Adaptation of Transport Infrastructure and services

The Work of UNESCAP

Issues that all or a group of countries in the region face, for which it is necessary to learn from each other;
Issues that benefit from regional or multi-country involvement;
Issues that are transboundary in nature, or that would benefit from collaborative inter-country approaches;
Issues that are of a sensitive or emerging nature and require further advocacy and negotiation.

Peter O’Neill
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Six Strategic Areas for Transport

Green Growth
Economic connectivity
Sustainable development
MDGs
Disaster preparedness
Climate change
The UN Secretary-General’s new five-year action agenda identifies sustainable transport as one of five building blocks of sustainable development.

Objectives:
- Advocate and raise awareness
- Enhance sharing good practices
- Assist in developing national sustainable transport strategies
- Strengthening capacity
- Forming partnerships

Focus Areas:
- Integrated transport planning for regions and local connectivity
- Urban transport policies
- Technology innovation awareness
- Promotion of inland and coastal waterways
- Financing sustainable transport projects
Understanding Adaptation

Ascertaining and understanding risk
Frequency and effect of extreme events with realistic costing, lifecycle costing and social and other costs.

Adaptation of existing transport infrastructure and services,
Low cost simple measures, maintenance

Resilience
Holistic planning to shift the type and location of transport infrastructure where possible

Adaptation of future plans
Identified risks and planning to avert them
Integration of road (AH), rail (TAR), shipping and port networks including border crossing facilitation and intermediate dry ports

Inter-modal seamless travel for mobility
Air/ship – rail-bus-car-bike pedestrian

Climate proofing our advocacy
Getting agreement on standards and specifications, signing, maintenance and encourage Member States to implement the Agreement

Monitor progress and provide technical assistance in plans for upgrading of the Asian Highway Road Safety improvement plans on the Asian Highway
Completing the Trans-Asian Railway network

Building the missing links

- Islamic Republic of Iran – Afghanistan (ongoing)
- Islamic Republic of Iran – Azerbaijan (ongoing)
- China - Kyrgyzstan
- ASEAN - China
- Turkey - Georgia (ongoing)
- Islamic Republic of Iran – Armenia
- Islamic Republic of Iran – Pakistan (completed end 2008)
- Thailand - Lao PDR (inaugurated March 2009)
- Thailand - Cambodia
- Cambodia - Viet Nam

> US$ 25 billion
Guidelines for Minimum Standards and Codes of Professional Conduct for Freight Forwarders, Non-Vessel Operating Common Carriers and Multimodal Transport

The publication can be downloaded from http://www.unescap.org/publications/detail.asp?id=1462
The future - Macro or Micro?

Are we saving the planet or building something to last or both?

Sustainable transport

Does it cost more?

Is it more productive?

What are the incentives?

Don’t get locked-in

Macro or micro? simple efficiencies, green trucks
Safe, Clean, Affordable

Clean Transport

- Less high carbon footprint materials?
- Less fuel consuming routes (less inclines) and modes?
- Congestion and parking charging (demand management)
- Less personal vehicle planning and more Public Transport projects (BRT and LRT)
- Rail
- Less carbon rich construction activities?
- Promotion of more policy prioritisation and investments in Non-Motorized Transport, pedestrians and cycling
- Usage of Climate Change Funds in Transport (clean buses)
- Transport and climate change: control emissions and mitigate impact
- Preserving the ecosystem services
Adaptive Less carbon techniques

- Substitution of materials in construction or material processing
- Use less cement/bitumen
- Metal, to sustainable wood, concrete, to natural materials
- Warm or cold process
- Recycle on-site materials
Adaptive Construction Techniques

- More labour-based techniques and local materials
- Less energy intensive construction techniques and haulage distances
- Technical innovation such as use of sub-grade stabilization
- “Perpetual pavement”: 50 years of life and simple periodic maintenance, no significant structural renovation work
- Reducing fuel consumption of on-site vehicles
Natural solutions

- Protecting the environment with natural solutions,
Plan for disasters

Preparedness
Management
Response
Rebuild
Ministerial Conference

• Ministerial Conference on Transport will take place at the UNCC in Bangkok from 12 to 16 March 2012
• Most of the documents for the Conference have been uploaded on ESCAP’s website
• Expected to adopt a ministerial declaration including the Regional Action Programme for Transport Development in Asia and the Pacific, Phase II (2012-2016) and the Regional Strategic Framework for the Facilitation of International Road Transport
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Conclusion

✓ Understand risks and their likely costs
✓ Adopt affordable plans to adapt existing infrastructure
✓ Plan resilient, affordable and strategic transport infrastructure for future events

Thank you