



ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Forum of Asian Ministers of Transport

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Bangkok

**REPORT OF THE MEETING OF SENIOR GOVERNMENT OFFICIALS,
FORUM OF ASIAN MINISTERS OF TRANSPORT ON ITS FIRST SESSION**

(Item 5 of the provisional agenda)

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I. MATTERS CALLING FOR ACTION BY THE FORUM OF ASIAN MINISTERS OF TRANSPORT OR BROUGHT TO ITS ATTENTION

1. The Meeting endorsed the continued implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011).
2. The Meeting requested the secretariat to continue to assist and coordinate in the identification of priority investment needs and promoting financing for the development of road and railway infrastructure and rolling stock as well as supporting the installation of route signage along the Asian Highway network.
3. The Meeting supported the development of an intergovernmental agreement on dry ports to facilitate a coordinated approach to an international integrated intermodal transport and logistics system.
4. The Meeting requested the secretariat to continue to assist member States in the negotiation of the annexes to the Agreement between the Governments of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport, which, it was hoped, would be finalized in the near future.
5. The Meeting considered that the development of minimum standards and codes of conduct for freight forwarders, multimodal transport operators and logistics service providers would be a critical factor in upgrading skills and professionalism in the industry.
6. The Meeting stressed the importance of intermodal transport and encouraging a modal shift from road to rail and waterways, and from private motor vehicles to public transport, to help reduce energy consumption and emissions in the transport sector.
7. The Meeting requested the secretariat to organize regional road safety meetings to consider implementation of the Moscow Declaration. In that regard, the Meeting welcomed the generous offer of support by the Russian Federation, through a voluntary contribution to ESCAP, for the implementation of a regional programme to improve road safety.
8. The Meeting proposed that the draft Bangkok declaration on transport development in Asia as contained in annex I to the present report be considered for adoption by the ministerial segment of the Forum.
9. The Meeting reiterated that, in all the activities to be implemented under the Bangkok declaration, particular attention should continue to be given to the special needs of least developed countries as well as landlocked developing countries.

II. PROCEEDINGS

A. Review of the implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011)

(Agenda item 4)

10. The Meeting considered document entitled "Review of the implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific,

phase I (2007-2011)” (E/ESCAP/FAMT/SGO/1). The document was accompanied by an information paper (E/ESCAP/FAMT/SGO/INF/1) containing a summary of the current status of activities implemented under the Regional Action Programme.

11. The Meeting noted the importance of the Busan Declaration on Transport Development in Asia and the Pacific¹ adopted by the ESCAP Ministerial Conference on Transport held at Busan, Republic of Korea, in November 2006, as a long-term regional transport strategy for the development of an international integrated intermodal transport and logistics system. It expressed satisfaction with the activities being undertaken within the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011).²

12. The Meeting endorsed the continued implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011).

13. A number of delegations cited examples of how the Busan Declaration was forming the basis for the development of national transport plans.

14. The Meeting noted that the Asian Highway design standards had been adopted and were being applied in undertaking a detailed design of roads in member countries and that the designation of routes as part of the Asian Highway had assisted in obtaining finances for their development and upgrading.

15. The Meeting also noted a number of rail infrastructure development projects that had recently been completed to enhance the connectivity of the Trans-Asian Railway network.

16. The Meeting noted the progress made in transport facilitation, including the formulation of subregional agreements on transport as well as the establishment of national facilitation cooperation mechanisms reported by delegations.

17. The Meeting also noted with appreciation the assistance of the secretariat in organizing training courses on freight forwarding, multimodal transport and logistics in member countries.

B. Major issues in transport

(Agenda item 5)

18. The Meeting considered the following documents: “Transport infrastructure: development and operationalization of dry ports and intermodal transport corridors” (E/ESCAP/FAMT/SGO/2); “Transport and development: enhancing the policy impact of transport investment analysis” (E/ESCAP/FAMT/SGO/3); “Complementary approaches to transport facilitation and logistics” (E/ESCAP/FAMT/SGO/4); “Transport and poverty: rural access and farm-to-market logistics” (E/ESCAP/FAMT/SGO/5); entitled “Transport and environment: approaching issues of energy consumption and emissions in the transport sector in an integrated manner” (E/ESCAP/FAMT/SGO/6); and “Transport and society: improving road safety in Asia and the Pacific” (E/ESCAP/FAMT/SGO/7).

19. The Meeting noted the progress in the development and upgrading of various sections of the Asian Highway in member countries that included: (a) the upgrading

¹ E/ESCAP/63/13, chap. V.

² Commission resolution 63/9 of 23 May 2007, annex.

of AH81 and AH82 to a median-separated four-lane road in Armenia (North-South Motorway Project); (b) the upgrading of AH1 and AH2 to four lanes and a plan to construct the 5,500 metre-long road-cum-rail Padma Bridge along AH1 in Bangladesh; (c) the upgrading of a section of Asian Highway AH42 to six lanes, the construction of the Terai-Kathmandu fast-track road, construction of Koshi River Bridge on AH2 and the installation of Asian Highway route signs in Nepal; (d) the four-laning of various sections of AH routes in India and Sri Lanka; (e) the rehabilitation of AH1 and AH11 routes and plan to construct the Mekong River Bridge along AH1 at Naek Luang in Cambodia; (f) the rehabilitation of 240 km of roads and a plan to further upgrade AH routes in Kyrgyzstan; (g) a plan to upgrade all Asian Highway routes to minimum Class II standards in Kazakhstan; (h) the upgrading of the Peshawar-Torkham section of AH1 to four lanes in Pakistan; and (j) the development of the Western China-Western Europe corridor through Kazakhstan and the Russian Federation.

20. The Meeting noted that the ratification process of the Intergovernmental Agreement on the Asian Highway Network³ was at advanced stage in Indonesia and Nepal and the process would soon be completed.

21. The Meeting also noted that the national process for ratification of the Intergovernmental Agreement on the Trans-Asian Railway Network⁴ was in progress in Bangladesh, Indonesia, Kazakhstan, the Lao People's Democratic Republic, Sri Lanka and Turkey.

22. The Meeting acknowledged that the maintenance of the road network should receive priority attention and that, in that respect, the member countries could consider the road asset management concept to preserve the value of road assets.

23. The Meeting noted with satisfaction the actions being considered by member countries to increase connectivity along the Trans-Asian Railway network, in particular by putting in place a number of missing links in the network. Recent developments reported to the Meeting by delegations included the rail extension from Nongkhai in Thailand to Thanaleng in the Lao People's Democratic Republic; and in the Islamic Republic of Iran, the railways completed the missing link between Kerman and Zahedan, thereby allowing cross-border traffic with Pakistan. In Turkey, work was now under way to construct the missing link to Georgia that, upon completion, would establish a continuous rail link between Europe and the Caucasus. Armenia planned to start, in 2010, the feasibility study on the Armenia-Islamic Republic of Iran railway construction project. Bangladesh had implemented the project to convert Parbatipur-Birol to broad gauge, double tracking of Tungi-Chittagong, and relinking of Kulaura-Shahbazpur. In Kazakhstan, activities related to the construction of a railway line from Uzen to border of Turkmenistan (Uzen-Byzylgaya-Bereket-Etrek-Gorgan) had started, which would provide Kazakhstan and the Russian Federation with access to the Persian Gulf countries. In addition, activities related to the construction of the Korgas-Zhetygen railway line had been initiated. Furthermore, to bridge the missing link between India and Myanmar, the rail link from Jiribam to Tupul (near Imphal) was under implementation.

24. The Meeting requested the secretariat to continue to assist and coordinate in the identification of priority investment needs and promoting financing for the development of road and railway infrastructure and rolling stock as well as supporting the installation of route signage along the Asian Highway network.

25. As regards the operationalization of the Trans-Asian Railway network, the

³ See Commission resolution 60/4 of 28 April 2004.

⁴ Commission resolution 62/4 of 12 April 2006, annex.

Meeting was apprised of the actions undertaken in relation to the organization of demonstration runs of container block-trains, in particular on the routes Istanbul-Almaty and Islamabad-Tehran-Istanbul.

26. The Meeting also noted the attention given in the Russian Federation towards further developing the Trans-Siberian main line into a high-speed, high-capacity corridor for container transport, with measures taken to reach a capacity of 1 million twenty-foot equivalent units (TEUs) per year. It also noted the role of the Trans-Siberian Railway in linking landlocked countries to the region's intermodal system.

27. The Meeting noted that the development of intermodal corridors was gaining increased attention across the region. It also noted the key role that the Asian Highway and Trans-Asian Railway networks were playing as the basis for the related initiatives. In that respect, the Meeting noted the progress made in implementation of the project on operationalization of international intermodal transport corridors (ICDs) in North-East and Central Asia. It was noted that Bangladesh had undertaken an initiative to establish an ICD at Dhirasram which would act as a multimodal hub. It also noted a request for the secretariat to undertake additional studies on regional intermodal transport corridors. Further, the Meeting highlighted the importance of ferry links from main transport routes in island countries for providing intermodal connectivity to neighbouring countries. It was also apprised of the significant savings in distance between Asia and Europe by using the Arctic "Northern Sea Route", which was open to navigation without ice breakers for a large part of the year.

28. The Meeting highlighted the increasing importance of dry ports in supporting the development of efficient logistics in the region. It noted the progress made by a number of countries, including Nepal, in developing ICDs at the border towns on the Asian Highway and plan to develop integrated check posts at land borders. The Meeting also noted the development of the ICDs of the Container Corporation of India Ltd. (CONCOR), and the development of five dry ports on Kazakhstan's main transit route.

29. The Meeting supported the development of an intergovernmental agreement on dry ports to facilitate a coordinated approach to an international integrated intermodal transport and logistics system.

30. The Meeting also recognized that the development of adequate human resources would support the development of transport infrastructure and services. The Meeting welcomed the training courses that have been conducted by the Asian Institute of Transport Development for a broad range of railway managers from across the region and supported the organization of further courses in future.

31. The Meeting welcomed the invitation extended to member countries by Japan to participate in the Asian Highway seminar being organized in Tokyo on 18 and 19 February 2010 to commemorate the fiftieth anniversary of the Asian Highway project.

32. A number of delegations emphasized the importance of public-private partnerships (PPPs) in transport infrastructure development. In that respect, they informed the Meeting of some projects in their countries that were being implemented or considered for implementation through the PPP modality. In that area, Turkey informed the Meeting about the widespread use of build-operate-transfer (BOT) structure in implementing infrastructure projects while Cambodia drew the attention of the Meeting to the recent agreement signed with a concessionaire to operate the country's rail system. The Russian Federation informed the Meeting about investment projects with public-private partnerships, including the construction of a highway from Moscow to Saint Petersburg, in which private sector participation

accounted for 60 per cent of financing.

33. The delegation of Indonesia informed the Meeting of the Asia-Pacific Ministerial Conference on Public Private Partnerships for Infrastructure Development, to be held in Jakarta, from 14 to 17 April 2010. It apprised the Meeting of the structure of the conference, which included an expert group meeting, a public and private sector leadership forum, an exhibition and a ministerial meeting. The delegation extended an invitation to all ESCAP members to participate and requested the secretariat to assist in its organization.

34. The representative of the Global Infrastructure Fund Research Foundation provided details of a proposed approach to the future development of transport in the region which included concepts for new routes, new technologies and new fuels.

35. A number of delegations highlighted the direct and indirect contributions of transport to their country's overall economic and social development. They informed the Meeting of their national transport policies, designed to increase public welfare through social development and poverty alleviation.

36. The Meeting recognized the importance of wider economic benefits from transport projects. Given the difficulties of measuring such benefits, the Meeting supported a methodology which included a qualitative description of development impacts as part of investment analysis. It was noted that that would be in conformity with the emphasis that many governments place on equitable national development with wider distribution of benefits.

37. Several delegations informed the Meeting of the progress they had made in transport facilitation, including: (a) the accession of Kyrgyzstan to all seven conventions recommended by ESCAP resolution 48/11 on road and rail transport modes in relation to facilitation measures; (b) the formulation of a motor vehicle as well as rail transit agreement among the member States of the South Asian Association for Regional Cooperation (SAARC); (c) the implementation of bilateral agreements between Cambodia and the Lao People's Democratic Republic, between Cambodia and Viet Nam, between Bangladesh and India and between India and Pakistan; (d) trilateral cooperation among Cambodia, the Lao People's Democratic Republic and Viet Nam, and among Bangladesh, India and Nepal; (e) the functioning of the national trade and transport facilitation committees in Kyrgyzstan and Pakistan; (f) modernization of border crossings through public-private partnership in Turkey; and (g) the installation of a computer-based automated clearance system in Turkey.

38. The Meeting noted with appreciation the cooperation between the secretariat and the Shanghai Cooperation Organization. The Meeting requested the secretariat to continue to assist member States in the negotiation of the annexes to the Agreement between the Governments of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport, which, it was hoped, would be finalized in the near future.

39. The Meeting considered that the application of information and communications technology (ICT) could enhance control of cross-border vehicles by relevant authorities and accelerate customs and phytosanitary procedures for border crossing.

40. The Meeting requested the secretariat to explore the possibility of providing member countries with assistance, on request, in translating the international facilitation conventions into national languages to facilitate their accession to the conventions.

41. The Meeting acknowledged the contribution of the secretariat's training programme on freight forwarding, multimodal transport and logistics to enhance capacity and improve professionalism in the industry. The Meeting requested the secretariat to continue to provide member countries with assistance in organizing training programmes in freight forwarding, multimodal transport and logistics in the region.

42. The Meeting considered that the development of minimum standards and codes of conduct for freight forwarders, multimodal transport operators and logistics service providers would be a critical factor in upgrading skills and professionalism in the industry.

43. A number of delegations apprised the Meeting of their programmes to improve rural connectivity, including: (a) the policy in Armenia to connect all villages to the main transport network by 2012 through the rural road rehabilitation project; (b) the Pradhan Mantri Gram Sadak Yojana (PMGSY) in India; (c) the policy in Nepal of reducing the walking distance to the nearest road to not more than two hours in the plains and four hours in the hills; and (d) the "Dust-free Road" Project in Thailand.

44. The Meeting noted that, in many countries, rural bus services were the primary means of mobility available to rural populations. The secretariat was requested to include modalities for exchanges of experience with respect to management and operation of public bus transport when documenting and disseminating best practices.

45. The representative of the Asian Institute of Transport Development apprised the Meeting of a number of initiatives to reduce poverty through improved rural transport and logistics, including non-motorized transport. The Institute offered to assist the secretariat in the collation and dissemination of good practices in that area.

46. Delegations informed the Meeting of the energy-saving and emission-reducing measures they were taking, including: (a) the formulation of national policies and strategies; (b) the enforcement of emission standards; (c) the raising of taxes on vehicles with high consumption; (d) compulsory annual emission test for vehicles; (e) the phasing out of older vehicles; (f) the electrification of railways; (g) the use of alternative fuels; (h) the alleviation of traffic congestion; (i) an increase in investment in eco-friendly modes of transport and vehicles; (j) the setting of targets for reducing emissions; (k) cooperative transport systems; (l) the improvement of logistics efficiency; (m) an increase in divided inter-city roads; and (n) the improvement of public transport, including mass rapid transit (MRT) systems.

47. The delegation of Japan informed the Meeting of the Ministerial Conference on Global Environment and Energy in Transport, held in Tokyo from 14 to 16 January 2009, and the new ASEAN-Japan Action Plan on Environment Improvement in the Transport Sector, which could provide a basic framework for the development of low-carbon and low-pollution transport systems.

48. The Meeting stressed the importance of intermodal transport and of encouraging a modal shift from road to rail and waterways and from private motor vehicles to public transport to help reduce energy consumption and emissions in the transport sector.

49. The Meeting welcomed the activities proposed within the sustainable transport development area of the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011). They included the documentation of good practices, policy options and regulatory measures for the

purpose of information sharing, as well as development of tools and indicators to support the activities.

50. The Meeting considered that the ESCAP regional road safety goals, indicators and targets provided useful guidance for developing national road safety strategies, goals and targets. The Meeting noted that many countries had initiated actions to improve road safety by establishing national road safety committees or councils, safety boards and road safety funds, by defining goals and targets, by developing and implementing road safety action plans, and by enacting legislation that included enforcement related to seat belt usage in front and rear seats, child-safety restraints, helmet use, drunk driving, treatment of accident black spots, placement of road signs, implementation of educational and awareness programmes, and regular inspection of motor vehicles.

51. The Meeting expressed appreciation to the secretariat for the assistance provided in the form of advisory services and support for the organization of workshops to develop national road safety strategies and goals. The Meeting recognized the need to further enhance cooperation in the area of road safety; however, resource constraint was mentioned as a major impediment in many countries. Consequently, the Meeting requested the secretariat and development partners to mobilize technical and financial assistance to help member countries improve road safety.

52. Acknowledging the importance of the Moscow Declaration,⁵ adopted by the First Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009, the Meeting requested the secretariat to organize regional road safety meetings to consider implementation of the Moscow Declaration. In that regard, the Meeting welcomed the generous offer of support by the Russian Federation, through a voluntary contribution to ESCAP, for the implementation of a regional programme to improve road safety.

53. The Meeting recognized the need to harmonize and improve the quality of road safety data for analysis and development of appropriate road safety strategies as well as monitoring progress.

54. The Meeting requested the secretariat to continue close cooperation with United Nations bodies and other regional commissions; international financial institutions; subregional organizations; bilateral donors; and non-governmental organizations holding special consultative status with the United Nations.

C. Future priorities within the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), and the draft Bangkok declaration on transport development in Asia

(Agenda item 6)

55. The Meeting considered the document entitled “Future priorities within the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011)” (E/ESCAP/FAMT/SGO/8). It also had before it the draft Bangkok declaration on transport development in Asia (E/ESCAP/FAMT/SGO/L.4).

56. The Meeting noted that Asian countries were implementing national policy

⁵ http://www.who.int/roadsafety/ministerial_conference/declaration_en.pdf

measures to develop their respective transport sectors in line with the priorities defined in the Busan Declaration on Transport Development in Asia and the Pacific.

57. In order to continue implementing the Busan Declaration and the Asian Land Transport Infrastructure Development (ALTID) project effectively, the secretariat should continue cooperating with other international and regional organizations, including the Economic Commission for Europe (ECE) on Euro-Asian transport linkages.

58. The Meeting discussed the draft Bangkok declaration on transport development in Asia and noted with satisfaction that it identified and elaborated on a number of priority areas already incorporated in the Busan Declaration and its Regional Action Programme.

59. The Meeting proposed that the draft Bangkok declaration on transport development in Asia as contained in annex I to the present report be considered for adoption by the ministerial segment of the Forum.

60. The Meeting also noted that, in addition to the priorities identified within the Bangkok declaration, the secretariat and member countries should continue to give importance to a range of issues contained within the Busan Declaration, particularly the following:

(a) Attention should be given to the effects of transport on the environment, especially with regard to the emission of carbon dioxide of various transportation modes;

(b) Governments of Asia should continue to accord high priority to transport infrastructure projects in order to meet the ever growing demands of socio-economic development and trade, and to endeavour to mobilize the required financial resources, through, among other things, public-private partnerships;

(c) Railway policy development—and more investment should be earmarked for the upgrading of railway systems and rolling stock, including the development of high-speed railway systems, where appropriate;

(d) Road safety, being a matter of great concern to many Asian countries, should be addressed at both the national and regional levels;

(e) Public-private partnerships should be used, where appropriate, to assist in enhancing the mobility of people in rural areas to transport infrastructure and services;

(f) New technologies, including information and communications technology should be promoted in all areas of transport. Such technologies would contribute towards improving the efficiency of domestic and border-crossing traffic, reducing the environmental impact of transport and improving road safety.

61. The Meeting suggested that an implementation strategy be developed, along with a monitoring system to ensure an effective implementation of the Bangkok declaration. It also suggested that a mid-term appraisal be undertaken to allow any required adjustments to be made. In that respect, it was noted that the ministerial conference on transport to be held in 2011 would, among other things, undertake a review of implementation.

62. The Meeting reiterated that, in all the activities to be implemented under the Bangkok declaration, particular attention should continue to be given to the special needs of least developed countries as well as landlocked developing countries.

63. In terms of future activities, it was suggested that the secretariat should be active in developing initiatives that would help eliminate non-physical barriers to international transport. In that context, assistance to countries wishing to accede to agreements and/or conventions, particularly those negotiated in ECE should be continued. Regional cooperation in transport development could also be enlarged to include the Organization of the Black Sea Economic Cooperation (BSEC).

D. Dates and venue for the next session of the Forum of Asian Ministers of Transport

(Agenda item 7)

64. The Meeting considered the document entitled "Dates and venue for the next session of the Forum of Asian Ministers of Transport" (E/ESCAP/FAMT/SGO/9).

65. The Meeting agreed that a ministerial conference on transport would be held in 2011 in lieu of the second session of the Forum of Asian Ministers of Transport, to assess and evaluate the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), to consider the preparation of phase II (2012-2016) of the Regional Action Programme, and to establish regional priorities.

66. The Meeting also agreed that the exact dates, venue and agenda would be decided in consultation with the Advisory Committee of Permanent Representatives and Other Representatives Designated by Members of the Commission (ACPR).

E. Other matters

(Agenda item 8)

67. No other matters were raised.

F. Adoption of the report of the Meeting

(Agenda item 9)

68. The Meeting of Senior Government Officials, Forum of Asian Ministers of Transport, first session, adopted the present report on 16 December 2009. In that process, it expressed its deep appreciation to the Governments of the Russian Federation and the Republic of Korea for their long-standing support of the activities of ESCAP in the field of transport and for their support to the organization of the Forum.

III. ORGANIZATION

A. Opening, duration and organization of the session

69. The Meeting of Senior Government Officials, Forum of Asian Ministers of Transport, first session, was held at the United Nations Conference Centre in Bangkok from 14 to 16 December 2009. It was declared open by Mr. Suphoth Sublom, Permanent Secretary, Ministry of Transport, Government of Thailand. The Officer-in-Charge, a.i. of the secretariat of the Commission delivered a statement.

70. In his opening statement, the Permanent Secretary welcomed all delegations and wished the Meeting every success. He said that the current financial crisis and the need to strengthen intraregional trade and cooperation made it timely for transport

officials to meet together to discuss issues, policies and initiatives that were central to the development of the region.

71. The Permanent Secretary highlighted some of the elements of Thailand's transport strategies, including the logistics development strategy, which involved the development of an integrated national and international logistics network, the development of mass rapid transit schemes in urban areas, improving access to deeper hinterlands and rural areas, and addressing the serious problem of road traffic accidents. He expressed appreciation of the initiatives and activities implemented by the ESCAP secretariat towards the promotion and facilitation of movements of goods, people and vehicles through the Asian Highway and Trans-Asian Railway networks, and said that Thailand was ready to extend cooperation and work with all countries of the region, the ESCAP secretariat and other organizations, in pursuing shared economic and social goals through enhanced cooperation in the further development, upgrading and improvement of the operational efficiency of the transport sector.

72. The Officer-in-Charge, a.i. of the secretariat expressed appreciation to the Permanent Secretary for honouring the Meeting with his presence.

73. The Officer-in-Charge observed that the huge social disparities between coastal areas and hinterland regions had accentuated the need to extend the reach of existing infrastructure and services to the remote areas as well as landlocked countries as a condition for sharing the benefits of growth in a more inclusive manner.

74. He said that the declaration which was expected to emanate from the Forum would reaffirm a common commitment to realizing the vision of an international integrated intermodal transport and logistics system to ensure continued competitiveness and the prosperity of the region as a whole. For its part, the ESCAP secretariat would be ready to assist member countries in meeting the challenges that lay ahead and would continue to work in close collaboration with them and other development partners and agencies.

B. Attendance

75. The Meeting was attended by representatives of the following members of the Commission: Armenia, Bangladesh, Bhutan, Brunei Darussalam, 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, Pakistan, Philippines, Republic of Korea, Russian Federation, Sri Lanka, Thailand, Turkey, Uzbekistan and Viet Nam.

76. A representative of the following State Member of the United Nations attended the session in accordance with paragraph 9 of the terms of reference of the Commission: South Africa.

77. Representatives of the following United Nations body attended: United Nations Conference on Trade and Development.

78. The following intergovernmental organizations, non-governmental organizations and other entities were present: Asian Development Bank, International Union of Public Transport, Asian Institute of Transport Development, GIF Research Foundation Japan, International Forum for Rural Transport and Development, Japan International Transport Institute, and Korea Maritime Institute.

C. Election of officers

79. The Meeting elected Mr. Tilak Collure (Sri Lanka) Chairperson, Mr. Dante

M. Lantin (Philippines) and Mr. Khuushaan Gantumur (Mongolia) Vice-chairpersons,
and Mr. Leng Thun Yuthea (Cambodia) Rapporteur.

D. Agenda

80. The Meeting adopted the following agenda:
1. Opening of the Meeting.
 2. Election of officers.
 3. Adoption of the agenda.
 4. Review of the implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011).
 5. Major issues in transport:
 - (a) Transport infrastructure;
 - (b) Transport and development;
 - (c) Transport and poverty;
 - (d) Transport and environment;
 - (e) Transport and society.
 6. Future priorities within the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), and the draft Bangkok declaration on transport development in Asia.
 7. Dates and venue for the next session of the Forum of Asian Ministers of Transport.
 8. Other matters.
 9. Adoption of the report of the Meeting.

Annex I

Draft Bangkok declaration on transport development in Asia

We, the Ministers of transport and representatives of the members and associate members of the Economic and Social Commission for Asia and the Pacific, attending the Forum of Asian Ministers of Transport, held in Bangkok from 14 to 18 December 2009,

Welcoming the convening of a forum for ministers to consider transport issues of regional importance,

Recognizing the crucial importance of regional integration to the economic and social development of countries in the Asian region,

Noting the central role of efficient, reliable and cost-effective transport services, including infrastructure, facilitation and logistics, in supporting the regional integration process,

Recalling Commission resolution 63/9 on the implementation of the Busan Declaration on Transport Development in Asia and the Pacific⁶ and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011),⁷

Recalling the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries,⁸

Encouraged by the successful regional cooperation that led to the entry into force of the intergovernmental agreements on the Asian Highway Network⁹ and Trans-Asian Railway Network,¹⁰

Noting the important role which transport infrastructure and high-quality transport services play in ensuring sustainable economic growth and increasing the competitiveness of regional economies as well as improving living standards,

Stressing the important role of dry ports in integrating modes of transport, reducing border crossing and transit delays, facilitating the use of energy-efficient and lower emission means of transport, and creating new opportunities for the growth and establishment of development clusters,

Recognizing that formalization of the status of dry ports could significantly contribute to the development of an international integrated intermodal transport and logistics system,

Stressing the need to ensure the professionalism and improve performance of the logistics industry,

⁶ See E/ESCAP/63/13, chap. V.

⁷ Commission resolution 63/9, annex.

⁸ *Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003 (A/CONF.202/3), annex I.*

⁹ See Commission resolution 60/4.

¹⁰ Commission resolution 62/4, annex.

Recalling the United Nations Millennium Declaration¹¹ and the 2005 World Summit Outcome,¹²

Stressing, in this context, the important contribution of transport infrastructure and services in achieving the Millennium Development Goals,

Recognizing that vast numbers of people in rural areas have limited access to transport infrastructure and services and, consequently, to economic and social opportunities,

Recognizing that the improvement of energy efficiency in the transport sector contributes to environmental sustainability,

Recognizing that road safety is a public policy issue of major concern that requires a strong political commitment and effective interventions if road traffic fatalities, injuries and related human suffering are to be reduced significantly,

Welcoming the important outcomes of the First Global Ministerial Conference on Road Safety, held in Moscow on 19 and 20 November 2009,

1. *Resolve* that, in order to support increased regional economic integration effectively, our respective government authorities will develop and implement transport policies at the national, subregional and regional levels in line with the following principles:

(a) Formulating integrated policies and decision-making frameworks based on strategic assessments of economic, environmental, social and poverty-related aspects;

(b) Developing an international integrated intermodal transport and logistics system in support of production and distribution networks and international trade that contributes significantly to the realization of regional integration for the benefit of our people;

(c) Giving priority to investment in the Asian Highway and Trans-Asian Railway networks, including intermodal interfaces to link them with water and air transport networks;

(d) Promoting the development of economic and logistics activities at intermodal interfaces, particularly at production and consumption centres, and around seaports and dry ports;

(e) Increasing access for people in rural areas to transport infrastructure and services;

(f) Placing road safety high on the policy agenda;

(g) Mobilizing financial resources for the development of the transport system, its maintenance and operation from all possible sources, including private-sector partnerships and other financial arrangements,

2. *Request* the Executive Secretary to continue to accord priority to the implementation of the Busan Declaration on Transport Development in Asia and the Pacific⁶ and the Regional Action Programme for Transport Development in Asia and

¹¹ See General Assembly resolution 55/2.

¹² See General Assembly resolution 60/1.

the Pacific, phase I (2007-2011),⁷ especially to assist regional members and associate members in their efforts:

(a) To realize the long-term vision of an international integrated intermodal transport and logistics system;

(b) To accede to, ratify, accept or approve the Intergovernmental Agreement on the Asian Highway Network⁹ and/or the Intergovernmental Agreement on the Trans-Asian Railway Network;¹⁰

(c) To develop the Asian Highway network, the Trans-Asian Railway network and intermodal transport infrastructure;

(d) To remove bottlenecks along, and operationalize, priority transport corridors and routes, including Euro-Asian transport linkages;

(e) To join relevant international agreements and conventions aimed at the harmonization of standards, rules and procedures for highway and railway transportation as well as the facilitation of border crossings;

(f) To provide connectivity and integration of the Asian Highway network, the Trans-Asian Railway network and other transport modes by working towards the development of an intergovernmental agreement on dry ports;

(g) To develop guidelines for minimum standards and codes of conduct for freight forwarders, multimodal transport operators and logistics services providers;

(h) To promote the access of rural populations to main transport networks and services;

(i) To promote environmentally sustainable transport through efficient freight logistics and modal shifts in freight and passenger transportation;

(j) To set road safety goals, targets and indicators through networking among national and subregional organizations,

3. *Also request* the Executive Secretary:

(a) To ensure effective coordination with other United Nations and multilateral agencies as well as subregional organizations;

(b) To collaborate effectively with international and regional financing institutions, multilateral and bilateral donors and private sector investors, and international organizations to provide further financial and technical support for the wider development and operationalization of the Trans-Asian Railway network and the Asian Highway network;

(c) To convene a Ministerial Conference on Transport in 2011 to assess and evaluate the implementation of this declaration and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), and to consider a regional action programme for phase II (2012-2016).

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Annex II

LIST OF DOCUMENTS

<i>Symbol</i>	<i>Title</i>	<i>Agenda item</i>
E/ESCAP/FAMT/SGO/L.1	Provisional agenda	3
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E/ESCAP/FAMT/SGO/L.3	Draft report of the Meeting of Senior Government Officials	
E/ESCAP/FAMT/SGO/L.4	Draft Bangkok declaration on transport development in Asia	
E/ESCAP/FAMT/SGO/1	Review of the implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011)	4
E/ESCAP/FAMT/SGO/2	Transport infrastructure: Development and operationalization of dry ports and intermodal transport corridors	5 (a)
E/ESCAP/FAMT/SGO/3	Transport and development: Enhancing the policy impact of transport investment analysis	5 (b)
E/ESCAP/FAMT/SGO/4	Transport and development: Complementary approaches to transport facilitation and logistics	5 (b)
E/ESCAP/FAMT/SGO/5	Transport and poverty: Rural access and farm-to-market logistics	5 (c)
E/ESCAP/FAMT/SGO/6	Transport and environment: Approaching issues of energy consumption and emissions in the transport sector in an integrated manner	5 (d)
E/ESCAP/FAMT/SGO/7	Transport and society: Improving road safety in Asia and the Pacific	5 (e)
E/ESCAP/FAMT/SGO/8	Future priorities within the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), and the draft Bangkok declaration on transport development in Asia	6
E/ESCAP/FAMT/SGO/9	Dates and venue for the next session of the Forum of Asian Ministers of Transport	7
E/ESCAP/FAMT/SGO/INF/1	Summary of the current status of activities implemented by the ESCAP secretariat under the Regional Action Programme (2007-2011) of the Busan Declaration on Transport Development in Asia and the Pacific	4
E/ESCAP/FAMT/SGO/INF/2	Tentative programme	
E/ESCAP/FAMT/SGO/INF/3/Rev.1	List of participants	

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