



ASIAN TRANSPORT AND THE SDGs

MULTI-DIMENSIONAL SUSTAINABILITY CHALLENGE

2024 UPDATE REPORT BY THE ASIAN TRANSPORT OBSERVATORY



The Asian Transport Observatory (ATO) was initiated by the Asian Development Bank (ADB) to strengthen the knowledge base on transport in the Asia-Pacific region. Since 2023, the Asian Infrastructure and Investment Bank has joined the ADB in funding the ATO. The ATO is developed in support of the planning and delivery of ADB Transport Sector Assistance. The ATO also supports Asian governments in transport policy development and delivery. ADB is working with other interested parties in developing the ATO as an instrument to track the implementation of the Sustainable Development Goals (SDG), the Paris Agreement, and other relevant international agreements on sustainable development - such as the Aichi 2030 Declaration - in the transport sector.

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TRANSPORT AND SDGS

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SDG 5.5	SDG 7.3	SDG 11.6	SDG 13.3	SDG 17.1	SDG 17.17	SDG 17.19

While the transport sector lacks dedicated sustainable development goals (SDGs), its crucial role in enabling sustainable development is recognized through its integration across various SDGs. Although only targets 3.6, 9.1, and 11.2 explicitly address transport, focusing on transforming infrastructure and services, at least 11 of the 17 SDGs contain targets with significant implications for the sector. Transport's centrality in SDG discussions stems from three key factors: its capacity to generate compounding effects and drive social and economic progress, its susceptibility to external influences, and its rapid growth trajectory.

This third release of this Asia-specific updated status report on the implementation of transport-related SDG targets brings together 32 indicators from official and reputable non-official data sources for Asia and the Pacific region to review the implementation of transport-related SDG targets.

The report provides a collective assessment of 51 economies of Asia and Pacific economies with other regions to provide further context for the trends observed in Asia. In addition, in several cases where relevant and feasible, the performance of the transport sector is compared vis-à-vis other sectors in Asia and Pacific economies. Where information is available, the report includes data from 2000 to 2022 or 2023, making it possible to start capturing the impact of the recent global pandemic on the transport sector – and its subsequent revival. The report makes extensive use of data contained in the Asian Transport Obser(ATO) initiative by the Asian Development Bank (ADB) and Asia Infrastructure Investment Bank (AIIB), which has built an extensive knowledge base on Transport in Asia and the Pacific.



TRANSPORT AND THE ECONOMY

EMPLOYMENT

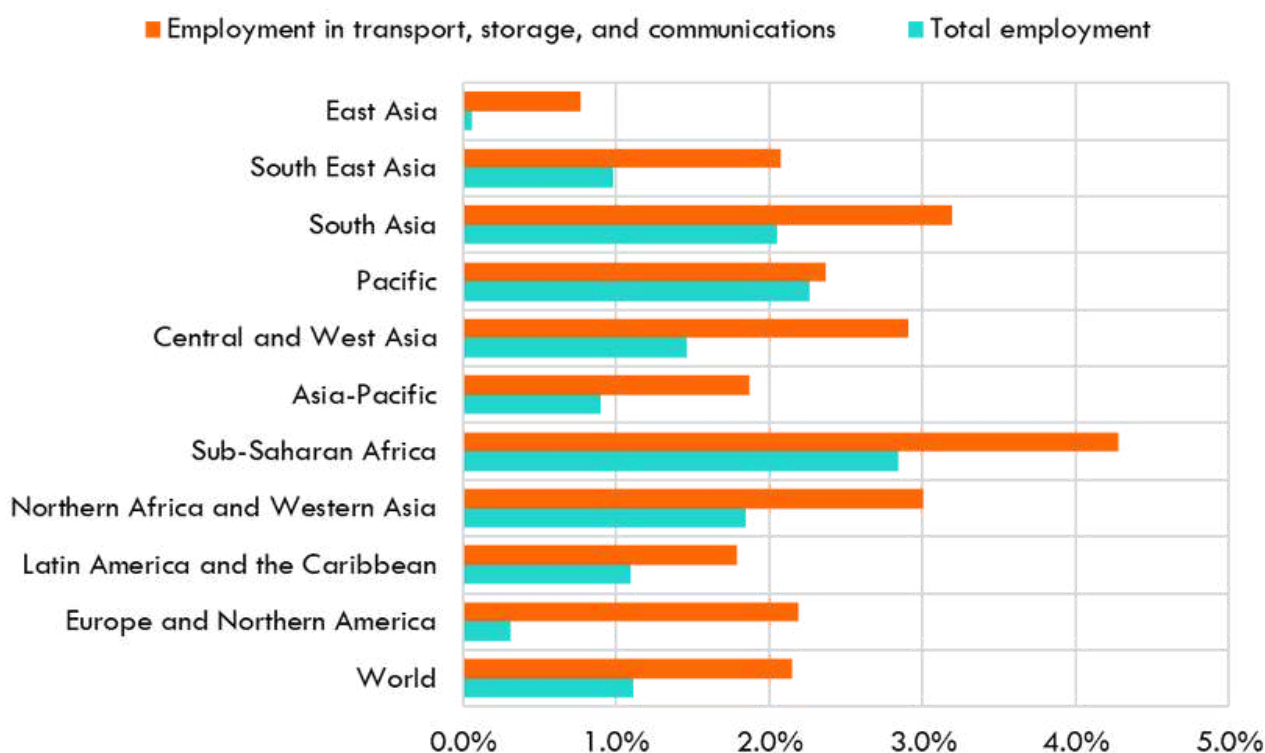
IN THE TRANSPORT SECTOR IN ASIA AND THE PACIFIC

AND THE PACIFIC

Employment in the transport sector in Asia and the Pacific is experiencing rapid growth, surpassing the expansion observed in other industries. This phenomenon is not confined to the Asia-Pacific region but is evident globally. The employment trend in the transport sector outpaces other sectors across all subregions within the Asia-Pacific. This significant growth in transport-related jobs highlights the sector's vital role in fulfilling the SDGs, particularly those promoting decent work and economic growth (SDG 8).

On the flipside, since implementing the SDGs, the transport sector employment growth rate has reduced from 2.7% (2000 to 2015) to 1.9% (2015 - 2022).

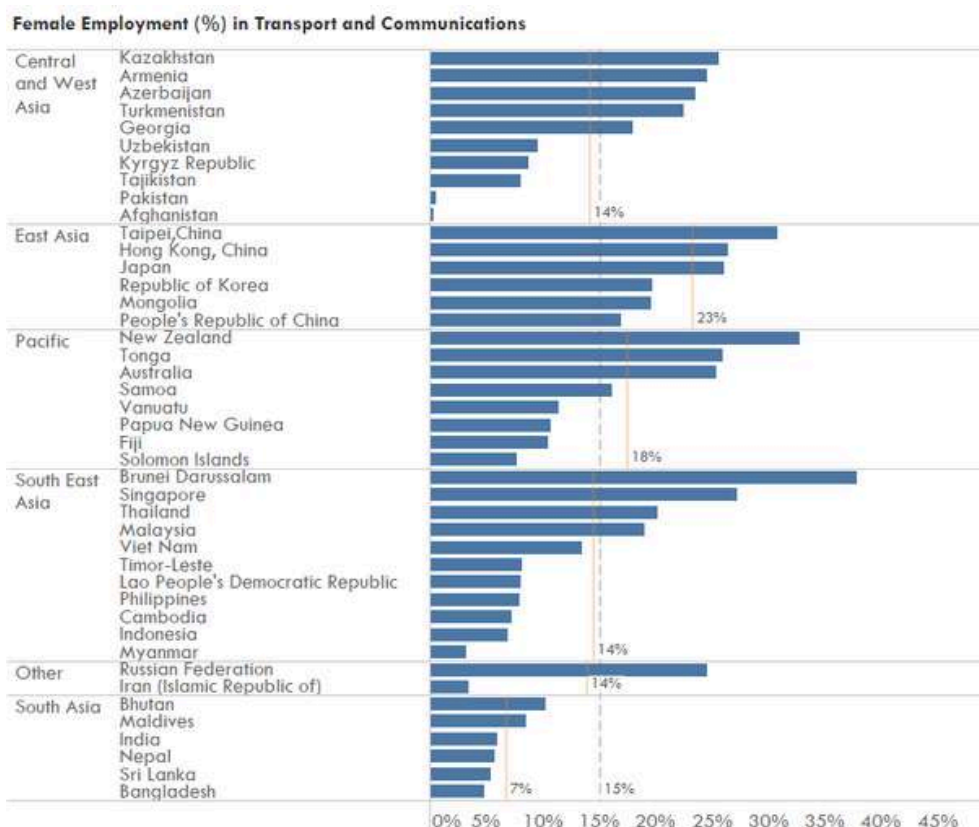
Growth rate of total employment and in the transport sector (2015-2022)



Source: ATO visualization based on ILO (2024) as contained in ATO's database under [SEC-TRE-001](#).

FEMALE EMPLOYMENT

IN THE TRANSPORT SECTOR IN ASIA AND THE PACIFIC



Source: ATO visualization based on IRENA (2024).

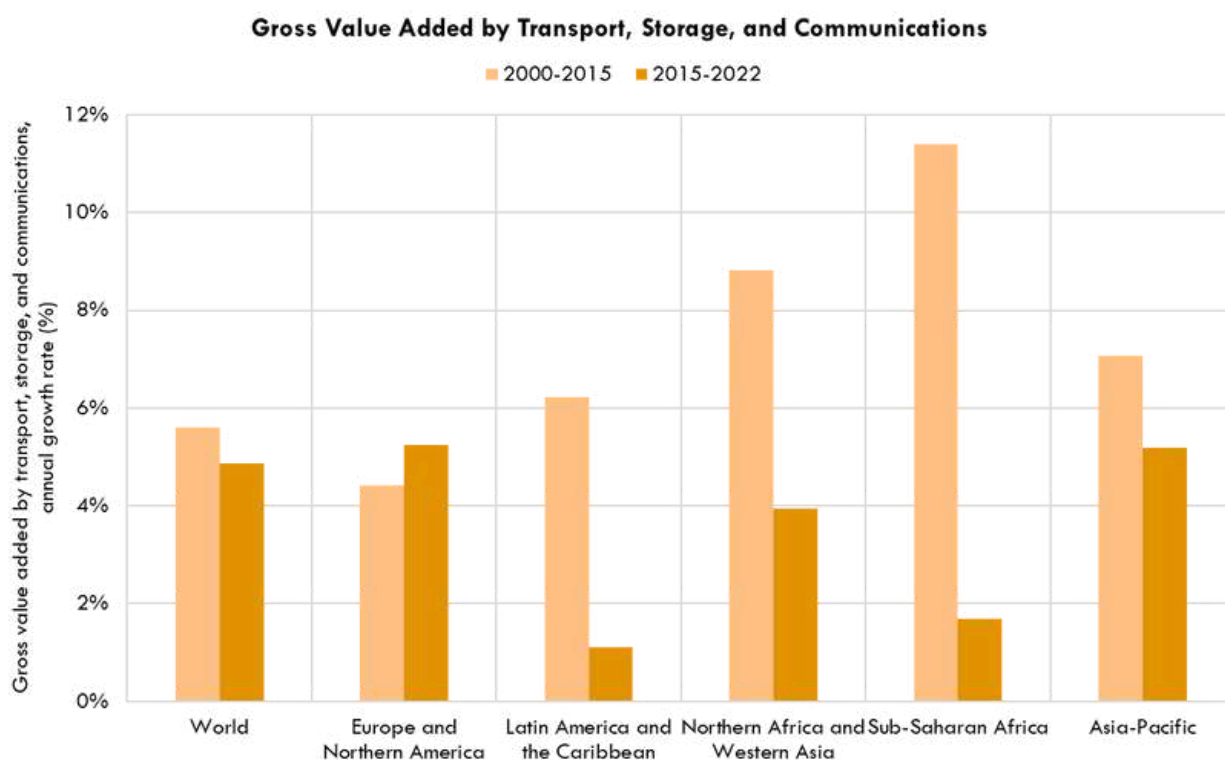
Fifteen percent (15%) of transport workforce in 2022, considerably lower than Europe's 25%. Prior to the adoption of the SDGs, female employment in the transport sector experienced sluggish growth at an annual rate of 1.6% between 2000 and 2015. However, post-SDG adoption, growth has accelerated to 2.2% annually from 2015 to 2022. This encouraging trend highlights the SDGs' potential to promote gender inclusivity and empower women within Asia's traditionally male-dominated transport industry, though there is still a significant gap to close compared to global north.

On the other hand, the transport sector only accounts for 2% of the total female employment in the Asia-Pacific region which has remained stagnant since 2000, indicating that accelerated efforts are still required to achieve meaningful progress.



ECONOMIC IMPACT

OF ASIA-PACIFIC'S TRANSPORT SECTOR



Source: ATO visualization based on UNDESA Statistics Division (2023).

In 2022, the transport, storage, and communications sector made a substantial direct contribution of \$3.1 trillion to the Asia-Pacific GDP and a remarkable \$9.1 trillion globally. While this sector consistently accounted for about 8.5% of the GDP in 2000, 2015, and 2022, its growth trajectory has seen some shifts.

Between 2000 and 2015, the sector experienced robust growth, with an annual increase of 7.1% in gross value added. However, following adopting the SDGs, this growth rate moderated to 5.2% annually. This slowdown is particularly noticeable in Latin America, the Caribbean, Sub-Saharan Africa, Northern Africa, and Western Asia.

Conversely, Europe and Northern America have accelerated the transport industry's growth since embracing the SDGs.



TRANSPORT INFRASTRUCTURE

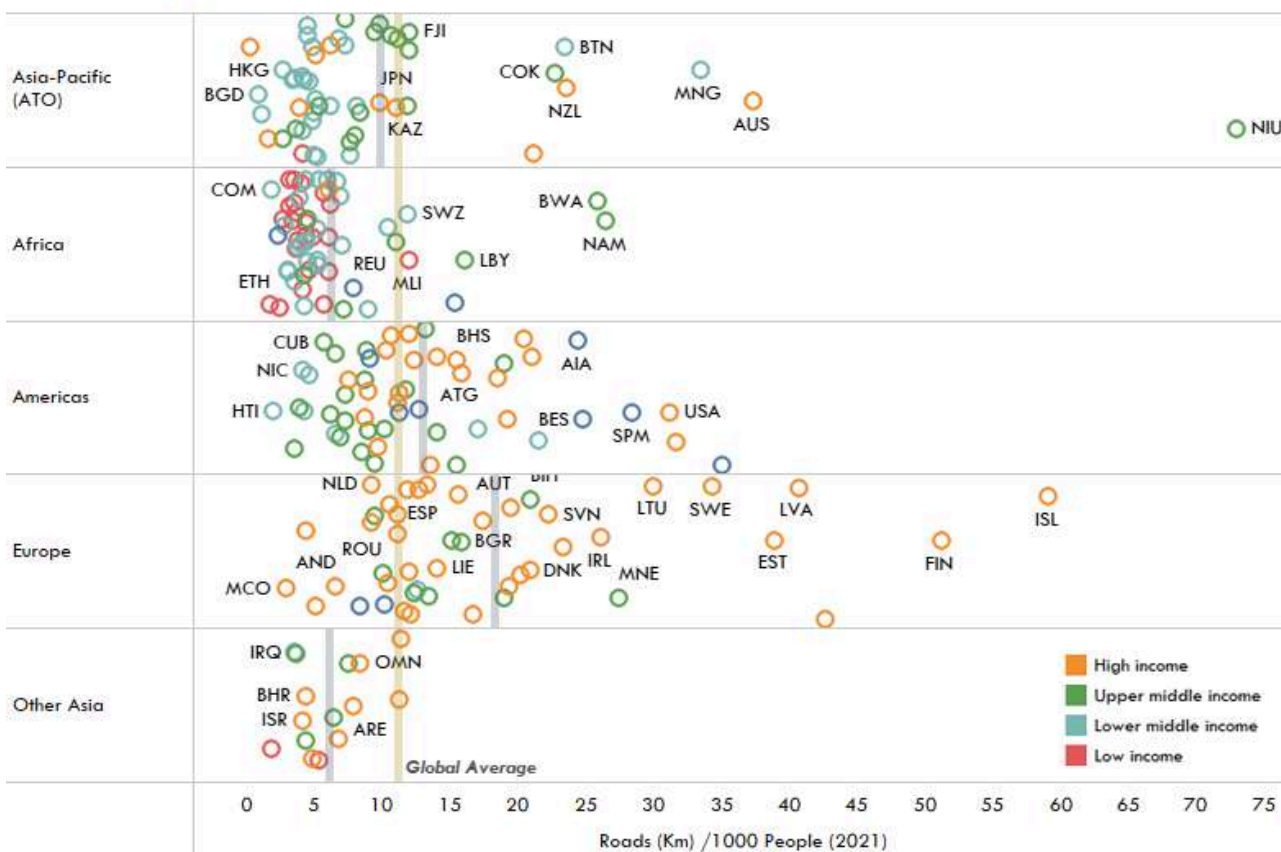
BRIDGING THE GAP

ROAD INFRASTRUCTURE AND SUSTAINABLE DEVELOPMENT IN ASIA

Asia's road infrastructure remains less developed than in Europe or North America. While the region boasts about 10 kilometers of road per thousand people, this lags behind the global average of 11 and significantly trails the levels in Europe and North America (18).

Despite adding roughly 10 million kilometers of roads in the past two decades, Asia's road construction pace has decelerated since adopting the SDGs. The annual growth rate fell from 3.1% between 2000 and 2015 to 2.2% between 2015 and 2022. Notably, over 80% of global road construction has taken place in Asia since the implementation of the SDGs.

KM of Roads per 1000 people



Source: ATO visualization based on Nirandjan et al. (2022) as contained in INF-TTI-005.

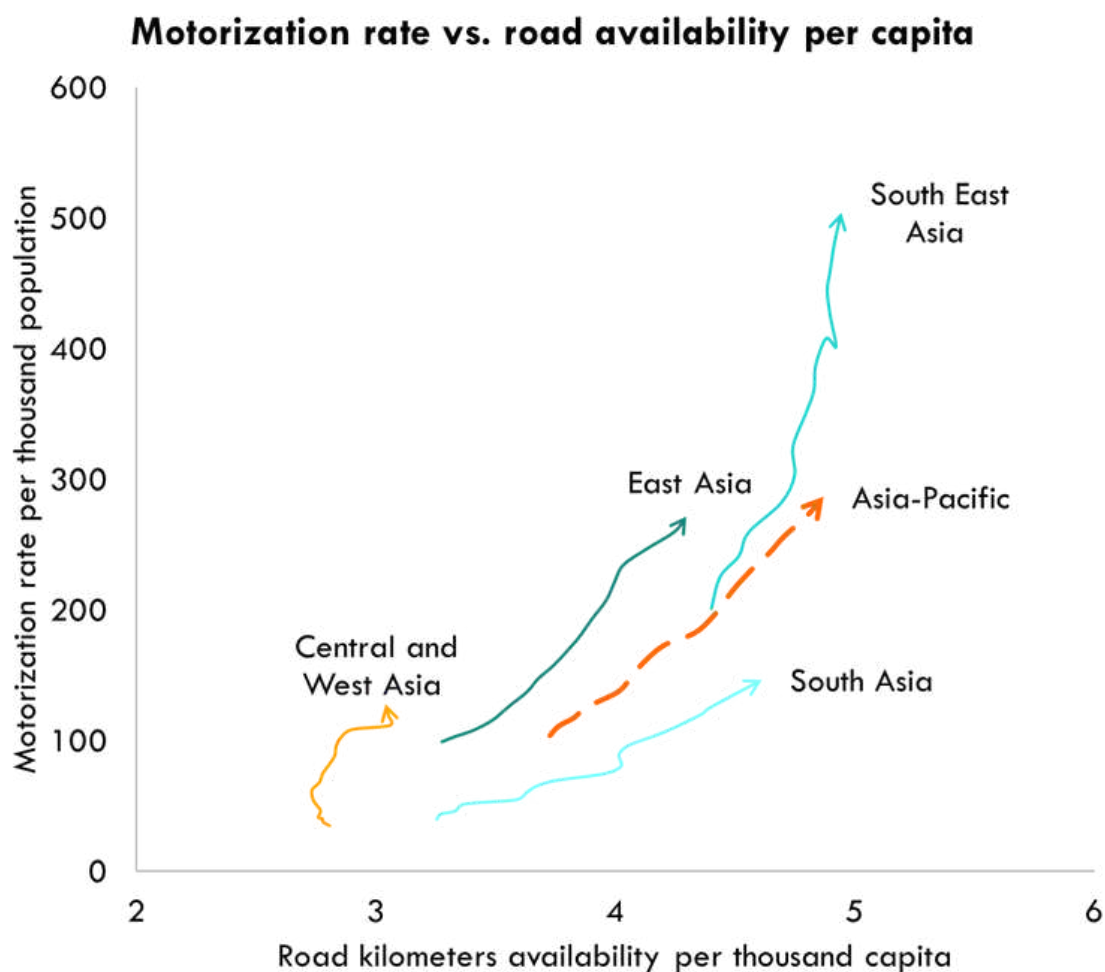


MOTORIZATION BOOM

OUTPACING INFRASTRUCTURE

In Asia, the number of vehicles on the road exploded by roughly 1 billion between 2000 and 2022. Road construction has been ramping up, expanding at an annual rate of 2.5% since 2010, outpacing population growth (0.9%), but lagging behind average economic growth (6%).

Also, despite the continued growth in road transport infrastructure as discussed in the previous page, vehicle ownership has grown much faster at a staggering 7.3% annually. This rapid rise in vehicles puts a strain on existing infrastructure.

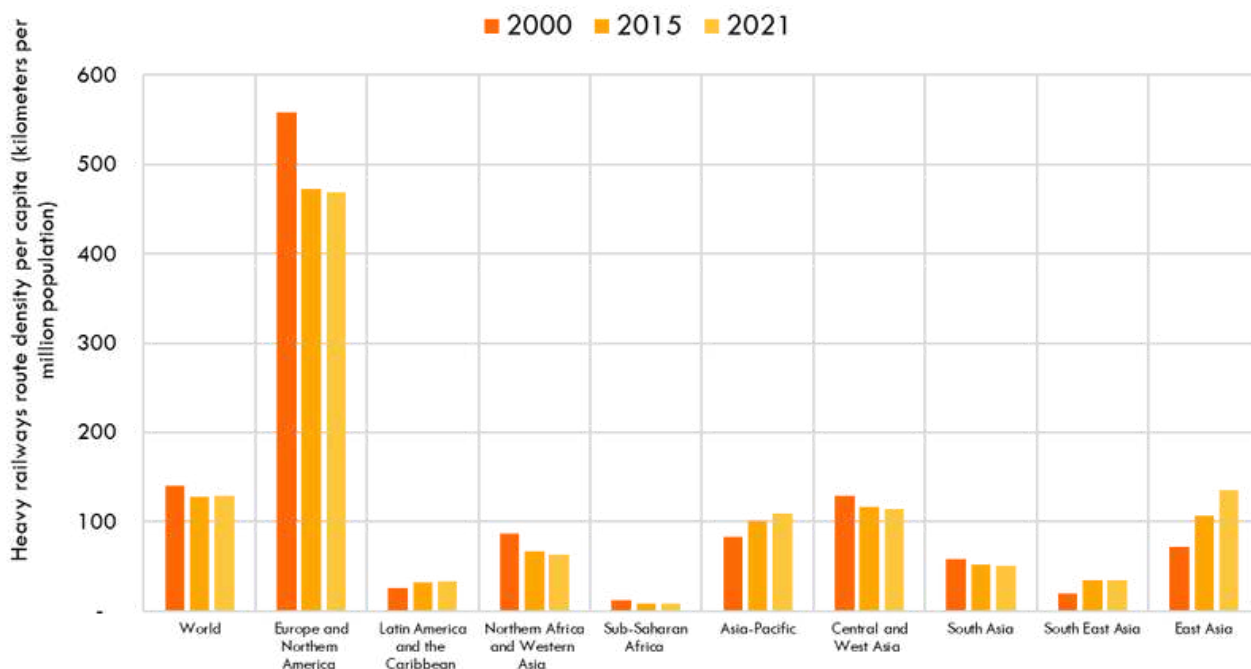


Source: ATO visualization based on various national statistics data, Nirandjan et al. (2022), IRF (2024).



RAILWAY INFRASTRUCTURE

Heavy Railways Route Density per Capita



Source: ATO visualization based on UIC (2024) as contained in ATO's database under [INF-TTI-018](#).

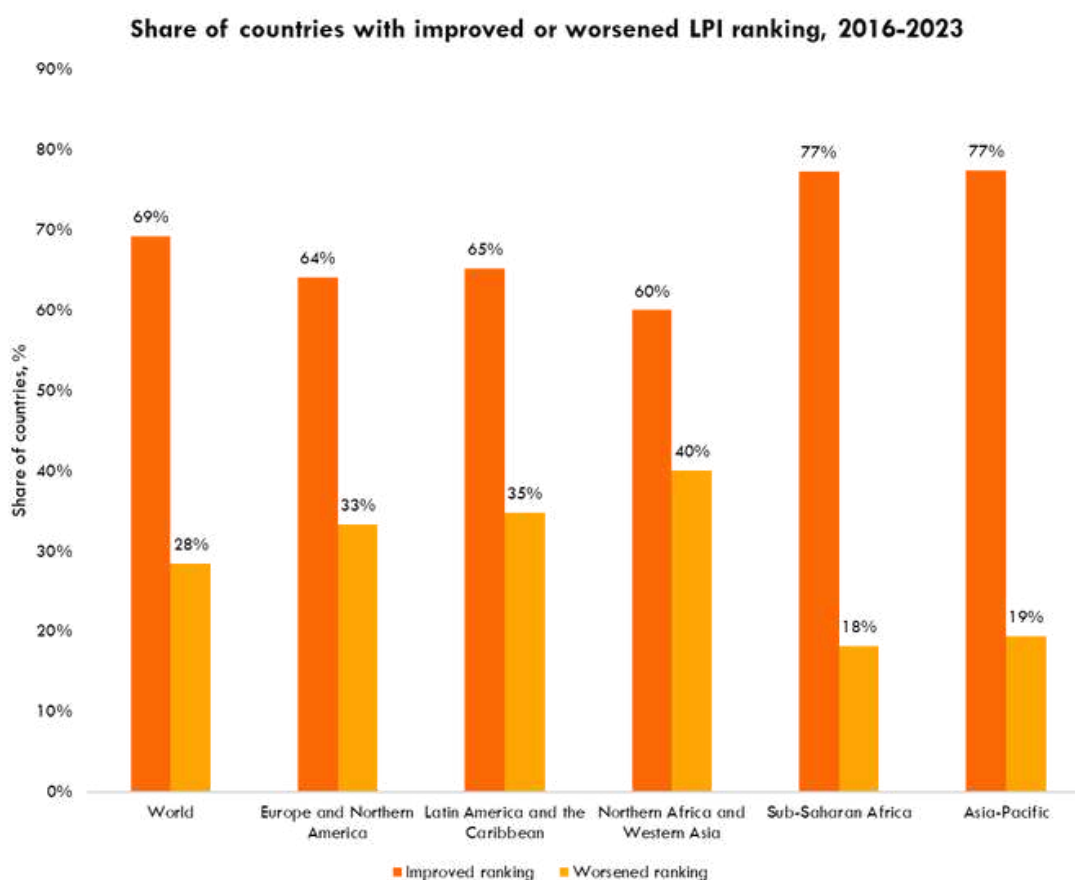
Since the adoption of the SDGs in 2015, Asia has experienced a steady expansion of its rail infrastructure, accounting for 75% of the global growth in this sector. However, this progress is uneven, with development concentrated in a few countries while many other subregions lag. Consequently, rail infrastructure in Asia remains inadequate, with only 110 kilometers of heavy rail and high-speed rail per million capita, significantly lower than the 471 kilometers per million capita in Europe and North America.



LOGISTICS PERFORMANCE INDEX

The Logistics Performance Index (LPI) serves as a vital tool for assessing countries' trade facilitation and logistics capabilities, directly influencing their progress towards achieving the Sustainable Development Goals (SDGs).

Between 2016 and 2023, more Asian countries improved their LPI rankings than those who declined. Notably, the Asia-Pacific region, along with Sub-Saharan Africa, led the way with the highest percentage of countries improving their LPI rankings during this period. Within Asia-Pacific, only two countries saw a significant drop of more than 10 ranks.



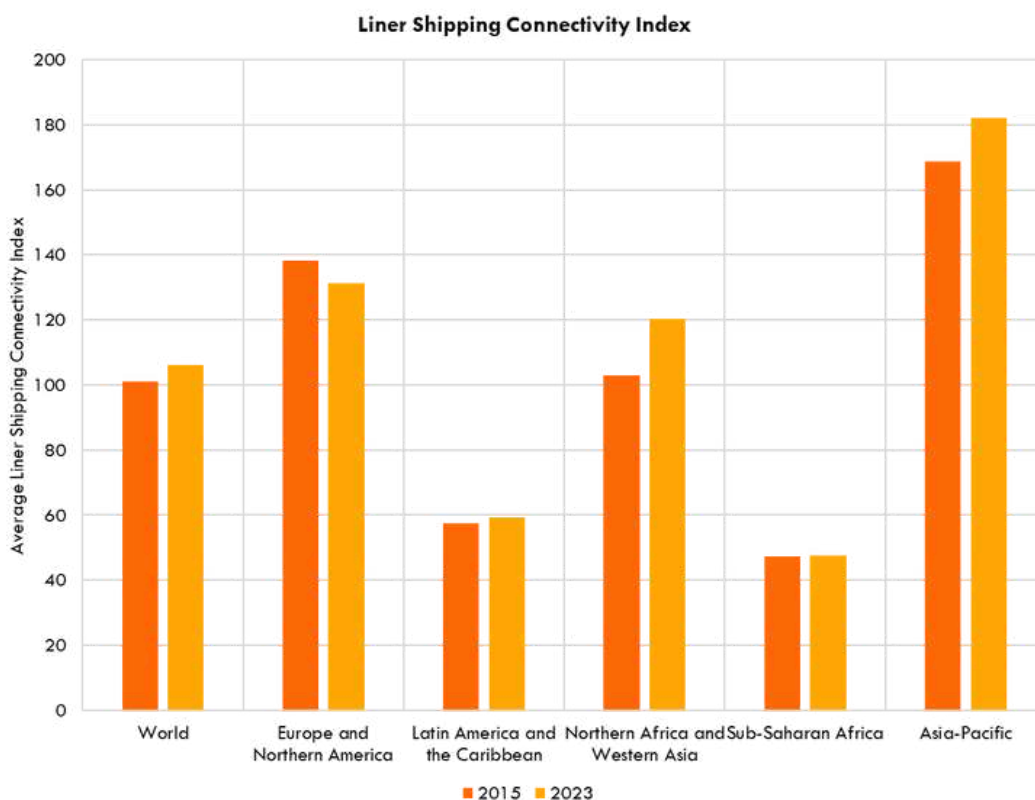
Source: ATO visualization based on World Bank (2024) as contained in ATO's database under [TAS-TSG-004](#).



IMPROVING SHIPPING CONNECTIVITY

The Liner Shipping Connectivity Index (LSCI), a comprehensive measure of countries' integration into global shipping networks, evaluates factors such as ship call volume, deployed container capacity, regular service frequency, shipping company diversity, largest ship size, and connected countries. Asia-Pacific's average LSCI of 182 in 2023 significantly outpaces other regions and the global average (106), with nine countries boasting an index exceeding 300.

While most regions' connectivity has stagnated or declined since 2015, Asia-Pacific has steadily improved from 167, showcasing substantially superior global liner shipping connectivity and a positive trend since the adoption of the SDGs.



Source: ATO visualization based on UNCTAD (2024) as contained in ATO's database under [ACC-NRC-005](#).





URBAN AND RURAL TRANSPORT

ACCESS TO TRANSPORT

Asia contributes to about 60% of the global population without urban and rural access as per the SDG definitions (SDG 11.2 and 9.1.1).

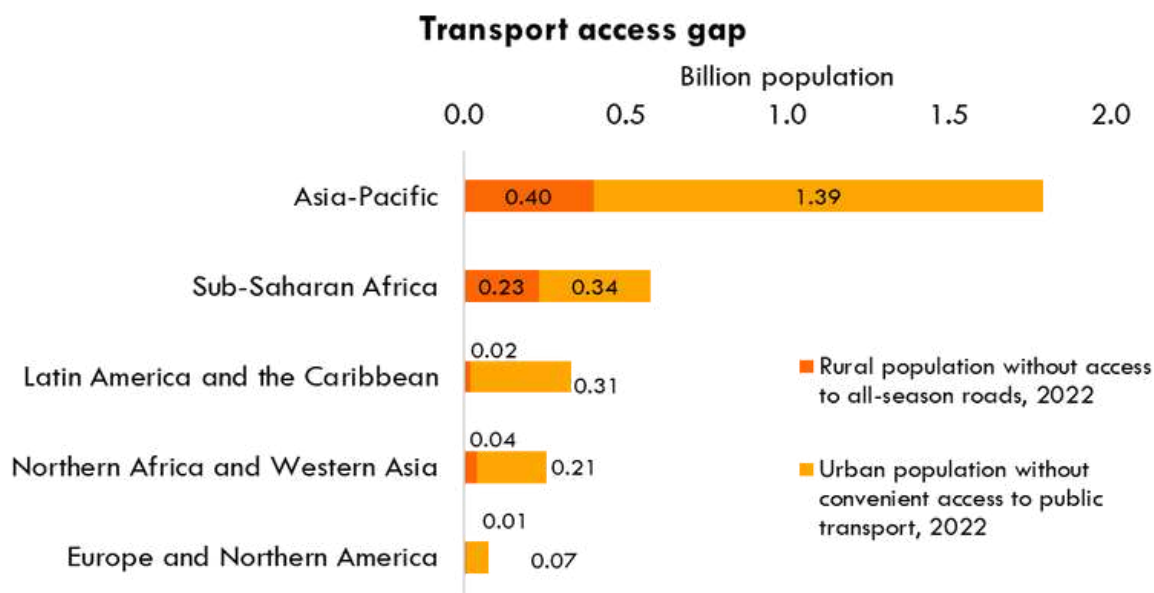
Urban and Rural access presents a 1.8 billion challenge. There are more number of people without transport access than people without electricity (78 million) and access to clean cooking (1.2 billion).

Urban Access gap

In Asia and the Pacific region, out of 10 urban residents, only about 4 have convenient access to urban public transit. Thus, For Asia, about 1.4 billion urban residents lack efficient access to public transit. In 2015, 118 cities had a total rapid transit length of about 9,400 kilometers in Asia and the Pacific region. By 2021, due to massive rapid transit investments in Asia and the Pacific region, 154 cities had a total network size of 15,800 kilometers.

Rural Access gap

Twenty percent (20%) of the world's rural population (697 million) and 18% of Asia and Pacific region's rural population do not have all-season access to the road network (i.e., 400 million).



Source: ATO visualization based on UNDESA Statistics Division (n.d.) as contained in ATO's database under [CLC-VRE-001](#).

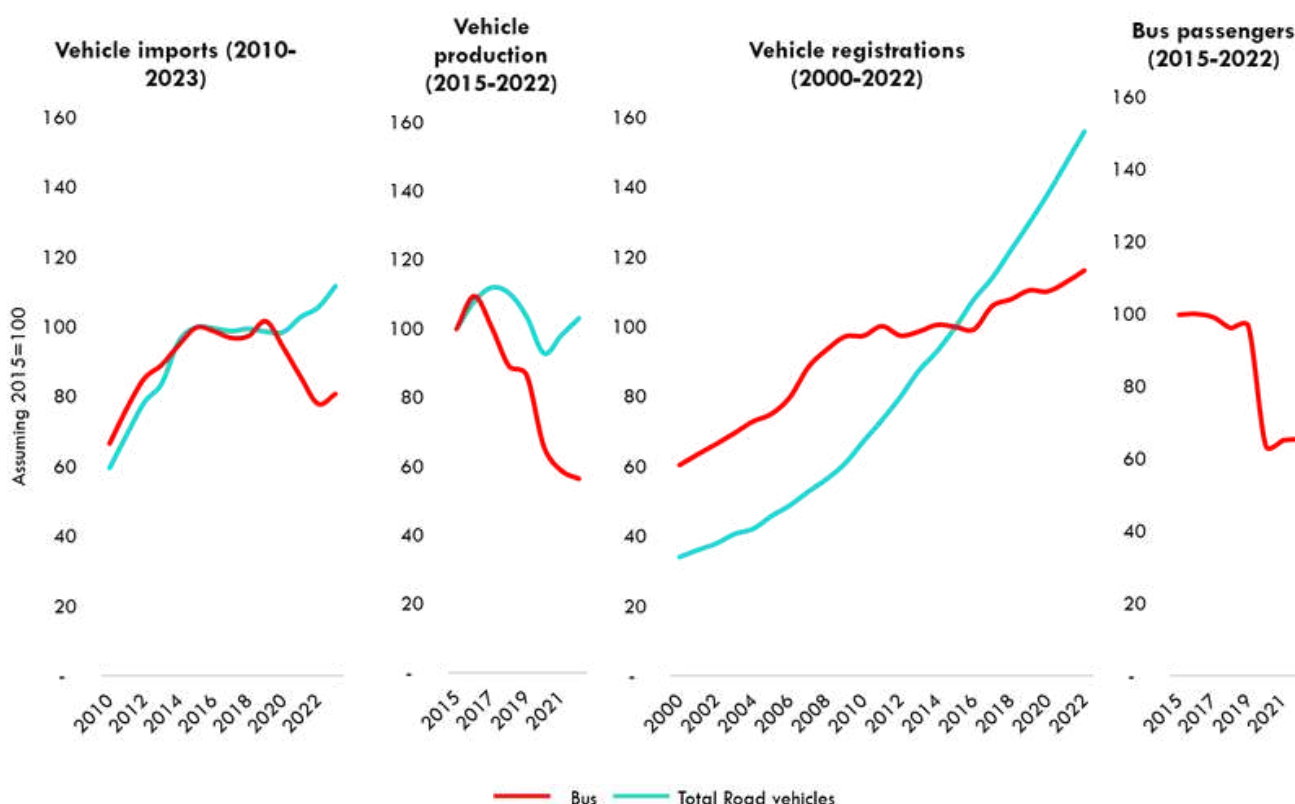


GRIDLOCKED

ASIA'S BUS CRISIS

From 2015 to 2022, Asia's bus sector experienced a significant decline, with production reducing by -44% while other vehicles saw a 3% rise. Bus imports also decreased by -34%, in contrast to a 29% increase for other vehicles. Although a slight recovery was observed in 2023, bus registrations continue to lag, growing at only 16% compared to a substantial 56% surge for other vehicles. Evidence suggests that bus ridership has had significant decline, with a dramatic -34% drop.

This overall picture points towards a declining trend in the bus sector, both in terms of production and usage. Meanwhile, other vehicle types are witnessing growth across production, imports, and registrations. The decrease in bus ridership and the slow growth in bus registrations suggest a shifting preference away from buses. This shift is in spite of public transit improvement policies since 2015.



Source: ATO visualization based on OICA 2024) as contained in ATO's database under [INF-VMF-017](#) as well as ITC (n.d.), and country statistics.

Note: Ridership includes other informal modes of transport also.



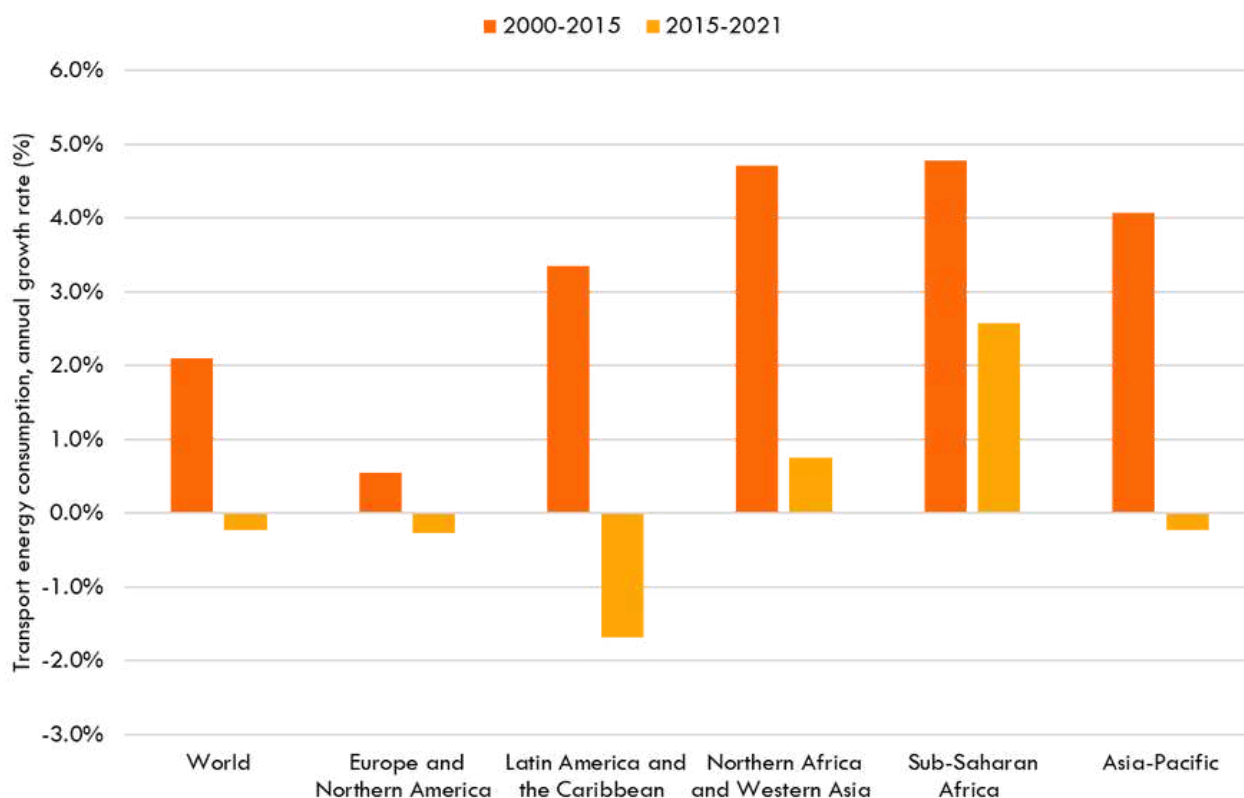


TRANSPORT AND ENERGY

ENERGY CONSUMPTION

OVERALL TRANSPORT SECTOR IN ASIA

In 2022, the transport sector in Asia consumed a substantial share of energy, accounting for roughly 21% of the region's total primary energy use. Although the sector saw rapid growth in energy demand between 2000 and 2015, surpassing other sectors and regions with an annual growth rate of 4.1%, the adoption of the SDGs has marked a turning point. Following the implementation of the SDGs, transport energy consumption in the Asia-Pacific region has decreased at an annual rate of 0.2% from 2015 to 2021.



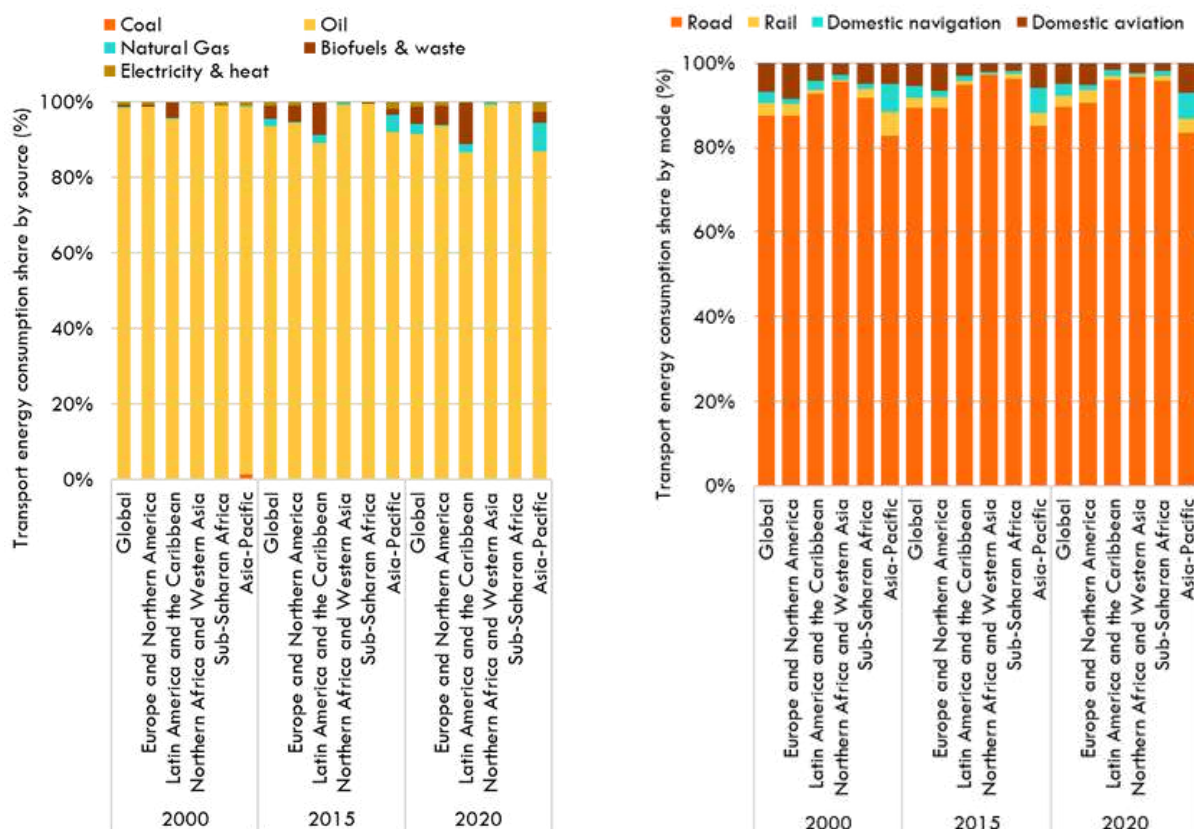
Source: ATO visualization based on UNDESA Statistics Division (n.d.) as contained in ATO's database under [CLC-VRE-001](#).



ENERGY CONSUMPTION

BY FUEL AND MODE

The push towards achieving the SDGs is driving a visible rise in renewable energy adoption within the Asian transport sector. This is reflected in the near doubling of renewable energy's share in the sector's energy mix, from 1.7% in 2015 to 3% in 2020. However, fossil fuels continue to dominate, particularly in road transport which consumes a substantial 83% of the sector's energy. The growth in railway electrification, with 56% of tracks now electrified compared to 34% in 2000, contributes to this shift, resulting in almost 60% of railway energy now coming from electricity. These trends highlight the progress made and the ongoing challenge of decarbonizing transport to meet SDG objectives.



Source: ATO visualization based on UNDESA Statistics Division (n.d.) as contained in ATO's database under [CLC-VRE-002](#) [CLC-VRE-003](#) [CLC-VRE-004](#) [CLC-VRE-005](#) [CLC-VRE-006](#) [CLC-VRE-007](#) [CLC-VRE-008](#) [CLC-VRE-009](#) [CLC-VRE-010](#)

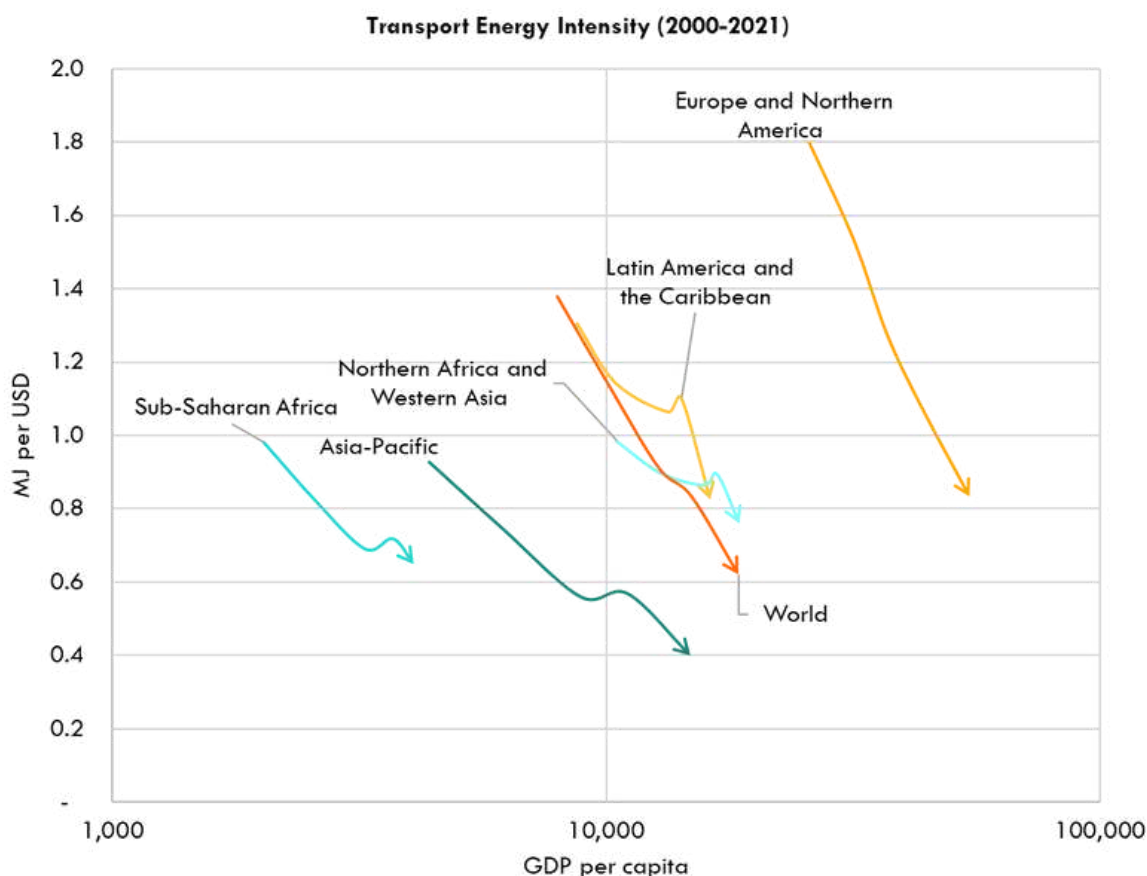


ENERGY INTENSITY

TRANSPORT SECTOR IN ASIA

Since 2000, the global transport sector has witnessed a significant decrease in energy intensity, with an average annual reduction of about 3.8%. This trend is mirrored in Asia, where transport energy intensity has also improved considerably.

Notably, Asian economies consistently demonstrate lower transport energy intensity compared to other regions. This positive shift towards greater energy efficiency is widespread across the continent. Such progress aligns with the SDGs, particularly SDG 7 (Affordable and Clean Energy) and SDG 13 (Climate Action).

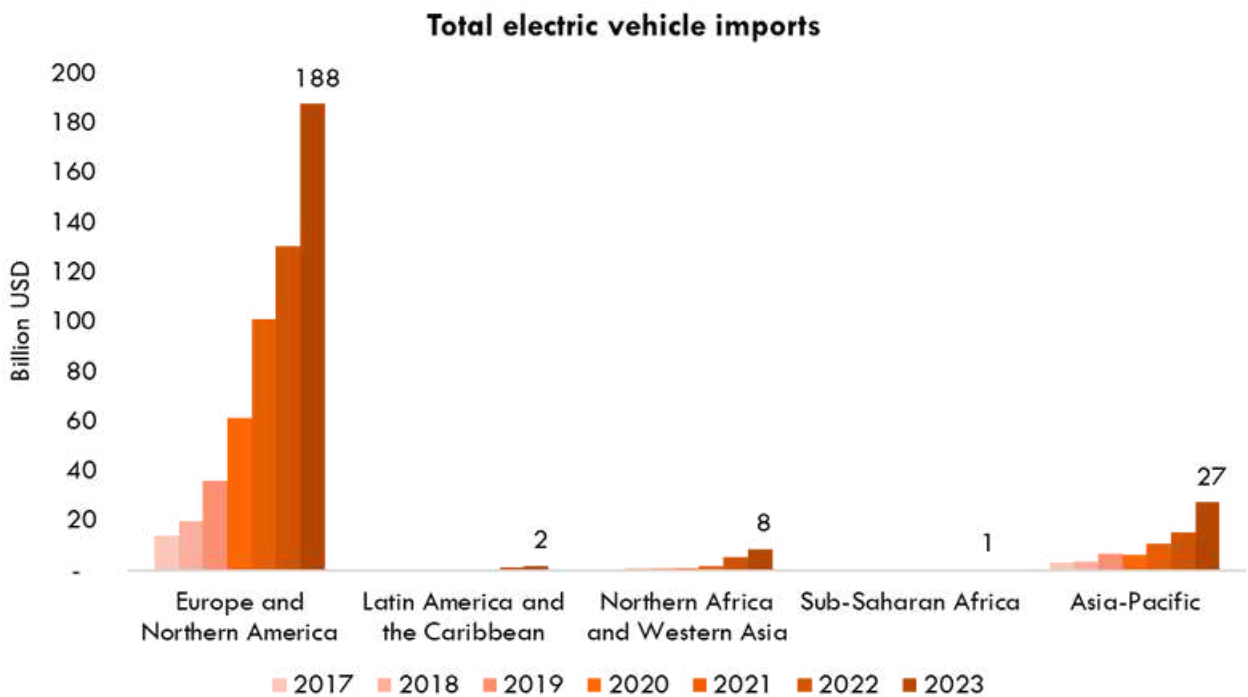


Source: ATO visualization based on UNDESA Statistics Division (n.d.) as contained in ATO's database under [CLC-VRE-011](#) [CLC-VRE-012](#)



GROWING ELECTRIC ROAD TRANSPORT

The Asia-Pacific region has experienced a remarkable surge in electric vehicle (EV) trade and adoption. EV imports to the region increased from \$3 billion in 2017 to \$27 billion in 2023, a nine-fold increase. This accounted for 12% of global EV imports in 2023. The region also strengthened its position in EV exports, increasing its global share from 27% in 2017 to 34% in 2023. This trade dynamism reflects Asia's leading role in the EV transition. The region contributed to 60% of the global increase in electric cars and over 90% of the increase in electric buses between 2015 and 2023. China stands out as the major driving force behind this trend, dominating the electric car and bus markets. Furthermore, Asia is estimated to be home to approximately 90% of the world's electric two- and three-wheelers.

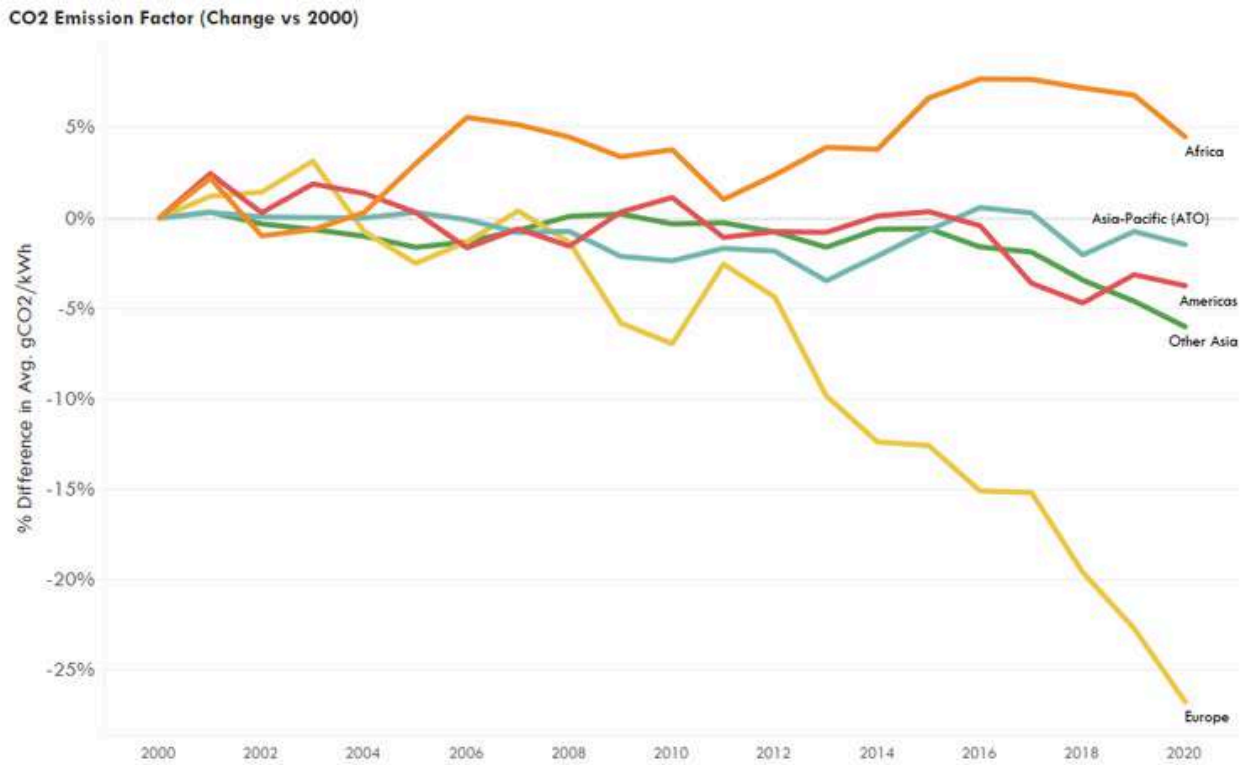


Source: ATO visualization based on ITC (n.d.).



ELECTRICITY GRID

DECARBONIZATION



Source: ATO visualization based on Ember (n.d.) as contained in ATO's database under [INF-AFP-003](#).

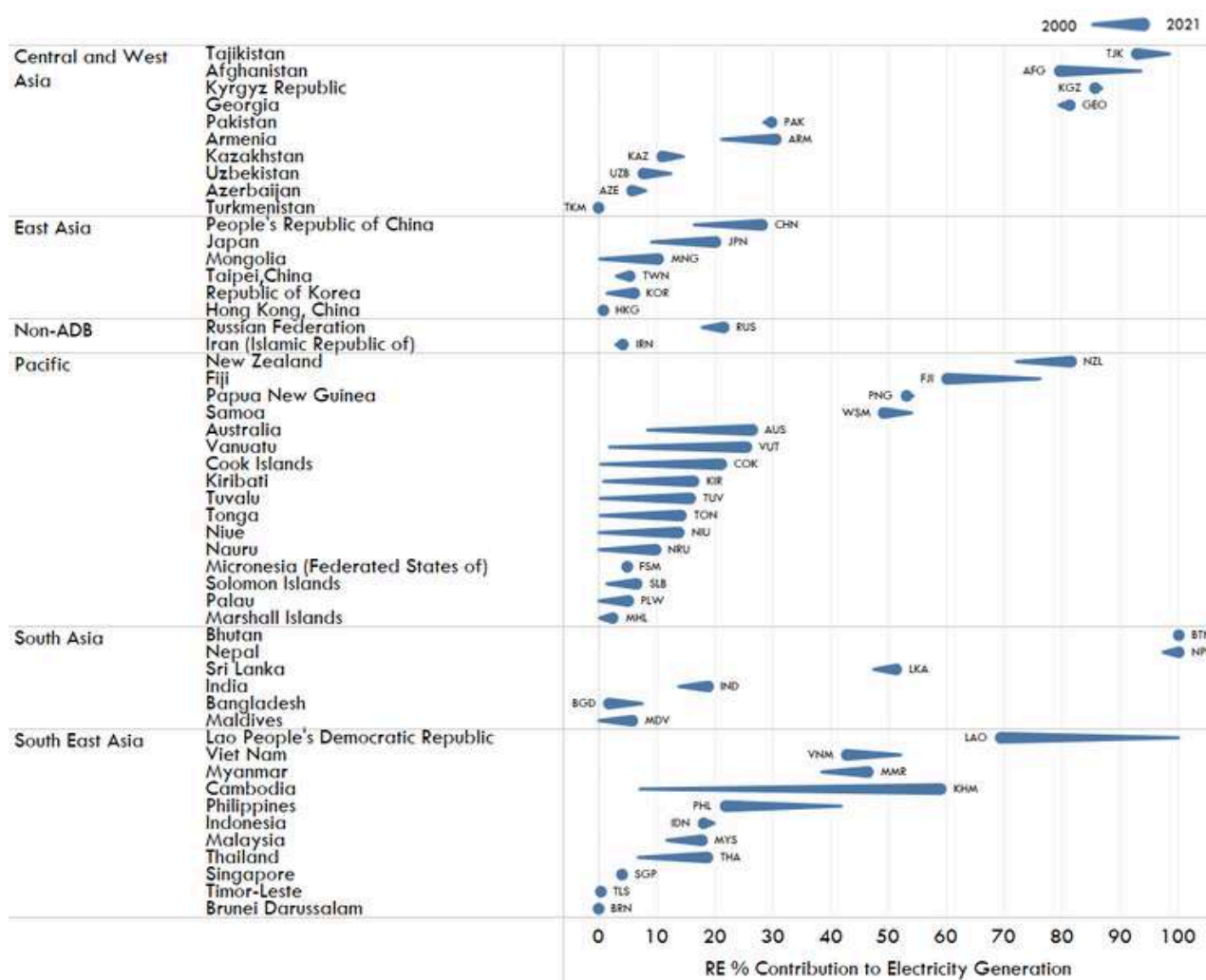
Electric vehicles have no direct tailpipe emissions, and thus, the upstream emissions caused by electricity generation become critical in determining the climate impact of using electric vehicles. Fossil fuels dominate the fuel mix for electricity production in Asian economies, resulting in the region having the highest intensity of grid emission factor, i.e., a measure of CO2 emissions intensity per unit of electricity generation in the grid system (gCO2/kWh).

The carbon intensity of electricity grids in Asia has seen minimal improvement since the year 2000, decreasing by only 1% between 2000 and 2020.

RENEWABLE ENERGY

% GENERATION

The carbon intensity of electricity grids in Asia (on average) has seen minimal improvement since the year 2000, decreasing by only 1% between 2000 and 2020. There are also significant movers (in both directions) in terms of the proportion of renewable energy in the electricity generation. This metric will become critical as countries transition towards electric mobility.



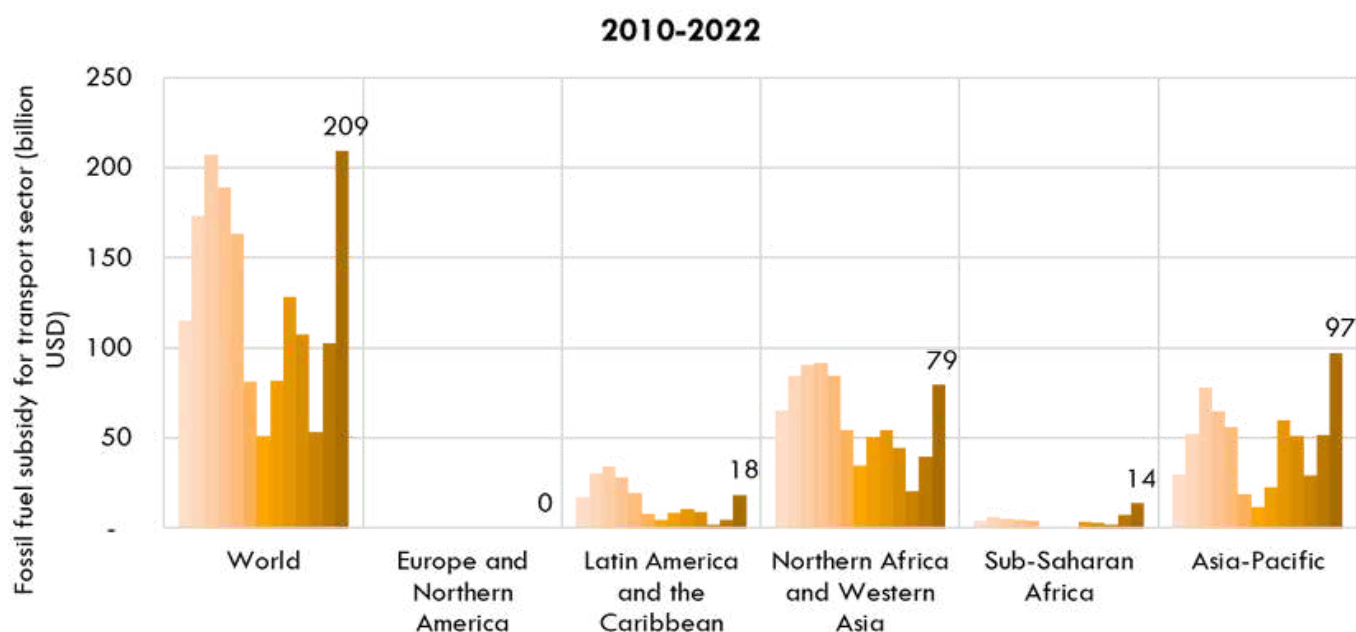
Source: ATO visualization based on IRENA (2024).



INCREASING FOSSIL FUEL SUBSIDIES

Between 2010 and 2015, fossil fuel subsidies in the Asian transport sector amounted to USD 299 billion. However, adopting the SDGs marked a turning point. From 2016 to 2021, these subsidies saw a notable decline, totaling USD 225 billion. Unfortunately, this positive trend was interrupted in 2022, with a sharp increase to USD 97 billion – the highest single-year figure in the last decade.

While Asia's share of global transport fossil fuel subsidies rose from 32% (2010-2015) to 44% (2015-2022), suggesting more effective transport policies in other regions, Asian policymakers have made significant strides in reducing these subsidies within the transport sector when compared with other sectors. This progress is evident in the transport sector's share of total fossil fuel subsidies in Asia, which dropped significantly from 22% in 2014 to 14% in 2022.



Source: ATO visualization based on IEA (n.d.) as contained in ATO's database under [SEC-TFI-009](#).





TRANSPORT AND CLIMATE CHANGE

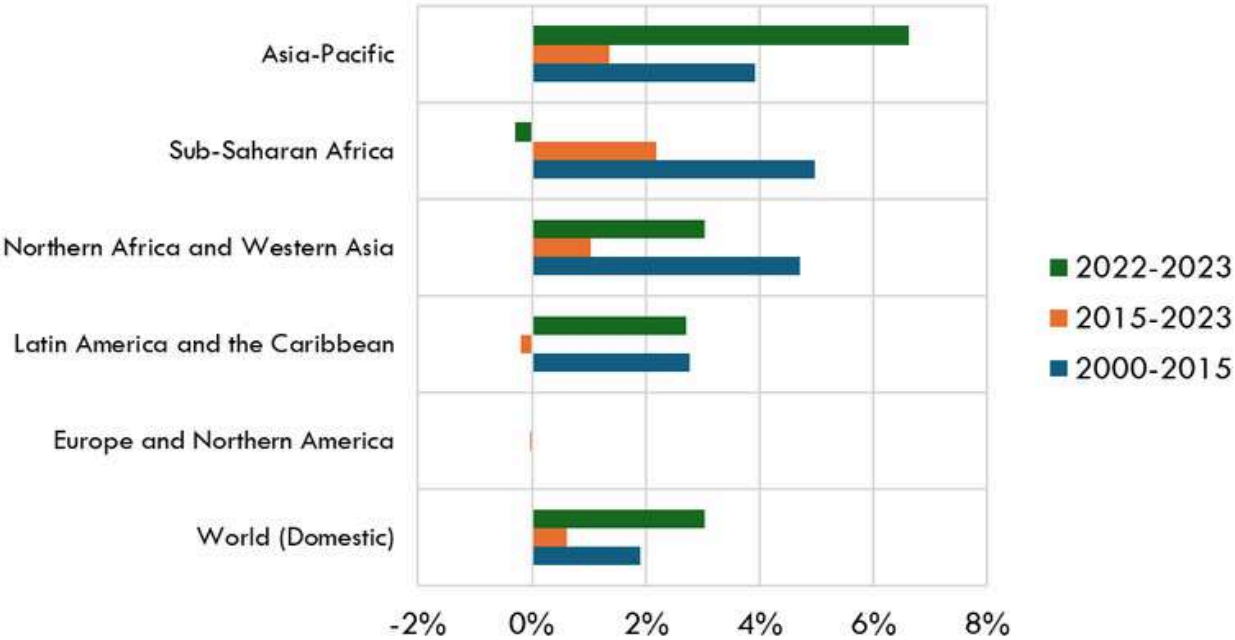
TRANSPORT GHG EMISSIONS

GROWTH VS OTHER REGIONS

In 2023, the transport sector contributed approximately 19% of fossil fuel CO₂ emissions globally; in Asia, it accounted for a lower share of 12%. Since adopting the SDGs in 2015, Asia's transport CO₂ emissions have increased by about 2% annually, contrasting with the stagnant trend in Europe and Northern America (0%) and a slower annual increase in Latin America and the Caribbean (0.2%).

However, in 2023, the Asia-Pacific region saw a dramatic 6.6% jump in emissions from domestic transport, equivalent to 174 million tons of CO₂. This increase now puts the region's transport emissions nearly on par with those of Europe and North America combined. Since the implementation of the SDGs, the transport CO₂ emissions in the region have grown at double the global average, accounting for about 83% of the increase in transport-related CO₂ emissions globally. Driving this increase is the dominance of road transport, which accounted for roughly 90% of the region's transport CO₂ emissions.

Transport CO₂ Emissions - Annual Growth



Source: ATO visualization based on EC/JRC and IEA (2024) as contained in ATO's database under [CLC-VRE-045](#).



ANNUAL DAMAGES

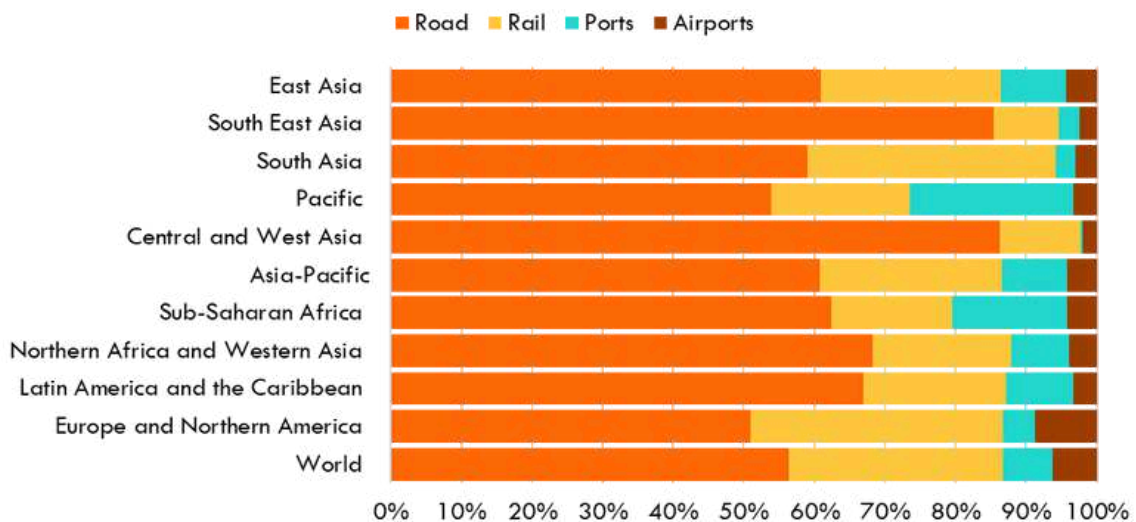
Multi-Hazard Expected Annual Damages to Transport Surface Infrastructure

The Asia-Pacific region faces a significant annual financial burden due to multi-hazard damage to its transport surface infrastructure. Globally, the expected median yearly damage to transport assets like roads, railways, and ports is estimated at roughly USD 20 billion, with a disproportionate 60% of this damage, or USD 12 billion, projected to occur in Asia.

This substantial financial impact underscores the region's vulnerability to various natural hazards. These figures only account for direct damages, meaning the actual economic losses, including indirect impacts on trade, tourism, and productivity, are likely far more significant. In the context of Asia's GDP, the annual damages to transport infrastructure represent 0.04%, highlighting the need for robust investment in resilient infrastructure to mitigate the economic consequences of these hazards.

Railways are particularly susceptible among transport modes. While they only account for about 2% of the total infrastructure, they shoulder 25% of the losses due to climate hazards.

Multi - Hazard Expected Annual Damages to Transport Infrastructure distributed by mode



Source: ATO visualization based on Koks et al. (2019) and Verschuur et al. (2023) as contained in ATO's database under [CLC-CVT-002](#) and [CLC-CVT-007](#).



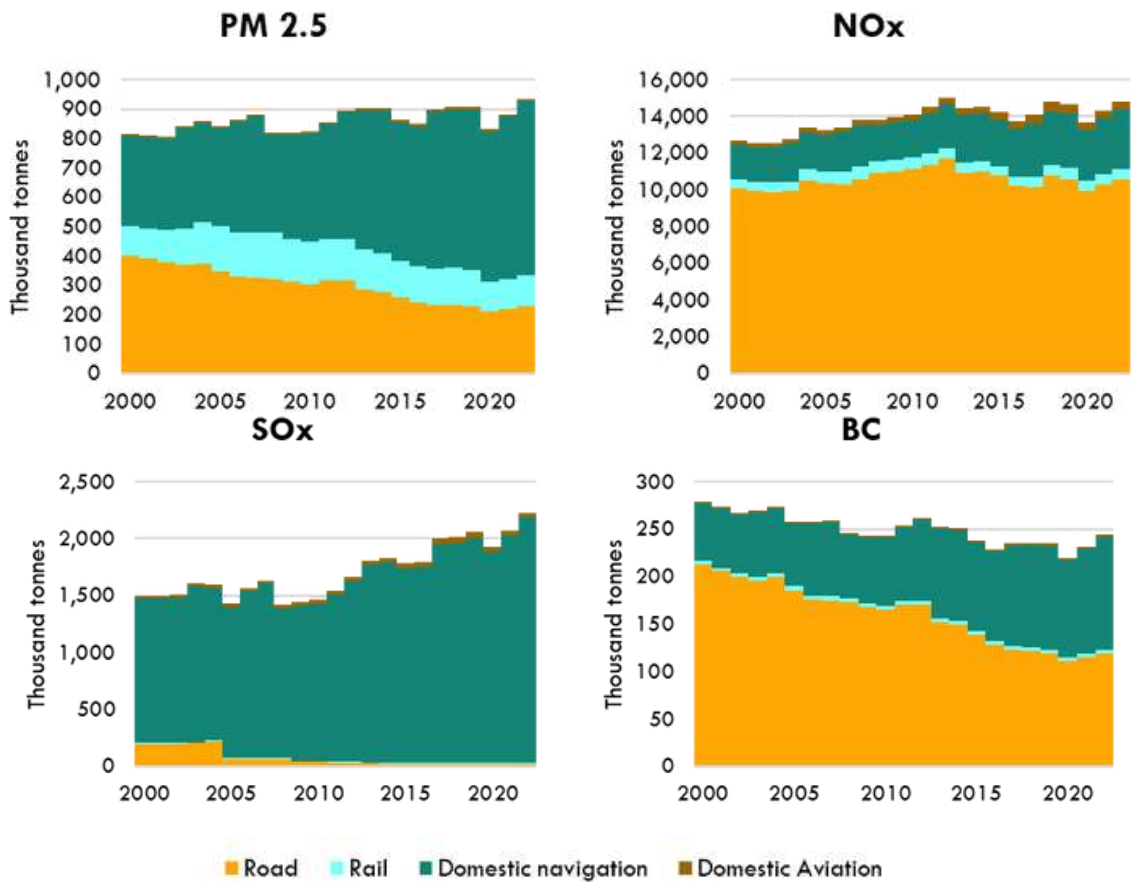


TRANSPORT AND AIR POLLUTION

TRANSPORT AIR POLLUTANT EMISSIONS

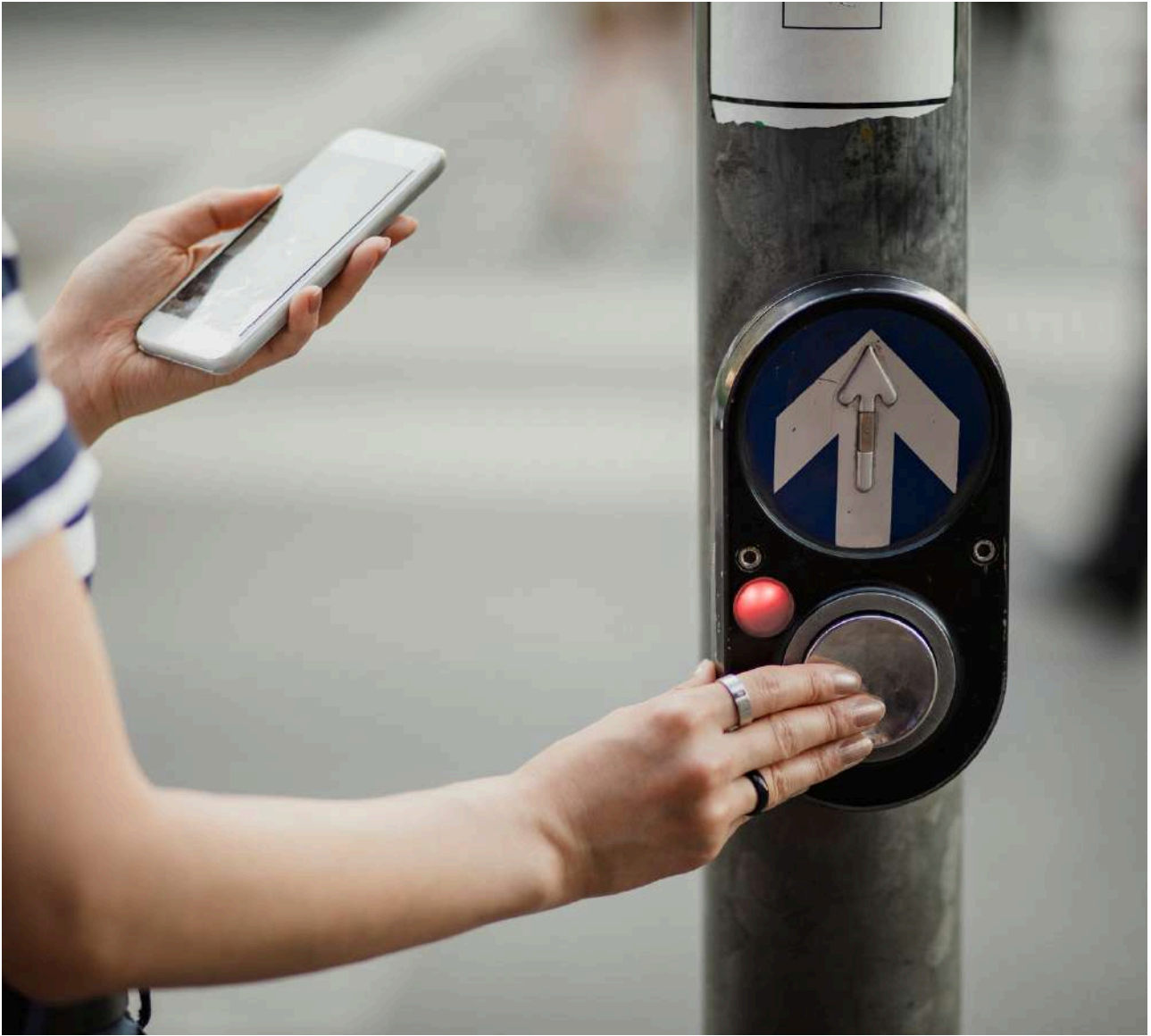
Transport's impact on air pollution varies significantly across Asia, depending on the specific mode of transport and the region. While road transport has historically been the main culprit, recent efforts like vehicle emission standards and cleaner fuels have led to a 2% annual decrease in certain pollutants (PM 2.5, SOx, and BC). However, this progress is countered by rising emissions from domestic waterways and shipping. The challenge lies in the limited data available for transport emissions, especially for domestic vessels.

Air Pollutant Emissions from Fossil Fuel Combustion - Asia



Source: ATO visualization based on EC JRC (n.d.) as contained in ATO's database under the [APH workbook](#).



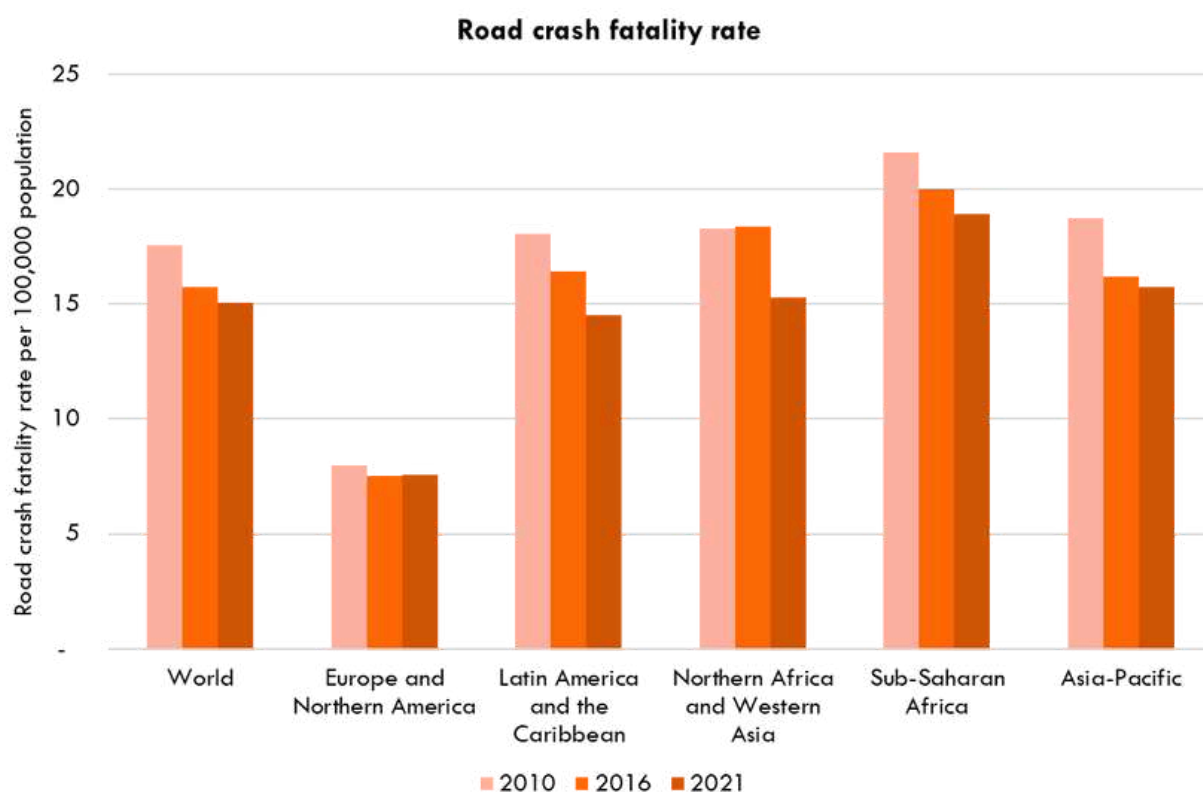


ROAD SAFETY

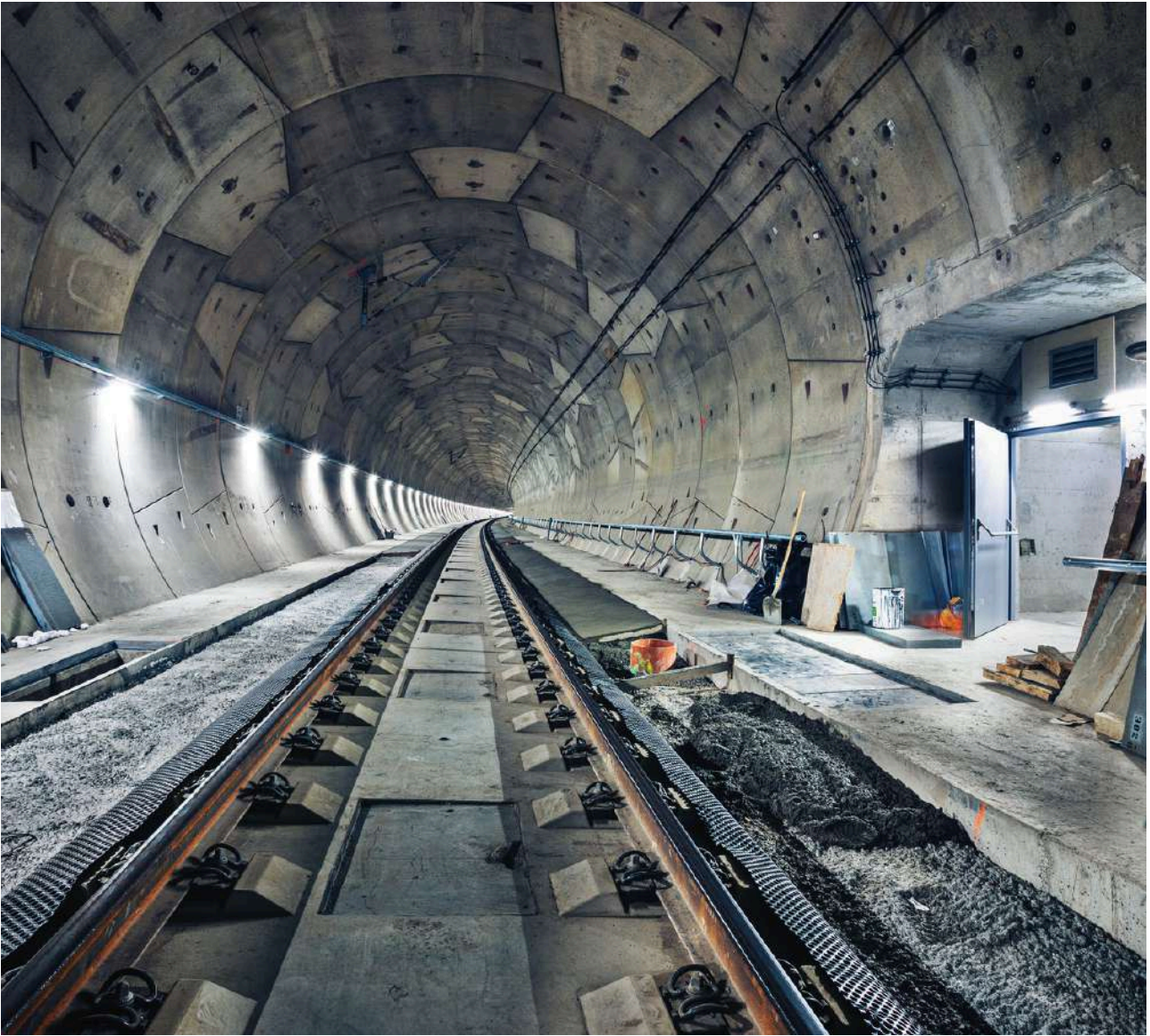
ROAD CRASH FATALITIES

Globally, the reductions in road crash fatalities have slowed down since the adoption of SDGs. Between 2010-2016, global reductions was at -0.6% per year and Asia-Pacific reduced -1.4% per year. After the adoption, between 2016-2021, the average reduction globally was at -0.3% per year and Asia reduced at -0.6% per year. Despite this, two-thirds of the countries in Asia still managed to reduce their road crash fatalities.

Depending on the region, the economic impacts of road crashes amount to 4%–8% of annual GDP.



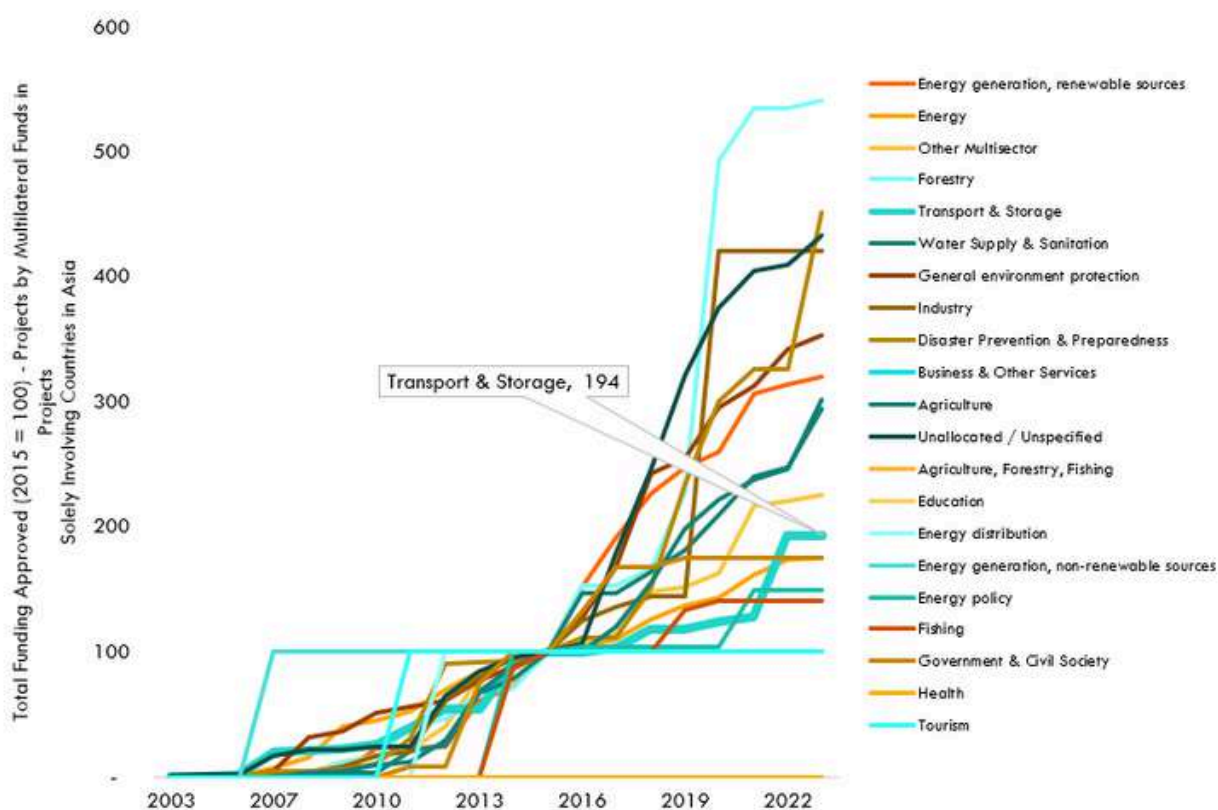
Source: ATO visualization based on WHO (2023) as contained in ATO's database under the [RSA workbook](#).



TRANSPORT FINANCE

INVESTMENTS AND FINANCING

The available estimates on transport finance and SDG's in Asia Pacific reveals a disparity in funding allocation and project focus. While the transport sector figures in project approvals made by multilateral climate change funds account for 7% of total funding in the region (cumulative since 2003), over half of this amount is concentrated in road transport, highlighting a potential bias towards traditional infrastructure. The data also underscores a concerning funding gap, with only 1% of transport-related funds reaching low-income countries, further exacerbating development challenges. Although cumulative approved funding for transport and storage projects has nearly doubled since 2015, this growth pales in comparison to sectors like forestry, industry, and energy generation, indicating a need for greater prioritization of sustainable transport solutions to effectively address climate goals and achieve a more balanced development trajectory in the Asia-Pacific region.



Source: ATO visualization based on Heinrich BöllStiftung. (2024).





TRANSPORT POLICY LANDSCAPE

TRANSPORT POLICY INSTRUMENTS

PROMOTING CO-BENEFITS

As Asia develops its transportation infrastructure and expands its vehicle fleet, policymakers have a chance to learn from the mistakes of developed nations. By understanding the connections between transportation, climate change, and sustainable development, they can create policies that work together seamlessly. This means aligning policies, processes, and institutions to effectively implement the sustainable development goals and the Paris Agreement. Our analysis of policy measures in 25 countries shows that policymakers are starting to connect, prioritize, and document the synergies between low-carbon transport strategies and other economic, social, and environmental objectives.

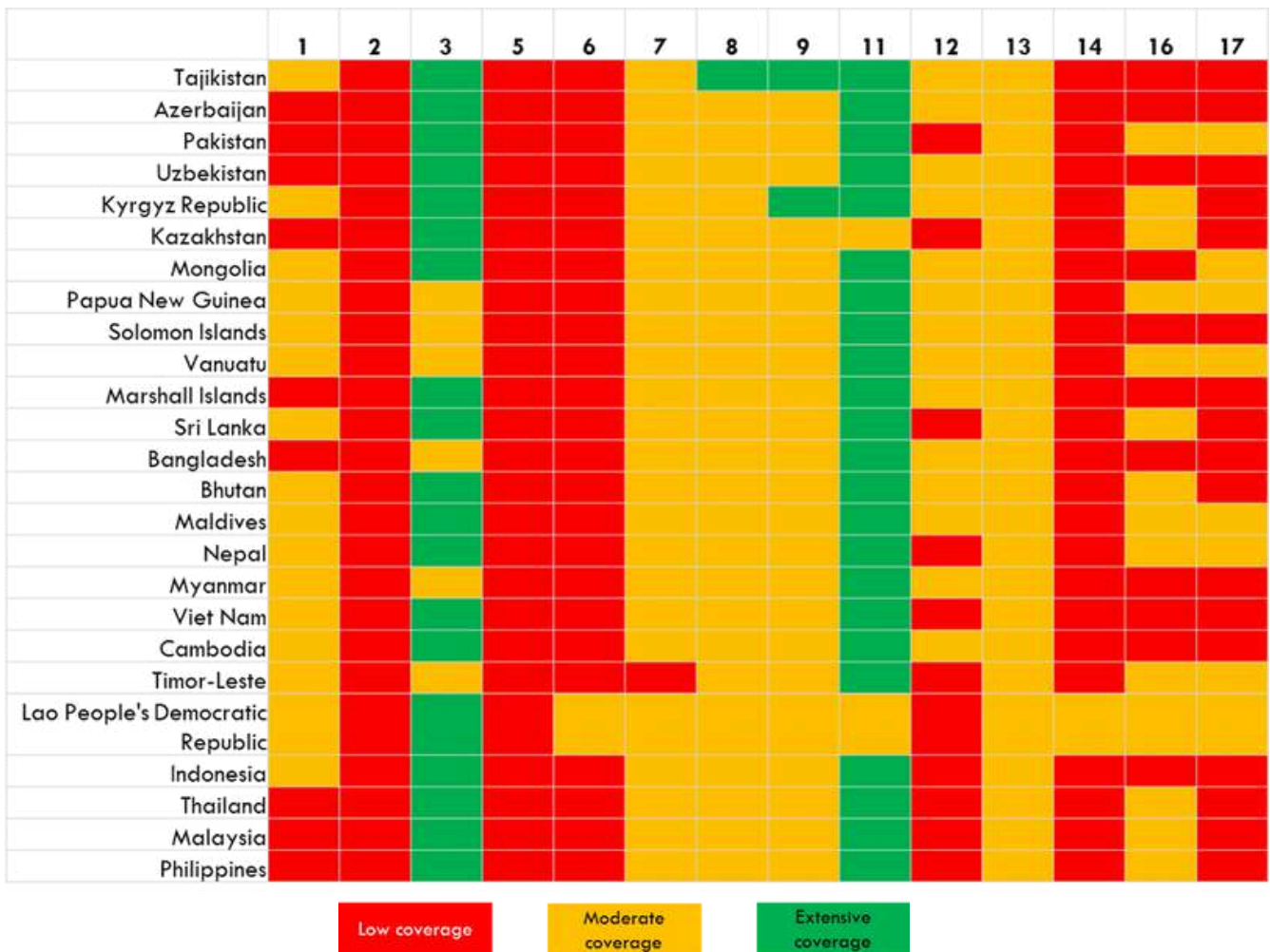
Transport policy measure's synergy with SDG's based on 25 country survey



COUNTRY-WISE COVERAGE

SUSTAINABLE DEVELOPMENT GOALS IN TRANSPORT POLICIES

The chart below shows how the SDGs are covered in transport-relevant policy documents and measures. Each block represents share of total SDG relevant measures for a particular country tagging individual SDGs.



Detailed policy analysis tables for the countries are found from page 44. They contain excerpts from the relevant policy documents that are relevant to the various SDGs from the transportation lens.



WHERE ARE WE?

SUMMARY

CONNECTING THE DOTS

The transport sector, though lacking its own SDG, plays a vital role in achieving sustainable development. This report analyzes progress on transport-related SDG targets in Asia, drawing on diverse data sources and comparing trends across regions.

By Theme

- **Employment:** The transport sector is a significant and growing source of employment in Asia, outpacing other sectors. However, growth has slowed since the adoption of SDGs, and female representation remains low.
- **Economic Contribution:** Transport contributes substantially to Asia's GDP, but growth has slowed down since 2015.
- **Infrastructure:** Asia's road and rail infrastructure development has progressed but remains inadequate compared to developed regions. Growth rates have slowed since adopting the SDGs.
- **Logistics and Connectivity:** Global logistics performance has improved, with Asia leading in the percentage of countries showing progress. Asia also boasts superior liner shipping connectivity.
- **Access :** Urban and Rural access presents a 1.8 billion challenge. There are more number of people without transport access than people without electricity (78 million) and access to clean cooking (1.2 billion)
- **Energy :** Transport energy consumption growth has slowed post-SDGs, and energy intensity has improved. The adoption of renewable energy in transport is increasing but remains low. Electric mobility adoption is growing rapidly, but the high carbon intensity of electricity grids in Asia poses a challenge.
- **Subsidies and Finance:** Fossil fuel subsidies in transport declined initially after SDG adoption but saw a sharp increase in 2022. Policymakers have, however, made progress in reducing transport's share of total subsidies. Transport finance data shows a focus on road projects and a funding gap in low-income countries.
- **Environmental Impacts:** Transport contributes to CO2 emissions and air pollution. While road transport emissions have declined due to improved vehicle standards, emissions from other modes are on the rise. Climate hazards pose a significant financial risk to transport infrastructure.
- **Safety and Policy:** Progress on reducing road crash fatalities has slowed down since the SDGs. There's a growing recognition of the need to align transport policies with climate and sustainability goals.

Challenges and Opportunities

Asia's transport sector is experiencing mixed progress on SDG targets. While employment and economic contributions are strong, infrastructure development, energy efficiency, decarbonization, and environmental impacts remain areas of concern. The report highlights following opportunities:

- Increased investment in transport infrastructure
- Accelerated adoption of renewable energy and cleaner fuels in transport.
- More effective policies to reduce fossil fuel subsidies and promote energy efficiency.
- Enhanced data collection and monitoring of transport-related emissions.
- Mainstreaming climate change and sustainability considerations into transport planning and investment.

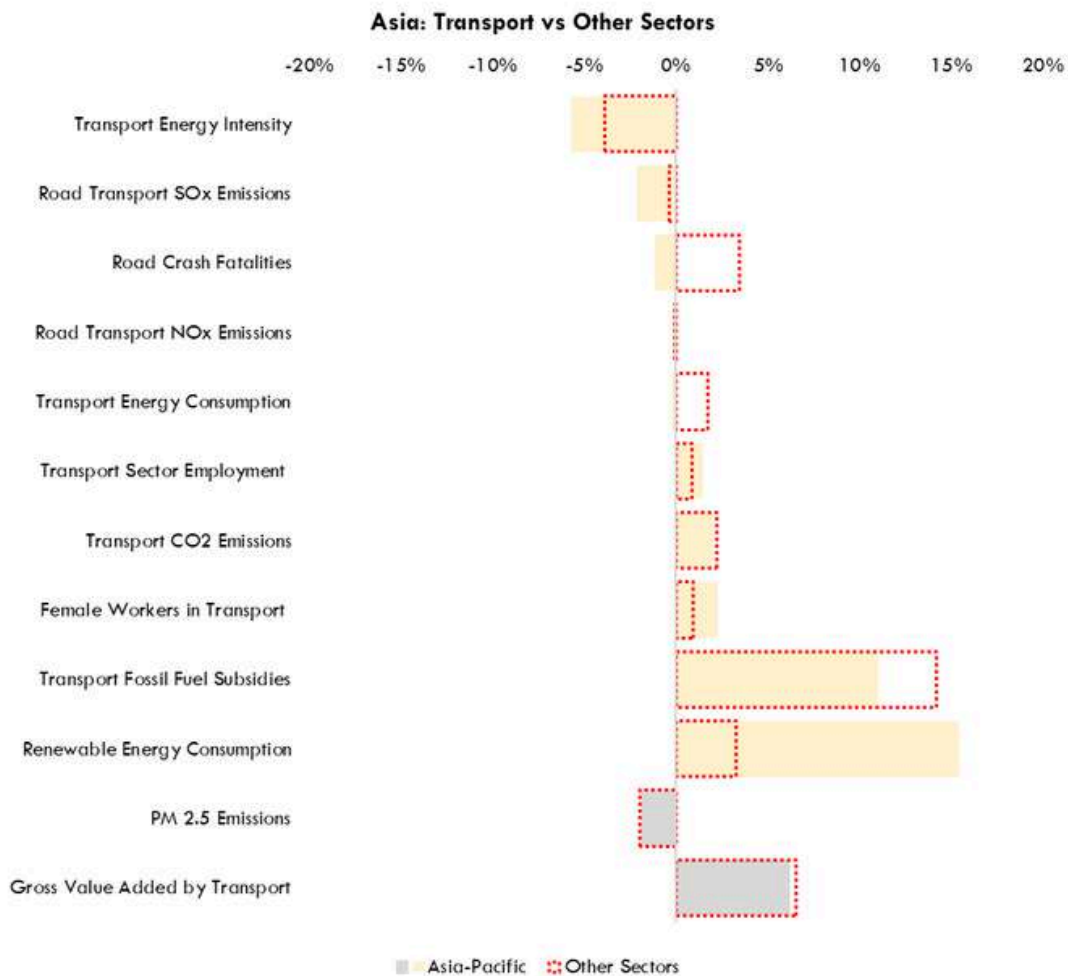
BENCHMARKING

SDGs address various sectors with varying levels of specificity. Some sectors, like energy, have a dedicated SDG, while others, like transport, have weak sectoral underpinning. Assessing progress on SDG targets related to transport poses challenges due to the inherent vagueness and absence of quantified objectives. Many transport-relevant SDG targets utilize phrases such as "increase substantially" or "double the share," which lack specificity and hinder meaningful measurement. Also, the targets or indicators do not reflect countries' different national contexts and starting points.

A comprehensive analysis of Asia's transport sector's contribution to the SDGs paints a somewhat pessimistic picture of achieving the 2030 targets. However, there is a silver lining: since 2015, Asian countries have made progress, albeit slow, in closing the SDG gap, as detailed below.

Asia's Transport Sector vs Other Sectors in the Region

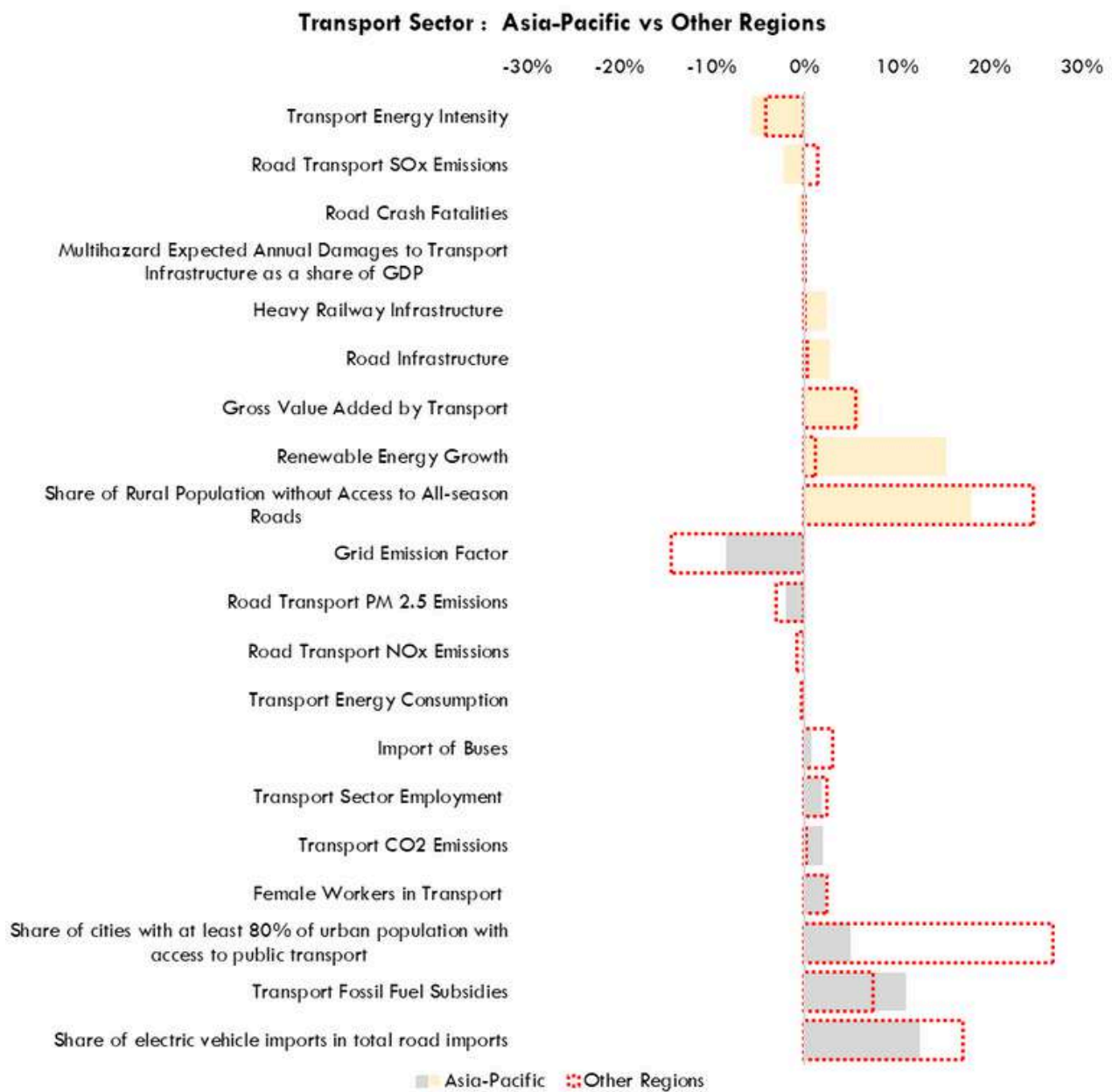
Another way to look at the progress of the region's transport sector towards the SDGs is to compare it to those of the other sectors in the region. Considering the evidence based on 12 indicators that enable us to do so, it seems that Asia's transport sector has progressed better towards the fruition of the SDGs in 10 of these indicators as compared to Asia's other sectors (yellow bars). Transport is lagging in 2 of the indicators (grey). Please note that in certain cases, decreasing growth rates are better.



BENCHMARKING

Asia's Transport Sector vs Transport Sector in Other Regions

Considering 20 indicators wherein time series data from the adoption of the SDGs (2015) is available across the different regions, Asia and the Pacific seem to have fared better in 9 of these indicators - as depicted by the yellow bars - as compared to the other regions (combined), but had performed worse in 11 of the indicators as compared to other regions (grey bars). The graph below shows the comparative growth rates for each indicator since 2015 considering Asia's transport sector vs the transport sector in other regions.



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COUNTRY POLICY TABLES

COUNTRY POLICY TABLES

The following tables provide a qualitative assessment of the coverage of policies in selected countries in Asia in relation to the different SDGs.

- [Bangladesh](#)
- [Bhutan](#)
- [Brunei Darussalam](#)
- [Cambodia](#)
- [Indonesia](#)
- [Lao People's Democratic Republic](#)
- [Malaysia](#)
- [Maldives](#)
- [Mongolia](#)
- [Myanmar](#)
- [Nepal](#)
- [Pakistan](#)
- [Philippines](#)
- [Singapore](#)
- [Sri Lanka](#)
- [Thailand](#)
- [Timor-Leste](#)
- [Viet Nam](#)

The coverage of the policies against the SDGs are depicted by the colors. The darker the shade is, the stronger the policy is in terms of addressing the specific SDGs.

BANGLADESH

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
National Shipping Policy 2000	2000																	
National Land Transport Policy	2004																	
Road Master Plan 2009	2009																	
National Sustainable Development Strategy 2010-2021	2010																	
Air pollution Reduction Strategy for Bangladesh	2012																	
Perspective Plan of Bangladesh 2021-2041	2012																	
Vehicle Axle Load Control Station Operation Policy 2012	2012																	
National Integrated Multi-modal Transport Policy	2013																	
National Road Safety Strategic Action Plan	2014																	
Energy Efficiency and Conservation Master Plan up to 2030	2015																	
Intended Nationally Determined Contributions	2015																	
Final Report on Updating Railway Master Plan	2017																	
Bangladesh Delta Plan 2100 Vol. 3.a	2018																	
Bangladesh Delta Plan 2100 Vol. 3.b	2018																	
Bangladesh. National Communication (NC). NC 3	2018																	
Road Transport Act 2018	2018																	
Roadmap and Action Plan for Implementing Bangladesh NDC	2018																	
Draft National Solar Energy Roadmap, 2021-2041	2020																	
Eighth Five Year Plan	2020																	
First Nationally Determined Contributions (Interim Updated)	2020																	
Voluntary National Reviews (VNRs) 2020	2020																	
Automobile Industry Development Policy 2021	2021																	
First Nationally Determined Contributions (Updated)	2021																	
Mujib Climate Prosperity Plan	2021																	

BHUTAN

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Road Sector Master Plan (2007-2027)	2007	■		■			■	■	■	■	■							
Bhutan National Adaptation Programme of Action	2008	■								■		■			■	■		
National Strategy and Action Plan for Low Carbon Development, 2012	2012			■			■			■								
Bhutan transport 2040 Integrated strategic Vision	2013	■		■				■	■	■	■							
The Alternative Renewable Energy Policy 2013	2013			■			■	■	■	■	■							
Bhutan Electric Vehicle Initiative	2014			■			■	■	■	■	■							
First Nationally Determined Contribution - BTN	2015	■		■			■	■	■	■	■			■				
Economic Development Policy (2016)	2016			■			■	■	■	■	■					■		
National Transport Policy 2017 - Policy Protocol Report	2017			■			■	■	■	■	■				■			
12th Five Year Plan 2018-23	2019			■			■	■	■	■	■							
National Energy Efficiency & Conservation Policy of Bhutan (Nov 2019)	2019			■			■	■	■	■	■							
National Environment Strategy (2020)	2020	■		■			■	■	■	■	■			■		■		
National Gender Equality Policy	2020	■	■	■	■			■	■	■	■			■		■		
The Climate Change Policy of the Kingdom of Bhutan 2020	2020			■					■	■	■							
Bhutan. National communication (NC). NC 3.	2021	■		■			■	■	■	■	■				■	■		
Low Emission Development Strategy (LEDS) - Surface Transport	2021			■			■	■	■	■	■							
Second Nationally Determined Contribution - BTN	2021			■			■	■	■	■	■							
Voluntary National Review 2021 - BTN	2021	■		■			■	■	■	■	■							
Energy transition pathways for the 2030 ESCAP agenda - SDG 7 roadmap for Bhutan	2022			■			■	■	■	■	■							
Technology Action Plan Report	n.d.	■	■	■				■	■	■	■	■			■	■		

BRUNEI DARUSSALAM

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Road Traffic Act - BRN	2002			■			■			■	■	■						
Energy White Paper	2013			■		■	■	■	■	■	■	■	■					
Review to Formulate a Roadmap and Draft National Masterplan for a Sustainable Land Transportation System for Brunei Darussalam	2014			■			■	■	■	■	■	■						
Intended Nationally Determined Contribution - BRN	2015			■			■	■	■	■	■	■						
Strategic Plan 2018-2023	2018	■		■			■	■	■	■	■	■			■		■	
Brunei Darussalam National Climate change Policy	2020	■		■			■	■	■	■	■	■			■			
Eleventh National Development Plan (2018-2023)	2020	■		■			■	■	■	■	■	■						
Nationally Determined Contribution - BRN	2020			■			■	■	■	■	■	■						
Strategic Plan for Ministry of Transport and Infocommunications	2020	■		■				■	■	■	■	■			■			
The Brunei Darussalam Road Safety Strategic Plan 2025	2020			■				■	■	■	■	■			■		■	
Second Voluntary National Review - BRN	2023			■			■	■	■	■	■	■						

CAMBODIA

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Rural Roads Policy	2007	■	■	■				■	■	■	■	■						
National Policy, Strategy and Action Plan on Energy Efficiency in Cambodia	2013			■				■	■	■	■	■						
National Strategic Plan on Green Growth 2013-2030	2013			■			■	■	■	■	■	■						
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013			■			■	■	■	■	■	■						
Cambodia Climate Change Strategic Plan 2014-2023	2014	■		■				■	■	■	■	■		■				
Climate Change Strategic Plan for the Transport Sector	2014	■		■				■	■	■	■	■		■				
National Traffic Safety Plan	2014			■				■	■	■	■	■		■				
Cambodia Industrial Development Policy 2015-2025	2015	■		■		■		■	■	■	■	■		■				
Intended Nationally Determined Contribution - KHM	2015			■			■	■	■	■	■	■		■				
Law on Land Traffic	2015			■				■	■	■	■	■		■				
Law on Road Traffic	2017			■				■	■	■	■	■		■				
Logistics Master Plan	2017	■		■		■	■	■	■	■	■	■		■				
National Environment Strategy and Action Plan 2016-2023	2017			■				■	■	■	■	■		■				
Rectangular Strategy Phase IV	2018	■		■	■			■	■	■	■	■		■		■		
Cambodia Basic Energy Plan	2019			■			■	■	■	■	■	■		■				
National Strategic Development Plan 2019-2023	2019	■		■				■	■	■	■	■		■				
Rural Development Strategic Plan 2019-2023	2019		■	■		■		■	■	■	■	■		■				
Cambodia Biennial Update Report	2020	■		■				■	■	■	■	■		■				
Updated Nationally Determined Contribution - KHM	2020			■				■	■	■	■	■		■				
Long-Term Strategy for Carbon Neutrality	2021			■				■	■	■	■	■		■		■		
Cambodia EV Roadmap	2022	■		■				■	■	■	■	■		■				
Cambodia's Third National Communication	2022			■				■	■	■	■	■		■				
Clean Air Plan of Cambodia	2022			■			■	■	■	■	■	■		■				
Truck Modernization Strategic Plan	2022			■				■	■	■	■	■		■				
Cambodia State Action Plan	2023			■				■	■	■	■	■		■				
Second Voluntary National Review	2023	■		■				■	■	■	■	■		■				

INDONESIA

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Long-Term National Development Plan of 2005-2025	2007	■		■				■	■	■	■	■		■		■		
Supply Utilization and Trading Procedure of Biofuel as Alternate Fuel (Regulation of the Minister of Energy and Mineral Resources No. 32/2008 of 2008)	2008			■		■	■			■		■	■					
Technology Needs Assessment for Climate Change Mitigations 2012	2012	■		■				■	■	■	■	■						
Development of National Logistics System Framework	2013			■							■						■	
Government Regulation No. 79/2014 of 2014 Concerning the National Energy Policy	2014			■		■	■	■	■	■		■	■					
Intended Nationally Determined Contribution - IDN	2016	■		■			■	■	■	■	■	■			■			
Indonesia's Low Carbon Development	2017			■			■	■	■	■	■	■						
Visi Indonesia 2045	2017			■				■	■	■	■	■						
National Railways Master Plan	2018	■		■				■	■	■	■	■			■	■		
Government Policy on Future Automotive Development	2019			■			■	■	■	■	■	■						
Presidential Regulation No. 55 of 2019 on Acceleration of Battery Electric Vehicles Program for Road Transportation	2019			■			■	■	■	■	■	■						
Roadmap of SDGs Indonesia: A Highlight	2019			■		■	■	■	■	■	■	■	■					
Ministry of National Development Planning Strategic Plan	2020	■		■				■	■	■	■	■			■	■		
National Medium Term Development Plan 2020-2024	2020	■		■				■	■	■	■	■						
National Vision of Non-Motorized Transport Infrastructure	2020			■				■	■	■	■	■						
Strategic Plan for the Railway Sector 2020-2024	2020	■		■				■	■	■	■	■			■			
Indonesia Long-Term Strategy for Low Carbon and Climate Resilience 2050	2021			■			■	■	■	■	■	■						
Indonesia Third Biennial Update Report	2021			■			■	■	■	■	■	■						
Mitigation Action Outline on Truck Fleet Modernization Scheme in Indonesia	2021	■		■			■	■	■	■	■	■			■	■		
Presidential Regulation No. 98 of 2021 on the Implementation of Carbon Pricing to Achieve the Nationally Determined Contribution Target and Control over Greenhouse Gas Emissions in the National Development	2021	■		■			■	■	■	■	■	■			■	■		
Updated Nationally Determined Contribution - IDN	2021	■		■			■	■	■	■	■	■						
Voluntary National Review 2021 - IDN	2021	■		■		■	■	■	■	■	■	■	■		■			
Indonesia's Adaptation Communication	2022	■		■			■	■	■	■	■	■			■	■		
Indonesia Blue Economy Roadmap	2023			■		■	■	■	■	■	■	■			■	■		

LAO PEOPLE'S DEMOCRATIC REPUBLIC

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Strategy on Climate Change of the Lao PDR	2010	■		■			■	■	■	■		■						
Renewable Energy Development Strategy in Lao PDR	2011	■		■			■	■	■	■		■						
Urban Development Sector Assessment, Strategy, and Road Map	2012	■		■			■	■	■	■	■	■						
Technology Needs Assessment Report Climate Change Mitigation	2013			■			■	■	■	■	■	■						
Intended Nationally Determined Contribution	2015	■		■		■	■	■	■	■	■	■	■	■	■			
8th Five-Year National Socio-Economic Development Plan (2016-2020)	2016	■		■		■	■	■	■	■	■	■	■	■	■			
Vision to 2030 and 10-Year Socio-economic Development Strategy	2016			■		■	■	■	■	■	■	■	■	■	■			
Lao PDR GCF Country Programme	2019			■		■	■	■	■	■	■	■	■	■	■			
The First Biennial Update Report of the Lao PDR	2020			■		■	■	■	■	■	■	■	■	■	■			
2021-2030 National Road Safety Strategy and 2021-2025 Action Plan	2021			■		■	■	■	■	■	■	■	■	■	■			
9th Five-Year National Socioeconomic Development Plan (2021-2025)	2021			■		■	■	■	■	■	■	■	■	■	■			
Updated Nationally Determined Contribution - LAO	2021	■		■		■	■	■	■	■	■	■	■	■	■			
Voluntary National Review 2021 - LAO	2021			■		■	■	■	■	■	■	■	■	■	■			

MALAYSIA

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
National Biofuel Policy 2006	2006			3			7			11		13						
National Policy on Climate Change	2009			3			7	8	9			13				17		
Clean air action plan	2010			3			7	8	9		12	13						
Malaysian Institute of Road Safety Research Act 2012	2012			3										16				
Railways Act 1991	2012	1		3				8	9	11		13			16	17		
National Land Public Transport Master Plan	2013			3				8	9	11		13						
Road Transport Act 1987	2013			3			7			11	12	13						
Malaysia Rail Supporting Industry Roadmap 2030	2014			3				8	9	11		13			16	17		
Intended Nationally Determined Contribution of the Government of Malaysia	2015			3						11								
Logistics and Trade Facilitation Master Plan 2015-2020	2015			3				8	9	11	12	13			16	17		
Green Technology Master Plan 2017-2030	2017			3			7	8	9	11		13						
Malaysia. Biennial update report (BUR). BUR 2. National Communication (NC). NC 3.	2018	1		3				8	9	11		13				17		
National Transport Policy 2019-2030	2019	1		3			7	8	9	11		13			16	17		
National Automotive Policy 2020	2020			3			7	8	9	11		13				17		
National Physical Plan Chapter 7 (Implementation)	2020			3			7	8	9	11		13						
Low Carbon Mobility Blueprint 2021-2030	2021			3			7	8	9	11		13						
National Low Carbon Cities Masterplan	2021			3			7	8	9	11		13						
Twelfth Malaysia Plan 2021-2025	2021			3			7	8	9	11		13			16	17		
Updated Nationally Determined Contribution - MYS	2021	1		3			7	8	9	11		13				17		
Malaysia Road Safety Plan 2022-2030	2022			3			7	8	9	11		13			16	17		
National Energy Policy 2022-2040	2022			3			7	8	9	11		13						

MALDIVES

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
National Strategy for Sustainable Development	2009			■		■	■	■	■	■	■	■	■	■	■	■	■	
Third National Environment Action Plan	2009			■		■		■	■	■	■	■	■	■	■	■	■	
Strategic National Action Plan for Disaster Risk Reduction and Climate Change Adaptation 2010-2020	2010	■						■	■	■	■	■	■	■	■	■	■	
Low Carbon Strategy for Transport Sector	2014			■			■	■	■	■	■	■	■	■	■	■	■	
Maldives Climate Change Policy Framework	2015			■			■	■	■	■	■	■	■	■	■	■	■	
First NDC	2016	■		■				■	■	■	■	■	■	■	■	■	■	
Maldives National Energy Policy and Strategy	2016			■			■	■	■	■	■	■	■	■	■	■	■	
National Communication (NC), NC 2.	2016			■			■	■	■	■	■	■	■	■	■	■	■	
Biennial update report (BUR), BUR 1	2019			■		■		■	■	■	■	■	■	■	■	■	■	
National Action Plan on Air Pollutants	2019	■		■			■	■	■	■	■	■	■	■	■	■	■	
National Development Plan (ppt)	2019	■		■		■		■	■	■	■	■	■	■	■	■	■	
National road safety action plan 2019 –2023	2019			■			■	■	■	■	■	■	■	■	■	■	■	
Strategic Action Plan 19-23	2019			■			■	■	■	■	■	■	■	■	■	■	■	
Flight Plan 2020-2025	2020	■		■			■	■	■	■	■	■	■	■	■	■	■	
Update of Nationally Determined Contribution of Maldives	2020	■		■		■		■	■	■	■	■	■	■	■	■	■	

MONGOLIA

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Road, Transport Sector of Mongolia	2008	■		■			■	■	■	■		■						
Transit Mongolia National Program	2008	■		■		■	■	■	■	■		■	■					
State Policy on Railway Transportation	2010	■		■			■	■	■	■		■						
National Action Programme on Climate change (NAPCC)	2011	■		■			■	■	■	■		■						
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	■		■			■	■	■	■		■	■					
Mongolia Green Development Policy	2014	■		■			■	■	■	■		■						
About Road Traffic Safety	2015	■		■			■	■	■	■		■		■	■			
Intended Nationally Determined Contribution (Updated)	2015	■		■			■	■	■	■		■						
Mongolia Sustainable Development Vision 2030	2016	■		■			■	■	■	■		■						
Law on <u>Autoroads</u>	2017	■		■			■	■	■	■		■				■		
Mongolia's Initial Biennial Update Report	2017	■		■			■	■	■	■		■						
National Program on Energy Saving	2017	■		■			■	■	■	■		■						
State Policy on Automobile Sector	2018	■		■			■	■	■	■		■				■		
Third National Communication of Mongolia	2018	■		■			■	■	■	■		■						
Three Pillar Development Policy	2018	■		■		■	■	■	■	■		■	■					
National Program on Road Safety	2019	■		■			■	■	■	■		■						
Action Plan of the Government of Mongolia 2020-2024	2020	■		■			■	■	■	■		■				■		
First Submission of Mongolia's NDC	2020	■		■			■	■	■	■		■	■			■		
Vision 2050 - Mongolia	2021	■		■		■	■	■	■	■		■	■					
Voluntary National Review 2023	2023	■		■		■	■	■	■	■		■	■					
Transport Strategy of Mongolia	n.d.			■			■	■	■	■		■						

MYANMAR

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Myanmar Motor Vehicle Act	1989																	
Myanmar. National Communication (NC). NC 1.	2012																	
The Survey Program for the National Transport Development Plan in the Republic of the Union of Myanmar	2014																	
Intended Nationally Determined Contribution - MMR	2015																	
Myanmar Energy Master Plan 2015	2015																	
Road Transport Operations Law	2016																	
National Strategy for Rural Roads and Access	2017																	
Climate Change Strategy 2018-2030	2018																	
Myanmar Climate change Master Plan	2018																	
Myanmar Sustainable Development Plan	2018																	
National Spatial Development Framework and Urban Planning System of Myanmar	2018																	
Policies, Planning and Challenges related to Port Development and Integrated Intermodal Transport	2018																	
Automotive Policy	2019																	
Myanmar Climate change Policy	2019																	
Rail Sector Development Activities in Myanmar	2020																	
Traffic Safety and Motor Vehicle Classification	2020																	
Updated Nationally Determined Contributions - MMR	2021																	
Law Amending the 2022 Union Tax Law	2022																	

NEPAL

Document Name	Year Published	SDGs																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Motor Vehicles and Transport Management Act, 2049 (1993)	1993																	
National Transport Policy	2001																	
National Energy Strategy of Nepal	2013																	
National Sustainable Transport Strategy (NSTS) for Nepal (2015-2040)	2015																	
Nepal Civil Aviation Act, 2073	2017																	
National Action Plan for Electric Mobility	2018																	
Nepal Urban Road Standard- 2076	2019																	
Second Nationally Determined Contribution	2020																	
The Fifteenth Plan (Fiscal Year 2019/20 – 2023/24)	2020																	
Assessment of Electric Mobility Targets for Nepal's 2020 Nationally Determined Contributions (NDC)	2021																	
National Adaptation Plan (NAP) 2021 - 2050	2021																	
Nepal LTS	2021																	
Nepal Road Safety Action Plan (2021-2030)	2022																	
National Implementation Plan for Climate Change Mitigation and Adaptation (2080-2087)	2023																	
Strategy and Initiatives for Electrification of Public Transportation in Nepal	n.d.																	

PAKISTAN

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
National Policy for Development & Women's Empowerment (2002)	2002			■	■			■	■	■							■	
National Policy for Persons with Disabilities (2012)	2002			■				■	■	■								
Policy for Development of Renewable Energy for Power Generation	2006			■			■	■	■	■		■						
Pakistan in the 21st Century Vision 2030	2007			■				■	■	■		■						
Alternative and Renewable Energy Policy	2011			■			■	■	■	■		■						
National Climate change Policy	2012			■			■	■	■	■		■		■				
Pakistan 2025	2014			■				■	■	■		■						
Pakistan's Intended Nationally Determined Contribution	2015	■		■				■	■	■		■						
Technology Needs Assessment Report for Climate Change Adaptation	2016	■						■	■	■		■				■	■	
Technology Needs Assessment Report for Climate Change Mitigation	2016			■			■	■	■	■		■		■		■	■	
National Road Safety Strategy 2018-2030	2018			■				■	■	■		■				■	■	
National Transport Policy of Pakistan 2018	2018			■				■	■	■		■				■	■	
National Aviation Policy	2019			■			■	■	■	■		■				■	■	
Electric Vehicle & New Technology Policy 2020-2025 (Draft)	2020			■			■	■	■	■		■						
National Freight and Logistics Policy	2020			■				■	■	■		■					■	
Auto Industry Development and Export Policy 21-26	2021			■			■	■	■	■		■						
Pakistan Updated NDC 2021	2021			■			■	■	■	■		■						
National Clean Air Plan	2022			■			■	■	■	■		■						
Pakistan's First Biennial Update Report	2022			■			■	■	■	■		■						

PHILIPPINES

Document Name	Year Published	SDGs														
		1	2	3	5	6	7	8	9	11	12	13	14	16	17	
An Act to Compile the Laws Relative to Land Transportation and Traffic Rules, to Create a Land Transportation Commission and for Other Purposes	1964															
An Act Requiring the Mandatory Compliance by Motorists of Private and Public Vehicles to Use Seat Belt Devices, and Requiring Vehicle Manufacturers to Install Seat Belt Devices in all their Manufactured Vehicles	1998															
Clean Air Act	1999															
Executive Order No. 290 of 2004 Implementing the Natural Gas Vehicle Program for Public Transport	2004															
An Act Mandating All Motorcycle Riders to Wear Standard Protective Motorcycle Helmets while Driving and Providing Penalties Therefor	2009															
Harmonization of Motor Vehicle (MV) Classifications of LTO and LTRFB	2010															
Department Circular No. 2011-02-0001 of 2011 Mandatory Use of Biofuel Blend	2011															
National Climate change Action Plan 2011-2028	2011															
An Act Penalizing Persons Driving Under the Influence of Alcohol, Dangerous Drugs, and Similar Substances, and for Other Purposes	2012															
An Act Providing for the Safety of Children Aboard Motorcycles	2014															
Second National Communication to the United Nations Framework Convention on Climate Change	2014															
An Act Defining and Penalizing Distracted Driving	2015															
Intended Nationally Determined Contribution	2015															
Philippine New Urban Agenda (PhiNUA)	2016															
National Logistics Master Plan 2017-2022	2017															
National Transport Policy and its Implementing Rules and Regulations	2017															
National Urban Development and Housing Framework 2017-2022	2017															
Philippines Energy Efficiency and Conservation Roadmap 2017-2040	2017															
Renewable Energy Roadmap 2017-2040	2017															
Authority of the Land Transportation Franchising Board (LTRFB) to regulate the transport network companies (TNCs) and Transportation Network Vehicles Service (TNVS)	2018															
Child Safety in Motor Vehicles Act	2018															

PHILIPPINES (2)

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Guidelines for the scrapping of old Public Utility Vehicle Units (PUVS) under the Department Order 2017-011 otherwise known as the Omnibus Franchising Guidelines	2020																	
Electric Vehicle Industry Development Act	2021																	
Guidelines for the Authorization of Private Motor Vehicle Inspection Center (PMVIC) for Additional PMVICs (PMVIC Phase II)	2021																	
Maritime Industry Development Plan 2019-2028	2021																	
Nationally Determined Contribution	2021																	
An order for the implementation of the fuel subsidy program and other related activities	2022																	
Comprehensive Roadmap for the Electric Vehicle Industry	2022																	
Voluntary National Review 2022	2022																	
Philippine Development Plan 2023-2028	2023																	
Philippine Road Safety Action Plan 2023-2028	2023																	

SINGAPORE

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Road Traffic Act 1961	1961			3			7			11	12	13						
E2 Singapore	2012			3			7	8	9	11	12	13			16			
National Climate Change Strategy	2012			3			7	8	9	11	12	13						
Land Use Plan to Support Singapore's Future Population	2013			3			7	8	9	11	12	13						
Energy Conservation Act (Chapter 92C)	2014			3			7	8	9	11	12	13			16			
Sustainable Singapore Blueprint 2015	2014			3			7	8	9	11	12	13						
Climate Action Plan	2016			3			7	8	9	11	12	13						
E-mobility Technology Roadmap	2016			3			7	8	9	11	12	13			16			
Logistics Industry Transformation Map	2016	1		3			7	8	9	11	12	13			16	17		
Singapore First NDC	2016	1		3			7	8	9	11	12	13						
Land Transport Master Plan 2040	2019			3			7	8	9	11	12	13						
Singapore's Long-Term Low-Emissions Development Strategy	2020			3			7	8	9	11	12	13						
Updated Nationally Determined Contribution - SGP	2020			3			7	8	9	11	12	13						
Singapore Green Plan	2021			3		6	7	8	9	11	12	13		14				
EV Policy	2022			3			7	8	9	11	12	13						
Logistics Industry Digital Plan	2022			3			7	8	9	11	12	13					17	
Maritime Singapore Decarbonisation Blueprint	2022			3		6	7	8	9	11	12	13	14					
Second Update of First Nationally Determined Contribution	2022			3			7	8	9	11	12	13						
Singapore's Fifth National Communication and Fifth Biennial Update Report	2022			3			7	8	9	11	12	13						
Voluntary National Reviews 2023	2023			3			7	8	9	11	12	13						
Singapore Sustainable Air Hub Blueprint	2024			3			7	8	9	11	12	13			16			

SRI LANKA

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Vehicle Ordinance	1961			■			■			■	■	■						
National Action Plan for Haritha Lanka Programme	2009			■			■	■	■	■	■	■						
Clean Air 2025 - Action plan for Air Quality Management	2016			■			■	■	■	■	■	■						
First Nationally Determined Contributions	2016	■		■			■	■	■	■	■	■						
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	■						■	■	■	■	■			■	■		
National Civil Aviation Policy for Sri Lanka	2016	■		■				■	■	■	■	■			■	■		
National transport Policy of Sri Lanka	2017	■		■				■	■	■	■	■			■	■		
Public Investment Program 2021	2017	■		■			■	■	■	■	■	■					■	
The National Export Strategy (NES) of Sri Lanka	2018			■		■		■	■	■	■	■		■				
National Physical Planning Policy & The Plan — 2017-2050	2019			■			■	■	■	■	■	■						
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019			■			■	■	■	■	■	■						
National Road Master Plan 2021-30	2021	■		■				■	■	■	■	■			■	■		
Updated Nationally Determined Contributions	2021			■			■	■	■	■	■	■						
Climate Prosperity Plan	2022			■			■	■	■	■	■	■						
SRI LANKA NATIONAL HYDROGEN ROADMAP	2023					■	■		■	■	■	■	■					

THAILAND

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Land Transport Act	1979																	
Road Traffic Act - THA	1979																	
Vehicles Act, B.E. 2522	1979																	
Technology Needs Assessment for Climate Change Mitigation - THA	2012																	
Climate change Master Plan 2015-2050	2015																	
Intended Nationally Determined Contribution (INDC)	2015																	
Oil Plan 2015-2036	2015																	
Thailand Automotive Industry Situation and Master Plan	2015																	
Thailand Energy Efficiency Development Plan 2015-2036	2015																	
Transport Infrastructure Development Strategy 2015-2022	2015																	
Thailand Industrial Development 4.0 Strategy for 20 years (2017-2036)	2016																	
Strategic Plan of the Ministry of Transport 2017-2021	2017																	
Alternative Energy Development Plan 2018-2037	2018																	
Thailand's Action Plan to Reduce Aviation Emission	2018																	
National Strategy 2018-2037	2019																	
Strategies for the Development of Thailand's Transport System for a 20-Year Period (2018-2036)	2019																	
Thailand. Biennial update report (BUR). BUR 3.	2020																	
Updated Nationally Determined Contribution - THA	2020																	
Mid-century, Long-term Low Greenhouse Gas Emission Development Strategy	2021																	
Ride-Hailing Vehicles Via Electronic System B.E. 2564	2021																	
Thailand Greenhouse Gas Reduction Action Plan for Transport Sector	2021																	
Voluntary National Review 2021	2021																	
Thailand's 2nd Updated Nationally Determined Contribution	2022																	
Thailand Road Safety Master Plan 2022-2027	2022																	
Thailand's Electric Vehicle policies	2022																	
Action Plan on Thailand Logistics Development 2023-2027	2023																	
The Thirteenth National Economic and Social Development Plan (2023-2027)	2023																	

TIMOR-LESTE

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
The Highway Code	2003			■														
National Adaptation Programme of Action	2010	■						■	■	■		■				■	■	
Decree-Law No. 30/2011 of 2011 on Conditions and Procedures to be Observed in Relation to the Import of Motor Vehicles	2011			■						■		■						
Timor-Leste Strategic Development Plan 2011-2030	2011	■		■				■	■	■		■						
Regulation No. 1/2015 of 2015 - First Amendment to Regulation No. 1 of 2014 on Fuel, Biofuel and Lubricant Quality Standards and Specifications	2015			■						■		■				■	■	
Intended Nationally Determined Contributions	2016	■		■				■	■	■		■			■	■	■	
Transport Sector Master Plan	2018	■		■			■	■	■	■		■			■	■	■	
Second National Communication - TLS	2020			■				■	■	■		■						
Timor-Leste's National Adaptation Plan	2021	■		■				■	■	■		■			■	■	■	
National Policy for Climate Change (Government Resolution 8/2022)	2022	■		■			■	■	■	■		■			■	■	■	
Timor-Leste Updated NDC 2022-2030	2022	■		■				■	■	■		■			■	■	■	
Voluntary National Reviews 2023 - TLS	2023	■	■	■			■	■	■	■	■						■	

VIET NAM

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Circular 31/2009/TT-BGTVT stipulating national technical regulations on emission of new manufactured, assembled and imported automobiles issued by the Ministry of Transport	2009																	
Circular 29/2011/TT-BGTVT amending the Regulations on inspection of quality, technical safety and environmental protection for imported motorcycles and mopeds and imported engines used for the production and assembly of motorcycles and mopeds, enclosed wi	2011																	
National standard TCVN 9054:2011 (ISO 8715:2001) on Electric road vehicles - Road performance characteristics	2011																	
Transport Strategy 2020	2013																	
Decision 1168/QĐ-TTg in 2014 approving the development strategy of Vietnam's automobile industry to 2025, with a vision to 2035 issued by the Prime Minister	2014																	
Decision 13/2015/QĐ-TTg on mechanisms and policies to encourage the development of public passenger transport by bus issued by the Prime Minister	2015																	
Intended Nationally Determined Contribution of Viet Nam (2015)	2015																	
National Logistics Master Plan - VNM	2016																	
National Action Plan For The Implementation Of The 2030 Sustainable Development Agenda	2017																	
One Strategic Plan 2017-2021	2017																	
National standard TCVN 6438:2018 on Road vehicles - Maximum allowable limit of emissions	2018																	
National Child Helmet Action Plan	2019																	
Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020																	

VIET NAM (2)

Document Name	Year Published	SDGs																
		1	2	3	5	6	7	8	9	11	12	13	14	16	17			
Approving the National Strategy for ensuring road traffic order and safety for the period 2021-2030 and a vision to 2045	2020																	
Circular 05/2020/TT-BGTVT amending Circular 03/2018/TT-BGTVT stipulating quality inspection of technical safety and environmental protection for imported cars (and motorcycles) subject to Decree 116/2017/ND-CP issued by the Minister of Transport	2020																	
National plan to adapt to climate change for the period of 2021-2030, with a vision to 2050	2020																	
Updated Nationally Determined Contribution - VNM	2020																	
Vietnam National Energy Development Strategy to 2020 with an Outlook to 2050	2020																	
Decision No. 1658/QĐ-TTg (National Green Growth for 2021-2030 period, with a vision by 2050)	2021																	
Implementation of NDC for Transport in Viet Nam	2021																	
Master Strategy for Vietnam's Service Sector Development in the 2021-2030 period, with a vision to the year 2050	2021																	
National technical regulation QCVN 109:2021/BGTVT on Level 5 Emissions for newly manufactured, assembled and imported cars	2021																	
Railway network planning for 2021-2030, vision to 2050	2021																	
Resolution On Five-Year Socio-Economic Development Plan During The 2021 – 2025 Period	2021																	
Road network planning for 2021-2030, vision to 2050	2021																	
Approving the Action Program for Transition to Green Energy and Mitigation of Carbon Dioxide and Methane Emissions from Transportation	2022																	
Circular 48/2022/TT-BGTVT guiding the energy labeling for electric and hybrid electric cars, motorcycles and motorcycles issued by the Minister of Transport	2022																	
Decision 876/QĐ-TTg in 2022 approving the Action Program on green energy transformation, reducing carbon and methane emissions of the transport sector issued by the Prime Minister	2022																	
Decision 896 QĐ TTg 2022 Approving the National Strategy-for Climate Change until 2050	2022																	
Viet Nam NDC 2022 Update	2022																	



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