



# Economic and Social Council

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## Economic and Social Commission for Asia and the Pacific Ministerial Conference on Transport

### Second session

Bangkok, 12-16 March 2012

Agenda item 10

### Adoption of the report of the Conference

## Draft report of the Conference

### I. Matters calling for action by the Commission or brought to its attention

The Ministerial Conference on Transport recommends to the Commission the endorsement of the following outcome adopted at its second session (for the text, see E/ESCAP/MCT.2/L.3).

### II. Proceedings of the Conference

#### A. Policy debate on issues pertaining to transport development in Asia and the Pacific, and the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), of the Busan Declaration on Transport Development in Asia and the Pacific, and the Bangkok Declaration on Transport Development in Asia, including the report of the senior officials

(Agenda item 7)

1. The Conference had before it documents E/ESCAP/MCT.2/12 and E/ESCAP/MCT.2/L.3.

2. The Conference expressed full support for the elaboration and formulation of visions from each of the 10 areas in the draft regional action programme, phase II (2012-2016), and expressed support for the convening of the Forum of Asian Ministers of Transport at the mid-point of the programme, phase II.

3. The Conference reaffirmed the vision of an international integrated intermodal transport and logistics system for the region and expressed its conviction that such a system would play a central role in enhancing the movement of people, goods and services across the region and in improving the quality of life of the people. In that respect, the Conference noted with satisfaction that many countries had prioritized the development of the Asian

Highway and Trans-Asian Railway networks in their territory and were progressively developing and upgrading the networks to improve domestic and regional connectivity. However, there was a need for further development and upgrading of the two networks, including construction of the missing links along the Trans-Asian Railway network.

4. The Conference supported the view that the Asian Highway and Trans-Asian Railway networks, along with the development of dry ports and the provision of intermodal connections for maritime transport and seaports, would be instrumental in promoting intra- and interregional connectivity, thereby fostering trade and the movement of people. In that respect, it expressed satisfaction that many countries had prioritized the development of dry ports. The Conference was appreciative of the progress made towards developing an intergovernmental agreement on dry ports and looked forward to its finalization at an intergovernmental meeting in 2012.

5. The Conference recognized the existence of a large number of non-physical barriers to smooth and efficient cross-border transport in the region, in particular in land transport, and stressed the importance of regional cooperation for eliminating those barriers. The Conference requested that high priority be accorded to transport facilitation in the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016).

6. The Conference highlighted a number of measures aimed at removing non-physical barriers: (a) accession to international conventions relating to transport facilitation; (b) formulation and implementation of bilateral and subregional agreements; (c) establishment of integrated check posts, joint border controls, single window and single stop, and joint free trade zones at borders; (d) amendment of domestic legislation, harmonization of rules and regulations, and simplification of documentation and procedures; (e) preparation of strategic customs documents and adoption of new technologies.

7. The Conference recognized the difficulties in the implementation of subregional agreements relating to transport facilitation and emphasized the need to develop or amend domestic legislation relating to cross-border transport, capacity-building, coordination and financial support.

8. The Conference noted with satisfaction the conclusion of the negotiation of the draft agreement between the Governments of the Shanghai Cooperation Organization Member States on facilitation of international road transport and the expected signing of the agreement in Beijing in June 2012 during the Summit of the Shanghai Cooperation Organization.

9. The Conference noted the efforts exerted by several member countries to improve the efficiency of transport logistics by promoting intermodal transport, establishing intercountry logistics information networks, entering into intercountry multimodal transport agreements, and utilizing satellite container tracking systems.

10. The Conference expressed support for the efforts of the secretariat to promote private sector participation in transport development in the region. It expressed its wish that such efforts continue and that they focus, in particular, on the need to explore innovative methods of financing and to continue promoting and supporting the implementation of public-private partnerships (PPPs).

11. The Conference was informed of many successful PPP projects associated with the development of transport infrastructure which contributed to Asian connectivity in sea, road and rail networks. It emphasized the important role of the secretariat in identifying and providing advice on the experiences of PPPs.

12. The Conference noted that there was a need for investments in transport infrastructure and services to be more sustainable. It stressed the importance of the economic and social sustainability of transport systems in addition to environmental sustainability.

13. The Conference noted that climate change threatened the sustainability of the transport infrastructure of many countries and that low-carbon strategies needed to be implemented, with energy efficiency being an important consideration. In that respect, various modal shift initiatives were being taken by member States, including: (a) more use of inland and coastal waterways, (b) expansion of public transport networks, (c) facilitation of non-motorized transport, (d) additions to and electrification of the rail network as an alternative to road, (e) vehicle demand management, (f) improved engineering with intelligent transport system technology, (g) mitigation policies including vehicle emissions reduction policies, biofuel use, and fuel-efficient ships and shipping strategies.

14. The Conference emphasized the significant role of efficient, accessible and integrated urban public transport systems in reducing transport emissions and stressed the need to improve the service, quality and availability of such systems.

15. The Conference noted the unique challenges faced by archipelagic and small island developing countries in developing sustainable transport systems that would provide efficient, reliable and affordable shipping services at the domestic, subregional and international levels. It noted that they were vulnerable to climate change and various types of natural disasters and needed to consider appropriate mitigation and adaptation strategies.

16. The Conference stressed the importance of continuing to address road safety through the introduction of national road safety strategies, and the implementation and evaluation of action plans and programmes. In that regard, it noted with satisfaction the national road safety action plans and initiatives that had been announced by many Governments of member States during 2011, which had also been the launch year for the United Nations Decade of Action for Road Safety, 2011-2020.<sup>1</sup> In addition, the Conference requested the continuing support of the secretariat and international agencies active in road safety in addressing the Decade goal of stabilizing and reducing the forecast level of road traffic fatalities. In addition, the delegation of the Russian Federation informed the Conference of, and requested the support of member States for, a draft resolution on road safety to be submitted to the General Assembly at its sixty-sixth session.

17. The Conference recognized that sustainable transport development was an important prerequisite for achieving the Millennium Development Goals, as well developed transport networks connected people to health, education, markets and economic and social opportunities. In that regard, member States were developing, improving and maintaining rural roads to provide better

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<sup>1</sup> See General Assembly resolution 64/255 on improving global road safety.

farm-to-market access roads and had seen substantial economic improvement and poverty reduction as a result.

18. The Conference noted that items 1 to 6 of the agenda had been allocated to the senior officials, whose conclusions and recommendations were contained in their report (E/ESCAP/MCT.2/12). The Conference endorsed the findings and recommendations of the senior officials.

19. In their statements during the policy debate segment of the Conference, ministers and representatives provided details of their infrastructure problems and objectives, development experiences and policy initiatives.

20. *Armenia* continued to focus on improving its transport infrastructure, including construction of the new road and rail links along the North-South Transport Corridor, rehabilitation of major international road links in the northern direction, reconstruction and rehabilitation of rural roads, as well as the plan to build a dry port near the international airport.

21. *Bangladesh* recognized the importance of substantially upgrading its transport infrastructure and developing regional connectivity. Intra- and intercountry connectivity as well as the development of the Asian Highway and Trans-Asian Railway networks were important policy considerations in the surface transport strategy of Bangladesh. A 20-year road master plan had been approved in 2009. The Government planned to upgrade the entire Asian Highway network in the country to four-lane standards and had embarked on a programme for establishing regional rail connectivity that included Trans-Asian Railway routes and establishment and development of inland container depots.

22. *Bhutan*, as a landlocked country, stressed that it placed great importance on developing international and regional transport connectivity as part of its pursuit of gross national happiness, the essence of the country's development philosophy. In December 2011, it had launched domestic air transport service for the first time in its aviation history and expressed its commitment to establishing railway links. Over 8,000 km of the road transport network, including the Asian Highway roads (AH48), had been constructed in recent decades. Great attention was also being paid to road safety measures and many of the activities under the Decade of Action for Road Safety had been implemented or initiated in the country.

23. *Cambodia* was continuing to rehabilitate, improve and upgrade its transport infrastructure in parallel with efforts for transport facilitation and road safety. Projects included a new cable-stayed bridge crossing the Mekong River at Neak Loeung, the railway line from Sisophon to Poipet as part of the Singapore-Kunming Railway Link (SKRL), the new Phnom Penh Container Terminal and the development of other inland container depots and special economic zones.

24. *China* accorded high priority to further developing transport infrastructure, upgrading the capability of transport management, enhancing public transport systems and services and improving transport safety. While increasing its investment in its own transport infrastructure in border areas and opening more routes and border crossings, China had provided neighbouring countries with assistance in developing transport infrastructure and worked closely with other countries under various cooperation frameworks.

25. The *Democratic People's Republic of Korea* supported regional transport initiatives and expressed its readiness to accede to both the

Intergovernmental Agreement on the Asian Highway Network<sup>2</sup> and the Intergovernmental Agreement on the Trans-Asian Railway Network.<sup>3</sup> It was actively engaged in technical cooperation with ESCAP and in bilateral cooperation with other countries to improve and rehabilitate its transport infrastructure and expected that such cooperation would continue. Development of the Pyongyang-Sinuiju high-speed railway, modernization of railways, improvement of Wonsan-Hamhung highway, construction of Pyongyang-Sinuiju and Hamhung-Rajin highways and installation of standard road signs were some of the ongoing and planned activities.

26. *Fiji* stressed the multiple challenges that it faced, which took the form of geographical isolation, natural disasters, inadequate infrastructure, trade imbalances and lack of attractiveness in the implementation of PPPs for infrastructure development. It had successfully implemented a shipping franchise scheme to compensate private shipowners for servicing less economical routes and secured the supply of goods to a large number of maritime communities. Fiji was working with Kiribati and Tuvalu to reduce transport costs and enhance subregional transport network connectivity through the realization of a Pacific Hub concept.

27. *India* had embarked on its National Highway Development Programme to develop 7,300 km of national highways every year and other programmes to develop 15,600 km of highways in the remote areas to promote inclusive development, which would be financed through multiple sources. To enhance road safety, it focused on engineering, enforcement, education and emergency care. It was constructing dedicated railway freight corridors in the north-eastern and north-western areas. It operated regular train services with Bangladesh, Nepal and Pakistan and was exploring connectivity with other neighbouring countries.

28. *Indonesia* emphasized that its intermodal transport system facilitated the movement of goods and people within and across its approximately 17,000 islands and was accordingly at the core of its national economy, growth and development. In recent years, the country had made substantial progress in expanding its network of roads and railways, developing berths at seaports, rehabilitating and further developing its aviation network, and improving its logistics system and road safety.

29. The *Islamic Republic of Iran* had acceded to more than 10 regional multilateral agreements, including the intergovernmental agreements on the Asian Highway and Trans-Asian Railway networks, and had taken effective measures to improve transport connectivity with its neighbours. In association with other neighbouring countries, it had established international transit corridors, including the North-South and East-West transport corridors. In addition, it had implemented or was in the process of implementing several important railway projects, including some missing links along the Trans-Asian Railway network in its territory. Implementation of those projects had greatly improved the access of Central Asian landlocked countries to the sea.

30. *Japan* expressed thanks for the support and encouragement it had received in response to the earthquake and tsunami which had struck its north-eastern region in March 2011. It stressed that society was increasingly demanding transport systems which provided safety, environmental benefits and convenience, and, in that regard, emphasized the need to enhance the

<sup>2</sup> United Nations, *Treaty Series*, vol. 2323, No. 41607.

<sup>3</sup> United Nations, *Treaty Series*, vol. 2596, No. 46171.

quality of transport. It had enacted measures to promote and incorporate universal design into its public transport systems in order to make train stations, buses and taxis accessible for all sections of society, including wheelchair users and the elderly. It expressed a willingness to share its experiences in improving the quality of transport with other countries in the region.

31. *Kazakhstan* placed great importance on the development of an integrated transport system, including all modes of transport and logistics infrastructure with particular emphasis on construction of new railway lines and roads within the framework of international transport links. It was implementing a mega-project in the “Western Europe – Western China” transport corridor and developing a large joint special economic zone with China at Khorgos.

32. The *Lao People’s Democratic Republic* stressed the need to balance efforts aimed at developing physical infrastructure as the “hardware” and those aimed at addressing non-physical barriers as the “software” on the basis of its experience with subregional cooperation under the frameworks of the Association of Southeast Asian Nations and the Greater Mekong Subregion.

33. *Malaysia* had recently announced a government transformation programme which included the improvement of urban public transport as one of seven national key areas to be addressed. It had significantly improved and expanded its domestic and international rail networks and made efforts to enhance the use of green technology in its transport systems. It had also undertaken educational initiatives and would be introducing an automated enforcement system to improve road safety.

34. *Maldives* underlined its policy of developing various modes of transport to provide an efficient, sustainable and safe transport system in the country. It planned to establish a transport network to link with the seaports of other countries in South Asia in order to facilitate trade, which, in turn, would lead to new opportunities for investment and tourism among the countries involved.

35. *Mongolia* was implementing a number of important transport projects under the State Policy on Railway Transport and the New Development Programme. It accorded high priority to the development of its national railway network for connectivity with North-East and South-East Asia, with supporting inland container depots in Sukhbaatar, Ulaanbaatar and Zamyn-Uud.

36. *Myanmar* had upgraded 1,696 km of the Asian Highway to Class III with its own resources and the participation of the private sector. It was constructing 1,845 km of new railway lines and developing international deep sea ports at Dawei and Kyaukpyu. It had recently opened the Nay Pyi Taw International Airport, which was equipped with adequate passenger terminal facilities. In September 2011, it had introduced a de-registration programme to scrap old motor vehicles with a view to improving the efficiency of transport and reducing its environmental impact.

37. *Nepal* was planning to maintain, extend and upgrade its transport network to provide a safe, reliable and sustainable transport system for its people. Work was continuing on the preservation of road assets and the development of an urban mass transport system, flyovers and bypasses in Kathmandu, alongside the upgrading and expansion of the railway network. To facilitate more efficient freight systems, inland container depots with integrated check posts were being planned. A national road safety action plan had recently been finalized with the objective of reducing the number of road

crashes and stem the rise in deaths and injuries caused by the growing number of vehicles.

38. *Pakistan* had launched its National Trade Corridor Improvement Programme (NTCIP) to revamp existing transport infrastructure, trade logistics and services, and to improve regional connectivity, focusing in particular on links with China, Afghanistan and the Central Asian republics, the Islamic Republic of Iran, Turkey and others. Great attention was also being given to PPPs, and the Government had constructed a motorway on AH4 on a build-operate-transfer (BOT) basis.

39. The *Philippines* had formulated in 2010 a strategy for developing and mainstreaming environmentally sustainable transport. The aim of the strategy was to reduce the growth rate of energy consumption and emissions and to develop a market for environmentally sustainable goods and services. As the country consisted of more than 7,100 islands, it had integrated the maritime and land transport sectors in 2003 through its Road RORO (Roll On, Roll Off) Terminal System (RRTS).

40. The *Republic of Korea* expressed its intention to increase investment and subsidies to move freight from road to rail and better utilize coastal shipping and inland waterways. Urban policy envisioned the expansion of cycleways and greater road space efficiency gained with enhanced intelligent transportation system technology. Expansion of the railway network would contribute to the goal of 83 per cent of the population having access to the rail network by 2020. In addition, it planned to strengthen logistics information systems and interregional cooperation and to prepare for increased disaster resilience.

41. The *Russian Federation* had made a number of major achievements in the development of its transport system, including: (a) completion of the construction of Chita-Khabarovsk road, which provided a seamless transport connection between the eastern and western borders; (b) progress in the implementation of the project for the rehabilitation of the trans-Korean railway; (c) reduction of transit time on the Trans-Siberian Railway to seven days (Transib 7) by 2015; and (d) the use of satellite tracking systems with the Global Orbital Navigation Satellite System (GLONASS) and GLONASS with the Global Positioning System (GPS).

42. With the aim of improving connectivity, *Sri Lanka* had actively participated in the preparation of the draft agreements on railway and motor traffic in the region of the South Asian Association for Regional Cooperation. The construction of the Hambantota seaport had been completed. A 280-km railway line in the northern region and a new international airport in the southern region were under construction. It also completed a feasibility study on establishing inland container depots close to the port of Colombo. Sri Lanka had formulated a ten-year plan to improve road safety in connection with the Decade of Action for Road Safety.

43. *Tajikistan* had adopted a Government programme on “transport system development and the measures for its implementation” and was undertaking prefeasibility studies to connect its railway network with the networks of neighbouring countries. It stressed that, in view of its mountainous features, utmost attention was being paid to road safety with some special measures, such as the construction of tunnels and the application of automatic traffic management systems.

44. *Thailand* had introduced a policy of reducing its logistics costs by increasing the proportion of rail transport from 2 per cent to 10 per cent over a period of 10 years. That would be achieved through the development of a logistics hub and spoke system and the integration of rail and road networks. Its Railway Development Master Plan 2010-2025 envisioned three key phases: (a) restructuring; (b) improvement; and (c) enhancing the efficiency of the railway network through the development of a high-speed train network and new logistics routes.

45. *Turkey* had invested about \$60 billion in the preceding nine years to develop and modernize its transport infrastructure. Many projects, particularly in the road and airport sectors, had been implemented through PPPs. Turkey was implementing a number of railway projects, including an Ankara-centred high-speed train network. Alongside physical integration and improvement, it had also taken steps towards the elimination of non-physical barriers at border crossings.

46. The representative of the *United Nations Conference on Trade and Development (UNCTAD)* expressed his organization's desire to strengthen its working relationship with ESCAP and other regional commissions on inclusive and sustainable transport delivery. Their areas of focus would include advisory services on customs automation, ports development, trade facilitation and training. Current strategic priorities included more efficient use of energy, sustainable freight transport and development of PPPs.

47. The representative of the *Asian Institute of Transport Development (AITD)* pointed out the advantage of combining road and rail networks with other networks, such as pipelines and fibre-optic cables. He also apprised the Conference of the work of AITD in supporting regional economic cooperation, human resources development and poverty alleviation, including capacity-building through training courses in various disciplines conducted for railway officials in the region.

48. The representative of the *International Road Transport Union (IRU)* pointed out the significant impact of road transport on the efficiency of global economy. He referred to the result of the New Eurasian Land Transport Initiative (NELTI), which showed that a significant percentage of cost and time were spent at border crossings. He urged ESCAP to continue its work in reducing delays at borders and to use intraregional merchandise trade as an indicator of efficiency in road transport facilitation.

49. The representative of the *International Union of Railways (UIC)* stressed the need of the region to develop sufficient rail infrastructure to cope with substantial growth in container traffic. He indicated that the region also needed to develop expertise in PPPs to overcome the challenge of the budgetary constraints being faced. He informed the Conference of various rail projects undertaken by UIC, including a joint project with the Asian Development Bank in Greater Mekong Subregion countries.

50. The representative of the *Organization for Cooperation between Railways (OSJD)* informed the Conference that OSJD was endeavouring to promote the unification of railway transport laws. It had successfully assisted in the organization of container trains operating from China to Germany and would also be involved in organizing demonstration container trains from Urumqi, China, to Berlin, Germany, in 2012.



**B. Other matters**

(Agenda item 8)

51. The Conference expressed its appreciation to the secretariat for organizing the following side events: (a) road safety exhibition; and (b) an exhibition on the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016).

52. No other matter was discussed.

**C. Adoption of the ministerial declaration on transport development in Asia and the Pacific, including a regional action programme for transport development in Asia and the Pacific, phase II (2012-2016)**

(Agenda item 9)

53. The Conference had before it the draft ministerial declaration on transport development in Asia and the Pacific, including a regional action programme for transport development in Asia and the Pacific, phase II (2012-2016) and the revised draft regional strategic framework for the facilitation of international road transport as annexes (see E/ESCAP/MCT.2/L.3).

54. The Conference held the view that the draft declaration provided a clear framework for promoting cooperation and integration in transport for inclusive and sustainable development in the region. It noted that the Declaration could give a fresh impetus to the development of the transport sector if members and associate members, subregional organizations and the secretariat of ESCAP joined together to promote collaboration and action.

55. The Conference adopted by acclamation the Ministerial Declaration on Transport Development in Asia and the Pacific, including the Regional Action Programme on Transport Development in Asia and the Pacific, phase II (2012-2016) and the Regional Strategic Framework for the Facilitation of International Road Transport.

**D. Adoption of the report of the Conference**

(Agenda item 10)

56. The report of the Ministerial Conference on Transport at its second session was adopted unanimously on 16 March 2012.

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

57. The second session of the Ministerial Conference on Transport was held at the United Nations Conference Centre in Bangkok from 12 to 16 March 2012. The Conference comprised two segments: the senior officials segment (12-14 March 2012); and the ministerial segment (15-16 March 2012).

58. Mr. Chadchart Sittipunt, Deputy Minister, Ministry of Transport, Government of Thailand, declared open the Conference. The Executive Secretary of ESCAP read out the message of the Secretary-General of the United Nations and delivered her welcoming statement.

59. In his message, the Secretary-General emphasized the ever growing role of the transport sector in achieving the Millennium Development Goals and enhancing opportunities. While underscoring the importance of access, he

observed that significant progress had been achieved to improve physical and institutional connectivity between the subregions through the Asian Highway and Trans-Asian Railway networks.

60. The Secretary-General noted that the next level of achievement involved the development of dry ports. In addition, he called on member countries to improve road safety and work together in partnership for the people of Asia and the Pacific.

61. The Executive Secretary noted that the gathering stated the importance and value of the regional approach to increasing regional connectivity and economic integration. Both the Busan Declaration of 2006 and the Bangkok Declaration of 2009 had articulated the vision of an international integrated intermodal transport and logistics system. The premise of that vision had been continued investment in the Asian Highway and Trans-Asian Railway networks, the development of transportation systems that reached out to the rural and isolated communities, and transport facilitation.

62. The Executive Secretary informed the Conference that the draft intergovernmental agreement on dry ports had been prepared and reviewed at the regional and subregional levels. The expectation was that the adoption of the agreement would take place later in the year and that it would be opened for signature at the sixty-ninth session of the Commission, in 2013.

63. The Executive Secretary emphasized the critical role of transport in poverty reduction as well as inclusive and sustainable development. Although none of the Millennium Development Goals involved the issue of transport directly, it was one of the most important enablers for achievement of the Goals.

64. The Executive Secretary assured member countries of the readiness of ESCAP to work with them in realizing the vision of an international integrated intermodal transport and logistics system. Recent natural disasters had reminded everyone that resilience was crucial in transport infrastructure planning.

65. The Deputy Minister of Transport of Thailand extended a warm welcome to participants in the Conference. He pinpointed a range of activities undertaken by his Government to develop its transport infrastructure, including the intention of Thailand to become a regional hub for business, trade and investment and to contribute to sustainable development with continuing public transport projects.

66. The Deputy Minister expressed appreciation for a wide range of activities implemented by the ESCAP secretariat to assist member countries in realizing regional and interregional connectivity through the Asian Highway and Trans-Asian Railway networks and through transport facilitation. He reaffirmed the full support and cooperation of Thailand with all countries in the region, the ESCAP secretariat and the development partners to realize shared vision of an international integrated intermodal transport and logistics system.

67. In closing, the Deputy Minister expressed his wish for a successful Conference.

## **B. Attendance**

68. The session was attended by representatives of the following members and associate members of ESCAP: Armenia; 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; Maldives; Micronesia (Federated States of); Mongolia; Myanmar; Nepal; Pakistan; Papua New Guinea; Philippines; Republic of Korea; Russian Federation; Sri Lanka; Tajikistan; Thailand; Turkey; United States of America; Uzbekistan; and Viet Nam.

69. Representatives of South Africa attended.

70. Representatives of the following United Nations bodies and specialized agencies attended: International Maritime Organization; United Nations Conference on Trade and Development; United Nations Development Programme Tumen Secretariat; Universal Postal Union; World Bank; and World Health Organization.

71. Representatives of the following intergovernmental organizations, non-governmental organizations and other organizations were present: Asian Development Bank; Asian Institute of Transport Development; Organization for Cooperation between Railways; Conference on Interaction and Confidence-building Measures in Asia; Global Infrastructure Fund Research Foundation Japan; Global Road Safety Partnership; Institute of Road Traffic Education; International Air Transport Association; International Federation of Freight Forwarders Associations; International Road Transport Union; International Union of Railways; Korea Expressway Corporation; Korea Railroad Research Institute; Korea Research Institute for Human Settlements; Korea Transport Institute; Mekong River Commission; and Thai International Freight Forwarders Association.

### **C. Election of officers**

72. The Conference elected Mr. Lyonpo Nandalal Rai (Bhutan) Chairperson.

73. Following past practice, the Conference decided to elect the following heads of delegation vice-chairpersons:

Mr. Tauch Chankosal (Cambodia)  
 Mr. Weng Mengyong (China)  
 Mr. Pak Jong-Song (Democratic People's Republic of Korea)  
 Mr. Timoci L. Natuva (Fiji)  
 Mr. Bambang Susantono (Indonesia)  
 Mr. Ali Nikzad (Islamic Republic of Iran)  
 Mr. Kazuo Inaba (Japan)  
 Mr. Sommad Pholsena (Lao People's Democratic Republic)  
 Datuk Abdul Rahim Bakri (Malaysia)  
 Dr. Ahmed Shamheed (Maldives)  
 Mr. Tugs Purevdorj (Mongolia)  
 Mr. Thant Shin (Myanmar)  
 Mr. Francis Awesa (Papua New Guinea)  
 Mr. Joo Sung-Ho (Republic of Korea)  
 Mr. Santha Kumara Ananda Welgama (Sri Lanka)  
 Mr. Chadchart Sittipunt (Thailand)  
 Mr. Nguyen Hong Truong (Viet Nam)

74. Mr. Hong Sinara (Cambodia) was elected Rapporteur.

## D. Agenda

75. The Conference adopted the following agenda:

### *Senior officials segment*

1. Opening of the session:
  - (a) Opening addresses;
  - (b) Election of officers;
  - (c) Adoption of the agenda.
2. Assessment and evaluation of the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), of the Busan Declaration on Transport Development in Asia and the Pacific and of the Bangkok Declaration on Transport Development in Asia.
3. Emerging issues in transport:
  - (a) A vision of the development of the transport sector in the Asian and Pacific region;
  - (b) Transport infrastructure;
  - (c) Transport facilitation;
  - (d) Transport logistics;
  - (e) Finance and private sector participation;
  - (f) Sustainable transport development;
  - (g) Road safety;
  - (h) Transport and the Millennium Development Goals;
  - (i) Inter-island shipping;
  - (j) Connecting subregional transport networks.
4. Draft ministerial declaration on transport development in Asia and the Pacific, including a regional action programme for transport development in Asia and the Pacific, phase II (2012-2016).
5. Other matters.
6. Adoption of the report of the senior officials.

### *Ministerial segment*

7. Policy debate on issues pertaining to transport development in Asia and the Pacific and the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), of the Busan Declaration on Transport Development in Asia and the Pacific, and the Bangkok Declaration on Transport Development in Asia, including the report of the senior officials.
8. Other matters.
9. Adoption of the ministerial declaration on transport development in Asia and the Pacific, including a regional action programme for transport development in Asia and the Pacific, phase II (2012-2016).
10. Adoption of the report of the Conference.
11. Closing of the Conference.

## Annex

### List of documents

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| E/ESCAP/MCT.2/2 and Corr.1                 | A vision of the development of the transport sector in the Asian and Pacific region  | 3 (a)       |
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| E/ESCAP/MCT.2/4 and Corr. 1                | Transport facilitation   | 3 (c)       |
| E/ESCAP/MCT.2/5 and Corr.1                 | Transport logistics  | 3 (d)       |
| E/ESCAP/MCT.2/6                            | Finance and private sector participation   | 3 (e)       |
| E/ESCAP/MCT.2/7                            | Sustainable transport development  | 3 (f)       |
| E/ESCAP/MCT.2/8                            | Road safety  | 3 (g)       |
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| E/ESCAP/MCT.2/INF/3                        | Tentative programme  |             |
| E/ESCAP/MCT.2/INF/4                        | Activities implemented under the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011)  | 2           |
| E/ESCAP/MCT.2/INF/5 and Corr.1             | Selected policy issues in inter-island shipping  | 3 (i)       |