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Item 2 of the provisional agenda*

**Review of the implementation and future programme focus
of the Regional Action Programme for Transport
Development in Asia and the Pacific, phase II (2012-2016)****Review of the implementation and future programme
focus of the Regional Action Programme for Transport
Development in Asia and the Pacific, phase II
(2012-2016)******Note by the secretariat***Summary*

At the second session of the Ministerial Conference on Transport, which was held in March 2012, ministers and other senior government officials adopted the Ministerial Declaration on Transport Development in Asia and the Pacific, including the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016) and the Regional Strategic Framework for the Facilitation of International Road Transport. The present document contains highlights of major activities implemented under phase II of the Regional Action Programme, as well as information on activities planned during the current biennium. It also describes the secretariat's proposals for strengthening the contribution of the Regional Action Programme to sustainable, resilient and inclusive development, taking into account the outcome of the United Nations Conference on Sustainable Development (Rio+20), which was held in Rio de Janeiro, Brazil, from 20 to 22 June 2012 and outlines the draft programme of work for subprogramme 3, Transport, for the biennium 2014-2015.

The present document should be read in conjunction with information paper E/ESCAP/CTR(3)/INF/4 on activities implemented under the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016).

* E/ESCAP/CTR(3)/L.1.

** The late submission to conference services is due to the need of the secretariat to consult with member States about the outcome of the United Nations Conference on Sustainable Development, which was held in June 2012.

I. Introduction

1. Recognizing “the crucial importance of efficient, reliable and safe transport infrastructure and services to regional integration and the sustainable and inclusive economic and social development of countries in the ESCAP region”, the Ministerial Conference on Transport at its second session, in March 2012, requested the Executive Secretary to “continue to accord priority to the implementation of the Busan Declaration on Transport Development in Asia and the Pacific¹ and the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016), especially to assist regional members and associate members in their efforts to realize the vision of a sustainable international integrated intermodal transport and logistics system”.²

2. The Regional Action Programme outlines 10 priority areas of work which need to be implemented in order to realize this vision, namely: (a) policy guidance at the ministerial level; (b) transport infrastructure development; (c) transport facilitation; (d) transport logistics; (e) finance and private sector participation; (f) sustainable transport development; (g) road safety; (h) transport and the Millennium Development Goals; (i) inter-island shipping; and (j) connecting subregional transport networks.

3. Section II of the present document highlights the major activities implemented under phase II of the Regional Action Programme, as well as information on activities planned during the current biennium. This section should be read in conjunction with information paper E/ESCAP/CTR(3)/INF/4 on activities implemented under the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016). Section III of the document describes the secretariat’s proposals for strengthening the contribution of the Regional Action Programme to sustainable, resilient, and inclusive development, taking into account the outcome of the United Nations Conference on Sustainable Development (Rio+20), which was held from 20 to 22 June 2012 in Rio de Janeiro, Brazil. It also presents the draft programme of work for subprogramme 3 on transport for the biennium 2014-2015 for the consideration of the Committee.

II. Status of implementation of the Regional Action Programme, phase II

A. Policy guidance at the ministerial level

4. The first session of the Forum of Asian Ministers of Transport was held in 2009. Preparations for the second session, which is scheduled to be held in November or December 2013, are described in E/ESCAP/CTR(3)/3.

B. Transport infrastructure development

5. With the Asian Highway and Trans-Asian Railway agreements in place, the emphasis for phase II of the Regional Action Programme is on improving the connectivity of these networks by, among other things, upgrading and further developing infrastructure along these networks,

¹ E/ESCAP/63/13, chap. V.

² See the Ministerial Declaration on Transport Development in Asia and Pacific (E/ESCAP/MCT.2/13).

bridging the missing links along the Trans-Asian Railway network, improving the efficiency of intermodal connections between road and railways and between these modes and ports, establishing an intergovernmental agreement on dry ports, and promoting the development of dry ports in the region.

6. In order to promote the upgrading of the Asian Highway network, the secretariat is implementing a project entitled "Promotion of investment in the Asian Highway Network: Prefeasibility studies of priority sections". Under this project, the secretariat has provided technical assistance for Bangladesh, Kyrgyzstan, Mongolia and Myanmar to undertake prefeasibility studies of selected priority routes and promote investment in the Asian Highway. Country-level workshops to build capacity to undertake prefeasibility/investment studies have also been delivered in these countries. The outcome of the prefeasibility studies will be presented at the Asian Highway Investment Forum, which is tentatively scheduled to be held in 2013.

7. In line with expanding intraregional trade and growing concern about fuel consumption and the adverse effects of climate change, Governments in the region are increasingly recognizing railway transport, particularly the Trans-Asian Railway, as an efficient, safe and sustainable mode of transport. In this regard, the secretariat is reviewing railway laws and documents relating to the facilitation of international rail transport. It is also undertaking a study on railway marketing practices across the region which will be presented at a regional meeting of railway managers to raise awareness of commercial requirements of shippers and share good practices among railway managers.

8. The Ad hoc Intergovernmental Meeting on an Intergovernmental Agreement on Dry Ports, which was held in Bangkok from 20 to 22 June 2012, finalized the draft intergovernmental agreement on dry ports and recommended that it be adopted by the Committee on Transport at its third session. The finalized draft agreement is contained in E/ESCAP/CTR(3)/2 and its adoption is to be considered under item 3 of the provisional agenda.

9. To complement the work on the development of the intergovernmental agreement on dry ports, the secretariat has been assisting Cambodia, the Lao People's Democratic Republic and Myanmar in conducting prefeasibility studies on dry ports. The study for the Lao People's Democratic Republic was completed in May 2012, and a national training workshop on dry ports was held in July 2012. Prefeasibility studies of potential dry ports in Cambodia and Myanmar are expected to be completed by late September 2012. Based on the outcome of joint research and the prefeasibility studies, a workshop on the development of an integrated transport and logistics system in the member States of the Association of Southeast Asian Nations (ASEAN) is planned for November 2012.

10. The seventeenth session of the Project Working Group on Transport and Border Crossing (PWG-TBC) of the Special Programme for the Economies of Central Asia (SPECA) was held on 6 and 7 June 2012 in Almaty, Kazakhstan. The Economic Commission for Europe (ECE) and ESCAP organized SPECA PWG-TBC, with Kazakhstan serving as the lead country. This session of the PWG-TBC provided an important platform for SPECA members to discuss issues relating to transport policy, infrastructure and facilitation, such as the status of international conventions and agreements, operational obstacles to transport in the subregion and the identification of potential issues that need to be addressed in order to improve

physical and institutional connectivity within the subregion. The secretariat will strengthen its support to the SPECA PWG-TBC with the cooperation of the ESCAP Subregional Office for North and Central Asia.

C. Transport facilitation

11. The Ministerial Conference on Transport at its second session, held in Bangkok from 12 to 16 March 2012, adopted the Regional Strategic Framework for the Facilitation of International Road Transport.^{3,4} The overall plan for the implementation of the Regional Strategic Framework is being prepared. The secretariat is planning to conduct subregional studies, formulate subregional action plans and identify key indicators to assess progress in the implementation of the Framework in cooperation with the ESCAP subregional offices for North and Central Asia, East and North East-Asia, South and South-West Asia.

12. As part of the Framework, the secretariat is also in the process of setting up a regional network of legal and technical experts on transport facilitation. It plans to conduct a number of studies on legal issues in transport facilitation, and will begin accepting applications for joining the network in the near future. The official launching of the network is scheduled to take place in 2013.

13. In addition, the secretariat refined the *Guidelines on Establishing and Strengthening National Coordination Mechanisms for Trade and Transport Facilitation in the ESCAP Region* in March 2012, which lays down broad principles, salient aspects and the main requirements for national coordination mechanisms to be successful. Based on these guidelines, the secretariat is conducting national workshops at the request of members and associate members to assist them in establishing and/or strengthening such mechanisms.

14. The secretariat is also developing a series of models to help improve the efficiency and effectiveness of the transport and border-crossing process. The *Secure Cross Border Transport Model*, published in May 2012, reviews existing and new information and communications technologies used to facilitate cross-border and transit transport. Other models being developed in this area are the Efficient Cross-border Transport Model, which will describe different options for improving the efficiency of cross-border operations and the Model on Integrated Control at Border Crossings, which explains how the application of modern technologies and streamlined procedures can reduce delays arising from border-control processes.

15. The secretariat has been upgrading its Time/Cost-Distance Methodology model, based on feedback and experiences gained from use of the model in the past. The upgraded methodology will be used independently as a tool to identify bottlenecks and monitor the transport and border-crossing performances of corridors. This model will be merged with a model used by the United Nations Conference on Trade and Development (UNCTAD) that is based on a cluster development methodology to develop a comprehensive cross-border and transit transport process management toolkit. The secretariat

³ E/ESCAP/MCT.2/13, annex II.

⁴ The Regional Strategic Framework, which is an annex to the Ministerial Declaration adopted by the Conference, was subsequently endorsed by the Commission in its resolution 68/4 of 23 May 2012.

will start a pilot application of the toolkit in order to build the capacity of control authorities and transport operators to use the model in a selected international corridor in Central Asia (Kazakhstan-Kyrgyzstan-Tajikistan). National training workshops on the application of the toolkit and follow-up activities on transport-related clusters at both the national and corridor levels will be held in 2012 and 2013. At these workshops, national and corridor action plans will be elaborated to pinpoint and eliminate or reduce existing bottlenecks.

16. In May 2012, the secretariat provided technical support for a meeting to finalize the Agreement between the Governments of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport. Participating countries conducted a final review of the language and consistency between the main agreement and its annexes, and discussed issues arising from the internal approval processes for signing the agreement in some countries.

D. Transport logistics

17. The secretariat organized the annual Regional Forum of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers and the Meeting of Chief Executives of National Associations of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers, which were held in Bangkok on 13 and 14 June 2012, respectively. The two events provided a platform for freight forwarders, multimodal transport operators and logistics service providers in Asia and the Pacific to share knowledge and experiences, discuss emerging issues and promote the development of their services.

18. On 11 June 2012, the secretariat held the Workshop on the Establishment of Sustainable Accredited Training Systems for Freight Forwarders, Multimodal Transport Operators and Logistics Services Providers in Asia and the Pacific. The Workshop concluded with the adoption of a three-tiered sustainable accredited training system which includes an international certificate course, national advanced certificate courses and national foundation certificate courses. The Regional Forum of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers subsequently expressed support for the outcome of the Workshop.

19. Additionally, in association with the Federation of Freight Forwarders Associations of the Philippines, the secretariat organized a training-of-trainers workshop on training fundamentals and a foundation course on freight forwarding, multimodal transport and logistics in Manila in April 2012.

E. Finance and private sector participation

20. In the area of finance and private sector participation, the secretariat continues to provide Governments with technical assistance on working with the private sector in the development in infrastructure. One such activity entailed holding a national workshop on public-private partnerships for development in Myanmar in January 2012. The secretariat plans to hold an expert group meeting in conjunction with the third Asia-Pacific Ministerial Conference on Public-Private Partnerships for Infrastructure Development, which is being organized and hosted by the Government of the Islamic Republic of Iran, in November 2012. The secretariat is also exploring possible collaboration with multilateral development banks to assist countries

in involving the private sector in transport infrastructure development and services.

F. Road safety

21. To follow up on the road safety activities that have been implemented under phase I of the Regional Action Programme,⁵ the secretariat is planning activities that provide technical assistance to member States in meeting their commitments under the Decade of Action for Road Safety, 2011-2020,⁶ particularly by building their capacity in road safety management, data collection and monitoring. As part of this initiative, the secretariat has undertaken a strategic review of its activities on road safety data collection and monitoring, with the aim to improve the quality and quantity of information in its road safety database. It is engaged in an early stage of discussion with potential donors and partners on collaboration to collect road safety data, conduct case studies on good practices, and provide capacity-building/training on identification and improvement of road black spots and on conducting safety audits.

G. Sustainable transport

22. Together with other regional commissions, the secretariat is implementing the project entitled “Development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation”. The project, which is being funded through the United Nations Development Account, is aimed at developing a uniform monitoring and analytical tool to evaluate the CO₂ footprint of land transport in order to help Governments better understand the implications of different policy options and select optimal strategies for meeting CO₂ reduction targets. The secretariat has collected and consolidated questionnaires from member States on CO₂ emissions from inland transport sources, and submitted them as input for a global status report on inland transport CO₂ emissions, which is being finalized by ECE. In April 2012, the secretariat also participated in the International Expert Meeting on Assessing Inland Transport CO₂ Emissions and the Impacts of Mitigation Policies, at which information on best practices and CO₂ reduction programmes was shared and modalities for the monitoring tool, ForFITS, were discussed. The project plans to pilot ForFITS in each region in early 2013 and organize awareness-raising and capacity-building workshops related to the tool throughout 2013.

H. Transport and the Millennium Development Goals

23. Under the eighth tranche of the United Nations Development Account, the secretariat is planning to implement a project on strengthening capacities in countries with special needs on designing and implementing economic and social development policies to accelerate progress towards achieving the Millennium Development Goals (2012-2014). The project will target countries with special needs, particularly countries that are “off-track” and most likely will not meet the Millennium Development Goals targets by 2015. It will focus on strengthening their capacities in designing and implementing specific policies and programmes to accelerate the progress towards

⁵ Commission resolution 63/9, annex.

⁶ See General Assembly resolution 64/255 of 2 March 2010.

achieving the Goals. Given that a large proportion of the poor live in rural areas, the project, which is expected to be launched before the end of 2012, will conduct case studies on the role of rural transport infrastructure and services in achieving the Goals, in particular with regard to farm-to-market logistics and access to social services.

I. Inter-island shipping

24. Inter-island shipping is a new thematic area of work for the secretariat. In this area, the secretariat aims to assist Pacific island member States in identifying possible approaches to enhance the regularity, reliability and affordability of their shipping services. Desktop research on the issue has been initiated, with the collection of statistical data and information on trade, port throughputs, maritime connectivity and shipping services operating in the Pacific region. The secretariat has also reviewed studies on issues related to the franchising of domestic shipping services, regional cabotage and regulation of international trade. It will work on these issues in close collaboration with the ESCAP Pacific Office as well as the Pacific Islands Forum Secretariat and the Secretariat of the Pacific Community.

J. Connecting subregional transport networks

25. The secretariat is planning to conduct a comparative analysis of the agreements related to transport facilitation in different subregions. The study will be presented to an inter-subregional meeting on legal issues in transport facilitation.

III. Outcome of the United Nations Conference on Sustainable Development and implications for the future focus of the subprogramme

26. At the first session of the Ministerial Conference on Transport, which was held in Busan, Republic of Korea, on 10 and 11 November 2006,⁷ as well as at its second session, which was held in Bangkok from 12 to 16 March 2012,⁸ member States recognized that an integrated intermodal regional transport network would not only improve transport efficiency but also provide numerous other benefits for sustainable and inclusive development. Among the benefits cited were increased trade and expansion of production, the creation of employment and resultant reductions in poverty, environmental benefits through increased rail transport usage, and the social and economic benefits stemming from safer transport systems.

27. This view was reaffirmed by the United Nations Conference on Sustainable Development (Rio+20 Conference), which was held in Rio de Janeiro, Brazil, from 20 to 22 June 2012. At this landmark Conference, Heads of State and Government and high-level representatives renewed their “commitment to sustainable development, and to ensuring the promotion of an economically, socially and environmentally sustainable future” and noted

⁷ E/ESCAP/MCT/Rep.

⁸ E/ESCAP/MCT.2/14.

that “transportation and mobility are central to sustainable development”.⁹ The overall objectives of the Regional Action Programme are closely in line with the outcome document of the Rio+20 Conference, particularly in the sections in which Heads of State and Government and high-level representatives that attended the Conference stated that they:

(a) Recognized the importance of the efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas;

(b) Took into account road safety as a part of their efforts to achieve sustainable development;

(c) Supported the development of sustainable transport systems, including energy efficient multi-modal transport systems, notably public mass transportation systems, clean fuels and vehicles, as well as improved transportation systems in rural areas;

(d) Recognized the need to promote an integrated approach to policymaking at the national, regional and local levels for transport services and systems to promote sustainable development;

(e) Recognized that the special development needs of landlocked and transit developing countries need to be taken into account while establishing sustainable transit transport systems, and acknowledged the need for international support to developing countries in this regard.

28. In accordance with the global mandate given by the Rio+20 Conference and the Secretary-General’s Five-Year Action Agenda of 25 January 2012, which features transport as one of the building blocks for sustainable development,¹⁰ the secretariat is looking at ways to integrate the three pillars of economic, social and environmental sustainability in the activities planned under the Regional Action Programme. In this regard, the secretariat is also planning to broaden its advocacy work to include more subsectors of sustainable transport.

29. For example, when planning and making policies to develop an international integrated intermodal transport network, countries in the region may benefit by taking into consideration the respective economic, social and environmental impacts of each mode to achieve the optimal combination of modes which provide safe, clean and affordable mobility solutions. In this regard, the secretariat will step up its efforts to develop, maintain and efficiently utilize the Asian Highway, Trans-Asian Railway and dry ports networks. This can be done by: (a) supporting integrated approaches to transport planning at the national level; (b) promoting the use of railways and inland water transport for long-distance and international transport; (c) strengthening intermodal interfaces, such as dry ports and logistics centres;

⁹ Sustainable transport issues are explicitly described in paragraphs 132, 133 and 136 of the outcome document of the United Nations Conference on Sustainable Development entitled “The future we want”, while the special needs of landlocked developing countries are noted in paragraph 182. For ease of reference, these paragraphs are reproduced in the annex to the present document. The full outcome document is annexed to General Assembly resolution 66/288.

¹⁰ The Secretary-General’s Five-Year Action Agenda, 25 January 2012, available from www.un.org/sg/priorities/index.shtml.

and (d) promoting the use of public-private partnerships and other public sector investment programmes for upgrading and expanding these networks.

30. Transport facilitation also plays an important role in optimizing the use of the networks and provides countries with economic, environmental and social benefits by improving the efficiency of movements across borders and reducing costs, unnecessary consumption of fuel, air pollution and greenhouse gases arising from delays at border crossings and high rates of empty returns. In this regard, the implementation of the Regional Action Programme will help address issues that are impeding efficient road transport. Meanwhile, enhanced efforts for the facilitation of railway transport will help shift traffic to this more environmentally sound mode of transport.

31. Building on their international reputation and “brand name”, the regional networks of the Asian Highway, Trans-Asian Railway and dry ports can also serve as “model networks” to demonstrate international practices and technical standards in terms of safety, security, environmental sustainability and accessibility.¹¹ For example, the secretariat can support member States in implementing sustainable and inclusive maintenance programmes by promoting life-cycle costing and innovative approaches to financing, as well as the use of more environmentally sustainable and locally available materials to develop and maintain infrastructure.

32. The secretariat also plans to expand the scope of its activities in the areas of “sustainable transport development” and “transport and the Millennium Development Goals” in order to increase the transport sector’s direct contribution to sustainable and inclusive development. In this regard, the secretariat will advocate sustainable transport policies in such areas as the promotion of safe, clean and affordable public transport systems in urban areas, the promotion of non-motorized and pedestrian transport, and connectivity between different modes of transport. The secretariat also intends to expand work in integrated approaches to rural development through cost-effective solutions for facilitating access to economic and social activities and improving the quality of information for transport infrastructure planning and maintenance.

IV. Strategic framework and draft programme of work for 2014-2015

33. The overall objective of subprogramme 3, Transport, in the strategic framework for the period 2014-2015 is “to strengthen regional cooperation and integration in transport for inclusive and sustainable development in the ESCAP region”.¹² Under this objective, the secretariat sets out the expected accomplishments listed in the table below which contains the draft programme of work for the subprogramme on transport, 2014-2015.

34. In order to achieve these expected accomplishments during the biennium 2014-2015, the secretariat proposes the following draft programme

¹¹ For example, in annex II of the Intergovernmental Agreement on the Asian Highway Network, the Contracting Parties recommended that while developing the Asian Highway network, Parties should give full consideration to issues of road safety. See paragraph 10, page 22 of the Intergovernmental Agreement on the Asian Highway Network, available from www.unescap.org/ttdw/common/tis/ah/IGA_intro.asp.

¹² Proposed strategic framework for the period 2014-2015, Part two: biennial programme plan A/67/6 (Prog.16), pp. 9-10.

of work that appears below. These activities will be implemented in collaboration with other subprogrammes within the secretariat, as well as with external partners. The implementation of these activities will enhance the contribution of the transport sector to the achievement of sustainable development goals in other sectors. In terms of its technical assistance activities, the secretariat will focus on countries with special needs, namely the least developed and landlocked developing countries, and work closely with the ESCAP Pacific Office on the thematic area of inter-island shipping.

Draft programme of work for the subprogramme on transport, 2014-2015

Expected accomplishment (a)

Enhanced knowledge and increased capacity of ESCAP member States to develop and implement transport policies and programmes

Indicators of achievement:

Increased number of government policies, programmes and initiatives that reflect transport-related principles or recommendations promoted by ESCAP

Proposed outputs:

- (a) Servicing of intergovernmental and expert bodies (regular budget):
 - (i) ESCAP:
 - a. Parliamentary documentation: reports on issues related to transport (1) (2014), (1) (2015);
 - (ii) ESCAP Committee on Transport:
 - a. Substantive servicing of meetings: plenary (6) (2014);
 - b. Parliamentary documentation: report of the Committee on Transport (1) (2014); reports on major issues related to transport (1) (2014);
 - (iii) Ad hoc expert groups: Expert group meeting on sustainable and inclusive transport development (1) (2014);
- (b) Other substantive activities (regular budget/extrabudgetary):
 - (i) Recurrent publications:
 - *Review of Developments in Transport in Asia and the Pacific* (1) (2015);
 - *Transport and Communications Bulletin for Asia and the Pacific* (2) (2014, 2015);
 - (ii) Technical materials:
 - Regional progress on the United Nations Decade of Action for Road Safety (1) (2014);
 - Updating of manual and software for transport policy (Integrated Transport Planning Model) (1) (2014);
- (c) Technical cooperation (regular budget/extrabudgetary):
 - (i) Field projects: technical cooperation project:
 - Strengthening the capacity of member States to formulate and implement policies and measures for development of economically viable, environmentally sound and socially inclusive transport systems, including in support of the Millennium Development Goals (1) (2014-2015);

- Strengthening the capacity of member States to formulate and implement policies to improve road safety (1) (2014-2015);
- Strengthening the capacity of policymakers and the private sector to develop and manage efficient and sustainable regional/subregional transport connectivity, including inter-island shipping (1) (2014-2015).

Expected accomplishment (b)

Increased capacity of ESCAP member States and the private sector to plan and develop international integrated intermodal transport linkages, including the Asian Highway, Trans-Asian Railway and dry ports of international importance

Indicators of achievement:

- (i) Number of national projects and programmes to upgrade regional transport infrastructure, including the Asian Highway network, the Trans-Asian Railway network and dry ports of international importance
- (ii) Increased number of accessions by ESCAP member States to global, regional and subregional agreements

Proposed outputs:

- (a) Servicing of intergovernmental and expert bodies (regular budget):
 - (i) Assistance to representatives, rapporteurs:
 - Working group on the Asian Highway Network (1) (2015);
 - Working group on the Trans-Asian Railway Network (1) (2015);
 - Working group on dry ports (1) (2015);
- (b) Other substantive activities (regular budget/extrabudgetary):
 - (i) Technical material:
 - Updating of the geographic information systems (GIS) database on transport, the Asian Highway database and the Trans-Asian Railway database (1) (2014-2015);
 - Maps of the integrated intermodal transport network, the Asian Highway and the Trans-Asian Railway (3) (2014-2015);
- (c) Technical cooperation (regular budget/extrabudgetary):
 - (i) Field projects: technical cooperation project:
 - Strengthening capacity of member States to develop and operationalize an integrated regional transport network, including the Asian Highway, the Trans-Asian Railway and dry ports of international importance (1) (2014-2015);
 - Strengthening capacity of member States to mobilize finance from various sources, including the private sector, for sustainable transport infrastructure development (1) (2014-2015).

Expected accomplishment (c)

Increased capacity of ESCAP member States and the private sector to implement measures to improve the efficiency and sustainability of international transport operations and logistics

Indicators of achievement:

- (i) Increased number of initiatives to remove non-physical bottlenecks and to facilitate the efficient movement of people, goods and vehicles along transport routes and at border crossings
- (ii) Increased number of countries with training programmes on freight forwarding, multimodal transport and logistics

Proposed outputs:

- (a) Servicing of intergovernmental and expert bodies (regular budget):
 - (i) Ad hoc expert groups:
 - Expert group meeting on integrated use of a Single Window for trade and transport facilitation (1) (2015);
 - (ii) Assistance to representatives, rapporteurs:
 - United Nations Special Programme for the Economies of Central Asia (SPECA): working group on transport and border crossing (2) (2014, 2015);
 - (b) Other substantive activities (regular budget/extrabudgetary):
 - (i) Non-recurrent publications: monograph series on transport facilitation and logistics development in Asia and the Pacific (1) (2015);
 - (ii) Technical materials:
 - Updating of training materials on freight forwarding, multimodal transport and logistics (1) (2014);
 - Updating of transport facilitation model (1) (2015);
 - Meeting the needs of a Single Window for trade and transport facilitation (1) (2015);
 - (c) Technical cooperation (regular budget/extrabudgetary):
 - (i) Field projects: technical cooperation project:
 - Strengthening capacity of member States to formulate and implement transport facilitation measures (1) (2014-2015);
 - Strengthening capacity of policymakers and private sector to develop efficient freight forwarding, multimodal transport and logistics services (1) (2014-2015).
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V. Issues for consideration

35. The Committee may wish to review the implementation of the Regional Action Programme and provide the secretariat with guidance on the future programmatic focus, including the draft programme of work for the biennium 2014-2015.

Annex

Paragraphs relating to transport from “The future we want”, the outcome document of the United Nations Conference on Sustainable Development^a

Sustainable transport

132. We note that transportation and mobility are central to sustainable development. Sustainable transportation can enhance economic growth and improve accessibility. Sustainable transport achieves better integration of the economy while respecting the environment. We recognize the importance of the efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas. In this regard, we take into account road safety as part of our efforts to achieve sustainable development.

133. We support the development of sustainable transport systems, including energy efficient multi-modal transport systems, notably public mass transportation systems, clean fuels and vehicles, as well as improved transportation systems in rural areas. We recognize the need to promote an integrated approach to policymaking at the national, regional and local levels for transport services and systems to promote sustainable development. We also recognize that the special development needs of landlocked and transit developing countries need to be taken into account while establishing sustainable transit transport systems. We acknowledge the need for international support to developing countries in this regard.

Sustainable cities and human settlements

135. We commit to promote an integrated approach to planning and building sustainable cities and urban settlements, including through supporting local authorities, increasing public awareness and enhancing participation of urban residents, including the poor, in decision-making. We also commit to promote sustainable development policies that support inclusive housing and social services; a safe and healthy living environment for all, particularly children, youth, women and the elderly and disabled; affordable and sustainable transport and energy; promotion, protection and restoration of safe and green urban spaces; safe and clean drinking water and sanitation; healthy air quality; generation of decent jobs; and improved urban planning and slum upgrading. We further support sustainable management of waste through the application of the 3Rs (reduce, reuse and recycle). We underline the importance of considering disaster risk reduction, resilience and climate risks in urban planning. We recognize the efforts of cities to balance development with rural regions.

136. We emphasize the importance of increasing the number of metropolitan regions, cities and towns that are implementing policies for sustainable urban planning and design in order to respond effectively to the expected growth of urban populations in the coming decades. We note that sustainable urban planning benefits from the involvement of multiple stakeholders as well as from full use of information and sex-disaggregated data, including on demographic trends, income distribution and informal

^a See General Assembly resolution 66/288 of 27 July 2012.

settlements. We recognize the important role of municipal governments in setting a vision for sustainable cities, from the initiation of city planning through to revitalization of older cities and neighbourhoods, including by adopting energy efficiency programmes in building management and developing sustainable, locally appropriate transport systems. We further recognize the importance of mixed-use planning and of encouraging non-motorized mobility, including by promoting pedestrian and cycling infrastructures.

Landlocked developing countries

182. We invite Member States, including development partners, organizations of the United Nations system and other relevant international, regional and subregional organizations, to speed up further the implementation of the specific actions in the five priorities agreed upon in the Almaty Programme of Action and those contained in the declaration on the midterm review of the Almaty Programme of Action, in a better coordinated manner, in particular for the construction, maintenance and improvement of their transport, storage and other transit-related facilities, including alternative routes, completion of missing links and improved communications and energy infrastructure, so as to support the sustainable development of landlocked developing countries.
