

Supporting a Regional Dialogue on Sustainable Maritime Connectivity:

Results of the 2023 Asia-Pacific Regional Forum on Sustainable Maritime Connectivity



**WORLD
SUSTAINABLE
TRANSPORT DAY**

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TRANSPORT



ESCAP
Economic and Social Commission
for Asia and the Pacific



**Ministry of Oceans
and Fisheries**



KOREA MARITIME INSTITUTE

Recognizing the important role of safe, affordable, accessible and sustainable transport systems for all in supporting sustainable economic growth, improving the social welfare of people and enhancing international cooperation and trade among countries, the General Assembly decided, in its resolution [A/RES/77/286](#) of May 2023 to declare 26 November as World Sustainable Transport Day. Through the resolution, the General Assembly invited all Member States, organizations of the United Nations system, international and regional organizations and civil society to mark World Sustainable Transport Day by means of education and the holding of events aimed at enhancing the knowledge of the public on sustainable transport issues. In particular, the General Assembly called for focus on enhancing intermodal transport connectivity, promoting environmentally friendly transportation, and developing socially inclusive transport infrastructure. In that spirit, ESCAP is commemorating the first World Sustainable Transport Day with a series of policy briefs on selected topics of sustainable transport.

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For further information on this policy brief, please address your enquiries to:

Weimin Ren
Director, Transport Division
Economic and Social Commission for Asia and the Pacific (ESCAP)
Email: escap-td@un.org

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Executive Summary

The 2023 Asia-Pacific Regional Forum on Sustainable Maritime Connectivity was held in Bangkok, Thailand and online on 30-31 May 2023. The forum was composed of an inaugural session and four thematic sessions. Representatives of member countries and international experts emphasized the significance of sustainable maritime connectivity and port development for regional economic growth, integration, and the achievement of Sustainable Development Goals (SDGs). As a result of the forum, the following key priorities for regional efforts to strength sustainable maritime connectivity in the Asia-Pacific region were recommended:

1. Recognizing the importance of sustainable shipping and port development, including adherence to international instruments like the IMO Strategy on Reduction of GHG Emissions from Ships.
2. Developing a comprehensive, long-term shipping strategy that considers the unique environmental challenges faced by the region and its member countries.
3. Continuing investment in port infrastructure and research by Multilateral Development Banks, such as the World Bank (WB) and the Asia Development Bank (ADB), and donor organizations to support Asia-Pacific shipping development.
4. Promoting cooperation and partnership among stakeholders (member countries, international and regional organizations, multilateral development banks, research institutions, private sector, etc.) to implement strategies for sustainable and resilient maritime connectivity and port development.
5. Recognizing the potential of Inland Waterway Transport (IWT) as an eco-friendly transportation method and emphasizing cooperation among Mekong River Basin countries for sustainable regional development.
6. Emphasizing the need for appropriate port infrastructure development, stakeholder partnerships, climate change adaptation, collaboration with the private sector, and modern energy-efficient approaches to port operations.
7. Recognizing the importance of transport connectivity in landlocked countries and advocating for strengthened international cooperation on international transport corridors.
8. Prioritizing the Green Shipping Corridor initiative, focusing on resilience, environmental sustainability, and cleanliness in response to climate change.
9. Expanding research and women empowerment projects through cooperation with international and regional organizations such as ASEAN and Mekong River Commission (MRC).

I. Background

Maritime and port activities serve as a key enabler of all dimensions of sustainable development and of deeper regional integration due to their vital role as the gateway for international trade. Despite the diversity of the Asia and the Pacific region, which includes coastal countries, small island developing States, archipelago countries and landlocked developing States, there are several common issues for all of them to consider in establishing their maritime and port development policies. Such issues include supporting the implementation of the 2030 Sustainable Development Agenda, achieving the greenhouse gas reduction targets, promoting technological innovation in the shipping and port industries, and collaborating with the private sector to improve shipping performance.

Regular sharing of best practices and experiences on these and related issues can contribute to promoting better maritime transport connectivity as well as stimulating collective action for achieving SDGs. In recognition of this, the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022–2026), adopted at the Fourth Ministerial Conference on Transport in Bangkok in December 2021, establishes a systematic regional dialogue on sustainable and resilient maritime connectivity, including the promotion of the development of low- and zero-emissions green shipping for Asia and the Pacific in close partnership with global and regional actors and the shipping industry.

The first edition of such a regional dialogue was held in 2022 as part of a Regional Forum on Connecting to Global Supply Chains through Inter-Regional Land Corridors and Maritime Routes (22-23 June 2022). The results of the 2022 dialogue are published in the dedicated policy brief, available at: https://www.unescap.org/sites/default/d8files/event-documents/June22-23_PolicyBrief_Connecting_to-Global-supply-chains.pdf.

The 2023 edition of the Asia-Pacific Regional Forum on Sustainable Maritime Connectivity was held in Bangkok, Thailand and online on 30-31 May 2023.

II. Introduction

The 2023 edition of the Asia-Pacific Regional Forum on Sustainable Maritime Connectivity was held in Bangkok, Thailand and online on 30-31 May 2023. The forum was composed of an inaugural session and four thematic sessions, as follows:

- Inaugural Session: Advancing towards low- and zero-emissions shipping in Asia and the Pacific
- Thematic Session 1: Sustainable port development in Asia and the Pacific
- Thematic Session 2: Sustainable and resilient maritime transport development policies
- Thematic Session 3: Technical cooperation on sustainable maritime transport
- Thematic Session 4: Gender equality and women empowerment in the maritime sector.

Approximately 80 members from the governments of Asia-Pacific member countries, international as well as regional organizations and shipping industry experts participated to discuss pending issues and share best practices. The welcoming remarks were given by high level representatives of the Maldives, Thailand and the Republic of Korea and they emphasized the importance of sustainable maritime connectivity and port development.

The present document summarizes the proceedings of the forum and the results of the Forum's deliberations, helping pave the way towards the next editions of the regional dialogue in support of the implementation of the Regional Action Programme (RAP).

2023 Asia-Pacific Regional Forum on Sustainable Maritime Connectivity



III. Inaugural Session: Advancing towards low- and zero-emissions shipping in Asia and the Pacific

The inaugural session focused on global and regional perspectives on the major policies and strategies aimed at decarbonizing shipping in the Asia-Pacific region.

The International Maritime Organization (IMO) shared the key points of the Revised IMO GHG Strategy and described its role in driving international cooperation. IMO highlighted that the revised strategy considered that the target of greenhouse gas reduction could be achieved earlier than 2050, which was the goal set in 2018 in the initial greenhouse gas strategy. Key items of the revised strategy included reduction measures, timeline, impact assessment, empowerment and collaboration activities. IMO described grants and infrastructure projects to support international cooperative activities, especially leading projects related to marine environment, maritime safety and security, legislation, gender, and other topics.

The World Shipping Council (WSC) identified six key issues to consider for shipping decarbonization in the context of liner shipping and the Conference of the Parties of the United Nations Framework Convention on Climate Change (COP). The suggested issues were international carbon price, fuel life cycle, fuel supply, Green Shipping Corridors, development of a new standard and R&D investment. WSC emphasized that to effectively promote greenhouse gas reduction measures, the following three policies, i) discussing a financial system to offset the price difference between petroleum-based and alternative fuels; ii) promoting research and development into green energy; iii) producing renewable energy, must be additionally addressed.

WSC highlighted that governments of the member countries and international organizations including IMO's actions are required for achieving carbon neutrality in the shipping sector.

The ESCAP secretariat introduced regional cooperation mechanisms for sustainable shipping and described its activities aimed to achieve sustainable and resilient maritime connectivity, shipping digitization, decarbonization and green shipping based on the RAP. The secretariat underlined that, in order to achieve these goals, cooperation among the key stakeholders of the shipping sector had to be strengthened through inter-governmental, analytical and capacity building activities.

The Korea Maritime Institute (KMI) discussed market-based measures (MBM) regarding the reduction of greenhouse gas emissions from ships, centered around IMO's mid-term measures and the EU Emissions Trading System (EU ETS), and the FuelEU Maritime Initiative. KMI underlined this point, while reviewing GHG Levy, the European Credit Transfer and Accumulation System (ECTS), Zero Emission Vehicles (ZEV), etc. as mid-term measures, IMO was also considering a basket of measures applying the combination of market-based measures and technical measures such as GHG Fuel Standard (GFS) and International Maritime Sustainability Funding and Reward mechanism (IMSF&R) and that, meanwhile, the EU was planning to introduce EU ETS from 2024, the first international greenhouse gas emissions trading system.

The Vietnam Maritime Administration (VINAMARINE) shared the decarbonization strategy of the ASEAN region. The Kuala Lumpur Transport Strategic Plan (2016-2025), which is the integrated strategy for ASEAN transport sector, outlined seven goals for the port/shipping sector:

1. Establishment of single ASEAN shipping market
2. Establishment of Ro-Ro shipping network
3. Development of inland waterway transport network
4. The navigation system aligned with the international standard and strengthened security.
5. Strategic policy and initiatives between ASEAN and cooperative partners
6. Strengthened regional cooperation to enhance transport safety.
7. Strengthened rescue and recovery cooperation.

In addition, Marine Environment Protection of the South-East Asian Seas (MEPSEAS), ASEAN Green Ship Strategy (GSS) and sustainable ship waste management projects are promoted as a part of the strategy to pursue sustainability.

The Pacific Community (SPC) described a sustainable shipping strategy for the Pacific region. SPC seeks to improve maritime safety and safe navigation services, promote low-carbon shipping services, gender equality, market accessibility, energy efficiency/productivity and modernize shipping/port services through a Maritime Integrated Programme which centers around the four keywords of Safe, Green, Accessible and Efficient. In addition, the community supports such activities as empowerment programs, pilot projects and data collection through the Maritime Technology Cooperation Center in the Pacific (MTCC-Pacific) established by the IMO.



IV. Thematic Sessions

In the thematic sessions, in-depth discussions focused on port/shipping development policy in the Asia-Pacific region, technological cooperation in the shipping field, gender equality for sustainability.

A. Session 1: Sustainable Port Development in the Asia-Pacific Region

In the first session, the World Bank (WB) and Asian Development Bank (ADB) introduced their work on supporting the development of the port/shipping sector in the Asia-Pacific region. The WB and ADB's roles are largely focusing on the knowledge sector of research and consultation, investment and finance sector and project and cooperation sector. The WB and ADB shared the results of their Container Port Performance Index (CPPI) and Green Port research, which suggests that the improvement in the port productivity and shipping service as well as investment in port infrastructure can contribute to the sustainability of the port/shipping sector and maritime connectivity. In addition, case studies such as the Philippines Ferry Decarbonization Roadmap, Samoa Port of Apia Development Project and Solomon Islands Land and Maritime Connectivity Project were shared.

The Korea Maritime Institute (KMI) shared its analysis on the recent trends of carbon-neutral ports and hydrogen ports. Carbon-neutrality and energy conversion of ports have become important issues receiving the world's attention, international organizations and governments of the major countries are establishing strategies related to carbon neutrality of the port/shipping sector and adoption of hydrogen ports. The presentation included trends in the work of the international organizations such as the IMO and the International Association of Ports and Harbors (IAPH) as well as major maritime countries like the United States of America, Singapore, Germany and the Netherlands. The Republic of Korea's carbon-neutral port policy and hydrogen port plans were also introduced.

The presentation by 8020 Green Pty Limited identified climate change adaptation, response to disaster and emergency, economic development, and operational efficiency as the top priorities for the sustainable and resilient development of the ports of the Pacific Island countries.

STC International described the status of the ASEAN ports, with the analysis of Indonesian ports as examples. It acknowledged that, due to the existing differences in the level of scale and infrastructure among ports in the ASEAN, small-scale ports often lacked the budget and the drive to convert to a sustainable path, whereas large-scale ports were establishing their own sustainability strategies.

B. Session 2: Sustainable and Resilient Shipping Development Policy

The second session started with a presentation on the United Nations Conference on Trade and Development (UNCTAD)'s 2022 study on the shipping industry of the Asia-Pacific region. After this introduction, the United Nations Economic and Social Commission for Western Asia (UNESCWA) and the Mekong River Commission (MRC) introduced their regional perspective on sustainable ports and inland waterway transport development strategies.

UNCTAD explained the slow recovery of maritime trade since 2021 and identified port congestion, lack of inland distribution, limited shipping availability as the causes hindering the promotion of the shipping supply chain. The study mentioned the severe congestion in East Asian ports in 2020-2021 and the remarkable growth of ports in the Middle Eastern region. Increase in the average age of ships and carbon dioxide emission were highlighted as future challenges.

UNESCWA introduced the MOU on maritime transport cooperation in Arab countries formulated as part of the Integrated Transport System in the Arab States (ITSAS) and suggested the path for cooperation that can be promoted from the region. They also shared specific cooperation examples from the region, such as the PPP technology report on the West Asian port sector and GIS network for the Arab region's transport.

MRC introduced the key Mekong River waterway development master plan as well as the solutions and plans to drive the plan. MRC shared the results of the research project under its MOU with the Republic of Korea¹), which was supporting the establishment of the Mekong River waterway development roadmap and confirmed its willingness to continue this cooperation.

Maritime countries in Asia and the Pacific shared their mid- to long-term strategies and best practices and agreed that cooperation between stakeholders is important to pursue sustainability in the port and shipping sectors. Landlocked countries emphasized the overall sustainable transport system of their transport sector, as well as the potential for sustainable water transport systems on rivers and lakes, and the importance of border crossing and multimodal transport.

¹ Ministry of Oceans and Fisheries (2022), Service supporting the establishment of the Korea-MRC Mekong river waterway development project roadmap.

C. Session 3: Sustainable Shipping Technology Cooperation

The proceedings of the third session confirmed that advanced technology such as autonomous driving and smart ships can contribute to sustainable shipping through the reduction of greenhouse gas emissions, prevention of marine accidents and optimization of the use of sea lanes.

The Asian Shipowners' Association (ASA) shared its assessment of the major international issues and the Association's key achievements in promoting sustainable shipping. ASA mentioned the EU's Emissions Trading System and the UN High Seas Treaty as key international issues of strong interest for shipowners. They also referred to the implementation of the Hong Kong Convention (HKC), a bilateral ship recycling convention between India and Bangladesh, as an action in support of sustainable shipping.

The UNESCAP secretariat shared the preliminary results of its ongoing project to improve navigation safety and sustainability through facilitating the introduction of autonomous ships in the Asia-Pacific region. The project targets India, Indonesia, Malaysia, Thailand, and Vietnam and focuses on strengthening of cooperation and partnerships, analysis of the situation with autonomous shipping in the target countries and the promotion of cooperation with key stakeholders including partner countries (Republic of Korea, China, Japan and the Russian Federation).

The Korea Smart Ship Platform Promotion Group provided information on the concept and effect of the smart ship platform and the BlueOne Project, currently under development. It is expected that applying a smart ship platform will bring about reduction in carbon emission and operating cost in the shipping sector from the optimization of ship's fuel consumption and the improvement in the operational efficiency of the port in the port sector from optimization based on data.

D. Session 4: Gender Equality and Female Workforce in the Port/Shipping Sector

In the fourth session, participants addressed the challenges faced by the female workforce in the port/shipping sector and raised the need for continued education and training, as well as appropriate support and expression of mutual solidarity.

According to the UNESCAP's Survey on Gender Equality for Shipping Companies and the Government in the Asia-Pacific Region, there is high demand for experienced marine experts, but there is a lack of curriculum for the female workforce. As far as the rate of female workforce in the key job groups was concerned, in 42% of the surveyed companies' women represented between 0~25% of the entire workforce, whereas in 80% of government organizations they represented 26~50%, demonstrating the inadequate state of female workforce in the private sector. The survey showed that improvement in culture such as efforts from the CEO, equal promotion opportunity and non-biased interviews were needed for better gender equality in the port/shipping sector in the Asia-Pacific.

The Asian Women in Maritime Association (WIMA Aisa) and the Pacific Women in Maritime Association (PacWIMA) introduced research, support and policy/regulation revision activities carried out for the promotion of gender equality and female empowerment in the port/shipping sector.

Lastly, the APEC Seafarers Excellence Network (SEN) explained the key promotion strategies of the La Serena Roadmap, roadmap for female workers and inclusive growth, sharing the examples of the APEC SEN's female empowerment programs and emphasizing the importance of fostering female workforce in the port/shipping sector.

V. Conclusions

Representatives of the member countries and experts of international and regional organizations confirmed that sustainable maritime connectivity and port development strongly contributes to the regional economic development and integration and moreover, directly/indirectly contributes to achievement of the Sustainable Development Goals (SDGs) from the global/regional/country perspective.

The participants also identified the following agenda for the regional efforts to strengthen sustainable maritime connectivity in the Asia-Pacific region.

1. The recognition of the continued importance of sustainable shipping and port development and the role of the major international instruments, such as the IMO Strategy on Reduction of GHG Emissions from Ships.
2. Need for a comprehensive and long-term shipping development strategy considering the various environmental characteristics faced by the region and member countries.
3. Importance of continued port infrastructure investment and research activities by Multilateral Development Banks, including the World Bank (WB), the Asia Development Bank (ADB), and donor organizations for Asia-Pacific shipping development.
4. Continued support to ensure cooperation and partnership among stakeholders (member countries, international organization, regional organization, multilateral development bank, research institution, private sector, etc.) for the implementation of the region and countries' strategy to promote sustainable and resilient maritime connectivity and port development.
5. Recognition of the potential of Inland Waterway Transport (IWT) as an eco-friendly means of transportation and the importance of cooperation among the Mekong River Basin countries to be the driving force behind sustainable regional development.
6. Need for appropriate port infrastructure development, stakeholder partnership, responding to climate change, cooperation with the private sector, sustainable and modern approach to energy and conversion to smart port.
7. The recognition of transport connectivity in the landlocked countries as vital in their countries and the need for strengthened international cooperation on the international transport corridors.
8. Emphasis on the Green Shipping Corridor initiative, as the top priorities for the port sector in the Asia-Pacific is Resilient, Green, and Clean amid the need for an urgent response to climate change.
9. Importance of expansion of research and women empowerment projects through cooperation with international and regional organizations such as ASEAN and MRC.

Annex

ANNEX: 2023 Asia-Pacific Regional Forum on Sustainable Maritime Connectivity Programme

| Day 1: Tuesday, 30 May 2023 | |
|---|---|
| 08:15-09:00 | Registration |
| 09:00-09:25 | <p>Opening remarks</p> <p>Ms. Azhar Jaimurzina, Chief, Transport Connectivity and Logistics Section Transport Division, UNESCAP</p> <p>Mr. Ahmed Zuhair, Minister, Ministry of Transport & Civil Aviation, Republic of Maldives</p> <p>Mr. Joo Sang-ho, Director of the Port Investment Cooperation Division, Ministry of Oceans and Fisheries, the Republic of Korea</p> <p>Ms. Kamolwan Kularbwong, Senior Maritime Specialist, Marine Department, Ministry of Transport, Thailand</p> |
| 09:25-09:30 | Official photograph |
| <p>Inaugural Session: Advancing towards low- and zero-emissions shipping in Asia and the Pacific</p> | |
| 09:30-10:30 | <p>▸ International Maritime Decarbonization Partnership</p> <p>- Mr. Youngso Kim, Head, Partnerships Department of Partnerships and Projects, International Maritime Organization</p> |
| | <p>▸ Liner Shipping and COP – Our Work to Deliver Zero GHG Shipping</p> <p>- Mr. John Bradshaw, Technical Director, Environment & Safety, World shipping Council</p> |
| | <p>▸ Regional Cooperation Mechanism on Sustainable maritime transport</p> <p>- Mr. Sooyeob Kim, Economic Affairs Officer, Transport Division, UNESCAP</p> |
| 10:30-10:50 | Tea/Coffee break |
| 10:50-12:00 | <p>▸ ASEAN's regional decarbonization strategy</p> <p>- Ms. Nguyen Thi Viet Ha, International Cooperation and IMO Department, Vietnam Maritime Administration (VINAMARINE), Ministry of Transport of Viet Nam</p> |
| | <p>▸ Decarbonization Strategies in the Pacific</p> <p>- Mr. Sitalingi Payne, Maritime Port and Shipping Adviser, The Pacific Community (SPC)</p> |

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| 10:50-12:00 | <ul style="list-style-type: none"> ▶ Market-based measures (MBM) to reduce greenhouse gas emissions from ships - Mr. Lee, Ho Choon, Associate Research Fellow, Director of Maritime Policy Research Division, Korea Maritime Institute <hr/> <ul style="list-style-type: none"> ▶ Q&A |
| 12:00-13:00 | Lunch Break |
| Thematic Session 1: Sustainable Port Development in Asia and the Pacific | |
| 13:00-15:00 | <ul style="list-style-type: none"> ▶ Sustainable and Resilient Port Development in the Pacific - Mr. Bruce Rowse, Principal Consultant, 8020 Green Pty Limited |
| | <ul style="list-style-type: none"> ▶ World Bank's initiatives for sustainable maritime and ports in Asia and the Pacific - Mr. Ninan Oommen Biju, Senior Port & Maritime Transport Specialist, World Bank (Virtual) |
| | <ul style="list-style-type: none"> ▶ Recent Trends in Carbon-neutral Port Development and Plan for the Hydrogen Port - Mr. Kim Se Won, Associate Research Fellow, Director of Port Policy and Operation Research Division, Korea Maritime Institute |
| | <ul style="list-style-type: none"> ▶ ADB's Port Development Strategy in Asia and the Pacific - Mr. R. Duncan McIntosh, Senior Regional Maritime Specialist, Transport Sector Group, Sustainable Development and Climate Change Department, Asian Development Bank |
| | <ul style="list-style-type: none"> ▶ The Role of Ports in reducing Logistics Costs in Indonesia -What are the lessons for ASEAN - Mr. Henri Sandee, Senior Private Sector Expert. STC International <hr/> <ul style="list-style-type: none"> ▶ Q&A |
| 15:00-15:20 | Tea/Coffee break |
| Thematic Session 2: Sustainable and resilient maritime transport development policies | |
| 15:20-18:00 | <ul style="list-style-type: none"> ▶ Review of Maritime Transport 2022 – focusing on Asia and the Pacific - Ms. Luisa Antonia Rodriguez Ortega, Economic Affairs Officer Division on Technology and Logistics, UNCTAD (Virtual) |
| | <ul style="list-style-type: none"> ▶ Regional strategies to facilitate port development and operation - Mr. Yarob Badr, Regional Advisor Transport and Logistics, UNESCWA (Virtual) |
| | <ul style="list-style-type: none"> ▶ Regional cooperation strategy to promote sustainable Inland Waterway Transport - Ms. Thi Thanh Yen Ton Nu, Navigation Operations Specialist, Mekong River Commission |

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| 15:20-18:00 | <ul style="list-style-type: none"> ▸ National strategies and good practices - Bangladesh, Bhutan, China, France, Japan, Indonesia, Lao People's Democratic Republic, Mongolia, Maldives, Philippines, Republic of Korea, Russia Federation, Thailand, United Kingdom, United States of America |
| | <ul style="list-style-type: none"> ▸ Q&A |

Day 2: Wednesday, 31 May 2023

**Thematic Session 2:
Sustainable and resilient maritime transport development policies
(Cont.)**

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| 09:00-10:40 | <ul style="list-style-type: none"> ▸ National strategies and good practices - Bangladesh, Bhutan, China, France, Indonesia, Lao People's Democratic Republic, Mongolia, Philippines, Russia Federation, Thailand |
| | <ul style="list-style-type: none"> ▸ Q&A |
| 10:40-11:00 | Tea/Coffee break |

**Thematic Session 3:
Technical cooperation on sustainable maritime transport**

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| 11:00-12:30 | <ul style="list-style-type: none"> ▸ Implementation Strategy of the Green Shipping Corridor in the ESCAP Region - Professor Paul Tae-Woo Lee, Director, Maritime Logistics and Free Trade Islands Research Center, Ocean College, Zhejiang University |
| | <ul style="list-style-type: none"> ▸ Response to climate change in maritime transport - Mr. Yuichi Sonoda, Secretary General, Asian Shipowners' Association |
| | <ul style="list-style-type: none"> ▸ Introduction to "Autonomous shipping project to improve safety of navigation and sustainability of shipping in the Asia Pacific region" - Mr. Fedor Kormilitsyn, Economic Affairs Officer, Transport Division, UNESCAP |
| 11:00-12:30 | <ul style="list-style-type: none"> ▸ Unlocking the Potential of Maritime Data for Sustainable Maritime Connectivity - Mr. Lee Jeongyoul, Senior Vice President, Korean Register (Korea Smartship Platform Consortium) |
| | <ul style="list-style-type: none"> ▸ Q&A |
| 12:30-13:30 | Lunch Break |

**Thematic Session 4:
Gender equality and women empowerment in the maritime sector**

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| | <ul style="list-style-type: none"> ▸ Gender and maritime transport in Asia and the Pacific (Survey findings) - Ms. Sanjam Gupta, Director, Sitara Shipping Ltd. (Virtual) |
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|-------------|---|
| 13:30-15:00 | <ul style="list-style-type: none"> ▸ Regional strategies to promote gender equality and women empowerment in Asia - Ms. Yasmin Mohd Hasni, Women in Maritime Association Asia (WIMA) Vice President & President of MYWIMA |
| | <ul style="list-style-type: none"> ▸ Regional strategies to promote gender equality and women empowerment in the Pacific - Ms. Meliame Tu'alau, Chairperson of Pacific Women in Maritime Association (PacWIMA) (Virtual) |
| | <ul style="list-style-type: none"> ▸ Collaborative Strategies for Gender Equality and Women's Empowerment - Ms. Seunghee Choi, Executive Director, APEC Seafarers Excellence Network (Virtual) |
| | <ul style="list-style-type: none"> ▸ Q&A |
| 15:00-15:30 | Tea/Coffee break |
| 15:30-16:30 | <ul style="list-style-type: none"> ▸ Open Discussion |
| 16:00-17:00 | <ul style="list-style-type: none"> ▸ Conclusion and Recommendations - ESCAP Secretariat |

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