



**ASIA AND THE PACIFIC  
TRANSPORT FORUM 2026**  
FROM PRIORITIES TO ACTION

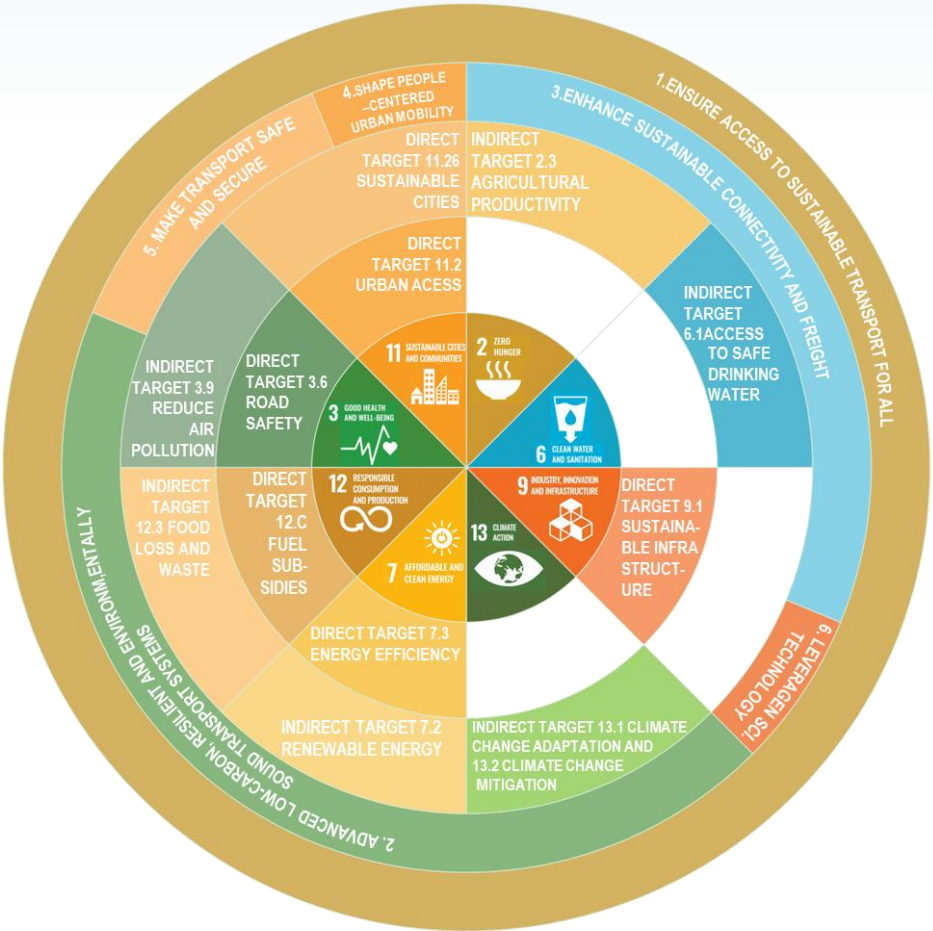
**19-22 MAY**  
**ADB HEADQUARTERS**  
**MANILA, PHILIPPINES**

**Training Session 9: Using Transport Data for Better Investment Decisions**

# Asian Transport Observatory

Turning Evidence into Better Transport Policy and Investment Decisions

**Alvin Mejia and Sudhir Gota**  
Co-Team Leads  
Asian Transport Observatory



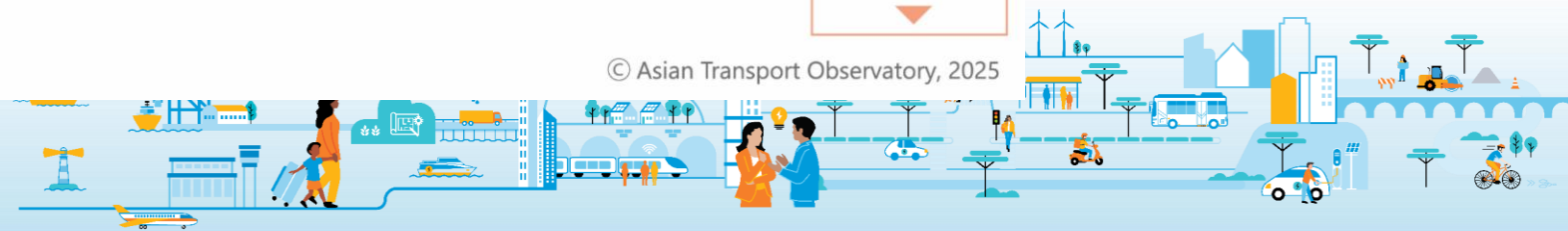
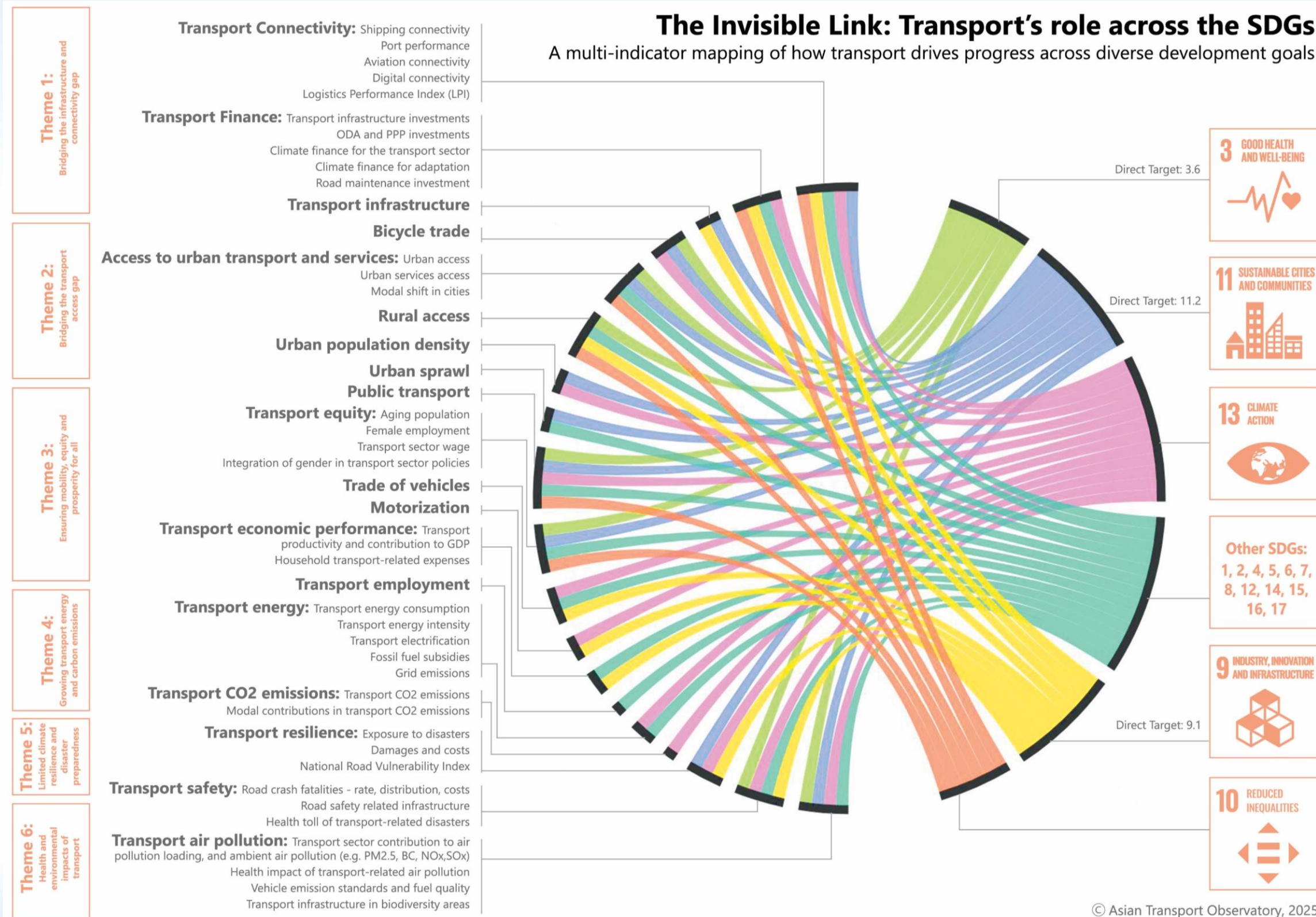




**Fragmented**  
**Uneven**  
**Siloed**  
**Static**

# The Invisible Link: Transport's role across the SDGs

A multi-indicator mapping of how transport drives progress across diverse development goals



# 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](http://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

# As a regional data observatory, we...



**Collect**  
Bring together data from different sources



**Curate**  
Check, clean, organize, and structure data



**Connect**  
Link data to policy, planning, and investment questions



**Communicate**  
Turn data into insights decision-makers can use



**Capacitate**  
Build capacity to use data and insights in planning and investment decisions



**Collaborate**  
Strengthen data collection, validation, and use



# Collect and Curate

## ATO National Database

500+ unique indicator sets



## ATO Urban Database

300+ unique indicators sets



**Asian Transport Observatory**

Home | Data | Analytical Outputs | Insights | Platforms | In the Loop

**How to extract ATO National Data**

Select ATO economies AND indicators AND time period of interest

- Click ▼ to filter the list of items
- Select the desired download format
- Click **Download** to download the data

- View the ATO National Database User Guide
- View the ATO National Database Masterlist of Indicators

Or you can download entire ATO Workbooks:

- Infrastructure (INF)
- Transport Activity & Services (TAS)
- Access & Connectivity (ACC)
- Road Safety (RSA)
- Air Pollution & Health (APH)
- Climate Change (CLC)
- Socio-Economic (SEC)
- Transport Policy (POL)
- Miscellaneous (MIS)

Economies Count 0 / 52  
 Indicators Count 0 / 507  
 Time Count 0 / 111

**ATO National Database**

**Download formatted data**

Indicator view  
Each page is a table for **one indicator across multiple economies**. This is best for side-by-side data comparison between economies.

Country view  
Each page is a table for **one economy with multiple indicators**. This is best for an overview of various indicators of one economy.

[XLSX](#)

**Download raw data**

This is best for further analysis using third-party software like Excel.

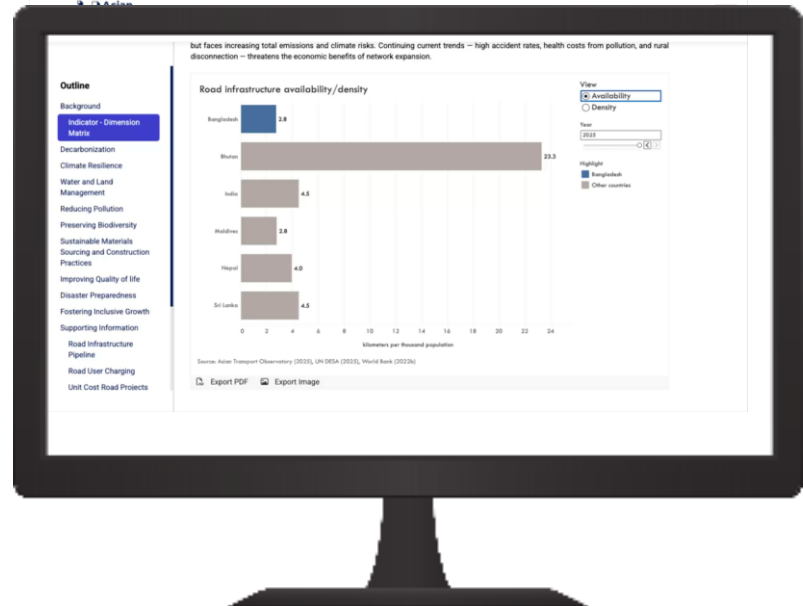
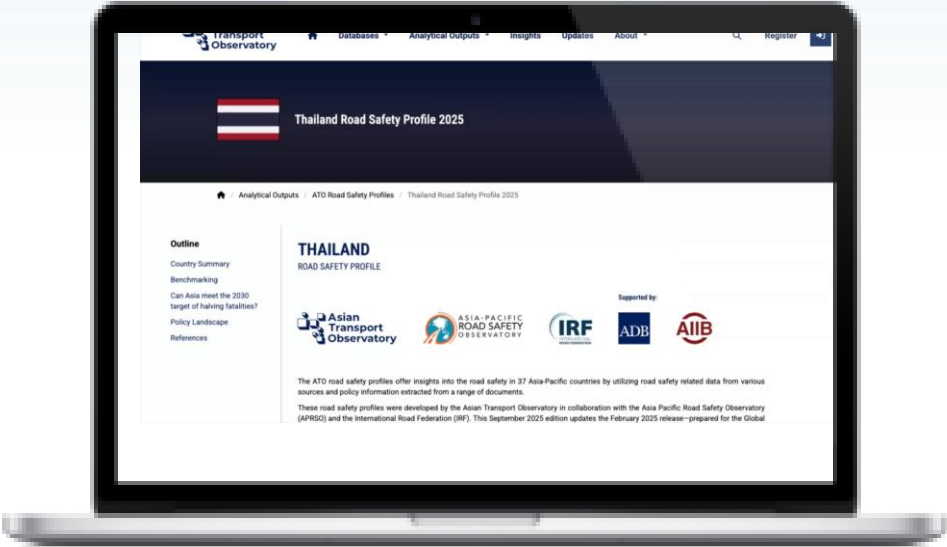
[XLSX](#) [CSV](#) [JSON](#)

## ATO Policy Database

- 1,500+ policy documents
- 10,000+ policy measures
- 1,100+ targets



# Connect and Communicate



Thematic and geographically-focused knowledge products



# Connect and Communicate

## Pacific Transport Observatory



### Knowledge base on 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.

sustainable transport



# Capacitate

## Climate Exposure Dashboard for Transport

The Climate Exposure Dashboard

Reset

About

How to

Filter by Economy  
select

Filter by Sub Region  
select

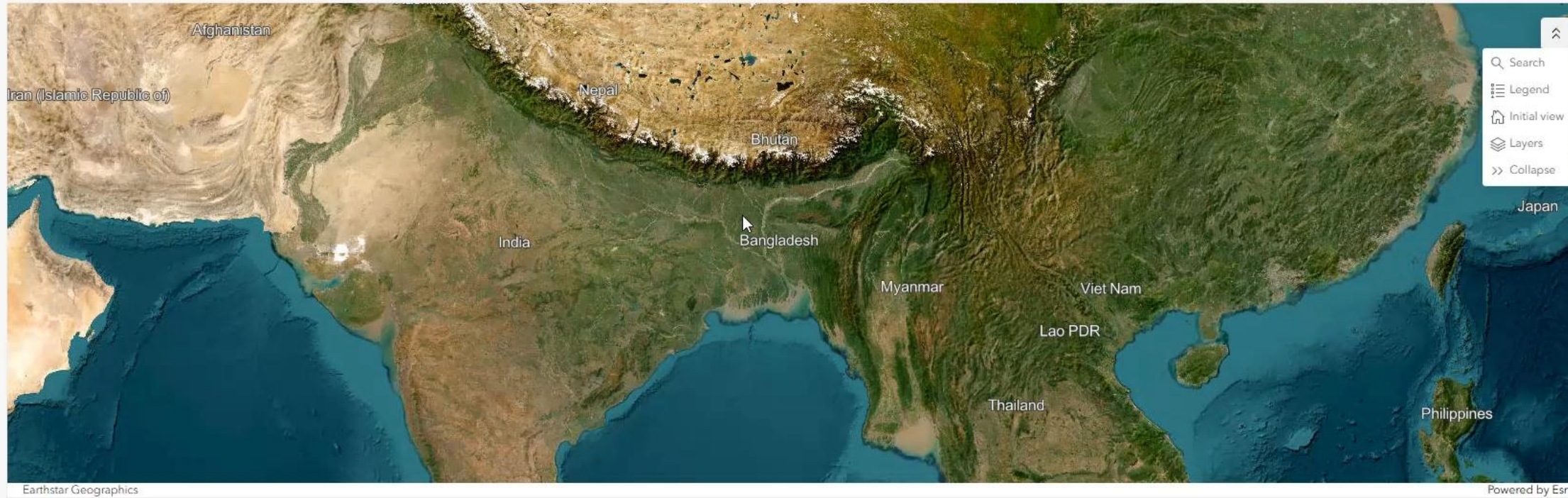
Filter by Income Group  
select



GDA - Global Development Assistance.  
A Global Partnership to mainstream the Use of Earth Observation into Development Operations as a catalyst for long-term action.



Scan to view this Dashboard on your phone



### Summary - by Economy

2 of 21

### (BAN) Bangladesh

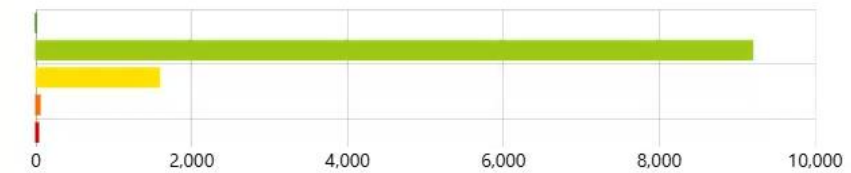
ADB Subregion: South Asia  
Income group: Lower middle income

#### Detailed Flood Exposure

- Very Low: 0 km (0%)
- Low: 9,199 km (85%)
- Moderate: 1,588 km (15%)
- High: 53 km (0%)
- Very High: 34 km (0%)

Total exposed length: 10,874 km

#### Flood Exposure by category in Bangladesh



Visual comparison of Flood Exposure by category.

### Detailed Flood Exposure - Retrospective Analysis for Roads

Economy	Very Low [km]	Low [km]	Moderate [km]	High [km]	Very High [km]
Afghanistan	7,252	492	1	0	0
Bangladesh	0	9,199	1,588	53	34
Bhutan	733	831	0	0	0
Brunei Darussalam	0	19	667	0	0
<b>Total</b>	<b>400,390</b>	<b>811,657</b>	<b>27,437</b>	<b>1,923</b>	<b>519</b>

### ATO National Database (CLC)

#### Multi-Hazard Transport Losses & Infrastructure Exposure

##### Multi-Hazard Transport Losses (2023)

- Hazard-based losses (all transport infrastructure)**
- Earthquake [hzLoss-Eq(Mio)]: 57.08 mio US\$
  - Flood [hzLoss-Fld(Mio)]: 119.44 mio US\$
  - Landslide [hzLoss-Lds(Mio)]: 2.43 mio US\$

**Asset-based losses (all hazards)**

- Road [hzLoss-Rd(Mio)]: 141.31 mio US\$
- Rail [hzLoss-Rail(Mio)]: 24.26 mio US\$
- Ports [hzLoss-Port(Mio)]: 4.02 mio US\$

Summary - by Economy

Charts

Indicators - Handbook







# How we contribute to decisions

- **Diagnosis and monitoring - where we are, where we are heading to, what are the gaps**
- Enabling evidence-based dialogue
- Strategy and intervention identification and prioritization

**2.6 trillion** USD transport investment requirement annually for LMICs in Asia and the Pacific

**\$53 billion** average annual damage to transport infrastructure

**~400 million** people in Asia-Pacific lacked access to all-season rural roads by 2023

About **1.4 billion** urban residents in the region lacked efficient access to public transit in 2023

**~60%** of global road crash fatalities in Asia and the Pacific

More than **three-fourths of the population** in Asia was exposed to PM2.5 levels above 25 micrograms per cubic meter

Asia's transport GHG emissions have **surpassed** the combined emissions of North America and Europe

Asia bears **half of the global costs of damage** to transport infrastructure : 40% of rail-related costs, 30% of airport-related costs, and 60% of the ports-related costs



# How we contribute to decisions

- Diagnosis and monitoring- where we are, where we are heading to, what are the gaps
- Enabling evidence-based dialogue
- Strategy and intervention identification and prioritization

**ROAD SAFETY AT STAKE, AUTHORITIES URGED TO ACT**  
By Emmanuel MAPE | February 16, 2026

In recent times there have been a lot of vehicle road accidents that we have seen either on the news, on social media or witnessed firsthand, an unfortunate thing that has now become a major concern bringing into question why road safety is at stake here.

**Uncertainty not congestion, now defines urban mobility**  
By Minerva Newman

January 25, 2026, 11:15 PM

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**BARQAROR RIVOJLANISH KONTEKSTIDA YOSHLAR VA YO'L HARAKATI XAVFSIZLIGI TA'LIMI: ILMYI TAHLIL VA ISTIQBOLLAR**

Ergashev Nurmuhammad Jalilovich

Keywords: barqaror rivojlanish maqsadlari, yo'l harakati xavfsizligi, yoshlar ta'limi, ta'lim ta'tim, ekologik barqarorlik, O'zbekiston, BMT BEM.

**Giving diesel buses 'a new heart'**  
By LEW GUAN XI | February 04, 2026

Rapid Bus has launched a proof-of-concept (POC) project to convert four diesel buses into electric vehicles.

**HPE Forum**

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**Road Traffic Injuries: Children and their Parental Perspectives towards Emergency Medical**

Keynote: Road Traffic, Injuries, Injury Care Seeking Behavior, Emergency Care

Abstract: Road traffic injuries are a major global public health concern and a leading cause of death and disability among children and adolescents, particularly those aged five to fourteen years who are more vulnerable due to increased exposure to road hazards and limited understanding of traffic safety. This qualitative case study aimed to explore the experiences and

**Why Smog in Pakistan Is Worse Than Ever in 2025**  
itoblar, journalist and OAV

September 12, 2025

**UZBEKISTONDA "YASHIL" TRANSPORT TIZIMINI RIVOJLANTIRISH ISTIQBOLLARI**

Kaliti sozlar: yashil transport, electric car, barqaror rivojlanish, carbon easy, infratuksima.

Dunyoda urbanizatsiya jarayonlarining tez sur'atda rivojlanishi transport tizimini zamonaviy talablarga mos holda modernizatsiya qilishni talab etmoqda. Aholi sonining yishi, shahar xududlarining kengiyishi va ikkiqavatli binolarning rivojlanishi bilan birga avtomobil sony keski qismlarida. Bu esa atmosphere khaosining ifloslanishi, transport tirbandliklari, energy resourcelar sarfi va aholi salomatligi bilan bogliq ekologik muammolarni yanada kuchaytiradi. Avtomobilardan chikalgan gazlar - carbon oxide, nitrogen oxide va greenhouse gazlari - ilgim ushlabni zharayonni tezlashtruchi asosiy antropogen omillardan biri hisoblanadi. Halkaro hamjamiyatda shu ekologik haudlarni kamatirish va shahar muhitni sog'lomlashtirish maqsadida barqaror transport tizimlarini zhoriy etish ustavor yinalish sifatida belgilangan. "Yashil lgisodiyot" concept siga muvofiq, transport tizimini electric energy sig'a asostangan vositalarga ifloslanish, chikandilarni kapti tahlilish va energy texnikar technologylarni zhoriy kilish orkali carbon tisi kiskartirish alohida etibor Karatilmokda. Birlashgan Millatlar Tashkiloti va Zhanon Banks kabi halkaro tashkilotlarning ifloslanishlarni transport tizimida "yashil" echimlarni keng zhoriy etish barqaror rivojlanish maqsadiga erishishning asosiy sharti ekani takidlanadi. Ozbekistonda am snggi yillarda stroh-muht muvofazasi va barqaror rivojlanishga yinalishgan islokhlar orasida "yashil" transport tizimi rivojlanishiga alohida ahmiyat berilmokda. Mamlakatda electromobillar uchun infratuksimni kengaytirish, jamoat transporti modernizatsiya qilish, bicycle va yiginda harakatlarni rag'batlantirish, zhurnigek mahalliy electric car tizimi chikarish og'ir-qovavtish tizimiga yil kharitalarida kabul kilindi. Bu zharayonlar natijada ekologik havitarni kamatirish, beams lgisodiyotida yangi ish yinlarini yaratish, innovation technologylarni zhoriy kilish va aholi turmush sharoiti oshirish imkoniyatini beradi.

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Chapter | First Online: 08 February 2026  
pp 135–156 | [Cite this chapter](#)

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Rishit Agnihotri

Part of the book series: Springer Tracts on Transportation and Traffic (STTT, volume 24)

46 Accesses

**Abstract**

The effective implementation of Electric Road Systems (ERS) in economies in their infancy

**KHOA HỌC & CÔNG NGHỆ**

**INDUSTRIAL UNIVERSITY OF SCIENCE & TECHNOLOGY**

**JOURNAL OF SCIENCE & TECHNOLOGY**

Volume 77 (05-2025)

**THE IMPACT OF GREEN LOGISTICS MANAGEMENT AND INDUSTRY 4.0 ON SUSTAINABLE PERFORMANCE**

Bieu Quynh Biet  
Nguyen Thi Tu Ngoc  
Pham Thi Doan Trang  
Tran Kim Hien

**Abstract**

In today's digitalization context, especially after the Covid-19 pandemic, environmental factors are increasingly prioritized by businesses. The government is also promoting digital transformation and encouraging the adoption of green logistics to supply chains. However, research on this topic in Vietnam remains limited, mainly focusing on green supply chain management practices and sustainable performance, with few studies targeting specific entities such as technological sources and green logistics privilege. This study aims to identify and measure the impact of green logistics management and Industry 4.0 technology on the sustainable performance of logistics enterprises in Ho Chi Minh City, while also evaluating the influence of each factor. The study is based on data from over 170 official responses and analyzed using SPSS 25. The results show that green logistics management and Industry 4.0 technology have a positive impact on sustainable performance, with the circular economy and green supply chain management also acting as an intermediary. The authors.

**Journal of Environmental Economics and Management**

Volume 138, June 2026, 103123

**The impact of personalised digital information on vehicle choices in developing countries**

Massimo Filippini<sup>1,\*</sup>, Nilkanth Kumar<sup>2</sup>, Sachin Srivastava<sup>3</sup>, R. S.

**Abstract**

We assess the value of information provision in enabling potential buyers of vehicles to purchase more energy-efficient options in low-income and low-education contexts. Using a randomized controlled trial in Nepal, we test the impact of personalised information provision using a novel digital platform. Applying stated and revealed preference approaches, we find that providing information on five-year operating cost savings, compared to the fuel economy, improves the efficiency of motorcycles selected by respondents; these effects persist for individuals who exhibit certain forms of behavioural anomalies. Our study provides novel evidence on types of information provision that can influence the efficiency of vehicle choices in developing countries.

**INSTITUTE OF DEVELOPING ECONOMIES**

IDE Discussion Papers are preliminary materials circulated to stimulate discussions and critical comments

**IDE DISCUSSION PAPER No. 1002**

**Geographical Simulation Analysis of Uzbekistan's International Logistics Strategy: Corridor Diversification to Overcome the Constraints of Double Landlocked Geography**

Satoru Kumagai<sup>1</sup>, Ikumo Isono<sup>1</sup>, and Kenmei Tsubota<sup>2</sup>  
March 2026

**Abstract**

Using the Institute of Developing Economies-Geographical Simulation Model, this study conducted a geographical simulation analysis of Uzbekistan's international logistics strategy, focusing on corridor diversifications as a means to overcome the constraints of its double-landlocked geography. Under heightened geopolitical uncertainty and the fragmentation of Eurasian logistics networks, Uzbekistan faces critical challenges in seaport access, increasing transportation costs and prolonging

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# Maraming salamat po!

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