not fully reflect their engagement, also see *2.2 Relevant organizations and data collection approaches page 3*).

[16] AFD and JICA were categorized as either Financial Institution or Technical Agency, depending on the character of the activity, see *2.2 Relevant organizations and data collection approaches page 3*

[17] Five of them were not mapped systematically: C40, The ICCT, ICLEI, UNDP, ITDP India

3.5.2 Support activities per type of organizations and Aichi Goals

The following analysis shown in Figure 21 looks at the alignment of the different types of organizations' activities with specific Aichi Goals.

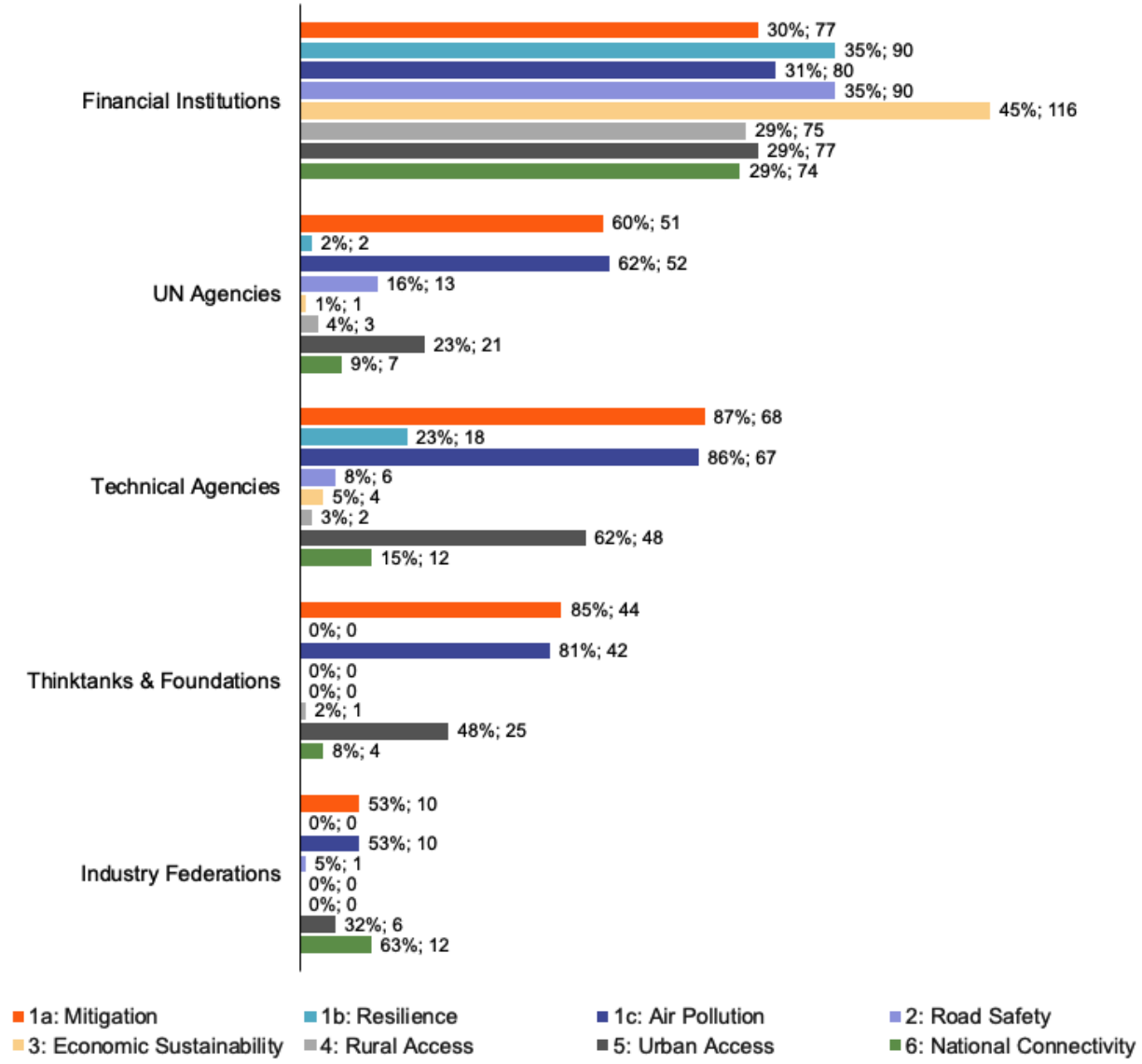

Figure 21: Aichi Goals supported – per type of organization

It is notable that the '**Financial Institutions' show a relatively equal spread across all Aichi Goals.** Among all types of institutions, they lead the field with support to 'Economic Sustainability' (116 times supported, by 45% of their activities). They also lead, in absolute and relative terms, in 'Resilience' (90 times supported, 35% of their activities), 'Road Safety' (90, 35%), and almost exclusively occupy the field of 'Rural Access' (75, 29%) where no other type of organization makes a significant contribution. Whereas 'UN Agencies' implement more activities (83) than 'Technical Agencies' (78) as shown in Figure 20, the latter support more often a specific Aichi Goal. '**Technical Agencies' rank second in support to 'Mitigation' (68),'Air Pollution' (67) as well**

as 'Urban Access' (48); their activities are most frequently aligned with these Aichi Goals, with respectively 87%, 86% and 62%. The 'UN Agencies' and 'Thinktanks & Foundations' activities show, though lower in absolute numbers, a similar concentration in their alignment with these three Aichi Goals.

With the interest to identify potential reasons for varying alignment of the organizations' activities with the Aichi Goals, the mode of delivery of the activities was analysed. Figure 22 shows the percentage and numbers of activities that are delivered as a pure technical assistance activity (TA), integrated with a financial cooperation project, or supporting another financial cooperation project.

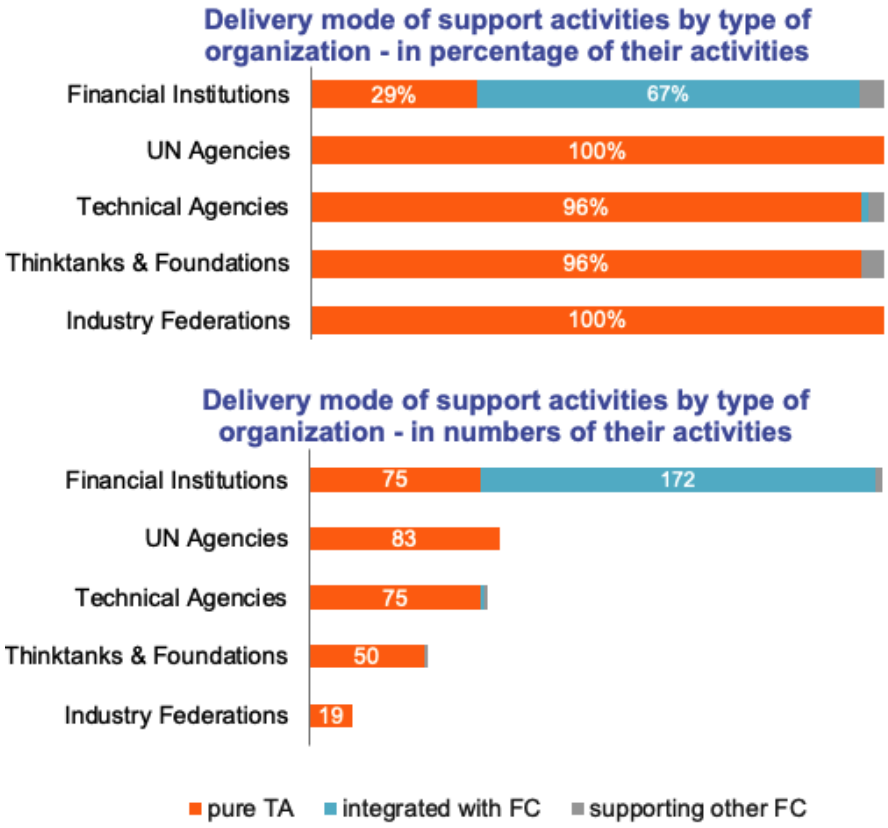

Figure 22: Delivery mode of support activities – per type of organization

The 'Financial Institutions' deliver two thirds (172) of their support activities as part of a loan or credit to a national or sub-national government. This can potentially explain their relatively stronger orientation to Aichi Goals that have an intuitive link to larger infrastructure projects, such as 'National Connectivity', 'Economic Sustainability', 'Resilience', and, eventually, 'Road Safety' and 'Rural Access'. While '**Technical Agencies' and 'Thinktanks & Foundations' deliver their activities, in the majority of cases, as pure technical assistance**, they also deliver, in some cases, activities that are part of a financial cooperation or in support to one. 'UN Agencies' and 'Industry Federations' deliver their activities exclusively as pure technical assistance.

3.5.3 Focus on selected organizations and the Aichi Goals

The following analysis provides more insights into how individual organizations' activities align with specific Aichi Goals. Table 17 shows the alignment of the activities of 12 organizations, which together deliver 86% (420 of 490) of the activities.

		No of support activities	1a: Mitigation	1b: Resilience	1c: Air Pollution	2: Road Safety	3: Economic Sustainability	4: Rural Access	5: Urban Access	6: National Connectivity	No of times Aichi Goals supported
Financial Institutions	ADB	134	39	33	42	42	45	25	31	49	306
Financial Institutions	World Bank	79	28	41	27	32	43	29	30	22	252
Technical Agencies	GIZ	55	51	15	50		1		35	10	162
UN Agencies	UNEP	38	37		38				4		79
Financial Institutions, Technical Agencies	JICA	28	14	3	15	1	11	5	13	2	64
Financial Institutions	KFW	15		9		15	14	14			52
UN Agencies	UN ESCAP	15	4	1	4	1	1	1	3	5	20
UN Agencies	UN Habitat	13	4	1	4			2	13	2	26
Thinktanks & Foundations	ITDP Indonesia	12	9		9				11		29
Industry Federations	UIC	12	4		4					12	20
Thinktanks & Foundations	Clean Air Asia	11	11		11						22
UN Agencies	WHO	11				11					11
Number of support activities by leading IOs		423	201	103	204	102	115	76	140	102	1,043
Number of all support activities		490	251	110	251	110	121	81	176	109	1,209

Financial Institutions	ADB	27%	16%	30%	17%	38%	37%	31%	18%	45%	25%
Financial Institutions	World Bank	16%	11%	37%	11%	29%	36%	36%	17%	20%	21%
Technical Agencies	GIZ	11%	20%	14%	20%		1%		20%	9%	13%
UN Agencies	UNEP	8%	15%		15%				2%		7%
Financial Institutions, Technical Agencies	JICA	6%	6%	3%	6%	1%	9%	6%	7%	2%	5%
Financial Institutions	KFW	3%		8%		14%	12%	17%			4%
UN Agencies	UN ESCAP	3%	2%	1%	2%	1%	1%	1%	2%	5%	2%
UN Agencies	UN Habitat	3%	2%	1%	2%			2%	7%	2%	2%
Thinktanks & Foundations	ITDP Indonesia	2%	4%		4%				6%		2%
Industry Federations	UIC	2%	2%		2%					11%	2%
Thinktanks & Foundations	Clean Air Asia	2%	4%		4%						2%
UN Agencies	WHO	2%				10%					1%
Percentage of support activities by leading IOs		86%	201	103	204	102	115	76	140	102	86%

Table 17: Support activities' alignment with Aichi Goals – per selected organization

The three organizations with the highest number of support activities – ADB (134 activities), World Bank Group (79), GIZ (55) – together account for 55% of all support activities. As reflected in the analysis per type of institutions, the 'Financial Institutions' ADB, World Bank Group, and JICA show a broad spread across all Aichi Goals, with a much stronger focus on 'Resilience', 'Road Safety', 'Economic Sustainability' and 'National Connectivity' than

other organizations. GIZ, UNEP, and on a lower level, ITDP Indonesia show a focus on ‘Mitigation’, ‘Air Pollution’, and ‘Urban Access’. In line with its mission, Clean Air Asia supports Aichi Goals ‘Mitigation’ and ‘Air Pollution’; UN ESCAP and UIC are mainly committed to ‘Mitigation’, ‘Air Pollution’, and ‘National Connectivity’. The UN Agency UN Habitat focuses on ‘Urban Access’, and UN Agency WHO on ‘Road Safety’.

3.6 Size and thematic funding of the support activities

3.6.1 Size of the support activities per type of organizations

With the collected information, the size of an activity can be primarily measured with its budget; the duration can provide additional orientation. Both indicators could be collected for 139 activities[18] or 28% of all 490 activities.

The distribution of these activities across the types of organizations is, however, not fully representative for the distribution of all activities across the types of organizations: in the sample, the share of activities by ‘Financial Institutions’ is 72% (vs. 53% of all activities by ‘Financial Institutions’). The samples for Technical Agencies and Thinktank & Foundations are, with 14% (vs. 16%) and 13% (vs. 11%), fairly representative. For ‘UN Agencies’, only two datasets (1.% vs. 17%) are available. No dataset is available for ‘Industry Federations’.

To analyse the sample regarding the budget, the activities were put in budget groups. Budgets are stated in EUR or USD; to simplify the analysis, currencies were not harmonized as the minor error seemed acceptable for this purpose.

Figure 23 shows the number of activities per budget group and type of organization as well as its share of all of the type of organization’s activities in this sample.

[18] Only activities which are deployed as a single-country activity were counted to avoid uncertainty of the split in terms of time and budget across several countries.

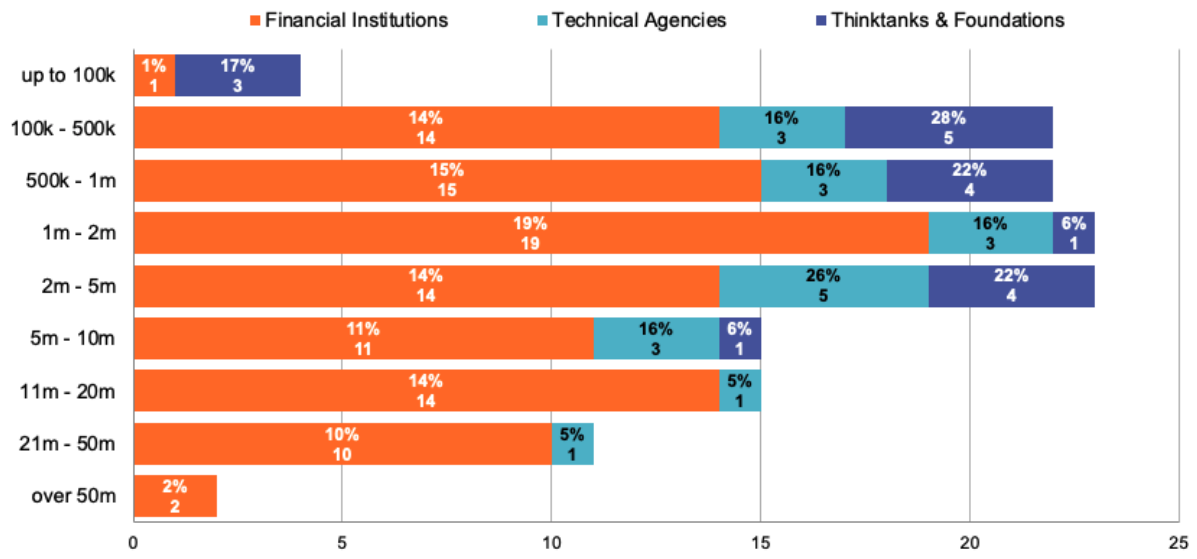

Figure 23: Budgets of support activities – per type of organizations

For the 'Financial Institutions', the spread of activities over the budget groups is relatively equal for budgets from 100,000 to 20 million, with budgets of 1 to 2 million being most frequent (19% of their activities). 'Technical Agencies' budgets range from 100,000 to 10 million; they most frequently equip their activities, in 26% of cases, with budgets of 2 to 5 million. 'Thinktanks & Foundations' have typically smaller budgets, with two thirds of their activities ranging around 100,000 to 1 million.

Figure 24 shows the duration of the support activities in numbers and percentage of activities per type of organization.

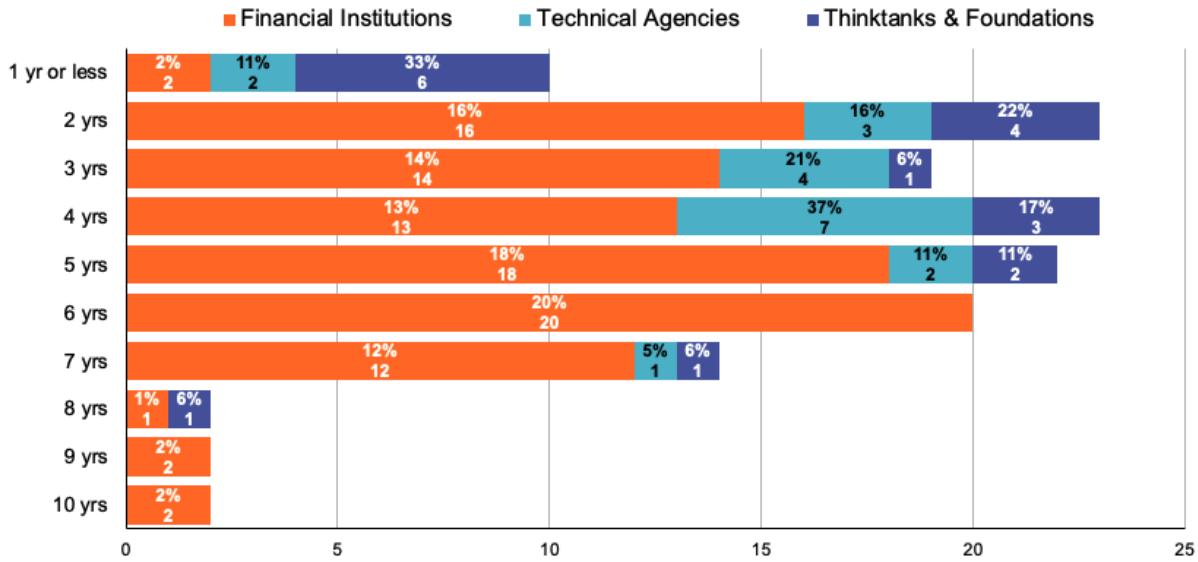

Figure 24: Duration of activities – per type of organization

80% of the activities in the sample are implemented over 2 to 6 years. The duration of activities by 'Financial Institutions' is fairly spread over the 2 to 6 years spectrum, with a higher number of activities lasting 5 to 6 years; activities of 'Technical Agencies' run most often four years; 'Thinktanks & Foundations' have, with 55% of their activities running 1 year and less to 2 years, shorter periods of implementation. The two activities by 'UN Agencies', one with 1 year and less and one with 3 years are not included in the graph.

Error! Reference source not found. provides an overview of the budgets and durations of activities for the identified sample of the three types of organizations. 'Financial Institutions' have provided support activities with a total budget of over 800 million from 2015 to 2022; it must be considered though that their support activities are more often financed through loans than through grants, and that the grants they give out have typically a volume of up to 2 million. 'Technical Agencies' and 'Thinktanks & Foundations' accounted for 80 million and 28 million in the form of grants. In general, 'Financial Institutions' activities have a longer duration than 'Technical Agencies' which again have a longer duration than 'Thinktanks & Foundations' activities.

	Activities in sample	% of all activities	Total budget of activities	Average budget	Average duration	Minimum budget	Maximum budget	Median budget	Median duration
Financial Institutions	100	39%	824,755,000	8,247,550	5	90,000	80,000,000	2,000,000	5
Technical Agencies	19	25%	80,492,170	4,236,430	3	350,000	21,032,000	2,800,000	4
Thinktanks & Foundations	18	36%	28,072,283	1,559,571	3	58,000	10,000,000	664,828	2

Table 18: Budgets and durations of activities – per types of organizations

3.6.2 Thematic funding of the support activities

The following analysis looks at the thematic funding sources of the activities. While the 'Financial Institutions', in some cases, use their own funds – as a grant or as part of a concessional loan - 'Technical Agencies', 'Thinktanks & Foundations', use mainly external funds.

Beyond the funding programmes that were considered from the beginning (see *2.2 Relevant organizations and data collection approaches* page 3), **the mapping identified a total of 33 thematic funds that supported 172 activities; this means that these funds support 36% of all mapped 490 activities**. Table 19 below lists these funds and the number of activities they supported.

		Activities	% of sample	% of all activities	acc. % of all activities
1	International Climate Initiative (IKI)	43	25%	9%	9%
2	Global Fuel Economy Initiative	19	11%	4%	13%
3	China Poverty Reduction Fund	18	10%	4%	16%
4	E-Asia Knowledge Partnership Fund	9	5%	2%	18%
5	Global Electric Mobility Programme	8	5%	2%	20%
6	Japan Fund for Poverty Reduction	8	5%	2%	21%
7	UK Fund for Asia Regional Trade and Connectivity	8	5%	2%	23%
8	MobiliseYourCity Partnership	7	4%	1%	24%
9	TUMI	7	4%	1%	26%
10	Climate and Clean Air Coalition	6	3%	1%	27%
11	German Climate Technology Initiative (DKTI)	4	2%	1%	28%
12	Partnership for Clean Fuels and Vehicles	4	2%	1%	29%
13	SOLUTIONSPlus	4	2%	1%	30%
14	Climate Compatible Growth Programme	3	2%	1%	30%
15	Share the Road	3	2%	1%	31%
16	Asia Clean Energy Fund	2	1%	0%	31%
17	C40 Cities Finance Facility	2	1%	0%	32%
18	Clean Energy Financing Partnership	2	1%	0%	32%
19	Japan Fund for Prosperous and Resilient Asia and the Pacific	2	1%	0%	32%
20	NAMA Facility	2	1%	0%	33%
21	UK PACT Green Recovery Challenge Fund	2	1%	0%	33%
22	Urban Climate Change Trust Fund	2	1%	0%	34%
23	ASEAN Infrastructure Development Fund	1	1%	0%	34%
24	Clean Air Fund	1	1%	0%	34%
25	Clean Technology Fund	1	1%	0%	34%
26	Climate Change Fund	1	1%	0%	34%
27	FELICITY Financing Energy for Low-carbon Investment	1	1%	0%	35%
28	FEXTE Fund for Technical Expertise and Experience	1	1%	0%	35%
29	Global Future Cities Programme	1	1%	0%	35%
30	Global Road Safety Facility	1	1%	0%	35%
31	Partnership for Market Readiness	1	1%	0%	36%
32	Urban Environmental Infrasructure Fund (UEIF)	1	1%	0%	36%
33	HVT High Volume Transport Programme	[UNS]			
	TOTAL	172	100%	490	36%

Table 19: Thematic funds in use

The most often used thematic funding source is the German federal Government's International Climate Initiative IKI (43 activities supported, 9% of all activities). In the ranking follows the Global Fuel Economy Initiative (19, 4%), and the China Poverty Reduction Fund (18, 4%).

The following analysis in Table 20 looks the alignment of activities with the Aichi Goals for those supported by the 13 first funds with four and more activities.

		Actvities	1a: Mitigation	1b: Resilience	1c: Air Pollution	2: Road Safety	3: Economic Sustainability	4: Rural Access	5: Urban Access	6: National Connectivity	No of times Aichi Goals supported
1	International Climate Initiative (IKI)	43	41	15	38		1		20	14	129
2	Global Fuel Economy Initiative	19	19		19				1	1	40
3	China Poverty Reduction Fund	18	4		9		4			9	26
4	E-Asia Knowledge Partnership Fund	9	7	1	7				2	2	19
5	Global Electric Mobility Programme	8	8		8				1		17
6	Japan Fund for Poverty Reduction	8	2		2	3	3	1	4	3	18
7	UK Fund for Asia Regional Trade and Connectivity	8					4			4	8
8	MobiliseYourCity Partnership	7	7		7	5			7		26
9	TUMI	7	4		4				4		12
10	Climate and Clean Air Coalition	6	5		6						11
11	German Climate Technology Initiative (DKTI)	4	4		4				3		11
12	Partnership for Clean Fuels and Vehicles	4	4		4						8
13	SOLUTIONSPlus	4	4		4				4		12
	TOTAL	145	109	16	112	8	12	1	46	33	337

Table 20: Thematic funds' alignment with the Aichi Goals

The International Climate Initiative (IKI) by the German federal Government funds, among the thematic funds, the highest numbers of activities supporting to the Aichi Goals with a focus on 'Mitigation' and 'Air Pollution'. Also, 'Urban Access' and 'National Connectivity' get considerable support from this fund. The Global Fuel Economy Initiative is, for 'Mitigation and 'Air Pollution' the second most frequently used fund with 19 activities for each of these Aichi Goals.

The analysis shows that most of these funds set the focus on the two aforementioned Aichi Goals, plus 'Urban Access'. Particularly, the Japan Fund for Poverty Reduction has a somewhat broader focus and supports activities that align with several of the Aichi Goals.

4 Conclusions and recommendations

This **mapping constitutes a first-of-its kind overview of the thematic and geographic scope of transport related policy support activities provided by international organizations**, in this case, in the EST Forum participating countries, and regarding the activities' alignment with the Aichi 2030 Declaration, its Goals and Strategies.

The results of the **analysis provided new insights that can inform the future planning of policy support to achieve the Aichi 2030 Declaration, and with it, the SDGs and Paris Agreement**: it showed the unequal distribution of support to countries across Aichi Goals, and Aichi Strategies.

But the mapping and its results also have a wider significance. First, the data collection process showed that **there is still little transparency about transport-related policy support activities**. With this, the possibilities to identifying gaps to fill, to using synergies and increasing efficiency are limited – most likely not only for EST Forum participating countries, but globally.

Beyond the specific analysis regarding the activities' alignment with the Aichi 2030 Declaration, the results also **shed light on the different organizations' foci, role, and way of delivering transport related policy and capacity building support activities**. Against the backdrop of the lack of transparency and the urgency of supporting countries' transport sectors globally towards greater sustainability, these findings may provide **the starting point for a broader discussion how policy support activities can be tracked, shaped, and delivered with greater efficiency**.

This last chapter raises three critical questions: what do the results mean for future support to the Aichi 2030 Declaration? How can the mapping activity be expanded? And ultimately, does the future architecture of policy support eventually have to change?

4.1 What do the results mean for future support to the Aichi 2030 Declaration?

4.1.1 Overall, more support is needed

This mapping, with the chosen methodology, cannot assess the amount of support needed nor identify the gap between the support needed and the support is provided. But: given the ambition of the Aichi 2030 Declaration and 6 years remaining; the conclusion of the 'Baseline Report' (October 2021) that achieving the Aichi 2030 Declaration will be a substantial task for countries; the findings of the '2021 Report on the Status of Transport Related SDG Targets in Asia and the Pacific' (March 2022) that significant work remains for several transport related SDG targets (also see *1.2 Objectives and rationale of this mapping)* – it seems intuitive that the **last eight years' rhythm of 490 national and sub-national activities,** supporting, statistically speaking, 2.3 out of 8 Aichi Goals and 2.4 out of 25+4 Aichi Strategies per activity, **is unlikely to be enough for 21 countries counting half the planet's population**.

Not only is the overall number of support activities moderate, but also is their **distribution across countries unequal**. The analysis showed that there is a higher concentration of support activities in a few countries: over half of the activities are run in five of the 21 countries. Countries in the group of 7 that received about a quarter of all activities (in purple), count well under 30 activities over eight years. Countries in the group of 7 that receive about 5% of all activities (in beige) register three or less support activities over the entire mapping period.

4.1.2 Alignment of support with the Aichi 2030 Declaration and countries' needs is moderate

Beyond the overall modest numbers and unequal spread of support across countries, the analysis showed that **support is distributed unequally over the Aichi Goals.** Most of support is given to Aichi Goals 'Mitigation' and 'Air Pollution' (both with 51%, 251 activities); also 'Urban Access' (36%, 176 activities) ranks higher than the other Aichi Goals. Particularly 'Rural Access' gets the least support with 17% or 81 of all activities. 'Resilience', 'Road Safety' and 'National Connectivity' are each supported by slightly over 20% of the activities. 'Economic Sustainability' ranges slightly above and is supported by 121 activities (25%).

To some extent, this unequal distribution may be explained with countries' different prerequisites in terms of size of population, land area, and urbanization. In some cases, there does not seem to be an obvious or rational explanation. Considering that 14 out of 21 countries still have urbanization rates well under and under 50%, it seems obvious that more support to rural access can improve livelihoods of many while also mitigating migration to the cities. With the countries' exposure to climate risks, two, one, or no activities that support 'Resilience', as it is the case for 10 out of 21 countries, seems insufficient. Considering the needs in economic development and expected increase in people's and goods movements, the Aichi Goals 'Economic Sustainability' and 'National Connectivity' appear underserved. While 'Road Safety' received, in relative terms, decent levels of support in several countries, this must also be put into perspective with the ambitions set under the Aichi 203 Declaration: halving the deaths and serious injuries from 2020 to 2030 – under the pressure of growing motorization rates.

Similarly, there is a **strong concentration on activities aligning with six out of the 25+4 Aichi Strategies**; in decreasing order: '05 Public Transport Infrastructure and Services Development' is reflected by 123 activities or by 25% of all activities '13 Road Safety' by 22%, '22 Resilience' by 20%, '19 Social and Gender Inclusiveness' as well as 'Infrastructure Maintenance and Asset Management' by 19%, and '08 Electrification' by 17% of the 490 activities. **Other essential components for successful transport policymaking are weakly represented**: '14 Governance Development' was found to be reflected 58 times, by 12% of activities, '18 Fiscal and Financing Instruments' 46 times (9%) and 'Funding and Financing Arrangements' is part of only 26 activities (5%). 12 activities aligning with '17 Short (2025) medium (2030) and long term (2050) targets for lower emission' were identified in 10 out of 21 countries; 8 activities aligning with '10 Vehicle inspection and maintenance' seven out of 21 countries, and so on.

4.1.3 Synergies can increase efficiency

The findings suggest that there is an **untapped potential of synergies in the way the activities are designed**.

First, regarding the activities' design, the analysis showed that, statistically speaking, one activity aligns on average with 2.5 of the 25+4 Aichi Strategies. While there cannot be one answer to how many of the Aichi Strategies should be reflected by one activity, in many cases, there seems to be room for more comprehensive activities. For example, it was found that the four strategies '13 Road safety', '22 Resilience', '19 Social and gender inclusiveness' and 'ZZ Infrastructure maintenance and asset management' are, in some cases, reflected by one activity. Even though these are not all strictly interdependent – resilience can successfully be improved without improving road safety at the same time – synergies can exist if the activity relates to the same piece of infrastructure and involves the same target group of local authorities and communities.

For the urban context, it was on the one hand encouraging to see a fairly high share of the activities (123, 25%) aligning with the Aichi Strategy '05 Public transport infrastructure and services'. But on the other hand, it is somewhat surprising that other Aichi Strategies that are supportive to public transport are only moderately reflected by these activities: '06 Walking and cycling' appears in 44 cases, '01 Integrated land-use transport planning' in 43, '02 Mixed-use and TOD' in 40, and '07 TDM and MaaS' in 34 cases.

A stronger use of synergetic approaches in the activities can be an important lever, not only to mutually improve the strategies' chances for success, but also to scale support through more comprehensive activities.

4.1.4 Providing the support needed towards the Aichi 2030 Declaration

Efficiently supporting countries in achieving the Aichi 2030 Declaration and with it, the SDGs and the Paris Agreement, could be facilitated by essentially three elements: a better understanding of countries' needs, a better match of support needed and support provided, and ultimately, more financial resources.

As laid out above, the findings suggest that support provided may not always sufficiently match the countries' actual needs. **A gap analysis per country could inform better alignment of needs and support.** Such an analysis could cross several sources of information: one, the country's progress towards the Aichi 2030 Declaration Goals – as provided partially by the Asian Transport Outlook (ATO) and expected to become more visible under the Aichi reporting mechanism; two; the countries' ambition as stated in their Nationally Determined Contributions (NDC); three, what the country thinks it can achieve by itself, and what further support it will still need. The database developed for this mapping can help spotting areas in countries that have received little support to then assess the gap in more detail and with the above-mentioned sources and documents.

Even though the mapping has not undertaken research on how countries take initiative to define and request specific policy support, **support activities seem more often driven by offer, less often by demand**. This may have different reasons which need to be further explored: on the one

hand, countries may not have a sufficient overview of their needs, the support available, and how to request it. On the other hand, providers of support, equally lacking insights into countries' needs, provide support also based on other drivers. For example, in case of the 'Financial Institutions' the majority of support is integrated with financial cooperation, implying that a specific investment defines the scope of the support given. In case of the 'Technical Agencies, 'Thinktanks & Foundations', 'UN Agencies', and 'Industry Federations' their mandate and use of thematic funds sets the scope of their activities. It is understood that the international organizations define their support in close exchange with the partner country; but raising the question if both sides have sufficient insights to develop tailored and comprehensive support programmes should be raised.

Building on the above suggested gap analysis, comprehensive country programmes could be defined and implemented by several complementary organizations. Matching the identified needs and the support could be facilitated by a – potentially regional – **coordination mechanism between countries and providers of support**.

Ultimately, more support will require more resources. Equipping such a regional coordination mechanism – which could efficiently match needs and supply, avoid redundancies, and use synergies – with a **dedicated fund to support the Aichi 203 Declaration** may allow to make the best use of existing and new financial resources.

4.2 How can the mapping activity be expanded?

The mapping can be seen as a first step towards more transparency and increased awareness of the state and need of policy support, in EST Forum participating countries, and potentially beyond. It opens up various opportunities to expand and deepen the work.

4.2.1 Maintaining and expanding the mapping activity

With 29 organizations fully screened and 21 countries covered, the mapping lies a solid foundation; in the future, **it could expand over time, in quantitative and in qualitative terms**.

First, **the mapping could be updated regularly** for a continued tracking of the scale and scope of policy support activities, at least in the 25 EST Forum participating countries.

Second, **it could include more organizations**. While the key players of the international transport development community active in these countries could largely be covered, organizations that have their focus in other relevant areas but also run activities relevant to transport policymaking are still weakly represented in the database. Also, national organizations within the countries have not been captured so far, and with them, a considerable share of support may be missing.

Third, **the mapping could be expanded to cover countries beyond the EST Forum participating countries**, eventually beyond Asia. This could provide more insights into the larger

geographic distribution across regions, and also serve a wider purpose of transparency and coordination of support activities in general.

Fourth, **the ambition and impact of activities in terms of their effectiveness to create permanent, positive change could be assessed.** Such a qualitative research could focus on a selected sample of activities across several thematic areas and with different methodologies; it could be based on analysing project evaluation documents, screening policy documents before and after the support activity, and through interviews.

Along with these expansions, further refining of the data collection, the mapping procedure and the database structure can increase its quality and usability; this would **require more and regular funding** as well as a stable team with a consistent approach and standardize procedures.

Finally, the **synergies with other existing databases should be further explored**, e.g., the Asian Transport Outlook, to avoid redundant and competing approaches and waste of resources.

4.2.2 Institutionalizing the mapping activity as part of the Aichi 2030 Declaration

It is planned that the Aichi 2030 Declaration develops a dedicated mechanism to report on countries' progress. The mapping could be used as a tool that continuously identifies the gaps to fill between countries' needs and the support already provided. As for the maintaining and expanding of the mapping activity, its i**nstitutionalization would require permanent funding and human resources**. To access these resources and facilitate the collection of the information needed for the mapping, the official framing as one of the Aichi 2030 Declaration's support mechanisms would be beneficial. In this regard, the **15th EST Forum planned in October 2023 is an important opportunity to suggest the mapping activity as an official support mechanism** and position it in the chairman's summary for participating countries' endorsement.

4.3 Does the future architecture and funding of policy support eventually have to change?

One of the secondary objectives of this mapping was defined as '*to stir a broader discussion about improved coordination and the future architecture of policy support activities*.' With the findings of this work, such a discussion seems indeed worthwhile in various respects, and questions that can be asked are numerous.

As the analysis showed, most of the support is currently provided by the 'Financial Institutions' (53%); whereas two third of their policy support activities are integrated with financial cooperation, i.e., the national or local government taking up a loan or credit for a specific investment. While piggy-backing policy support with investments is undoubtedly a useful combination, it raises several questions: where does the support come from if the country does not invest in infrastructure or take up a loan to do so? Can countries afford to wait for infrastructure projects (with long preparation phases) to see more policy support? What does actually define the policy

support activity - the scope of the investment or the need for it? Does integrating policy support with separate investment projects lead to a patchwork of support activities rather than a holistic approach ?

The role of the 'Financial Institutions' is critical. And this makes it even more important to open up the discussion on the triggers and delimiters of policy assistance delivered with financial cooperation, and potential improvements to be made.

The other organizations in this mapping – 'Technical Agencies', 'UN Agencies', 'Thinktanks & Foundations', and 'Industry Federations' – deliver together the other half of policy support, with the first two leading in numbers. The analysis has shown that they largely have a distinct focus on specific Aichi Goals and thematic areas. As these organizations mainly use external funding sources, it seems intuitive that their activities are driven also by their funding sources' thematic orientation. Many of the identified funding sources focus on mitigation, air pollution, and urban access; and so do the activities of these organization. Even though this analysis was carried out only for the 25 EST Forum participating countries, the findings may, to some extent, be representative, also in other regions.

It then seems worthwhile to ask the question, what thematic funding sources are needed to ensure that the 'right' support activities can be delivered globally? Is the minimal support for rural access as observed in the analysed countries partially due to the fact that there is no dedicated funding source for this topic? If policy support should be broadened and scaled, are more thematic funding sources needed or should they have a broader focus? Would pooling different thematic funds to a broader regional fund help to scale policy support activities in numbers and efficiency? And, how can national funds be used in synergy?

Many of these questions are not new; but with the need to make funds available and use them in the most effective and efficient way, they still seem to be up to date.

5 Annex

5.1 Search categories for organizations' public databases

ADB	https://www.adb.org/projects	Transport, Energy, Information and Communication Technology, Transport and ICT, Transport
AFD	https://www.afd.fr/fr/carte-des-projets?view=list&size=20	Climate; Digital and Innovation; Energy; Infrastructure; Mobility and Transport; Sustainable Cities
AIIB	https://www.aiib.org/en/projects/list/index.html	Transport, Urban, Rural Infrastructure, Energy, Digital Infrastructure
EBRD	https://www.ebrd.com/project-finder	Energy; Telecommunications; Transport; Municipal and environmental
EIB	https://www.eib.org/en/projects/all/20160499	Composite Infrastructure; Energy; Services; Telecom; Transport; Urban Development
IKI	https://www.international-climate-initiative.com/projekte-suchen/#/	Sustainable mobility, Sustainable energy supply/renewable energies/energy efficiency
JICA	https://www.jica.go.jp/project/english/area/asia.html	Transportation, Energy and Mining, ICT, Urban/Regional Development
KFW	https://www.kfw-entwicklungsbank.de/Internationale-Finanzierung/KfW-Entwicklungsbank/Projekte/Projektdatenbank/index.jsp?query=*%3A*&page=1&rows=10&sortBy=relevance&sortOrder=desc&facet.filter.language=de&dymFailover=true&groups=1	Energie; Transport und Kommunikation; Umwelt und Klima
World Bank Group	https://projects.worldbank.org/en/projects-operations/projects-home	ICT Infrastructure; ICT Services; Other Information and Communication Technologies; Other Public Administration; Other Transportation; Ports/Waterays; Public Administration - Information and Communication Technology; Public Administration - Transportation; Railways; Roads and Highways; Rural and Interurban Roads; Urban Transport;

5.2 Aichi Goals

Original formulation	**Referred to in this mapping**
Goal 1 *Environment sustainability*: By 2030, improve the environmental sustainability of transport in Asia for the following areas:	NA
Goal 1a – *Low-Carbon (climate change mitigation):* By 2030, aim to peak transport CO2 emissions and initiate reductions in transport related CO2 emissions with the intention to move towards decarbonization of the transport sector by 2050, or shortly thereafter (Based on SDG 7.2, 9.1, 13.2, Paris Agreement);7	Mitigation
Goal 1b – *Resilience:* By 2030, increase resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19. (Based on SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030);	Resilience
Goal 1c – *Air pollution:* By 2030, reduce air pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6).	Air Pollution
Goal 2 – *Road safety*: By 2030, halve the number of deaths and injuries from road traffic accidents in Asia compared to 2020, with specific	

attention to vulnerable road users. (Based on SDG 3.6 and second UN Decade of Action on Road Safety 2021 – 2030, Stockholm Declaration on Road Safety).	
Goal 3 - *Economic sustainability:* By 2030, realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts throughout the lifecycle of the transport infrastructure and services, (Based on SDG 8.4, SDG 9.1, 12.1 and 12.c).	Economic Sustainability
Goal 4 - *Rural access*: By 2030, realize accessible, inclusive, safe, affordable, and resilient rural transport infrastructure and services, thus facilitating improved access to markets, basic utilities and services including health and education by the farming community, and other rural population including physically disabled and vulnerable groups (Based on SDG 2 and SDG 9.1).	Rural Access
Goal 5 - *Urban access:* By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services (Based on SDG 11.2 and 11.7).	Urban Access
Goal 6 - *National access and connectivity:* By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).	National Connectivity

5.3 Aichi Strategies

Original formulation	**Core elements focussed on in this mapping**
Strategy 1: Institutionalize **the integration of land-use, transport infrastructure and services including logistics planning** processes and related institutional arrangements at the national, sub-national and local levels including rural areas. To make this happen the transport sector will need to work more actively with other sectors	01 Integrated land-use transport planning
Strategy 2: Achieve **mixed-use development and medium-to-high** densities along key transport corridors within cities through appropriate land-use and urban logistics policies and provide people-oriented local access, and actively promote **transit-oriented development (TOD),** supported by walking and cycling, when introducing new, preferably zero emission, public transport infrastructure and services.	02 Mixed-use and TOD
Strategy 3: Institute policies, programs, and projects supporting **Smart Information and Communications Technologies** (SICT), such as internet access, teleconferencing, online shopping and telecommuting, to contribute towards realizing a digital society and smart cities, to improve remote access to health, education, and other community services in both urban and rural areas.	03 ITC (outside transport)
Strategy 4: Achieve significant shifts from road-based transport to more sustainable modes of inter-city passenger and goods transport, through	04 Rail and inland waterway

expansion of and improvements to electrified **rail and inland water transport infra structure and services.**	infrastructure and services
Strategy 5: Expand and improve **public transport infrastructure and services** including high quality, safe, affordable, zero-emission services on dedicated infrastructure and well connected with walking and cycling catchments and feeder services.	05 Public transport infrastructure and services
Strategy 6: Require the integration of dedicated **walking and cycling** infrastructure in transport plans in all cities and massively scale up investments in walking and cycling to realize wide- scale improvements to pedestrian and bicycle (including electric bicycles) facilities, adoption of “complete street” design standards.	06 Walking and cycling
Strategy 7: Support the use of Public Transport, walking and cycling by reducing the transport mode-share of private motorized vehicles through **Transportation Demand Management** (TDM) measures, by adopting pricing measures that reduce congestion, reduce pollution, and improve road safety, aimed at reducing price distortions that encourage carbon intensive movement of goods and people as well as by promoting Mobility as a Service (MaaS) and shared transport concepts which also can reduce use of motorized private vehicles.	07 TDM and MaaS
Strategy 8: Promote research in low carbon transport systems and encourage the shift towards the use of low-carbon fuels, eventually shifting to electricity or hydrogen, to power passenger and freight vehicles. In the medium term also using hybrid technology. Rapidly develop the **infrastructure for electric mobility and/or hydrogen-based** mobility, both ultimately generated from renewable energy. Introduce advanced technologies related to transport systems through the Market Mechanism under Article 6 of the Paris Agreement such as the Joint Crediting Mechanism (JCM).	08 Electrification
Strategy 9: Set appropriate **standards for fuel quality, fuel efficiency, and tailpipe emissions** for all passenger and freight vehicle types to support the implementation of air pollution and climate change targets.	09 Standards for fuel quality fuel efficiency tailpipe emissions
Strategy 10: Establish effective type approval (new vehicles) and vehicle testing and compliance regimes (in-use vehicles, including imported second-hand vehicles), including formal vehicle registration systems and appropriate periodic **vehicle inspection and maintenance** (I/M) requirements, to enforce progressive emission and safety standards.	10 Vehicle inspection and maintenance
Strategy 11: Adopt **Intelligent Transportation Systems** (ITS), transport control centres, and real-time user information that optimize passenger and freight mobility and enable the move towards Smart Cities.	11 Intelligent transportation systems
Strategy 12: Achieve **improved freight transport efficiency**, including road, rail, air, and water, through policies, programs, and projects that promote integrated approach that address challenges and opportunities including through improved infrastructure and logistics services, implementation of trade facilitation measures, promoting digitalization and clean technologies, as well as modernization of fleet (including, urban and long-distance freight vehicle and for rural areas), implementing fleet control and management systems, promoting public-private collaboration, and supporting better logistics and supply chain management.	12 Freight transport efficiency
Strategy 13: **Improve road safety** through institutionalizing audits, and implementation of safety improvements, of road infrastructure, setting of standards for active vehicle safety systems, and issuing regulations on helmets protective clothing for motor cyclists.	13 Road safety
Strategy 14: Improve transport sector governance through scale-up capacity building, where required develop new, **adequately funded national and local institutions and strengthen horizontal and vertical coordination** to enable the development and implementation of sustainable transport policies that	14 Governance development funding of institutions

create enabling environments for sustainable transport and promote decent work and labour rights in the transport sector	
Strategy 15: Develop **funding and financing arrangements** that enable countries and cities to develop and maintain sustainable, low carbon transport infrastructure and services and facilitate access, including for private sector.	15 Funding and financing arrangements
Strategy 16: Promoting the implementation of the circular economy in the transport sector by adopting **a life cycle approach to transport infrastructure and services** by taking into account the total cost over its life cycle (planning, design, finance, construction, operation and maintenance (O&M), and possible disposal), compared to the value of the asset as well as its economic, environmental and social benefits.	16 Life cycle approach to transport infrastructure and services
Strategy 17: Develop a nationally relevant combination of **short** (**2025), medium (2030) and long term (2050) targets**, supported by appropriate incentives, for initially **lower emission** (medium term) and later **zero emission** (long term) of greenhouse gasses emitted by land transport, inland waterways and shipping and domestic aviation. Likewise, short-, medium- and long-term targets are also to be set for all other topics covered in the Aichi 2030 Declaration on e.g., rural and urban access, national connectivity and associated modal shares.	17 Short (2025) medium (2030) and long term (2050) targets for lower emission
Strategy 18: **Remove fuel subsidies,** and introduce - in a stepwise manner - **financing mechanisms** that penalize unsustainable transport (e.g., through parking levies, fuel pricing, fuel taxation, vehicles taxation, automated road user charging) and incentivize sustainable transport modes, infrastructure and operations as well as cleaner vehicles. Identify innovative funding options for providing sustainable transport options (e.g., public-private partnerships, land value capture, consideration of carbon markets, subsidies, and financial incentives).	18 Fiscal and financing instruments
Strategy 19: Adopt **social and gender inclusiveness** as an overarching planning and design criteria in the development and implementation of transport policies, programs, and initiatives, leading to improved quality transport services, safety, and security for all and especially for the urban and rural poor, women, physically disabled, elderly and other vulnerable groups with universally accessible walkable of streets and public transport systems.	19 Social and gender inclusiveness
Strategy 20: Acknowledge the importance of **informal transport systems/paratransit** (IPT) that still ply in large parts of developing Asia in providing rural and urban access and provision of employment. Ensure that the upgradation, modernization, and integration of IPT into modern transport systems does not reduce the affordability of transport, nor adversely affect employment, especially of the low-income groups.	20 Informal transport systems/paratransit (IPT)
Strategy 21: Develop and implement **Road Safety Measures** in support of the Road safety target in the 2030 Agenda for Sustainable Development that include, among others: Speed management, Leadership on road safety, Infrastructure design and improvement, pedestrian and cyclist safety, Vehicle safety standards, Enforcement of traffic laws and Survival after a crash	NA – merged with 13 Road Safety
Strategy 22: **Develop and implement a Resilience strategy** to respond to natural disasters and calamities and enable the transport sector to respond to climate change that is informed by relevant research and data. Integrate the resilience objectives in master plans, standards, and regulations and adjust them regularly to account for climate change. Create financial incentives for service providers to promote resilient infrastructure services	22 Resilience
Strategy 23: Emphasize the **contribution of sustainable transport to better health (**e.g., improved walking and cycling infrastructure) and strengthen the **preparedness of transport sector to respond to health pandemics**, such as COVID-19, through preventive measures to manage the spread of diseases and to enable passenger and freight transport to recover faster.	23 Health and pandemics

Strategy 24: Establish country-specific, progressive, health-based, cost-effective, and enforceable **air quality and noise standards**, taking into account relevant WHO guidelines, and mandate monitoring and reporting to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceeding the national or local standards for air quality or noise levels.	24 Air quality and noise standards
Strategy 25: Conduct large scale **information and awareness raising campaigns on sustainable transport** to all levels of government, private sector and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes which actively encourage joint action between public sector, private sector and civil society.	25 Large-scale Information and awareness raising campaigns on sustainable transport

5.4 Mapping examples

ADB032: Metro Manila Transport Project

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

A gender plan will be prepared.	19 Social and gender inclusiveness	Institutional development and capacity building	5 Urban Access	05 11
SUMMARY	05 Public transport infrastructure and services 06 Walking and cycling 11 Intelligent transportation systems 14 Governance development funding of institutions 18 Fiscal and financing instruments 19 Social and gender inclusiveness 20 Informal transport systems/paratransit (IPT)	Financial instruments development Institutional development and capacity building Legal frameworks development	1a Mitigation 1c Air Pollution 3 Economic Sustainability 5 Urban Access	13 03 05 11

WBG018: The Resilient Kerala Program

Description Text	Aichi Strategy mapped	Intervention mapped	Aichi Goal mapped	SDG
enhance Kerala's resilience against the impacts of climate change and natural disasters,	22 Resilience	Institutional development and capacity building	1b Resilience 4 Rural Access 5 Urban Access 6 National Connectivity	09 11 13
including disease outbreaks and pandemics	23 Health and pandemics			03
which shall be contracted adopting output- and performance-based road maintenance contracts to address higher disaster and climate risk vulnerability.	18 Fiscal and Financing	Financial instruments development	3 Economic sustainability	09 13
establish a fully staffed RMMS cell to plan and roll out similar climate-proof designs, budgeting, and implantation for the road sector in the state	14 Governance development funding of institutions	Institutional development and capacity building	1b Resilience 3 Economic sustainability	09 13
SUMMARY	14 Governance development funding of institutions, 18 Fiscal and financing instruments, 22 Resilience, 23 Health and pandemics ZZ Infrastructure maintenance and asset management	Financial instruments development, Institutional development and capacity building	1b Resilience 3 Economic Sustainability 4 Rural Access 5 Urban Access 6 National Connectivity	03 09 11 13

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