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

Eighth session
Bangkok, 5–7 November 2024

Report of the Committee on Transport on its eighth session

I. Matters brought to the attention of the Economic and Social Commission for Asia and the Pacific

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:

Decision 1

The Committee on Transport, having reviewed the status of implementation of the Regional Action Programme on Sustainable Transport Development in Asia and the Pacific (2022–2026), notes the progress made in its implementation and urges member States, with the involvement of relevant stakeholders and partners, to scale up cooperation and complete its implementation by the end of 2026, in line with national priorities and as appropriate.

Decision 2

The Committee on Transport, having noted the outcomes of the fourth International Conference on Small Island Developing States and in the light of the preparations for the forthcoming third United Nations Conference on Landlocked Developing Countries, calls for strengthened collaboration to address the connectivity needs of least developed countries, landlocked developing countries and small island developing States in Asia and the Pacific. In this connection, the Committee invites members and associate members, with the support of relevant partners, to consider taking additional actions and identifying new cooperative modalities to facilitate the access of these countries to international markets, taking note of the measures recommended by participants in the regional dialogue on sustainable maritime connectivity in 2024, and encourages them to support seamless connectivity for all, including landlocked developing countries.

Please recycle

Decision 3

The Committee on Transport welcomes the continued efforts of members and associate members towards enhancing infrastructure and operational connectivity in Asia and the Pacific and takes note of the new amendments to the Intergovernmental Agreements on the Asian Highway Network, the Trans-Asian Railway Network and Dry Ports, including the new annex to the Intergovernmental Agreement on the Trans-Asian Railway Network on general principles on electronic information exchange among railways and between railways and control agencies. The Committee notes the adoption of the Strategy 2030 on Accelerating Rail Digital Transformation in the Asia-Pacific Region by the Working Group on the Trans-Asian Railway Network. The Committee also requests the secretariat to pursue further collaborative efforts in order to facilitate regional and interregional transport connectivity and sustainability, within existing mandates and resources.

Decision 4

The Committee on Transport takes note of the key elements of the regional road map to support regional cooperation for the wider deployment of sustainable smart transport systems in Asia and the Pacific, which member States may wish to use, on a voluntary basis, to deploy smart transport systems, and requests the secretariat, within existing mandates and resources, to assist interested member States, upon their request and with the support of relevant partners, as appropriate, in the development and implementation of their smart transport policy plans and strategies, as necessary.

Decision 5

The Committee on Transport notes the progress made in the area of low-carbon mobility and logistics and encourages members and associate members, with the involvement of relevant stakeholders and partners, as appropriate, to continue to support projects on the transition to low-carbon mobility and logistics in Asia and the Pacific, in particular to address the vulnerabilities of small island developing States in the region.

Decision 6

The Committee on Transport notes the efforts of member States to implement urban transport policies that enhance road safety and reflect social inclusion. Furthermore, it encourages member States to promote innovation in urban transport systems in Asia-Pacific cities and share information and modalities, taking note of the guidelines being developed by the secretariat as a reference point.

Decision 7

The Committee on Transport notes the activities implemented under the Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030, recognizes the role played by the United Nations Road Safety Fund in supporting road safety advancements in the region through demand-driven, targeted technical assistance projects and urges member States to continue and scale up efforts to promote and improve road safety in the region.

Decision 8

The Committee on Transport requests the secretariat to initiate a consultative process, as appropriate and within existing resources, both in person and online, with members and associate members, and with the involvement of relevant stakeholders, for the development of the draft of the next phase of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific, which is to be considered at the Fifth Ministerial Conference on Transport, in 2026, building on the outcomes of the implementation of the Regional Action Programme and on General Assembly resolution 78/148, in which the 10-year period starting on 1 January 2026 was proclaimed as the United Nations Decade of Sustainable Transport.

II. Organization

A. Opening, duration and organization of the session

2. The Committee held its eighth session in Bangkok from 5 to 7 November 2024. The session was opened by the Executive Secretary of the Commission and remarks were delivered by the Permanent Secretary of the Ministry of Transport of Thailand, Mr. Chayatan Phromsorn, and by the Special Envoy of the Secretary-General for Road Safety.

B. Attendance

3. Representatives of the following member States attended: Armenia, Australia, Azerbaijan, Bangladesh, Cambodia, China, Democratic People's Republic of Korea, Fiji, France, India, Indonesia, Iran (Islamic Republic of), Japan, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Nepal, Pakistan, Philippines, Republic of Korea, Russian Federation, Sri Lanka, Tajikistan, Thailand, Timor-Leste, Türkiye, Turkmenistan, United Kingdom of Great Britain and Northern Ireland, United States of America, Uzbekistan and Viet Nam.

4. Representatives of the following Permanent Observers attended: Germany, Mexico and Switzerland. Representatives of the Holy See, an observer to the United Nations, also attended.

5. Representatives of the following offices of the Secretariat and other United Nations entities attended: Economic Commission for Europe, secretariat of the Special Envoy of the Secretary-General for Road Safety, United Nations Development Programme, United Nations Environment Programme and World Health Organization.

6. Representatives of the following intergovernmental organizations attended: Asian Development Bank, Asian Infrastructure Investment Bank, Intergovernmental Organization for International Carriage by Rail and International Transport Forum.

7. Representatives of the following non-governmental organizations, civil society organizations and other entities attended: Asian Institute of Transport Development; Institute of Road Traffic Education; International Federation of Freight Forwarders Associations; International Motor Vehicle Inspection Committee; Partnership on Sustainable, Low Carbon Transport; Thai Intelligent Transport Systems Association; Thai International Freight Forwarders Association; and World Association for Waterborne Transport Infrastructure.

8. In accordance with rule 12 of the Commission's rules of procedure, the bureau examined the credentials of the representatives of member States and reported upon them to the Committee. The credentials of the representatives of 34 member States were found to be in order. Acknowledging the report of the Credentials Committee to the General Assembly at its seventy-eighth session,[1] 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 eighth 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:	Mr. Abdul Latheef Mohamed (Maldives)
Vice-Chairs:	Mrs. E.A.S. Wijayanthi Edirisinghe (Sri Lanka) Mr. Faiyaz Murshid Kazi (Bangladesh)

D. Agenda

11. The Committee adopted the following agenda:

1. Opening of the session:
   (a) Opening addresses;
   (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. Preparations for the Fifth Ministerial Conference on Transport and the next phase of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific.
5. Other matters.
6. Adoption of the report of the Committee on Transport on its eighth session.

[1] A/78/605.

E. Other events

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

(a) 5 November 2024, side event entitled “Smart mobility in ASEAN: opportunities and challenges for the 2030 Agenda”, organized by the secretariat, the Ministry of Land, Infrastructure and Transport of the Republic of Korea and the Mission of the Republic of Korea to the Association of Southeast Asian Nations;

(b) 5 November 2024, special event entitled “Improving the safety of motorized two-wheelers: saving the lives of vulnerable road users”, organized by the secretariat, the Embassy of France in Thailand, the Research Institute on Contemporary Southeast Asia and the secretariat of the Special Envoy of the Secretary-General for Road Safety;

(c) 6 November 2024, side event entitled “Transition to e-mobility in public transport: collaborative frameworks and financing mechanisms”, organized by the secretariat, the Global Sustainable Transport Innovation and Knowledge Centre of China and the Embassy of Bangladesh in Thailand;

(d) 7 November 2024, side event entitled “Advancing a sustainable port network for Asia and the Pacific”, organized by the secretariat, the Busan Port Authority, the Korea Maritime Institute and the Ministry of Oceans and Fisheries of the Republic of Korea;

(e) 7 November 2024, side event entitled “Connectivity, sustainability and resilience of freight transport in South-East Asia and North and Central Asia”, organized by the secretariat and the International Transport Forum;

(f) 7 November 2024, side event entitled “Development partner round table: enhancing the impact of development assistance for the next decade”, organized by the secretariat.

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

Symbol	*Title*	*Agenda item*
General series		
ESCAP/CTR(8)/1	Provisional agenda	1 (c)
ESCAP/CTR(8)/1/Add.1	Annotated provisional agenda	1 (c)
ESCAP/CTR(8)/2	Review of the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026)	2
ESCAP/CTR(8)/3	Land and maritime transport connectivity and logistics within the Asia-Pacific region and across regions	3 (a)
ESCAP/CTR(8)/4	Overview of the regional road map to support regional cooperation for the wider deployment of sustainable smart transport systems in Asia and the Pacific	3 (b)
ESCAP/CTR(8)/5	Developments in low-carbon mobility and logistics	3 (b)
ESCAP/CTR(8)/6	Guidelines on enhancing social inclusion and innovations in urban transport systems in Asia-Pacific cities	3 (c)
ESCAP/CTR(8)/7	Developments in road safety	3 (c)
ESCAP/CTR(8)/8	Preparations for the Fifth Ministerial Conference on Transport and the next phase of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific	4
ESCAP/CTR(8)/9	Report of the Committee on Transport on its eighth session	
Limited series		
ESCAP/CTR(8)/L.1	Draft report	6

Note: The information for participants, the list of participants and the tentative programme are available at www.unescap.org/events/2024/committee-transport-eighth-session.

Annex II

Account of proceedings

I. Introduction

1. The account of proceedings contains a summary of the discussions held at and proceedings of the eighth 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(8)/2).

3. Representatives of the following member States made statements: Armenia, Azerbaijan, Bangladesh, China, Fiji, Indonesia, Japan, Republic of Korea, Russian Federation and Thailand.

4. The Committee noted the progress made in the implementation of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026), noting the need to secure adequate, flexible and adaptive funding for least developed countries, landlocked developing countries and small island developing States.

5. The Committee considered the key role of transport connectivity in driving economic growth and trade flows and enhancing regional integration. Many member States described their efforts to implement the Intergovernmental Agreements on the Asian Highway Network, the Trans-Asian Railway Network and Dry Ports, with due attention to digitalization and low-carbon measures for freight transport, both by maritime and land transport.

6. The Committee was informed about the importance of port and maritime infrastructure upgrades, including megaport development for trade and global supply chain integration and maritime connectivity. It was informed of relevant initiatives, including the use of the Northern Sea Route, mentioned by one member State, the establishment of the Pacific Blue Shipping Partnership, and the introduction of an online port system, with a view to improving safety, sustainability and efficiency in maritime connectivity in the region.

7. The Committee discussed the role of digitalization in realizing sustainable transport development, referring to the examples of using smart and digital transport technologies to enhance the efficiency of logistics, such as digitalized customs; digital corridor systems; electronic certificates for maritime transport cross-border facilitation; real-time traffic monitoring; and smart ticketing. It also discussed the use of intelligent transport systems to enhance traffic flow, improve safety, optimize transport operations and further explore the utilization of an electronic road pricing scheme. Some representatives noted the introduction and integration of new and emerging

technologies for the digitalization of transport, such as big data, blockchain, autonomous transport and artificial intelligence.

8. In discussing the need to further decarbonize the transport sector, the Committee was informed of several electric mobility initiatives, including the promotion of electric vehicles and infrastructure, in particular the introduction of electric vehicles in public transport. The need to reduce the reliance on fossil fuels through the integration of clean energy or the use of alternative fuels was also emphasized, and one representative emphasized the investment needs for the transition to low-carbon transport. Another representative highlighted the rapid innovation still under way in clean-energy vehicle technologies and the need to account for the evolution of the total value chain for mass adoption.

9. The Committee noted the need to enhance urban transport, including by prioritizing public, non-motorized and sustainable urban mobility solutions and implementing mass rapid transit and light rail transit systems. The sustainable urban transport index, developed by the secretariat as a voluntary assessment tool, was mentioned by one representative as a useful instrument for assessing urban transport performance and identifying areas for improvement.

10. The Committee noted that road safety remained an important issue for the region. Some representatives highlighted the areas where their national transport policies were aligned with the Regional Plan of Action for Asia and the Pacific for the Second Decade of Action for Road Safety 2021–2030 and their respective efforts to accelerate the momentum for cooperation in relevant areas. The Committee was informed of various initiatives undertaken by member States to improve road safety, including: (a) work aimed at enhancing their capacity to adopt United Nations road safety standards; (b) the prioritization of safe transport options; (c) the implementation of digital corridor systems that optimize safety; (d) the launch of road safety campaigns; (e) the improvement of safe road infrastructure; (f) the enhancement of enforcement measures to reduce traffic accidents and fatalities; and (g) the implementation of projects to promote safe and secure transport. In addition, the Committee took note of the request of one representative to the secretariat for technical assistance to improve road safety.

11. Some representatives reiterated that inclusive transport development was an important part of sustainable transport, noting measures to ensure that transport systems were safe, inclusive and universally accessible, with one representative highlighting women-only transport options and reserved seating for persons with disabilities.

B. Major issues in transport (agenda item 3)

Efficient and resilient transport and logistics networks and mobility for economic growth (agenda item 3 (a))

12. The Committee had before it the note by the secretariat on land and maritime transport connectivity and logistics within the Asia-Pacific region and across regions (ESCAP/CTR(8)/3).

13. Representatives of the following member States made statements: Armenia, Azerbaijan, Bangladesh, China, Fiji, India, Indonesia, Iran (Islamic Republic of), Japan, Kazakhstan, Lao People’s Democratic Republic, Mongolia, Republic of Korea, Russian Federation, Tajikistan, Thailand, Türkiye, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan.

14. A representative of the International Transport Forum, an intergovernmental organization, also made a statement.

15. Representatives of the following non-governmental organizations, civil society organizations and other entities also made statements: International Federation of Freight Forwarders Associations and World Association for Waterborne Transport Infrastructure.

16. The Committee noted the role of land transport connectivity through the Asian Highway Network and the Trans-Asian Railway Network, both of which contributed to economic cooperation and integration in the region. Several representatives highlighted that infrastructure connectivity along the networks had been enhanced through recent and ongoing national initiatives aimed at the construction of new roads and railway lines, improving the quality of the routes and completing the missing links. In that regard, one representative underscored that, as natural hazards caused significant damage to transport systems worldwide annually, especially in low- and middle-income countries, continuous collaborative efforts were needed to strengthen the resilience of transport infrastructure.

17. Several representatives said they were focused on improving operational connectivity along the Asian Highway Network, including through bilateral or subregional road transport agreements, as well as through accession to transport-related international conventions.

18. Several representatives reiterated the importance of the Trans-Asian Railway Network in promoting sustainable transport connectivity and described their initiatives in expanding international railway transport, including through the development of cross-border rail links; the operationalization of rail-based multimodal corridors; the electrification of rail infrastructure, rolling stock and signaling systems; the construction of a high-speed railway network; the modernization of rail links; the development of transit transport infrastructure; and the construction of intermodal terminals and dry ports.

19. One representative reaffirmed the importance of the recently adopted annex to the Intergovernmental Agreement on the Trans-Asian Railway Network on the general principles on electronic information exchange among railways and between railways and control agencies for enhancing the efficiency of rail border crossings along the Trans-Asian Railway Network and urged the contracting parties to the Agreement to submit the instrument of acceptance so that the new annex could enter into force.

20. Some representatives noted the role that digitalizing transport processes played in enhancing their efficiency, safety and resilience, referring to the adoption of the Strategy 2030 on Accelerating Rail Digital Transformation in the Asia-Pacific Region by the Working Group on the Trans-Asian Railway Network at its eighth meeting, as well as the Moscow Declaration on Accelerating the Digital Transformation of Rail Transport in Asia and the Pacific. A few representatives requested the secretariat to undertake further work, including capacity-building, to deepen rail digitalization in order to increase the competitiveness of rail transport in the region.

21. The Committee was informed of the recent developments on dry ports in the region that had helped to facilitate the transfer of freight between transport modes, thus increasing the efficiency of freight transport and promoting trade in the region. It noted the initiatives on the expansion and

upgrading of dry port facilities and the plans for their integration into multimodal transport corridors.

22. The Committee took note of the progress made in the introduction and implementation of digital technologies for the increased efficiency of transport and logistical systems, especially involving the landlocked developing countries, as well as the introduction of digital solutions for the facilitation of border crossing and of autonomous road vehicles. Noting the secretariat's work on rail cybersecurity, one representative encouraged the secretariat to ramp up work on transport cybersecurity, including by encouraging countries to integrate those concerns in the design, planning and operation of transport systems.

23. The Committee was informed of the development of new transport corridors, including transport corridors connecting different subregions of Asia and the Pacific through both road and rail. It noted the progress made in the continued implementation of transport facilitation measures to reduce bottlenecks on transport routes, including an exploration of the ways: (a) to establish a new international motor vehicle insurance system (known as a card system); and (b) to further develop multimodal transport routes and further integrate various modes of transport to optimize the movement of goods and reduce overall transport costs. Recognizing the importance of the transport corridors, including for landlocked developing countries, several representatives requested the secretariat to undertake studies, including on good practices for the efficient operation of international multimodal transport corridors.

24. Several representatives stated that intelligent transport systems and digital development had the potential to increase the efficiency and resilience of transport and logistics networks, thereby contributing to improved connectivity, while one representative noted the security risks they could also pose on critical infrastructure.

25. One representative called upon the Committee to leverage the United Nations Decade of Sustainable Transport and the upcoming nationally determined contributions stocktake at the thirtieth session of the Conference of the Parties to the United Nations Framework Convention on Climate Change to strengthen the link between climate and connectivity/transport agendas, noting the importance of reliable and accessible data in supporting transport system decision-making.

26. The Committee was informed about the port development efforts of some member States in the context of multimodal transport routes, multimodal logistics hubs and seamless connectivity initiatives. A few representatives recognized the value of the regional dialogue on sustainable maritime connectivity in Asia and the Pacific, which was aimed at strengthening cooperation and partnerships in the maritime transport sector and for the promotion of the green shipping corridor and sustainable port networks for decarbonization in the maritime transport sector.

27. The Committee acknowledged the role of multilateral and regional institutions in fostering regional and international collaboration, as well as the integration of other stakeholders to promote climate action and sustainable transport. One representative expressed support for the promotion of low-carbon logistics solutions, including sustainable port development, and encouraged the secretariat to continue its efforts to decarbonize shipping, while some representatives highlighted the role of the International Maritime

Organization in the field of maritime transport and also highlighted some activities under its auspices.

28. In that regard, the Committee was informed of the ongoing efforts of the International Federation of Freight Forwarders Associations, the International Transport Forum and the World Association for Waterborne Transport Infrastructure to promote efficient and resilient freight transport operations by supporting evidence-based policies, thereby advancing green inland waterway transport and private-public cooperation in the promotion of digitalization and multimodal transport.

Environmentally sustainable transport systems and services (agenda item 3 (b))

29. The Committee had before it the notes by the secretariat on an overview of the regional road map to support regional cooperation for the wider deployment of sustainable smart transport systems in Asia and the Pacific (ESCAP/CTR(8)/4) and on developments in low-carbon mobility and logistics (ESCAP/CTR(8)/5).

30. Representatives of the following member States made statements: Azerbaijan, China, Fiji, India, Indonesia, Japan, Kazakhstan, Maldives, Nepal, Republic of Korea, Russian Federation, Thailand, Türkiye, United Kingdom and Viet Nam.

31. A representative of the United Nations Environment Programme also made a statement.

32. Representatives of the following non-governmental organizations, civil society organizations and other entities also made statements: Asian Institute of Transport Development; International Federation of Freight Forwarders Associations; and Partnership on Sustainable, Low Carbon Transport.

33. The Committee was informed of various initiatives and projects being implemented in member States to improve public transport systems; promote electric mobility; introduce fleets of electric buses; implement emission standards; shift to renewable energy-fuelled transport, including the use of hydrogen, biofuels and solar energy; develop green transport corridors; electrify railway lines; and develop infrastructure for active mobility, including bike sharing, with the aim of improving the efficiency, sustainability and accessibility of urban mobility and reducing greenhouse gas emissions from transport operations.

34. The Committee acknowledged the threats posed by climate change to the economic and social development of the Asia-Pacific region and acknowledged the commitment of member States to mitigating climate change through the promotion of sustainable transport and of the continued commitments to reach carbon neutrality targets, including those contained in the Paris Agreement.

35. The Committee noted the linkages between transport and climate change. For the next round of nationally determined contributions, it called upon member States to articulate more ambitious and achievable transport emission reduction goals and targets that were linked with the Paris Agreement goals and national economic contexts to accelerate the path to carbon neutrality in the transport sector. One representative underscored the use of data and evidence-based analysis to develop decarbonization pathways, and another representative noted that the public had a critical role to play in embedding

sustainable practices in daily life. One representative recognized the potential of the United Nations Decade of Sustainable Transport to boost the momentum, action and coherence of efforts in that regard.

36. The Committee emphasized the importance of the adoption, including in maritime transport, of alternative fuels, such as biodiesel, hydrogen, methane and liquefied natural gas; hybrid vehicles; and electric mobility. One representative emphasized that a pragmatic approach to those options was needed, given that innovation was continuing at a breathtaking pace, while numerous challenges remained for each of those new technologies and each country or region faced a unique set of challenges or characteristics that were difficult to overcome.

37. One representative acknowledged the role of the regional cooperation mechanism for low-carbon transport in advancing low-carbon transport and logistics while also fostering enhanced regional cooperation and serving as a valuable consultative forum.

38. In discussing additional cooperation in support of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026), several representatives acknowledged the need for partnerships, including with international organizations and technology providers, to accelerate low-carbon transport.

39. The Committee was informed of different efforts pursued in member States to utilize smart transport technologies, namely: (a) the deployment of non-stop toll collection systems on highways, electronic payment systems, smart connected vehicles, and urban intelligent management and services; (b) the reduction of vehicular pollution and the stimulation of economic growth using innovative technologies; (c) the establishment of an organization designated with overseeing smart mobility and the launch of the Mobility Innovators Forum; (d) the introduction of transport cards for cashless fare payment systems and of digital platforms and mobile applications in public transport; (e) the deployment of intelligent transport systems, mobility as a service and fifth generation (5G)-enabled smart stations; and (f) technologies such as big data, artificial intelligence and blockchain. The Committee was also informed of the initiatives of some member States to provide development assistance for smart mobility for small island developing States in the Pacific and capacity-building assistance for smart mobility for countries in South-East Asia to support wider deployment of sustainable smart transport systems. In that regard, one representative recognized the positive role of the regional road map to support regional cooperation for the wider deployment of sustainable smart transport systems in Asia and the Pacific in enhancing the digitalization of transport systems.

40. Some member States noted that the adoption of electric vehicles, in particular in public transport, was a priority for reducing emissions, and they noted the challenge of powering this transition with renewable energy, in support of national renewable energy goals.

41. The Committee was informed of the importance of improving the efficiency of an electrified and expanded railway network, with a view to increasing the share of passenger and freight transport and encouraging a modal shift from road to rail and waterways for medium- and long-haul transport.

42. The Committee was informed of the role of port and maritime sustainability in reducing emissions, including the development of green

shipping corridors and zero-emission vessels to support low-emission maritime routes and ports. Noting the urgency of reducing carbon emissions in the transport sector, the Committee was also informed of the importance of introducing various policies and measures for decarbonization, including green shipping corridors, innovative initiatives to promote energy efficiency, the use of low-carbon and alternative fuels, the use of onshore power supplies, transport systems powered by renewable energy, zero-emission vehicles, and dual-fuel and electric engines.

43. The Committee emphasized the importance of cooperation and partnerships between member States, including small island developing States, in developing assistance programmes for sustainable transport and cooperative programmes.

44. The Committee noted the importance of various efforts that supported sustainable transport transitions. Representatives noted efforts linked to the introduction of green corridors within logistics and freight systems that prioritized efficient, eco-friendly operations through optimized routes and reduced waiting times at customs. One representative emphasized that non-motorized transport options should be prioritized, for example through the further development of pedestrian and cycling infrastructure, while another representative underscored a shift in perspective on how mobility was planned.

45. The Committee noted the willingness of member States to share their knowledge and experiences on innovations, thereby advancing policies on low-carbon mobility and logistics, zero-emission vehicles and information and communications technologies to contribute towards the sustainability of the transport sector, while recognizing the remaining challenges and risks.

46. One representative informed the Committee of the impacts of recent unprecedented rain and floods on public transport infrastructure and services and made a request for technical support on emerging technologies and practices in planning and developing climate-resilient road infrastructure and urban public transport systems. The representative also requested help in conducting a public transport household survey to determine which public transport modes were preferred by users and in assessing mode share for the evidence-based planning of mass transit systems.

Safe and inclusive transport and mobility (agenda item 3 (c))

47. The Committee had before it the note by the secretariat containing guidelines on enhancing social inclusion and innovations in urban transport systems in Asia-Pacific cities (ESCAP/CTR(8)/6) and the note by the secretariat on developments in road safety (ESCAP/CTR(8)/7).

48. Representatives of the following member States made statements: Azerbaijan, China, Fiji, India, Indonesia, Japan, Kazakhstan, Nepal, Russian Federation and Thailand.

49. A representative of the United Nations Environment Programme also made a statement.

50. Representatives of the following non-governmental organizations, civil society organizations and other entities also made statements: Asian Institute of Transport Development and International Federation of Freight Forwarders Associations.

51. The Committee took note of initiatives, policies and programmes focusing on the use of inclusive transport to foster positive social impacts, including through the application of universal design principles for greater accessibility of persons with disabilities, and on mainstreaming gender perspectives in inclusive transport, such as improving safety for women on public transport. The Committee noted the need for greater partnerships and collaboration in the improvement of inclusive transport in the region. In that regard, one representative recognized the role of the guidelines on enhancing social inclusion and innovations in urban transport systems in Asia-Pacific cities and expressed appreciation to the secretariat for their development.

52. The Committee emphasized that road traffic fatalities and injuries were a matter of serious concern and reiterated the need for countries in the Asia-Pacific region to address that challenge, taking note of the Global Plan for the Second Decade of Action for Road Safety 2021–2030 and the 12 voluntary performance targets for road safety. The Committee acknowledged the efforts made by member States to improve road safety and the progress made in reducing road traffic fatalities and injuries in the region. One representative expressed appreciation to the secretariat for its work related to road safety development.

53. The Committee noted the efforts undertaken by member States in various areas. In the area of road safety management and leadership, the Committee was informed of the ambitious goals set to reduce road traffic fatalities and injuries in several member States and was apprised of their ongoing efforts to develop road safety plans, strategies and programmes.

54. The Committee was apprised of various safe infrastructure initiatives, including programmes to identify and address black spots, evaluate and upgrade road infrastructure, construct roadside service facilities, introduce road safety audits and improve road maintenance.

55. The Committee acknowledged the efforts made by member States to conform to United Nations road safety-related legal instruments, including the alignment of national vehicle safety regulations with United Nations standards. Such standards include regulations for motorcycle lighting and signaling, rear underrun protection and lateral protection devices to enhance vehicle safety. The Committee also acknowledged efforts made by member States with regard to ongoing initiatives aimed at ratifying the United Nations conventions related to road safety.

56. Furthermore, the Committee was informed of the following: (a) the enforcement of relevant traffic rules, laws and regulations; (b) the change in traffic rules for personal mobility vehicles; (c) the mandatory registration of mopeds and driving licence requirements for their drivers; (d) regulations on road safety markings in Indonesia; (e) enhanced enforcement of measures to reduce the incidence of drink-driving; and (f) enhanced overall enforcement of traffic laws. The Committee noted the involvement and engagement of member States in relevant multilateral forums on the formulation of international road safety standards.

57. The Committee took note of various campaigns and training initiatives conducted in member States that were aimed at enhancing the awareness and capacity of road users, including: (a) improved training for driving licence applicants, incorporating hazard perception and the new point deduction system, and the online driving licence practice exam; (b) a national road safety week campaign aimed at educating citizens on safe transport and fostering a lasting culture of safety; (c) public safety campaigns; (d) educational

programmes for young drivers and on pedestrian safety; (e) campaigns for road safety week and campaigns against drinking and driving; and (f) the establishment and improvement of the training mechanism for traffic management personnel.

58. The Committee noted the advantages of digital technologies in improving road safety. In that context, the Committee was informed of various initiatives taken by member States, including: (a) the use of smart traffic management and digital monitoring systems across major cities to enhance real-time safety management; (b) the application of intelligent technology and the integration of new technologies such as autonomous driving, big data, artificial intelligence and 5G to improve road safety; (c) the use of intelligent transport systems to improve public transport; (d) the use of automatic cameras to monitor traffic rule violations on city roads; (e) the use of intelligent transport systems for traffic management and automated information systems for emergency responses; and (f) the use of automated speed enforcement, smart crosswalks that adjust traffic signals based on road-user behaviour and an integrated database containing road traffic violations.

59. The Committee took note of requests for technical assistance and capacity-building activities made by some representatives. It requested the secretariat to assist members and associate members, through the provision of technical assistance and capacity-building activities, in improving road safety at the national level to achieve the goal of the Second Decade of Action for Road Safety 2021–2030.

60. The Committee acknowledged the importance of partnerships in fostering road safety and took note of the commitment of several member States: (a) to strengthen partnerships and the sharing of best practices; (b) to enhance cooperation with countries in the region to promote safe and inclusive transport; (c) to provide capacity-building to public officials on road safety; and (d) to continue to provide support through technical assistance projects.

61. The Committee was informed of the role of the International Federation of Freight Forwarders Associations in promoting safe transport practices and fostering a culture of accountability in the transport sector, including through a digital strategy, and of the various initiatives aimed at promoting road safety implemented by the Asian Institute of Transport Development. The Committee was also informed of significant differences in road-based transport characteristics between highly developed and less developed countries, including in relation to universal design standards, modernity and the road fitness of vehicles.

C. Preparations for the Fifth Ministerial Conference on Transport and the next phase of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (agenda item 4)

62. The Committee had before it the note by the secretariat on preparations for the Fifth Ministerial Conference on Transport and the next phase of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (ESCAP/CTR(8)/8).

63. Representatives of the following member States made statements: China, Fiji and Russian Federation.

64. The Committee took note of the forthcoming preparations for the Fifth Ministerial Conference on Transport and the next phase of the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific and

underscored the importance of the consultative process, especially to identify targeted and inclusive measures in the next phase of the Regional Action Programme that addressed the specific needs of small island developing States. Some representatives shared their views on the preparations for the next phase of the Regional Action Programme, underscoring the need for both continuity and innovation, while taking into account the lessons learned and recommended areas for improvement from the evaluation of the current phase of the Regional Action Programme. One representative urged all member States, stakeholders and partners to support a forward-looking, resilient and sustainable approach to transport development that was aligned with the United Nations Decade of Sustainable Transport and strengthened regional collaboration.

D. Other matters (agenda item 5)

65. 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.

66. The representative of Azerbaijan highlighted his Government's ongoing commitment to transforming its transport sector through innovative projects and smart technology. He informed the Committee that Azerbaijan was to host the twenty-ninth session of the Conference of the Parties to the United Nations Framework Convention on Climate Change, in Baku, as a testament to the country's commitment to sustainability, noting that the convention would offer an invaluable opportunity to advance discussions on sustainable mobility and climate action.

67. The representative of Kazakhstan informed the Committee of his Government's interest in hosting the Fifth Ministerial Conference on Transport, in 2026.

E. Adoption of the report of the Committee on Transport on its eighth session (agenda item 6)

68. On 7 November 2024, the Committee adopted the report on its eighth session.