



## ASEAN sustainable transport: reading and reference list

Version 1.0, 16 November 2016

This document<sup>1</sup> aims to provide a quick overview of relevant documentation on sustainable transport policies and issues in the ASEAN. Without claiming comprehensiveness, it covers a variety of regional policy documents, scientific literature, websites, ASEAN dialogue partners, and social media links. Specific attention is given to three sub-topics: green freight and logistics, fuel economy, and two-wheelers, which are key focus areas of the second phase of the Transport and Climate Change (TCC) project. For most documents, in addition to the hyperlink, a brief description is included, partially taken from the abstracts of the publications.

### Table of Contents

<b>ASEAN sustainable transport: reading and reference list .....</b>	<b>1</b>
<b>1 Official ASEAN documents and statements on transport .....</b>	<b>2</b>
<b>2 Articles, studies and books .....</b>	<b>3</b>
2.1 Transport general .....	3
2.2 Connectivity and infrastructure .....	5
2.3 Green Freight & Logistics .....	6
2.4 Fuel economy .....	7
2.5 Two-wheelers .....	8
<b>3 Energy, environment, road safety .....</b>	<b>8</b>
<b>4 Reference websites .....</b>	<b>10</b>
<b>5 Dialogue partners .....</b>	<b>11</b>
<b>6 Social media .....</b>	<b>12</b>

<sup>1</sup> Prepared by Stefan Bakker, consultant to the ASEAN – German Technical Cooperation project on Transport and Climate Change. For suggestions and comments please contact [sjabakker@gmail.com](mailto:sjabakker@gmail.com) or [tali.trigg@giz.de](mailto:tali.trigg@giz.de)



## 1 Official ASEAN documents and statements on transport

*Kuala Lumpur Transport Strategic Plan 2016-2025*

[http://www.asean.org/?static\\_post=kuala-lumpur-transport-strategic-plan-asean-transport-strategic-plan-2016-2025](http://www.asean.org/?static_post=kuala-lumpur-transport-strategic-plan-asean-transport-strategic-plan-2016-2025)

The KLTSP aims to support the realisation of the vision of the ASEAN Economic Community (AEC) 2025 which calls for a deeply integrated region that will contribute towards a highly cohesive ASEAN economy. In this regard, the KLTSP, which serves as a guiding regional policy document, outlines 30 specific goals, 78 actions and 221 milestones in the areas of air transport, land transport, maritime transport, sustainable transport and transport facilitation. The post-2015 vision adopted by the Transport Ministers is “Towards greater connectivity, efficiency, integration, safety and sustainability of ASEAN transport to strengthen ASEAN’s competitiveness and foster regional inclusive growth and development”. The Chapter on Sustainable Transport (supported by the TCC project) includes goals and actions on policies such as fuel economy, green freight, non-motorised transport, land-use – transport integration, public-private partnerships, monitoring and indicators, knowledge sharing, and human and institutional capacity development.

*Brunei Action Plan (ASEAN Strategic Transport Plan) 2011-2015*

<http://www.asean.org/wp-content/uploads/images/archive/documents/BAP%202011-2015.pdf>

The ASTP identifies strategic actions to be implemented in the period 2011-2015 to support the realisation of the ASEAN Economic Community (AEC) by 2015 as well as the new priority of enhancing regional connectivity identified in the Master Plan on ASEAN Connectivity (MPAC). It was formulated based on the comprehensive assessment and recommendations by the Economic Research Institute for ASEAN and East Asia (ERIA). It includes several goals and actions related to sustainable transport: Land Transport Goal 7: Establish a sustainable, energy efficient and environmentally-friendly transport system mentions the ‘need to initiate actions on mitigation’. LTA-16 includes ‘Exchange of experiences, projects & knowledge related to environmental-friendly transport system, vehicles and fuels’. Transport Facilitation Goal 4 calls for ‘develop environment-friendly logistics’.

*Master Plan on ASEAN Connectivity (ASEAN, 2010)*

[http://www.asean.org/storage/images/ASEAN\\_RTK\\_2014/4\\_Master\\_Plan\\_on\\_ASEAN\\_Connectivity.pdf](http://www.asean.org/storage/images/ASEAN_RTK_2014/4_Master_Plan_on_ASEAN_Connectivity.pdf)

Connectivity in ASEAN refers to the physical, institutional and people-to-people linkages that comprise the foundational support and facilitative means to achieve the economic, political-security and socio-cultural pillars towards realising the vision of an integrated ASEAN Community. Goals of connectivity include inter alia (vii) To enhance efforts to tackle climate change as well as promote sustainable development; and (viii) To address the negative impacts of Connectivity. It also proposes cooperation between ASOEN, AWGESC, STOM and SOME in the context of the Initiative on development of sustainable urbanisation strategies in ASEAN cities.

*ASEAN Framework Agreement on Multimodal Transport (2005)*

<http://www.asean.org/wp-content/uploads/images/archive/17877.pdf>

<http://cil.nus.edu.sg/rp/pdf/2005%20ASEAN%20Framework%20Agreement%20on%20Multimodal%20Transport-pdf.pdf>

This agreement, signed by the ATM in 2005, aims to enhance international goods transport by adopting international rules and covers areas such a multimodal transport document, the multimodal transport operators and consignors, their liability and limitation thereof, jurisdictions and competence and notices and claims.



*ASEAN Transport Cooperation and Connectivity. Achievements, Challenges and Future Plan (2014)*

[http://www.moc.gov.kh/tradeswap/userfiles/file/uploadedfiles/Gallery/8.%20ASEAN cooperation on Transport 16Sep2014 R49 16 2014 13 56 30.pdf](http://www.moc.gov.kh/tradeswap/userfiles/file/uploadedfiles/Gallery/8.%20ASEAN%20cooperation%20on%20Transport%2016Sep2014%20R49%2016%202014%2013%2056%2030.pdf)

70 slides outlining transport goals, actions for all four working groups

*ASEAN Transport Minister's Meeting (ATM)*

<http://www.asean.org/asean-economic-community/asean-transport-ministers-meeting-atm/>

Here all agreements, declarations, press releases and some documentation of the Working Groups on Air, Maritime, Land and Transport Facilitation can be found.

*Joint Ministerial Statement of the 15th ASEAN Transport Ministers Meeting (2009)<sup>2</sup>*

[http://www.asean.org/?static\\_post=joint-ministerial-statement-of-the-15th-asean-transport-ministers-meeting-ha-noi-10-december-2009-2](http://www.asean.org/?static_post=joint-ministerial-statement-of-the-15th-asean-transport-ministers-meeting-ha-noi-10-december-2009-2)

This includes an item on 'Green ASEAN Transport': 11. The Ministers affirmed the importance of pursuing sustainable transport programmes to increase energy efficiency and reducing consumption and emissions in the transport sector. In this regard, the Ministers agreed to implement measures to mitigate climate change especially in the land transport sector and promotion of energy efficiency and sustainable urban transport in ASEAN cities.

*Statement by Mr. Kleib on behalf of the ASEAN at CSD 19 (2011)*

<https://sustainabledevelopment.un.org/content/documents/asean.pdf>

'we recognize the useful goals and objectives set in the Bangkok Declaration for 2020' (EST 2010). 'Furthermore, it would be productive if the meeting support as policy options to CSD-19: (...) low-carbon transport, (...) collaborative actions and partnerships, including an international financial mechanism for implementing affordable, economically viable, socially acceptable and environmentally sound transport systems in developing countries; (...) improving the public transport system; and increasing fuel efficiency.'

Excerpt from the report of the 30th ASEAN Transport Facilitation WG meeting, August 2015

[http://www.ilfa.or.id/magazine/30TFWG\\_Excerpt\\_DP.pdf](http://www.ilfa.or.id/magazine/30TFWG_Excerpt_DP.pdf)

This document serves as an example of the summary reports of the various Working Groups. It covers updates on the Actions (TFAs) in the BAP and the MPAC, and cooperation with dialogue partners.

*Overview of agreements and declarations*

<http://asean.org/asean-economic-community/asean-transport-ministers-meeting-atm/agreements-and-declarations/>

## 2 Articles, studies and books

### 2.1 Transport general

*Vision and Strategies of Urban Transportation in ASEAN Megacities (Mo, 2014)*

[http://www.lta.gov.sg/ltaacademy/pdf/J15Nov\\_p49Mo\\_VisionOfASEAN.pdf](http://www.lta.gov.sg/ltaacademy/pdf/J15Nov_p49Mo_VisionOfASEAN.pdf)

ASEAN countries have common policy-related problems with respect to urban transportation: automobile-oriented transport policy, deficiency of pedestrian transport policy,

---

<sup>2</sup> The statements are published every year; this is one particularly relevant example



## Transport and Climate Change



underestimation of the role of buses, lack of utilisation of BRT and technology, and lack of public transit integration and transit-oriented development. The main implementation problems are lack of public transport financing mechanism, no leading public transport organisation, no transport think tank, lack of planning capability, and lack of political support for and commitment to public transit. It is time to completely change the policy direction to a human-oriented transport system; a soft and warm transport system for the disabled, the elderly, pregnant women, people with strollers, pedestrians, cyclists, and public transit users, rather than automobile drivers and motorcyclists. It is recommended that ASEAN megacities have a long-term vision of urban transportation for the future. A goal, or several goals, can then be set as per the vision to achieve the ideal condition in reality. Strategies are the way to reach the goal, including financing (e.g. PPP, value capture), organising (public transport agency, think tank), planning (TOD, TDM etc), phasing (bus reform; BRT – MRT), legislation.

*Pathway to low-carbon transport in ASEAN. Tools to envision the roadmap (Takeshita, 2014)*  
[http://www.techmonitor.net/tm/images/e/ef/14jan\\_mar\\_sf5.pdf](http://www.techmonitor.net/tm/images/e/ef/14jan_mar_sf5.pdf)

This article summarises the Study of Long-Term Transport Action Plan for ASEAN region (full report including ten country studies here: <http://cleanairasia.org/study-of-long-term-transport-action-plan-for-asean-region-lpa-project/>). A “Visioning tool” and “Backcasting tool” have been developed. To reduce CO<sub>2</sub> emissions from the transport sector globally to half, the target per capita emissions should be 0.33t-CO<sub>2</sub> in 2050, with 2005 emission 0.42 t/cap and 2050 BAU 1.36 t/cap. The activity-structure-intensity-fuel framework is used to estimate emissions and the avoid-shift-improve approach to identify 31 emission reduction strategies in passenger and freight sectors required to achieve the target.

*Urban transport in ASEAN (Pendakur, 1984)*  
<https://bookshop.iseas.edu.sg/publication/1420>

This book provides an interesting historical perspective and key urban transport indicators of the five countries that were part of the ASEAN at that time. It describes all forms of paratransit: jeepney, bemo, becak, heliacak, samlor, silor, opelet, trishaw and pedicab. Transport planning was to a large degree copied from and carried out by foreign consultants, with varying success. ASEAN countries have not tried seriously or are not willing to curb motorisation. It highlights issues to be tackled, some of which are equally relevant today: land-use policy, comprehensive and comparable studies and data, environment, parking policy, reduce emphasis on road building, taxation on vehicle purchase and use, curb growth of private vehicles, optimise existing bus and paratransit services, better transport system management and law enforcement.

*Accessing Asia: Air pollution and greenhouse gas emissions indicators from road transport and electricity (Clean Air Asia, 2012)*  
<http://cleanairasia.org/publications/>

This report includes key indicators related to transport and its emissions for nine ASEAN countries. It is based on the activity-structure-intensity-fuel (ASIF) approach and covers seven vehicle types and indicators such as vehicle-km travelled, vehicle population, fuel efficiency, occupancy, fuel characteristics, transport emissions per capita and per vkt, emissions growth rates. Includes reader-friendly country factsheets.

*The impacts of transport energy consumption, foreign direct investment and income on CO<sub>2</sub> emissions in ASEAN-5 economies (Chandran & Tang, 2013)*  
<http://www.sciencedirect.com/science/article/pii/S136403211300213X>

‘Economic growth plays a greater role in contributing to CO<sub>2</sub> emission in ASEAN-5. Nonetheless, we find that the inverted U-shape EKC hypothesis is not applicable to the ASEAN-5 economies, especially in Indonesia, Malaysia and Thailand. In the long run, the bi-directional causality between economic growth and CO<sub>2</sub> emissions is detected in Indonesia and Thailand, while we find unidirectional causality running from GDP to CO<sub>2</sub> emissions in



Malaysia. (...) We suggest policymakers to place more emphasis on energy efficient transportation system and policies to minimise fossil fuel consumption.<sup>1</sup>

*Study on energy efficiency improvement in the transport sector through transport improvement and smart community development in the urban area (Kutani, 2012)*

[http://www.eria.org/publications/research\\_project\\_reports/FY2012-no.29.html](http://www.eria.org/publications/research_project_reports/FY2012-no.29.html)

This study analyzed the options that could control the passenger transport energy demand building on the ASIF framework. As a result, the study identified various policies and measures, including (1) avoid the use of passenger vehicles, (2) shift toward the mass rapid transits, (3) upgrades the overall efficiency of urban transport, and (4) provision of financial support. It also includes a case study on Kuningan area in Jakarta, which could save about 15% of oil demand with investment amounting to US\$ 4,000.

*Best Approaches Book. Compilation of successful experiences and stories on environment policies in the transport sector in ASEAN and Japan (ASEAN - Japan Transport Partnership, 2012)*

[no hyperlink found]

In the framework of AJ-APEIT and National Implementation Plans, this report (210 pp) covers seven areas: policymaking and institutional improvement, standardisation of information, fuel efficiency, transport volume control, (air)ports, new technologies and NMT.

## 2.2 Connectivity and infrastructure

*ASEAN Investment Report 2015 Infrastructure Investment and Connectivity (ASEAN Secretariat and UNCTAD, 2015)*

[http://unctad.org/en/PublicationsLibrary/unctad\\_asean\\_air2015d1.pdf](http://unctad.org/en/PublicationsLibrary/unctad_asean_air2015d1.pdf)

This report provides a comprehensive overview of data and developments on transport infrastructure, investments policies, involvement of multi-national enterprises. It estimates that ASEAN needs \$ 55 billion of transport infrastructure annually through to 2025, and discusses the role of infrastructure in the context of ASEAN Connectivity.

*ASEAN Connectivity - Key facts. Physical connectivity.*

[http://aadcp2.org/wp-content/uploads/ASEAN\\_PhysicalConnectivity.pdf](http://aadcp2.org/wp-content/uploads/ASEAN_PhysicalConnectivity.pdf)

One-pager with facts, e.g. ASEAN Highway Network spans 38,400 km, length of the Singapore-Kunming Rail Link is 4069 km and there is 51,000 km of navigable waterways in the region.

*ASEAN connectivity. Project information sheets (2012)*

[http://www.asean.org/?static\\_post=asean-connectivity-project-information-sheets](http://www.asean.org/?static_post=asean-connectivity-project-information-sheets)

The ASEAN Connectivity project information sheets provide details of the 15 prioritised projects from the MPAC identified as having high impact on the Member States.

*Enhancing ASEAN's connectivity (Das, 2012)*

<https://bookshop.iseas.edu.sg/publication/1245>

This book looks at the current state of ASEAN's physical connectivity and challenges in building better infrastructure. It contains a collection of papers that discuss specific issues pertaining to each kind of physical connectivity transportation infrastructure, telecom connectivity, ICT and energy infrastructure. The book concludes with the steps needed to be taken for implementation of the various plans, and policy recommendations.

*Connecting South East Asia: a blueprint for ASEAN connectivity (Susantono, 2011)*

<http://journal.unpar.ac.id/index.php/journaltransportasi/article/view/445>



This paper explores how Indonesia's existing policies in their effort to accomplish ASEAN connectivity, including the railway law in 2007, sea transportation law in 2008, and both land transportation and aviation laws in 2009.

ASEAN Integration report 2015 (ASEAN, 2015)

[http://www.miti.gov.my/miti/resources/ASEAN\\_Integration\\_Report\\_20151.pdf?mid=431](http://www.miti.gov.my/miti/resources/ASEAN_Integration_Report_20151.pdf?mid=431)

### 2.3 Green Freight & Logistics

*Framework for multimodal freight transport (bit general, not specific for asean (Goh et al., 2008)*

[http://link.springer.com/chapter/10.1007%2F978-0-387-74905-1\\_15#page-1](http://link.springer.com/chapter/10.1007%2F978-0-387-74905-1_15#page-1)

In this book chapter, a framework based on nontariff barriers arising from the lack of interconnectivity between modes, lack of infrastructure, and tariff barriers arising from cabotage and customs regulation at the interface is proposed to analyze the issues faced by a regional organization in the creation of multimodal transport corridors. We introduce multimodal transport and discuss the economic and regional characteristics of the ASEAN region.

*ADB and GIZ Joint Green Freight and Logistics in Asia Workshop (2014)*

<http://transportandclimatechange.org/news-events/58-ways-to-deliver-the-goods-and-protect-the-environment-in-asia/>

Proceedings: <http://www.adb.org/sites/default/files/publication/42845/green-freight-and-logistics-asia-workshop-proceedings.pdf>

The workshop was designed to (i) foster discussion on the potential and benefits of green freight policies in the region; (ii) identify opportunities that can be developed into actions and projects; (iii) shape a broad work plan for national activities; and (iv) identify training needs according to select target groups (thus establishing a knowledge base in support of green freight and logistics programs in the region). Participants identified 58 concrete measures for Asia's freight transport sector for saving costs, energy and emissions.

*ADB-GMS Green Freight Initiative*

<http://www.gms-eoc.org/resources/gms-green-freight>

Interventions in Lao PDR, Viet Nam and Thailand include: Increase access to financing for green technologies and truck fleet upgrades; Improve logistics management to reduce empty running; Improve driver behavior to be more fuel efficient.

*Enhancing ASEAN Logistics Services: Conference and Seminar (2014)*

[http://www.asean.org/wp-content/uploads/images/2015/february/logistic\\_services/File%2010%20Report%20of%20the%20Enhancing%20Logistics%20Services%20Seminar.pdf](http://www.asean.org/wp-content/uploads/images/2015/february/logistic_services/File%2010%20Report%20of%20the%20Enhancing%20Logistics%20Services%20Seminar.pdf)

This event has highlighted disparities between the member countries of the ASEAN – Australia - New Zealand Free Trade Agreement in terms of infrastructure, institutional settings, legal and regulatory frameworks and human capacities in which goods and people are moved; it highlights the commonality of issues and themes and what initiatives might be most feasible, reasonable and practical at the AANZFTA, ASEAN and individual country level to lower costs and lift performance in supply of logistics services.

*The challenges of developing a competitive logistics industry in ASEAN countries (Tongzon & Cheong, 2013)*

<http://www.tandfonline.com/doi/abs/10.1080/13675567.2013.862228#.Vyi7kz9-r8g>



This paper assesses challenges facing ASEAN countries in their effort to develop a competitive logistics industry in light of the AEC. Overall, the extent of implementation of measures to improve competitiveness of logistics industries has been low and characterised by a significant perception gap between logistics firms and their respective governments. These findings imply the need for the ASEAN countries to further undertake specific actions targeting the underlying causes.

### 2.4 Fuel economy

*Improving Vehicle Fuel Economy in the ASEAN Region (GFEI and CAI-Asia, 2010)*

<http://www.globalfueleconomy.org/media/44070/wp1-asean-fuel-economy.pdf>

The main reasons for fuel economy policies and measures are fuel security and costs, climate change and air pollution. However, the development of fuel economy policies and measures varies largely between ASEAN countries. In spite of this, there is support for a common Framework for Fuel Economy Policies and Measures in the ASEAN. The ASEAN could provide a platform for its Member Countries to help each other improving fuel economy while respecting individual countries' preference for certain policies and measures and timelines. The ASEAN can also provide a stronger voice to vehicle/engine manufacturers to adopt fuel economy standards, where individual countries are less able to do so, especially those with only vehicle assembly but no manufacturing.

*Review on fuel economy standard and label for vehicle in selected ASEAN countries (Silitonga et al., 2012)*

<http://www.sciencedirect.com/science/article/pii/S1364032111005983>

[https://www.researchgate.net/publication/236853936\\_Review\\_on\\_fuel\\_economy\\_standard\\_and\\_label\\_for\\_vehicle\\_in\\_selected\\_ASEAN\\_countries](https://www.researchgate.net/publication/236853936_Review_on_fuel_economy_standard_and_label_for_vehicle_in_selected_ASEAN_countries)

This paper is a review on fuel economy standard and labels for vehicle in some selected ASEAN countries such as Singapore, Indonesia, Malaysia, Philippines, Thailand and Vietnam. It has been found that Singapore is the leading country in ASEAN that has implemented fuel economy standards and labels. Moreover, it has been found that the implementation of cleaner fuels standard play a crucial role in protecting public health and the environment from transportation sector emissions. The most common alternative fuels used in ASEAN are biodiesel, ethanol, methanol, propane, hydrogen and natural gas.

*Advent of Fuel Efficient Cars in ASEAN (Frost & Sullivan, 2014)*

<http://www.smmmt.co.uk/wp-content/uploads/sites/2/Advent-of-Fuel-Efficient-Cars-in-ASEAN-Frost-Sullivan.pdf>

This presentation discusses the car industry and their strategies towards energy-efficient vehicles, and how this fits in the AEC framework.

*Automobile and Auto Components Industries in ASEAN: Current State and Issues (ERIA, 2014)*

[http://www.eria.org/publications/research\\_project\\_reports/FY2013/No.7.html](http://www.eria.org/publications/research_project_reports/FY2013/No.7.html)

The automotive industry has been a main promoter and beneficiary of regional integration. This research explores the impact of the forthcoming AEC 2015 on the automotive industry. It provides detailed data on production and assembly vehicle and auto parts in the ASEAN-5.

*Financing the Sustainable Development Goals Through Fossil-fuel Subsidy Reform: Opportunities in Southeast Asia, India and China (Merrill & Chung, 2014)*

<http://www.iisd.org/gsi/sites/default/files/financing-sdgs-fossil-fuel-subsidy-reform-southeast-asian-india-china%286%29.pdf>

Fossil-fuel subsidies are estimated to be between 0.7 and 3.1% of GDP in some ASEAN countries. The process of organized fossil-fuel subsidy reform represents a significant



opportunity both to fund the SDGs and achieve them in the medium term. The SDGs should reflect this opportunity and include stronger language around the process of reform in order to encourage countries to examine and reform subsidies to fossil fuel.

### 2.5 Two-wheelers

*Traffic Management in Motorcycle Dependent Cities (Khuat Viet Hung, PhD thesis, 2007)*

<http://tuprints.ulb.tu-darmstadt.de/767/>

Many cities in the ASEAN experience a special situation, the so-called motorcycle dependence. The motorcycle is considered as the modern substitution of bicycle. This comprehensive study provides key data on ASEAN cities, proposes a solutions model for urban transport consisting of fifteen applicable measures in four traffic management strategies. The concept is applied to four typical transport situations in Hanoi, including 'two-wheeler accessed only blocks'.

*Managing 2&3 wheelers in Asia (CAI-Asia and UNEP, 2010)*

<http://www.unep.org/transport/pcf/pv/pdf/23-Wheelers-in-Asia-Book.pdf>

As two and three wheelers cater to low and middle income sectors and fill gaps in the urban transport system these modes will remain important. This study covers four ASEAN countries and argues these modes need to be part of national transport plans and policies and suggests measures, including e.g. fuel economy standards, for managing the environmental and social impacts.

## 3 Energy, environment, road safety

ASEAN Plan of Action for Energy Cooperation (APAEC) 2016-2025 (ACE, 2016)

<http://www.aseanenergy.org/wp-content/uploads/2015/12/HighRes-APAEC-online-version-final.pdf>

For the transport sector, this includes an activity to study fuel economy in vehicles.

*The 4th ASEAN Energy Outlook 2013-2035 (ASEAN Centre for Energy, 2015)*

<http://www.aseanenergy.org/resources/publications/the-4th-asean-energy-outlook/>

The transportation sector represents the second largest share of final energy consumption. Increasing mobility, while still relying on a limited public transport infrastructure, is expected to lead to growth of 4.5% in the BAU scenario, resulting in an increase from 118 Mtoe in 2013 to 309 Mtoe in 2035. However, the potential to introduce electric cars coupled with the development of massive public infrastructure and fuel efficiency standards can limit the growth.

*Southeast Asia Energy Outlook. World Energy Outlook Special Report (IEA/ERIA, 2015)*

<https://www.iea.org/publications/freepublications/publication/world-energy-outlook-special-report-2015-southeast-asia-energy-outlook-2015-.html>

Key findings for the transport sector include: Transport demand set to increase by 60% from 2013 to 2040; Slower oil consumption growth after 2025 due to expected phase out of fossil fuel subsidies, vehicle efficiency policies and completion of mass transit projects in major cities; Faster adoption of fuel efficiency standards from cars, 2 and 3 wheelers could further decrease oil consumption growth, and there is scope for learning from international experience; Increasing role for natural gas and biofuel. It also has a special chapter dedicated to Malaysia, highlight fuel subsidies and the National Land Public Transport Master Plan, and sees development for Singapore as a hub for liquefied natural gas.

See also <https://www.facebook.com/TransportClimateASEAN/posts/741330485978771>



*ASEAN Energy Technology Strategy, 2015-2030 (Fungtammasan et al., 2015)*

<http://www.asean-aemi.org/wp-content/uploads/2014/10/AEMI-Working-Paper-ASEAN-Energy-Technology-Strategy-2015-2030.pdf>

This working paper under the ASEAN Energy Market Integration initiative recommends for the transport sector: (i) set minimum energy performance standards for vehicles, (ii) set requirements for regular technical inspections, e.g., every two years, of all rolling stock in order, to improve the energy efficiency of existing vehicles, (iii) encourage non-motorised transport in cities and (iv) since transport vehicles are manufactured by few major producers globally, it is advisable for ASEAN countries to focus on the development of technologies for efficient use of alternative fuels. This Roadmap (<http://www.asean-aemi.org/towards-a-blueprint-and-roadmap>) includes more options, e.g. related to energy pricing

*ASEAN Agreement on Transboundary Air Pollution*

<http://environment.asean.org/wp-content/uploads/2015/06/ASEANAgreementonTransboundaryHazePollution.pdf>

*ASEAN Action Plan on Joint Response on Climate Change, 2012*

<http://environment.asean.org/wp-content/uploads/2015/06/ANNEX-8-Lead-Countries-for-ASEAN-Action-Plan-on-Joint-Response-to-Climate-Change-27-March-2013.pdf>

*ASEAN joint statement on climate change to the COP21, November 2015*

<http://environment.asean.org/download/climate-change/agreement/ASEAN-Joint-Statement-on-Climate-Change-Adopted.pdf>

*ASEAN Petroleum Security Agreement (March 2009)*

<http://www.ascoppe.org/Document/Index>

This agreement, developed by the ASEAN Council on Petroleum (ASCOPE) includes short and long-term measures when a member state is short in oil supply. It refers to *inter alia* 'energy security and energy self-sufficiency', diversification of energy sources, energy efficiency, renewable energy and application of environmentally-sound technologies.

*Is there an ASEAN policy on climate change? (Letchumanan, 2010)*

<http://www.lse.ac.uk/IDEAS/publications/reports/pdf/SR004/ASEC.pdf>

The Road Map for an ASEAN Community 2009-2015 adopted by the Leaders situates the ASEAN climate change agenda in the context of sustainable development outlining strategies and actions in the ASEAN Socio-cultural Community Blueprint, ASEAN Economic Community Blueprint, ASEAN Political-Security Community Blueprint, and the Initiative for ASEAN Integration 2nd Work Plan. ASEAN is therefore addressing climate change, not just through a policy on climate change, but through the framework of ASEAN Community building, with strategies and actions rooted in the various development and sectoral areas.

*ASEAN Environmentally Sustainable Cities*

<http://environment.asean.org/asean-working-group-on-environmentally-sustainable-cities/>

Section D5 of the ASEAN Socio-Cultural Community (ASCC) Blueprint 2009-2015 e.g. includes an action to 'Work towards initiatives such as "Low Carbon Society", "Compact Cities", "Eco-Cities" and "Environmentally Sustainable Transport"'

*ASEAN and environmental governance: rethinking networked regionalism in Southeast Asia (Elliot, 2011)*

<http://www.sciencedirect.com/science/article/pii/S1877042811001935>

This article provides a historical perspective of environmental policymaking in ASEAN and argues and distinguishes three phases since 1977. It argues that ASEAN has been an 'instigator' of networks in the domain of policy, knowledge and consultation, adding 'fluidity' to the poly-making process.



*ASEAN Community and the Sustainable Development Goals: Positioning Sustainability at the Heart of Regional Integration (Olsen et al., 2015)*

<https://www.researchgate.net/publication/282567476> ASEAN Community and the Sustainable Development Goals Positioning Sustainability at the Heart of Regional Integration

The work of ASEAN is primarily sectoral, with environmental sustainability as part of the organisation's Socio-Cultural pillar, separate from its Economic and Political- Security pillars. This arrangement has served ASEAN well in promoting conventional socio-economic development in areas such as trade and education, but not sustainable development, which requires more cross-sectoral coordination and policy integration—something ASEAN in its current form cannot operationalise. The framework of ASEAN, as a major regional organisation, could help member states formulate and pursue sustainable development models but needs to be 'rewired' in order to do so. Weak coordination over disparate policy areas and lack of engagement with non- state actors are the two Achilles heels of ASEAN's current framework. Recommendations include (i) strengthened overall institutional and financial capacity of ASEAN's Secretariat; (ii) opening up ASEAN to greater engagement with non-state actors, including the scientific community; and (iii) establishing an SDG Expert Committee to support the ASEAN Secretariat and its member states in coordinating sustainable development actions that are regionally significant.

*Engendering Liveable Low-Carbon Smart Cities in ASEAN as an Inclusive Green Growth Model and Opportunities for Regional Cooperation (Kumar, 2015)*

[http://www.eria.org/publications/discussion\\_papers/DP2015-57.html](http://www.eria.org/publications/discussion_papers/DP2015-57.html)

This report argues that a 'well-constructed, city-level, and market-driven framework that allows for participation of all stakeholders and that has a built-in monitoring and evaluation system with well-thought-out measurable indicators to track performance would be useful to systematically transform ASEAN cities.' In the context of the ASCC, it proposes indicators and options for knowledge sharing including e.g. city 'scorecards', a knowledge platform and policy support for cities.

*ASEAN regional road safety strategy (ASEAN, 2016)*

[http://asean.org/storage/2016/10/ASEAN-Road-Safety-Strategy\\_full\\_24Oct16\\_rev\\_clean.pdf](http://asean.org/storage/2016/10/ASEAN-Road-Safety-Strategy_full_24Oct16_rev_clean.pdf)

ASEAN aims to halve the number of deaths and injuries from road collision in 2020, and this strategy outlines which strategies support this, including: road safety management, safer road and mobility, safer vehicles, safer road users, and post-crash responses.

*Developing the ASEAN regional road safety strategy*

<http://acrs.org.au/files/papers/arsc/2015/HaworthN%20145%20Developing%20the%20ASEAN%20Regional%20Road%20Safety%20Strategy.pdf>

full proceedings of CARS2015 <http://cars-asean.miros.gov.my/e proceeding.html>

*Regional Road Safety Strategy and Action Plan (2005–2010)*

<http://www.adb.org/sites/default/files/publication/27959/arrive-alive.pdf>

## 4 Reference websites

*Biennial Update Reports to the UNFCCC (non-Annex I countries):*

[http://unfccc.int/national\\_reports/non-annex\\_i\\_parties/biennial\\_update\\_reports/items/9186.php](http://unfccc.int/national_reports/non-annex_i_parties/biennial_update_reports/items/9186.php)

*ASEAN Infrastructure Fund*

<http://www.adb.org/site/aif/main>



## *ASEAN Connectivity Video Series*

<https://www.youtube.com/watch?v=iT0z8jBh-6o&list=PLt2z0BXVB3p5FOupp04bDjXdSNKlo1p4E>

## *ASEAN Statistics*

<http://www.asean.org/resource/statistics/asean-statistics/>

This includes e.g. the annual ASEAN Statistical Yearbook, which has several indicators relevant to transport such as number of vehicles and trucks per 1000 capita and road network.

## *ASEAN Automotive Federation*

<http://www.asean-autofed.com/>

This website has vehicle sales and production data.

## *ASEAN organisational structure*

<http://www.asean.org/asean/asean-structure/organisational-structure-2/>

## *ASEAN official meetings*

<http://www.asean.org/calendar/official-meetings/>

## *ASEAN Centre for Energy*

<http://www.aseanenergy.org/>

## *ASEAN Science and Technology Network / Cooperation on Science and Technology (COST)*

[http://astnet.asean.org/index.php?option=com\\_content&view=category&id=25&Itemid=130](http://astnet.asean.org/index.php?option=com_content&view=category&id=25&Itemid=130)

## **5 Dialogue partners**

Brief reports of ATM with ministerial dialogue partners (Japan, China, Korea), can be found here: <http://www.asean.org/asean-economic-community/asean-transport-ministers-meeting-atm/press-releases-statements/>

### *ASEAN-Japan Transport Partnership*

<http://www.ajtpweb.org/>

This website has transport statistics, meeting documentation (partially restricted), publications. Other relevant documentation includes [Workplan 2013-2014](#), List of [ASEAN and Japan Transport Partnership Projects/Activities](#), general document on [Japan-ASEAN Friendship and Cooperation](#) (<http://www.asean.or.jp/en/>), [JICA's Regional Cooperation in ASEAN](#).

### *ASEAN-Australia-New Zealand Free Trade Area (AANZFTA): Australian Guide to Annexes and Associated Documents*

<http://dfat.gov.au/trade/agreements/aanzfta/official-documents/Pages/asean-australia-new-zealand-free-trade-area-aanzfta-australian-guide-to-annexes-and-associated-documents.aspx>

### *ASEAN – Australia Strategic Partnership (2015 - 2019)*

<http://www.asean.org/wp-content/uploads/images/2015/November/ASEAN-Australia/ASEAN-Australia%20Strategic%20Partnership%20POA%202015-2019-Final.pdf>



## Transport and Climate Change



Explore the possibility of convening consultations between ASEAN and Australia on transport and logistics cooperation to exchange experience on cross - border transportation, civil aviation and environmentally - friendly transport systems

ASEAN-EU Policy Dialogue on Connectivity

[http://eeas.europa.eu/archives/delegations/indonesia/press\\_corner/all\\_news/news/2014/20140228\\_01\\_en.htm](http://eeas.europa.eu/archives/delegations/indonesia/press_corner/all_news/news/2014/20140228_01_en.htm)

ASEAN Regional Integration Support from the EU 2013-2016 project

<http://arise.asean.org/about-arise/component-ii/>

Component II will support the implementation of key regional liberalisation and trade facilitation measures in the period to 2015 and beyond.

ASEAN–ADB Cooperation toward the ASEAN Community (ADB, 2016)

<http://www.adb.org/sites/default/files/publication/182536/asean-adb-cooperation.pdf>

## 6 Social media

[https://www.facebook.com/ASEANLogisticsStudies/?fref=pb&hc\\_location=profile\\_browser](https://www.facebook.com/ASEANLogisticsStudies/?fref=pb&hc_location=profile_browser)

[https://www.facebook.com/aseanstudiescentre/?fref=pb&hc\\_location=profile\\_browser](https://www.facebook.com/aseanstudiescentre/?fref=pb&hc_location=profile_browser)

<https://www.facebook.com/ERIA.org/?fref=ts>

<https://www.facebook.com/TransportClimateASEAN>