

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.

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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



Intermodal Transport and Integration



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

ASIAN HIGHWAY ROUTE MAP

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



- Legend**
- Asian Highway Route
 - Potential Asian Highway Route
 - Ferry Link
 - Capital City

The designations employed and the presentation of material on this map do not imply the expressing of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.
 Dotted line represents approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not been agreed upon by the parties.



Completing the Trans-Asian Railway network

Building the missing links

Islamic Republic of Iran – Afghanistan
(ongoing)

Islamic Republic of Iran – Azerbaijan
(ongoing)

China - Kyrgyzstan

> US\$ 25 billion

ASEAN - China

Turkey - Georgia
(ongoing)

Islamic Republic of Iran – Armenia

Thailand - Lao PDR
(inaugurated March 2009)

Track Gauges


— 1,676 mm
— 1,520 mm

Islamic Republic of Iran – Pakistan
(completed end 2008)

Myanmar - Thailand
Myanmar - India

Thailand - Cambodia
Cambodia - Viet Nam

● BREAK-OF-GAUGE
..... FERRY CROSSING



**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>



**Transport and
Communications Bulletin
for Asia and the Pacific**

No. 78
Development of Dry Ports



ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC



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?

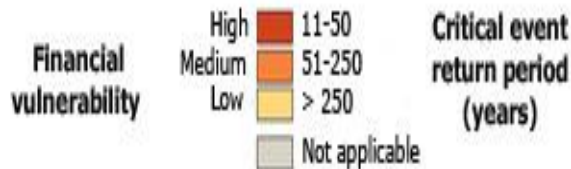
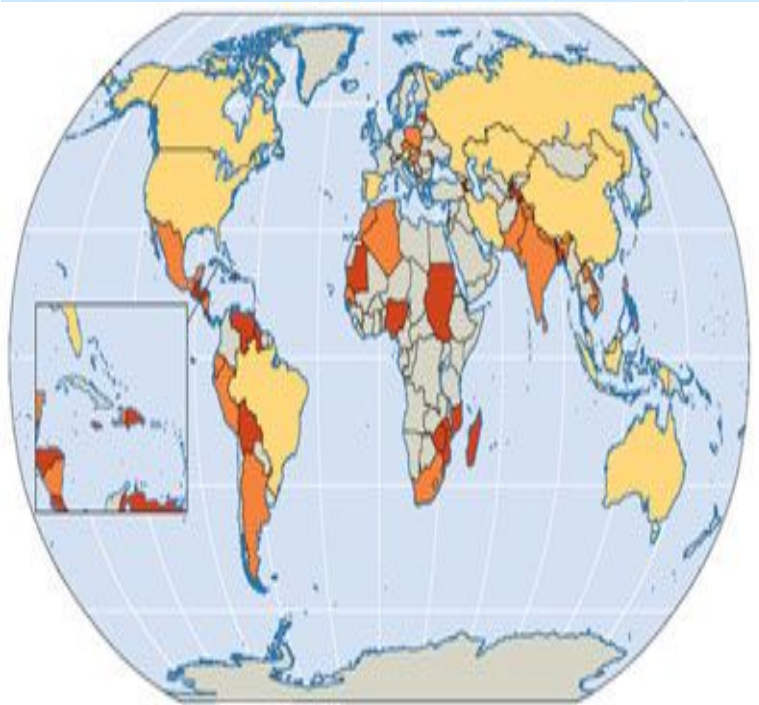
What are the incentives?

Don't get locked-in

Macro or micro? simple efficiencies, green trucks



Safe, Clean, Affordable

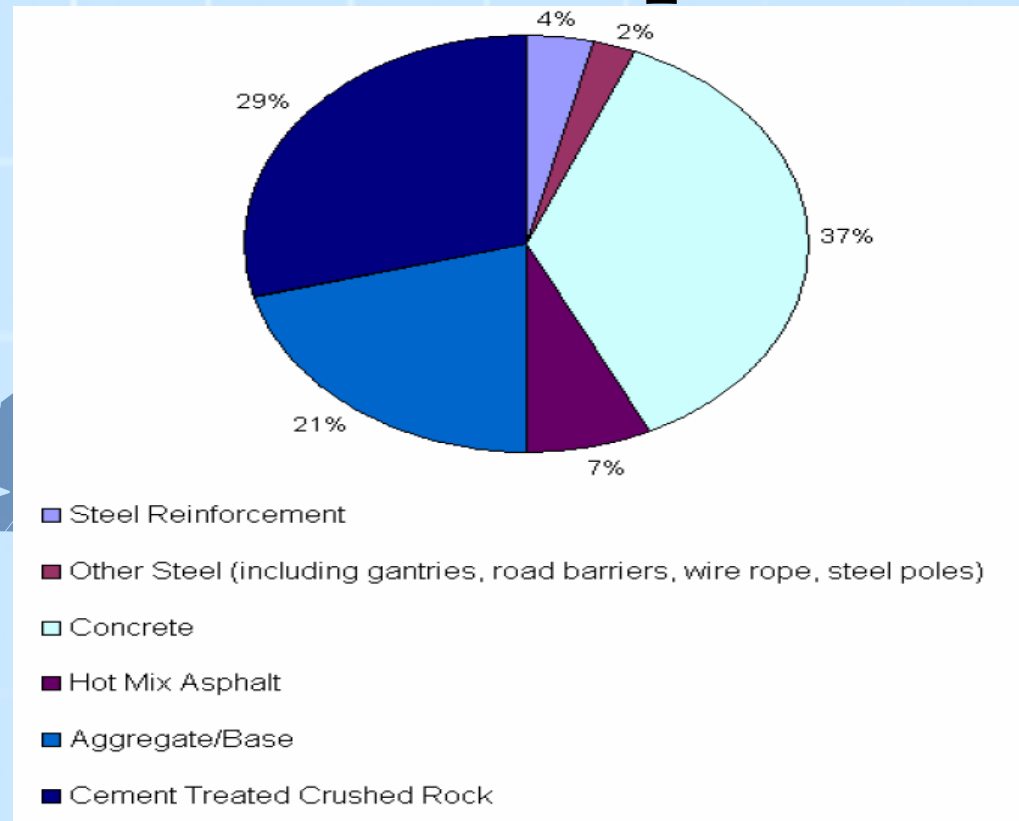


Clean Transport

- 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









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