Covid-19 Recovery Guidelines for Resilient and Sustainable International Road Freight Transport Connectivity in ASEAN

ESCAP REGIONAL CONFERENCE ON TRANSPORT RESEARCH AND EDUCATION
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Immediate Impacts of Covid-19

96% of all world destinations have travel restrictions (UNWTO)

- Mobility restriction, regional lockdowns, national lockdowns

ITF first estimates of potential impacts (ITF Transport Outlook 2019)

- Surface passenger transport could fall by 16% compared to 2020 estimate
- Aviation volumes estimated to drop 42%
- Freight volumes could fall by 35%
Covid-19 Recovery Guidelines on Freight Transport Connectivity

• Joint ESCAP, ASEAN and ITF initiative

• Published in February 2021

• Designed to support ASEAN Member States in establishing regional and national transport connectivity recovery plans with a focus on resilience and sustainability, as well as developing regional COVID-19 recovery guidelines on cross-border road freight transport

• Contribute to the implementation of initiatives under the ASEAN Comprehensive Recovery Framework adopted at the 37th ASEAN Summit

• All 10 ASEAN Member States and members of the ASEAN Trucking Federation (ATF) and ASEAN Federation of Forwarders (AFFA) were interviewed
Interview Findings
– Common Themes Across Countries

• Regional communication platform is a priority for exchanging information, knowledge, best practice, lessons learned, and data

• Accelerated implementation of existing ASEAN Agreements and regional and transport cooperation instruments

• Digitalisation as a recovery tool

• The key role of capacity building and training
Interview Findings
– Common Themes Across Industry Representatives

• Diverse impact of COVID-19 on cross-border movements

• Improvement of transport efficiency is a priority

• Regional standards are critical

• Importance of constant dialogue with the government

• Necessity of capacity building and training at regional level
Core Components of the Guidelines

Three Priorities

• Priority 1: Ensure Transport Workers’ Safety and Training
• Priority 2: Preserving Connectivity for Efficient and Resilient Supply Chains
• Priority 3: Building Back Better through Digital, Resilient and Decarbonised Transport Connectivity
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• The building of more resilient and sustainable transport connectivity can be achieved through digitalisation and decarbonisation measures

• The Covid-19 pandemic has presented an opportunity to fully digitalise freight transport connectivity and to shift to decarbonising measures

• A greater resiliency to Covid-19 will also help ASEAN Member States develop climate resilient pathways to prepare for future disruptions to the transport sector
Decarbonisation

Main guiding principles and actions

• Increase road transport network efficiency
• Increase vehicle optimization
• Support the shift to less carbon intensity modes, e.g. rail
• Increase fuel efficiency of road freight vehicles
Recommendations for Guidelines Implementation

• Carry out stakeholder assessment and mapping
• Define governance structure for implementation
• Maintain the multiple stakeholder groups engaged throughout the implementation process
• Secure a sufficient capacity building support
Gender Gaps in the Transport Sector

- Only **17%** of the transport workforce is female on average in **46 countries**

- Gender diversity creates benefits on its own through the inclusion of new skills, differences in risk preference and response to incentives

- Making the transport sector more attractive to women is critical for welfare gains, productivity, business and economic growth for all

- The transport workforce and skills required are evolving together with technology advancement

- Yet, **working conditions** and **gender stereotyping** still exist as barriers for women
Female Participation in Transport Workforce by Region*

Average female participation in transport sector

- EEA and Turkey: 18%
- Africa: 7%
- Asia: 8%
- Latin America: 12%
- North America: 23%
- Transition: 18%
- TOTAL: 14%

* Number of countries per region are not equally represented, based on available data.
Source: ILO, 2019
Conclusion

- The transport sector, including its workforce, needs to evolve to prepare for a future that is diverse, heavily digitalised and under increased climate change pressure.

- The opportunities to enter and advance in the transport workforce need to be equal for all, especially in countries with labour shortages.

- The balance between the preservation of transport connectivity and the protection of workers’ safety should be a top priority.

- The preservation of transport connectivity is critical to enable the continuation of freight flow.

- Cross-border freight should continue with as little disruption as possible at all circumstances.
ITF’s Actions on Covid-19 (additional resources)

- Road Transport Platform on Covid-19
- Covid-19 webpage (Transport and Covid-19: Responses and Resources)
- Covid-19 Policy Briefs (11)
- Covid-19 Webinars (6)
- ITF statistics brief on Q1 trade and transport
- ITF Transport Outlook 2021 – Chapter on Covid-19
- Engagement with member countries and stakeholders
- Ministers Roundtable on Transport and Covid-19
- ITF Covid-19 and Transport Compendium
- Compendium of ITF Corporate Partnership Board Initiatives

https://www.itf-oecd.org/covid-19
Thank you!

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