

Asian Transport Outlook -

Delivering Better Transport through (better) Data

ATO your guide on the long march through the transport data swamp

8th ITF TRANSPORT STATISTICS MEETING

19-20 September 2022

Sudhir Gota

Cornie Huizenga

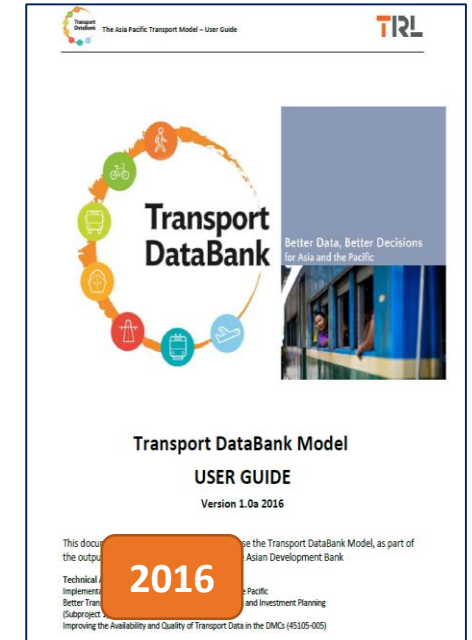
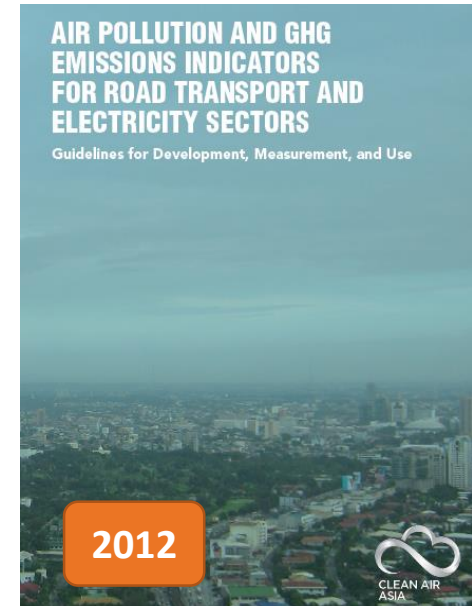
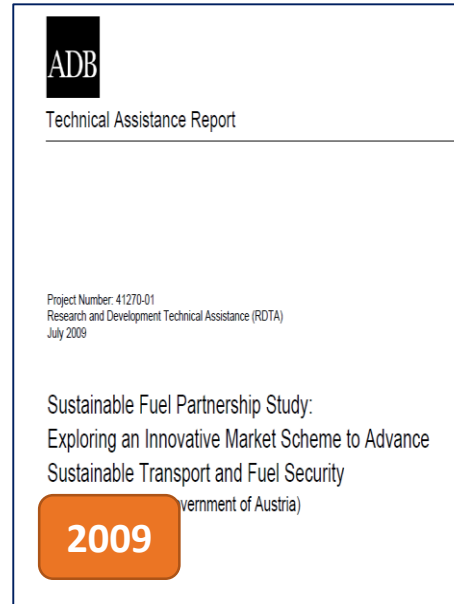
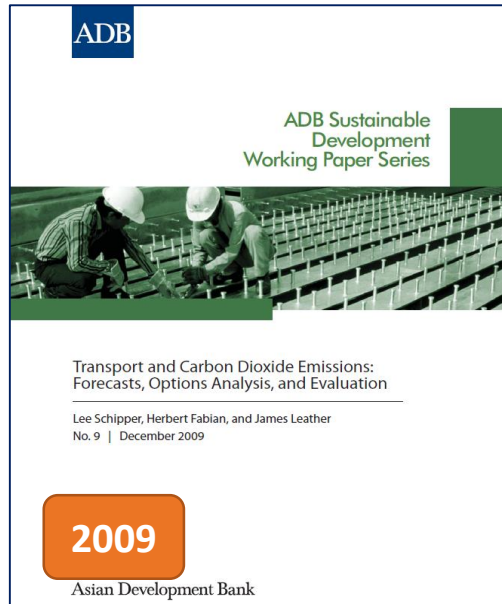
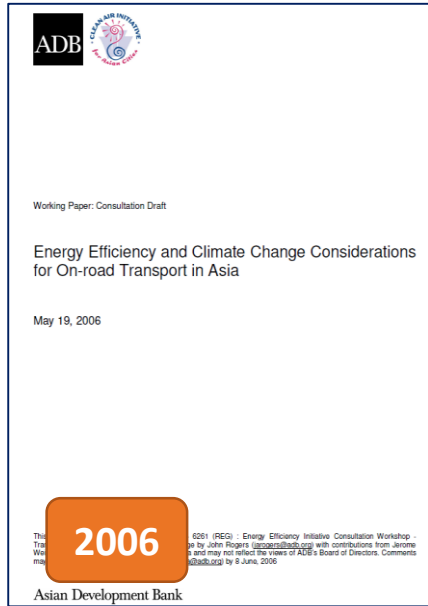


Introduction

Part 1



Past Regional Initiatives to Document Transport data in Asia

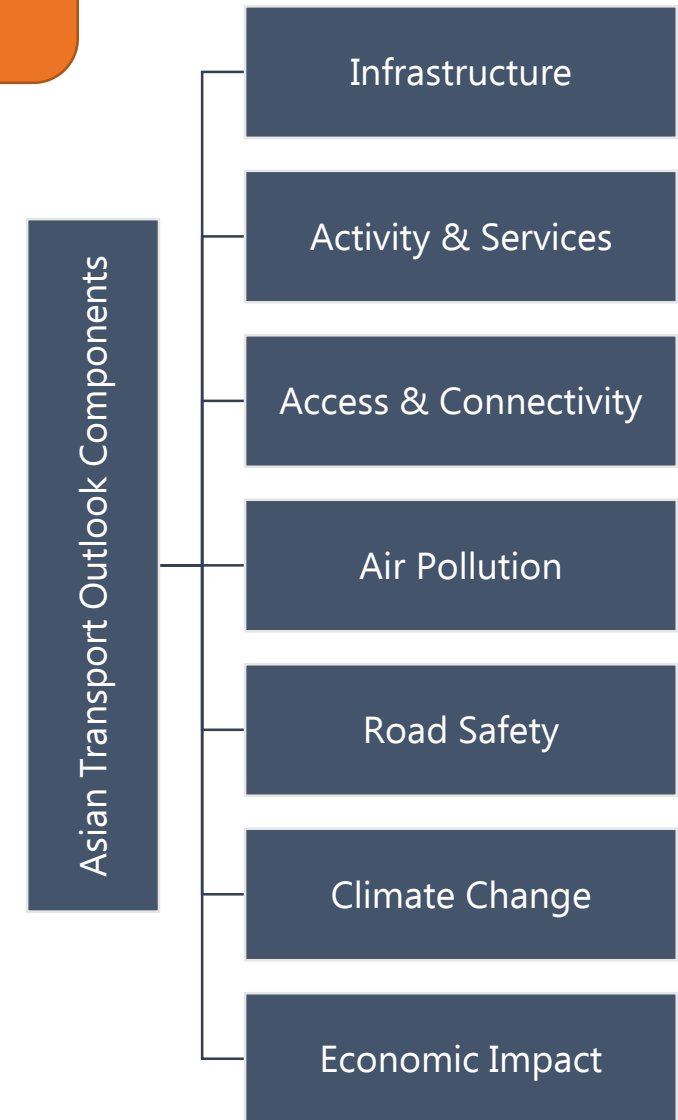
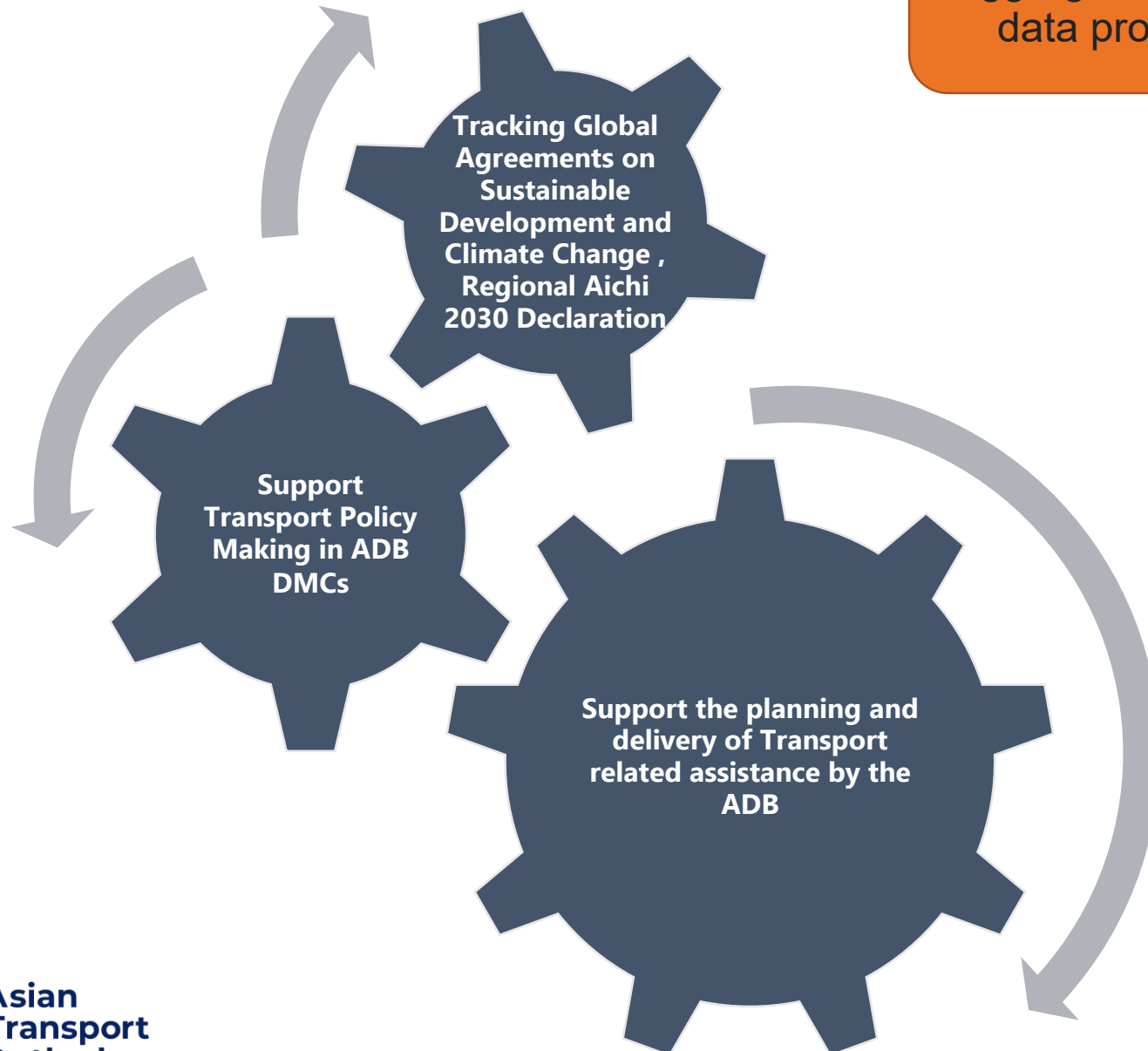


Characteristics:

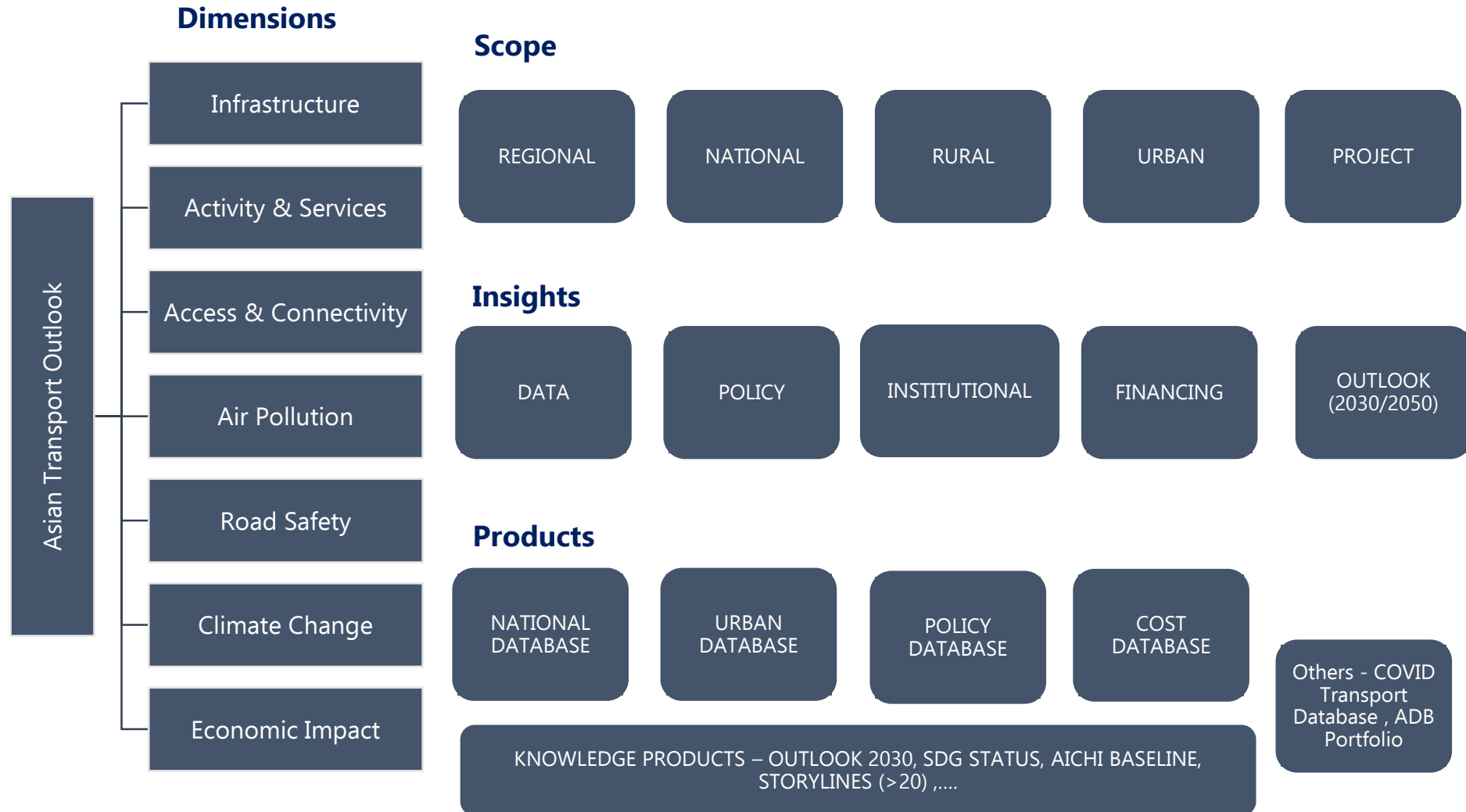
- ✗ 'Reinvent the wheel'
- ✗ Model centric approach
- ✗ Limited policy relevance
- ✗ Limited relevance for ADB operational departments
- ✗ Advocacy oriented
- ✗ Using commercial data
- ✗ No sustained capacity building efforts
- ✗ Project based (TOR)

ATO objectives

“We are only data aggregators and not data producers”



ATO – Staircase Approach



ATO National and database and ATO Urban Database

Part 2



ATO National Database



49 ADB Members (developing and developed) + Russia and Iran

49% of global GDP
58% of global population
52% of urban population
40% of global land area



Infrastructure

49/51 indicators



Transport Activity
and Services

60/77 indicators



Access and
Connectivity

11/11 indicators



Road Safety

23/26 indicators



Air Pollution
and Health

39/39 indicators



Climate Change

37/40 indicators



Socio-economic

82/85 indicators



Transport Policy

40/42 indicators



Miscellaneous

28/28 indicators

369/399 available indicators

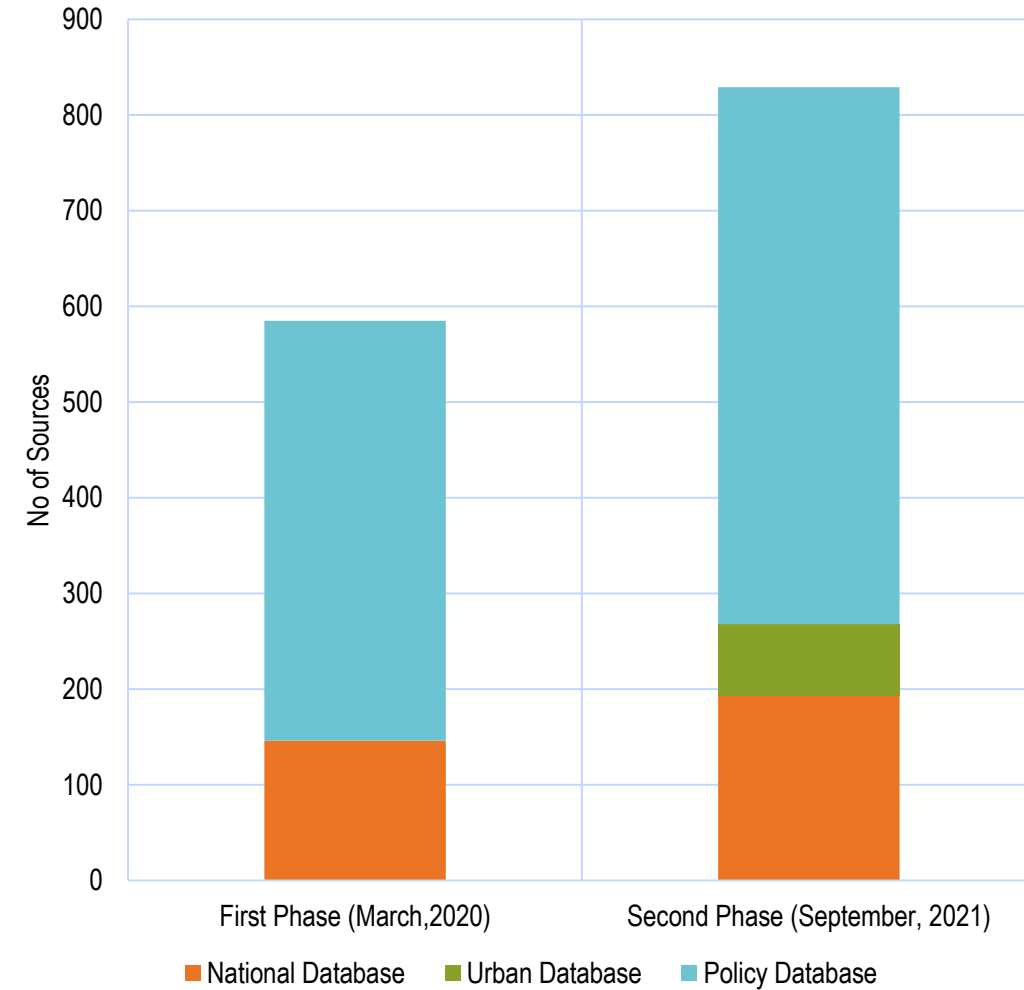
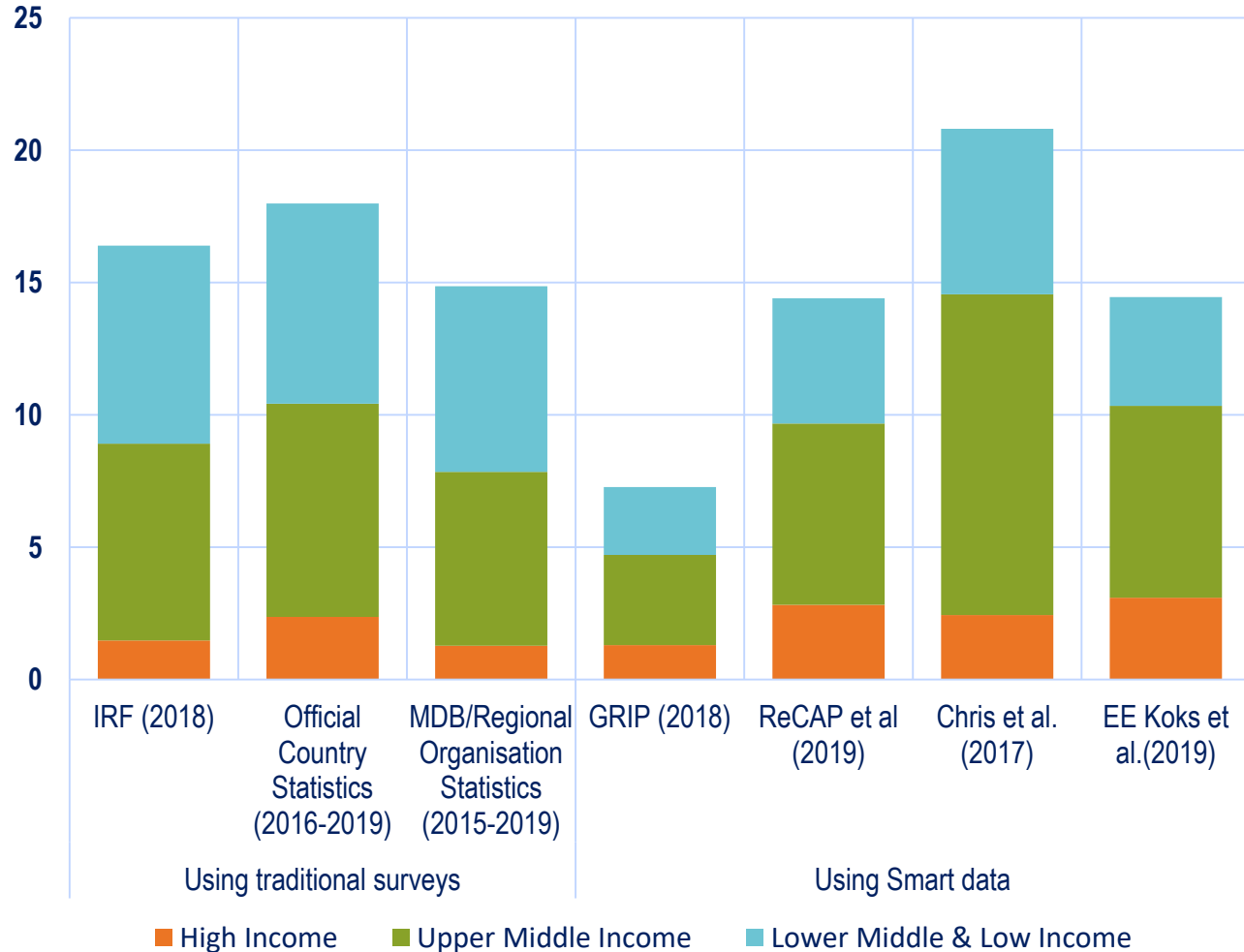
About 200 unique sources

~ **53%** of indicators have multi-year data

~ **10%** of indicators have more than 2 sources

Unique Approach – Multiple Sources

Road million kilometers



National Transport-related Policies



Policy Workbook

Compilation workbook of **835 targets** in transport infrastructure, transport activity, access and connectivity, and externalities

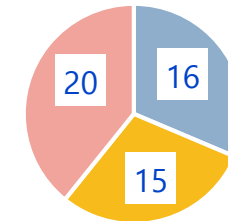
It also contains a summary of **policy documents** and **institutional arrangements** in the 51 ATO economies

Annotated Repository

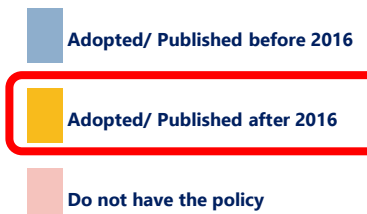
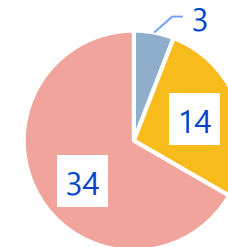
Country Profiles



61% (31) of ATO economies have an 'overarching' Transport policy



33% (17) of ATO economies have Logistics policy



ATO Urban Database



460 Urban Centers (412 Asia-Pacific, 48 International)

41 with a detailed review



Socio-economic

7 Indicators



Urban Form and
Structure + Land use

13 Indicators



Infrastructure

31 Indicators



Transport Activity
and Services

15 Indicators



Access and
Connectivity

5 Indicators



Road Safety

2 Indicators



Air Pollution
and Health

12 Indicators



Climate Change

9 Indicators



Miscellaneous

7 Indicators

101 available indicators

About 200 unique sources

Learnings in the ATO National Database

“ATO translates data into insights, policies and investments”

1. **Data Bias** - It is important to avoid data bias. Stakeholders avoid certain data assuming it to be inaccurate. The data need not be perfect as long as it helps in taking good decisions
2. Data needs a **staircase approach** - there is some data which is available and can be made accessible. But the quality is still debatable. The quality could be only improved over the years as countries learn and adapt. There is no magic bullet.
3. **Regional Data Standardization** is a pipe dream. Better to use what we have in the shape available
4. There is **no perfect source** - Country, MDB, Commercial and Smart data - each has its own pros and cons.
5. Some countries have better data because the stakeholders have **done better work to generate the data**. Higher income status does not equate to better data
6. **Data pyramid framework** (classic PSUTA argument) –
 - ATO forms the bottom of the pyramid. It has **399 indicators, huge policy data** which is useful for consultants/ data crunchers.
 - For real impact- we need to go towards the top of the pyramid.
 - What we have achieved till now is to showcase that data exists - but to translate into insights (limited in ATO), policies and investments is a long journey ahead. What policy and decision makers need is not data but the insights.

Other ATO outputs

Part 3

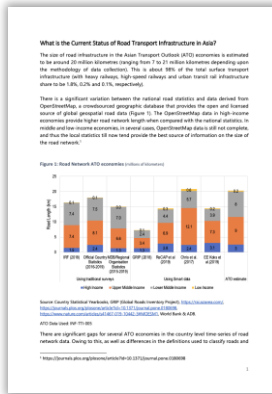


ATO Cost Database (available online November)

- Construction cost database for road, different rail types > **1000 projects**
- Costs in local currency and in USDPPP and in per-km
- Users can easily retrace original source

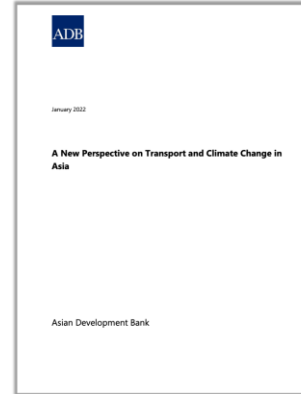
	Average unit cost (million USD/km)	Minimum	Maximum
Rail Transport (non-urban)	53.5	0.7	121.5
Heavy Railway Construction	10.0	9.3	10.7
Heavy Railway Electrification	0.7	0.7	0.7
High Speed Railway	100.2	67.7	121.5
Road Asset Management	0.6	0.1	2.0
Asphalt Mix Resurfacing	0.4	0.3	0.5
Partial Widening and Reconstruction	1.8	1.4	2.0
Reconstruction	0.3	0.2	0.3
Surface Treatment Resurfacing	0.1	0.1	0.1
Upgrading	0.5	0.1	1.5
Road Construction	3.0	0.2	12.6
New 2L Highway	0.6	0.2	1.1
New 4L Expressway	11.9	11.2	12.6
Widening	7.2	6.1	8.5
Widening and Reconstruction	2.4	0.4	8.9
Urban Public Transport	191.6	1.3	889.8
BRTS	13.7	7.0	17.5
Light Rail	98.0	98.0	98.0
Metro	204.3	7.1	889.8
Monorail	83.5	83.5	83.5

ATO Analytical Outputs



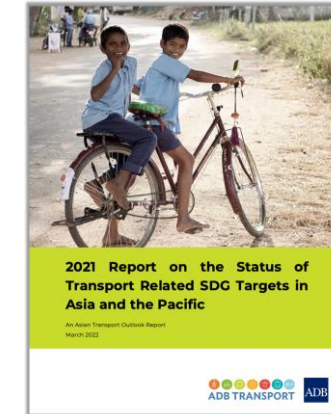
ATO Storylines

<https://slocat.net/ato/>



Climate Change Report

<https://adbtransport.medium.com/a-new-perspective-on-transport-and-climate-change-in-asia-f2ddb9bf6c98>



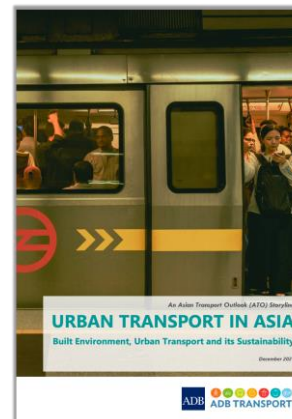
SDG Status Report

<https://adbtransport.medium.com/2021-report-on-the-status-of-transport-related-sdg-targets-in-asia-and-the-pacific-region-7e39a8e7c740>



Regional EST Baseline Report

<https://sdgs.un.org/events/high-level-14th-regional-est-forum-asia>



Urban Storyline

<https://adbtransport.medium.com/urban-transport-in-asia-748289a4594c>



Forthcoming

COVID and Mobility Trends Tool

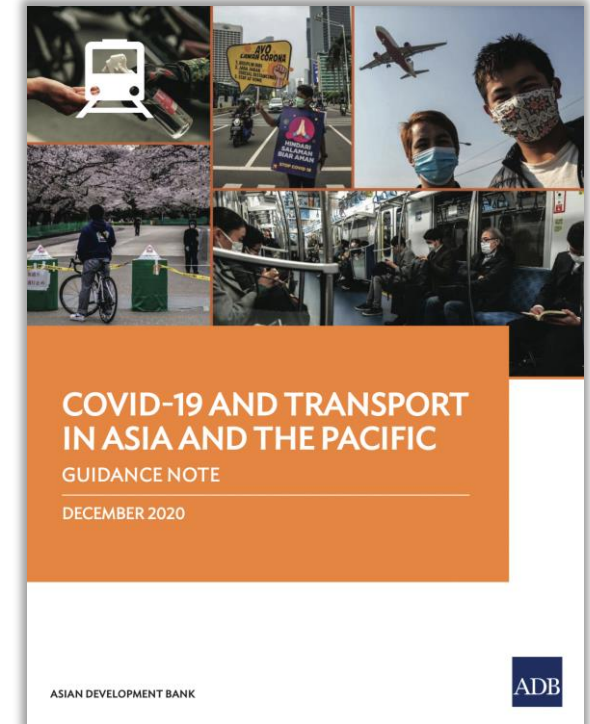
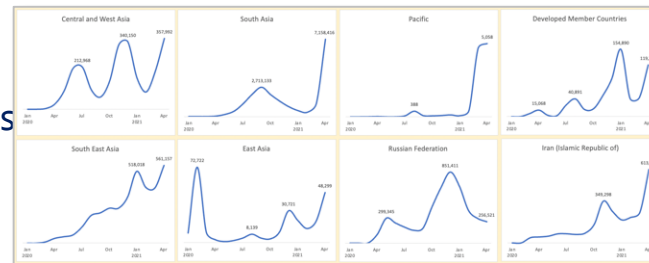
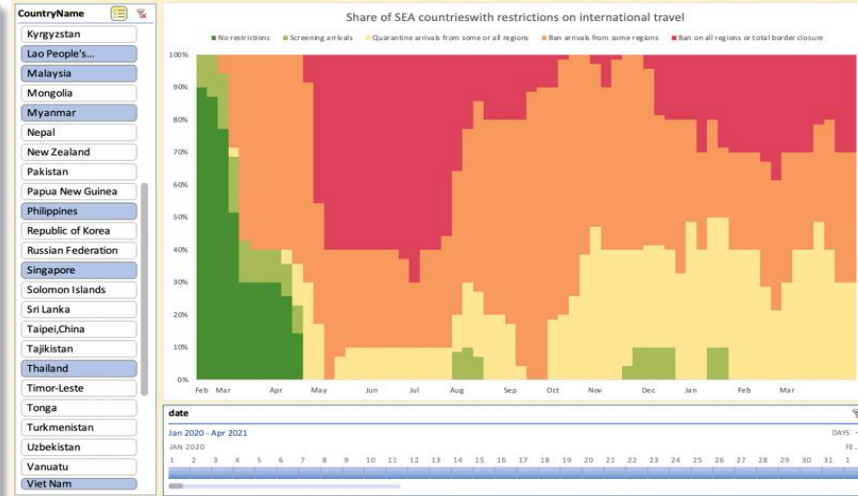
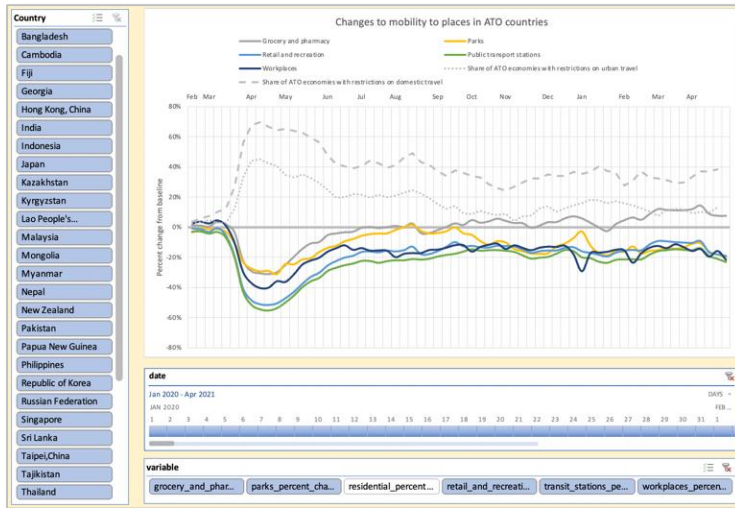
Mobility patterns

Travel restrictions

Epidemiology trends

Customizable charts by country:

- Mobility patterns
- Travel restrictions
- Epidemiology trends
- Testing and vaccination policy



COVID-19 Guidance Note

<https://www.adb.org/documents/guidance-note-covid-19-transport-asia-pacific>

ATO supports the EST Forum in Asia *(25 countries)*

Aichi 2030 Declaration: *adopted in October 2021*

- Goal 1 - Environment sustainability
 - 1a: low carbon (climate change mitigation)
 - 1b: resilience
 - 1c: air pollution
- Goal 2 – Road safety
- Goal 3 - Economic sustainability
- Goal 4 - Rural access
- Goal 5 - Urban access
- Goal 6 - National access and connectivity

ATO linkage to Aichi 2030 Declaration:

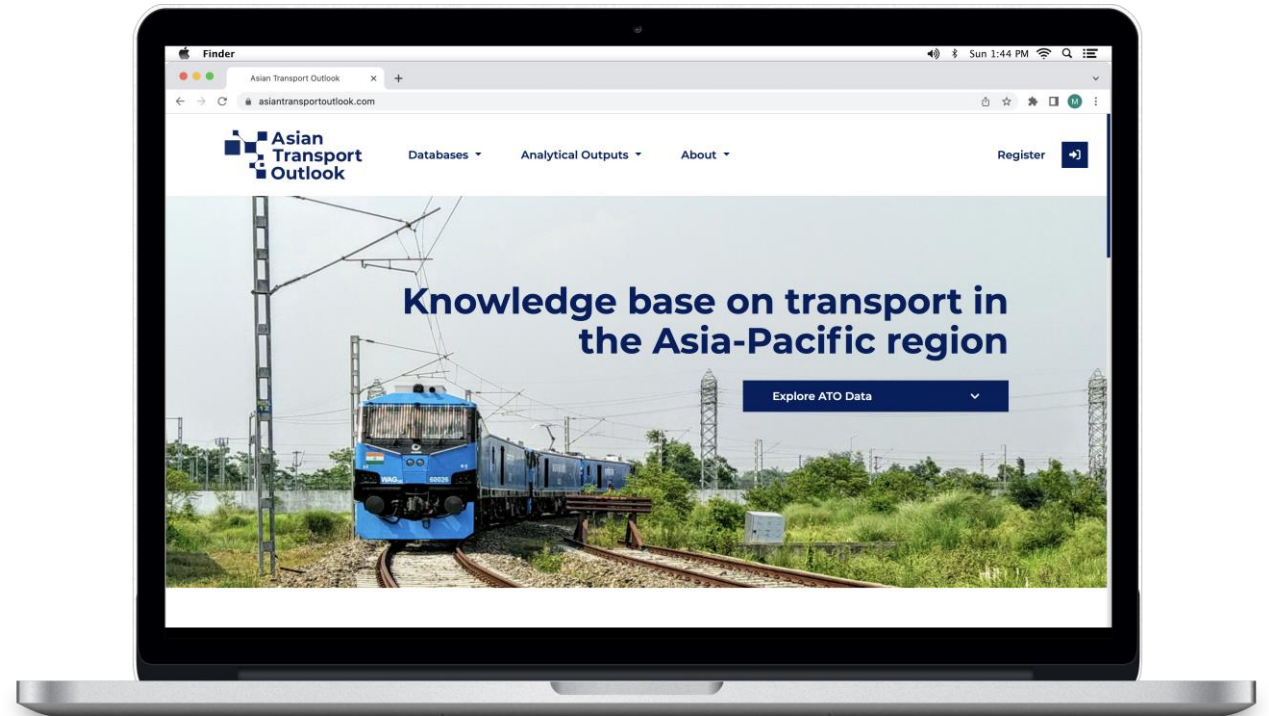
- Goal structure Aichi Declaration reflects structure ATO
- ATO provided a Baseline report for the Aichi 2030 Declaration (regional status with country data in Annex)
- ATO will provide annual status update reports for 6 goals and will support Country level reporting
- Joint ADB – UNCRD capacity building in support of country reporting Aichi 2030 Declaration and transport knowledge management

New ATO Interface for Better Access

- Developed to improve accessibility of data and knowledge products.
Includes:
 - ATO National Database
 - ATO National Transport Policy Documents Database
 - ATO Reports
- Forthcoming
 - ATO Urban Database
 - ATO Cost Database
 - ATO Policy Database
 - ATO Factsheets

<https://asiantransportoutlook.com/>

To be officially launched late September



“ATO translates data into insights, policies and investments”

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