



Economic and Social Commission for Asia and the Pacific
Committee on Transport**Seventh session**

Bangkok and online, 23–25 November 2022

Report of the Committee on Transport on its seventh session**I. Matters brought to the attention of the Commission**

1. The following decisions adopted by the Committee on Transport are brought to the attention of the Economic and Social Commission for Asia and the Pacific (ESCAP):

Decision 1

The Committee on Transport welcomes the finalization of the “Guidelines for harmonization of national laws on multimodal transport in Asia and the Pacific” and the revision of the Model Subregional Agreement on Transport Facilitation as means of addressing the issue of crisis-related provisions in road transport agreements.

Decision 2

The Committee on Transport calls for renewed support to enhance the transport connectivity of countries in special situations, including through continued capacity-building activities on transport connectivity and logistics and other initiatives such as the preparation of a regional strategy to accelerate rail digital transformation in Asia and the Pacific.

Decision 3

The Committee on Transport welcomes evidence-based approaches to ensuring better planning, development and upgrading of the regional transport system and in particular the initiative to establish an online interactive platform on Asian highways, trans-Asian railways, dry ports and major maritime ports, and requests members and associate members to work closely with the secretariat on the final verifications and testing of the platform.

Decision 4

Taking note of the conclusions reached at the Asia-Pacific Regional Forum on Connecting Global Supply Chains through Interregional Land Corridors and Maritime Routes, held in 2022, the Committee on Transport requests the secretariat to follow up on the proposal to develop a regional approach to sustainable shipping corridors and to continue to provide support to initiatives on the development of land and multimodal transport corridors in Asia and the Pacific, including through the exploration of new interregional transport corridors and routes.

Decision 5

The Committee on Transport endorses, in principle, the draft elements of the guiding principles for sustainable freight transport in Asia and the Pacific (ESCAP/CTR/2022/3, annex) as a means of further promoting the sustainability of freight transport in the region, and requests the secretariat to organize the finalization of the guiding principles on the basis of consultations among members and associate members.

Decision 6

The Committee on Transport welcomes the establishment of the regional cooperation mechanism on low-carbon transport to reduce greenhouse gas emissions from the transport sector, building upon the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026).

Decision 7

The Committee on Transport takes note with appreciation of the Asia-Pacific initiative on electric mobility to accelerate the transition to electric mobility for public transport in the region.

Decision 8

The Committee on Transport welcomes the Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030 (ESCAP/CTR/2022/5, annex).

Decision 9

The Committee on Transport acknowledges the work of the secretariat on the seven thematic areas of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) and requests the secretariat to continue to assist members and associate members through its analytical work and capacity-building activities on these thematic areas.

II. Organization**A. Opening, duration and organization of the session**

2. The Committee held its seventh session in Bangkok and online from 23 to 25 November 2022. The session was opened by the Executive Secretary of ESCAP and special remarks were made by the Permanent Secretary of the Ministry of Transport of Thailand, Mr. Chayatan Phromsorn, on behalf of the Minister of Transport of Thailand.

B. Attendance

3. Representatives of the following members and associate members of ESCAP attended: Armenia; Australia; Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Democratic People's Republic of Korea; Fiji; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kiribati; Kyrgyzstan; Lao People's Democratic Republic; Maldives; Mongolia; Nauru; Nepal; Niue; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Timor-Leste; Tonga; Türkiye; Turkmenistan; Uzbekistan; and Viet Nam.

4. Representatives of Switzerland, a Permanent Observer to ESCAP, attended.

5. Representatives of the following offices of the Secretariat and other United Nations entities attended: Economic Commission for Europe; Economic Commission for Latin America and the Caribbean; United Nations Conference on Trade and Development (UNCTAD); United Nations Environment Programme (UNEP); and United Nations Office for Project Services. The Special Envoy for Road Safety also attended.

6. Representatives of the following intergovernmental organizations attended: Asian Development Bank (ADB); Association of Southeast Asian Nations (ASEAN); Conference on Interaction and Confidence-building Measures in Asia; Economic Cooperation Organization; Eurasian Economic Commission; Intergovernmental Organisation for International Carriage by Rail; International Transport Forum; Islamic Development Bank; Organization for Cooperation between Railways; Shanghai Cooperation Organization; and South Asian Association for Regional Cooperation.

7. Representatives of the following non-governmental organizations, civil society organizations and other entities attended: Asian Institute of Transport Development; German Agency for International Cooperation; International Association of Public Transport; International Coordinating Council on Trans-Eurasian Transportation; International Council on Clean Transportation; International Road Assessment Programme; International Road Transport Union; and Thai Intelligent Transport Systems Association.

8. In accordance with rule 12 of the rules of procedure of ESCAP, the bureau examined the credentials of the representatives of member States and reported upon them to the Committee. The credentials of the representatives of 35 member States were found to be in order. Acknowledging the report of the Credentials Committee to the General Assembly at its seventy-sixth session, and in line with Assembly resolution 396 (V) of 14 December 1950, the bureau decided to defer any action on the credentials pertaining to the representatives of Myanmar at the seventh session of the Committee pending a decision by the Assembly on the representation of Myanmar.

9. The Committee took note of the oral report of the bureau on credentials.

C. Election of officers

10. The Committee elected the following officers:

Chair:	Ms. Min Meanvy (Cambodia)
Vice-Chairs:	Ms. C.A. Chaminda I. Colonne (Sri Lanka) Mr. Arman Issetov (Kazakhstan)

D. Agenda

11. The Committee adopted the following agenda:
 1. Opening of the session:
 - (a) Opening statements;
 - (b) Election of officers;
 - (c) Adoption of the agenda.
 2. Review of the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026).
 3. Major issues in transport:
 - (a) Efficient and resilient transport and logistics networks and mobility for economic growth;
 - (b) Environmentally sustainable transport systems and services;
 - (c) Safe and inclusive transport and mobility.
 4. Other matters.
 5. Adoption of the report of the Committee on its seventh session.

E. Other events

12. The following round table and side events were held in conjunction with the Committee session:

(a) 23 November 2022, high-level round table: “Achieving the transport-related Sustainable Development Goals through sustainable, inclusive and resilient transport development in the region”, organized by ESCAP;

(b) 23 November 2022, side event: “Sustainable mobility for Asia and the Pacific: #RoadSafetyMatters”, organized by ESCAP, the Special Envoy for Road Safety and the United Nations Road Safety Fund;

(c) 24 November 2022, side event: “Opportunities and challenges: stringent vehicle emissions standards and electric vehicle technology for heavy-duty vehicles in ASEAN countries”, organized by ESCAP, UNEP and the International Council on Clean Transportation;

(d) 25 November 2022, side event: “Expert group meeting on sustainable maritime connectivity in the Pacific”, organized by ESCAP, the Pacific Community and UNCTAD;

(e) 25 November 2022, side event: “Data-driven sustainable urban transport in ASEAN metropolitan regions”, organized by ESCAP, ADB and the German Agency for International Cooperation;

(f) 25 November 2022, side event: “North-South Corridor: opportunities and challenges”, organized by the Russian Federation.

III. Account of proceedings

13. The discussions held during the session have been summarized in an account of proceedings (see annex II).

Annex I

List of documents

<i>Symbol</i>	<i>Title</i>	<i>Agenda item</i>
<i>General series</i>		
ESCAP/CTR/2022/1	Review of the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026)	2
ESCAP/CTR/2022/2	Efficient and resilient transport and logistics networks and mobility for economic growth	3 (a)
ESCAP/CTR/2022/3	Encouraging a regional approach to sustainable multimodal freight transport in Asia and the Pacific	3 (a)
ESCAP/CTR/2022/4	Environmentally sustainable transport systems and services	3 (b)
ESCAP/CTR/2022/5	Safe and inclusive transport and mobility	3 (c)
ESCAP/CTR/2022/6	Report of the Committee on Transport on its seventh session	
<i>Limited series</i>		
ESCAP/CTR/2022/L.1	Provisional agenda	1 (c)
ESCAP/CTR/2022/L.2	Annotated provisional agenda	1 (c)
ESCAP/CTR/2022/L.3	Draft report	5
<i>Information series</i>		
ESCAP/CTR/2022/INF/1	Activities implemented under the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026)	2
<i>Information available online</i>		
www.unescap.org/events/2022/committee-transport-seventh-session	Information for participants	
www.unescap.org/events/2022/committee-transport-seventh-session	List of participants	
www.unescap.org/events/2022/committee-transport-seventh-session	Tentative programme	

Annex II

Account of proceedings

I. Introduction

1. The account of proceedings contains a summary of the discussions and proceedings of the seventh session of the Committee on Transport.

II. Summary of discussions

A. Review of the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) (agenda item 2)

2. The Committee had before it the note by the secretariat on the review of the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026) (ESCAP/CTR/2022/1) and an information document on activities implemented under the Regional Action Programme (ESCAP/CTR/2022/INF/1).

3. Representatives of the following members of the Economic and Social Commission for Asia and the Pacific (ESCAP) made oral statements or submitted written statements: China; India; Japan; Maldives; Russian Federation; Sri Lanka; Thailand; and Uzbekistan.

4. The deliberations on agenda item 2 were informed by a high-level round table on achieving the transport-related Sustainable Development Goals through sustainable, inclusive and resilient transport development in the Asia-Pacific region, which included the following speakers: Deputy Minister of the Ministry of Digital Development and Transport of Azerbaijan, Mr. Rahman Hummatov; Secretary of State of the Ministry of Public Works and Transport of Cambodia, Mr. Leng Thun Yuthea; Director of Transport of the Ministry of Commerce, Trade, Tourism and Transport of Fiji, Ms. Faranisese Kinivuwai; State Minister of the Ministry of Transport and Civil Aviation of Maldives, Mr. Zuhair Ahmed; Special Envoy for Road Safety, Mr. Jean Todt; the Secretary-General of the International Road Transport Union, Mr. Umberto de Pretto; and Secretary-General of the International Transport Forum, Mr. Young Tae Kim.

5. The Committee acknowledged the various activities being implemented in support of the seven thematic areas of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026), both by the secretariat and by members and associate members.

6. The Committee stressed the need for a sustainable, resilient and inclusive recovery in the transport sector following the coronavirus disease (COVID-19) pandemic and other recent developments. In this regard, the Committee reaffirmed the significance of regional transport cooperation and referred to the concrete collaborative initiatives on sustainable freight and transport connectivity for efficient and resilient supply chains.

7. The Committee reaffirmed its support for the development of the regional transport network and considered it necessary to boost efforts in order to further enhance regional and interregional transport connectivity, in particular with regard to the Intergovernmental Agreements on the Asian

Highway Network, the Trans-Asian Railway Network and Dry Ports, and considering the needs of those countries in special situations. In that regard, the Committee supported further harmonization of technical standards, as appropriate; the improvement of legal frameworks; accelerated digitization and electronic data exchange; and other relevant measures. In addition, it supported the continuation of the exchange of best practices with knowledge-sharing platforms that provide for the growth of regional connectivity.

8. The Committee emphasized the need for energy-efficient and sustainable urban public transport systems. In this context, the Committee was informed of various initiatives by members, including innovative ways of: building metro systems and multimodal connectivity between mass urban transport and railway stations; designing metro systems; developing demand-based mobility services and mass rapid transit systems; introducing electric mobility; and promoting non-motorized transport modes.

9. The Committee highlighted the need to develop mass rapid transit lines, commuter lines, airport rail links and feeder lines to encourage the use of public transport systems and reduce congestion.

10. The Committee reaffirmed the important role of digitalization on transport to achieve the Sustainable Development Goals. In this context, the Committee acknowledged the endeavours of members to move forward sustainable, safe and smart transport systems. Such endeavours included utilizing innovative technologies and intelligent transportation systems in Sri Lanka; installing Global Positioning System devices in buses and cargo trucks in Thailand; using a real-time train information system in India; using big data for transportation volume analyses, such as positioning information and “mobility-as-a-service” in Japan; and supporting ride-hailing services in China.

11. The Committee acknowledged the importance of sustainable transport development and of fostering regional cooperation to address regional challenges with social, economic and environmental dimensions. It also acknowledged various challenges for its implementation, mainly the lack of institutional capacity.

12. The Committee was apprised of various programmes the members had taken to accelerate low-carbon transport, including the transition to electric vehicles and shifting towards sustainable freight transport in China and Thailand; the development of a road map for the transition to electric vehicles and an action plan to achieve nationally determined contributions in the transport sector for Thailand; and the ongoing study to enhance the shift towards sustainable freight transport in Sri Lanka.

13. The Committee recognized the ongoing work on low-carbon transport, including the shift to electric mobility, and digital transformation.

14. The Committee reiterated the importance of road safety and highlighted the safe system approach as the underlying principle for improving road safety and reducing road traffic fatalities and injuries.

15. The Committee was informed of various initiatives taken by members in line with the key areas of the global and regional plans. They included: the development of national road safety action plans; the establishment of road safety data management systems to ensure evidence-based policy formulation; the conduct of road safety audits to improve the safety standards of the national highways; the installation of rubber fender barriers and rubber guideposts to

increase driver visibility and reduce the severity of road crashes; the development of safe road infrastructure; the conduct of awareness-raising activities on the economic and social impacts of road safety; the safety education programme for children; and enhanced monitoring of drivers of public transport and of the implementation of regulations on speed and vehicle inspection.

16. The Committee took note of the joint subregional and interregional collaboration in the area of road safety, including the transport partnership between Japan and the Association of Southeast Asian Nations for the sharing of best practices on systems of driver's licences; and the road safety programme of Uzbekistan.

17. The Committee stressed that transport could play a significant role in ensuring inclusiveness in the Asia-Pacific region and that current transport systems needed rapid transformation to ensure access to services and markets for all users and to enhance social equality. In this regard, the Committee noted that the social pillar of sustainable transport development needed to be strengthened through regional cooperation and integration.

18. The Committee took note of the various initiatives taken by members to promote inclusive transport and mobility, including the initiative to achieve a barrier-free and seamless mobility experience for vulnerable groups, including older persons, particularly with regard to public transport and ride-hailing services. The importance of knowledge-sharing on inclusive transport, such as barrier-free public transport, was also highlighted.

19. The Committee acknowledged with appreciation the technical cooperation activities financed by the Governments of China, the Republic of Korea and the Russian Federation, and by the United Nations Road Safety Fund, which had all contributed to the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026).

B. Major issues in transport: efficient and resilient transport and logistics networks and mobility for economic growth (agenda item 3 (a))

20. The Committee had before it the notes by the secretariat on efficient and resilient transport and logistics networks and mobility for economic growth (ESCAP/CTR/2022/2) and on encouraging a regional approach to sustainable multimodal freight transport in Asia and the Pacific (ESCAP/CTR/2022/3).

21. Representatives of the following members of ESCAP made oral statements or submitted written statements: Bangladesh; China; India; Iran (Islamic Republic of); Lao People's Democratic Republic; Mongolia; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; and Thailand.

22. The representative of the Economic Commission for Latin America and the Caribbean also made a statement.

23. The representative of the Intergovernmental Organisation for International Carriage by Rail also made a statement.

24. Representatives of the following non-governmental organizations, civil society organizations and other entities also made statements: Asian Institute of Transport Development; and International Road Transport Union.

25. The Committee noted that infrastructure connectivity along the Asian Highway Network had been continuously enhanced through recent and ongoing national initiatives aimed at improving the quality of the routes and completing the missing links. The Committee also noted that members placed a high priority on improving operational connectivity along the network, including through bilateral and regional road transport agreements, and that members recognized that the harmonization of technical standards and the strengthening of regional cooperation might further enhance regional connectivity.

26. Underlining the importance of promoting rail transport to enhance the sustainability of transport operations in the region, the Committee was informed of various ongoing member initiatives: the digitalization of rail operations and processes; the creation of an electronic data interchange between railways and control agencies for efficient border crossings; the construction of a new cross-border railway; the development of integrated railway master plans; the renewal and doubling of railway tracks to increase the capacity of the rail networks; the modernizing of railway infrastructure to reduce operational costs; the gauge conversion and opening of more rail border-crossing stations for seamless regional rail connectivity; the use of electronic seals to facilitate rail transit; the construction of a high-speed railway network; and the development of railway terminals and logistics centres for the handling of cargo.

27. The Committee noted the initiatives of the transit countries in facilitating rail transit for landlocked countries and welcomed the operationalization of the railway between China and the Lao People's Democratic Republic that could transform the latter country into a land-linked country and open new opportunities for South-East Asia and other subregions.

28. The Committee also acknowledged the need to enhance the efficiency of international railway transport and to strengthen the capacity of members on the development of railways and on digitalization strategies.

29. One representative underscored the significant role played by freight trains operating between Asia and Europe in maintaining regional and global supply chains that had firmly established international rail as a reliable and sustainable means of transporting goods between the two continents.

30. Reiterating the importance of electronic information exchange for facilitating the formalities of rail border crossings, one representative highlighted the proposal to add a new annex to the Intergovernmental Agreement on the Trans-Asian Railway Network on the general principles on electronic information exchange between railways and among railways and control agencies, and invited parties to the Agreement to consider adopting the annex at the next meeting of the Working Group on the Trans-Asian Railway Network.

31. The Committee was informed about recent developments pertaining to dry ports in the region, including the expansion and upgrading of dry port facilities and of the policies and strategies developed by some members to ensure efficient integration of dry ports into their national transport systems. The Committee also noted the importance of enhanced cooperation among the parties to the Intergovernmental Agreement on Dry Ports and acknowledged the continued need for the secretariat's support in this area.

32. The Committee noted the role of transport corridors in increasing efficiency of transport operations at the regional and interregional levels. The Committee was informed about the implementation of several projects, initiatives and strategies aimed at the development of transport corridors in the region, including multimodal transport corridors utilizing a combination of land, inland waterways and maritime routes. The Committee called upon the secretariat to continue providing technical assistance to transport corridor initiatives, especially in landlocked developing countries.

33. The Committee underscored the role of the seamless multimodal integration of transport modes and the development of data exchange between the operators of multimodal transport chains to support efficient movement of people and goods through different modes of transport. The Committee noted the need for further support aimed at the development of multimodal transport operations in the region through the continued provision of capacity-building pertaining to the legal frameworks for multimodal transport and the promotion of the digitalization of multimodal operations.

34. The Committee recognized the important role of ports and maritime transport in supporting integrated sustainable transport connectivity in the region, including in landlocked developing countries. In this context, the Committee took note of the efforts of members in developing ports, a new maritime route (the Northern Sea Route) and navigable inland waterways suited to all weather conditions.

35. Underlining the importance of a systematic regional dialogue to respond to the challenges faced by members in the maritime and port sector, one representative requested the secretariat to review the possibility of forming a maritime working group to support a multimodal transport system by systematically addressing the current issues faced by most maritime countries, as well as by small island developing States in the Pacific.

36. The Committee was informed that the logistics costs of developing countries in the region remained high and that the logistics sector needed an urgent transformation into an integrated, cost-effective, reliable, sustainable and digitalized system. It was also noted that the railway system offered a sustainable solution for passenger and freight transport.

37. The Committee acknowledged the technical support extended by the secretariat to some members in developing national strategies and policies on sustainable freight transport.

C. Major issues in transport: environmentally sustainable transport systems and services (agenda item 3 (b))

38. The Committee had before it the note by the secretariat on environmentally sustainable transport systems and services (ESCAP/CTR/2022/4).

39. Representatives of the following members of ESCAP made oral statements or submitted written statements: Bangladesh; China; Fiji; India; Indonesia; Japan; Maldives; Republic of Korea; Russian Federation; Thailand; and Uzbekistan.

40. The representative of the Economic Commission for Europe also made a statement.

41. The representative of the International Transport Forum also made a statement.
42. The representative of the Asian Institute of Transport Development also made a statement.
43. The Committee recognized the threats posed by climate change to the economic and social development of the Asia-Pacific region. It noted with appreciation the efforts of members in mitigating climate change through the promotion of environmentally friendly transportation and the continued commitments of members and associate members to reach carbon neutrality and to achieve that target by 2050.
44. The Committee noted the importance of international and regional cooperation for the development of zero- and low-carbon transport. It therefore welcomed the establishment of a regional cooperation mechanism on low-carbon transport to promote green and low-carbon transport pathways to build a sustainable region. The Committee requested the secretariat to continue the exchange of knowledge, the provision of technical assistance and capacity-building training on low-carbon transport.
45. The Committee was informed about the introduction of the electric ferry network and inland waterways as low-carbon modes of transport that are part of national low-carbon transport plans, and about the prioritization of the decarbonization of the maritime transport sector.
46. The Committee underscored the advantages of digital technologies, including smart transport systems to combat climate change. In that context, the Committee was informed of various efforts pursued by members to address environmental issues pertaining to the transport sector. The efforts included accelerating the digital revolution in Bangladesh; promoting the use of intelligent and digitalized transport equipment for sustainable transport in China; and utilizing cleaner technologies to reduce vehicular pollution in India.
47. The Committee recognized the importance of public transport as part of a sustainable transport system and was informed about various initiatives and national strategies that had been carried out to support the transitions to an environmentally sustainable transport system, notably through the promotion of electric public transport, including electric buses, electric rail and electric boats. To that end, the Russian Federation expressed its readiness for further exchanges of national experience and best practices in the electrification of urban transport systems.
48. The Committee recognized the work of the secretariat in the integration of urban public transport systems, and the utilization of digital technology, inclusive transport and mobility. It requested the secretariat to continue to support members through analytical and capacity-building work.
49. The Committee noted with appreciation the development of the Asia-Pacific initiative on electric mobility to accelerate the transition to electric mobility for public transport in the region.
50. The Committee acknowledged the high investment requirement for low-carbon transport infrastructure and services. It also acknowledged the need to identify investment sources that would make it possible to scale up projects over time and go beyond the pilot phase of low-carbon technology and electric mobility initiatives.

51. The Committee noted the importance of financial incentives to promote and support the use of electric vehicles and other fuel-efficient vehicles as a green alternative to conventional internal combustion engine vehicles, including tax-free mechanisms and a reduction in the initial cost of vehicle registration when specific technical requirements were met.

52. The Committee was also apprised of the efforts of members in developing and advancing technical standards and technological innovations for increasing the use of alternative fuels, including the development of technical standards for the manufacturing of electric vehicles; the retrofitting of vehicles and the use of battery technologies to ensure the meeting of manufacturing and safety standards; and, in addition to electric vehicles, various forms of technological innovations that could be leveraged, such as fuel-cell vehicles, hybrid vehicles and hydrogen vehicles.

53. The Committee noted that new and renewable energy sources needed to be identified and used in the transport sector to keep pace with the growing demand for clean fuels and vehicle technologies.

54. The Committee also welcomed the efforts made and initiatives undertaken to create institutional policies and regulatory frameworks to promote initiatives related to the transition to cleaner fuel technologies. It stressed the importance of investing in research and development to promote the shift to environmentally friendly fuels; conducting traffic and transport studies and surveys; and conducting pilot projects to support green, cost-effective and sustainable transport solutions.

55. The Committee was informed about a number of initiatives to increase the sustainability of urban public transport systems, including the operation of electric public transport in the local and urban environment; the use of e-scooters, electric bikes and electric vehicles; and the replacement of transport based on the internal combustion engine with more environmentally friendly transport options, including the development of subways, compressed natural gases and electric vehicles.

56. The Committee recognized that public transport was a basic right and that there was a need for sustainable urban mobility, public transport systems and an improvement in the planning of both.

57. The Committee also recognized the need for better regulatory frameworks and legislation, as well as innovative financing solutions to promote the transition to sustainable transport, including the shift to electric vehicles.

58. The Committee was informed of the work of the Working Party on Pollution and Energy of the Economic Commission for Europe in the development of tools and a regulatory framework, including the Intelligent Transport System Road Map, to reduce emissions from the transport sector. Other entities applauded the establishment of a regional cooperation mechanism on low-carbon transport and supported the Asia-Pacific initiative on electric mobility that would foster learning from one other and avoid mistakes being made. The same entities highlighted the importance of the development of environmentally sustainable transport systems; and the need to promote low-carbon transport and clean technologies to achieve emissions reduction goals.

D. Major issues in transport: safe and inclusive transport and mobility (agenda item 3 (c))

59. The Committee had before it the note by the secretariat on safe and inclusive transport and mobility (ESCAP/CTR/2022/5).

60. Representatives of the following members of ESCAP made oral statements or submitted written statements: Bangladesh; China; Fiji; India; Indonesia; Japan; Maldives; Russian Federation; and Thailand.

61. A representative of the United Nations Office for Project Services also made a statement.

62. A representative of the Eurasian Economic Commission, an intergovernmental organization, also made a statement.

63. Representatives of the following non-governmental organizations, civil society organizations and other entities also made statements: Asian Institute of Transport Development; and International Road Assessment Programme.

64. The Committee noted that inclusive transport and mobility provided a solid foundation for economic development and poverty eradication. In this regard, the Committee took note of the achievements of China in providing more than 540,000 villages with public transport services, which had fostered rural revitalization and contributed to reducing poverty.

65. The Committee acknowledged the progress made in enhancing inclusive transport and mobility in the region, including through improved regulations aimed at increasing the accessibility of public transport to all user groups, particularly older persons, children and persons with disabilities, by providing barrier-free transport, subsidies and customized infrastructure services; addressing gender equality and the empowerment of women as part of their national development strategies; providing universal design facilities to aid access for people with special needs; designing gender-analysis pathways and gender-responsive transport planning; increasing the participation of women in economic and cultural affairs; and taking action to enhance the safety of women and girls by equipping all public passenger-transport vehicles with location-tracking devices and emergency buttons.

66. Reiterating the importance of achieving the goal of the Second Decade of Action for Road Safety 2021–2030 to halve the number of global deaths and injuries from road traffic accidents by 2030, the Committee welcomed the Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030, which was finalized and adopted at the Regional Meeting on the Regional Plan for the Decade of Action for Road Safety, held in August 2022.

67. The Committee recognized the need for a multi-pronged approach to tackling the road safety issue. It noted that the different arenas included in the Regional Plan of Action could play an important role in guiding and inspiring key stakeholders to improve road safety in the region.

68. In the area of road safety management and leadership, the Committee was informed of the formulation and implementation of a long-term and comprehensive road traffic safety vision and strategy in Japan; the establishment of an integrated road safety management system in Indonesia; the implementation of the 2021–2030 Fiji Decade of Action for Road Safety

in Fiji; the development of the road safety management system in Thailand; and the ambitious goal of reducing the fatality rate to less than four fatalities per 100,000 inhabitants by 2030 in the Russian Federation.

69. The Committee took note of various safe infrastructure initiatives, including the planned construction of a highway network with service lanes on both sides to ensure safety for slow-moving vehicles and the plan to improve safety standards of interregional and international highways in Thailand, and the improvement of black spots and pavement markings on roads in Fiji.

70. The Committee took note of the efforts of members with regard to vehicle safety, including the alignment of domestic regulations on vehicle standards with the United Nations regulations in Thailand; and the development of vehicle inspection centres to ensure periodic vehicle inspection and the plan to establish monitoring centres for vehicle-tracking systems to enhance the safety of women and girls using public transport in Bangladesh.

71. The Committee was apprised of various initiatives and the use of technology to enhance safe road use and reduce speeding. These included awareness-raising initiatives and an education programme for young people in Fiji, Indonesia, the Russian Federation and Thailand; the strengthening of the enforcement of and compliance with traffic rules and regulations in Fiji, Japan, the Russian Federation and Thailand; the reduction of speed limits in Bangladesh, the Russian Federation and Thailand; and the use of smart driving licences in Bangladesh.

72. The Committee was also informed about the establishment in Fiji of the Accident Compensation Commission to ensure that compensation was provided to victims injured in road accidents, or to their families in cases of victim fatalities, and to ensure the effective use of innovative technology in the Russian Federation to monitor and respond to emergency incidents on a real-time basis, with a view to improving post-crash care.

73. While the results achieved in improving road safety varied among members in the past decade, the Committee acknowledged both the progress made by a number of members and the various efforts of other members in this endeavour. In this regard, the Committee welcomed the offers made by the Governments of China, Japan and the Russian Federation to share, as appropriate, best practices and applicable technology and capacity-building that could assist in reducing road traffic fatalities in the region.

74. The Committee took note of the requests for technical assistance and capacity-building activities made by the representative of Bangladesh, Fiji and Maldives and addressed them to the secretariat. It therefore requested the secretariat to assist members and associate members, through capacity-building activities, in improving road safety at the national level in line with the Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030.

75. The Committee took note of the role that the United Nations Office for Project Services played in enhancing road safety and post-crash response. It also took note of various activities carried out by entities in improving road safety that focused on undertaking road safety research; providing training and capacity-building seminars; assessing the roads through the star-rating methodology; and investing in speed management and safer infrastructure.

E. Other matters (agenda item 4)

76. On behalf of the bureau, the Vice-Chair made an oral statement on credentials. The Committee took note of the oral report of the bureau on credentials.

F. Adoption of the report of the Committee on its seventh session (agenda item 5)

77. The Committee adopted the report on its seventh session on 25 November 2022.
