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

Bangkok, 12 and 13 November 2020

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

1. The following are brought to the attention of the Economic and Social Commission for Asia and the Pacific (ESCAP):

**Recommendation 1**

The Committee recognizes that the exceptional circumstances created by the coronavirus disease (COVID-19) pandemic have positioned transport connectivity as an integral part of pandemic response and recovery policies and of further progress on the Sustainable Development Goals. The Committee calls for special attention to be paid to the issue of railway transport, which demonstrated its resilience during the COVID-19 pandemic. The Committee reaffirms the vital role of regional transport cooperation in these areas and recommends that concrete collaborative initiatives on sustainable freight and transport connectivity for efficient and resilient supply chains be taken up within the ESCAP regional mechanisms, including in the design of the draft of the next phase of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, to be considered in 2021 by the fourth Ministerial Conference on Transport.

**Recommendation 2**

The Committee is of the view that enhanced efforts are needed to further advance regional and interregional transport connectivity, notably with regard to the Asian Highway network, the Trans-Asian Railway network, maritime ports and networks and intermodal corridors involving dry ports, with due consideration for the situation of the countries with special needs. In that regard, the Committee supports further harmonization of technical standards, as appropriate, improvement of legal frameworks, accelerated digitization and electronic data exchange, and other relevant measures, and the continuation of the exchange of best practices that provide for growth of regional connectivity. In this context, the Committee recommends that the fourth Ministerial Conference duly reflect all these thematic areas in the draft of the next phase of the Regional Action Programme.

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\* Reissued for technical reasons on 21 December 2020.

**Recommendation 3**

The Committee reaffirms the importance of continuing to consider issues related to Euro-Asian transport connectivity, including multimodal transport as well as solutions in the field of logistics, in accordance with its mandate. Against this background, the Committee requests the secretariat to explore, in a cost-effective manner, the possibility of including additional stakeholders from government, the private sector and the scientific community as well as from other regions in the discussions on Euro-Asian connectivity.

**Recommendation 4**

The Committee, having considered the environmental sustainability challenges facing the transport sector, including limiting greenhouse gas emissions, improving energy efficiency, shifting freight and passenger transport to sustainable modes, promoting the development of public passenger transport, smart transport systems and smart mobility, and promoting electric mobility and integrated urban transport planning, all while taking into account the specific circumstances of individual countries, recommends that the fourth Ministerial Conference include relevant environmental dimensions of transport systems and services in the draft of the next phase of the Regional Action Programme.

**Recommendation 5**

Having considered the issues of safe and inclusive transport and mobility, the Committee recognizes the urgency of improving road traffic safety and calls for enhanced regional cooperation and concrete activities to accelerate progress on the relevant Sustainable Development Goals in the next phase of the Regional Action Programme. In addition, the Committee is of the view that safety in other transport modes, such as maritime and domestic ferry safety, could also be addressed in the regional cooperation efforts. In this context, the Committee recommends that members and associate members work with the secretariat in identifying the pressing transport safety needs in the region. It also recommends that the fourth Ministerial Conference accord more comprehensive attention to the accessibility and inclusion of transport and mobility in the design of the next phase of the Regional Action Programme.

**Recommendation 6**

The Committee, having reviewed the progress in the implementation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021), and provided guidance on its remaining year of implementation (2021), having noted the invitation by the secretariat to nominate national focal points to evaluate its implementation in the first quarter of 2021, as mandated in Commission resolution 73/4, and having considered the proposed priority areas for the draft of the next phase of the Regional Action Programme in the context of the decade of action for the Sustainable Development Goals and the need to accelerate progress in that regard, recommends that the traditional focus areas such as infrastructure and operational connectivity, road safety, urban transport and digitization of transport be maintained in the next phase of the Regional Action Programme, while also considering a more holistic approach to strengthen the environmental and social dimensions of transport development and operations in the design of outcomes and activities, and requests the secretariat to take the appropriate steps to convene substantive consultations with members and

associate members on developing the draft of the next phase of the Regional Action Programme in advance of the fourth Ministerial Conference.

## **II. Organization**

### **A. Opening, duration and organization of the session**

2. The Committee held its sixth session in Bangkok on 12 and 13 November 2020, both in person and online owing to the COVID-19 pandemic. The session was opened by the Executive Secretary of ESCAP. Opening remarks were delivered by Mr. Saksayam Chidchob, Minister of Transport, Thailand.

3. In view of the technical and time limitations associated with virtual meetings, the secretariat held informal preparatory consultations in advance of the sixth session of the Committee, from 27 to 29 October 2020 (see [www.unescap.org/events/preparatory-consultations-advance-sixth-session-committee-transport](http://www.unescap.org/events/preparatory-consultations-advance-sixth-session-committee-transport)). The consultations provided an opportunity for the members, associate members, permanent observers, representatives of international organizations and other stakeholders invited to the session to comment on the pre-session documents and discuss substantive considerations in advance to allow optimal use of time during the session itself. The summary of the outcomes of the consultations was presented orally to the Committee for its consideration during the session.

4. The deliberations during the hybrid session will be summarized in the Chair's summary, which will be available within a week following the conclusion of the session and included as annex II to the present report.

### **B. Attendance**

5. The Committee session was attended by representatives of the following members and associate members of the Commission: Armenia; Azerbaijan; Bangladesh; Bhutan; Cambodia; China; Democratic People's Republic of Korea; France; Georgia; India; Indonesia; Iran (Islamic Republic of); Japan; Kazakhstan; Lao People's Democratic Republic; Malaysia; Maldives; Marshall Islands; Mongolia; Myanmar; Nepal; Pakistan; Papua New Guinea; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Timor-Leste; Turkey; Turkmenistan; United Kingdom of Great Britain and Northern Ireland; United States of America; and Uzbekistan.

6. Representatives of the following United Nations bodies, specialized agencies and funds attended: Economic Commission for Europe; United Nations Centre for Regional Development; United Nations Conference on Trade and Development; United Nations Environment Programme Regional Office for Asia and the Pacific; United Nations Human Settlements Programme (UN-Habitat) Regional Office for Asia and the Pacific; United Nations Industrial Development Organization; World Bank; and World Health Organization.

7. Representatives of the following intergovernmental organizations attended: Asian Development Bank; International Transport Forum; and Pacific Community.

8. Representatives of the following non-governmental organizations, civil society organizations and other entities attended: Asian Institute of Transport Development; CityNet, Civil Aeronautics Board; Climate and Environment

Services Group; Conference on Interaction and Confidence-building Measures in Asia; Economic Research Institute for Northeast Asia; Federation of ASEAN Shipowners Associations; Global Infrastructure Fund Research Foundation Japan; Humanitarian Organization for Poverty Eradication; Institute of Railway Technology of Monash University, Australia; Intelligent Transport Society of Korea; International Association of Logistics Business; International Association of Public Transport; International Coordinating Council on Trans-Eurasian Transportation; International Road Assessment Programme; National University of Natural Science in Ho Chi Minh City; Pacific Islands Forum Secretariat; Partnership on Sustainable, Low Carbon Transport; Savitribai Phule Pune University; Shipping Corporation of India; South Asian Association for Regional Cooperation secretariat; and Thai Intelligent Transport Systems Association.

**C. Election of officers**

9. The Committee elected the following officers:

Chair:	Mr. Jalavsuren Bat-Erdene (Mongolia)
Vice-Chairs:	Ms. Raushan Yesbulatova (Kazakhstan) Ms. Suzilah Mohd Sidek (Malaysia)

**D. Agenda**

10. The Committee adopted the following agenda:

1. Opening of the session:
  - (a) Opening statements;
  - (b) Election of officers;
  - (c) Adoption of the agenda.
2. Review of the implementation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021).
3. Cross-cutting issues in transport:
  - (a) Transport connectivity for efficient and resilient supply chains;
  - (b) Environmentally sustainable transport systems and services;
  - (c) Safe and inclusive transport and mobility.
4. Accelerating transformative action in transport for the achievement of the Sustainable Development Goals.
5. Other matters.
6. Adoption of the report of the Committee on its sixth session.

**E. Other events**

11. The Thirteenth Regional Environmentally Sustainable Transport Forum in Asia, United Nations Centre for Regional Development, was held on 10 and 11 November 2020 in conjunction with the Committee session and in collaboration with the ESCAP secretariat.

## Annex I

### List of documents

<i>Symbol</i>	<i>Title</i>	<i>Agenda item</i>
<i>General series</i>		
ESCAP/CTR/2020/1	Review of the implementation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021)	2
ESCAP/CTR/2020/2	Transport connectivity for efficient and resilient supply chains	3 (a)
ESCAP/CTR/2020/3	Environmentally sustainable transport systems and services	3 (b)
ESCAP/CTR/2020/4	Safe and inclusive transport and mobility	3 (c)
ESCAP/CTR/2020/5	Accelerating transformative action in transport for the achievement of the Sustainable Development Goals	4
ESCAP/CTR/2020/6	Report of the Committee on Transport on its sixth session	
<i>Limited series</i>		
ESCAP/CTR/2020/L.1/Rev.1	Annotated provisional agenda	1 (c)
ESCAP/CTR/2020/L.2	Draft report	6
<i>Information series</i>		
ESCAP/CTR/2020/INF/1	Activities implemented under the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021)	2
ESCAP/CTR/2020/INF/2	Preparations made by the secretariat for the fourth Ministerial Conference on Transport (2021)	4
ESCAP/CTR/2020/INF/3	Guidelines developed by the Ministry of Transport of the Russian Federation on measures to ensure the anti-epidemic safety of transport operations	3 (a)
<i>Information available online</i>		
<a href="http://www.unescap.org/intergovernmental-meetings/committee-transport-sixth-session">www.unescap.org/intergovernmental-meetings/committee-transport-sixth-session</a>	Information for participants, including list of participants and tentative programme	

## Annex II

### Chair's summary of proceedings of the sixth session of the Committee on Transport

#### I. Introduction

1. Owing to the coronavirus disease (COVID-19) pandemic, the sixth session of the Committee on Transport was held as a two-day meeting, in person and online, four hours per day, on 12 and 13 November 2020. Bangkok-based representatives of members and associate members of the Economic and Social Commission for Asia and the Pacific (ESCAP) were provided the option of attending in person. Given the time constraints of the online session, and to facilitate an exchange of views on the substantive agenda items, country interventions focused on the issues stipulated in agenda items 2, 3, 4 and 5. The Chair's summary does not elaborate on the details of any country statement, but only succinctly summarizes the points of convergence of views of the Committee on the topics under agenda items 2, 3, 4 and 5. The country statements, as delivered during the session, are available on the website of the Committee on Transport (<https://www.unescap.org/intergovernmental-meetings/committee-transport-sixth-session>).

#### II. Summary of discussions under agenda items 2, 3, 4 and 5

##### A. Review of the implementation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021)

(Agenda item 2)

2. The Committee had before it the note by the secretariat on the review of the implementation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021), (ESCAP/CTR/2020/1) and the information document on activities implemented under the Regional Action Programme, phase I (2017–2021) (ESCAP/CTR/2020/INF/1).

3. Representatives of the following members and associate members of the Commission made statements: Azerbaijan; Bangladesh; China; India; Philippines; Russian Federation; Tajikistan; Thailand; and Timor-Leste.

4. The representative of the Institute of Railway Technology of Monash University, Australia, made a statement.

5. The Committee noted that the seven thematic areas contained in the Regional Action Programme, which was adopted by the Ministerial Conference on Transport at its third session, in December 2016, covered the critical issues for transport development in the Asia-Pacific region. In that respect, the Committee noted with satisfaction the work of the secretariat in implementing the Regional Action Programme, phase I (2017–2021), and a number of complementary national programmes being implemented in line with the Regional Action Programme.

6. The Committee reaffirmed its support for the development of the Asian Highway network, Trans-Asian Railway network and network of dry ports of international importance and recognized their role as the key building blocks for sustainable transport infrastructure and operational connectivity in the region. In that respect, the Committee noted the progress made in developing

and upgrading transport infrastructure in member countries, including the Asian Highway network, the Trans-Asian Railway network and dry ports of international importance. The Committee was also apprised of national and subregional initiatives and projects being implemented by member States aimed at achieving sustainable transport infrastructure and operational connectivity. The Committee also continued to attach importance to the development of Euro-Asian transport connectivity and transport connectivity for least developed countries, landlocked developing countries and small island developing States.

7. Representatives affirmed the importance of rural transport development and highlighted the role of sustainable urban and public transport. Furthermore, against the backdrop of the Second Decade of Action for Road Safety 2021–2030, proclaimed by the General Assembly in its resolution 74/299 on improving global road safety, the Committee stressed the urgency of improving road safety. In that regard, the Committee noted a number of initiatives in the areas of awareness-raising, developing road safety databases, urban and transport planning, safer road infrastructure, including the application of intelligent transport systems, legislation and enforcement, and vehicle registration, licensing and inspection.

8. The Committee reaffirmed the important role of new technologies in the achievement of the Sustainable Development Goals and noted that innovative technology had been shown to have valuable benefits for transport operations in the pandemic environment. In that context, the Committee acknowledged that utilizing smart transport systems through the use of digital payment methods in the transport sector and the promotion of intelligent transport systems could accelerate the move towards sustainable, safe and smart transport systems.

9. The Committee welcomed and highlighted the importance of the capacity-building assistance provided by the secretariat and requested continued assistance by the secretariat in the areas of sustainable transport connectivity, intermodal transport corridor development, transport facilitation, and rural and urban transport, as well as improving road safety.

10. The Committee expressed its appreciation to the Governments of China, the Republic of Korea and the Russian Federation and to the Islamic Development Bank for the financial support provided to the secretariat in the implementation of the Regional Action Programme.

**B. Cross-cutting issues in transport: transport connectivity for efficient and resilient supply chains**

(Agenda item 3 (a))

11. The Committee had before it the note by the secretariat on transport connectivity for efficient and resilient supply chains (ESCAP/CTR/2020/2) and the information document on guidelines developed by the Ministry of Transport of the Russian Federation on measures to ensure the anti-epidemic safety of transport operations (ESCAP/CTR/2020/INF/3).

12. Representatives of the following members and associate members made statements: Georgia; India; Mongolia; Pakistan; Philippines; Russian Federation; Sri Lanka; Tajikistan; Thailand; Timor-Leste; Turkey; Turkmenistan; and Uzbekistan.



13. The representative of the International Transport Forum made a statement. The representative of the Asian Institute of Transport Development provided a written statement.

14. The Committee noted the continuous improvement of infrastructure development along the Asian Highway network through ongoing initiatives aimed at upgrading the quality of the Asian Highway routes and completing the missing links. The Committee also recognized the high priority accorded by member States to enhancing the operational connectivity along the network, including through bilateral and regional road transport agreements. The Committee also highlighted the importance of intermodal connections along the Asian Highway network and the Trans-Asian Railway network, especially connections to seaports, and acknowledged that the introduction of new technologies and the strengthening of regional cooperation could further improve regional connectivity.

15. The Committee welcomed the efforts of member States to ensure the uninterrupted supply of goods during the COVID-19 pandemic through special control and facilitation measures for the crew, transport means and cargo and recognized that preserving transport connectivity was an integral part of the pandemic response and recovery policies. Against that background, the Committee underscored the need for stronger regional cooperation and integration, digitization and more harmonized rules and procedures for international transport. In that regard, the Committee noted the ongoing work in that area, including the United Nations Development Account project entitled “Transport and trade connectivity in the age of pandemics: United Nations solutions for contactless, seamless and collaborative transport and trade”.

16. The Committee noted the resilience shown by railway transport during the pandemic and reaffirmed the significance of enhancing operational connectivity along the Trans-Asian Railway network to further strengthen international railway transport. In that regard, representatives underscored the key role of the electronic/digital exchange of data which could significantly improve the efficiency of regulatory formalities and operational requirements for international railway transport. Furthermore, representatives requested the support of the secretariat in conducting pilot projects on that topic and related areas. The Committee was also informed of numerous initiatives by members in further developing and strengthening railway transport in the region, including container transportation by railway through countries in Central Asia.

17. The Committee acknowledged digitization as a key enabler for the competitiveness of railway transport in times of pandemics and, in that regard, was informed of the activities of the secretariat to support the digitization of railway-related matters in the Asia-Pacific region. That included developing a regional strategy on digitization and carrying out analytical work on smart railway solutions that would particularly support landlocked and least developed countries in leapfrogging to digitized railway systems.

18. The Committee noted that the Government of Myanmar had deposited an instrument of accession in September 2020 in order to become a party to the Intergovernmental Agreement on the Trans-Asian Railway Network. It further noted the request of the Government of Myanmar to the secretariat for technical assistance on conducting a feasibility study on the missing rail link between Myanmar and India.

19. The Committee was informed of the recent developments on dry ports in the region, with many countries pursuing active expansion and upgrading of their dry port facilities. The Committee noted that in 2020, Azerbaijan and Myanmar became parties to the Intergovernmental Agreement on Dry Ports, bringing the total number of parties to the Agreement to 16.

20. The Committee reaffirmed that dry ports were an indispensable part of the development of an international, integrated, intermodal transport and logistics system in Asia and the Pacific, and that further efforts were needed to maximize the connectivity benefits and improve the performance of regional and global supply chains. In that regard, representatives underscored the importance of facilitating multimodal transport operations by further improving the existing legal framework in Asia and the Pacific. Representatives also informed the Committee of the decision of the Working Group on Dry Ports, at its 3rd meeting, in November 2019, to consider the matter of interconnected development of intermodal transport corridors, including transport corridors connecting Asia and Europe, and dry ports located along such corridors, in a holistic manner and with the involvement of an enlarged circle of stakeholders, including member States, the transport industry, academia and relevant international organizations.

21. Several representatives referred to the great potential of inland water transport and coastal shipping for reducing the negative externalities from freight transport operations in the region and reiterated the importance of achieving a modal shift to environmentally friendly transport modes such as railway and waterborne transport. The Committee further acknowledged the important role of seaports as logistics and trans-shipment hubs which provided integrated transport connectivity to the region, including for the landlocked developing countries.

22. The Committee was informed of the implementation of several projects aimed at developing Euro-Asian transport connectivity. The Committee noted the continuing growth of transport operations between Asia and Europe, despite the pandemic, due to collaborative efforts at both national and international levels, and acknowledged that railways significantly contributed to enhanced interregional connectivity. Several representatives also highlighted recent initiatives to promote a shift to railway transport for the international carriage of goods and postal shipments as a safe, contactless cross-border solution in the context of the COVID-19 pandemic.

23. The Committee recalled that enhancing transport connectivity between Asia and Europe was one of the priority thematic areas of the Regional Action Programme, phase I (2017–2021), and expressed support for the efforts of ESCAP to facilitate the discussion of matters related to interregional transport, taking into account the current practicalities.

24. Representatives also highlighted that Central Asian countries could act as an important hub for trade and economic and transit transport corridors connecting Asia and Europe and referred to the importance of linking the railway systems of Central Asia and South Asia to enhance the integration of the land transport system of the Eurasian continent. Against that background, the Committee noted the progress made by landlocked developing countries in Central Asia in road and railway infrastructure development as well as numerous transit and transport facilitation measures and invited the secretariat to continue to support those efforts.

25. The Committee was informed of the initiative of the President of Uzbekistan with regard to the establishment of a regional centre for the development of transport and communications under the auspices of the United Nations, as proposed at the seventy-fifth session of the General Assembly. The Committee was also informed of the draft resolution on ensuring secure and stable international transport operations during emergency situations which the Government of Turkmenistan had submitted to the Assembly. The Committee also noted the upcoming Ministerial Transport Conference for Landlocked Developing Countries to be held in Turkmenistan in 2021 with the theme “Financing for better connectivity”.

26. In discussing the importance of mainstreaming sustainability in transport and its resilience in the face of the challenges involved, the Committee was informed of the ongoing United Nations Development Account project on promoting a shift towards sustainable freight transport in the Asia-Pacific region. The Committee agreed that recommendations on fostering regional cooperation on enhancing sustainability of freight transport could include, among others, issues such as digitization, decarbonization and modal shift for further consideration by the respective working groups within the framework of the Intergovernmental Agreements on the Asian Highway Network, Trans-Asian Railway Network and Dry Ports.

27. In light of the discussions under agenda item 3 (a), the Committee adopted recommendations 1, 2 and 3 as contained in section I, “Matters calling for action by the Commission or brought to its attention”, of the report of the Committee on Transport on its sixth session.

**C. Cross-cutting issues in transport: environmentally sustainable transport systems and services**

(Agenda item 3 (b))

28. The Committee had before it the note by the secretariat on environmentally sustainable transport systems and services (ESCAP/CTR/2020/3).

29. Representatives of the following members and associate members made statements: Iran (Islamic Republic of); Philippines; Republic of Korea; and Russian Federation.

30. The representative of the United Nations Centre for Regional Development made a statement.

31. The representative of the United Nations Environment Programme Regional Office for Asia and the Pacific also made a statement.

32. The representative of the Partnership on Sustainable, Low Carbon Transport also made a statement.

33. The Committee acknowledged the importance of the environmental dimensions of transport and highlighted that evidence-based policies taking due account of particular national circumstances, as appropriate, could enhance environmental sustainability of transport systems and services in the region.

34. The Committee recalled the High-level International Conference “City and Transport: Safety, Efficiency and Sustainability”, held in Khabarovsk, Russian Federation, on 4 and 5 September 2017, on promoting environmental sustainability of the transport sector and was informed that the second meeting would be held in Bangkok in 2021. The Committee also welcomed the

readiness of the Russian Federation to share experiences on urban transport development, including the integration of urban and public transport planning.

35. Recognizing the growing interest in smart transport systems to address urban traffic issues and to encourage a shift to greener transport systems, the Committee reaffirmed the important role of smart transport technologies in improving the efficiency of transport systems and in implementing measures to limit transport costs, energy consumption and carbon dioxide emissions and of the need for integrated transport and urban planning that incorporated electromobility, digital technologies for traffic management, low-carbon fuels and non-motorized transport modes in support of environmentally sound and sustainable transport systems. In that regard, the Committee noted that a regional road map for smart transport systems in Asia and the Pacific could set the direction for harmonized development to overcome fragmented efforts and unlock the full potential of smart transport systems in implementing the 2030 Agenda for Sustainable Development.

36. The Committee noted the importance of innovative policies and frameworks for the assessment, planning and development of sustainable urban transport systems and services. Noting the efforts of the secretariat in providing regional capacity-building and advisory services on urban mobility and the sustainable urban transport index, representatives requested the secretariat to plan capacity-building activities targeting countries with special needs in the areas of rural and urban transport. The Committee was also informed of the ongoing projects in various cities in the region for the improvement of urban transport.

37. The representative of the United Nations Centre for Regional Development informed the Committee about the outcomes of the Thirteenth Regional Environmentally Sustainable Transport Forum in Asia with the theme “Changing the course of Asia’s transport sector through transformational change”, organized in collaboration with the ESCAP secretariat on 10 and 11 November 2020. The Forum discussed a new 2030 declaration on environmentally sustainable transport for the period 2021–2030 tentatively entitled “Making transport in Asia sustainable: sustainable transport goals for achieving universally accessible, safe, affordable, clean and low-carbon-passenger and freight transport in Asia”.

38. In light of the discussions under agenda item 3 (b), the Committee adopted recommendation 4 as contained in section I of the report of the Committee.

**D. Cross-cutting issues in transport: safe and inclusive transport and mobility**

(Agenda item 3 (c))

39. The Committee had before it the note by the secretariat on safe and inclusive transport and mobility (ESCAP/CTR/2020/4).

40. Representatives of the following members and associate members made statements: China; India; Russian Federation; Sri Lanka; and Thailand.

41. The representative of the Institute of Railway Technology of Monash University, Australia, also made a statement. The representative of the Asian Institute of Transport Development provided a written statement.

42. The Committee stressed that road crashes were an issue of serious concern considering their magnitude and substantial negative impact on the economy and general welfare of the people, particularly vulnerable road users and low-income groups. In that context, the Committee noted that in accordance with the Stockholm Declaration of 2020, several member States had already initiated road safety measures to reduce road fatalities by 50 per cent between 2020 and 2030.

43. The Committee was informed that since 2015 the Russian Federation had a successful track record of increasing transport safety using Global Navigation Satellite System technology. Against that background, the Committee noted the offer made by the Government of the Russian Federation that experts from the Russian Federation would be interested in developing cooperation with ESCAP member States in the use of global navigation satellite systems to ensure the safety of the transport systems.

44. The Committee noted that enhanced regional cooperation and capacity-building on safe and inclusive transport and mobility, supported by the secretariat, could reduce road crash fatalities and help to achieve the Sustainable Development Goals during the final year of implementation of the Regional Action Programme, phase I (2017–2021), and in its next phase, which would be considered in 2021. In that context, the secretariat was requested to continue extending technical assistance and support for capacity-building activities on road safety, in particular but not limited to, utilizing the opportunities provided by the United Nations Road Safety Fund.

45. The Committee was informed about the measures taken by member States across the region to improve road safety, including on legislation and enforcement, promoting public transport, strengthening education and awareness, incentivizing the use of smart transport technologies and upgrading standards and equipment.

46. The Committee recognized the importance of maritime and domestic ferry safety to reduce accidents and improve seaborne passenger services in the Asia-Pacific region and noted the cooperation and partnership between ESCAP, the International Maritime Organization and member States.

47. Finally, the Committee noted the aspects of transport and mobility related to accessibility and inclusion and recalled the discussions at the informal consultations held in advance of the Committee session that regionally coordinated efforts to incorporate social development considerations into the initial phases of policy definition and decision-making processes would contribute to the efforts to achieve the Sustainable Development Goals.

48. In light of the discussions under agenda item 3 (c), the Committee adopted recommendation 5 as contained in section I of the report of the Committee.

**E. Accelerating transformative action in transport for the achievement of the Sustainable Development Goals**  
(Agenda item 4)

49. The Committee had before it the note by the secretariat on accelerating transformative action in transport for the achievement of the Sustainable Development Goals (ESCAP/CTR/2020/5) and the information document on preparations made by the secretariat for the fourth Ministerial Conference on Transport (2021) (ESCAP/CTR/2020/INF/2).

50. Under agenda item 4, no statements were made during the session. A written statement was provided by the representative of Timor-Leste.

51. The Committee was informed about the preparations made by the secretariat for the fourth Ministerial Conference on Transport, to be held in 2021, and the conceptual framework for the development of the next phase of the Regional Action Programme, for the years 2022 to 2026, taking into account the need to accelerate progress towards the achievement of the Sustainable Development Goals, the discussions under agenda item 3 on the topics of transport connectivity for efficient and resilient supply chains, environmentally sustainable transport systems and services, and safe and inclusive transport and mobility, as well as the outcomes of the informal consultations held in advance of the sixth session of the Committee.

52. The Committee adopted recommendation 6 as contained in section I of the report of the Committee.

**F. Other matters**  
(Agenda item 5)

53. The representative of Cambodia made a statement requesting the secretariat to provide further technical assistance and capacity-building support to strengthen transport connectivity and resilience.

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