ASIA AND THE PACIFIC TRANSPORT FORUM 2026

FROM PRIORITIES TO ACTION

19–22 MAY

ADB HEADQUARTERS

MANILA, PHILIPPINES

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TRANSPORT FORUM 2026
FROM PRIORITIES TO ACTION

ADB

Training 7: Monitoring Progress of the UN Decade of Sustainable Transport

A Regional Lens on the UN Decade of Sustainable Transport

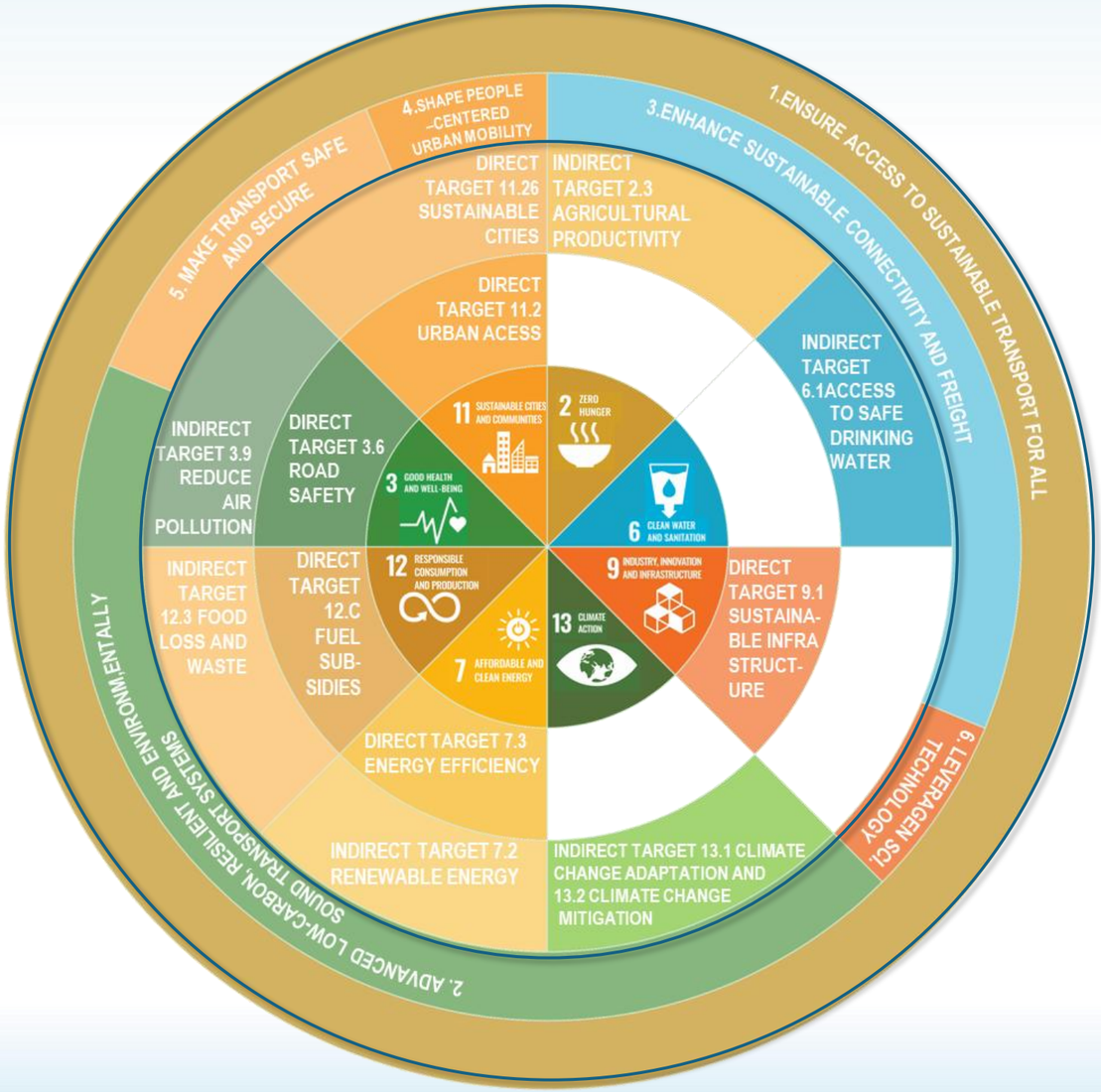
Asian Transport Observatory

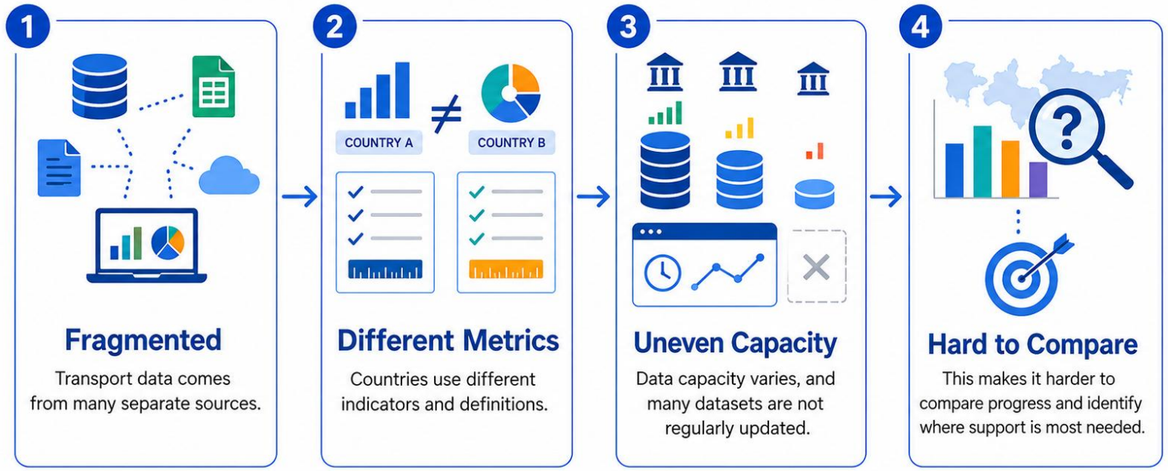
Alvin Mejia and Sudhir Gota

Co-Team Leads

Asian Transport Observatory

Goals and Challenges





Regional monitoring needs data that is comparable, consistent, and usable.

Asian Transport Observatory

Strengthening the knowledge base of transport in Asia-Pacific

A leading platform that gathers and shares comprehensive datasets, generate unique policy insights, and delivers novel knowledge products rooted in groundbreaking analysis.

asiantransportobservatory.org

ATO National Database

Explore over 450 transport indicators from 51 economies divided across nine categories

ATO National Transport Policy Documents Database

Explore close to 1100 transport policy documents in Asia and the Pacific

ATO Urban Database

Explore more than 260 urban level transport indicators across nine categories

ATO Cost Database

Explore more than 1,300 transport-related projects and benchmark their costs within subregions or income groups in Asia and the Pacific

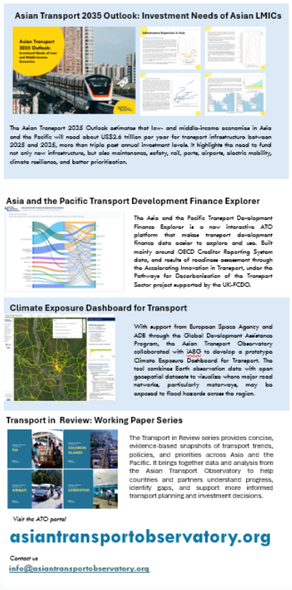
ATO Analytical Outputs

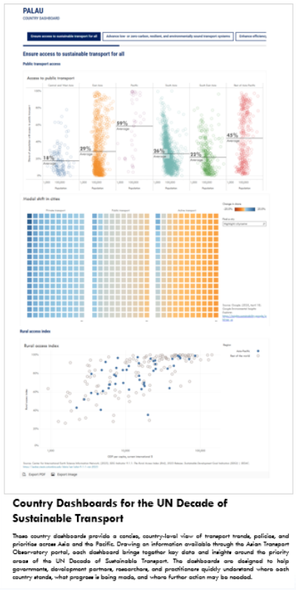
Read about analysis made using ATO transport data and policy information

ADB ASIAN DEVELOPMENT BANK AIIB ASIAN INFRASTRUCTURE INVESTMENT BANK

What we do

Asian Transport Observatory

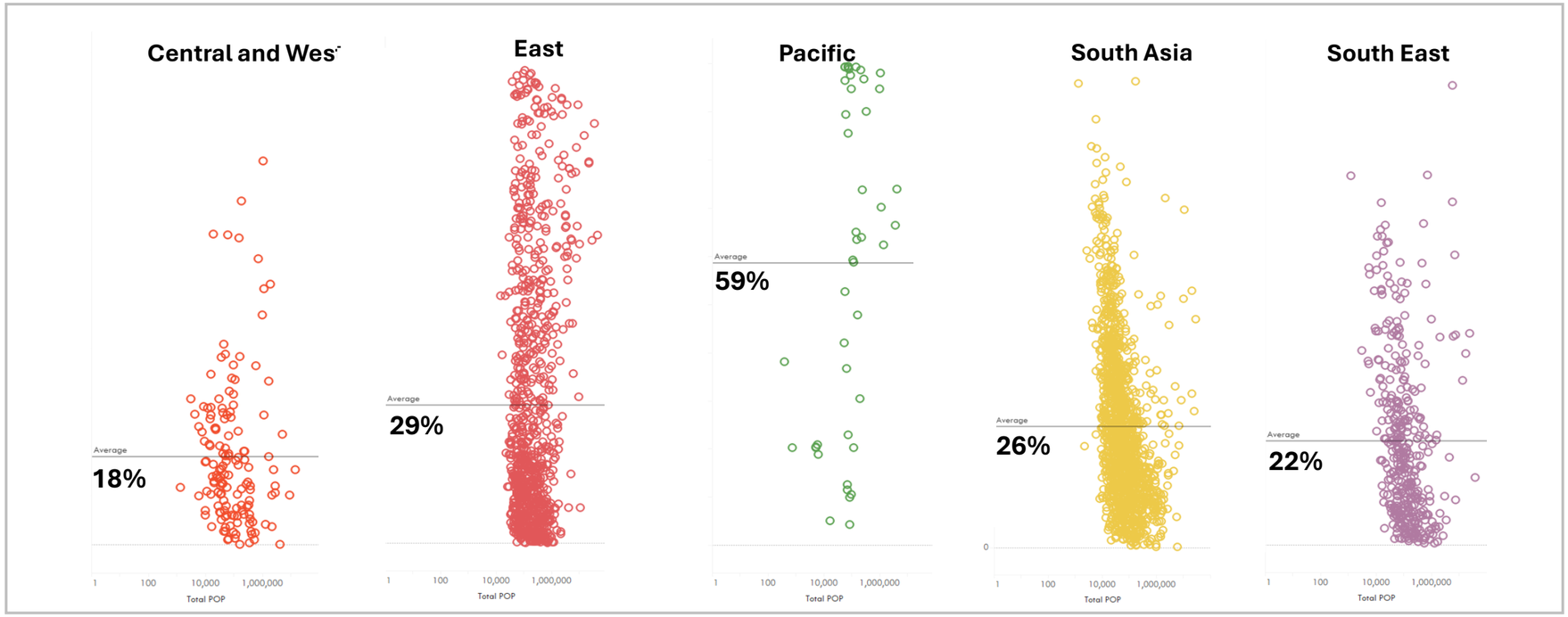


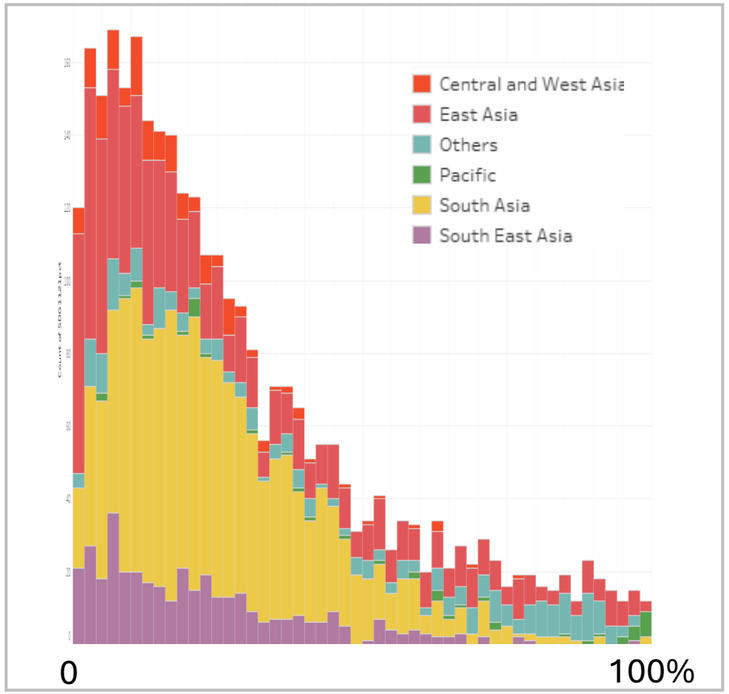


1. Ensure access to sustainable transport for all

Urban Access

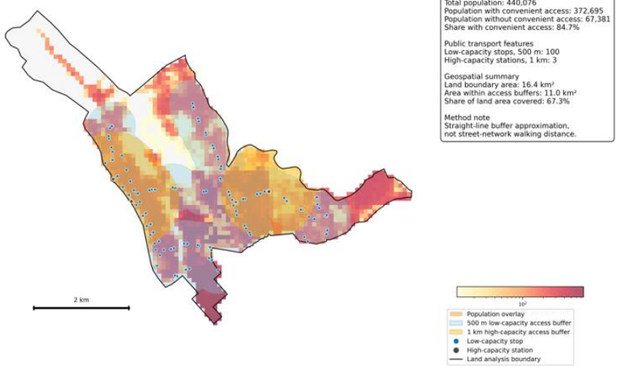
Around **1.4 billion urban residents** in Asia and the Pacific lack convenient access to public transport. ~400 million lack proper access to all-season roads





Source: Visualization by the Asian Transport Outlook (ATO) using data from CIESIN Columbia University (2023)

City of Malabon
Public Transport Access, SDG 11.2.1 Approximation



Summary

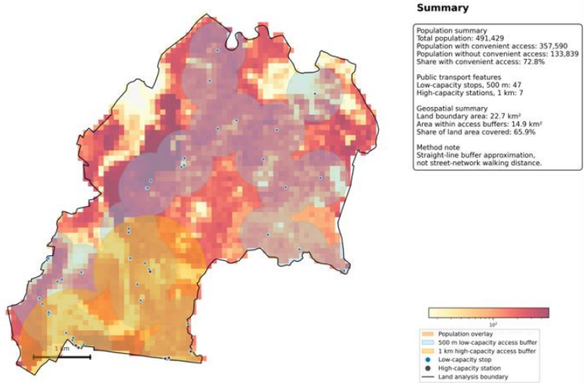
Population summary
Total population: 440,076
Population with convenient access: 372,695
Population without convenient access: 67,381
Share with convenient access: 84.7%

Public transport features
Low-capacity stops, 500 m: 100
High-capacity stations, 1 km: 3

Geospatial summary
Land boundary area: 16.4 km²
Area within access buffers: 11.0 km²
Share of land area covered: 67.3%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Marikina
Public Transport Access, SDG 11.2.1 Approximation



Summary

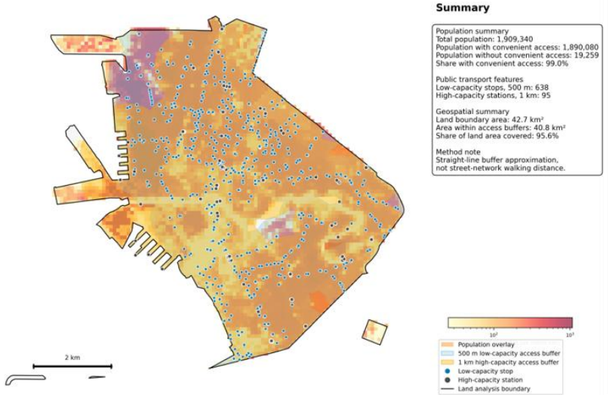
Population summary
Total population: 491,429
Population with convenient access: 357,590
Population without convenient access: 133,839
Share with convenient access: 72.8%

Public transport features
Low-capacity stops, 500 m: 47
High-capacity stations, 1 km: 7

Geospatial summary
Land boundary area: 22.7 km²
Area within access buffers: 14.9 km²
Share of land area covered: 65.9%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Manila
Public Transport Access, SDG 11.2.1 Approximation



Summary

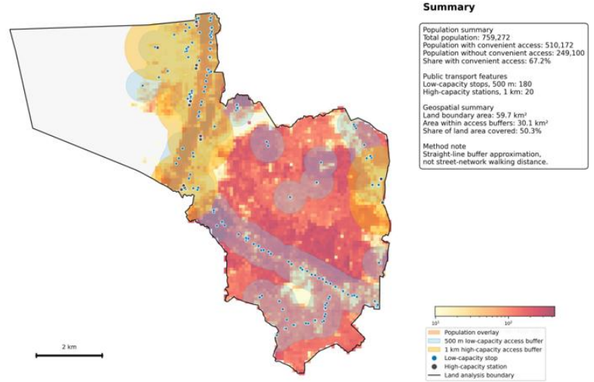
Population summary
Total population: 1,909,340
Population with convenient access: 1,890,080
Population without convenient access: 19,259
Share with convenient access: 99.0%

Public transport features
Low-capacity stops, 500 m: 638
High-capacity stations, 1 km: 95

Geospatial summary
Land boundary area: 42.7 km²
Area within access buffers: 40.8 km²
Share of land area covered: 95.6%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Parañaque
Public Transport Access, SDG 11.2.1 Approximation



Summary

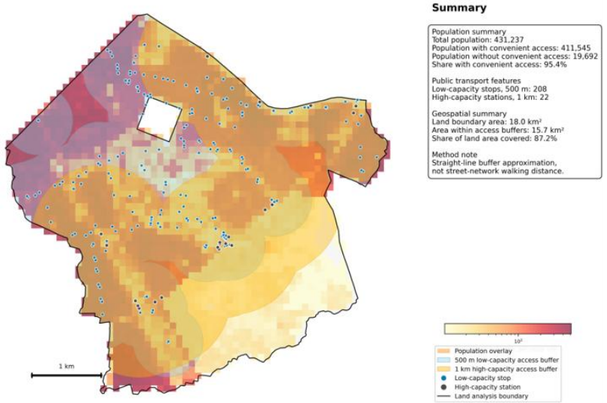
Population summary
Total population: 759,272
Population with convenient access: 510,172
Population without convenient access: 249,100
Share with convenient access: 67.2%

Public transport features
Low-capacity stops, 500 m: 180
High-capacity stations, 1 km: 20

Geospatial summary
Land boundary area: 59.7 km²
Area within access buffers: 30.1 km²
Share of land area covered: 50.3%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Makati
Public Transport Access, SDG 11.2.1 Approximation



Summary

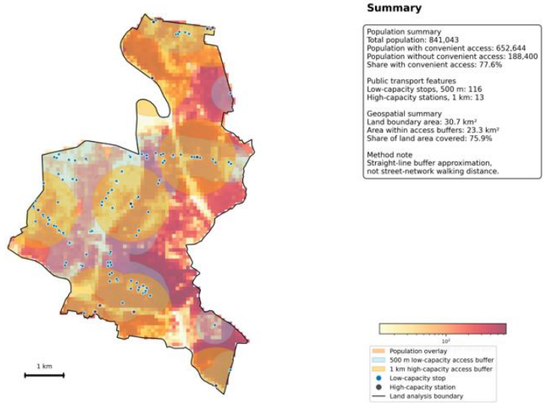
Population summary
Total population: 431,237
Population with convenient access: 411,545
Population without convenient access: 19,692
Share with convenient access: 95.4%

Public transport features
Low-capacity stops, 500 m: 208
High-capacity stations, 1 km: 22

Geospatial summary
Land boundary area: 18.0 km²
Area within access buffers: 15.7 km²
Share of land area covered: 87.2%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Pasig
Public Transport Access, SDG 11.2.1 Approximation



Summary

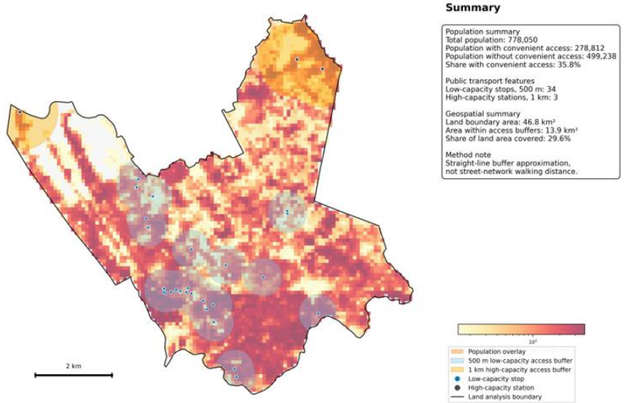
Population summary
Total population: 841,043
Population with convenient access: 652,644
Population without convenient access: 188,400
Share with convenient access: 77.6%

Public transport features
Low-capacity stops, 500 m: 116
High-capacity stations, 1 km: 13

Geospatial summary
Land boundary area: 30.7 km²
Area within access buffers: 23.3 km²
Share of land area covered: 75.9%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Valenzuela
Public Transport Access, SDG 11.2.1 Approximation



Summary

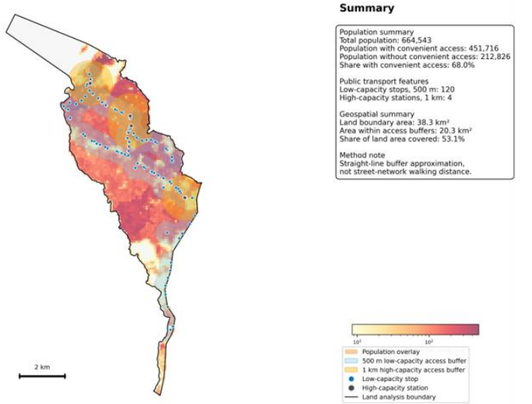
Population summary
Total population: 778,050
Population with convenient access: 278,812
Population without convenient access: 499,238
Share with convenient access: 35.8%

Public transport features
Low-capacity stops, 500 m: 34
High-capacity stations, 1 km: 3

Geospatial summary
Land boundary area: 46.8 km²
Area within access buffers: 13.9 km²
Share of land area covered: 29.6%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Las Piñas
Public Transport Access, SDG 11.2.1 Approximation



Summary

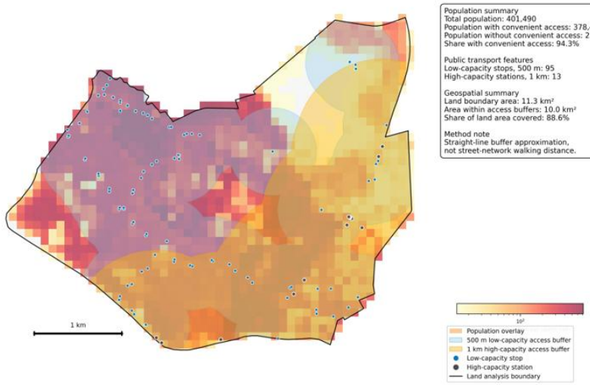
Population summary
Total population: 664,543
Population with convenient access: 451,716
Population without convenient access: 212,826
Share with convenient access: 68.0%

Public transport features
Low-capacity stops, 500 m: 120
High-capacity stations, 1 km: 4

Geospatial summary
Land boundary area: 38.3 km²
Area within access buffers: 20.3 km²
Share of land area covered: 53.1%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Mandaluyong
Public Transport Access, SDG 11.2.1 Approximation



Summary

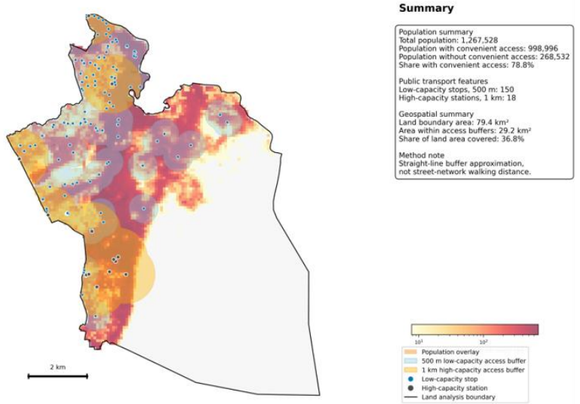
Population summary
Total population: 401,490
Population with convenient access: 378,467
Population without convenient access: 23,023
Share with convenient access: 94.3%

Public transport features
Low-capacity stops, 500 m: 95
High-capacity stations, 1 km: 13

Geospatial summary
Land boundary area: 11.3 km²
Area within access buffers: 10.0 km²
Share of land area covered: 88.6%

Method note
Straight-line buffer approximation, not street-network walking distance.

Taguig City
Public Transport Access, SDG 11.2.1 Approximation



Summary

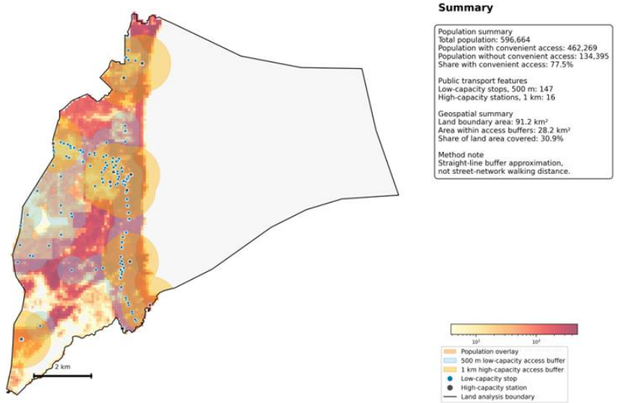
Population summary
Total population: 1,267,528
Population with convenient access: 998,996
Population without convenient access: 268,532
Share with convenient access: 78.8%

Public transport features
Low-capacity stops, 500 m: 150
High-capacity stations, 1 km: 18

Geospatial summary
Land boundary area: 79.4 km²
Area within access buffers: 29.2 km²
Share of land area covered: 36.8%

Method note
Straight-line buffer approximation, not street-network walking distance.

City of Muntinlupa
Public Transport Access, SDG 11.2.1 Approximation



Summary

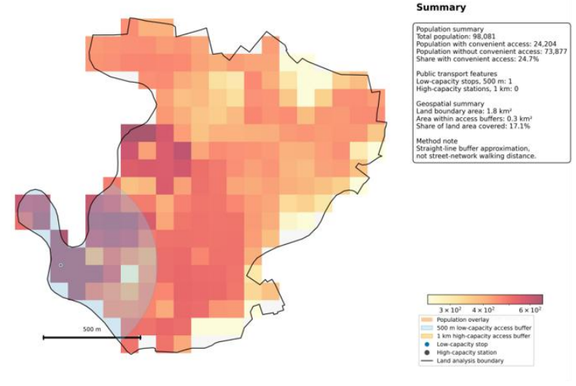
Population summary
Total population: 596,664
Population with convenient access: 462,269
Population without convenient access: 134,395
Share with convenient access: 77.5%

Public transport features
Low-capacity stops, 500 m: 147
High-capacity stations, 1 km: 16

Geospatial summary
Land boundary area: 91.2 km²
Area within access buffers: 28.2 km²
Share of land area covered: 30.9%

Method note
Straight-line buffer approximation, not street-network walking distance.

Municipality of Pateros
Public Transport Access, SDG 11.2.1 Approximation



Summary

Population summary
Total population: 98,081
Population with convenient access: 24,204
Population without convenient access: 73,877
Share with convenient access: 24.7%

Public transport features
Low-capacity stops, 500 m: 1
High-capacity stations, 1 km: 0

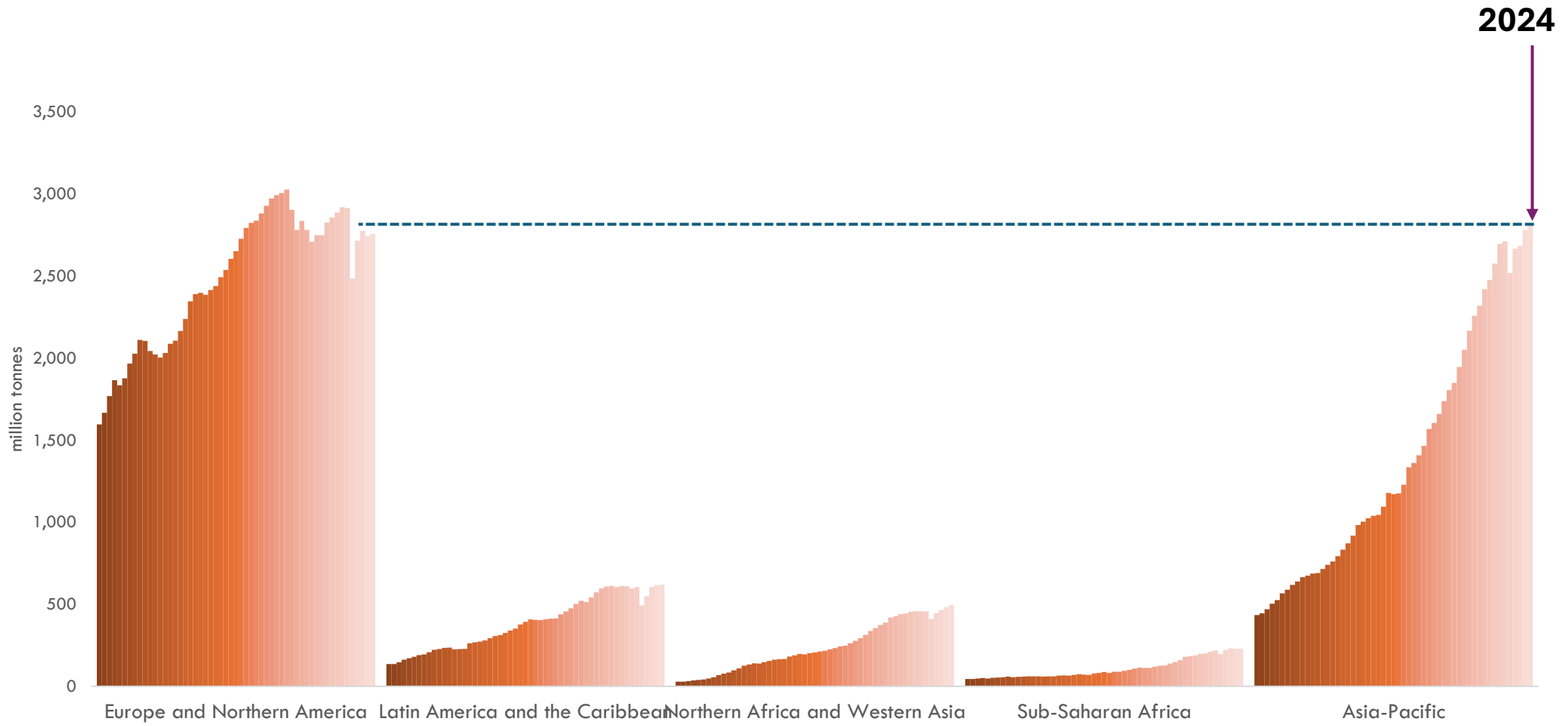
Geospatial summary
Land boundary area: 1.8 km²
Area within access buffers: 0.3 km²
Share of land area covered: 17.1%

Method note
Straight-line buffer approximation, not street-network walking distance.

2. Advance low-carbon, resilient and environmentally sound transport systems

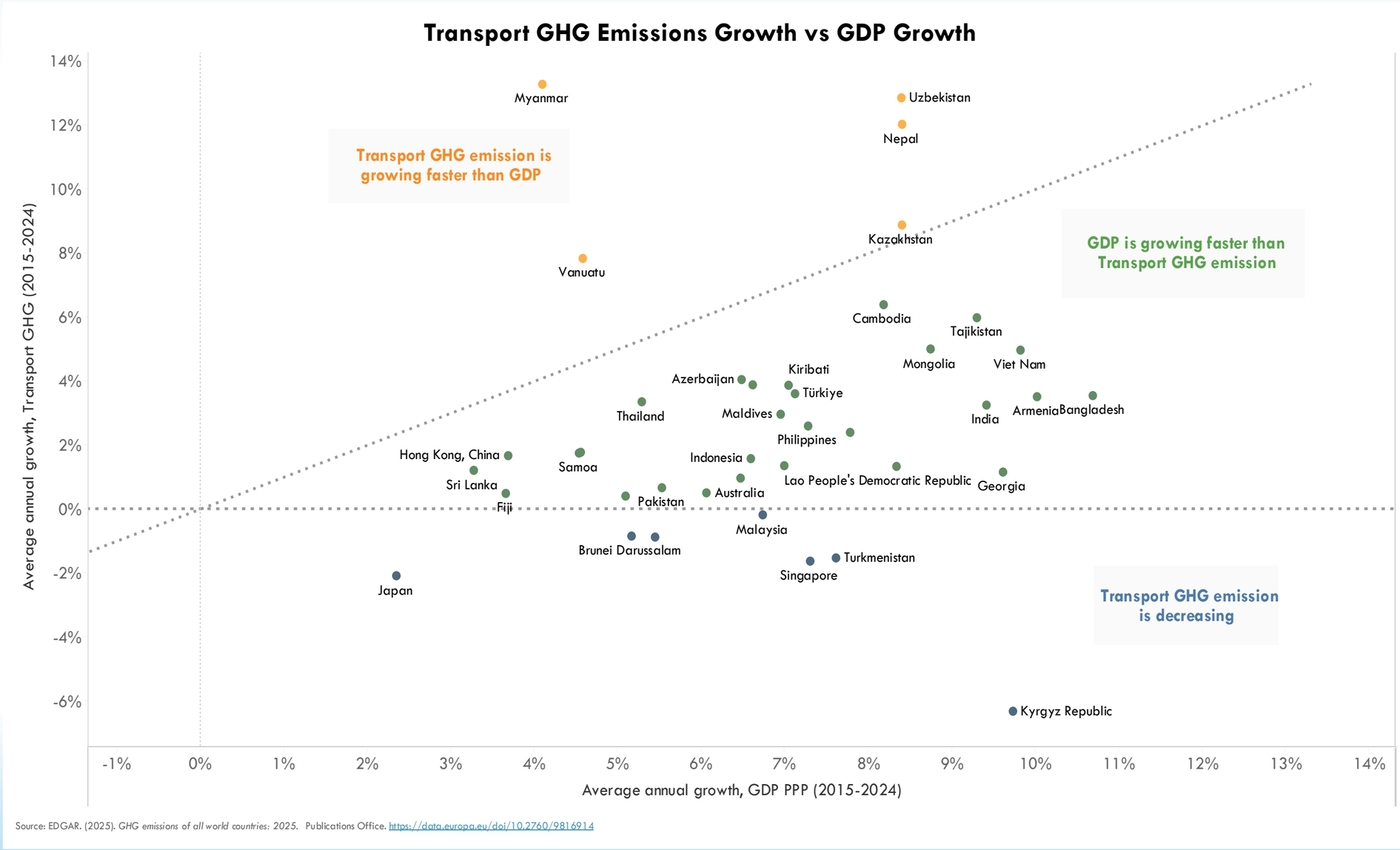
Transport GHG Emissions

Asia and the Pacific's domestic transport GHG emissions **has exceeded (2.8 billion) the combined emissions of Europe and North America**



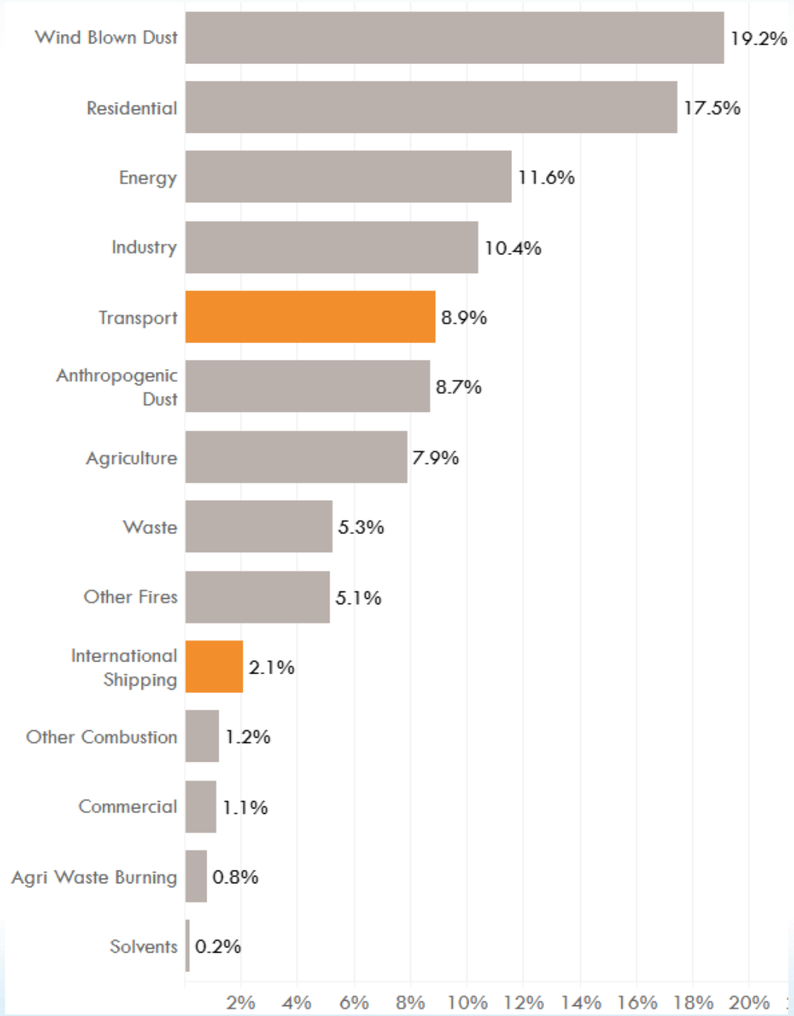
Source: ATO visualization based on data from EU JRC (2025)

Growth and Decoupling



Source: EDGAR. (2025). *GHG emissions of all world countries: 2025.* Publications Office. https://data.europa.eu/doi/10.2760/9816914

Transport and Air Pollution Loading and Impacts



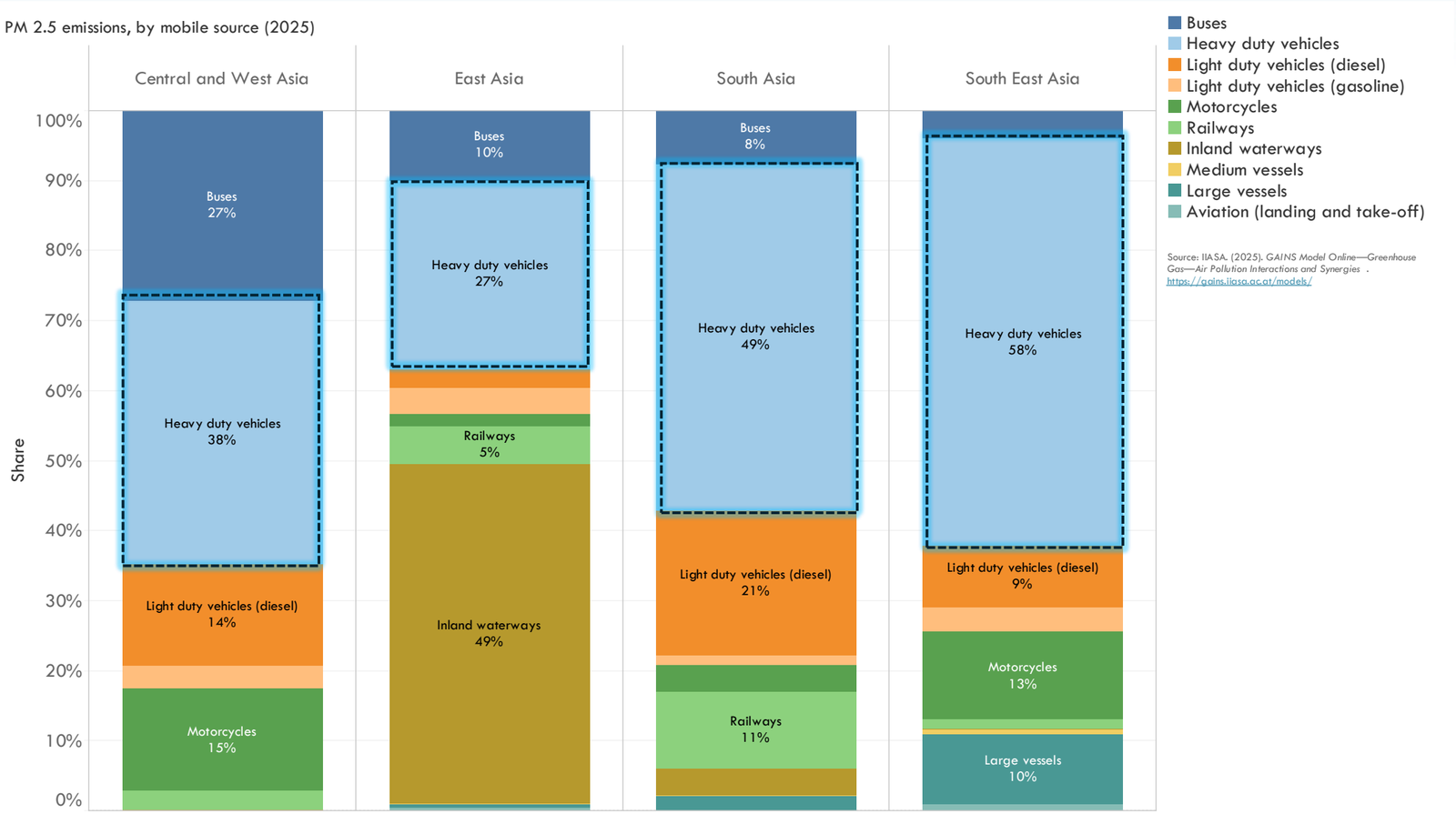
Transport share in ambient PM2.5 Concentration

Source: ATO visualization based on State of Global Air (2025)

The estimated health impacts associated with exposure to ambient PM2.5 resulted in monetary losses equivalent to 4.7% to 6.5% of global GDP in 2020.

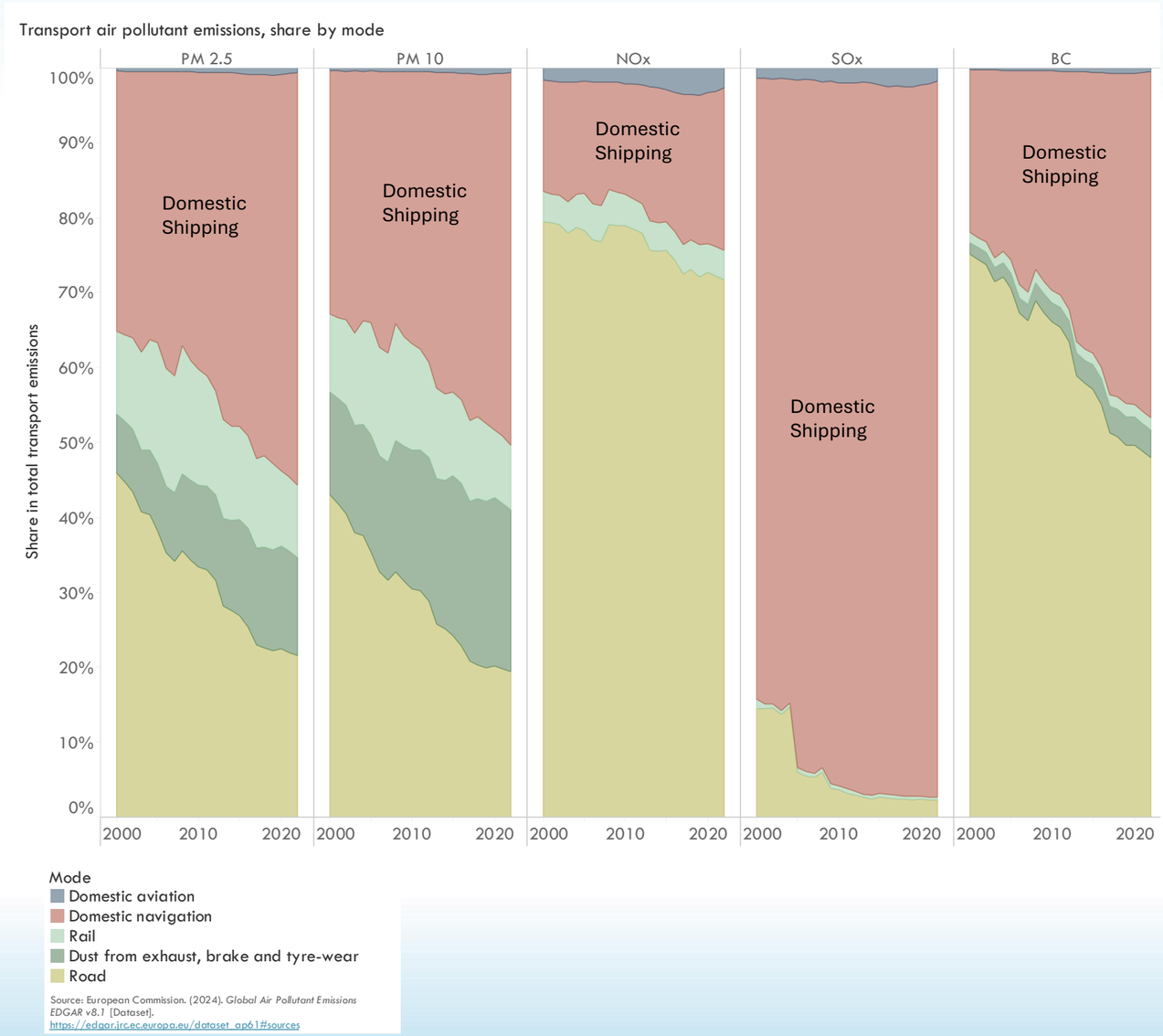
Asia accounts for 70% of the global transport sector's financial penalties (World Bank, 2025)

Road Transport Air Pollution – By Vehicle Types



Source: IIASA. (2025). *GAINS Model Online—Greenhouse Gas—Air Pollution Interactions and Synergies* . https://gains.iiasa.ac.at/models/

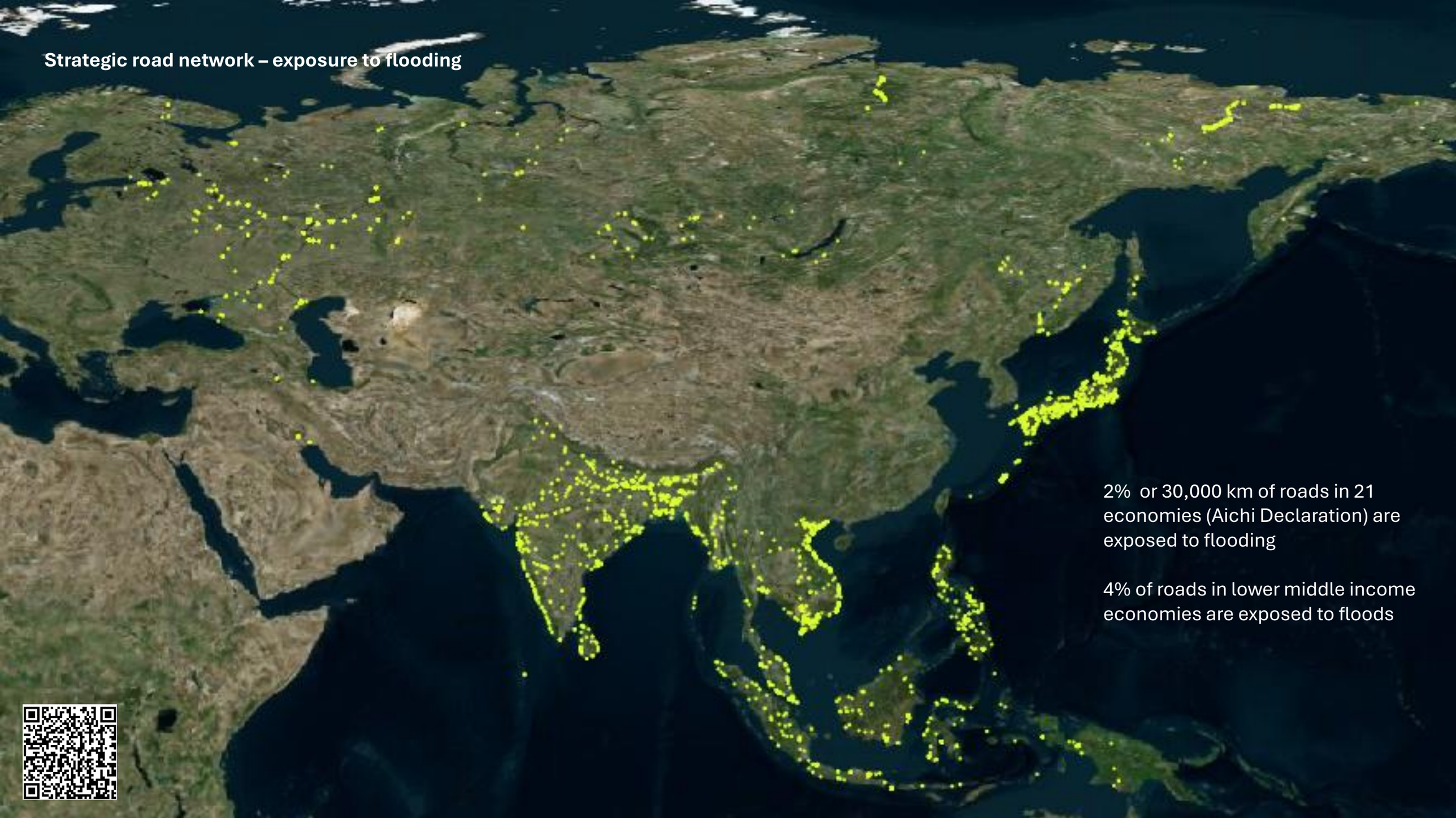
Although HDVs are estimated to account for only 7% of all vehicle registrations in the region, they are responsible for a disproportionately large share of emissions, producing about 57% of PM2.5 and 64% of NO_x emissions



Domestic shipping has become a major and largely unregulated source of air pollution in Asia-Pacific.

Since 2000, estimated emissions from domestic shipping have grown by about 3% annually for $PM_{2.5}$ and black carbon and 2.5% for NO_x and SO_x. It constitutes: 95% of SOx, 55% of $PM_{2.5}$ and 46% of black carbon transport emissions of the region.

Strategic road network – exposure to flooding



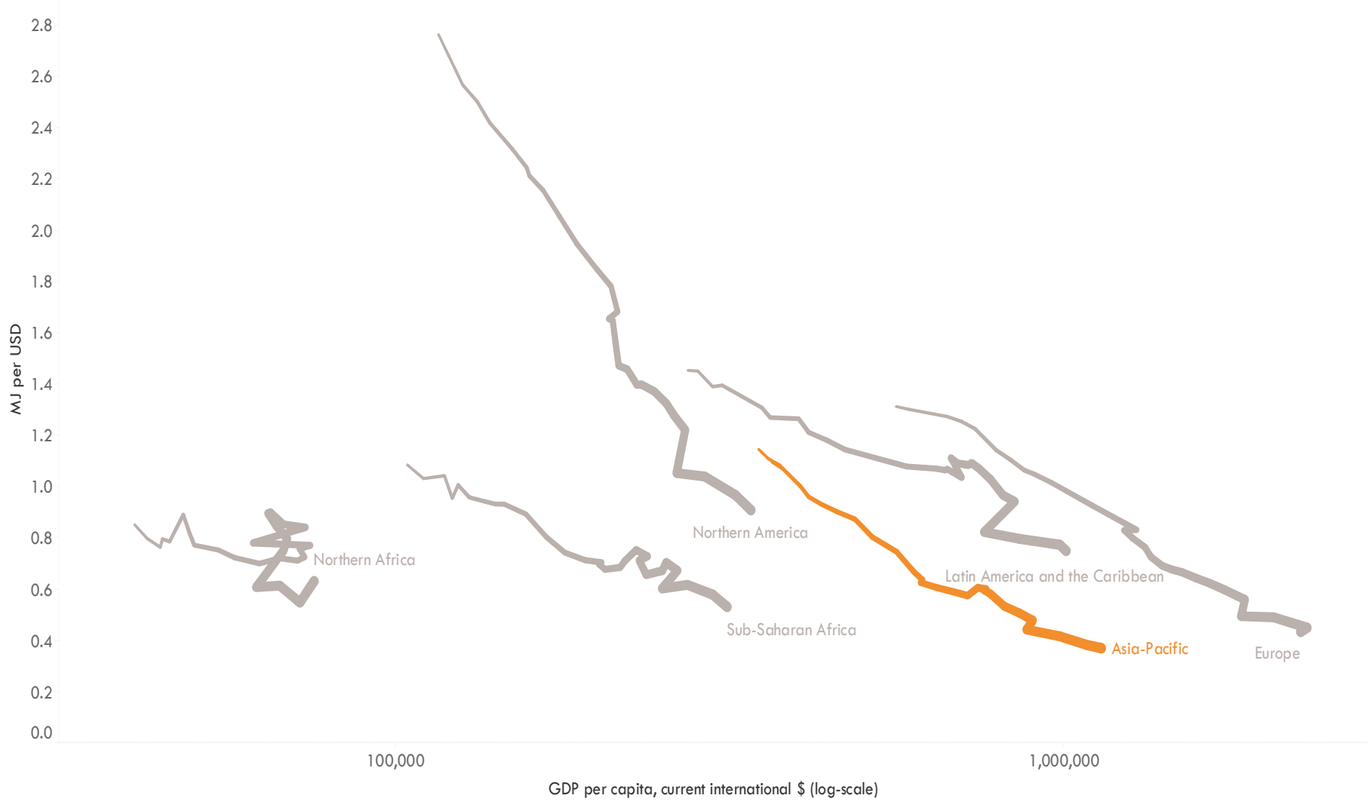
2% or 30,000 km of roads in 21 economies (Aichi Declaration) are exposed to flooding

4% of roads in lower middle income economies are exposed to floods

3. Enhance efficiency and promote sustainable connectivity and logistics

Transport Energy Intensity

Transport Energy Intensity and GDP (1995-2023)

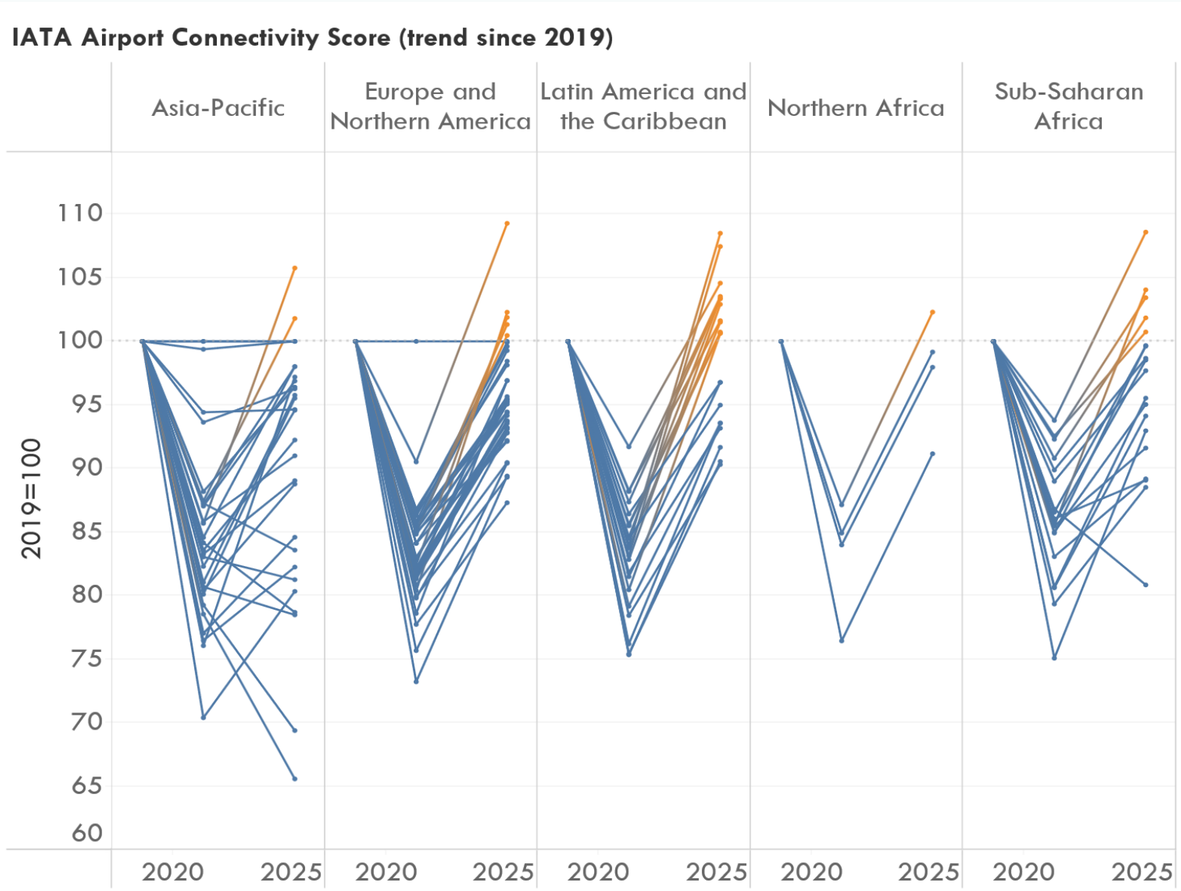


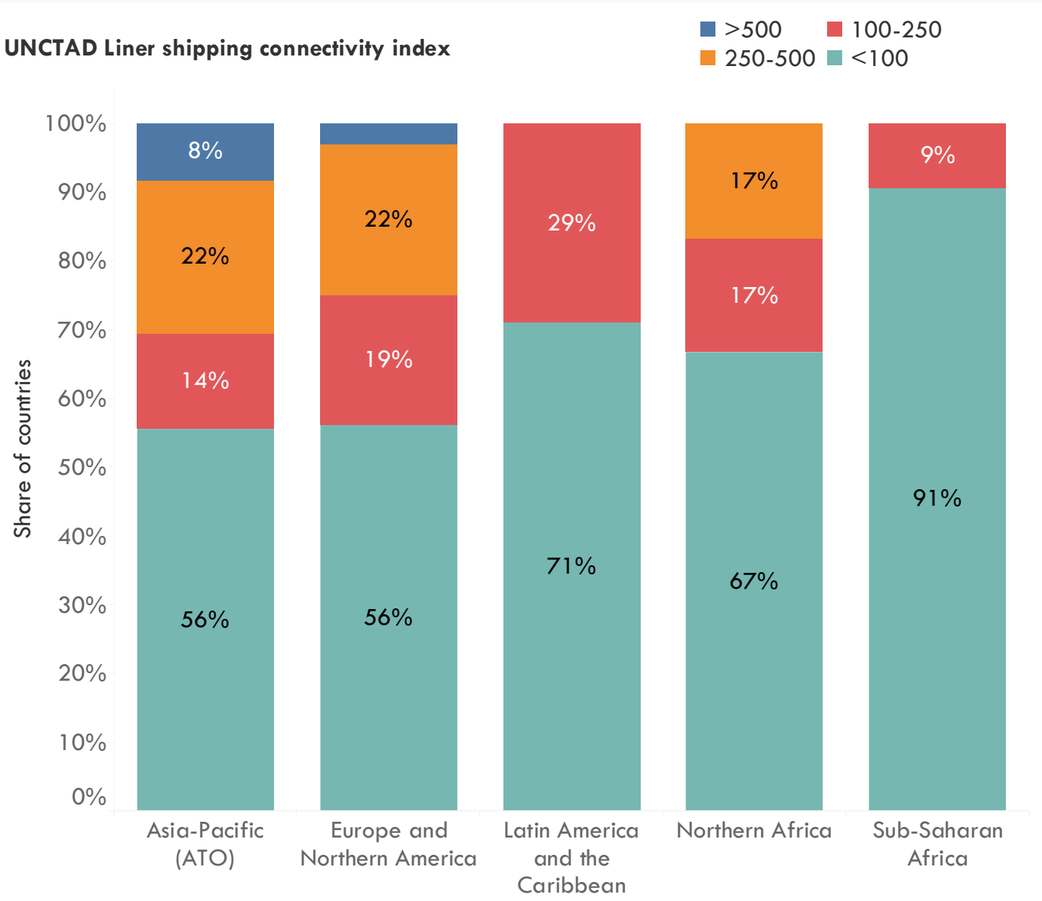
Source: UNSD. (2026). *UNSD -- Energy Balance* . https://unstats.un.org/unsd/energystats/dataPortal/

Asia-Pacific is generating economic value with less transport energy.

The Asian region has decreased the energy consumption per GDP from around 1.1 MJ per USD in the mid-1990s to below 0.4 MJ per USD by 2023.

Connectivity Scores

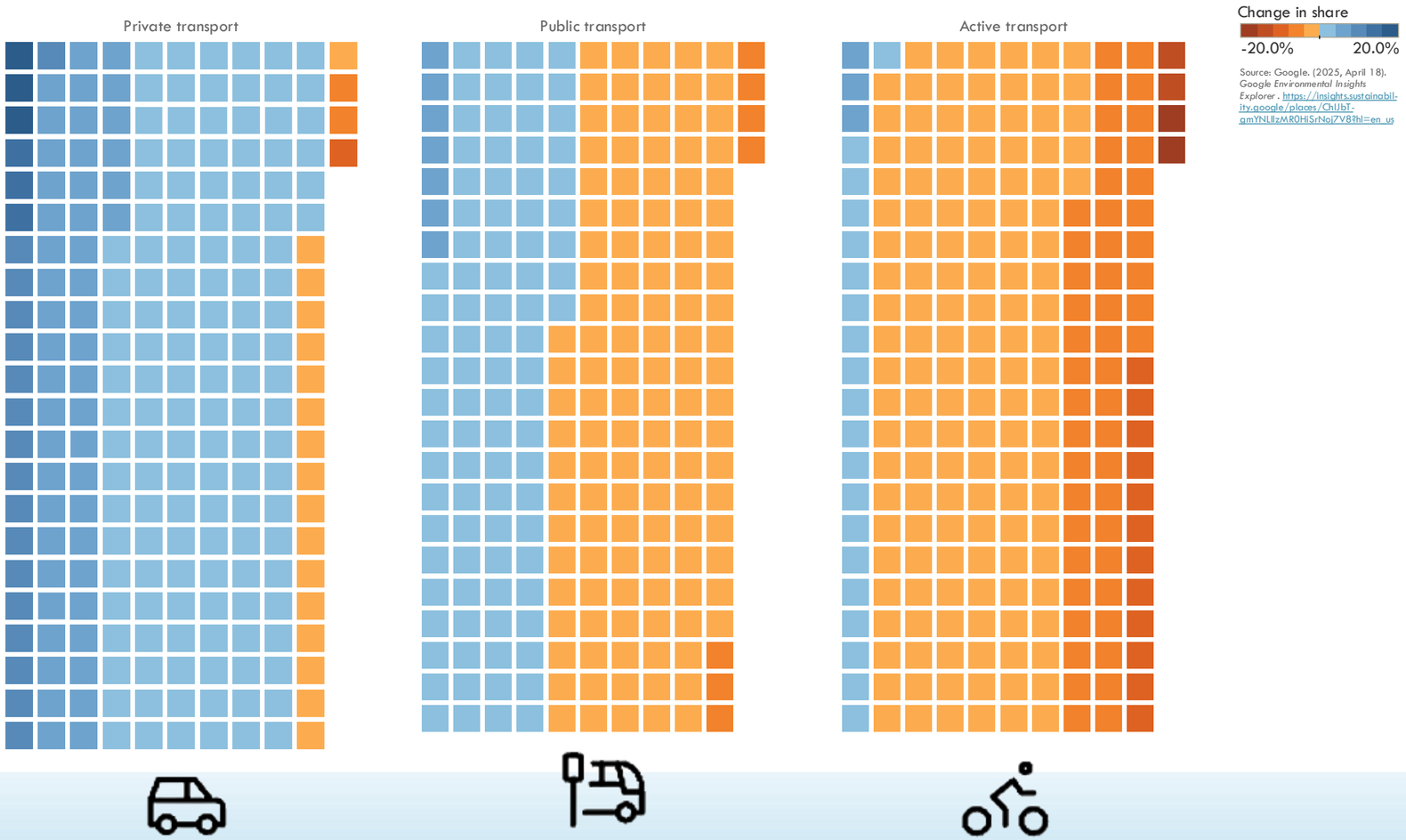




4. Shape people-centered urban mobility and liveable cities

Urban Mode Shares

Urban Transport Mode Shares (2018 – 2023)

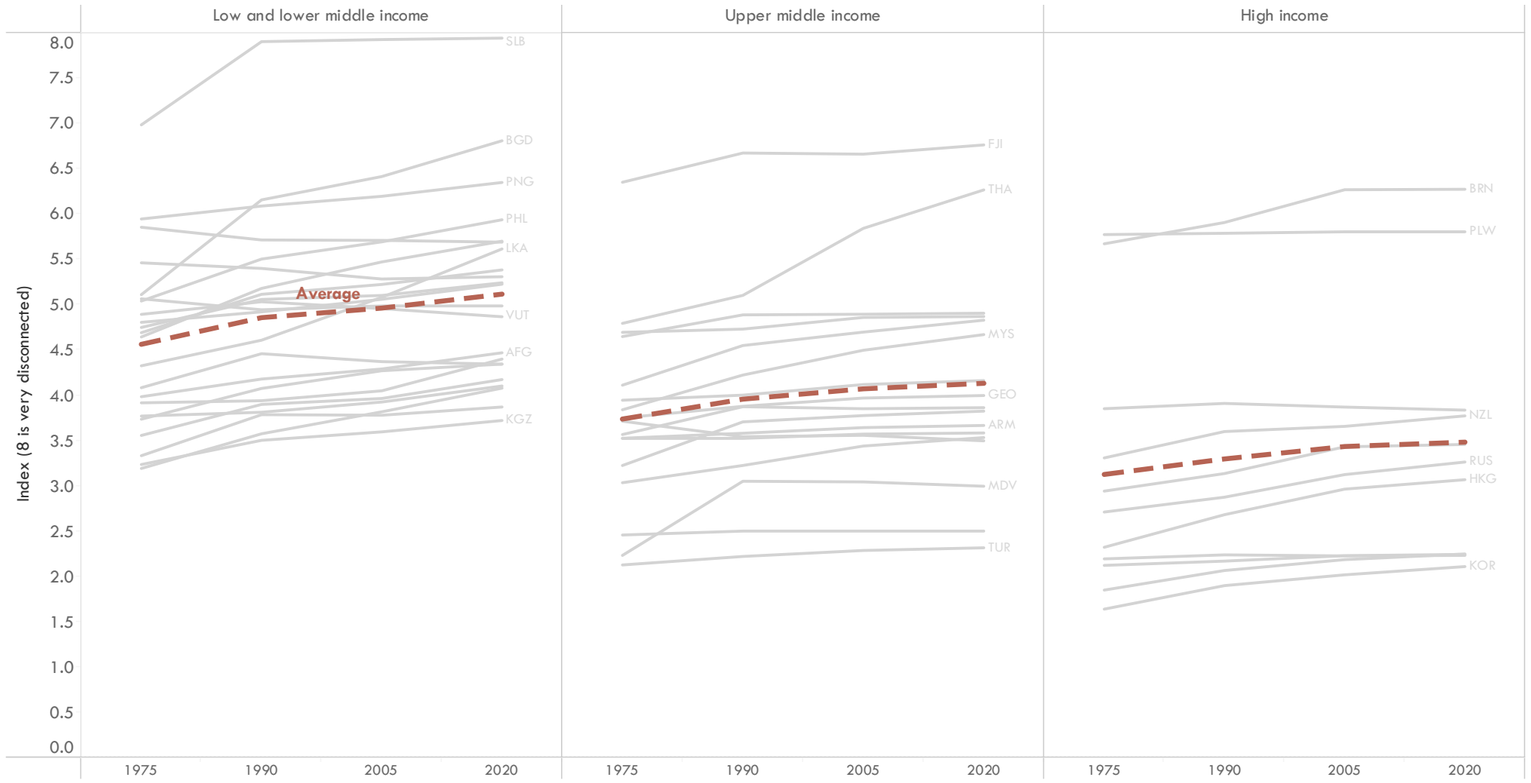


These patterns suggest a broad shift towards private transport and away from active transport.

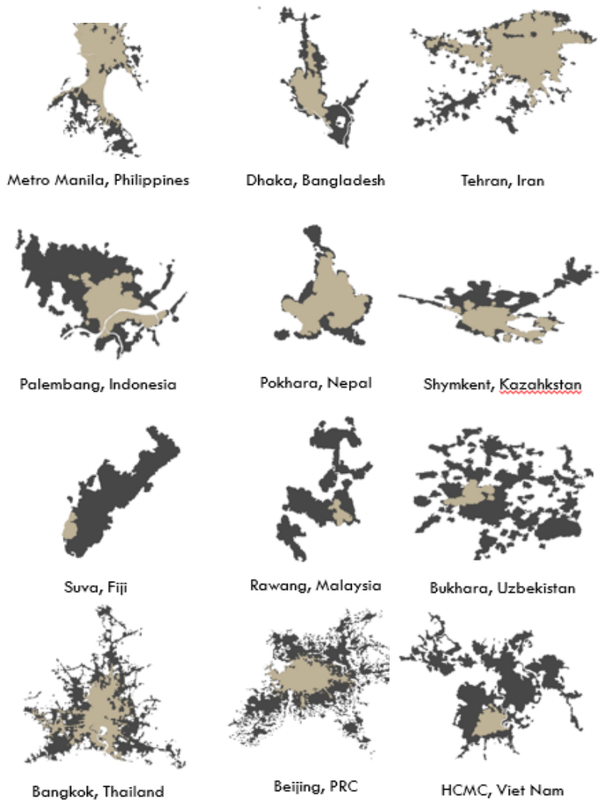
Across the cities shown, private transport gained ground in 91% of cities, while active transport lost share in 90%. Public transport showed a more mixed pattern, but still declined in more cities than it increased.

Urban Sprawl and Disconnectedness

Street Network Disconnectedness Index

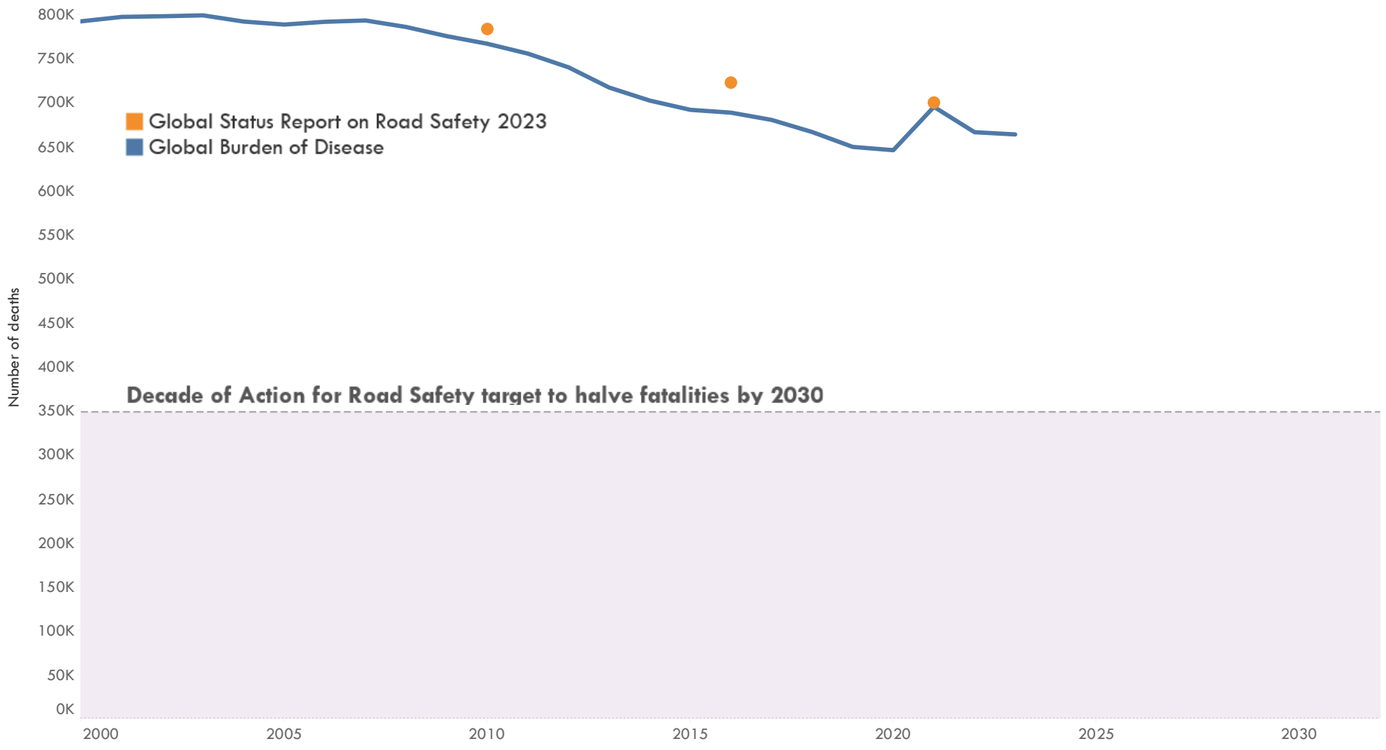


Source: Barrington-Leigh, C., & Millard-Ball, A. (2025, April 18). *Global trends toward urban street-network sprawl* . https://www.pnas.org/doi/10.1073/pnas.1905232116



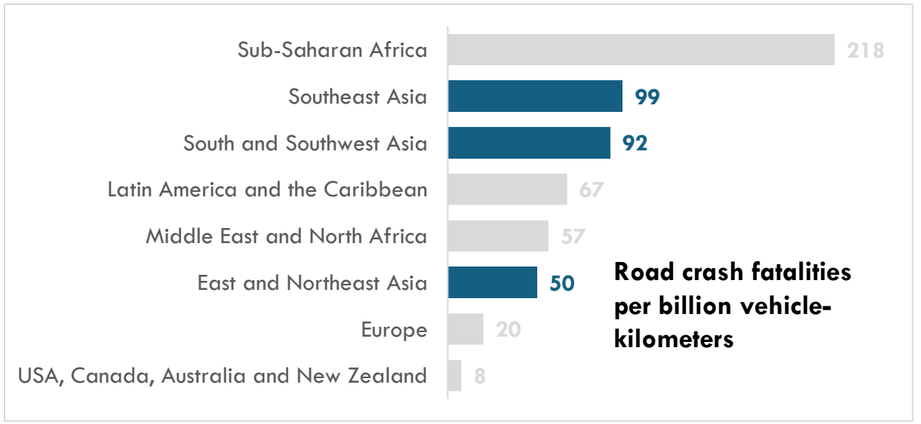
5. Make Transport Safe and Secure

Road Safety



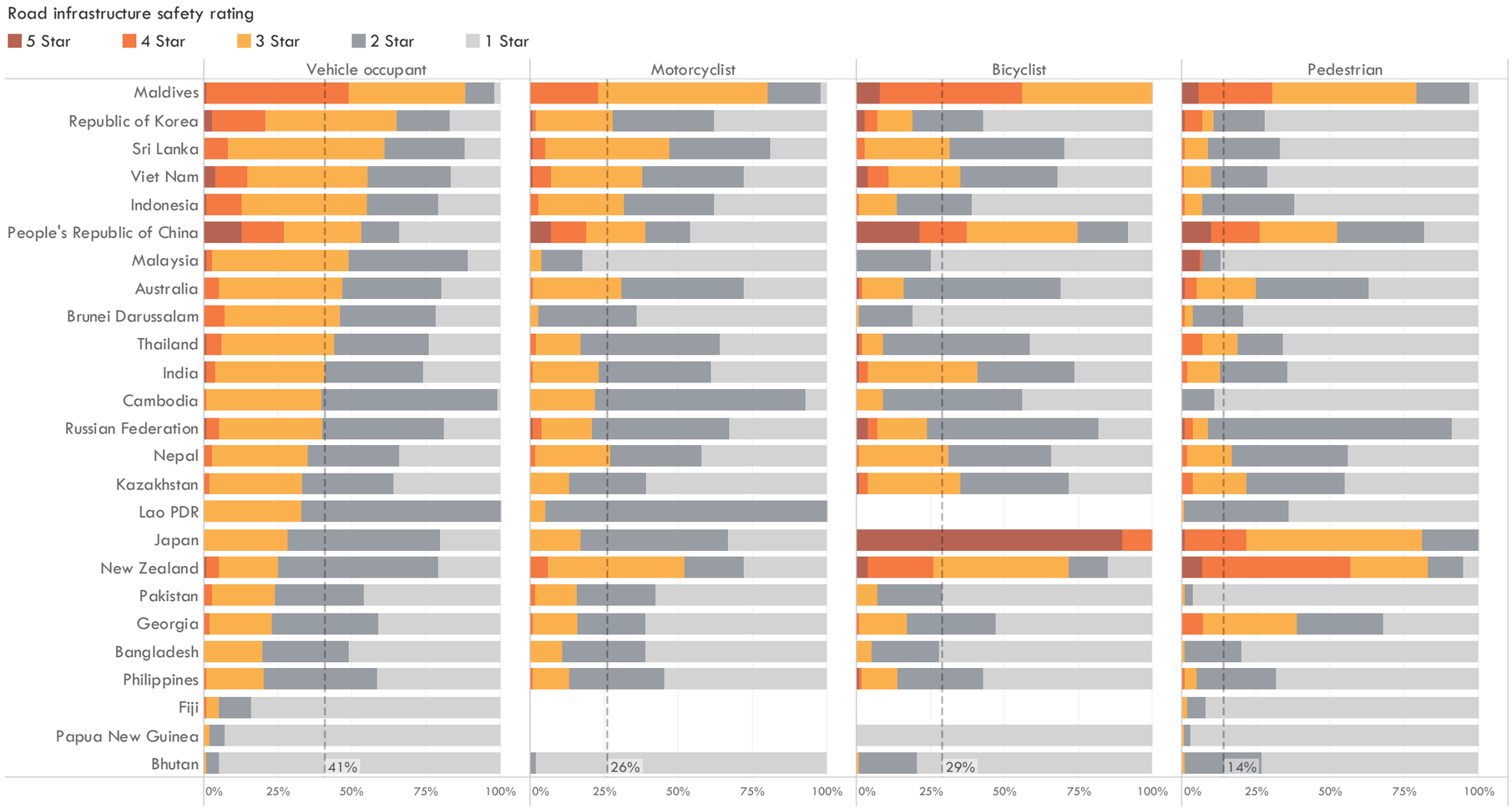
700 thousand, or ~60% of the global 1.1 million road fatalities in 2021 occurred in Asia and the Pacific (WHO 2023).

The region is off the trajectory needed to achieve the 2030 global road safety target



Own visualization based on data from Centre for Research on the Epidemiology of Disasters (2025).

Infrastructure Safety Ratings

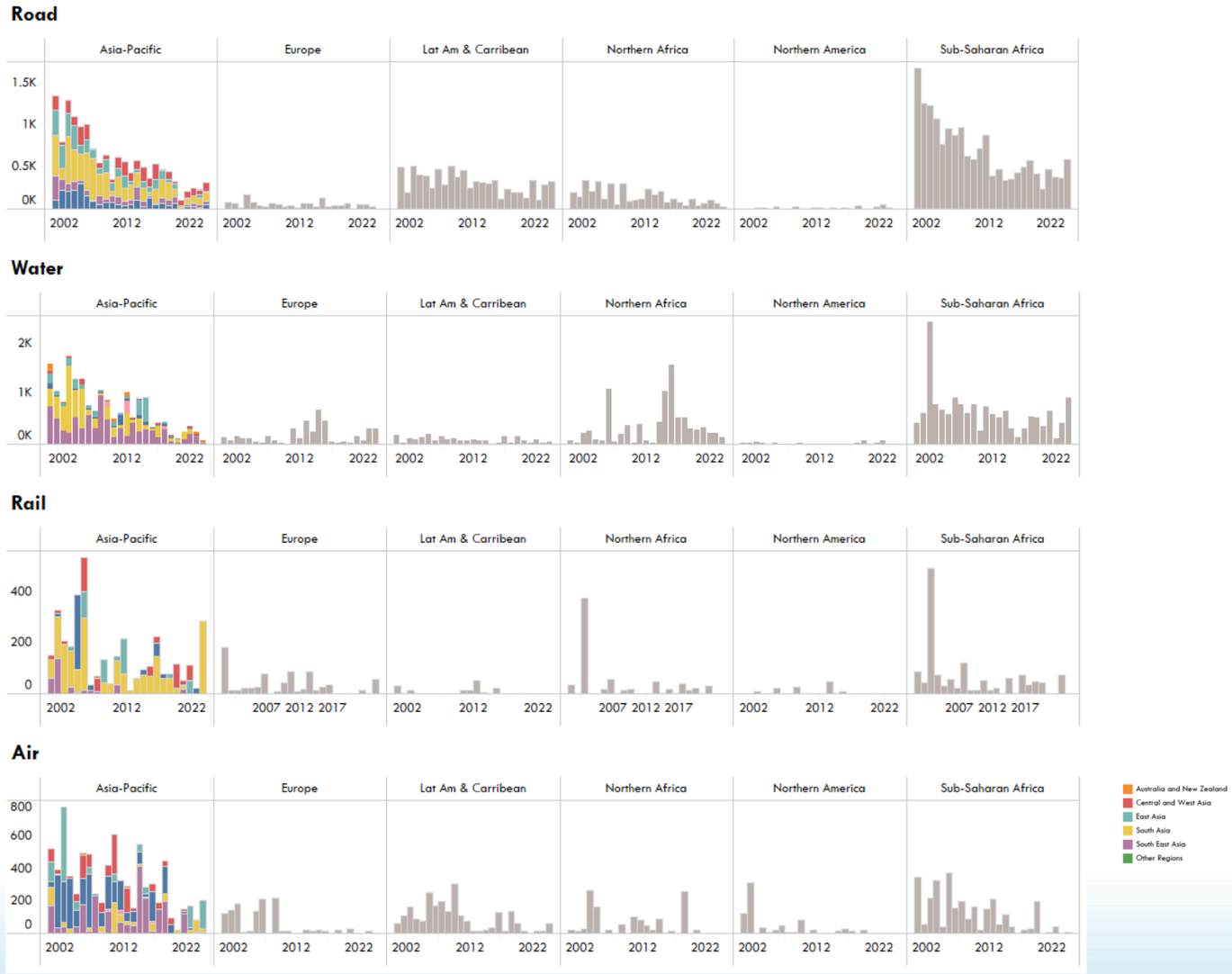


Source: iRAP. (2026). *Safety Insights Explorer—iRAP* . https://irap.org/safety-insights-explorer/

Transport-related Disasters

Since the turn of the century, there have been more than 4,000 transport-related disasters, with a third of these occurring in the Asia-Pacific (29% of road, 32% of water, 44% of air, and 49% of rail-related disasters).

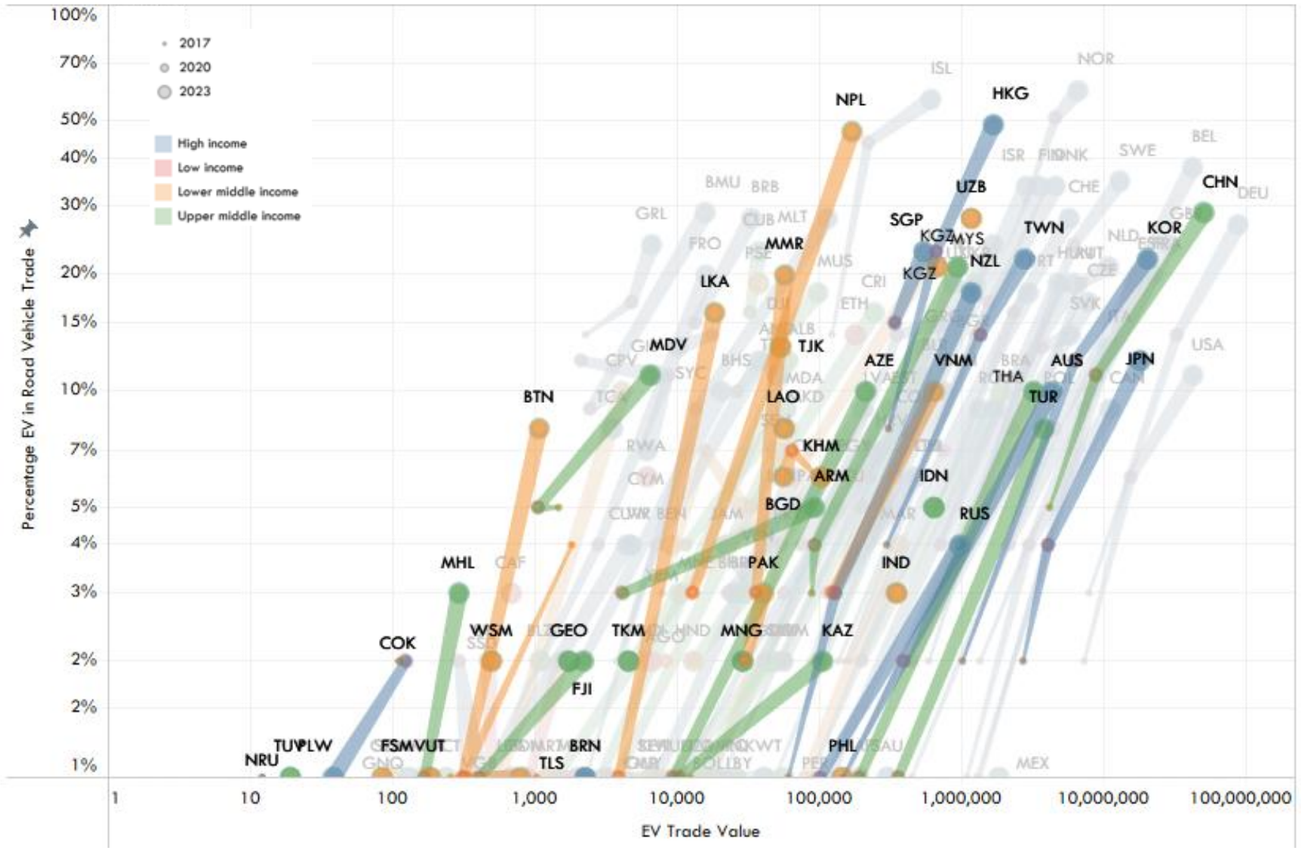
On the bright side, overall disaster-related transport fatalities have reduced significantly.



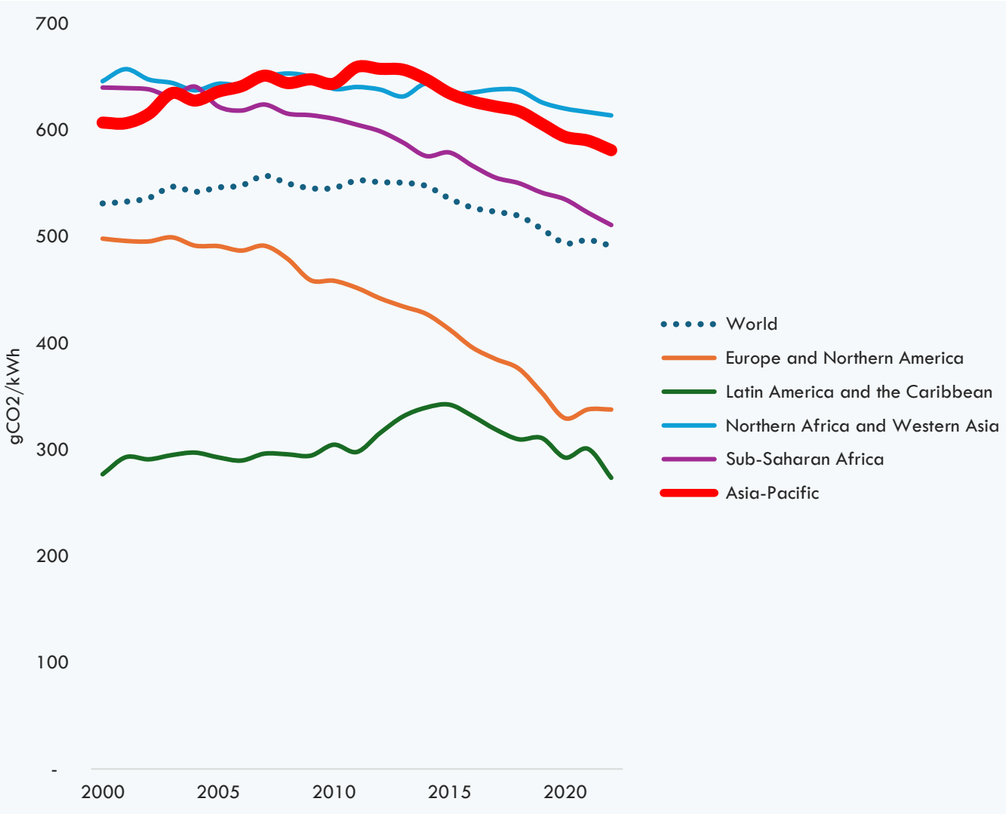
6. Leveraging on Science, Technology and Innovation

E-mobility Transition

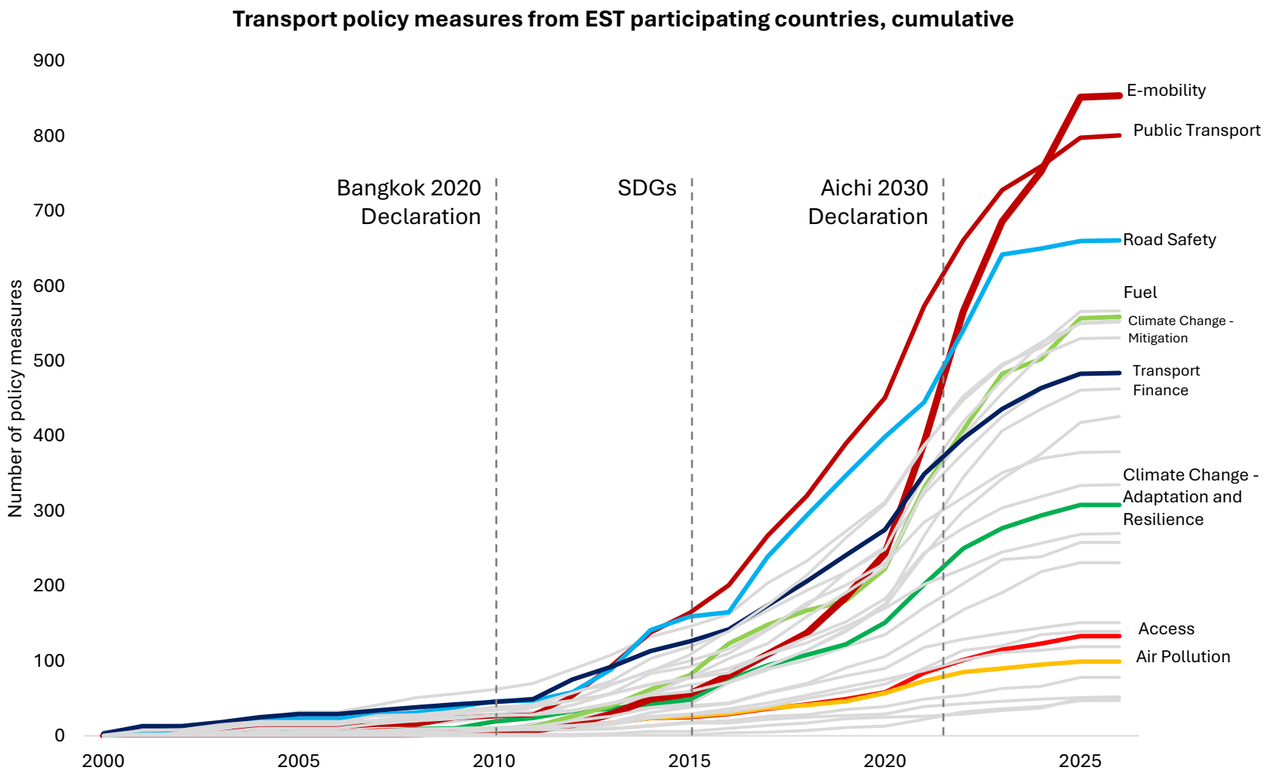
EV Trade Volume and % Share in Total Road Vehicle Trade Volume

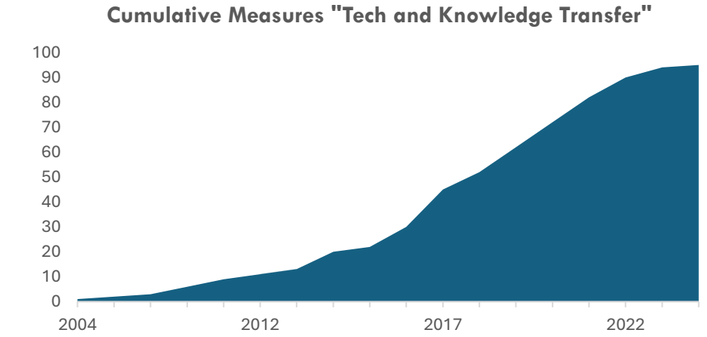


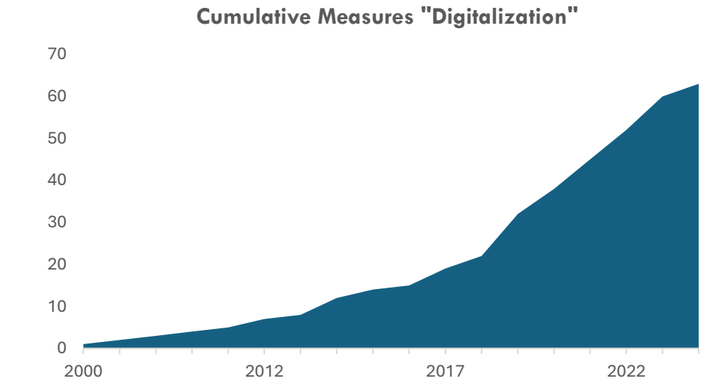
Grid Emission Factor



Policy Landscape – Science, Technology and Innovation







Magnitude of Investments Needed

Transport Infrastructure Investment in LMICs per Subregion (2025-2035)

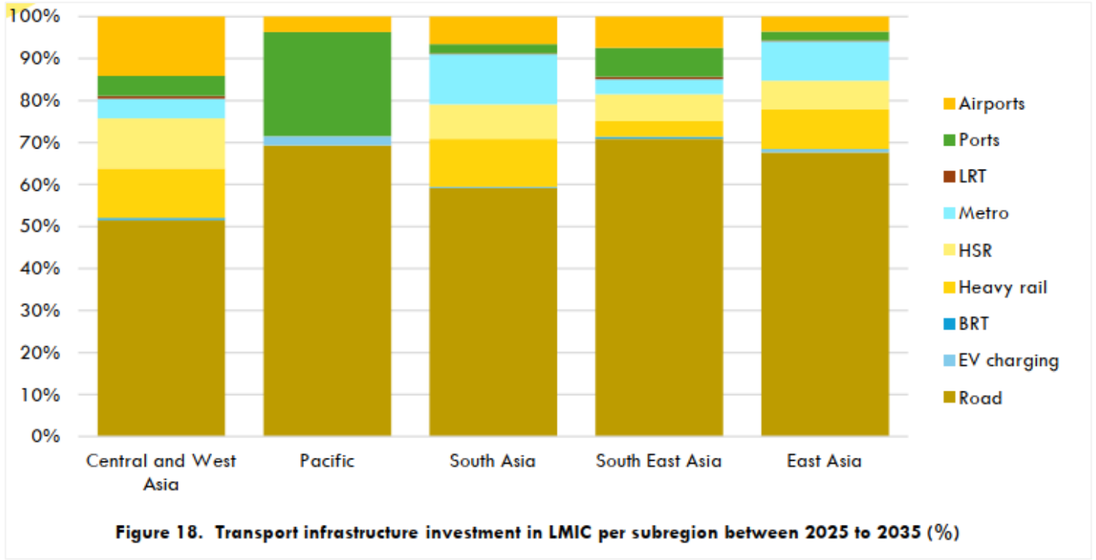
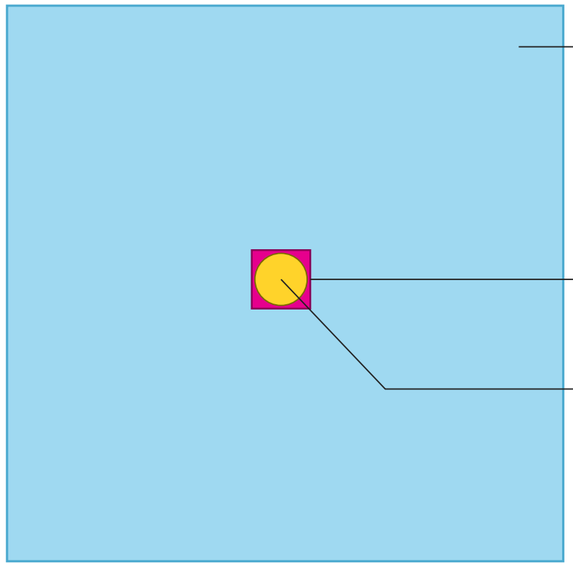


Figure 18. Transport infrastructure investment in LMIC per subregion between 2025 to 2035 (%)

US$ 2.6 trillion investments , equivalent to roughly 2% of GDP needed up to 2035 in Asian LMICs for transport



Projected annual investment needs (2025-2035)

2.6 trillion USD

Average annual PPP (2015-2023)

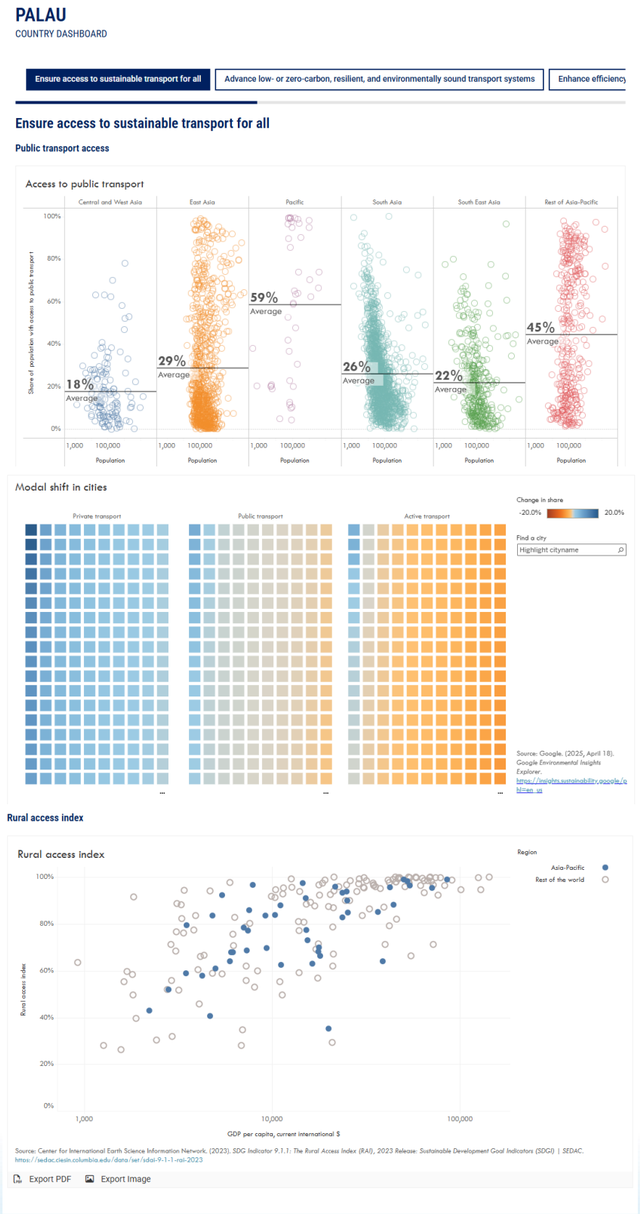
28.8 billion USD (1.1%)

Average annual development finance, transport (2015-2023)

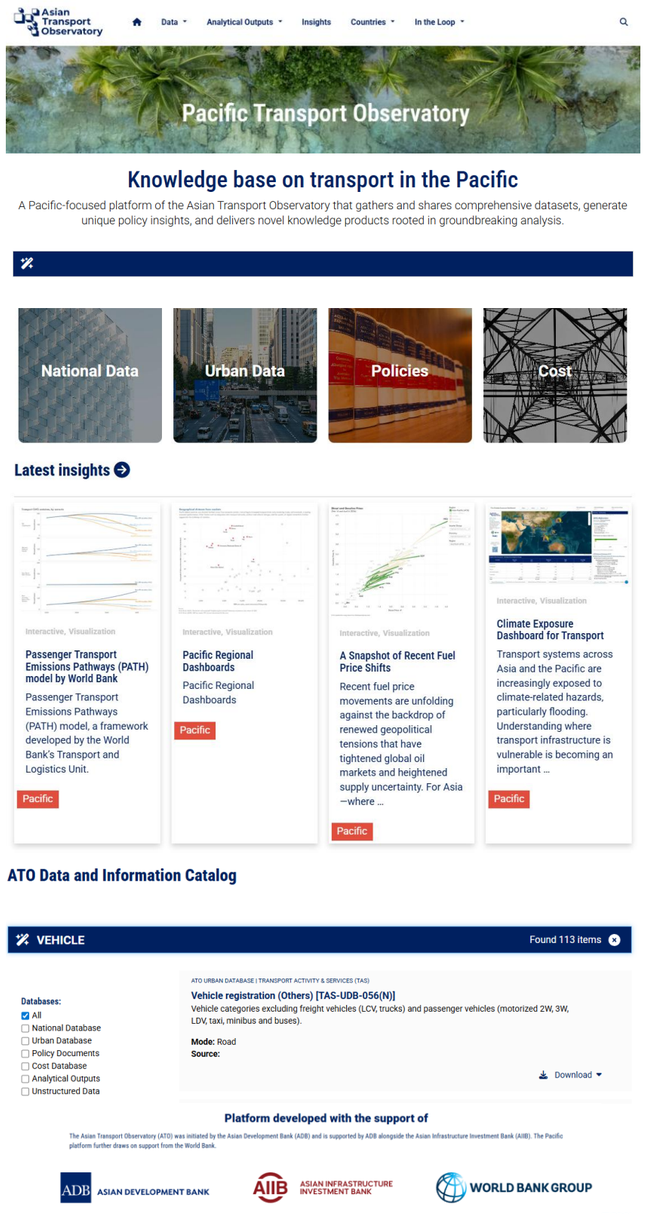
18.0 billion USD (0.7%)

Source: ATO estimates

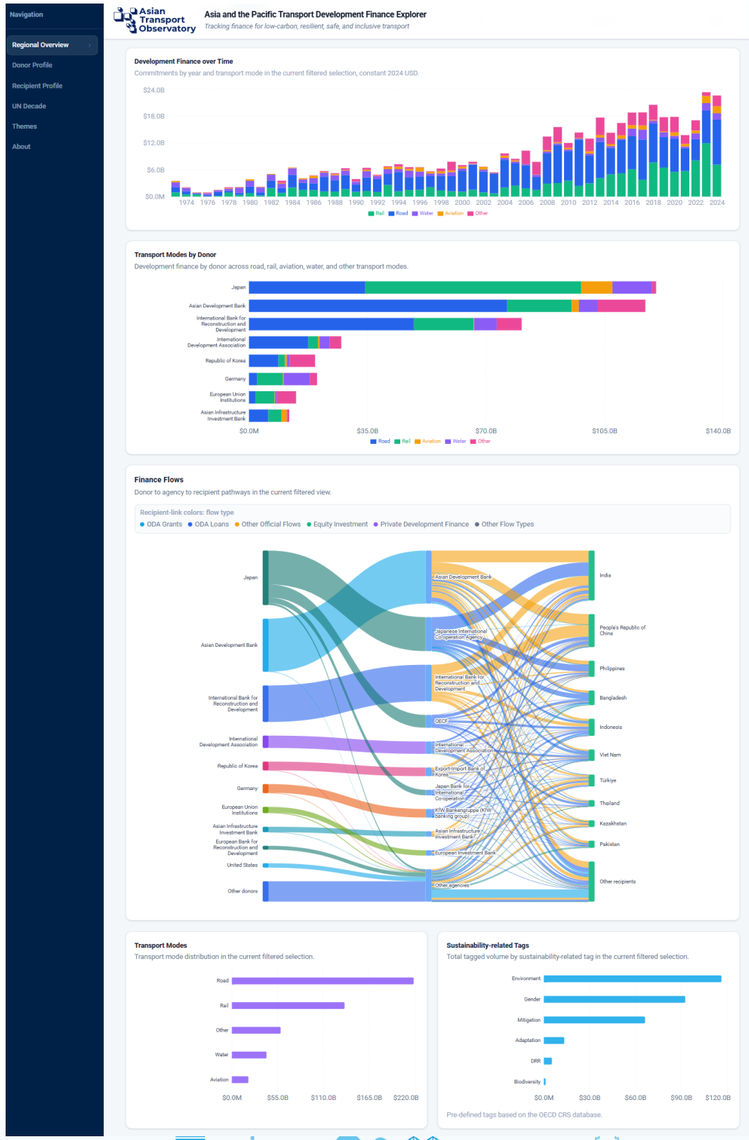
UN Decade Country Dashboards



Pacific Sub-Observatory



Transport Development Finance Explorer



ASIA AND THE PACIFIC
TRANSPORT FORUM 2026
FROM PRIORITIES TO ACTION

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Maraming salamat po!

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