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Item 2 of the provisional agenda*

Assessment and evaluation of the implementation of the Ministerial Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016)

Activities implemented under the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016)

Note by the secretariat**

The secretariat is pleased to submit a summary of the activities implemented under the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016), since the adoption of the Ministerial Declaration on Transport Development in Asia and the Pacific in March 2012. It is intended to provide participants with additional information relating to item 2 of the provisional agenda on Assessment and evaluation of the implementation of the Ministerial Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016) and its associated document (E/ESCAP/MCT(3)/1).

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

** This document is being issued without formal editing.

Summary of activities implemented by the ESCAP secretariat under the Regional Action Programme for Transport Development in Asia and the Pacific, Phase II (2012-2016), of the Ministerial Declaration on Transport Development in Asia and the Pacific

(March 2012–December 2016)

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
1	Policy guidance at the ministerial level	Immediate objective: to promote regional cooperation and policy leadership at the ministerial level for the advancement of transport as a key to regional development		
1.1	A meeting of the Forum of Asian Ministers of Transport at the midpoint of the implementation of the Regional Action Programme, phase II (2012-2016);	The second session of the Forum of Asian Ministers of Transport (Bangkok, 4-8 November 2013)	The Forum was attended by 168 representatives, including 22 ministerial-level officials from 26 members of the Commission and 1 non-member, as well as representatives of United Nations and other international organizations, non-governmental organizations, and private sector associations from Asia and the Pacific.	Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Democratic People's Republic of Korea; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kyrgyzstan; Lao People's Democratic Republic; Malaysia; Mongolia; Myanmar; Nepal; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; and Viet Nam.
1.2	Ministerial consideration and direction to transport policies in the region.	The second session of the Forum of Asian Ministers of Transport (Bangkok, 4-8 November 2013)	<p>1) Ministerial Declaration: The Forum adopted the <i>Ministerial Declaration on Transport as a key to sustainable development and regional integration</i>. The Declaration was adopted by the 70th session of the Commission as resolution 70/8 of 8 August 2014 on <i>Implementation of the Ministerial Declaration on Transport as a Key to Sustainable Development and Regional Integration</i>.</p> <p>2) Intergovernmental Agreement on Dry Ports The signing ceremony of the Intergovernmental Agreement on Dry Ports was held on 7 November 2013. A total of 14 countries¹ signed the Agreement, and the Government of Thailand deposited an instrument of ratification, becoming the first country to ratify the Agreement. The signing ceremony marks a major milestone in the culmination of a process initiated by ESCAP in 2010 in line with its resolution 66/4 of 19 May 2010 on <i>Implementation of the Bangkok Declaration on</i></p>	

¹ Armenia, Cambodia, China, Indonesia, Iran (Islamic Republic of), Lao People's Democratic Republic, Mongolia, Myanmar, Nepal, Republic of Korea, Russian Federation, Tajikistan, Thailand and Viet Nam

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
			<i>Transport Development in Asia</i> . The Agreement was finalized in October 2012, and adopted by member States at the 69 th session of the Commission held in Bangkok in April 2013.	
		69 th session of the Commission (Bangkok, 25 April-1 May 2013)	The Commission adopted resolution 69/6 of May 2013 on <i>Implementation of the Tehran Declaration to promote public-private partnerships in infrastructure development in Asia and the Pacific for sustainable development</i> , and resolution 69/7 of May 2013 on <i>Intergovernmental Agreement on Dry Ports</i>	Afghanistan; Armenia; Australia; Azerbaijan; Bangladesh; Bhutan; Brunei Darussalam; Cambodia; China; Democratic People's Republic of Korea; Fiji; France; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kiribati; Lao People's Democratic Republic; Malaysia; Marshall Islands; Mongolia; Myanmar; Nauru; Nepal; Pakistan; Papua New Guinea; Philippines; Republic of Korea; Russian Federation; Samoa; Singapore; Solomon Islands; Sri Lanka; Thailand; Timor-Leste; Turkey; Turkmenistan; Tuvalu; United Kingdom of Great Britain and Northern Ireland; United States of America; Uzbekistan; Vanuatu; Viet Nam; Cook Islands; Hong Kong (China); Macao; (China).
		70 th session of the Commission (Bangkok, 4-8 August 2014)	The Commission adopted resolution 70/8 of 8 August 2014 on <i>Implementation of the Ministerial Declaration on Transport as a Key to Sustainable Development and Regional Integration</i> ; 70/12 of 8 August 2014 on <i>Implementation of the Suva Declaration on Improving Maritime Transport and Related Services in the Pacific</i> , and 70/13 of 8 August 2014 on <i>Implementation of the Ministerial Declaration on Transport as a Key to Sustainable Development and Regional Integration</i> .	Armenia; Australia; Azerbaijan; Bangladesh; Bhutan; Brunei Darussalam; Cambodia; China; Democratic People's Republic of Korea; Fiji; France; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kiribati; Lao People's Democratic Republic; Malaysia; Marshall Islands; Mongolia; Myanmar; Nauru; Nepal; New Zealand; Pakistan; Papua New Guinea; Philippines; Republic of Korea; Russian Federation; Samoa; Singapore; Solomon Islands; Sri Lanka; Thailand; Timor-Leste; Tonga; Turkey; Turkmenistan; Tuvalu; United States of America; Uzbekistan;

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
				Vanuatu; Viet Nam; Cook Islands; Hong Kong (China); Macao (China).
		71 st session of the Commission (Bangkok, 25-29 May 2015)	The Commission adopted resolution 71/6 of 29 May 2015 on <i>Maritime transport connectivity for sustainable development</i> ; 71/7 of 29 May 2015 on <i>Adoption of the Regional Cooperation Framework for the Facilitation of International Railway Transport</i> ; and 71/8 of 29 May 2015 on <i>Strengthening intraregional and interregional connectivity in Asia and the Pacific</i>	Afghanistan; Armenia; Australia; Azerbaijan; Bangladesh; Bhutan; Brunei Darussalam; Cambodia; China; Democratic People's Republic of Korea; Fiji; France; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kiribati; Kyrgyzstan; Lao People's Democratic Republic; Malaysia; Maldives; Marshall Islands; Micronesia (Federated States of); Mongolia; Myanmar; Nauru; Nepal; Pakistan; Papua New Guinea; Philippines; Republic of Korea; Russian Federation; Samoa; Singapore; Solomon Islands; Sri Lanka; Thailand; Timor-Leste; Tonga; Turkey; Tuvalu; United Kingdom of Great Britain and Northern Ireland; United States of America; Uzbekistan; Vanuatu; Viet Nam; Cook Islands; Guam; Hong Kong (China); Macao (China).
		72 nd session of the Commission (Bangkok, 15-19 May 2015)	The Commission adopted resolution 72/5 of 19 May 2016 on <i>Strengthening regional cooperation on transport connectivity for sustainable development in Asia and the Pacific</i>	Afghanistan; Armenia; Australia; Azerbaijan; Bangladesh; Bhutan; Brunei Darussalam; Cambodia; China; Democratic People's Republic of Korea; Fiji; France; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kiribati; Kyrgyzstan; Lao People's Democratic Republic; Malaysia; Marshall Islands; Mongolia; Myanmar; Nepal, Pakistan; Papua New Guinea; Philippines; Republic of Korea; Russian Federation; Samoa; Singapore; Solomon Islands; Sri Lanka; Tajikistan ; Thailand; Timor-Leste; Tonga; Turkey;

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
				Turkmenistan; Tuvalu; United Kingdom; United States of America; Uzbekistan; Vanuatu; Viet Nam; Cook Islands; Hong Kong (China); Macao (China).
2	Transport infrastructure development	Immediate objective: to promote regional and interregional connectivity and cooperation through the further development and upgrading of the Asian Highway and Trans-Asian Railway networks as well as Euro-Asian transport linkages and dry ports		
2.1	Meetings of the working groups on the Asian Highway and Trans-Asian Railway;	Asian Highway Network Working Group on the Asian Highway Network - fifth meeting (Bangkok, 7-8 October 2013)	The Intergovernmental Agreement on the Asian Highway Network which entered into force on 4 July 2005 established the Working Group on the Asian Highway. The Working Group received updated information from participants on initiatives being implemented or considered to develop the Asian Highway network in their respective countries. It also considered and adopted proposals on routes for amendments to the Intergovernmental Agreement on the Asian Highway Network. Status: Signatories : 24. Parties : 29	Afghanistan; Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Democratic People's Republic of Korea; Georgia; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kyrgyzstan; Lao People's Democratic Republic; Malaysia; Mongolia; Myanmar; Nepal; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; and Viet Nam.
		Working Group on the Asian Highway Network – sixth meeting (Seoul, 3-4 November 2015)		Azerbaijan; Bangladesh; Bhutan; Cambodia; China; India; Iran (Islamic Republic of); Kazakhstan; Kyrgyzstan; Lao People's Democratic Republic; Myanmar; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; and Viet Nam.
		Trans-Asian Railway Network Working group on the Trans-Asian Railway Network - third meeting (Bangkok, 5-6 November 2013)	The Intergovernmental Agreement on the Trans-Asian Railway Network which entered into force on 11 June 2009 established the Working Group on the Trans-Asian Railway Network. The Working Group considered and adopted proposals for amendments Annexes I and II to the Intergovernmental Agreement on the Trans-Asian Railway Network. The Working Group received updated information from participants on initiatives being implemented or considered to develop the Trans-Asian Railway and used the routes of the network to	Armenia; Azerbaijan; Bangladesh; Bhutan; Cambodia; India; Indonesia; Iran (Islamic Republic of); Kyrgyzstan; Lao People's Democratic Republic; Malaysia; Mongolia; Myanmar; Nepal; Republic of Korea; Russian Federation; Tajikistan; Thailand; Turkey; and Viet Nam.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Working group on the Trans-Asian Railway Network – fourth meeting (Bangkok, 23-24 November 2015)	plan the future development and operation of rail-based international intermodal transport corridors. Status: Signatories : 22. Parties : 18	Azerbaijan; Bangladesh; Cambodia; China; Democratic People's Republic of Korea; Georgia; India; Indonesia; Iran (Islamic Republic of); Kyrgyzstan; Lao People's Democratic Republic; Mongolia; Myanmar; Nepal; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; Uzbekistan; and Viet Nam.
2.2	Intergovernmental agreement on dry ports;	Ad hoc intergovernmental meeting on an intergovernmental agreement on dry ports (Bangkok, 20-22 June 2012)	The meeting finalized the draft intergovernmental agreement on dry ports	Afghanistan; Armenia; Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Democratic People's Republic of Korea; Fiji; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kyrgyzstan; Lao People's Democratic Republic; Malaysia; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; United States of America; and Viet Nam.
		Committee on Transport (Bangkok, 10-12 October 2012)	The Committee approved the finalized intergovernmental agreement on dry and recommended for adoption by the Commission at its 69 th session	Bangladesh; Cambodia; China; Democratic People's Republic of Korea; Fiji; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Lao People's Democratic Republic; Malaysia; Maldives; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Thailand; Turkey; and United States of America.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		69 th session of the Commission (Bangkok, 25 April - 1 May 2013)	The Commission adopted resolution 69/7 of May 2013 on <i>Intergovernmental Agreement on Dry Ports</i>	See section 1.2
		Forum of Asian Ministers of Transport, second session (Bangkok, 4-8 November 2013)	Signing ceremony of the Intergovernmental Agreement on Dry Ports. The Agreement was subsequently signed by 14 countries during the Forum with Thailand as the first Party to the Agreement through ratification.	See section 1.1
		Working Group on Dry Ports – first meeting (Bangkok, 25-26 November 2015)	<p>The Working Group received updated information from participants on initiatives being implemented or considered to develop dry ports of international importance in their countries. It also received information on the specific challenges that they face in approaching dry port development. The Working Group also received an update on progress made by member countries to become parties to the Intergovernmental Agreement on Dry Ports.</p> <p>The Intergovernmental Agreement on Dry Ports entered into force on 23 April 2016. With its entry into force, the Agreement will support the operation of the Asian Highway and Trans-Asian Railway, and further development of multimodal transport. The Agreement will in particular support LLDCs transit transport similar to the role of seaports for coastal countries.</p> <p>Status: Signatories : 17. Parties : 11</p>	Azerbaijan; Bangladesh; Bhutan; China; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Lao People's Democratic Republic; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; Uzbekistan; and Viet Nam.
2.3	Studies, meetings and capacity-building on integrated transport development, upgrading and maintenance (asset management) of the Asian Highway, Trans-Asian Railway, dry ports of international importance and seaports;	<p>Asian Highway Network</p> <p><u>Project on Promotion of investment in the Asian Highway Network: prefeasibility studies of priority sections funded by the Korea Expressway Corporation</u></p> <p>- Prefeasibility studies of selected AH sections and national capacity building workshops on road project investment studies in four countries (Myanmar, 6-7 April 2012; Mongolia, 7-12 May 2012; Kyrgyzstan, 5-7 June 2012; Bangladesh, 22-26 April and</p>	<p>The project has achieved its objectives by enhancing the capacity of transport officials in project financing and in undertaking highway project investment studies. It has also raised their awareness about the requirements and the processes followed by development banks and some bi-lateral donor/financing agencies.</p> <p>Under this project, field visits and country-level workshops to build capacity to undertake prefeasibility/ investment studies were delivered in Bangladesh, Myanmar, Mongolia and Kyrgyzstan for a total of 132 officials, in which 32 participants were women. Four prefeasibility studies of priority sections were finalized and presented at the Asian Highway Investment Forum in October 2013.</p> <p>The Asian Highway Investment Forum was successful as a platform for knowledge sharing and dissemination of information on new technologies and good practices in highway management and maintenance. The</p>	<p>National workshops: Bangladesh; Myanmar; Mongolia and Kyrgyzstan</p> <p>Asian Investment Forum: Afghanistan; Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Democratic people's republic of Korea; Georgia; India; Indonesia; Islamic republic of Iran; Japan; Kyrgyzstan; Lao PDR; Malaysia; Mongolia; Myanmar; Nepal; Philippines; ROK; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; Viet Nam.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>25-27 August 2012)</p> <ul style="list-style-type: none"> - Presentation of the outcome of the prefeasibility studies in Myanmar, Mongolia, Kyrgyzstan and Bangladesh at the Asian Highway Investment Forum (Bangkok, 8-9 October 2013). <p><u>Project on Development of technical standards on road infrastructure safety facilities and model ITS deployments for the Asian Highway (AH) Network with funded by KEC</u></p> <ul style="list-style-type: none"> - An Inception Meeting was held between ESCAP and KEC to discuss the research scope and methodology of the study (Seoul, 24 March 2015); - A progress meeting was held between ESCAP and KEC (Bangkok, 19 August 2015); - A mission to Istanbul was organized to assess ITS system in Turkey (30 September – 1 October 2015); - A Joint ESCAP-KEC seminar on Asian Highway was organized to brief member countries on study progress and expected outcomes (Seoul, 5 November 2015). - Expert Group Meeting on Asian Highway (Bangkok, 3-4 October 2016) 	<p>participating officials learned about potential bi-lateral financing agencies, other than the traditional ones, and their processes and requirements for project financing. The technical assistance provided by the project in undertaking prefeasibility studies is expected to generate interest among the financing agencies to consider the projects.</p> <p>Basic data on practices, guidelines and policies related to road infrastructure and ITS in the participating countries were collected. Literature review was conducted on road infrastructure safety practices and ITS deployments for the Asian Highway network.</p> <p>Understanding of the road safety and ITS policy and practices was enhanced through missions to the Republic of Korea (24-25 March 2015), Thailand (19 August 2015) and Turkey (29-30 September 2015).</p> <p>The collected information on existing and new technologies that can be utilized for developing safer and more efficient highway network was shared with the member States.</p> <p>Under the project, a special session on the Asian Highway Network was held in conjunction with the 25th World Road Congress and following the Asian Highway Working Group Meeting in Seoul, November 2015. The seminar was an opportunity for member States to share information and enrich their knowledge. The presentations made by the international consultants on their findings from the review of literature helped to increase the understanding on the regional road safety and ITS issues. The participants indicated strong support to the ESCAP research. An evaluation of the Joint Seminar indicated that 86.4% of the participants considered the event to be useful in their current works. 81.8% of the participants also indicated that the event had increased their knowledge and skills.</p> <p>Under this project, the Expert Group Meeting on Asian Highway were organized to foster discussions between the international consultants and national experts engaged under the project and, on the other hand, designated high-level representatives from the participating countries.</p> <p>The Meeting was attended by the participants from Bangladesh, China, India, Republic of Korea, Thailand and Turkey and resource persons including an expert from the Asian Institute of Transport Development (AITD). Brainstorming of participants took place over (i) challenges relating to the design of safety facilities and the deployment of ITS, and (ii) how best to draft</p>	<p>Advisory mission: Turkey</p> <p>Joint ESCAP-KEC seminar on Asian Highway: Azerbaijan; Bangladesh; Bhutan; Cambodia; China; India; Iran; Kazakhstan; Kyrgyzstan; Lao PDR; Myanmar; Pakistan; Philippines; ROK; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; Viet Nam.</p> <p>Expert Group Meeting on Asian Highway:</p> <p>Bangladesh; China; India; Republic of Korea; Thailand.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>Trans-Asian Railway Network <u>Project on Promoting the use of the Trans-Asian Railway Network through increased commercial awareness funded by the Government of the Russian Federation</u></p> <ul style="list-style-type: none"> - Meeting of Railway General Managers of the Region on “Promoting the role of Trans-Asian Railway through increase commercial awareness” (Bangkok, 23-24 October 2012) <p><u>Project on “Enhancing the operationalization of the Trans-Asian Railway costing, marketing and facilitation of railway services” funded by the Government of the Russian Federation.</u></p> <ul style="list-style-type: none"> - A study identifying key issues for cooperation among member States to promote cross-border railway transport was prepared; - Regional Meeting for Cooperation on Facilitation of International Railway Transport (Bangkok, 13-15 October 2014); - Ad hoc EGM on the Regional Cooperation Framework for Facilitation of International Railway Transport (Bangkok, 12-13 March 2015); - Joint ESCAP-UIC Seminar on Facilitation and Costing of Railway 	<p>recommendations that are action-oriented and easy to implement. The participants expressed their continuous support to the ongoing activities of the secretariat on road safety infrastructure facility standards and model ITS deployments.</p> <p>The project constituted a big undertaking involving private sector on one hand and managers of railway organizations on the other, most of which are still government entities not fully endowed with the managerial freedom desirable to respond quickly to an evolving market.</p> <p>The questionnaire sent to railway managers to understand their commercial practices relating to international services received a high rate of response as 14 of the 28 Trans-Asian Railway member countries responded, i.e. 50 per cent. Although necessary policies may still take time, this shows that railway managers are increasingly aware of the need to espouse shippers’ logic in the way they develop market and operate services. The survey served as an important input to a regional seminar of railway managers held in Bangkok from 23 to 24 October 2012.</p> <p>A rail-costing model was developed by ESCAP to help railway managers produce point-to-point cost estimates for all categories of railway traffic. The model and its user’s manual are posted on ESCAP website http://www.unescap.org/resources/escap-traincost-point-point-railway-traffic-costing-model-users-manual. The model and its capabilities were presented to railway managers of the region at a regional meeting held in Bangkok in December 2015.</p> <p>A draft regional cooperation framework was prepared and deliberated during the regional railway meeting during October 2014. As recommended by the regional meeting an ad hoc expert group meeting was convened to further refine and finalize the framework in March 2015. The regional cooperation framework was adopted by Commission resolution 71/7 as resolution 71/7 on <i>Adoption of the Regional Cooperation Framework for the Facilitation of International Railway Transport</i>, which will benefit member countries immensely by increasing their access to regional and global markets due to operationalization of railway networks while promoting sustainable modes of transport.</p> <p>The Joint ESCAP-UIC Seminar on Facilitation and Costing of Railway Services along the Trans-Asian Railway resulted in discussion on various aspects related to facilitation of railway transport in the region and future action plan for the next biennium.</p>	<p>Meeting of Railway General Managers of the Region: Bangladesh; Cambodia; China; India; Indonesia; Iran (Islamic Republic of); Kazakhstan; Lao People’s Democratic Republic; Malaysia; Mongolia; Myanmar; Nepal; Pakistan; Republic of Korea; Russian Federation; Sri Lanka; Thailand; Turkey; Turkmenistan and Viet Nam.</p> <p>Regional Meeting for Cooperation on Facilitation of International Railway Transport: Afghanistan; Armenia; China; Georgia; India; Indonesia; Iran; Kyrgyzstan; Lao PDR; Malaysia; Mongolia; Myanmar; Nepal; Russian Federation; Tajikistan; Thailand.</p> <p>Ad hoc EGM on the Regional Cooperation Framework for Facilitation of International Railway Transport: India; Iran; Kazakhstan; Malaysia; Mongolia; ROK; Russian Federation; Thailand; Viet Nam.</p> <p>Joint ESCAP-UIC Seminar on Facilitation and Costing of Railway Services along the Trans-Asian Railway: Bangladesh; Cambodia; India; Indonesia; Lao PDR; Malaysia; Mongolia; Nepal; Pakistan; ROK; Russian Federation; Sri Lanka; Tajikistan; Thailand; Uzbekistan;</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>Services along the Trans-Asian Railway (Bangkok, 9-11 December 2015)</p>		Viet Nam.
		<p><u>Project on Promoting Regional and Economic Cooperation in North-East Asia with particular focus on the Democratic People's Republic of Korea funded by the Government of the Republic of Korea</u></p> <ul style="list-style-type: none"> - Developing a training programme for officials of DPRK railways on "Design and manufacture of freight wagons and passenger coaches" and "Improved signaling and telecommunications", by the Railway Vocational College of Vietnam Railways (Hanoi, March-April 2012) - Training course on the transition of electric operation from direct current to alternating current for 	<p>The training programme for officials of DPRK railways in "Design and manufacture of freight wagons and passenger coaches" and "Improved signaling and telecommunications" helped enhancing the knowledge of participants.</p> <p>The six-week training course on the transition of electric traction from direct current to alternating current for officials of Democratic People's Republic of Korea organized between October and November 2014 resulted in strengthening the capacity of eight officials of DPRK's railway organization to make effective contributions towards increasing the operational capability of their national rail network so that it can serve the national economy.</p>	DPRK

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		8 railway officials of that country. The training course (Moscow, 20 October-9 November 2014).		
		<p>Project on "Development of seamless rail-based intermodal transport services in Northeast and Central Asia for enhancing Euro-Asian transport linkages</p> <ul style="list-style-type: none"> - Expert Group Meeting on Documentation and Procedures for Rail-Based Intermodal Transport Services in Northeast and Central Asia (Bangkok, 30-31 August 2016) - Expert Group Meeting on ICT Development in Railway Transport and Rail-based Intermodal Transport Services (Ulaanbaatar, 14-15 September 2016) 	<p>Expert Group Meeting on Documentation and Procedures for Rail-Based Intermodal Transport Services in Northeast and Central Asia, Bangkok</p> <p>The Meeting was organized to discuss the findings and recommendations of the draft report on documentation and procedures for rail-based intermodal transport in Northeast and Central Asia prepared by the secretariat. It brought together the concerned transport officials of China; Kazakhstan; Mongolia; the Republic of Korea and the Russian Federation.</p> <p>The participants of the Meeting agreed on the importance of the topic of the study, provided their comments and would support further work of the secretariat in this direction. They also noted the need to provide opportunity for customs officials and transport industry to provide their comments on the recommendations of the study report. In this respect, the participants agreed to provide additional comments from relevant stakeholders of their countries by November 2016 and requested the secretariat to consider organizing an additional expert group meeting to finalize the recommendations of the study report.</p> <p>Expert Group Meeting on ICT Development in Railway Transport and Rail-based Intermodal Transport Services</p> <p>As part of implementation strategy of the project on the Development of Seamless Rail-based Transport Services in Northeast and Central Asia for Enhancing Euro-Asian Transport Linkages, Transport Division collaborates with the Coordinating Council for Trans-Siberian Transportation (CCTT) to organize the above captioned expert group meeting. The Expert Group Meeting was organized in conjunction with the 25th CCTT Plenary Meeting held in Ulaanbaatar from 14 to 15 September 2016. The Meeting brought together the representatives of railway transport authorities of the countries participating in the project. The Meeting exchanged views on practical development of information</p>	<p>Expert Group Meeting on Documentation and Procedures for Rail-Based Intermodal Transport Services in Northeast and Central Asia, Bangkok</p> <p>China; Kazakhstan; Mongolia; Kazakhstan; Republic of Korea; Russian Federation.</p> <p>Expert Group Meeting on ICT Development in Railway Transport and Rail-based Intermodal Transport Services, Ulaanbaatar</p> <p>The Meeting was attended by the representatives of JSC Ulaanbaatar Railway, Korean Railroad Corporation (KORAIL), JSC Russian Railways, JSC NIIMA Progress, LLC Transrail BCH and OLTIS Group a.s.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
			technology and electronic document flow in the countries of Northeast and Central Asia and discussed the draft study report jointly prepared by Transport Division and CCTT on information technology for rail-based intermodal transport services.	
		<p>Dry Ports</p> <p><u>Project on Development of dry ports along the Asian Highway and Trans-Asian Railway networks funded by Russian Federation</u></p> <ul style="list-style-type: none"> - Ad hoc intergovernmental meeting on an intergovernmental agreement on dry ports (Bangkok, 20-22 June 2012) 	See section 2.2	See section 2.
		<p><u>Project on Capacity building for dry port planning through prefeasibility studies of selected Dry Ports in ASEAN Subregion funded by the Korea Maritime Institute</u></p> <ul style="list-style-type: none"> - Missions organized and data collected on dry ports in Myanmar (2-6 July 2012), Cambodia (30 July-1 August 2012), and Lao People's Democratic Republic (25-26 June 2012) - National Training Workshop organized in Vientiane, Lao PDR (23 July 2012), Phnom Penh, Cambodia (14 September 2012), and Nay Pyi Taw, Myanmar (21 September 2012) 	<p>The prefeasibility study reports for the potential dry ports in Cambodia, Lao PDR and Myanmar were completed and submitted to responsible government ministries and departments. A national training workshop was organized in each of these three countries. In all these countries, the workshop participants including the representatives from government and industry supported the main conclusions of the study reports. Government officials and industry representatives clearly demonstrated improved understanding of dry ports and the methodologies for their feasibility studies.</p> <p>In Cambodia, the study report showed that the potential dry port would not be financially feasible and there would be no need for such a dry port. This conclusion provided the country with a useful answer to the long-term discussion on whether a dry port should be built in Trapeang Phlong. In Lao PDR and Myanmar, the study reports showed that the projects would be feasible and thus full-scale feasibility studies should proceed. Government officials from Lao PDR and Myanmar indicated that they would take measures to undertake feasibility studies, further promote development of dry ports in their countries based on the study reports and requested UNESCAP to continue to extend assistance in this respect.</p>	Cambodia; Lao PDR and Myanmar

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p><u>Project on “Capacity Development and Operation of Dry Ports of International Importance” and “Planning, Development and Operation of Dry Ports of International Importance” funded by the Government of the Russian Federation</u></p> <ul style="list-style-type: none"> - Member States negotiate an Intergovernmental agreement on dry ports - Best practices in the establishment and operation of dry ports both from within and outside the region. - Capacity-building for the development and operation of Dry Ports of International Importance for countries of North and Central Asia, and East and North Asia (Busan, Republic of Korea, 11-12 June 2013) and for countries of South and South-East Asia (Bangkok, 18-19 March 2014). <p><u>Project on “Planning, Development and Operation of Dry Ports of International Importance” funded by the Government of the Russian Federation</u></p> <ul style="list-style-type: none"> - Series of field missions to selected member countries which have gone successfully through the development of dry ports (Australia; China; India; Republic of Korea and Thailand) - The 1st meeting of Working Group on Dry Ports (Bangkok, 25-26 November 2015) recognized 	<p>Best practices relating to dry port development were being used by member States to benchmark their national development in that area;</p> <p>The seminar on “Capacity-building for the development and operation of dry ports of international importance” served as a venue for government officials as well as experts from international organizations and private sector representatives to better understand issues relating to the planning, design, development and operation of dry ports. The seminar analyzed Dry Port development environment in different countries and looked at successful business models that have been conducive to the implementation of dry ports in the region, including how different stakeholders (central and local governments, terminal operators, transport operators, customs) could share the risks associated with the development and operation of dry ports of international importance. The meeting agreed that the implementation of projects can start on a limited scale with infrastructure and facilities being gradually expanded as volumes grow.</p> <p>Field mission to selected countries benefited in gathering useful experiences to produce a report to assist other countries of the region whose experience is fairly limited and which might benefit from applying best practice planning techniques and policy formulation to the development of dry ports</p> <p>A series of fact-finding missions to selected countries were undertaken to review the policies and approaches that have been adopted in the development and operation of dry port facilities. These countries and facilities were: Albury-Wodonga in Australia, Kunming in China, Dadri and Bangalore in India, Lat Krabang in Thailand and Uiwang in the Republic of Korea. Extensive discussions with policy-makers and operators in these countries and at these facilities allowed the project team to identify a number of significant issues and policies which affect the establishment, development and sustained operation of dry ports and related intermodal freight terminals. The review was conducted successfully and the findings were presented in a report entitled “Planning, Development and Operation of Dry Ports of International Importance,” which is available on the ESCAP website at: http://www.unescap.org/resources/study-planning-development-and-operation-dry-ports-international-importance</p> <p>The 1st meeting of Working Group on Dry Ports (Bangkok, 25-26 November 2015) received updated information from participants on initiatives being implemented or considered to develop dry ports of international importance in their countries. It also received information on</p>	<p>Capacity-building for the development and operation of Dry Ports of International Importance (Busan): Armenia; China; Georgia; Kazakhstan; Kyrgyzstan; Republic of Korea; Tajikistan and Uzbekistan.</p> <p>Capacity-building for the development and operation of Dry Ports of International Importance (Bangkok): Bangladesh; Bhutan; Cambodia; China; India; Iran (Islamic Republic of); Lao PDR; Nepal; Pakistan; Philippines; Russian Federation; Sri Lanka; Thailand; Turkey; Viet Nam.</p> <p>Advisory missions: Australia; China; India and Republic of Korea; Thailand</p> <p>1st meeting of the Working Group on Dry Ports: Azerbaijan; Bangladesh; Bhutan; China; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Lao People’s Democratic Republic; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; Uzbekistan; and Viet Nam.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>the role of the Asian Highway and Trans-Asian Railway networks in supporting the development of dry ports.</p> <p>See also section 2.2</p>	<p>the specific challenges that they face in approaching dry port development.</p>	
		<p>A research project entitled “Role of Border Special Development Zones in Regional Connectivity”</p>	<p>The research assisted member countries in developing border areas and enhancing cross-border connectivity.</p>	
		<p>Study on Planning, Development and Operation of Dry Ports of International Importance (2016)</p>	<p>As governments try to reconcile the increasing demand for transport infrastructure and services with the need to reduce the negative impact of the transport sector on the environment, the Intergovernmental Agreement on Dry Ports, together with the Intergovernmental Agreements on the Asian Highway and Trans-Asian Railway Networks, form an institutional framework aimed at supporting member countries in their efforts to work together towards the development of regional transport corridors. Developing well-connected dry ports at strategically advantageous inland locations along the routes of the Asian Highway and Trans-Asian Railway networks may assist member countries in defining a hinterland development strategy, while facilitating access to markets for landlocked countries and advancing an efficient logistics industry across the region. Related actions will help to realize the vision of an international integrated intermodal transport and logistics system for the region as well as contributing to the achievement of Sustainable Development Goals. In the present document, the work of the secretariat, in collaboration with member States, to promote the development of dry ports is highlighted and an assessment is provided of policies and issues which have contributed to the operational and financial success of such facilities in selected countries of the region. The assessment can be applied to the development efforts for such facilities in other countries.</p>	

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
2.4	Studies on international intermodal transport corridors serving inter-and intraregional trade;	Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion (Bangkok, Thailand; 21-23 November 2012) Seminar on the Development of a Comprehensive Transport and logistics in North-East Asia (Seoul, Republic of Korea; 21-22 March 2013)	The seminar helped develop capacity in the freight forwarding industry through training, including trade facilitation and the establishment of logistics associations; putting forward a joint ESCAP/KMI approach to review the issue of data collection and analysis; and providing technical assistance in relation to the issue of cabotage to review the possibility of replicating the shipping commission model mentioned above for instance for East Pacific countries. The seminar enhanced understanding of government officials, representatives of international organizations and institutions on the current status and operation of the transportation and logistics network in North-East Asia, and awareness of necessity of further cooperation to improve the existing physical and non- physical barriers The seminar helped increase collaboration with KOTI, KMI, KOTSA, UNCITRAL RCAP and SRO-ENEA	Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion: Cambodia; China; Fiji; Indonesia; Lao PDR; Malaysia; Myanmar; Papua New Guinea; Palau; Solomon; Thailand; Viet Nam. Seminar on the Development of a Comprehensive Transport and logistics in North-East Asia: Mongolia; Republic of Korea; Russian Federation.
2.5	Updated information and data measuring progress in the development of regionally important transport infrastructure and operations;	Updates on Asian Highway, Trans-Asian Railway maps and Updates on integrated map of the Asian Highway, Trans-Asian Railway and dry ports	Maps are being produced on the basics of proposed amendment of the Working Groups meetings; - Sixth Meeting of the Working Group on the Asian Highway Network - Third Meeting of the Working Group on Trans-Asian Railway Network - Working Group on Dry Port, 1st meeting	
2.6	Activities within the joint UNESCAP-UNECE project on the development of Euro-Asian transport links.	SPECA Project Working Group on Transport and Border Crossing, Almaty, Kazakhstan (17 th session, 6-7 June 2012; 18 th session, 2-3 May 2013; 19 th session, 18-19 June 2014; 20 th session, 10-11 September 2015; 21 st session, Ashgabat, 7-8 September 2016).	SPECA meetings reviewed the latest developments in transport infrastructure, progress on transport regulatory environment and implementation of transport facilitation measures, as well as the development of transport databases, promotion of PPPs for financing transport infrastructure projects and road safety in SPECA member countries. The recent session also adopted SPECA PWG-TBC Programme of Work for 2016-2017.	17th session: Afghanistan; Azerbaijan; Kazakhstan; Kyrgyzstan; Tajikistan; Turkmenistan. 18th Session: Afghanistan; Azerbaijan; Kazakhstan; Kyrgyzstan; Tajikistan. 19th Session: Afghanistan; Azerbaijan; Kazakhstan; Kyrgyzstan; Tajikistan; Turkmenistan. 20th Session: Afghanistan; Azerbaijan; Kazakhstan; Kyrgyzstan; Tajikistan. 21st session: Azerbaijan; Kazakhstan; Kyrgyzstan; Tajikistan and Turkmenistan.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
3	Transport facilitation	Immediate objective: to promote efficient and smooth movement of goods, passengers and vehicles by road and rail across the region, including at border crossings		
3.1	Establishment of a regional network of legal and technical experts on transport facilitation and the development of an action plan for the implementation of the regional strategic framework for the facilitation of international road transport;	<p><u>Project on “Establishment of regional network of legal and technical experts on transport facilitation” funded by the Russian Federation</u></p> <ul style="list-style-type: none"> - Establishment of the Regional Network of Legal and Technical Experts on Transport Facilitation in 2012 - First Meeting of the Regional Network of Legal and Technical Experts on Transport Facilitation (Phuket, Thailand; 10-11 February 2014) - Second Meeting of the Regional Network (25-26 March 2015, Incheon, Republic of Korea) - Webpage on the regional network of legal and technical experts on transport facilitation for application for membership available online. 	<p>The project reached its result in terms of enhancing capacity to formulate and implement transport facilitation measures. It has promoted the idea of establishing the Regional Network of Legal and Technical Experts on Transport Facilitation among the member countries with 88 Applications of experts on transport facilitation from 28 countries to date. The project also identified its potential participants embracing governments, private sector and academia, brought experts together through two regional meetings, conducting studies and exchanging relevant information on legal instruments related to transport facilitation, elaboration of a Model Subregional Agreement on Transport Facilitation as a template to follow while negotiating new or revising the existing subregional/multilateral transport facilitation agreement, and keeping the Regional Network members constantly updated on the latest developments through regular distribution of digital Transport Facilitation Newsletter among them.</p> <p>The project led to enhanced understanding of negotiators of multilateral/subregional agreements of the approaches to their formulation, as well as of the benefits which international conventions and subregional/multilateral transport facilitation agreements can bring for enhancing transport connectivity in the region and for development of international transport. Totally 11 ESCAP member states acceded to global, regional or subregional conventions or agreements during the project implementation.</p>	<p>First Meeting of the Regional Network of Legal and Technical Experts on Transport Facilitation: Bangladesh; Bhutan; Cambodia; China; Georgia; Indonesia; Iran; Kazakhstan; Kyrgyzstan; Malaysia; Mongolia; Nepal; Russian Federation; Thailand; Turkey; Viet Nam.</p> <p>Second Meeting of the Regional Network: Bangladesh; Bhutan; Cambodia; China; Iran; Kyrgyzstan; Mongolia; Myanmar; Nepal; Pakistan; ROK; Russian Federation; Tajikistan; Thailand; Uzbekistan.</p>
		<p><u>Project on Harmonization of legal environment for operations of international road transport in the ESCAP region funded by the Russian Federation:</u></p> <ul style="list-style-type: none"> - Regional Meeting on Harmonization of Legal Instruments and Documentation for Cross-border and Transit Transport by Road (Bangkok, 16-17 December 2015) - Regional Meeting on Harmonization of Legal Instruments and 	<p>Under UNESCAP Regional Network of Legal and Technical Experts on Transport Facilitation, which was established in February 2012 to assist member countries in building more efficient legal regime for international transport in the region, several comparative studies on subregional and bilateral agreements on transport facilitation were undertaken. On the basis of these studies, the secretariat has developed a draft Model Subregional Agreement on Transport Facilitation as well as a draft Model Bilateral Agreement on International Road Transport, which can be used as guidelines for gradual region-wide harmonization of legal instruments on cross-border and transit transport by road at both multilateral and bilateral levels. The Bangkok Regional Meeting which on 16 & 17 December 2015 discussed the provisions of the above-mentioned draft regional model agreements, as well as the approaches for harmonization of</p>	<p>Regional Meeting on Harmonization of Legal Instruments and Documentation for Cross-border and Transit Transport by Road, December 2015: Armenia; Azerbaijan; Bhutan; Cambodia; China; India; Iran; Kyrgyzstan; Myanmar; Nepal; Pakistan; Philippines; Russian Federation; Tajikistan; Turkey; Thailand; Viet Nam.</p> <p>Regional Meeting on Harmonization of Legal Instruments and Documentation for Cross-border and Transit Transport by Road, May</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>Documentation for Cross-border and Transit Transport by Road (Dushanbe, 25-26 May 2016)</p> <p>- Regional Meeting on Harmonization of Legal Instruments and Documentation for Cross-border and Transit Transport by Road (Bangkok, 9-11 August 2016)</p> <p>- Expert Group Meeting on harmonization of legal environment for operations of international road transport in the ESCAP region : planned in Bangkok, 20-21 December 2016</p>	<p>documents required for cross-border and transit transport operations by road. The Meeting the relevance and importance of the model agreements and proposed to submit them for adoption at the Ministerial Conference on Transport to be held on 5-9 December 2016. In preparation for the Ministerial Conference, the Meeting also requested the secretariat to (i) circulate the draft Model Bilateral Agreement on International Road Transport among all relevant government authorities of the Member countries, and (ii) organize a follow-up meeting in the first half of 2016 to accommodate possible comments and finalize the model agreement for subsequent submission to the Ministerial Conference. The second regional meeting was held in Dushanbe, on 25-26 May 2016. The Meeting proposed to submit the Model Bilateral Agreement on International Road Transport for adoption at the Ministerial Conference on Transport to be held on 5-9 December 2016, and had a preliminary discussion on the Model multilateral permit for international road transport of goods along the Asian Highway Network. The third regional meeting was held in Bangkok, on 9-11 August 2016. The Meeting proposed to submit the Model multilateral permit for international road transport of goods along the Asian Highway Network for adoption at the Ministerial Conference on Transport to be held on 5-9 December 2016. The Expert Group Meeting will be held on 20-21 December 2016 to discuss a Multilateral Permits System for the international transport of goods by road.</p>	<p>2016: Azerbaijan; Bangladesh; Bhutan; Cambodia; China; DPRK; India; Iran; Kazakhstan; Kyrgyzstan; Myanmar; Russian Federation; Tajikistan; Thailand; Turkmenistan; Uzbekistan; Viet Nam.</p> <p>Regional Meeting on Harmonization of Legal Instruments and Documentation for Cross-border and Transit Transport by Road, August 2016: Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Democratic People's Republic of Korea; Fiji; India; Iran (Islamic Republic of); Japan; Kazakhstan; Kyrgyzstan; Malaysia; Myanmar; Nepal; Pakistan; Republic of Korea; Russian Federation; Sri-Lanka; Tajikistan; Thailand; Uzbekistan; Viet Nam.</p> <p>Expert Group Meeting on harmonization of legal environment for operations of international road transport in the ESCAP region (TBC): Afghanistan; China; Iran (Islamic Republic of); Mongolia; Pakistan; Russian Federation; Tajikistan.</p>
		<p>Seminars with ASEAN on implementation of transport agreements and development of integrated intermodal transport systems respectively, Bangkok, 28-29 November</p>	<p>The workshop was organized jointly by ESCAP and ASEAN Secretariat. The workshop:</p> <ul style="list-style-type: none"> • presented key elements of an integrated intermodal transport system and methodology to plan and develop such system; • identified/proposed solutions for operationalizing an integrated intermodal transport system; • identified/reviewed main challenges in the implementation of ASEAN transport facilitation agreements and their role in realizing an integrated intermodal transport system; and • explored the need for an action plan to support ASEAN countries in implementing the agreements and other measures to realize an integrated intermodal transport system in their subregion. 	<p>Cambodia; Indonesia; Lao PDR; Myanmar; Malaysia; Philippines; Thailand; Viet Nam.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
3.2	Workshops/studies on regional and subregional cooperation under the regional strategic framework for facilitation of international road transport;	<p>Seminar on Cross-border Transport among China, Mongolia and Russian Federation (Bangkok, Thailand; 23-24 April 2013)</p> <p>Consultation Meetings among China, Mongolia and Russian Federation on the Legal Instrument on Transit Transport Along the Route with Overall Direction of Asian Highway Route No. 4. (Beijing, China, 22-23 April 2014; Incheon, Republic of Korea, 8-10 October 2014 and Ulaanbaatar, 15-18 September 2015; Moscow, 29 March – 1 April 2016).</p>	<p>During the consultation meetings among China, Mongolia and Russian Federation on the legal instrument for operationalizing transit transport along the Asian Highway Route no. 4 in 2014, the three countries achieved substantive progress towards a consensus on major provisions of the future agreement, and requested the secretariat to continue its support in the negotiation process.</p> <p>In 2015, the three countries met and concluded with consensus on the draft agreement and its three annexes. As the countries agreed to widen the scope of the agreement to both bilateral and transit transport operations and to add transport route with the direction of Asian Highway Route No. 3, it was decided to change the title of the draft agreement to "Agreement on International Road Transport along the Asian Highways".</p> <p>With assistance of the secretariat, the Governments of China, Mongolia and the Russian Federation finalized the Intergovernmental Agreement on International Road Transport along the Asian Highway Network in Moscow on 1 April 2016, and expect to sign the Agreement in June 2016. Once in force, the Agreement will provide Mongolia with sea access by road, and China and the Russian Federation with transit link through Mongolia. The Agreement is open to other Parties of the Asian Highway to accede.</p>	China; Mongolia; and Russian Federation.
3.3	A study to identify the issues surrounding regional cooperation for the facilitation of international railway transport;	<u>Project on Enhancing the operationalization of the Trans-Asian Railway- Costing, marketing and facilitation of railway services funded by the Government of the Russian Federation</u>	(See Section 2.3)	(See Section 2.3)

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
3.4	Assistance in acceding to and implementing international transport facilitation conventions and agreements, including those recommended in ESCAP resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures, and in formulating and implementing subregional agreements related to the facilitation of international transport by road and/or rail;	<ul style="list-style-type: none"> - Final Meeting on Draft Agreement between the Governments of SCO Members States on Facilitation of International Road Transport (Beijing, 26 May - 1 June 2012), - SCO Prime Ministers Meeting and the Signing of the SCO Road Transport Facilitation Agreement (Tashkent, Uzbekistan; 28-29 November 2013) - SCO Special Task force on Transit Potential Meeting (Ufa, Russian Federation, 1-2 December 2014); - Meeting of the Council of the Heads of Governments (Prime Ministers) of the Shanghai Cooperation Organization Member States (Astana, 15 December 2014); - 7th Meeting of SCO Transport Minister (Ufa, Russian Federation, 15 May 2015). 	<p>The secretariat's effort through technical assistance and financial support to support the formulation of the Inter-Governmental Agreement among the Shanghai Cooperation Organization (SCO) Member States on Facilitation of International Road Transport since its initiation in 2004, resulted in the signing of the Agreement during the annual Meeting of the Council of Heads of State of the Shanghai Cooperation Organization (SCO) in Dushanbe, Tajikistan (September 2014). The Agreement has been since ratified by all SCO member States.</p>	<p>Final Meeting on Draft Agreement between the Governments of SCO Members States on Facilitation of International Road Transport: China; Kazakhstan; Kyrgyzstan; Russian Federation; Tajikistan; Uzbekistan.</p> <p>SCO Prime Ministers Meeting and the Signing of the SCO Road Transport Facilitation Agreement: China; Kazakhstan; Kyrgyzstan; Russian Federation; Tajikistan; Uzbekistan.</p> <p>SCO Special Task force on Transit Potential Meeting: Kazakhstan; Kyrgyzstan; Russian Federation; Tajikistan; Uzbekistan.</p> <p>Meeting of the Council of the Heads of Governments (Prime Ministers) of the Shanghai Cooperation Organization Member States: China; Kazakhstan; Kyrgyzstan; Russian Federation; Tajikistan; Uzbekistan.</p> <p>Ufa, Russian Federation, 15 May 2015: Afghanistan; Belarus; China; Iran; Kazakhstan; Kyrgyzstan; Mongolia; Russian Federation; Tajikistan; Turkey; Uzbekistan.</p>
3.5	Advisory services/workshops on the establishment or strengthening of national facilitation coordination mechanisms and on joint controls at borders to facilitate international road and/or rail transport;	<ul style="list-style-type: none"> - <i>Guidelines on Establishing and Strengthening of National Coordination Mechanisms for Trade and Transport Facilitation in the ESCAP Region</i> in March 2012 and advisory services and national workshop on national coordination mechanisms for trade and transport facilitation (Lao PDR, 24-26 September 2012); 	<p><i>Guidelines on Establishing and Strengthening National Coordination Mechanisms for Trade and Transport Facilitation in the ESCAP Region</i> lays down broad principles, salient aspects and the main requirements for national coordination mechanisms to be successful. Based on these guidelines, the secretariat conducted national workshops at the request of members and associate members. The workshops assisted them in establishing and/or strengthening such mechanisms.</p> <p>In cooperation with ADB, the secretariat contributed to a series of national training workshops on integrated and sustainable trade and transport facilitation monitoring mechanisms (TTFMM). These were held to equip</p>	Bhutan; Bangladesh; Georgia; Lao PDR; Nepal.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Georgia, 6-7 March 2013) - National Training Workshop on Integrated and Sustainable Trade and Transport Facilitation Monitoring Mechanism (TTPMM) (Phuentsholing, Bhutan; 10-15 March 2014, Dhulikhel, Nepal, 15-17 April 2014, Dhaka, Bangladesh; 28-29 April 2014)	the national study teams with skills and knowledge on the key components of TTFMM, including the time/cost-distance methodology developed by the secretariat. The Workshop concluded that the TTFMM study, including on Time/Cost-Distance (TCD) methodology component, should be undertaken in Bangladesh, identified products, corridors and local focal point for that study.	
3.6	Studies/workshops on the application of information and communications technology and other new technologies as well as the time/cost-distance toolkit to facilitate international road and/or rail transport.	<p><u>UNDA Project on Project on Capacity Building for Control Authorities and Transport Operators to Improve Efficiency of Cross-border Transport and Landlocked and Transit Developing Countries</u></p> <ul style="list-style-type: none"> Developing A Cross-Border and Transit Transport Process Management Toolkit (CT-TPM) and national training workshops on the application of the toolkit (Tajikistan, 11-12 December 2012; Kyrgyzstan, 18-19 December 2012; Kazakhstan, Astana, 27 February 2013) Published the Time/cost-distance methodology (April 2012) and supplementary models for secure cross-border transport integrated control at border crossing and efficient cross-border transport Missions to Ruili, China (2-5 May 2012), Penang, Padang Besar and Bukit Kayu Hitam, Malaysia (10-11 May 2012), Calcutta, New Delhi, Petrapole border, India (5-7 June 2012), Erlan, China and Zamyn-Uud 	<p>In Central Asia, the upgraded time/cost-distance methodology for corridor assessment was merged with UNCTAD's cluster development methodology to develop a comprehensive Cross-border and Transit Transport Process Management Toolkit (CT-TPM), which has been subsequently, piloted on an international transport corridor connecting Kazakhstan, Kyrgyzstan and Tajikistan. The established national transport clusters of the countries involved have applied the Time/Cost-Distance Methodology to identify the bottlenecks on the transport corridor connecting Almaty, Bishkek and Dushanbe. Based on the findings of the application, the national clusters elaborated proposals for action plans at national level to address those bottlenecks through meetings at national level. Furthermore, three inter-country level cluster meetings were organized, which resulted in the adoption of the proposed action plan at corridor level aimed at the improvement of performance of the mentioned transport corridor, and in elaboration of recommendations for practical implementation of the action plan.</p> <p>In South Asia, ESCAP time/cost-distance methodology is currently being applied as a component of the integrated and sustainable trade and transport facilitation monitoring mechanism (TTFMM), which helped measure the performance of trade and transport corridors connecting the territories of Bangladesh, Bhutan and Nepal under a project being jointly implemented by the secretariat and the Asian Development Bank (ADB).</p> <p>See section 3.5</p>	China; Kazakhstan; Kyrgyzstan; Malaysia; Mongolia; Tajikistan.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		border, Mongolia (20-22 June 2012) <ul style="list-style-type: none"> • Three inter-country level cluster meetings (Dushanbe, 21 February 2014; Almaty, 29 May 2014; and Bishkek, 21-22 August 2014), 		
		First meeting on feasibility study for pilot application of UNESCAP Secure Cross-border Transport Model between Bhutan and India (Kolkata, India, 1-3 July 2014)	The high-level officers of the India Customs re-affirmed their support to the pilot application and expressed strong interest in further application of the Model to domestic transit transport between seaports and dry ports within India and cross-border transport between India and the neighbouring countries. During the meeting, a visit to the Kolkata Port and meetings with transport operators and field Customs officers were also organized to understand current challenges for transit between Bhutan and India and to collect required information for the feasibility study. After the meeting, the study team followed three trucks equipped with the device from the Kolkata Port to the border with Bhutan and then proceeded to the capital city of Bhutan, Thimpu. The test run was successfully completed.	India, Bhutan
		ESCAP-ADB Workshop on Efficient Cross-border Transport (Beijing, China, 22 November 2012, Bangkok, Thailand; 9-11 October 2013)	The workshops supported the pilot application of the ESCAP Secure Cross-border Transport Model (SCBTM) to the transit transport between Bhutan and India and agreed to key arrangements for the pilot application.	Beijing, China; 22 November 2012: China. Bangkok, Thailand; 9-11 October 2013: Bangladesh; Bhutan; India; Nepal.
		ESCAP-ADB National Workshop on Secure Cross Border Transport Model (Thimphu, 21 January 2014; New Delhi, 7 March 2014)	The workshop supported the pilot application of the ESCAP Secure Cross-border Transport Model (SCBTM) to the transit transport between Bhutan and India and agreed to key arrangements for the pilot application.	Bhutan; India.
		National Workshop on ESCAP Transport Facilitation Tools and Recommendations (Nay Phi Taw, Myanmar, 3 March 2016; Ulaanbaatar, 7-8 June 2016; Hanoi, 4-5 October 2016)	The secretariat organized the workshop at the request of the Ministry of Rail Transport of Myanmar. The workshop was attended by around 50 representatives from various ministries and departments of Myanmar including road transport, customs, immigration and Myanmar freight forwarder's and trucking associations respectively. The workshop enhanced the understanding of the participants regarding ESCAP tools and recommendations to facilitate cross border and transit transport. As a follow up to the workshop, Myanmar transport authorities requested for capacity building in certain areas of transport facilitation.	Myanmar; Mongolia; Viet Nam.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
4	Transport logistics	Immediate objective: to assist countries in developing transport logistics policies and in enhancing the professionalism and competence of logistics service providers		
4.1	Guidelines for the development of transport logistics policies;	<p>Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion (Bangkok, Thailand, 21-23 November 2012)</p> <p>Seminar on the Development of a Comprehensive Transport and logistics in North-East Asia (Seoul, Republic of Korea, 21-22 March 2013)</p>	<p>Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion: The seminar reviewed trends in cargo and container movements at the global and regional levels; reviewed the main container ports in ASEAN region and their intermodal connections with inland locations and neighboring countries; discussed constraints, challenges and ways forward related to inter-island shipping within Pacific and archipelagic countries; and examined the main logistics facilities such as dry port, identify the main barriers and discuss solutions aimed at promoting transport and logistics activities along the Asian Highway and Trans-Asian Railway in ASEAN region.</p> <p>Seminar on the Development of a Comprehensive Transport and logistics in North-East Asia: The Seminar reviewed development of transport and logistics network in NEA; the current status and future development plans in transport infrastructure; overview of origin ports and international transport corridors; operation and development of an international intermodal transport and logistics network; potential applications of TIR system for sea-land intermodal; and the way forward.</p>	<p>Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion: Cambodia; China; Fiji; Indonesia; Lao PDR; Malaysia; Myanmar; Papua New Guinea; Palau; Solomon; Thailand; Viet Nam.</p> <p>Seminar on the Development of a Comprehensive Transport and logistics in North-East Asia: Mongolia; Republic of Korea; Russian Federation.</p>
		<p><u>Project on “Regional Development of Efficient and Effective Logistics Systems” funded by the Government of China</u></p> <ul style="list-style-type: none"> Regional Seminar on Development of Efficient and Effective Logistics Systems and field visit to China Transport and Logistics Public Information Sharing Network (LOGINK), 7-8 May 2013, Hangzhou, China First Expert Group Meeting on the Development of Efficient and Effective Regional Logistics Systems, 20–21 March 2014, Beijing, China 	<p>The first phase of the activity, the Regional Seminar on Development of Efficient and Effective Logistics Systems, was held in Hangzhou, China, 7-8 May 2013. The Seminar also acknowledged the importance of developing regional standards on logistics information systems to facilitate effective and efficient logistics data and information sharing.</p> <p>Following the Seminar, three expert group meetings were organized in 2014 and 2015. Two Expert Group Meetings were organized in 2014 where country experts met to elaborate the study scope, present initial findings and discuss technical similarities and differences between various national and transnational logistics information service systems in the region. A third Expert Group Meetings was organized in 2015 where country experts reviewed the study findings on the technical aspects of key national logistics information systems.</p> <p>A notable milestone was the completion of the draft study report, “Regional Study: The use of Logistics Information Systems for increased efficiency and effectiveness”, which contain data standards and recommendations on other technical aspects, including Standard Model of</p>	<p>Regional Seminar on Development of Efficient and Effective Logistics Systems and field visit to China Transport and Logistics Public Information Sharing Network: Azerbaijan; Bangladesh; China; Korea; Georgia; Indonesia; Kyrgyzstan; Lao PDR; Nepal; Pakistan; Philippines; Sri Lanka; Tajikistan; Viet Nam.</p> <p>First Expert Group Meeting on the Development of Efficient and Effective Regional Logistics Systems: China; Japan; ROK; Singapore.</p> <p>Second Expert Group Meeting on the Development of Efficient and Effective Logistics Systems: China; Japan; ROK; Singapore.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<ul style="list-style-type: none"> Second Expert Group Meeting on the Development of Efficient and Effective Logistics Systems, 10–11 June 2014, Seoul, Republic of Korea Third Expert Group Meeting on the Development of Efficient and Effective Logistics Systems, 22–24 July 2015, Bangkok, Thailand Regional Meeting Development of Efficient and Effective Logistics Information Systems, 10-11 December 2015, Bangkok, Thailand 	<p>Logistics Information Systems, and examples of key national and transnational logistics information systems were presented in the study report.</p> <p>A Regional Meeting Development of Efficient and Effective Logistics Information Systems was successfully organized and held on 10-11 December 2015 to present study findings from this project with participating government officials and industry representatives. A total of 64 participants from 22 countries attended the Meeting.</p> <p>Participants in the Meeting recognized the importance of the subject and proposed to submit the study conclusions and recommendations, including the recommended Standard Model of Logistics Information Service Systems for adoption at the Ministerial Conference on Transport to be held in the fourth quarter of 2016.</p>	<p>Third Expert Group Meeting on the Development of Efficient and Effective Logistics Systems: China; Japan; ROK; Singapore.</p> <p>Regional Meeting Development of Efficient and Effective Logistics Information Systems: Afghanistan, Azerbaijan; Bangladesh; Bhutan; Cambodia; China; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Kyrgyzstan; Malaysia; Mongolia; Myanmar; Nepal; Philippines; Sri Lanka; Tajikistan; Thailand; Viet Nam.</p>
4.2	Guidelines for the establishment of minimum standards and codes of conduct for logistics service providers;	<i>Guidelines for Minimum Standards and Codes of Professional Conduct for Freight Forwarders, Non-Vessel Operating Common Carriers and Multimodal Transport Operators</i> (2013)	<p>The Guidelines provided governments and industry of member countries with a tool for formulating, reviewing and revising relevant regulations in order to enhance the professionalism and competitiveness of freight forwarders, non-vessel operating common carriers (NVOCCs) and multimodal transport operators (MTOs) in the ESCAP region.</p> <p>The Guidelines serve as the basis of advocating for the use of such standards by governments in the region. The secretariat also published a study on Logistics System in Lao People's Democratic Republic in 2011 and the study on Regional Study: The use of Logistics Information Systems for increased efficiency and effectiveness in 2015.</p>	
		Technical assistance and support to the industry and to governments for logistics service providers (Singapore, 18-19 February 2013 and Seoul, 11-13 March 2013)	The secretariat visited association and institutions related to collect information and data for the regional study on regulatory frameworks for logistics service providers. The visits also allow better understanding of the nature of logistics industry and regulatory framework in respective countries and to share experiences on national good practices.	Singapore; Republic of Korea.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Workshop on Regulatory Frameworks for Logistics Service Providers (Negombo, Sri Lanka, 7 June 2013)	The workshop improved the knowledge and understanding of the importance of implementing minimum standards and codes of professional conducts to enhance professionalism and competency of logistics service providers in the region. Recommendations and guidelines on minimum standards and measures to promote professional standards were presented and discussed.	Bangladesh; Cambodia; India; Indonesia; Japan; Malaysia; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Singapore; Sri Lanka; Thailand.
		Analytical mapping of the complex services and roles played by modern logistics service providers and Guide to Key Issues in Development of Logistics Policy	The Guide to Key Issues in Development of Logistics Policy publication offered governments and industry a review of the emerging characteristics in logistics service provision and the ways to support development of the logistics sector in the ESCAP region. Examples of national logistics strategies, and national mechanism for logistics development as well as potential roles of national associations in supporting the development of the logistics sector were presented in the publication.	
4.3	Regional meetings of freight forwarders, multimodal transport operators and logistics service providers and their national associations;	Regional Conference/Forum and Meeting of Chief Executives of National Associations for Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers (Bangkok, Thailand; 13-14 June 2012 and Negombo, Sri Lanka; 6-7 June 2013; Beijing, China; 20 June 2014; Bangkok, Thailand; 25 June 2015; Jakarta, 23 June 2016,)	The annual Regional Conference/Forum for Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers reviewed the achievements and remaining challenges of the implementation of regional commitments under the framework of the Association of Southeast Asian Nations (ASEAN) and discussed the economic benefits of ASEAN Economic Community (AEC) and impact on the logistics industry in the region. The events promoted the development and enhancement of effective dialogue between stakeholders in logistics, including governments, international organizations and the business sector. The recent Regional Conference/Forum for Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers held in Bangkok, 25 June 2015 culminated with recognition on the importance of i) improving hard and soft infrastructure quality especially among least developed countries to reduce logistics cost and enhance logistics services efficiency, ii) improving logistics service quality and professionalism through human resource capacity building; and noted the benefits in establishing regional standards in certifications, iii) sustainable freight transport and noted DHL's contribution in logistics supply chain resilience and risk assessment research, and (iv) active participation of national associations in government forums as a way to promote dialogue, improve awareness and enhance the role of the industry in policy development.	<p>2012: Brunei; Cambodia; China; Indonesia; Japan; Malaysia; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Singapore; Sri Lanka; Thailand.</p> <p>2013: Bangladesh; Cambodia; China; India; Indonesia; Japan; Malaysia; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Singapore; Sri Lanka; Thailand.</p> <p>2014: Cambodia; China; Indonesia; Japan; Malaysia; Mongolia; Pakistan; Sri Lanka; Thailand.</p> <p>2015: Bangladesh; Cambodia; China; India; Indonesia; Japan; Malaysia; Myanmar; Nepal; Philippines; Singapore; Sri Lanka; Thailand; Viet Nam.</p> <p>2016: Afghanistan; Bangladesh; Cambodia; China; Indonesia; Lao PDR; Malaysia; Myanmar; Philippines; Republic of Korea; Singapore; Sri Lanka; Thailand; Viet Nam.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
4.4	Technical assistance and support to the industry and to governments for a sustainable training programme.	Advisory services and training to conduct Training of trainers workshop on Fundamentals and Foundation Course on Freight Forwarding, Multimodal Transport and Logistics and Foundation Course on Freight Forwarding, Multimodal Transport, Logistics and Supply Chain Management (Manila, Philippines; 23-27 April 2012)	The workshop improved the lecturing skills of 16 trainers of the freight forwarding industry in the Philippines. Participants of the workshop were equipped with better knowledge in freight forwarding, multimodal transport, logistics and supply chain management. They were also trained on how to deliver training courses in a structural manner.	Philippines
		Workshop on Establishment of Sustainable Accredited Training Systems for Freight Forwarders, Multimodal Transport Operators and Logistics Services Providers in Asia and the Pacific (Bangkok, Thailand; 11 June 2012).	Workshop reviewed the draft Study on Establishing Sustainable Accredited Training Systems for Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers in Asia and the Pacific Region.	Indonesia; Malaysia; Myanmar; Nepal; Philippines; Singapore; Sri Lanka.
		Training Course on Carriage of Dangerous Goods by Air (Yangon, Myanmar; 28 October – 1 November 2013)	As a measure to enhance capacity of the logistics industries in the least developed countries in the region, ESCAP together with the Myanmar International Freight Forwarders' Association (MIFFA) is organizing a training course on carriage of dangerous goods by air in Yangon, Myanmar, on 28 October - 1 November 2013. The course is aimed at shippers, shipper's agents and freight forwarders, and will cover topics such as classification of dangerous goods, packing requirements, correct marking and labelling, and the preparation of documentation. The course will provide the participants with the necessary skills to be competent to prepare dangerous goods for carriage by air, and will promote safety and security in transport in the region.	Myanmar
		Training of Trainers Workshop for freight forwarders on logistics and supply chain management (Phnom Penh, Cambodia; 18-20 December 2013)	The workshop improved the training skills and enhanced the knowledge of Cambodian trainers in freight forwarding, logistics and supply chain management. Twenty-one trainers have satisfactorily participated in the workshop and were awarded participation certificates.	Cambodia

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
5	Finance and private sector participation	Immediate objective: to promote regional cooperation between the public and private sectors for financing and maintaining infrastructure		
5.1	Studies on investment in Asian Highway and Trans-Asian Railway sections and in intermodal linkages, including dry ports, river ports and seaports;	See Section 2.3:		
5.2	Investment forums to promote partnerships and the sharing of experiences in financing the Asian Highway, Trans-Asian Railway, internationally recognized dry ports, river ports and seaports;	See Section 2.3:		
5.3	Assessment and promotion of policy options and initiatives for the financing of road maintenance;	Expert Group Meeting on Road Maintenance and Management (Hanoi, Viet Nam; 29-31 May 2013)	The EGM shared innovative and good practices in road maintenance and management in the Asia and Pacific region, as well as discussed ways to raise the profile of road maintenance issues in the international development agenda. Experts from both national road authorities and rural development authorities from selected South and South-East Asian countries as well as representatives from donor agencies including the Asian Development Bank, World Bank, Department for International Development (DFID), Japan International Cooperation Agency (JICA), Korea International Cooperation Agency (KOICA), and the International Road Federation were invited to participate in the meeting.	Bangladesh; Bhutan; Cambodia; India; Lao PDR; Myanmar; Nepal; Pakistan; Sri Lanka; Thailand; Viet Nam.
5.4	Support for regional cooperation and networking among PPP units/programmes;	See Section 5.5		

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
5.5	Assistance to member countries and institutions through the sharing of good practices and the delivery of PPP capacity development programmes;	High-level expert group meeting on Public-Private Partnerships as part of the Third Asia-Pacific Ministerial Conference on PPPs (Tehran, 11-13 November 2012)	The secretariat organized the High-level Expert Group Meeting on Infrastructure Public-Private Partnerships for Sustainable Development in Tehran on 11 and 12 November 2012. The meeting was held in conjunction with the third Asia-Pacific Ministerial Conference on Public-Private Partnership for Infrastructure Development, which was hosted by the Government of the Islamic Republic of Iran. These meetings reaffirmed the commitment of Governments to increasing the role of the private sector in sustainable infrastructure development and agreed on a number of areas for further cooperation. The Commission in its resolution 69/6 on the “ <i>Implementation of the Tehran Declaration to promote public-private partnerships in infrastructure development in Asia and the Pacific for sustainable development</i> ” noted with appreciation the Declaration as the successful outcome of the Ministerial Conference and welcomed this Declaration.	
		Case studies on PPP projects in the Asia-Pacific region Various resources on PPPs, including ESCAP E-learning series on PPPs, information on PPP units and programmes in Asia and the Pacific, a PPP readiness self-assessment tool and a free online course on PPPs have also been updated and uploaded on the ESCAP website	The secretariat launched in 2015 the ESCAP E-learning series on PPPs, which has contributed to increase the knowledge of thousands of people in a few months’ time. Case studies and various resources on PPPs also help enhancing the capacity of government officials to identify, develop and manage PPP for infrastructure projects in their own country.	
5.6	Technical assistance in assessing PPP readiness.	<u>UNDA project on “Building capacity and facilitating private sector involvement for infrastructure development for less developed countries in the Asia-Pacific Region”</u> - Preparatory missions were undertaken to review existing policy frameworks, to meet key stakeholders and to identify bottlenecks for involving the private sector in infrastructure development in each of the targeted countries (Thimphu, 25-26 February 2014;	The preparatory missions undertaken in 2014 in Bhutan, Cambodia, Lao PDR and Myanmar successfully contributed to plan the actions needed for further involving the private sector in infrastructure development (work-plans were subsequently agreed with the national contact points). The National Public-Private Partnership Forum contributed to identify the key bottlenecks for PPP development in each country and to develop PPP policy frameworks. Significant progress have been achieved in each of the targeted countries since the launch of the UNDA project: a PPP policy document was finalized in Bhutan, a draft policy and roadmap for enabling PPP mechanism is now ready to be approved in Cambodia, a PPP decree has been drafted in Lao PDR and a PPP strategic roadmap is being developed in Myanmar. Training workshops also contributed to build the	National workshops: Bhutan; Cambodia; Lao PDR; Myanmar. Asia-Pacific Forum on PPPs for Transport Infrastructure Development: Australia; Azerbaijan; Bangladesh; Bhutan; Cambodia; China; India; Indonesia; Iran (Islamic Republic of); Kazakhstan; Lao People Democratic Republic; Malaysia; Mongolia; Nepal; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; United States of America; Viet Nam.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>Vientiane, 13-14 March 2014; Nay Pyi Taw, 27-28 March 2014; and Phnom Penh, 28-29 April 2014; Cambodia, 25-26 January 2016;</p> <p>- National Public-Private Partnership Forum and training workshops were organized (Thimphu, 19-20 August 2014; Vientiane, 15-16 September 2014; Yangon, Myanmar, 26-27 November 2014; Phnom Penh, 11-12 December 2014; Vientiane, 26-27 August 2015; and Nay Pyi Taw, 29 September - 1 October 2015) as well as technical workshops on the development of policy documents (Phnom Penh, 10-11 March 2015; Thimphu, 24-26 March 2015; and Nay Pyi Taw, Myanmar, 15-16 June 2016).</p> <p>- Asia-Pacific Forum on PPPs for Transport Infrastructure Development (Bangkok, 21-22 January 2015); the Policy Dialogue on PPP for Infrastructure Development in South Asia (Kathmandu, 22-23 September 2015); and the Expert Group Meeting on Financing Sources for PPP in South-East Asia (Kuala Lumpur, 24-25 November 2015).</p>	<p>capacity of government officials to implement PPP projects. Overall, these activities attracted more approx. 280 representatives from the public and private sectors (around 70 in Bhutan, 70 in Lao PDR, 80 in Myanmar and 60 in Cambodia). The meeting greatly benefited from the presence of renowned international experts and other development partners (e.g. Asian Development Bank (ADB), Agence Francaise de Development (AFD), International Finance Cooperation (IFC), Japan International Cooperation Agency (JICA), United Nations Economic Commission for Europe (UNECE), United Nations Development Program (UNDP), World Bank). Participants rated the workshops as very useful highlighting how they had allowed them to further their knowledge on how to approach and devise successful public private partnerships.</p> <p>The three regional events organized in 2015 helped facilitate experience sharing and to develop policy recommendations. More than 230 representatives from the public and private sectors participated in these events. These regional events have all been evaluated as very effective in increasing the knowledge of participants.</p>	<p>Policy Dialogue on PPP for Infrastructure Development in South Asia: Afghanistan, Bangladesh; Bhutan; India; Iran (Islamic Republic of); Maldives; Nepal; Pakistan; and Sri Lanka.</p> <p>Expert Group Meeting on Financing Sources for PPP in South-East Asia: Cambodia; Indonesia; Lao PDR; Myanmar; Philippines; Thailand; and Viet Nam.</p>
		<p>Training-of-Trainer capacity-Building Workshop on Public-private Partnerships (PPP) (Bangkok, 21-25 March 2016)</p>	<p>The participants acquired practical experience on the PPP procurement mechanism that will be easily applied in their respective countries. The workshop also contributed to developing a pool of qualified officials who can organize national training courses to disseminate at the local level the knowledge and skills acquired. The workshop was very well received by the participants who were coming from the 4 targeted countries under a UN Development Account project.</p>	<p>Bhutan; Cambodia; Lao PDR; Myanmar</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Capacity Building Workshop on National PPP Portal Content Management (Bangkok, 26-27 April 2016)	The workshop provided government officials with training in how best to maintain, edit and enhance these portal contents, which are now live (http://www.ppp.mef.gov.kh/ and http://ppp.gov.bt/).	Bhutan; Cambodia.
		Capacity-Building Workshop on Model Contract for Dry Port Development through Public-Private Partnerships (PPP) (Bangkok, 24-26 May 2016)	The workshop contributed to build the capacity of 25 government officials coming from the four countries targeted in the project, namely Bhutan, Cambodia, Lao PDR and Myanmar. Through the event, the government officials learnt how to structure a PPP project and draft contract provisions for this type of infrastructure. They had also the chance to acquire first-hand knowledge of dry port operations by visiting the Lad Krabang inland container depot (ICD) located in the surroundings of Bangkok. Overall, the workshop was very positively assessed by the participants and will support the implementation of the ESCAP-sponsored Intergovernmental Agreement on Dry Ports, which recently entered into force. It was also an opportunity to disseminate the Model Concession Agreement developed under the project that can assist countries in the region with their dry port development.	Bhutan; Cambodia; Lao PDR; Myanmar.
6	Sustainable transport development	Immediate objective: to increase awareness and understanding of alternative freight transport policy options that can reduce energy consumption and emissions		
6.1	Proposals to encourage, through appropriate mechanisms, a modal shift from road to rail and water transport, and the use of the Asian Highway, Trans-Asian Railway and dry ports for the intermodal distribution of goods and carriage of people;	Attendance at regional meetings to promote sustainable transport solutions based on optimal use of various modes of transport to provide efficient connectivity including the use of the TAR and AH and Dry Ports	During participation at ESCAP and external meetings, advocated the use of railway as a environmental friendly mode, promoted use of long haul rail freight and where feasible to use combination of modes that offered sustainability over use of road transport modes. Now the development of dry ports offered unique opportunity to transfer cargoes and goods from road to rail freight. Advocated for more investment in railways and inland water transport in lien with sustainable transport strategy.	Bangladesh; Bhutan; Cambodia; China; Fiji; Georgia; Indonesia; Japan; Lao People's Democratic Republic; Myanmar; Nepal; Pakistan; Republic of Korea; Samoa; Sri Lanka; Thailand; Viet Nam.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Discussion on sustainable transport policies and data collection for the study on policy options for sustainable transport Development (Tbilisi, Georgia; 11-15 November 2013)	Established contacts with the officials of the Ministry of Economy and Sustainable Development, Ministry of Regional Development and Infrastructure, Georgia Revenue Service, Tbilisi city, Kutaisi city (2nd largest city in Georgia) and Poti Port on the issues related to sustainable transport development. Sustainable transport development is new policy issue and Georgia is working to develop a sustainable transport policy and implementation strategy. Invited national and city authorities to participate in ESCAP policy level EGMs and FORFITS workshops and offered to organize a national workshop on sustainable transport policy in Georgia. Subsequent attendance took place.	
		Study on policy options for sustainable transport development jointly with Korea Transport Institute and Korea Maritime Institute	The study reviewed three broad themes general transport policies, urban transport and port and maritime transport	
		Series of Policy Position Briefs on sustainable transport, including integrated transport planning, public transport, and non-motorized transport <ul style="list-style-type: none"> - Building Resilient Societies: Towards a Safe, Climate Adaptive and Disaster Resilient Transport System for Asia, Background policy paper for 9th Environmentally Sustainable Transport Forum (Kathmandu, 17-20 November 2015). - Review of Developments in transport in Asia and the Pacific, 2015- Chapter on Urban Transport. 	A series of Policy Position Briefs, setting out recommendations of sustainable transport policies and the role of the secretariat in working towards implementation of these policies in member States.	
6.2	Regional meetings to share experiences in the adoption of energy-efficient and more environmentally friendly freight transport logistics systems;	Project on Promoting the use of the Trans-Asian Railway Network through increased commercial awareness funded by the Government of the Russian Federation	See section 2.3	

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Expert Group Meeting on Sustainable Transport Development (Incheon, Republic of Korea, 27-29 November 2013)	100% of the evaluation respondents (senior officials from governments and secondary cities) indicated that the meeting helped increasing their knowledge and skills through exchanging views and sharing knowledge, policies and best practices on key elements of sustainable transport development of other countries. Secretariat has developed project concepts and proposals on sustainable transport development and has approached donors for mobilization of resources to enhance and augment sustainable transport portfolio during next biennium.	Bangladesh; Bhutan; Cambodia; China; Fiji; Georgia; Indonesia; Japan; Lao People's Democratic Republic; Myanmar; Nepal; Pakistan; Republic of Korea; Samoa; Sri Lanka; Thailand; Viet Nam.
		Regional Expert Group Meeting on Sustainable and Inclusive Transport Development (Ahmedabad, India, 29 September - 1 October 2014); Subregional Seminar on Sustainable and Inclusive Transport Development (Almaty, 17-18 September 2015); and Regional Seminar on Safe, Climate Adaptive and Disaster Resilient Transport for Sustainable Development and the Environmentally Sustainable Transport Forum (Kathmandu, 17-20 November 2015)	At the sub-regional and regional levels, the three meetings organized in 2014-2015 attracted large numbers of audiences (more than 150 government and city representatives, senior transport policy makers in member countries, mayors and senior city executives, representatives of international organizations and academia from 24 countries and 40 cities, Ahmedabad, India, 2014; 25 participants representing 10 countries (Almaty, 2015); and more than 400 senior transport policy makers representing 26 member States and representatives of cities, experts and international organizations, Kathmandu, 2015). Many government and city officials expressed that the integrated approach had been very useful in sharing ideas, issues and experiences in building better, more sustainable and inclusive transportation systems and services particularly focusing on planning, design and operation of urban public transportation system such as Bus Rapid Transit Systems (BRTS), integrated transport planning, development of climate adaptive and disaster resilient transport system, and rural access.	<p>Regional Expert Group Meeting on Sustainable and Inclusive Transport Development: Bangladesh; Bhutan; Cambodia; China; India; Indonesia; Islamic Republic of Iran; Lao People's Democratic Republic; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Sri Lanka; Thailand; Viet Nam.</p> <p>Subregional Seminar on Sustainable and Inclusive Transport Development: Armenia; Azerbaijan; China; Georgia; Iran (Islamic Republic of); Kazakhstan; Kyrgyzstan; Mongolia; Tajikistan; Uzbekistan.</p> <p>Regional Seminar on Safe, Climate Adaptive and Disaster Resilient Transport for Sustainable Development and the Environmentally Sustainable Transport Forum: Afghanistan; Azerbaijan; Bangladesh; Bhutan; Cambodia; Fiji; India; Indonesia; Iran (Islamic Republic of); Japan; Republic of Korea; Kyrgyzstan; Lao PDR; Malaysia; Maldives; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Samoa; Sri Lanka; Tajikistan; Thailand; Timor Leste; Viet Nam.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Expert Working Group on Sustainable Urban Transport Index and Assessment of Urban Transport Systems (Kathmandu, 22-23 September 2016)	<p>The meeting was organized by Transport Division and the Korea Transport Institute (KOTI) in collaboration with the Ministry of Urban Development, the Ministry of Physical Infrastructure and Transport and the Kathmandu Valley Development Authority (KVDA). 80 senior urban transport policy makers from 20 member countries, senior officials from cities, experts and representatives of international organizations participated in the meeting.</p> <p>The meeting supported the concept of assessment of urban transportation systems and the ESCAP Sustainable Urban Transport Index (SUTI) that comprises of sustainability indicators for Asian cities. The meeting discussed policies and strategies to improve urban transportation systems for contribution to the achievement of SDGs Goal 11 and data collection at the city level for assessment of progress and policies. Furthermore, the participants and experts also shared experiences, policies and best practices on planning, development and assessment of urban transportation systems and services.</p>	Bangladesh; Bhutan; Cambodia; China; India; Indonesia; Iran (Islamic Republic of); Kazakhstan; Lao PDR; Malaysia; Mongolia; Myanmar; Nepal; Pakistan; Republic of Korea; Sri Lanka; Thailand; Viet Nam.
		Regional Meeting on Sustainable Urban Transport Index, 15-16 December 2016, Jakarta, Indonesia (TBC)	<p>The Meeting will be organized by Transport Division and the Korea Transport Institute (KOTI) in collaboration with the Greater Jakarta Transport Authority, Ministry of Transportation, Indonesia.</p> <p>The objectives of the regional meeting are to: a) Present the refined sustainable urban transport index (SUTI) for assessment of urban transportation system for Asian cities; b) Discuss data availability and collection approach at city level; c) Finalize the SUTI and agree a plan of action; and d) Discuss the role of Intelligent Transport Systems (ITS) in improving efficiency of urban transportation systems, and contributing to populating the indicators.</p>	Afghanistan; Armenia; Azerbaijan; Bangladesh; Bhutan; Cambodia; India; Indonesia; Iran (Islamic Republic of); Japan; Republic of Korea; Kazakhstan; Kyrgyzstan; Lao PDR; Malaysia; Mongolia; Myanmar; Nepal; Pakistan; Philippines; Singapore; Sri Lanka; Tajikistan; Thailand; Turkey; Viet Nam. (TBC)
6.3	Inclusion of sustainable transport-related issues in the <i>Review of Developments in Transport in Asia and the Pacific</i> , the <i>Transport and Communications Bulletin for Asia and the Pacific</i> and ad hoc regional transport policy studies;	Launch of the <i>Review of Developments in Transport in Asia and the Pacific 2013</i> at the Forum of Asian Ministers of Transport, second session	The 2013 Review of Developments in Transport in Asia and the Pacific looked at emerging trends in transport in the region and presents initiatives, including those of ESCAP, that are making transport systems cleaner, safer, more efficient, and more affordable. It also explored options for sustainable transport systems in urban areas which reduce pollution, congestion, deaths and accidents on the roads while meeting the mobility needs of different sections of the population. It also reviewed the ongoing implementation of intergovernmental agreements and how they contribute to sustainable transport outcomes.	

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Transport and Communications Bulletin for Asia and the Pacific, No. 82 " <i>Combatting Congestion</i> "	<p>This issue of the Bulletin is dedicated to the theme of "Combatting Congestion". With growing motorization, most cities in Asia and the Pacific are facing tremendous challenges in coping with traffic congestion. Congestion accentuates the health and environmental impact of motor vehicles because vehicles operating in heavy traffic pollute considerably more than those operating in free-flow conditions. Congestion also exacts a heavy economic and social toll, particularly on people living in cities, in terms of wasted time and fuel costs.</p> <p>As the articles in this issue describe, there are many different ways to reduce traffic congestion. Several major cities in the region have launched mass transit projects, such as the Delhi Metro in Delhi, India; TransJakarta, the first full Bus Rapid Transit system in Indonesia and Asia; and suburban metro lines in Beijing, China. Others have implemented traffic demand management policies, such as the congestion charge scheme in Singapore and car plate auctioning systems in Shanghai, China. Despite these measures, however, urban mobility continues to deteriorate in most Asian cities. This issue of the Bulletin looks at why this is so, and also suggests some possible solutions for policy-makers, particularly at the municipal level, to consider.</p>	
6.4	Capacity-building to increase awareness and promote environmentally sustainable transport development.	<p><u>Project on Development and implementation of a monitoring and assessment tool for CO2 emissions in inland transport to facilitate climate change mitigation in collaboration with all Regional Commissions</u></p> <ul style="list-style-type: none"> - Participation in the Interregional Expert Group Meeting on Measurement of Inland Transport CO2 Emissions (Geneva, Switzerland; 23-24 April 2012) - National Piloting Workshop on ForFits to facilitate climate change mitigation in transport sector (Bangkok, Thailand; 23-24 September 2013) - Regional Capacity Building Workshop on Measurement of 	<p>The ESCAP secretariat was part of a broader project being implemented by ECE and in collaboration with other Regional Commissions on an inland transport (road, rail and inland waterways) emission measurement model called For Future Inland Transport Systems (ForFITS) (www.unece.org/trans/theme_forfits.html). The ForFITS model aims to help countries to estimate their inland transport CO2 emissions and compare different policy options for mitigating them. In September 2013, capacity building activities for officials from Thailand and also officials from other countries in the region were organized a national and regional workshop respectively. Based on the evaluation of these meetings, 76% and 80.5% of the participants indicated they have increased knowledge and/or skills by attending these workshops. The secretariat will seek funding in the next biennium to try to respond to the request of several participating countries for similar workshops to be held at the national level in their countries. A study on Policy Options for Sustainable Transport Development was undertaken and a Regional Expert Group Meeting on Policy Options for Sustainable Transport Development held in Incheon in November 2013, 100% of the evaluation respondents (senior officials from governments and secondary cities) indicated that the</p>	<p>Participation in the Interregional Expert Group Meeting on Measurement of Inland Transport CO2 Emissions: Belgium; Canada; Germany; Indonesia; Panama; EU; international transport related organizations.</p> <p>National Piloting Workshop on ForFits to facilitate climate change mitigation in transport sector: Thailand.</p> <p>Regional Capacity Building Workshop on Measurement of Inland Transport CO2 Emissions and Mitigation Policies: Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Fiji; Georgia; Indonesia; Iran (Islamic Republic of); Kazakhstan; Kyrgyzstan;</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>Inland Transport CO2 Emissions and Mitigation Policies (Bangkok, Thailand; 26-27 September 2013)</p> <p>- Presentation of the model to APEC member countries during the 2nd Carbon Footprint Workshop held in Kunming China 20 May 2014 organized within the 47th APEC Energy Working Group and Associated Meetings</p>	<p>meeting helped increasing their knowledge and skills through exchanging views and sharing knowledge, policies and best practices on key elements of sustainable transport development of other countries. Secretariat has developed project concepts and proposals on sustainable transport development and has approached donors for mobilization of resources to enhance and augment sustainable transport portfolio during next biennium.</p>	<p>Lao People's Democratic Republic; Malaysia; Maldives; Mongolia; Nepal; Pakistan; Russian Federation; Sri Lanka; Samoa; Tajikistan; Thailand; Turkey; Uzbekistan; Viet Nam</p>
		<p>National Capacity Building Workshops on Sustainable and Inclusive Transport Development were organized to raise awareness and showcase various policy options for sustainable and inclusive transport development (Vientiane, 3-4 July 2014; Dhaka, 13-14 August 2014; Kathmandu, 27-28 October 2014; Nay Pyi Taw , 4-5 November 2014; Thimphu, 9-10 April 2015; and Colombo, 9-10 July 2015).</p>	<p>The National Capacity Building Workshops on Sustainable and Inclusive Transport Development organized in Bangladesh, Bhutan, Lao PDR, Myanmar, Nepal and Sri Lanka in 2014-2015 resulted in a strong audience participation with more than 380 representatives (120 in Bangladesh, 50 in Bhutan, 40 in Lao PDR, 50 in Myanmar, 60 in Nepal, 60 in Sri Lanka) of national as well as local and city governments including senior government officials (e.g. mayors, provincial governors), academicians, representatives of development partners and stakeholders. The workshops increased the profile of ESCAP work on sustainable and inclusive transport policies. The Governments of each country found the workshop highly useful and requested that similar activities to promote sustainable transport be implemented in its country. The workshops exposed the participants to various policy options that countries and cities could initiate such as integrated transport and land use planning, policy and institutional coordination, safety and non-motorized mobility, railway development and intermodal transport, and various forms of urban public transportation systems including Bus Rapid Transit Systems (BRTS). The participants of the workshops have indicated that they would initiate discussion to initiate some of these policies to plan for sustainable transport systems.</p>	<p>Bangladesh; Bhutan; Lao PDR; Myanmar; Nepal; Sri Lanka.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
7	Road safety	Immediate objective: to assist countries in the region in meeting their commitments under the Decade of Action for Road Safety (2011-2020)		
7.1	Meetings and technical assistance to aid countries in building road safety management capacity in line with the Decade of Action for Road Safety, including data collection and monitoring progress;	Undertaking a strategic review of its activities on road safety data collection and monitoring, with the aim of improving the quality and quantity of the information in its road safety database	Conclusions of the strategic review were presented at the Regional EGM on Progress in Road Safety Improvement in Asia and the Pacific (Seoul, 8-10 May 2013) to ESCAP member countries attending the meeting. The conclusions provided recommendations for the improvement in data collection and monitoring and indicated where the deficiencies were and what actions should be taken to rectify these issues.	
7.2	Meetings to advocate high-level commitment to road safety interventions and to exchange best practices in improving road safety;	Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific (Seoul, 8-10 May 2013)	The Expert Group Meeting on Progress in Road Safety Improvement in Asia and the Pacific (Seoul, Republic of Korea: 8-10 May 2013) adopted a “Joint Statement on Improving Road Safety in Asia and the Pacific” reaffirming the continuous commitment to reduce the level of road traffic fatalities by increasing road safety activities conducted at global regional national and local levels. The Joint Statement was welcome by the Forum of Asian Ministers of Transport at its second session in November.	Afghanistan; Azerbaijan; Bangladesh; Brunei Darussalam; China; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kyrgyzstan; Lao People’s Democratic Republic; Myanmar; Nepal; Pakistan; Philippines; Republic of Korea; Sri Lanka; Tajikistan; Thailand; Viet Nam.
		Joint ECE-ESCAP Europe-Asia Road Safety Forum and Working Party on Road Traffic Safety (WP.1) planned (New Delhi, 4-6 December 2013)	The Europe-Asia Road Safety Forum and Working Party on Road Traffic Safety (WP.1) held in New Delhi in December 2013 also helped enhanced understanding of government officials, representatives of international and national organizations, and non-government organizations on road safety progress at national, regional and inter-regional levels, as well as on UN road safety conventions, e.g. the 1968 Convention on Road Traffic and the 1968 Convention on Road signs and signals, for their future plans during the next biennium through increased collaboration and sharing of knowledge and experiences among road safety stakeholders in Asia and Europe, and better understanding of key benefits as well as issues and challenges facing ESCAP member countries in acceding/implementing UN Road Safety Conventions.	Austria; Azerbaijan; Bangladesh; Belarus; Belgium; Bhutan; Finland; France; Germany; Hungary; India; Indonesia; Iran (Islamic Republic of); Italy; Kyrgyzstan; Lao People’s Democratic Republic; Luxembourg; Malaysia; Myanmar; Nepal; Pakistan; Philippines; Republic of Moldova; Russian Federation; Singapore; Sri Lanka; Sweden; Switzerland; Thailand; Turkey; Turkmenistan; Ukraine; United States of America; Viet Nam.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		National Workshop on making roads safer and reducing the severity of road crashes (Goal 3) - Black spots improvement (Suva, 9-10 November 2016)	The workshop is jointly organized by UNESCAP, the Korean Transportation Safety Authority and the Ministry of Infrastructure and Transport (MOIT) of Fiji. The workshop is attended by 15 national participants to learn about black spots inspections. In connection the workshop, the two day black spots inspections were carried out in Nadi and Suva in order to provide the MOIT with a set of recommendations for infrastructure improvement.	Fiji
7.3	Advisory services and technical support to national road safety campaigns and related awareness creation activities;	National workshop to review the implementation of the Sri Lankan road safety action plan (2010-2020) and the way forward (Colombo, 13-14 February 2013)	The national road safety workshop was held on 13-14 February 2013 in Colombo, Sri Lanka. Eighty-eight (88) national stakeholders many sectors attended including transport, health, finance, education, police, and insurance sectors and two (2) WHO representatives attended. The workshop had high level of political commitment as it was attended and inaugurated by the Senior Minister, H.E. Mr. P. Dayarathne (Chairman of the Parliamentary Select Committee to look into the alarming increase in Traffic Accidents) and the Deputy Minister of Transport, H.E. Mr. Rohana Dissayanayake.	Sri Lanka
		<p>National Workshop on Road Safety was organized (Colombo, 2-3 October 2014) in collaboration with the Korean Transportation Safety Authority (KOTSA) and the Ministry of Transport of Sri Lanka</p> <p>A series of national workshop on the Convention on Road Traffic and the Convention on Road Signs and Signals were organized in collaboration with the Ministry of Transport of Viet Nam (Quang Ninh, Viet Nam; 3-4 March 2015 and, Nha Trang, Viet Nam; 27-28 July 2015).</p> <p>Final meeting for the presentation of the final results of black spot studies by KOTSA (Hanoi, 3 December 2015)</p>	<p>More than 70 participants from the Ministry of Transport, Road Development Authority, police, academia, and development partners, e.g. WHO participated in the National Workshop on Road Safety held in Colombo in October 2014. Discussions were held on the status of road safety and challenges faced by the country. The 1968 Conventions on Road Traffic and Road Signs and Signals were introduced. Other road safety best practices were showcased which were found useful as ideas that may be implemented in support of Sri Lanka's National Road Safety Strategy 2011-2020. The secretariat will work with KOTSA in providing to the Ministry of Transport of Sri Lanka a set of recommendations for the improvements of so-called "black spots". The recommendations are expected to be finalized by the end of the year.</p> <p>Over 200 national stakeholders including representatives from the National Traffic Safety Committee, the Transport Development and Strategy Institute, the Directorate for Road, and Registration Office in Viet Nam participated in the series of the National Workshops in 2015. The workshops helped enhance knowledge on the Convention on Road Traffic and Convention on Road Signs and Signals, and culminated with the road map for their implementation.</p>	Sri Lanka; Viet Nam

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Training course to strengthening capacity of 10 officials/experts/policymakers in the Democratic People's Republic of Korea, (DPRK) to promote policies and develop plans for improved road safety and traffic management (Chiangmai and Bangkok, Thailand, 10 February - 6 March 2014).	With technical support from the Asian Institute of Technology, the secretariat organized the training course on road safety and traffic management for officials of the Democratic People's Republic of Korea which was well received and met its objective in enhancing the knowledge on road safety and traffic management in designing and planning safer roads and effective traffic management measures as indicated by the participants.	DPRK
		Transport and Communications Bulletin for Asia and the Pacific, No. 83 "Designing Safer Roads"	Safe infrastructure is one of the five pillars of the UN Global Plan for the Decade of Action for Road Safety 2011-2020. One of the pillar activities also emphasizes research and development in safer roads and mobility by completing and sharing research on the business case for safer road infrastructure. In this regard, the Transport Bulletin No 83 featured articles on the theme of "Designing Safer Roads". Four articles in the bulletin No 83 discussed the recent progress and the design and standards of safer roads and mobility.	
		Regional seminar to discuss the revised road safety goals and targets for the Asia/Pacific region (Seoul, 28-29 July 2016)	Recognizing that road safety is a sustainable development issue of serious concern, considering its magnitude and consequent negative impacts on the economy, public health and general welfare of the people, particularly low-income groups, ESCAP and the Korea Transportation Safety Authority (KoTSA) co-organized and co-hosted the Regional Meeting on Renewing Regional Road Safety Goals, Targets and Indicator for Asia and the Pacific on 28 and 29 July 2016. The Meeting was held in conjunction with the third Traffic Safety Grand Conference of KoTSA. The Meeting reviewed issues and challenges related to progress in improving road safety and recommended the Regional Road Safety Goals, Targets and Indicators for Asia and the Pacific 2016-2020 to the Ministerial Conference on Transport, which would be held in Moscow in the last quarter of 2016, for its consideration and adoption through the Regional Meeting on Preparations for the Ministerial Conference on Transport at Bangkok on 10-11 August 2016. The Meeting also collected view on the establishment of an intergovernmental international road organization in which most participants were very supportive of the initiative.	Azerbaijan; Bangladesh; Bhutan; Fiji; India; Iran; Lao PDR; Mongolia; Myanmar; Nepal; Pakistan; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkmenistan; Viet Nam.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
7.4	A web-based road safety network.	Launch of the “Asia Pacific Road Safety Network” which is a web-based regional network for road safety stakeholders in the Asia Pacific region	The regional progress on the United Nations Decade of Action for Road Safety, updated annually, provided a broad overview of the recent road safety progress made by ESCAP member countries, comparisons between sub-regions of ESCAP and status of legislations involving five key risk factors in road safety. The analyses and findings presented are based primarily on data received from the global health observatory data repository of the World Health Organization (WHO) and its second Global Status Report on Road Safety 2013.	
8	Transport and the Millennium Development Goals	Immediate objective: to encourage the inclusion of Millennium Development Goals considerations in the planning and implementation of regional transport interventions.		
8.1	Studies and workshops on mainstreaming Millennium Development Goals considerations into transport planning and policies as appropriate, in particular, in infrastructure development, farm-to-market logistics, food security and road safety;	<p><u>UNDA 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”.</u></p> <ul style="list-style-type: none"> - Series of sectoral and country case studies on cross-sectoral collaboration to achieve MDGs in selected LDCs being prepared - Inception Workshop - Development Account Project on Strengthening capacities in countries with special needs to accelerate progress towards achieving the MDGs (Bangkok, Thailand; 15-16 May 2014) and - Regional workshop on cross-sectoral policies and institutional coordination for achieving the MDGs and post-2015 development agenda in Asian LDCs (Siem Reap, Cambodia, 18 - 19 December 2014). 	<p>Various meetings and regional workshops held as part of the development account project on strengthening capacities in countries with special needs to accelerate progress towards achieving the MDGs highlighted the commitment of member States to cross-sectoral initiatives and emphasized the role of access and transport services.</p> <p>Workshops facilitated sharing of knowledge. The case studies prepared under the project included case studies of rural transport and accessibility for achievement of MDGs in Bhutan, Lao PDR and Nepal. These case studies were also presented and shared during the regional meeting in Siem Reap, Cambodia where senior government officials from Bangladesh, Bhutan, Cambodia, Lao PDR, Myanmar, Nepal and Timor-Leste had participated and enhanced their knowledge. Future plan for capacity building activities for the LDCs was agreed and national advocacy and capacity building workshops are being planned.</p>	<p>Inception Workshop - Development Account Project on Strengthening capacities in countries with special needs to accelerate progress towards achieving the MDGs: led by Macroeconomic Policy and Financing for Development of ESCAP: Bangladesh; Bhutan; Cambodia; Lao People’s Democratic Republic; Myanmar; Nepal; and Timor-Leste.</p> <p>Regional workshop on cross-sectoral policies and institutional coordination for achieving the MDGs and post-2015 development agenda in Asian LDCs: Afghanistan, Bangladesh; Bhutan; Cambodia; Lao PDR; Myanmar; Nepal; Timor Leste.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Transport and Communications Bulletin for Asia and the Pacific, No. 84 and 85 were published.	Five articles in Transport Bulletin No 84 presented the state of transport services in selected countries, the circumstances that shaped the development of those services, and their impact on the communities that they serve. The Bulletin helped examine the role of transport services in achieving some of the MDGs such as child mortality and maternal mortality, and the delivery of health services access to vital services such as health and education. For No. 85, it included four articles on sustainable and inclusive transport development. This issue helped examine impact of public transport in urban air pollution, benefits of developing non-motorized transport infrastructure, development of inclusive public transport system and the importance of institutional environment and policy coordination for sustainable transport development.	
8.2	The exchange of experiences between member countries regarding the development of transport infrastructure and services to provide rural communities with physical access and connect them to national and regional trunk road systems;	Expert Group Meeting on Road Maintenance and Management (Hanoi, 29-31 May 2013)	(See also Section 5.3)	Bangladesh; Bhutan; Cambodia; India; Lao PDR; Myanmar; Nepal; Pakistan; Sri Lanka; Thailand; Viet Nam
8.3	Preparatory activities in support of the 10-year review of the implementation of the Almaty Programme of Action in 2013.	Euro-Asia Regional Review of the Almaty Programme of Action by the Landlocked Developing Countries (LLDCs) (Vientiane, 5-7 March 2013) Organized by ESCAP, OHRLLS, ECE, Lao PDR	The meeting reviewed the progress made in the implementation of the APoA by Euro-Asian LLDCs, identify challenges and constraints encountered and suggest the way forward, especially the priority areas that could be included in the new Programme of Action for LLDCs. The Outcome Document of this meeting was presented to the sixty-ninth ESCAP Commission session from 25 April to 1 May 2013 in Bangkok for its consideration as a regional input to the global review of the APoA in 2014 and related reports for the Secretary General on the "Implementation of the Almaty Programme of Action" for the landlocked developing countries were provided annually.	Afghanistan; Armenia; Australia; Azerbaijan; Bangladesh; Bhutan; Cambodia; China; France; Georgia; India; Indonesia; Japan; Kazakhstan; Kyrgyzstan; Lao PDR; Mongolia; Nepal; Poland; Russian Federation; Serbia; Tajikistan; Thailand; United Kingdom; Viet Nam.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
9	Inter-island shipping	Immediate objective: to assist in identifying possible approaches to enhancing the regularity, reliability and affordability of the shipping services of archipelagic and island developing countries		
9.1	Studies, capacity-building activities and policy recommendations on effective strategies for securing regular, reliable and affordable inter-island shipping services for the consideration of archipelagic and island developing countries;	<p>Desktop research on the economic and development issues affecting Pacific island member States to gather statistics and information on trade, port throughputs, maritime connectivity and shipping services operating in the Pacific region</p> <p>Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion (Bangkok, 21-23 November 2012)</p>	<p>The secretariat organized two major activities during the biennium on Inter-island shipping, which was a new thematic area adopted as part of the Regional Action Programme, phase II (2012-2016). In November 2012, the secretariat organized a Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion, where participants from the ASEAN and Pacific subregions discussed policy measures to address a number of constraints and challenges facing inter-island shipping in the Pacific subregion. 91.2% of the evaluation respondents indicated that lessons and experiences gathered from the meeting were helpful to help increasing understand experience of different countries in the management of transportation and enhanced awareness in regional issues. This meeting was followed by a High-level Meeting on Strengthening Inter-island Shipping and Logistics in the Pacific Island Countries (Suva 23-25 July 2013), which was attended by delegates from 18 Pacific countries and 19 specialized agencies and related organizations. The meeting adopted the “Suva Declaration on Improving Maritime Transport and Related Services in the Pacific”, which sets out a strategy for countries to work towards over the next few years. The majority of participants of 97% indicated that the High-level Meeting helped increasing their knowledge on topics such as how other ports operate, regulatory frameworks in the maritime industry, and also on the specific needs of different countries.</p>	Cook Islands; Fiji; Guam; Indonesia; Japan; Kiribati; Micronesia (Federated States of); Nauru; New Caledonia; Niue; New Zealand; Philippines; Republic Of Palau; Papua New Guinea; Samoa; Tonga; Tuvalu; Vanuatu.
		High-level Meeting on Strengthening Inter-island Shipping and Logistics in the Pacific Island Countries (Suva, 23-25 July 2013)	Adoption of Suva Declaration on Improving Maritime and Related Services in the Pacific	Cook Islands; Fiji; Guam; Indonesia; Japan; Kiribati; Micronesia (Federated States of); Nauru; New Caledonia; Niue; New Zealand; Philippines; Republic Of Palau; Papua New Guinea; Samoa; Tonga; Tuvalu; Vanuatu.
		70 th session of the Commission (Bangkok, 4-8 August 2014)	Adoption of resolution 70/12 of August 2014 on Implementation of the Implementation of the Suva Declaration on Improving Maritime Transport and Related Services in the Pacific	

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		<p>National Seminar on Integrated Intermodal Transport Connectivity, including maritime shipping was organized at the request of the government of Indonesia (Yogyakarta, Indonesia, 8-9 September 2015);</p> <p>Mission to Jakarta with the Korea Maritime Institute was organized to discuss issues of maritime safety in September 2015</p>	<p>The secretariat accords high priority to support the development and integration of archipelagic countries and Pacific Island Countries into the region's economic growth pattern through enhanced transport connectivity between themselves as well as with infrastructure networks that have already been established on the mainland in line with the Post-2015 Development Agenda. At the request of the Government of Indonesia, the National Seminar on Integrated Intermodal Transport Connectivity was held in Yogyakarta, Indonesia, on 8-9 September 2015. Over 200 officials and transport operators took part in the seminar. In addition, officials of China, the Republic of Korea, Thailand and APEC spoke at the seminar and briefed participants on their respective experience in planning and implementing their transport connectivity agenda.</p> <p>The secretariat has liaised actively with the Secretariat of the Pacific Community to address needs in a coordinated and impact-oriented manner. It is now planning to organize a meeting with the Korea Maritime Institute, Secretariat of Pacific Community and high-level officials of Fiji, Papua New Guinea and Solomon Islands to review issues of maritime connectivity and maritime safety among Pacific island Countries (PICs) in 2016 and developed a strategy to address identified issues.</p>	Indonesia
		Capacity building workshop on maritime connectivity in the Pacific Region, Nadi, Fiji, 18-22 July 2016	<p>Transport connectivity is recognized as an essential condition for economic growth. Transport linkages not only provide physical access to resources, but also enable producers to take advantage of opportunities in domestic and foreign markets, leading to economic growth and improved standards of living. These general principles also hold true for the Pacific Island Countries (PICs) where the problem of efficient connectivity is exacerbated by the fact that there is no alternative to sea transport to achieve the above benefits. Yet, the sea still largely remains for the PICs the cause for their isolation and many studies have already highlighted the correlation between isolation and poverty. Recognizing the specific challenges faced by PICs, resolution 72/5 on "Strengthening Regional Cooperation on Transport Connectivity for Sustainable Development in Asia and the Pacific" adopted by the 72nd session of the Commission (Bangkok, May 2016) recognizes the "need to connect the economies of small island developing States to the network of regional and global supply chains by integrating them into existing and emerging intermodal transport and transit corridors". As an initial step to improve connectivity for PICs, TD collaborated with its Pacific Office (EPO) and Secretariat of the Pacific Community (SPC) to discuss issues with high-level</p>	Papua New Guinea; Solomon Islands; and Vanuatu.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
			representatives of Fiji, Papua New Guinea and Solomon Islands to review issues hindering the emergence of greater connectivity for PICs and mapping out a future strategy that could eventually be applied to all PICs.	
		Expert Group Meeting on Improving Maritime Transport Safety in the ESCAP region, Bangkok, 2 September 2016	To improve maritime transport safety in the ESCAP region, the meeting reviewed practices and challenges related to maritime transport safety and discuss possible policy measures in order to improve maritime safety. The meeting also created valuable networking opportunities among officials of the region responsible for addressing related issues in their respective countries.	Bangladesh; Cambodia; China; Indonesia; Myanmar; Thailand and Viet Nam.
		Seminars on Improving Maritime Transport Safety and Development of Port Infrastructure, Bangkok, 19-21 December 2016	To enhance capacity of Government officials to plan and develop relevant policies and measures in order to improve maritime transport safety, and to contribute to development of a new conceptual approach in developing port infrastructure considering new trends emerging in the shipping sector.	Bangladesh; Cambodia; China; Democratic People's Republic of Korea; Georgia; India; Indonesia; Islamic Republic of Iran; Japan; Malaysia; Myanmar; Pakistan; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Thailand and Viet Nam (TBC).
9.2	Advisory services and technical support to member countries, upon request, regarding the implementation of policy measures to support inter-island shipping.	Seminar on the Development of an Integrated Transport and Logistics System in ASEAN Countries and the Pacific Subregion (Bangkok, 21-23 November 2012)	Developing capacity in the freight forwarding industry through training, including trade facilitation and the establishment of logistics associations; putting forward a joint ESCAP/KMI approach to review the issue of data collection and analysis; and providing technical assistance in relation to the issue of cabotage to review the possibility of replicating the shipping commission model mentioned above for instance for East Pacific countries.	Cambodia; China; Fiji; Indonesia; Lao People's Democratic Republic; Malaysia; Myanmar; Papua New Guinea; Republic Of Palau; Solomon Islands; Thailand; Viet Nam.
		The secretariat has conducted the work on desktop research on the economic and development issues affecting Pacific island member States.	As part of this research, the secretariat has gathered statistics and information on trade, port throughputs, maritime connectivity and shipping services operating in the Pacific region. Connectivity between the ASEAN subregion and several Pacific island states was also discussed during the Global Facilitation Partnership (GFP) Meeting on Transit Facilitation for Regional Connectivity in November 2012, and the secretariat has initiated follow-up activities in cooperation with the Secretariat of the Pacific Communities (SPC) and other relevant organizations to strengthen inter-island shipping and logistics in archipelagic and island developing countries since 2015.	

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
10	Connecting subregional transport networks	Immediate objective: to identify physical and non-physical constraints to inter-subregional connectivity and to provide a platform for building closer collaboration among subregional entities in the development of transport		
10.1	Draft documents outlining potential issues that need to be addressed in order to improve physical and institutional connectivity between subregions;	Conduct a comparative analysis of the agreements related to transport facilitation in different subregions to be presented in the Seminar on Legal Aspects of Inter-subregional Connectivity (Phuket, Thailand; 12 February 2014)	As a number of subregional transport facilitation agreements have been concluded among different countries of the ESCAP region, which are at different stages of formulation and implementation, the Seminar helped reviewing the existing systems of subregional transport facilitation agreements in the ESCAP region and served as a venue for practical experience sharing among the participating countries and subregional organizations.	
10.2	Meetings of ESCAP member countries, subregional organizations and subregional programmes (back-to-back with relevant legislative meetings) to consider collaborative actions that support inter-subregional connectivity;	A series of policy dialogues to engage policymakers and key stakeholders in the subregion and sensitize them about lost economic opportunities was initiated since 2013 (Dhaka, 26-27 June 2013; Lahore, 9-10 December 2013; New Delhi, 19-20 November 2014; and Tehran, 20-21 December 2015; Shillong, India, 25-26 April 2016).	The dialogues resulted in strong commitment towards strengthening regional connectivity especially through the secretariat's proposals on extended transport corridors and on connectivity master plan for the SSWA subregion.	<p>Dhaka: Afghanistan; Bangladesh; Bhutan; India; Iran; Nepal; Pakistan; Turkey.</p> <p>Lahore: Afghanistan; Bangladesh; Bhutan; India; Iran; Nepal; Pakistan; Turkey.</p> <p>New Delhi: Afghanistan; Bangladesh; Bhutan; India; Iran; Maldives; Myanmar; Nepal; Pakistan; Sri Lanka; Turkey.</p> <p>Tehran: Afghanistan; Azerbaijan; Bangladesh; Bhutan; Iran (Islamic Republic of); Kyrgyzstan; Myanmar; Nepal; Pakistan; Tajikistan; Turkey; Uzbekistan.</p> <p>Shillong: Bangladesh; Bhutan; India; Myanmar; Nepal.</p>
		Policy Dialogue on Regional Cooperation, Connectivity and Inclusive Development in South and South-West Asia (New Delhi, India; 28-29 November 2013)	The policy dialogue reaffirmed the important role of regional cooperation and integration in fostering inclusive and sustainable development of South Asian countries.	Afghanistan; Bangladesh; Bhutan; India; Iran; Maldives; Nepal; Pakistan; Sri Lanka; Turkey.

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
		Policy Dialogue on Economic and Transport Development in Border Areas in Eastern South Asia (Shillong, India; 4-5 December 2013)	The Policy Dialogue requested the secretariat to undertake study on development of border special zones in Eastern Southern Asia and undertake more dialogues to sensitize the government official and policy makers on the importance of border special zones in the economic development of the border areas.	Bangladesh; Bhutan; India; Nepal.
		Regional Conference on Strengthening Transport Connectivity and Trade Facilitation in South and South-West Asia (Lahore, Pakistan; 9-10 December 2013)	The conference resulted in a strong commitment towards strengthening regional connectivity especially through the secretariat's proposals on extended transport corridors and on connectivity master plan for the SSWA subregion.	Afghanistan; Bangladesh; Bhutan; India; Iran; Nepal; Pakistan; Turkey.
		<p><u>UNDA project on Strengthening Capacities of Asian Developing Countries to Increase Intra-regional Trade by Implementing Paperless Trade and Transport Systems:</u></p> <ul style="list-style-type: none"> - An expert group meeting on paperless transit facilitation (Bangkok, 17 October 2014); - Policy and technical briefs on e-shipping freight, e-port and e-logistics were drafted and shared with TID; - Training-of-Trainers Workshop on Paperless Transit Facilitation (Incheon, Republic of Korea, 30 June – 1 July 2015); - Expert Group Meeting on Integrated Use of Single Window for Transport Facilitation and UNNEXt Advisory Group Meeting on Paperless Transit Facilitation (Bangkok, 26-27 November 2015) 	<p>The secretariat and other United Nations agencies, is implementing a development account project entitled “Deepening Regional Connectivity: Strengthening Capacity's of Asian Developing Countries to Increase Intra-regional Trade by Implementing Paperless Trade and Transport Facilitation Systems”. Under the project, the secretariat prepared a study on paperless transit that will form a basis for developing a guide for capacity building of government officials to design and implement paperless transit transport systems. The above-captioned Expert Group Meeting (EGM) in 2014 was convened to (a) review the study on paperless transit to provide suggestions for further improvements; (b) ascertain critical issues for successful design and implementation of paperless transit transport systems for countries in the region; and (c) identify key areas for capacity development of government officials to design and implement paperless transit systems. The meeting agreed on the following training modules for paperless transit: (i) Introduction to transit- principles and international arrangements governing transit; (ii) TIR and NCTS- the operational transit systems; (iii) Guarantee management systems for transit; (iv) Risk management systems to support paperless transit; (v) Institutional arrangements for electronic exchange of data; (vi) Establishing coordination mechanisms to deal with challenges for cooperation among agencies; and (vii) Challenges in establishing paperless transit systems and possible ways to address them. Based on the outcome of the meeting further action to develop training material will be undertaken.</p> <p>Training-of-Trainers Workshop on Paperless Transit Facilitation was organized to strengthen capacity of participants to understand critical issues in design and implementation of paper-less transit transport</p>	<p>Expert group meeting on paperless transit facilitation: China, India, Lao People's Democratic Republic, Mongolia, Nepal, and Pakistan.</p> <p>Training-of-Trainers Workshop on Paperless Transit Facilitation: LLDCs and transit countries including India; Kyrgyzstan; Lao People's Democratic Republic; Mongolia; Pakistan; Russian Federation and Uzbekistan.</p> <p>An expert group meeting on paperless transit facilitation: China; India; Lao PDR; Mongolia; Pakistan; Russian Federation.</p> <p>Training-of-Trainers Workshop on Paperless Transit Facilitation: India; Kyrgyzstan; Lao PDR; Mongolia; Pakistan; Russian Federation; Uzbekistan.</p> <p>Expert Group Meeting on Integrated Use of Single Window for Transport Facilitation and UNNEXt Advisory Group Meeting: Azerbaijan; Kyrgyzstan; Nepal; Tajikistan; Viet Nam.</p>

	Thematic area/outputs	Activities undertaken between 2012-2016	Key outcomes	Participating countries
			<p>systems, and (b) ascertain interest among countries for further training on paper-less transit transport systems through national workshop. The various modules developed under the guide were presented to the participants.</p> <p>The expert group meeting on paperless transit facilitation held in October 2014 discussed the study and suggested the topics for training material for strengthening capacities of the countries to plan and implement paperless transit systems. Various modules developed under the guide and study on paper-less transit transport for the use in the capacity building of government officials to design and implement paper-less transit transport systems were presented and found useful to the participants attended the Training of Trainer's Workshop on Paperless Transit Transport Facilitation in 2015.</p>	
10.3	Technical assistance and support in the implementation of inter-subregional connectivity initiatives for the development of transport.	See Section 10.2: Connecting subregional transport networks Planning to implement the UN Development Account project on Strengthening connectivity of countries in South and Central Asia, particularly Land-Locked and Least Developed Countries, to link with subregional and regional transport and trade network		
		World Bank-ESCAP Workshop on Legal Instruments for Subregional Connectivity between Afghanistan , Pakistan and Tajikistan (Bangkok, 5-6 May 2016)	The Workshop was attended by participants from Pakistan and Tajikistan. The Workshop elaborated on current issues and challenges related to cross-border and transit trade and transport, and difficulties in the implementation of existing legal instruments, and analyzed possible solutions and approaches. The participants were also familiarized with the multilateral agreements relevant to the region as well as with draft model subregional and bilateral agreements. The Workshop agreed that comprehensive, yet clear and simple legal framework was essential in creating the enabling environment for the seamless movement of goods and people across borders. The Workshop proposed a number of options for further consideration, consequently or in parallel, by the Governments as ways forward towards improving trade and transport connectivity.	Pakistan and Tajikistan.