

**ASSESSMENT OF THE THIRD SESSION OF THE COMMITTEE  
ON TRANSPORT**

Bangkok, Thailand  
10-12 October 2012

## **Summary Assessment**

The third session of the Committee on Transport was held in Bangkok, Thailand, from 10-12 October 2012. A questionnaire was distributed towards the end of the session to obtain feedback from participants on its relevance, effectiveness and quality, with a view to enabling the secretariat to improve on its preparations for and servicing of future sessions. The response rate to the questionnaire was reasonably good with 16 of 25 (64%) participating delegations responding.

The present assessment was conducted on the basis of the feedback received from delegations together with a qualitative analysis of the draft report of the session, bearing in mind the terms of reference for the Committee on Transport as contained in resolution 64/1 on the restructuring of the conference structure of the Commission.

### **I. Attendance**

The Committee session was attended by 40.3% (N=25/62) of ESCAP members and associate members.

Almost half of delegations were headed by officials from the respective Capital (44%, N=11/25)—three of which (12%) at ministerial level—whereas the remaining 56% (N=14/25) were represented through their embassies in Bangkok.

One delegation suggested that higher and wider representation from their Capital at the Committee sessions could be encouraged by ESCAP financial support to attend the meeting.

### **II. Ownership**

The sense of ownership by participants of the Committee was strong, with the majority of respondents indicating that the Committee session was owned and driven by member States (88%, N=14/16), that the overall outcome of the deliberations was a result of a collaborative effort (88%, N=14/16), and that the draft report adequately reflected the discussions, decisions and recommendations of the Committee (94%, N=15/16). Further, a majority of respondents indicated that the secretariat's in-session interventions contributed to effective conduct and outcome of the session (94%, N=15/16).

### **III. Relevance**

The feedback indicates that participants tended to see the Committee on Transport as a relevant mechanism for discussing transport development in the region. A majority of respondents agreed that the agenda items of the Committee were timely and relevant to issues and trends regarding transport development in the Asian and Pacific region (88%, N=14/16), reflected the needs and priorities of their countries (81%, N=13/16), and that the benefits of their delegation's attendance justified the costs (travel, time, opportunity cost of absence from the office) (81%, N=13/16, although of these, only 25%, N=4/16 felt this was the case to a great extent).

The most relevant agenda items for the delegations in attendance included (in order): (1) Adoption of the finalized draft intergovernmental agreement on dry ports (mentioned by 56% of respondents); (2a) Review of the implementation and future programme focus of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016) (mentioned by 12.5% of respondents); (2b) Preparations for the second session of the Forum of Asian Ministers of Transport, 2013 (also mentioned by 12.5% of respondents).

#### **IV. Efficiency**

The feedback indicates that member States were satisfied with the efficiency of organization and conduct of the Committee session. A majority of respondents agreed that the pre-session documents conveyed clear messages (94%, N=15/16), were issued in a timely manner (88%, N=14/16), that the Committee used the time provided efficiently (81%, N=13/16), and that the conference services provided by the secretariat were efficient (81%, N=13/16). Further, a majority of respondents indicated that the organization of work prior to/in-between Committee sessions contributed to the effective functioning of the Committee (88%, N=14/16).

#### **V. Outcomes in light of ESCAP resolution 64/1**

The majority of respondents agreed that the third session of the Committee on Transport addressed effectively the issues outlined in resolution 64/1 that should be addressed by all Committees subsidiary to the Commission, including: to review and analyze regional trends (81%, N=13/16), identify priorities and emerging issues (88%, N=14/16), promote dialogue on regional and subregional approaches (88%, N=14/16), and promote a collaborative approach to address development challenges at the regional and sub regional levels(88%, N=14/16). Overall the majority of respondents felt that the Committee was able to fulfill its terms of reference to a reasonable extent.

Suggestions on how to become more effective included the following: the Committee might wish to cooperate with member countries that have the expertise or experience in handling issues in relation to the terms of reference, to be appointed as centers for connectivity or learning centers for other member countries; the secretariat might consider urging all member countries to follow the internal processes necessary to accept intergovernmental agreements in advance, and request all member countries to indicate their position on any agreements whose adoption has been planned.

The qualitative analysis of the session documentation concurred with the results of the questionnaire. For example, The Committee noted that the 10 thematic areas contained in the Regional Action Programme for Transport Development in Asia and the Pacific, phase II, adopted by the Ministerial Conference on Transport at its second session, in March 2012, covered the critical issues for transport development in the Asian and Pacific region, while highlighting the areas of sustainable transport and—in particular for landlocked countries—transport infrastructure development and maintenance.

#### **VI. Most and least successful**

The approval of the finalized draft intergovernmental agreement on dry ports was rated as the most successful feature of the session by a number of delegations, whereas others highlighted the adoption of the report of the Committee, the preparations for the Ten-Year Review Conference of the Almaty Programme of Action, 2014, and the special session on follow-up to the United Nations Conference on Sustainable Development (Rio+20).

One delegation found the deliberations over enhancing the role of sustainable development, and the special session to be the least successful parts.

## **VII. Conclusion**

In general, participants at the third session of the Committee on Transport were satisfied with the ownership, relevance, effectiveness and efficiency of the Committee.

\* \* \* \* \*

**Annex I**  
**Questionnaire results**

**Overall relevance of the session**

<b>1. To what extent do you agree with the following statements?</b>	<b>To a great extent (1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>Not at all (5)</b>
a. The agenda items were timely and relevant to issues and trends regarding transport development in the Asian and Pacific region.	8(50%)	6(38%)	1(6%)	0	1(6%)
b. The agenda items reflected the needs and priorities of my country.	5(31%)	8(50%)	2(13%)	0	1(6%)
c. The benefits of my delegation's attendance justified the costs (travel, time, opportunity cost of absence from the office).	4(25%)	9(56%)	1(6%)	0	1(6%)

**Organization**

<b>2. To what extent do you agree with the following statements?</b>	<b>To a great extent (1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>Not at all (5)</b>
a. The pre-session documents conveyed clear messages concerning the issues placed on the agenda.	9(56%)	6(38%)	0	0	1(6%)
b. The pre-session documents were issued in a timely manner.	9(56%)	5(31%)	0	1(6%)	1(6%)
c. The Committee used efficiently the time available for discussions.	7(44%)	6(38%)	2(13%)	0	1(6%)
d. The conference services provided by the secretariat were efficient.	9(56%)	4(25%)	2(13%)	0	1(6%)
e. The organization of work prior to/in between Committee sessions contributed to the effective functioning of the Committee.	7(44%)	7(44%)	1(6%)	0	1(6%)

**Substantive outcome of the session**

<b>3. To what extent did the deliberations on the following substantive agenda items meet the expected outcomes as described below?</b>	<b>To a great extent (1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>Not at all (5)</b>
a. Agenda item 2, Review of the implementation and future programme focus of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016) <i>Expected outcome: Member States are updated on the implementation of the Regional Action Programme, including highlights of completed and current activities.</i>	10(63%)	4(25%)	1(6%)	0	1(6%)

<b>3. To what extent did the deliberations on the following substantive agenda items meet the expected outcomes as described below?</b>	<b>To a great extent (1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>Not at all (5)</b>
b. Agenda item 3, Adoption of the finalized draft intergovernmental agreement on dry ports <i>Expected outcome: The finalized draft intergovernmental agreement on dry ports was adopted.</i>	5(31%)	8(50%)	0	1(6%)	2(13%)
c. Agenda item 4, Preparations for the second session of the Forum of Asian Ministers of Transport, 2013 <i>Expected outcome: Member States provide guidance to the secretariat on the preparations for the second session of the Forum of Asian Ministers of Transport.</i>	7(44%)	7(44%)	1(6%)	0	1(6%)
d. Agenda item 5, Preparations for the Ten-Year Review Conference of the Almaty Programme of Action, 2014 <i>Expected outcome: Member States are updated on the preparations for the Ten-Year Review Conference of the Almaty Programme of Action, 2014, including a preparatory process for a High-Level Asia-Pacific Regional Review of the Almaty Programme of Action for the Landlocked Developing Countries to be held in March 2013.</i>	5(31%)	9(56%)	1(6%)	0	1(6%)
e. Agenda item 6, Consideration of draft resolutions and decisions for submission to the Commission at its sixty-ninth session <i>Expected outcome: Member States consider possible draft resolutions on priority issues relating to transport development for consideration by the Commission at its sixty-ninth session.</i>	7(44%)	7(44%)	1(6%)	0	1(6%)
f. Agenda item 7, Other matters Expected outcome: Member States are informed and decide on any other concerns related to the Committee on Transport.	2(13%)	8(50%)	2(13%)	0	1(6%)

### **Committee's general terms of reference**

<b>5. To what extent did the Committee session succeed in addressing its terms of reference?</b>	<b>To a great extent (1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>Not at all (5)</b>
a. Review and analyze regional trends.	6(38%)	7(44%)	1(6%)	0	1(6%)
b. Identify priorities and emerging issues, particularly those with implications for the work of the secretariat.	9(56%)	5(31%)	0	0	1(6%)
c. Promote dialogue on regional and subregional approaches and an exchange of experiences on policies and programmes.	7(44%)	7(44%)	1(6%)	0	1(6%)
d. Promote a collaborative approach to addressing the development challenges at the regional and subregional levels.	6(38%)	8(50%)	1(6%)	0	1(6%)

## Participation

<b>7. To what extent do you feel that...</b>	<b>To a great extent (1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>	<b>Not at all (5)</b>
a. the Committee session was owned and driven by member States?	7(44%)	6(38%)	1(6%)	1(6%)	1(6%)
b. the overall outcome of the deliberations is a result of a collaborative effort by members of the Committee?	10(63%)	4(25%)	1(6%)	0	1(6%)
c. the draft report adequately reflects the discussions, decisions and recommendations of the Committee?	10(63%)	5(31%)	0	0	1(6%)
d. the secretariat's in-session interventions contributed to effective conduct and outcome of the session?	9(56%)	6(38%)	0	0	1(6%)

## 8 My delegation's attendance at the Committee session was:

5(31%)	mainly from the Capital	
1(6%)	mainly from the Capital – Ministry of Foreign Affairs	
6(38%)	mainly by representatives in Bangkok (Embassy)	
3(19%)	a combination of the above	
1(6%)	other:	

## **Annex II**

### **Questionnaire comments**

*[Verbatim from the completed questionnaires]*

#### **What was the most relevant agenda item for your delegation?**

- Agenda item 2, 3 and 4.
- The finalized draft intergovernmental agreement on dry ports.
- Intergovernmental Agreement on Dry Ports.
- Agenda item 3: Adoption of the finalized draft intergovernmental agreement on dry ports.
- Agenda item 3.
- Agenda item 3.
- Agenda item 2 was the most relevant for my delegation.
- Agenda item 3.
- Dry ports.
- 1. Approval of the draft report on Dry Ports. 2. Preparation for the second session of the Forum of Ministers of Transport in 2013.

#### **How can the Committee more effectively address its terms of reference (5 (a-d) above)?**

- The Committee may cooperate with some member countries which have the expertise or experience in handling various issues related to point a-d and appoint those countries as a center for connectivity and/or learning center for other member countries.
- I think it is quite effective.
- Addresses effective enough.

#### **Is there anything that could have been done to encourage higher and wider representation from your country at the Committee session?**

- Provide financial assistance to attend Govt. representation from Capital
- The program was well organized.
- Representation was as high as possible (4 agencies were presented).
- We have five members for this session representing Sri Lanka.

#### **What was the most successful feature of the Committee session?**

- The adoption of the Report which had shown a worth new chapter in the program.
- The acceptance of the draft Intergovernmental Agreement on Dry Ports.

- Although the Committee could not adopt the finalized draft intergovernmental agreement on dry ports, it approved the finalized intergovernmental agreement.
- Approval of finalized intergovernmental agreement on dry ports.
- Preparations for Almaty PoA Review.
- 1. Approval for the final draft of the Agreement. 2. Special session on Asian Highway and Railway.

**What was the least successful feature of the Committee session?**

- The need for a closing cocktail for all members.
- Deliberations over enhancing the role of sustainable development including the special session.

**Please provide any additional comments you may have on the Committee session and further suggestions on how we may improve on secretariat preparations for and the servicing of future session:**

- None but look forward to another deliberation.
- If a brief (one-page) note on the special session on follow-up to Rio+20 had been prepared and made available to member States in advance, the deliberations at the special session could have been livelier.
- I learnt that we cannot adopt the finalized draft agreement on dry port at this meeting. Yesterday, the chair decided to submit this draft agreement as a resolution to the 69<sup>th</sup> session. Therefore, the secretariat should urge all member countries to do the internal process to accept it at upcoming session and should request all member countries to indicate their situation that they can adopt or not at upcoming session before convening the 69<sup>th</sup> session in 2013.
- Technical port: in the beginning of the Committee there were failures in microphones/headphones operation. It is desirable that these technical services are checked prior to the Committee meeting.
- The presentations made by some resource persons in the form of power point, could be given to each participant.

.....

**Annex III**  
**Achievement of substantive outcomes**

<b>Agenda Item</b>	<b>Substantive Outcome</b>	<b>Quantitative survey response</b>	<b>Qualitative assessment based on a review of the draft report of the session</b>
<p>Agenda item 2, Review of the implementation and future programme focus of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016)</p>	<p>Member States are updated on the implementation of the Regional Action Programme, including highlights of completed and current activities.</p>	<p>88% (14/16) agree to a great or good extent</p>	<ul style="list-style-type: none"> <li>• The expected outcome was met to a great extent.</li> <li>• The Committee generally endorsed the secretariat's proposals for strengthening the contribution of transport to the economic, social and environmental pillars of sustainable development within the scope of the Regional Action Programme, phase II. The Committee also endorsed the draft programme of work for 2014-2015 (E/ESCAP/CTR(3)/1, sect. IV). (II/A/24)</li> <li>• The Committee requested the secretariat to consider planning future activities to enhance regional cooperation in the development of logistic services and to support the development of comprehensive logistics information systems. (II/A/14)</li> <li>• The Committee noted the need to ensure that future transport development was inclusive as well as sustainable. In that regard, it took note of the planned activities of the secretariat, which would look at the contribution of transport development to the achievement of the Millennium Development Goals, in particular to address the mobility needs of people living in rural areas and other disadvantaged groups of people, such as the elderly and people living with disabilities. (II/A/20)</li> <li>• With regard to the future focus of the Regional Action Programme, the Committee noted the outcome of the United Nations Conference on Sustainable</li> </ul>

			Development, which emphasized safe, environmentally friendly and sustainable transport. It also noted that the Regional Action Programme, phase II, is well balanced across the thematic areas of the transport development and, in that regard, suggested that the issue of sustainable transport could be discussed further at the expert group meeting on sustainable and inclusive transport, as contained in the draft programme of work for 2014-2015. (II/A/23)
Agenda item 3, Adoption of the finalized draft intergovernmental agreement on dry ports	The finalized draft intergovernmental agreement on dry ports was adopted.	81% (13/16) agree to a great or good extent	<ul style="list-style-type: none"> <li>• The expected outcome was met partially.</li> <li>• The Committee approved the finalized intergovernmental agreement on dry ports (E/ESCAP/CTR(3)/L.3) and recommended that it be adopted by the Commission at its sixty-ninth session, in 2013. (II/B/26)</li> </ul>
Agenda item 4, Preparations for the second session of the Forum of Asian Ministers of Transport, 2013	Member States provide guidance to the secretariat on the preparations for the second session of the Forum of Asian Ministers of Transport.	88% (14/16) agree to a great or good extent	<ul style="list-style-type: none"> <li>• The expected outcome was met to a great extent.</li> <li>• The Committee considered the proposed themes for the agenda of the Forum, namely (a) strengthening the connectivity of regional transport networks for sustainable transport development, (b) financing sustainable transport development, and (c) sustainable transport for inclusive development. It emphasized the need to give balanced consideration to all of the thematic areas of the Regional Action Programme on Transport Development in Asia and the Pacific, phase II. In particular, it highlighted the importance of the issues of financing of infrastructure investment and facilitation of international transport to the further integration of transport in the region. It also requested the secretariat to consider an additional theme on intelligent transport systems. (II/C/33)</li> <li>• The Committee requested the secretariat to develop the draft agenda further in close consultation with</li> </ul>

			member States, including through the Advisory Committee of Permanent Representatives and Other Representatives Designated by Members of the Commission (ACPR). (II/C/34)
Agenda item 5, Preparations for the Ten-Year Review Conference of the Almaty Programme of Action, 2014	Member States are updated on the preparations for the Ten-Year Review Conference of the Almaty Programme of Action, 2014, including a preparatory process for a High-Level Asia-Pacific Regional Review of the Almaty Programme of Action for the Landlocked Developing Countries to be held in March 2013.	88% (14/16) agree to a great or good extent	<ul style="list-style-type: none"> <li>The expected outcome was met to a great extent.</li> <li>The Committee welcomed the draft outlines of the background papers relating to transport (see E/ESCAP/CTR(3)/4). It held the view that the outlines addressed well the special needs and problems of landlocked and transit developing countries. (II/D/42)</li> <li>The Committee acknowledged the importance of transport infrastructure development and maintenance as one of the keys to achieving the Almaty Programme of Action's overall objective of addressing the special needs of landlocked developing countries. The Committee also stressed the significance of the development of dry ports and logistics centres as a positive step towards enhancing the use and improvement of existing transport infrastructure networks and promoting trade in landlocked developing countries. (II/D/47)</li> </ul>
Agenda item 6, Consideration of draft resolutions and decisions for submission to the Commission at its sixty-ninth session	Member States consider possible draft resolutions on priority issues relating to transport development for consideration by the Commission at its sixty-ninth session.	88% (14/16) agree to a great or good extent	<ul style="list-style-type: none"> <li>The expected outcome was met to a great extent.</li> <li>The delegation of the Russian Federation informed the Committee that its Government would be willing to sponsor a draft resolution on the adoption of the Intergovernmental Agreement on Dry Ports for consideration by the Commission at its sixty-ninth session, which would be held in Bangkok in 2013. The delegation of the Islamic Republic of Iran informed the Committee that its Government would be willing to co-sponsor the draft resolution. (II/E/49)</li> </ul>
Agenda item 7,	Member States are informed and decide on any other concerns	81% (13/16) agree to a great or	<ul style="list-style-type: none"> <li>No issues were raised.</li> </ul>

Other matters	related to the Committee on Transport.	good extent	
---------------	--	-------------	--