

ESCAP's transport Initiatives for SIDS in the Asia Pacific

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1. Introduction to ESCAP



2. Status of maritime connectivity in Asia and the Pacific



3. Strategies for sustainable maritime connectivity in Asia and the Pacific and future work of ESCAP

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ESCAP at a Glance

One of the five regional commissions of the United Nations



53

MEMBER
STATES

9

ASSOCIATE
MEMBERS

40%

WORLD
LAND AREA

60%

WORLD
POPULATION



What part does ESCAP play?



- Serves as a common voice on development, specifically achieving the Sustainable Development Goals
- Provides a space for countries in the region to develop common solutions to development challenges
- Provide analysis of economic, social, and environmental issues for policymakers
- Assists countries, as necessary, to build their capacity to develop

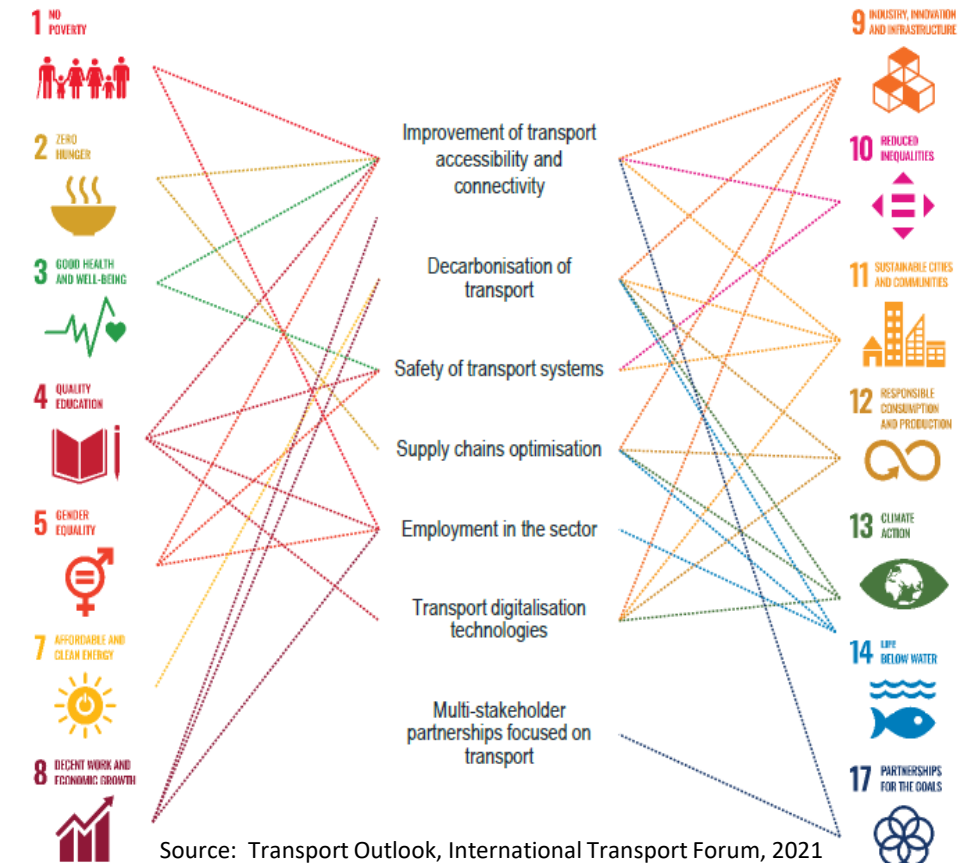


Transport and Sustainable Development

☐ Transport sector directly contributes to

- SDG 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture
- SDG 3: Ensure healthy lives and promote well-being for all at all ages
- SDG 7: Ensure access to affordable, reliable, sustainable and modern energy for all
- SDG 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
- SDG 11: Make cities and human settlements inclusive, safe, resilient and sustainable

☐ It also indirectly contributes to the rest of the SDGs.



Three pillars of ESCAP transport work



**Platform for
intergovernmental
cooperation and
policy dialogue**

Committee on Transport
Ministerial Conference
Working Groups on Asian
Highways, Trans-Asian
Railways and Dry Ports



**Comprehensive
capacity building
programme**

Operational connectivity
Transport Facilitation
Models
Private Public Dialogue



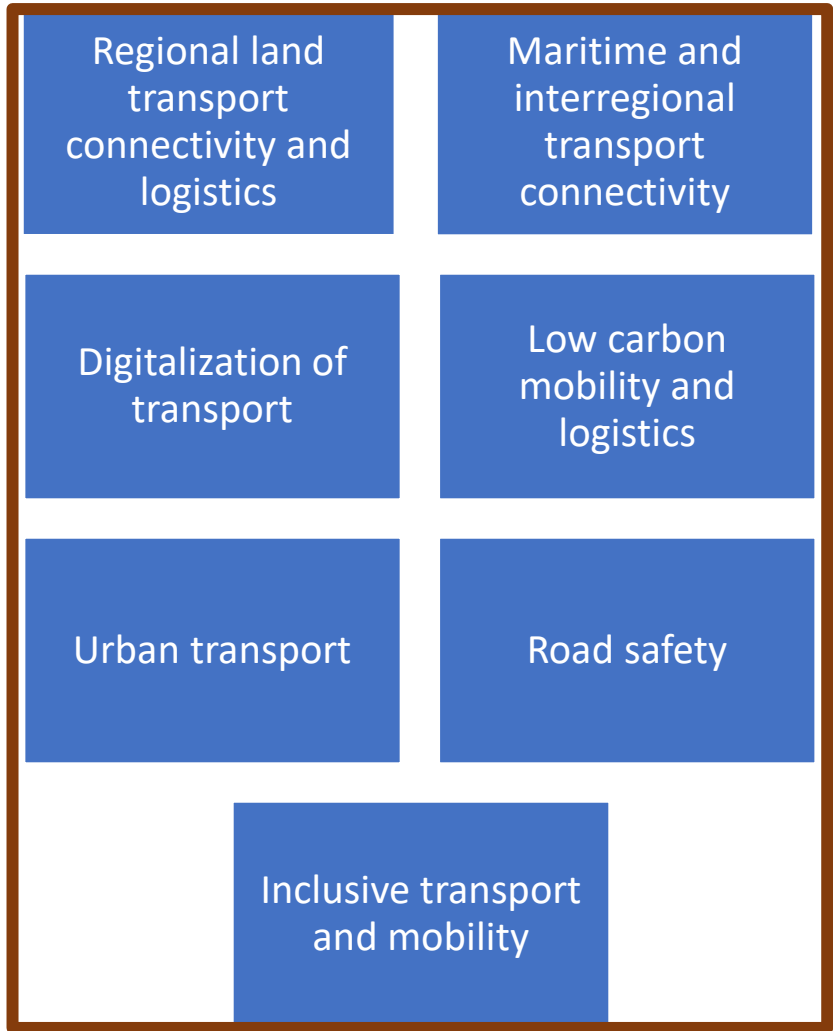
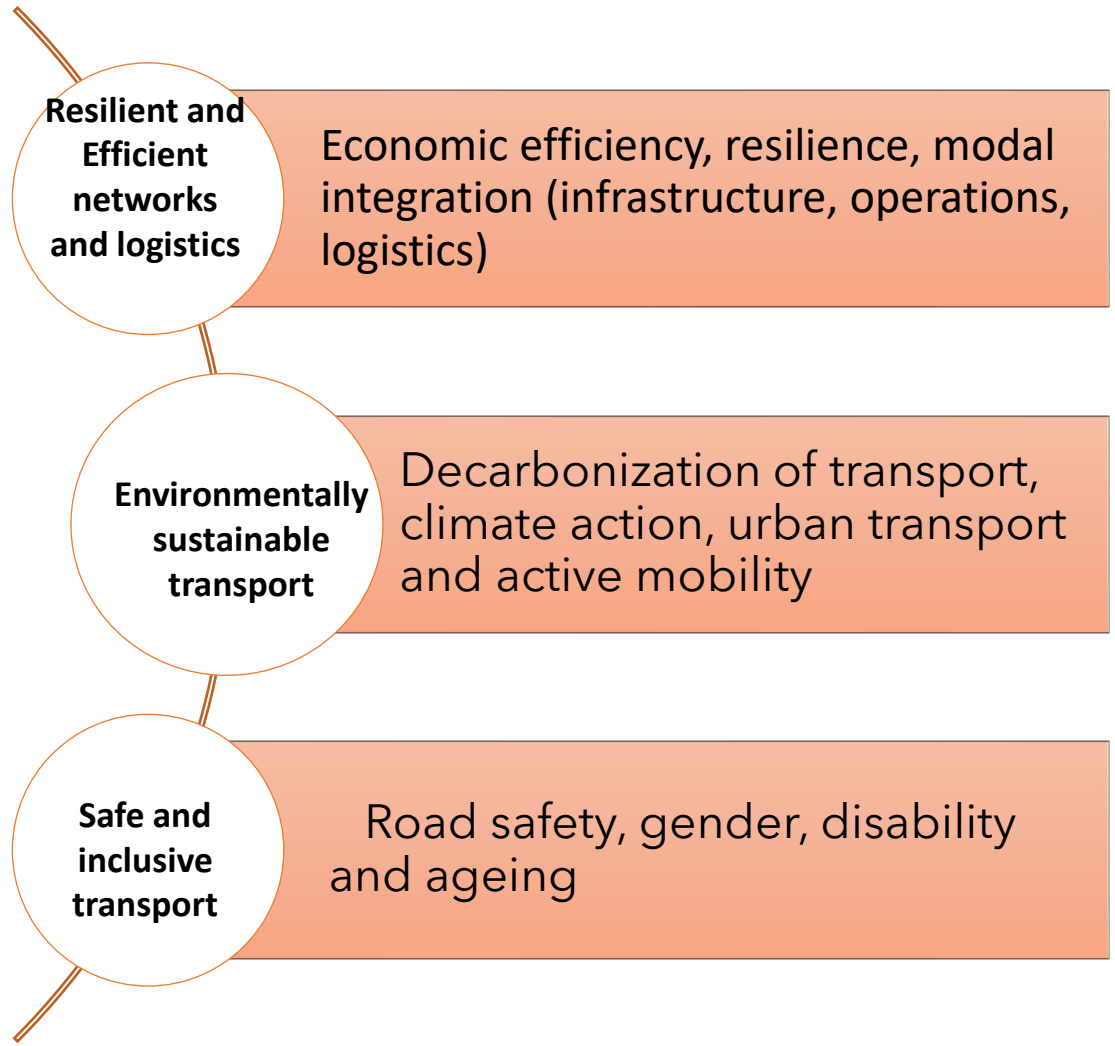
**Analytical work
and data collection**

Specialized monographs,
bulletins and periodic
assessments of transport
development in the
region



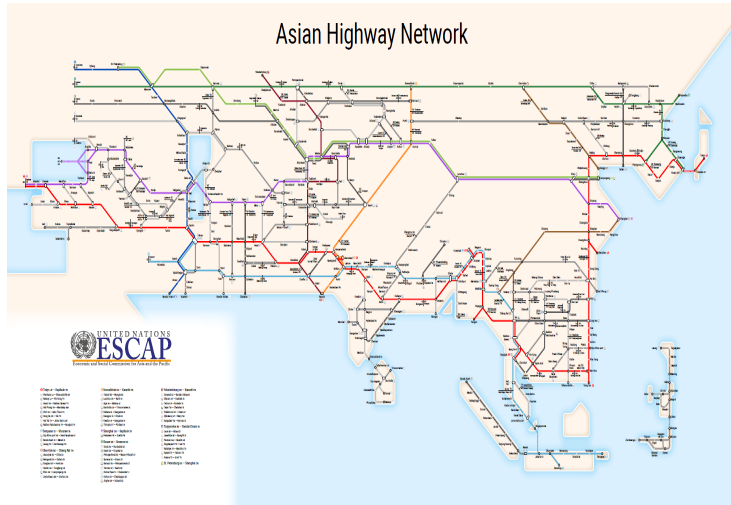
Regional Agenda For Sustainable Transport Development (2022-2026)

- Pandemic recovery and resilience building
- Climate Change
- Pressures from changing social structures
- SDGs
- Technology and innovation
- Evidence based/data driven decision making
- Private sector and multi-stakeholder participation



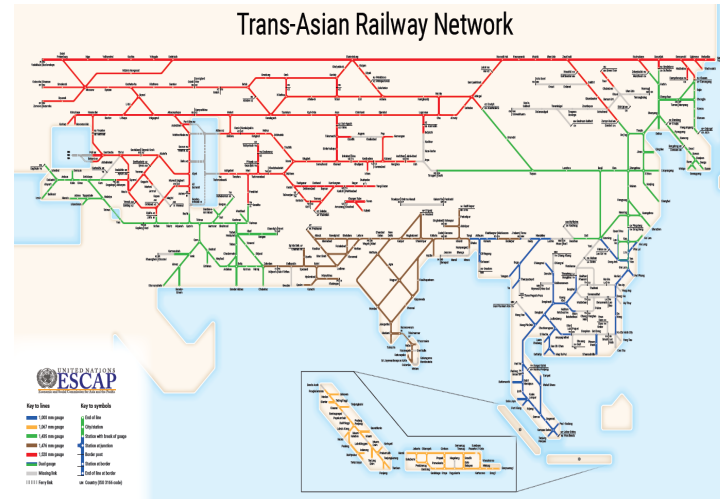
Intergovernmental Infrastructure Agreements

Asian Highway Network



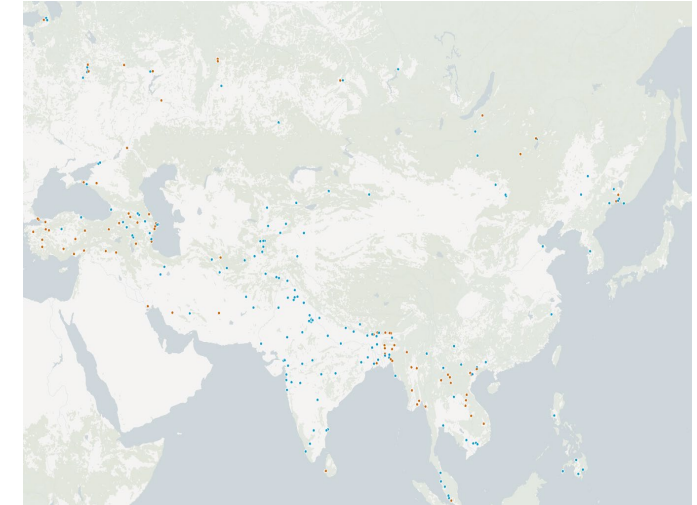
- Intergovernmental Agreement on Asian Highway network
- Entered into force in July 2005
- 30 Parties
- 145, 000 kms in 32 countries
- Working Group on the Asian Highway

Trans-Asian Railway Network



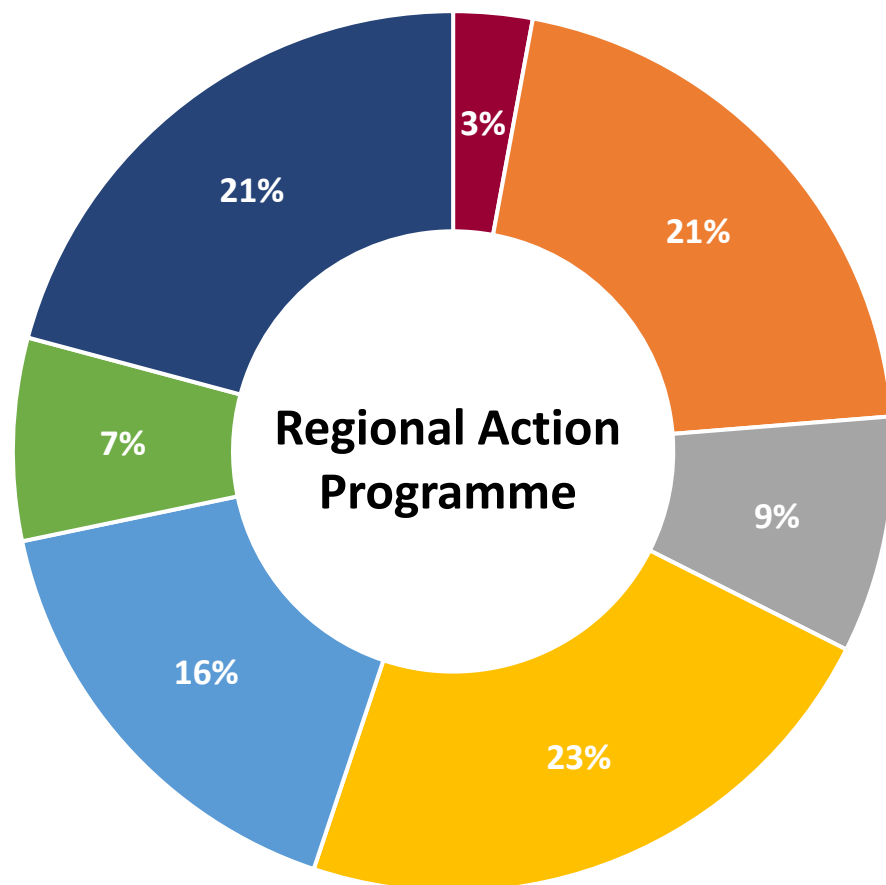
- Intergovernmental Agreement on Trans-Asian Railway network
- Entered into force in June 2009
- 21 Parties
- 118, 000 kms in 28 countries
- Working Group on the Trans-Asian Railway Network

Dry Ports



- Intergovernmental Agreement on Dry Ports
- Entered into force in April 2016
- 17 Parties
- 247 dry ports in 27 countries
- Working Party on Dry Ports

ESCAP Capacity Building Projects



XB projects details and RAP Theme

Regional land transport connectivity and logistics

Maritime and interregional transport connectivity

Digitalization of transport

Low carbon mobility and logistics

Urban transport

Road safety

Inclusive transport and mobility

Supporting sustainable maritime connectivity in Asia and the Pacific

- ❑ Supporting a **systematic regional dialogue** on sustainable and resilient maritime connectivity, including the promotion of the development of low- and zero-emissions green shipping for Asia and the Pacific in close partnership with global and regional actors and the shipping industry
- ❑ Assisting **Small Island Developing States** in meeting transport challenges and strengthening resilience to future shocks
- ❑ Supporting **Digitalization of maritime transport** : smart port reforms and application of new and emerging technologies in port and maritime transport
- ❑ Promoting **Decarbonization and green shipping**: support in the implementation of global regulations and instruments to enhance the environmental sustainability and resilience of maritime transport; help in establishing a conducive policy environment for a transition to fuel efficient and green shipping technologies, sharing best practices for the greening and decarbonization of the shipping value chain, including deploying green port infrastructure.



Ministry of Oceans
and Fisheries



KOREA MARITIME INSTITUTE

2023 Asia-Pacific Regional Forum on Sustainable
Maritime Connectivity

30-31 May 2023, Bangkok



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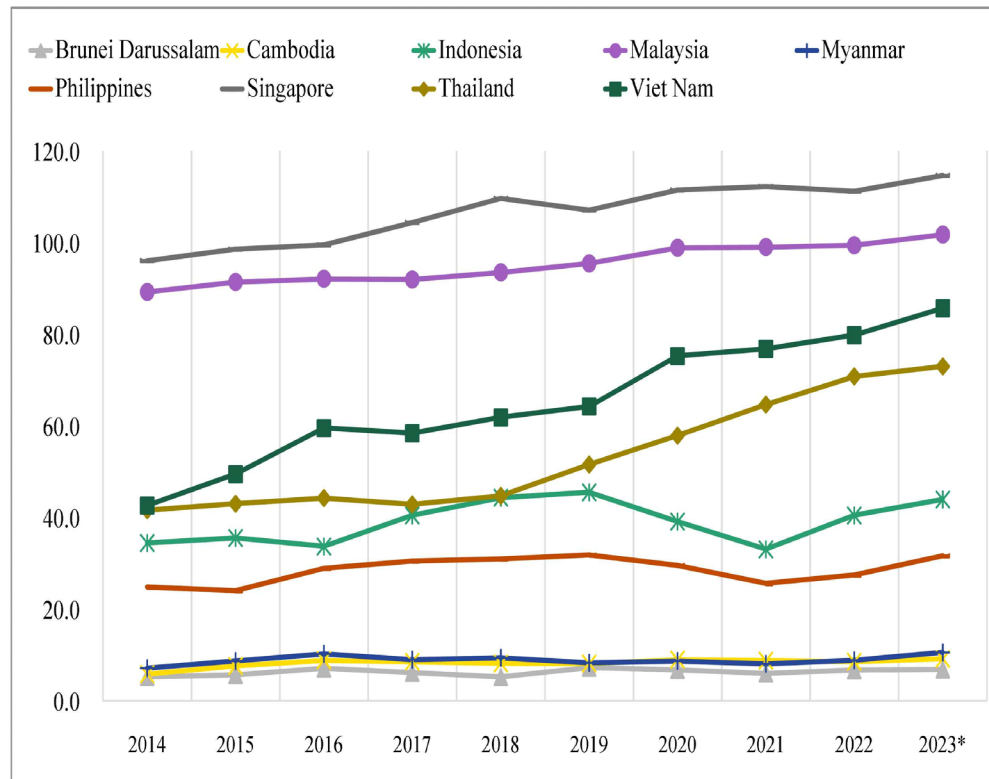
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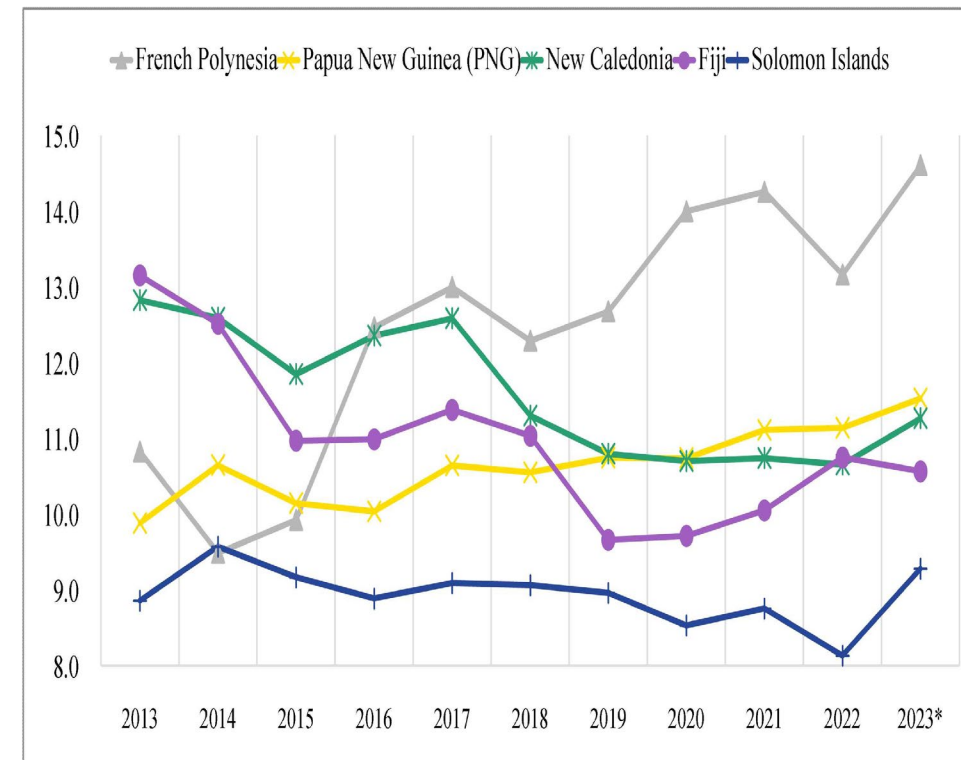
3. Strategies for sustainable maritime connectivity in Asia and the Pacific and future work of ESCAP

Liner Shipping Connectivity Index analysis for two subregions

**LSCI of the ASEAN countries
(UNCTAD, 2013-2023)**

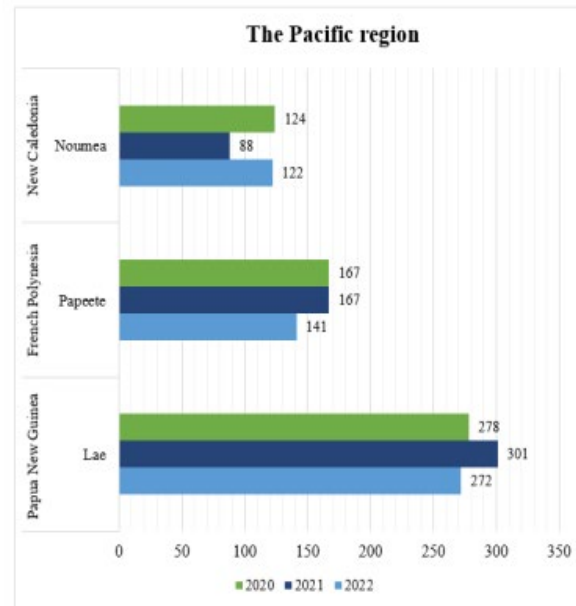
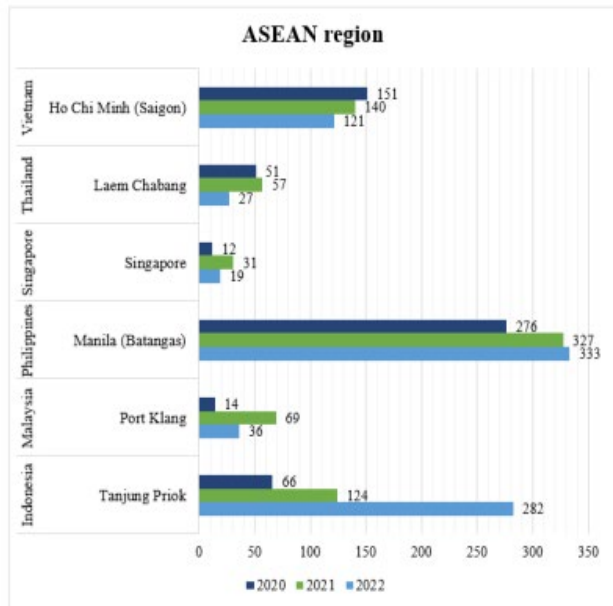


**LSCI of the Pacific countries
(UNCTAD, 2013-2023)**

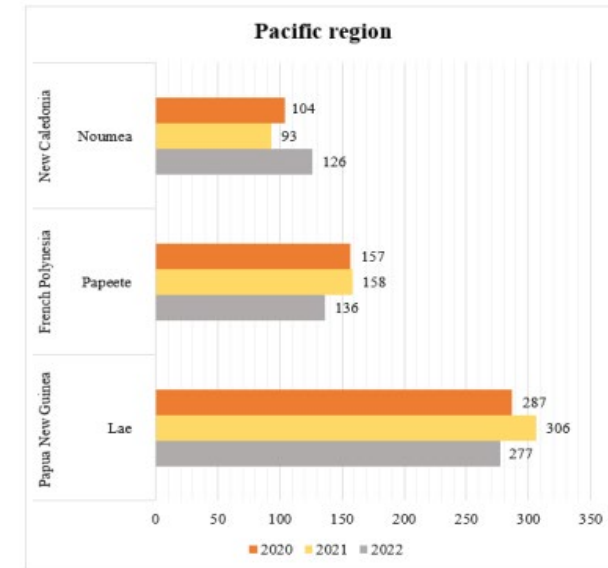
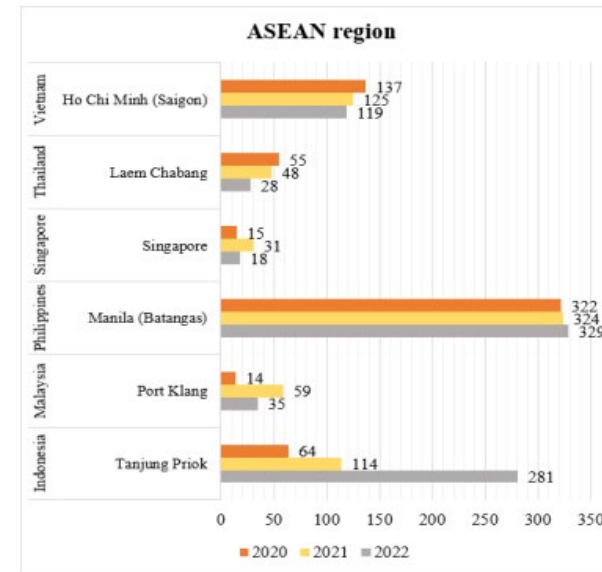


The WB Container Performance Index analysis for two subregions

Global Ranking of Primary Ports in the ASEAN and Pacific region, 2020-2022 (by Administrative CPPI index)



Global Ranking of Primary Ports in the ASEAN and Pacific region, 2020-2022 (by Statistical CPPI index)



Port traffic and port services in Asia-Pacific

Port Cargo volume

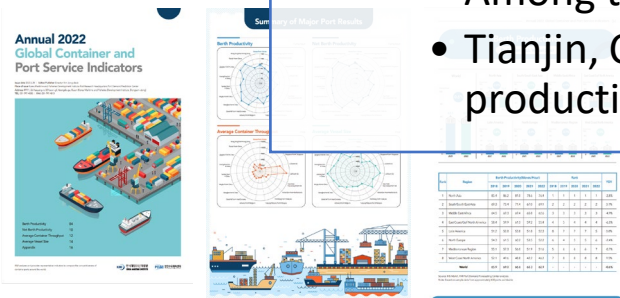
- The World's Top 100 Container Ports ranking(as of 2022) includes 55 ports from 23 of UNESCAP's member states.

Port service indicators : Berth productivity by country

- 24 UNESCAP member States in2022 ranked among the top 100 in berth productivity by country.
- India emerged as the most productive

Port service indicators : Berth productivity by port

- Among the top 20 countries, 11 ports are located in ESCAP member States.
- Tianjin, China, secured the top position with an 11.4% year-over-year increase in berth productivity



Major issues of the shipping and port sector in Asia-Pacific

Area	CLIMATE CHANGE	INNOVATION (DIGITALIZATION AND AUTOMATION)	RESILIENCE	WORKFORCE DEVELOPMENT
CURRENT ENVIRONMENTS	<p>Strengthening Emission Regulations</p> <p>Increasing Importance of Climate Resilience</p>	<p>Accelerated digital transformation</p>	<p>Growing Importance of Supply Chain Resilience and Cybersecurity</p>	<p>Rising Need for Human Resources for Digital Transformation</p> <p>Fostering Female Workforce in the Maritime Industry</p>
CHALLENGES	<p>Technology Gap Between Developing and Developed Countries</p> <p>Increased Burden on Developing Countries and Small Island States Due to Decarbonization and Climate Change</p>	<p>Digital Skills Gap Between Developing and Developed Countries</p> <p>Shortage of Skilled Professionals and Workers</p> <p>Lack of Long-Term Development Plans for Digital Transformation</p>	<p>Inadequate Plans for Resilience</p> <p>Low Cybersecurity Standards in Shipping and Port Fields</p>	<p>Insufficient Infrastructure and Programs for Training and Capacity Building</p> <p>Lack of Support Programs to Improve Awareness and Promote Activities</p>

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International community's Strategies for Sustainable Shipping

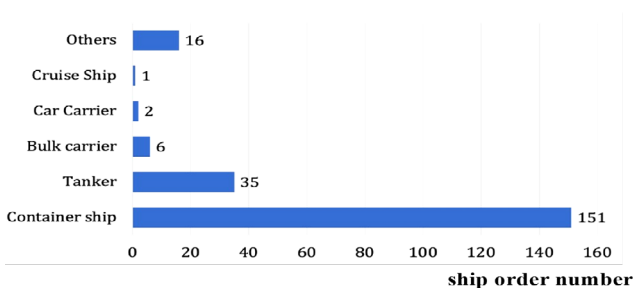
<p>CLIMATE CHANGE ADAPTATION:</p>	<p>IMO and EU lead international efforts to reduce greenhouse gas emissions from the shipping sector.</p> <p>IAPH and ITF advocate for global action on energy transition and decarbonization, offering tools and research analyses.</p> <p>UNCTAD, World Bank, and IMO collaborate on projects analyzing the impact of port decarbonization on developing countries and implementing infrastructure improvement and capacity-building initiatives.</p>
<p>INNOVATION:</p>	<p>Industry 4.0 technologies are being embraced in the shipping and port sector, with a focus on smart ports, digitalization, and autonomous ship operations.</p> <p>IMO promotes autonomous ship operations and Maritime Single Window (MSW) adoption.</p> <p>UNCTAD supports trade digitalization projects and sustainable smart port initiatives in developing countries.</p> <p>ASEAN and ADB work on strategies for building smart ports in Asia and the Pacific, providing funding and technical assistance.</p>
<p>RESILIENCE:</p>	<p>IMO prescribes security obligations for ships and ports, addressing factors compromising maritime transportation safety, including cybersecurity.</p> <p>UNCTAD and ITF provide technical assistance to developing countries for building resilient supply chains.</p> <p>ASEAN develops strategies to jointly respond to external factors undermining supply chain stability.</p>
<p>WORKFORCE DEVELOPMENT</p>	<p>IMO, UNCTAD, and ADB have programs for technical assistance and capacity building in the shipping and port sector, emphasizing the importance of a technically competent workforce.</p> <p>IMO's Women in Maritime program supports the expansion of the female workforce in the maritime sector.</p> <p>SPC focuses on increasing the number of women in the maritime sector in the Pacific region</p>

Green Shipping Corridor

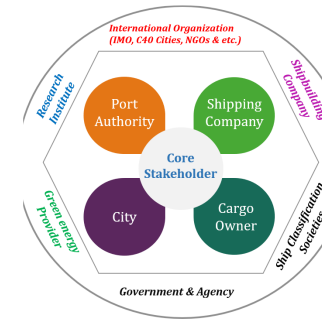


Challenges in implementing GSC

- Higher cost of Zero-Emission Vessels (ZEVs) and alternative fuels
- Difficulties in forecasting the supply and demand for alternative fuels
- A lack of international regulations on green ships and alternative fuels



Methanol-powered ship order number by ship type (2023)

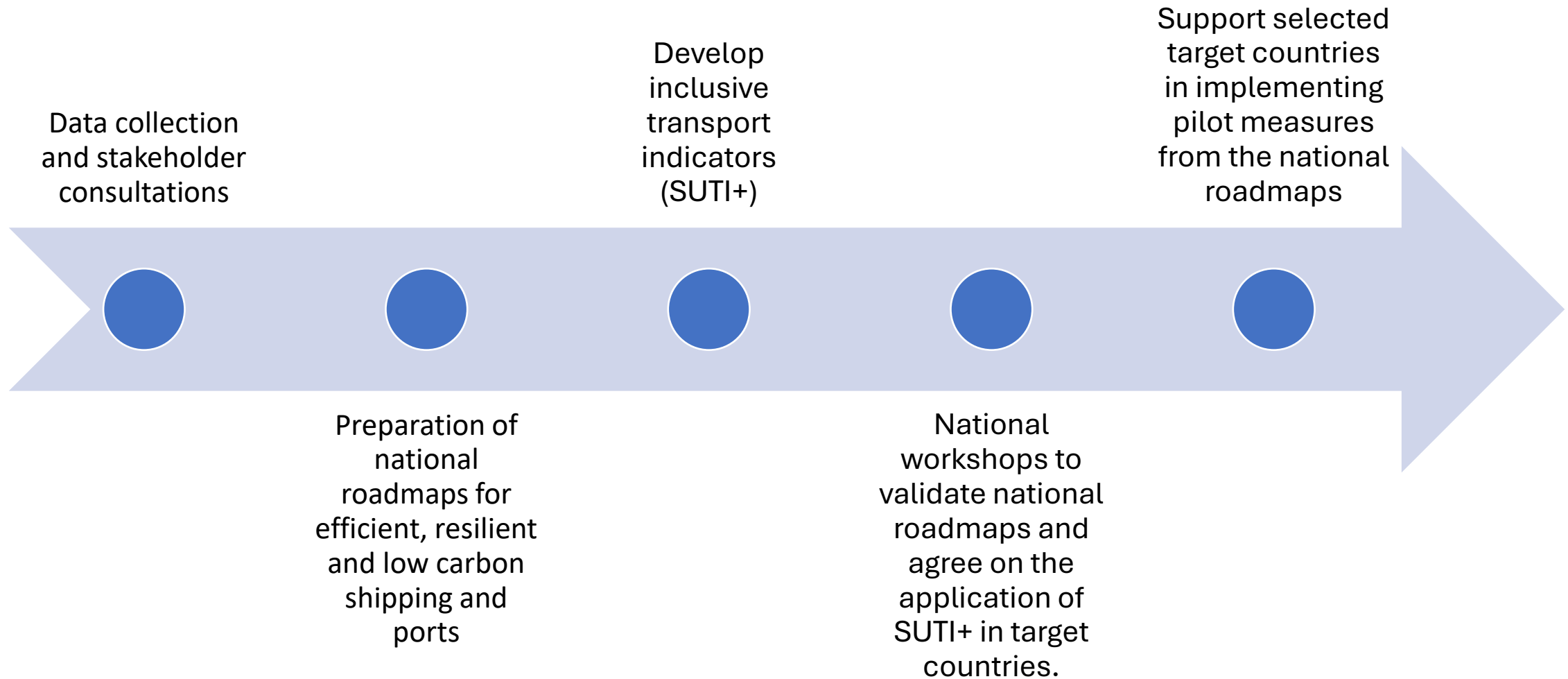


Ten stakeholder in GSC (from Lee (2022))

Recommendations for effective GSC implementation

- A clear understanding of the roles and responsibilities of the ten stakeholders
- Establish a regional cooperation system among the key stakeholders

2024-2027: Supporting policies for efficient, resilient, low carbon and accessible port cities



2025-2026: Strengthened national capacity of SIDS to leverage regional cooperation

Develop Asia-Pacific regional guidelines on inclusive transport accessibility

SIDS meeting in Bangkok, Thailand, during the 2026 Fifth Ministerial Conference on Transport

Asia-Pacific SIDS meeting on the priorities for the next Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2027-2031).



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