



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

Bangkok, 15-17 October 2014

Report of the Committee on Transport on its fourth session
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I. Matters calling for action by the Commission or brought to its attention

1. The Committee recommends to the Commission, for endorsement at its seventy-first session in 2015: (a) the draft programme of work for 2016-2017; and (b) the proposal of the secretariat to convene the third session of the Ministerial Conference on Transport in 2016 in lieu of the fifth session of the Committee on Transport.
2. The Committee recommends that a draft resolution on a “regional cooperation framework for the facilitation of international railway transport” be submitted to the Commission for adoption at its seventy-first session in 2015.
3. The Committee urges those member States that have not already done so to consider signature and/or expedition of internal formalities to ratify or approve the Intergovernmental Agreement on Dry Ports so as to bring it into force at the earliest date.
4. The Committee recommends that consideration should be given to amending the Intergovernmental Agreement on the Trans-Asian Railway Network and the Intergovernmental Agreement on the Asian Highway Network so as to include cohabitation, as outlined in the outcomes of the Manila, Almaty and Paro expert consultations.
5. The Committee further recommends that issues related to such amendments be dealt with through future meetings of the working groups on the Asian Highway and Trans-Asian Railway networks, as established under the respective agreements.
6. The Committee noted the benefits of open access to passive communication infrastructure, including that to be deployed along the Asian Highway and Trans-Asian Railway networks.
7. The Committee encourages the secretariat to create a database of pan-regional infrastructure projects with existing or future fibre co-deployment potential. This information could be integrated into the online maps of the Asia-Pacific information superhighway developed by ESCAP and the International Telecommunication Union.

II. Proceedings

A. Review of the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016)

(Agenda item 2)

8. The Committee had before it the document by the secretariat entitled “Review of the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016)” (E/ESCAP/CTR(4)/1) and a document on the activities implemented under the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016).
9. The Committee noted with satisfaction the work of the secretariat in the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016).

10. The Committee reaffirmed its support for the development of the Asian Highway, Trans-Asian Railway and dry ports, and recognized their role in supporting the development of an intermodal transportation and logistics system. In that respect, the Committee noted the progress that was being made in developing/upgrading transport infrastructure in member countries, including the Asian Highway and Trans-Asian Railway.

11. With regard to development of the Asian Highway, the Committee noted that: (a) the National Highway Authority of Pakistan had planned to develop a 2,395-km-long China-Pakistan economic corridor, connecting Gwadar in Pakistan to Kashi in China, and had also made plans for a Karachi-Lahore six-lane, access-controlled motorway; (b) the Republic of Korea was currently undertaking a study on establishing a multimodal transport logistics network in Eurasia with the initial aim of connecting the Korean peninsula with neighbouring border regions in China and the Russian Federation; (c) the Government of the Russian Federation had spent \$833 million in 2014 on its main federal highway network, including in its Far Eastern Federal District, and on a Europe-western China corridor that would eventually provide a connection between the Baltic Sea and the Pacific; (d) in India, the Government had made investments to improve the quality of the 11,690 km of Asian Highway routes through the country, in particular 6,901 km of those routes had now been developed to four-lane standards under the National Highway Development Project, while plans were afoot to bring another 2,254 km up to standard in the near future; and (e) in 2014, Indonesia had made progress in installing harmonized Asian Highway route signs along three of its sections and had plans to continue work on two additional sections in 2015.

12. With regard to the Trans-Asian Railway, the Committee noted the following progress: (a) development of the Indonesian railway network in Java, Sumatra, Kalimantan and Sulawesi; (b) ongoing work on a Kazakhstan-Turkmenistan-Islamic Republic of Iran railway line, with completion set for December 2014; (c) progress on the construction of the Qazvin-Rasht-Astara rail section between Azerbaijan and the Islamic Republic of Iran and the Sangam-Herat line between the Islamic Republic of Iran and Afghanistan; (d) the missing link between Jiribam and Imphal in India was under construction, the Reconnaissance and Engineering cum Traffic Survey report for the section between Imphal and Moreh, also in India, had been submitted and Rail India Technical and Economic Services had submitted its offer for a detailed project report to the Ministry of External Affairs of India for a rail link from Moreh (in India) to Tamu and on to Kaley (both in Myanmar); (e) construction of a railway between Vahdat and Javan in Tajikistan; (f) modernization and upgrading, by the Russian Federation railway authorities, of the Baikal-Amur line and the Trans-Siberian main line as two important conduits for Asia-Europe trade and reconstruction of the line section between Khasan (Russian Federation) and the port of Rajin (Democratic People's Republic of Korea) together with the establishment of an important freight terminal in the port of Rajin to serve international trade from and to the Korean peninsula; (g) test runs of container trains between Nepal, India and Bangladesh were to be organized; (h) operationalization of container services along a number of routes, including the Islamabad – Tehran – Istanbul (Turkey), Bandar Abbas (Islamic Republic of Iran) – Almaty (Kazakhstan) and Almaty – Tehran – Istanbul corridors; and (i) provision by the Government of Tajikistan of the necessary budget to develop rail connectivity with Afghanistan and Turkmenistan so as to contribute to the emergence of international freight transit corridors.

13. The Committee observed that member States had increasingly been engaging in technical assistance with their neighbours to advance the development of efficient transport infrastructure and services in the region. In that regard, it noted the forthcoming training course that the Moscow State University of Railway Engineering would organize for railway officials of the Democratic People's Republic of Korea on switching from direct electrical current to alternating current.

14. Recognizing that the provision of infrastructure needed to be paralleled by facilitation measures so as to ease operations, the Committee was apprised of initiatives that had been taken by some member States to facilitate international land transport, such as the forthcoming regional railway agreement among the members of the South Asian Association for Regional Cooperation (SAARC). With the same purpose in mind, the Committee noted the successful establishment of the National Trade and Transport Facilitation Committee in Pakistan and, in that context, noted the request to the secretariat by the national delegation to conduct a subregional workshop in Pakistan for the countries of the South and South-West Asian subregion.

15. The Committee was informed of the recent signing of the Agreement between the Governments of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport and underlined its importance as a milestone in the development of transport cooperation within the framework of the Organization. The Committee noted the unique role of the secretariat in supporting the formulation of the Agreement and requested it to provide further assistance as regards practical implementation.

16. The Committee also noted with appreciation the financial support provided to the secretariat by the Government of the Russian Federation to conduct activities on the facilitation of seamless rail-based intermodal services, development of dry ports and harmonization of the legal environment for international road transport in Asia and the Pacific.

17. The Committee recognized the secretariat's role in facilitating negotiations on the draft legal instrument on transit transport along Asian Highway route AH4 among China, Mongolia and the Russian Federation, and noted the outcome of the recently held consultation meeting among those countries.

18. The Committee noted the importance of sustainable transport as a building block of sustainable development. It acknowledged the various initiatives under way across the region for the provision of safe, clean and energy-efficient urban transport, which included improvement of urban public mass transportation systems, revitalization of urban railways, promotion of non-motorized transport and the contribution of more environmentally friendly freight initiatives for green growth.

19. The Committee recognized the importance of road safety and expressed its support for the work of the secretariat in the implementation of road safety programmes within the framework of the Decade of Action for Road Safety 2011-2020.

20. The Committee noted that such programmes endeavoured to address road safety across a broad range of issues, including: (a) improvement of laws and regulations; (b) introduction of safety measures for vulnerable road users; (c) expansion of safe infrastructure; and (d) the introduction of

intelligent transport systems to prevent road crashes. It further noted that member States had set national road safety goals and targets to reduce fatalities and improve safety.

21. The Committee was informed that the 25th World Road Congress would take place in Seoul, in November 2015, on the theme of “Roads and mobility — creating new value from transport”. The delegation of the Republic of Korea extended its invitation to all member States to attend the Congress.

22. The representative of the Economic Cooperation Organization (ECO) informed the Committee of the major achievements that had taken place in its member States, namely: (a) establishment of the committees on road, customs transit and insurance under the Transit Transport Coordination Council, a special body established to monitor and coordinate matters related to transit transport among contracting parties to the ECO Transit Transport Framework Agreement; (b) operation of the Kazakhstan-Turkmenistan-Islamic Republic of Iran railway line in the near future; (c) establishment of high-level working groups for operation of ECO container trains along routes connecting Istanbul and Almaty, Bandar Abbas and Almaty, and Islamabad, Tehran and Istanbul; (d) development of the Islamabad-Tehran-Istanbul and Kyrgyzstan-Tajikistan-Afghanistan-Islamic Republic of Iran road corridors with application of the International Road Transport (TIR) system; (e) monitoring of cross-border transport performance using the ESCAP time/cost-distance methodology in cooperation with the International Road Transport Union; and (f) establishment of the ECO Logistics Providers Associations Federation.

B. Harnessing cross-sectoral infrastructure synergies

(Agenda item 3)

23. The Committee had before it a note by the secretariat entitled “Harnessing cross-sectoral infrastructure synergies” (E/ESCAP/CICT(4)/2-E/ESCAP/CTR(4)/2), a note verbale dated 10 October 2014 from the Government of Bhutan (E/ESCAP/CICT(4)/7), a note verbale dated 29 August 2014 from the Government of the Republic of Kazakhstan (E/ESCAP/CICT(4)/6), and a note verbale dated 14 October 2014 from the Embassy of the Republic of the Philippines (E/ESCAP/CICT(4)/8).

24. The Committee expressed its appreciation to the secretariat for having created the conditions for cross-sectoral collaboration through organization of the first joint session with the Committee on Information and Communications Technology.

25. The Committee noted that, in building a terrestrial meshed network of fibre, there was a strong incentive to leverage synergies across infrastructure sectors, notably that of transport. The Committee noted that a number of good practices already existed in the ESCAP region, resulting in win-win outcomes, including additional revenues for the host utilities as well as cheaper and more extensive fibre deployment, which would contribute to improved access to information and communications technology (ICT) at national and regional levels.

26. The Committee also noted the need to consider legislation at the national level to encourage open access to passive communication infrastructure, including that to be deployed along the Asian Highway and Trans-Asian Railway networks.

27. To promote synergies between ICT, energy and transport infrastructures, the Committee recommended that consideration should be given to amending the Intergovernmental Agreement on the Trans-Asian Railway Network and the Intergovernmental Agreement on the Asian Highway Network, so as to include provisions for the co-deployment of fibre infrastructure along road and railway networks.

28. The Committee further recommended that issues related to such amendments be dealt with through future meetings of the working groups on the Asian Highway and Trans-Asian Railway networks, as established under the respective agreements.

29. The Committee was apprised of the important role that intelligent transport systems (ITS) could play in facilitation of international land transport, including border-crossing formalities. In that context, the Committee expressed appreciation for the work of the secretariat in developing the secure cross-border transport model and the model on integrated controls at border-crossings. In general, the Committee recognized the role of ITS in achieving sustainable development goals and furthering regional cooperation and connectivity.

30. The Committee supported future collaboration between the secretariat and other development partners in ICT and development-related work.

C. Major issues in transport (Agenda item 4)

1. Development and operation of dry ports of international importance

31. The Committee had before it the document entitled “Development and operation of dry ports of international importance” (E/ESCAP/CTR(4)/3).

32. The Committee expressed its support for the work of the secretariat in promoting the development of dry ports.

33. In that respect, the Committee welcomed the opening for signature of the Intergovernmental Agreement on Dry Ports during the Forum of Asian Ministers of Transport at its second session (Bangkok, 4-8 November 2013). It acknowledged that the Agreement would promote the development of modern infrastructure in the region and enhance the role of the Asian Highway and Trans-Asian Railway in realizing the vision of an international integrated intermodal transport and logistics system for the region.

34. The Committee acknowledged that the Governments of the Republic of Korea and Thailand had ratified the Intergovernmental Agreement on Dry Ports. It noted with satisfaction that Bangladesh had signed the Agreement during the General Assembly in September 2014. It further noted with satisfaction that the process to sign the Agreement had been in progress in a number of member States, including Turkey, while other member States had initiated their respective national procedures to become parties to the Agreement, including Cambodia, China, the Islamic Republic of Iran, Pakistan and the Russian Federation. It welcomed the news that the Government of Viet Nam had completed the process to become a party and that the ad hoc legal instrument would be provided shortly.

35. In that context, the Committee urged those member States that had not already done so to consider signature and/or expedition of internal formalities to ratify or approve the Intergovernmental Agreement on Dry Ports so as to bring it into force at the earliest date.

36. The Committee noted the efforts of the secretariat in identifying and disseminating best practices relating to dry port development and recognized that those best practices were being used by member States to benchmark their national development in that area. The Committee requested the secretariat to extend its work in that area by launching an analysis detailing the process by which dry ports could evolve into special economic zones, in particular in border areas.

37. The Committee noted with satisfaction the initiatives taken by a number of member States to develop dry ports as a tool in providing sustainable transport solutions, as well as access to ports for least developed landlocked countries. In that respect, it noted that Turkey had embarked on a programme to establish a number of growth centres, while in Georgia, the Government had already established four main dry ports and was currently developing a deep-sea port on the Black Sea that was expected to turn the country into a major logistics hub. In Thailand, the development of intermodal facilities at Chiang Khong near the fourth Thai-Lao Friendship Bridge over the Mekong River at the border with the Lao People's Democratic Republic was destined to support a modal shift from road to rail while catering to trilateral trade between western China, the Lao People's Democratic Republic and Thailand.

38. The Committee noted that the development of dry ports had been creating a new momentum by which countries were ready to cooperate in the implementation of international projects aimed at achieving greater connectivity in the region. However, the Committee noted that the development of dry ports had been hampered by funding bottlenecks and that some countries had been looking at public-private partnership modalities as an alternative financing mechanism. In that respect, the Committee requested the secretariat to collect and disseminate knowledge on the financing options being adopted for dry port development.

39. The Committee took note of the suggestion from the Asian Institute of Transport Development that certain conditions were a prerequisite to success. It heard the view that developing dry ports catering to both domestic and international traffic might enhance the viability of projects, in particular as regards land acquisition. The view was also expressed that dry ports needed to be developed as common-user facilities with a one-stop-shop concept in mind and serve as a crossover point between different transport modes so that each mode could play on its specific strengths while complementing others to offer seamless transport solutions.

2. Transport facilitation and logistics development: the way to enhance operational connectivity in the region

40. The Committee had before it the document entitled "Transport facilitation and logistics development: the way to enhance operational connectivity in the region" (E/ESCAP/CTR(4)/4).

41. The Committee expressed its appreciation to the secretariat for its work related to transport facilitation, including the development of the Regional Strategic Framework for the Facilitation of International Road Transport, the establishment of the Regional Network of Legal and Technical

Experts on Transport Facilitation, practical application of the ESCAP time/cost-distance methodology and secure cross-border transport model, and its assistance in the formulation of the draft agreement on transit transport by road between China, Mongolia and the Russian Federation.

42. The Committee emphasized the importance of the facilitation of international railway transport by harmonizing legal arrangements, standardizing operational and technical requirements and addressing bottlenecks at border interchange stations, such as through the use of electronic documents and coordination of Customs and other regulatory controls. In that regard, the Committee noted the initiatives made by some countries in facilitating cross-border railway transport, such as the accession by Pakistan to the Convention concerning International Carriage by Rail and the development of a regional railway agreement by SAARC member countries.

43. The Committee emphasized that the existing differences between the legal regimes related to railway transport hindered the efficiency of international rail transport operations. In that regard, the Committee underlined the importance of efforts to harmonize legal regimes for international railway transport and noted the call for member countries to join the activities towards the establishment of unified railway law under the auspices of the United Nations Economic Commission for Europe.

44. The Committee was apprised of the progress achieved in member countries in taking facilitation measures for road transport, including: (a) development of regional and international transport corridors (Islamic Republic of Iran); (b) establishment of national trade and transport facilitation coordination committees (China and Pakistan); (c) development of integrated checkpoints at border crossings (Nepal); (d) work in progress for accession to a number of transport facilitation conventions (Pakistan); (e) conclusion of a number of new bilateral and multilateral agreements on transport facilitation (China); (f) conclusion of a new transit trade agreement between Afghanistan and Pakistan to improve transit transport; (g) implementation by Thailand of bilateral agreements on road transport facilitation with the Lao People's Democratic Republic and Malaysia; (h) new developments related to Association of Southeast Asian Nations (ASEAN) framework agreements on facilitation of goods in transit and on facilitation of inter-State transport; (i) development of regional road agreements by SAARC member countries; and (j) progress in implementation of the cross-border transport facilitation agreement between the members of the Greater Mekong Subregion.

45. The Committee was informed of the progress achieved in member countries in the development of transport logistics through various means, including: (a) building sustainable logistics chains for delivering freight between Europe and Asia via the Trans-Siberian Railway in the Russian Federation as part of the Trans-Asian Railway Network; (b) improving the performance of freight forwarders and introducing a regulatory mechanism for transport logistics (Pakistan); (c) establishing a logistics transport master plan to develop the logistics transport network connecting neighbouring countries and reduce logistics transport costs (Thailand); (d) implementing a national logistics system programme to develop transport logistics through an adequate, affordable, reliable, efficient and integrated transport network, linking international hubs, developing integrated multimodal transport systems, strengthening seaports and inland waterways, improving infrastructure and increasing road safety (Indonesia); (e) ongoing cooperation by China with other North-East Asian countries in developing intermodal logistics services, including land-sea trailer roll-on/roll-off transport between

China and the Republic of Korea; and (f) implementing the Comprehensive Programme of Logistics Policies to improve logistics management across the region by building an efficient and seamless logistics network supported by information technology, as well as initiatives to create a seamless logistics system in East Asia (Japan).

46. The Committee was also informed of the ongoing pilot implementation of the ESCAP secure cross-border transport model to address the non-physical barriers along the India-Bhutan transit corridor with financial and technical assistance from the secretariat and the Asian Development Bank.

47. The Committee requested that the secretariat continue its assistance in formulating the draft agreement on transit transport by road between China, Mongolia and the Russian Federation.

48. The Committee noted the request of Mongolia to assist in developing a legal framework for logistics.

49. The representative of the International Road Transport Union informed the Committee of the long delays and high informal costs encountered in cross-border transport as a result of truck caravans and pointed to the benefits of accession of member countries to transport facilitation conventions, in particular to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets, the so-called TIR Convention, 1975.

50. The representative of the Asian Institute of Transport Development informed the Committee about the initiative to enhance the skills of transport and logistics professionals by organizing training programmes for managers from numerous countries in South Asia and South-East Asia on issues covering both software and hardware aspects of the different modes of transport. The Committee expressed its appreciation to the Institute for those capacity-building efforts.

3. Promoting sustainable and inclusive transportation systems

51. The Committee had before it the document entitled “Promoting sustainable and inclusive transportation systems” (E/ESCAP/CTR(4)/5).

52. The Committee recalled that sustainable and inclusive transport development was a mainstay of the global development agenda beyond 2015 and noted with satisfaction that member States were already giving high priority to the planning and implementation of more sustainable transport infrastructure and services.

53. The Committee took note of various policy initiatives that were being implemented by member States to enhance the sustainability of transport systems, reduce emissions and increase energy efficiency. Some of the initiatives mentioned were: (a) promotion of non-motorized transport in the Lao People’s Democratic Republic; (b) a plan to develop bicycle lanes in the Republic of Korea and Thailand; (c) designation of non-motorized zones and observance of bicycle days in Thailand; (d) development and expansion of mass rapid transit and bus rapid transit systems to improve urban public transportation in Bangladesh, China, the Lao People’s Democratic Republic, Pakistan, the Republic of Korea and Thailand; (e) low-carbon logistics systems through the revitalization of railways and coastal shipping in the Republic of Korea and Thailand; (f) adoption of emission standards in India;

(g) promotion and use of electric vehicles in Bhutan; (h) introduction of fuel-efficient buses for public transportation in Pakistan; (i) a lower tax regime for cleaner vehicles in Bhutan; (j) use of new technologies, such as intelligent transport systems, to combat the negative externalities of the transport sector in the Republic of Korea; (k) planning for integrated and comprehensive transportation systems in China; (l) development by Japan of the concept of “quality transport” to furnish environmentally friendly, safe and convenient transport options to all sectors of society, including elderly and vulnerable people; and (m) developing a master plan for sustainable transport systems and mitigation of climate change impacts in Thailand, and developing transport infrastructure with the theme of sustainable and inclusive transport to boost green transport that was focused on releasing less greenhouse gas emissions, especially that of carbon dioxide, as a result of transport development.

54. The Committee highlighted the importance of capacity-building activities in the development of sustainable and inclusive transport policies and expressed its appreciation to the Government of the Republic of Korea for the financial support it had provided to the secretariat for organizing capacity-building activities on related issues in a number of countries in the region. In that respect, the Committee noted the request of Bhutan that it be able to benefit from similar meetings in the future.

55. The Committee was informed that India and Nepal had also taken active measures in organizing, respectively, a regional meeting and a national workshop on sustainable and inclusive transport development.

56. The Committee noted the importance of “inclusiveness” in the provision of transport services and the need to provide access to rural communities and vulnerable groups of people.

57. The Committee was advised of the importance of interoperability of systems in the region, and in that regard member States were looking towards more harmonized, multimodal and interconnected systems that could contribute more effectively to sustainable development.

58. The Committee acknowledged that road safety was a critical component in economic and social development and expressed its appreciation to the secretariat for implementing road safety programmes and organizing road safety workshops in the region. The Committee also noted with satisfaction the efforts that had been made by countries to reduce road traffic fatalities and injuries in line with the Decade of Action for Road Safety 2011-2020.

59. The Committee stressed the importance of the harmonization of road signs and signals to improve road safety and called for countries to implement the Convention on Road Traffic, 1968 and the Convention on Road Signs and Signals. In that regard, the Committee expressed its support for the secretariat to conduct a study to review the status of road signs and signals in member countries.

60. The Committee noted the advocacy role and contribution of the Russian Federation in promoting road safety in line with the ESCAP regional road safety goals, targets and indicators for Asia and the Pacific and the Decade of Action for Road Safety 2011-2020. The Committee also noted the organization of the Fifth International Congress “Road Safety for the Safety of Life”, held in St. Petersburg, Russian Federation, on 25 and 26 September 2014.

61. The Committee noted that public-private partnerships could be used as a mechanism to develop public transport systems. In that respect, the Committee was informed that the secretariat would be organizing the Asia-Pacific Forum on Public-Private Partnerships for Transport Infrastructure Development in Bangkok on 21 and 22 January 2015.

62. The representative of the United Nations Environment Programme (UNEP) outlined various activities that supported intergovernmental cooperation and capacity-building on air pollution in Asia, such as the Partnership for Clean Fuels and Vehicles and the Asia Pacific Clean Air Partnership, and expressed the interest of UNEP in working with the secretariat in that area.

63. The representative of the ASEAN Ports Association informed the Committee that it had been working to promote sustainable transport systems by implementing green port initiatives to reduce carbon emissions by using electricity or alternative forms of energy.

64. The representative of the German Agency for International Cooperation (GIZ) informed the Committee that the notion of “green freight” had been receiving increased attention due to its potential to provide win-win transport and logistics solutions offering cost savings to shippers through higher energy efficiency, while reducing the level of greenhouse gas emissions. The Committee noted the interest of GIZ in collaborating with the secretariat and other development partners to enhance operational connectivity in the region. The Committee also took note of the activities that were being implemented under the Partnership on Sustainable, Low Carbon Transport, which had been established to push for the integration of sustainable transport issues into global agenda discussions, such as the Open Working Group of the General Assembly on Sustainable Development Goals.

65. The representative of the Institute of Road Traffic Education in his presentation further highlighted the importance of the Convention on Road Traffic, 1968 and the Convention on Road Signs and Signals to improve road safety.

D. Consideration of future programme focus

66. The Committee had before it the document entitled “Draft programme of work for 2016-2017” (E/ESCAP/CTR(4)/6) and a conference room paper on the proposed strategic framework for the period 2016-2017.

67. The Committee recommended that the proposed programme of work for 2016-2017 and the proposal of the secretariat to convene the third session of the Ministerial Conference on Transport in 2016 in lieu of the fifth session of the Committee on Transport be put forward for possible endorsement by the Commission at its seventy-first session in 2015.

E. Consideration of draft resolutions and decisions for submission to the Commission at its seventy-first session

68. The Committee recommended that a draft resolution on a “regional cooperation framework for the facilitation of international railway transport” be submitted to the Commission for possible adoption at its seventy-first session.

F. Other matters

69. No other matters were raised.

G. Adoption of the report of the Committee

70. The Committee adopted the present report on 17 October 2014 for submission to the Commission for endorsement at its seventy-first session.

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

71. The fourth session of the Committee on Transport was held at the United Nations Conference Centre in Bangkok from 15 to 17 October 2014. It was declared open by H.E. Air Chief Marshal Prajin Juntong, Minister of Transport of Thailand. The Executive Secretary of ESCAP delivered a statement.

B. Attendance

72. The session was attended by representatives of the following members and associate members of ESCAP: Afghanistan; Armenia; Bangladesh; Bhutan; Cambodia; China; Democratic People's Republic of Korea; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kyrgyzstan; Lao People's Democratic Republic; Malaysia; Mongolia; Nepal; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Timor-Leste; Turkey; Uzbekistan; Viet Nam; and Macao, China.

73. Representatives of the following States also attended: Morocco; Nigeria; Peru; and South Africa.

74. Representatives of the following United Nations bodies and specialized agencies were present: United Nations Environment Programme; United Nations Office on Drugs and Crime; World Bank; and World Health Organization.

75. The following intergovernmental organizations, non-governmental organizations and other organizations were represented: ASEAN Ports Association; Asian Institute of Transport Development; Economic Cooperation Organization; German Agency for International Cooperation; Global Infrastructure Fund Research Foundation Japan; Institute of Road Traffic Education; International Road Transport Union; International Union of Railways; Partnership on Sustainable, Low Carbon Transport; and South Asian Association for Regional Cooperation.

C. Election of officers

76. The Committee elected the following officers:

Chair: Mr. Tulasi Prasad Sitaula (Nepal)

Vice-Chairs: Mr. Niraj Verma (India)
Ms. Çisel Aslan (Turkey)

Rapporteur: Mr. Hong Sinara (Cambodia)

D. Agenda

77. 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 Transport Development in Asia and the Pacific, phase II (2012-2016).
 3. Harnessing cross-sectoral infrastructure synergies.
 4. Major issues in transport:
 - (a) Development and operation of dry ports of international importance;
 - (b) Transport facilitation and logistics development: the way to enhance operational connectivity in the region;
 - (c) Promoting sustainable and inclusive transportation systems.
 5. Consideration of future programme focus.
 6. Consideration of draft resolutions and decisions for submission to the Commission at its seventy-first session.
 7. Other matters.
 8. Adoption of the report of the Committee.

Annex

List of documents

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