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**EMERGING ISSUES AND DEVELOPMENTS AT THE REGIONAL LEVEL:
TRANSPORT AND COMMUNICATIONS**

(Item 6 (d) of the provisional agenda)

REPORT OF THE MINISTERIAL CONFERENCE ON INFRASTRUCTURE

Note by the secretariat

SUMMARY

In pursuance of Commission resolution 51/8 of 1 May 1995 on the implementation of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, the Ministerial Conference on Infrastructure was held at New Delhi on 28 and 29 October 1996. It was preceded by the Meeting of Senior Government Officials from 23 to 26 October 1996 and immediately followed by a private sector initiated programme, "World Infrastructure Forum - Asia, 1996" on 30 and 31 October 1996. The Conference and the Forum were inaugurated together on 28 October 1996. Thirty-eight members and associate members of ESCAP and representatives from 8 non-member States, 20 United Nations bodies, specialized agencies, intergovernmental, non-governmental and other organizations, as well as observers from 206 private sector organizations and 110 central, state and local government authorities from India and other countries deliberated on major issues in infrastructure development, including infrastructure policy and planning; public-private sector partnerships; facilitation measures for efficient movement of international transport; the contribution of infrastructure to poverty alleviation and human development; and environmental concerns. The Conference also heard with interest policy statements on issues and challenges facing the infrastructure sector from ministers and heads of delegations.

The Conference adopted the New Delhi Declaration on Infrastructure Development in Asia and the Pacific, thereby launching the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific. The list of operational activities/projects for phase I (1997-2001) of the regional action programme for implementation of the New Delhi Action Plan was also endorsed and was attached to the Declaration. The Declaration welcomed the preparation of a "Green paper for telecommunications in the Asian and Pacific region", and the launching of the Asia Infrastructure Development Alliance, a tripartite alliance between governments, the private sector and multilateral intergovernmental agencies. The Conference also undertook a preliminary review of the implementation of phase II (1992-1996) of the Transport and Communications Decade for Asia and the Pacific.

The Conference urged member countries, subject to equity and social considerations as well as their specific conditions, including levels of development, to continue developing long-term strategies for infrastructure development. It urged multilateral and bilateral donors to contribute to the implementation of the regional action programme for the implementation of the New Delhi Action Plan. It also recommended that the name of the Committee on Transport and Communications be changed to "Committee on Transport, Communications, Tourism and Infrastructure Development" subject to the outcome of the general review of the subsidiary structure of the Commission in 1997.

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I. MATTERS CALLING FOR ACTION BY THE COMMISSION OR BROUGHT TO ITS ATTENTION

A. Recommendations for the consideration of the Commission

1. The Conference recommended that the data and information already compiled should be updated for the preparation in 1997 of the final evaluation report of the Transport and Communications Decade for Asia and the Pacific, 1985-1994, and requested members and associate members to extend full support to the secretariat in carrying out the task through their respective focal points.
2. The Conference urged member countries, subject to equity and social considerations as well as their specific conditions, including current levels of development, to continue developing long-term strategies for infrastructure development.
3. The Conference recognized the need for domestic resource mobilization and development of capital markets as a means of financing infrastructure development.
4. The Conference recommended that independent and light-handed regulatory mechanisms should be established to promote safe, non-polluting operations as well as to ensure competitive prices and levels of service.
5. The Conference recognized the need for the streamlining of administrative procedures related to infrastructure.
6. The Conference welcomed the preparation of a Green Paper for Telecommunications in the Asian and Pacific Region.
7. The Conference recommended that tourism should be given high priority in future ESCAP programmes. It further recommended that the secretariat should assist countries in addressing issues related to infrastructure development for tourism and continue activities to promote tourism in the Greater Mekong subregion and along the Asian Highway.
8. The Conference urged the secretariat to produce guidelines to assist member countries in developing procedures and creating an appropriate legal framework which would facilitate the establishment of public/private partnerships. The Conference also requested the secretariat to undertake a study of approaches that would promote private sector participation in infrastructure.
9. The Conference urged the greater participation of Governments, the private sector, multilateral and intergovernmental agencies in the Asia Infrastructure Development Alliance (AIDA) and requested the secretariat to provide continued support to AIDA.
10. The Conference felt strongly that both the infrastructure development and the proper facilitation were of crucial importance for efficient international transport and requested the secretariat to pay priority attention to: (a) the formulation, formalization and improvement of the operational efficiency and completion of missing links in international transport networks; (b) transport

facilitation measures at border crossings; and (c) transport logistics. It also endorsed the related recommendations reflected in paragraphs 54 to 59 of this report.

11. The Conference requested the secretariat to initiate activities within the priority Asian land transport infrastructure development (ALTID) project to develop draft ESCAP agreements on Trans-Asian Railway and Asian Highway networks to formalize the international land transport network for coordinated development of land transport in Asia, to provide a basis for eventual unhindered international movement.

12. The Conference stressed the importance of continuing the secretariat's activities towards the implementation of Commission resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures, as well as in the areas of multimodal transport freight forwarding and electronic data interchange.

13. The Conference emphasized that the development of infrastructure was vital for human development and poverty alleviation, and urged the secretariat to promote an integrated approach to rural development, with infrastructure as an entry point.

14. The Conference recognized the need to share experiences and expertise related to poverty alleviation through infrastructure development, and urged the secretariat to undertake such activities.

15. To assist the member countries in addressing environmental issues more effectively, the Conference requested the secretariat to develop a conceptual framework for a comprehensive and integrated approach to infrastructure development. For the transport sector, the Conference proposed that the framework should focus on the three cornerstones of sustainable mobility, sustainable infrastructure and sustainable environment.

16. The Conference recommended that the name of the Committee on Transport and Communications be changed to the "Committee on Transport, Communications, Tourism and Infrastructure Development", subject to the outcome of the general review of the subsidiary structure of the Commission to be undertaken in 1997.

17. The Conference adopted the New Delhi Declaration on Infrastructure Development in Asia and the Pacific. The list of operational activities/projects for phase I (1997-2001) of the Regional Action Programme for the implementation of the New Delhi Action Plan was also endorsed and is attached to the Declaration as an annex, with asterisks indicating priority projects.

18. The Conference urged multilateral and bilateral donors to contribute to the implementation of the Regional Action Programme.

**B. Major conclusions and decisions of the Ministerial Conference on
Infrastructure to be noted by the Commission**

19. The Conference noted with appreciation the significant achievements made through the regional action programme of the Transport and Communications Decade.
20. The Conference noted with appreciation the offers of India and the Islamic Republic of Iran to provide host facilities for an Asia-Pacific Telecommunications Standards Institute.
21. The Conference strongly supported the integrated ALTID project comprising the Asian Highway and Trans-Asian Railway projects and land transport facilitation measures as a priority project for the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific.
22. The Conference recognized that the tourism industry was making a significant contribution to the economies of many countries in the region. It stressed that the development of tourism was closely linked with infrastructure development.
23. As some countries and infrastructure sectors were not represented at the Conference, the secretariat and other concerned agencies were requested to bring the list of projects annexed to the Declaration to their attention, with a view to obtaining an indication of their priorities. The Conference proposed that the outcome of that exercise should be brought to the attention of the Commission at its fifty-third session in 1997.
24. The Conference recognized that the provision of infrastructure facilities had a social content, and served to improve the welfare and integration of women and other disadvantaged groups into the mainstream of sustainable socio-economic development.
25. The Conference recognized the importance of community participation coupled with decentralization of activities, the provision of adequate financial resources and devolution of power to the local level to achieve sustainable development.

II. DELIBERATIONS AT THE MINISTERIAL CONFERENCE ON INFRASTRUCTURE

A. Policy debate on issues pertaining to infrastructure development in Asia and the Pacific

(Item 4 of the agenda)

26. The Executive Secretary's policy statement noted that the Conference reflected a recognition of the need to enhance the quantity, quality and performance of infrastructure, and the contribution that the private sector could make to that process. It also acknowledged concern at the deterioration of the environment and at the level and impact of poverty.
27. He mentioned that United Nations organizations such as ESCAP provided a forum for strengthening regional cooperation through the sharing of experience and expertise. Regional cooperation in the development of intraregional and interregional land transport linkages in Asia, for

example, had been promoted through the very successful ALTID project.

28. The magnitude of the financing task, coupled with competing priorities, had prompted many Governments in the region to expand the role of the private sector in development. In view of that, United Nations organizations such as ESCAP, the World Bank and the Asian Development Bank were pursuing programmes directed towards facilitating and promoting private sector investment in the process. Towards that end, ESCAP had played an active role in the establishment of AIDA.

29. While drawing the attention of the Conference to the major outcome of the Meeting of Senior Government Officials, the Executive Secretary noted that the Conference presented a unique opportunity for the region to develop a comprehensive and integrated approach, which encouraged successful public and private sector partnerships. It was, however, imperative that programmes for the development of infrastructure take into account other important themes, including poverty alleviation strategies appropriate to the preservation and enhancement of the environment.

30. The Conference considered that an efficient, reliable and adequate infrastructure was an essential prerequisite for economic and social development and a vital necessity for the development of tourism.

31. The Conference concluded that the rate of infrastructure development in the region was lagging behind demand and that the involvement of the private sector was essential to inject funding into infrastructure development and management expertise into infrastructure operation.

32. The Conference noted with appreciation the significant achievements made through the regional action programme of the Decade, implemented individually or jointly by 11 implementing agencies and collaborating agencies, with generous contributions from donors and the active participation of member countries. The Conference also requested that UNDP continue to support the Regional Action Programme for the implementation of the New Delhi Action Plan during their sixth inter-country programme.

33. In the land transport sector, the Conference particularly recognized the tremendous contribution of the ALTID project and strongly urged the secretariat to continue to accord high priority to it under the New Delhi Action Plan. The Conference noted with appreciation the assistance given to member countries in the water transport sector through activities related to inland water transport, shipping and ports, dredging, freight forwarding, electronic data interchange, facilitation of maritime traffic, and marine pollution. In the air transport sector, the Conference appreciated the work undertaken for the introduction of satellite technology in aeronautical communication, navigation, surveillance and air traffic management.

34. The Conference recognized that multimodal transport activities had received strong support from all concerned sectors. It appreciated the work undertaken to address the problems of telecommunications in the region through reforms, guidelines and related activities. It took note of the impact of projects implemented in the area of postal services, particularly through the preparation of

guidelines for postal legislation and restructuring. It recognized that the capabilities of member countries had been greatly enhanced through the development and application of models and training modules on maritime policy planning, container terminals, dry bulk/liquid bulk terminals, inland container depots and railway and inland water transport. It also noted the efforts undertaken towards the development of strategies on urban transport in medium-sized cities.

35. The Conference expressed concern about the reduced level of funding support from certain donors which had adversely affected the effectiveness of the Decade.

36. The Conference appreciated the efforts of the secretariat in undertaking a preliminary assessment of the Decade and recommended that the data and information already compiled should be updated for the preparation of the final evaluation report in 1997. In that regard, the Conference requested members and associate members to extend full support to the secretariat in carrying out the task through their respective focal points.

37. The Conference expressed deep appreciation and gratitude to all donor countries, and the concerned United Nations organizations and specialized agencies, in particular UNDP, as well as intergovernmental organizations, for their assistance to ESCAP and cooperation in the infrastructure sector. It expressed particular thanks to the Government of Japan for its commitment to continue supporting ESCAP activities related to the implementation of the New Delhi Action Plan.

38. The Conference noted that considerable commitment and progress was being made in the implementation of policy and planning reforms in countries of the region, particularly during the recent past. It was also observed that, as countries moved from one stage in terms of infrastructure to another, different issues became of relevance.

39. The Conference noted with interest that a least developed country such as Nepal had introduced a long-term strategy whereby the development of the country's water resources for hydroelectricity (both domestic consumption and export), irrigation and domestic water supply would provide the entry point to the economic and social development process. In that respect, various legislative and policy changes had been made since 1992 and a number of initial projects were in the pipeline for implementation. India, whilst further along the development spectrum, had also made major policy changes since 1992 and was in the process of making major infrastructure investments. India had undertaken many legislative and policy reforms, but a major issue was their full-scale implementation. In Malaysia, a number of major new infrastructure investments had already been undertaken by the private sector and significant advances had been made in developing capital markets. Malaysia now faced a major issue related to developing appropriate regulatory mechanisms and bodies.

40. The Conference agreed upon the importance of planning for the development of levels of infrastructure which could adequately support economic and social development. It urged member countries, subject to equity and social considerations, as well as their specific conditions, including current levels of development, to continue developing long-term strategies for infrastructure

41. The Conference recognized the importance of moving towards adopting the following principles in the infrastructure sector: relating prices to costs; adopting the "user pays" system for services received; recognizing that the responsibility for "community service obligations" lies with government; disconnecting wage and salary scales from those of the civil service; reorienting objectives away from meeting production targets towards the provision of services; recognizing the need to consider not only the increased supply of infrastructure but also the need for demand management; and ensuring competition between all modes of transport on an equal footing.

42. The Conference recognized the need for domestic resource mobilization and development of capital markets as a means of financing infrastructure development.

43. The Conference noted that, of the various reforms which had been undertaken, processes for approving projects still needed to be streamlined. It was also noted that, for privatization to succeed, it was important to change the mindset of civil servants with respect to businessmen making profits in industries which had previously been in the public sector. Whilst recognizing those shortcomings, the Conference also noted that, while a mindset which had been in operation for 50 years could not be changed overnight, significant advances were being made in streamlining the processes associated with infrastructure development.

44. The Conference recommended that independent and light-handed regulatory mechanisms should be established to promote safe, non-polluting operations as well as to ensure competitive prices and levels of service.

45. In view of the increasing levels of pollution and traffic congestion in the region's major cities, the Conference took note of the Collective Commitment for Sustainable Cities: Local Agenda for Urban Transport Infrastructure and Services adopted by the CITYNET Policy Seminar on Urban Transport and Mass Transit, held at New Delhi from 14 to 17 October 1996.

46. In view of the revolution in technology, telecommunications, computers and the information highway, as well as convergence of the media, the Conference welcomed the preparation of a "Green Paper for Telecommunications in the Asian and Pacific Region". The Conference also noted with appreciation the offers of India and the Islamic Republic of Iran to provide host facilities for an Asia-Pacific Telecommunications Standards Institute.

47. The Conference noted that the tourism industry was making a significant contribution to the economies of many countries in the region. It recognized the importance of tourism as an instrument for sustainable human development, including poverty alleviation, job creation and the advancement of women and other disadvantaged groups. In view of the importance of tourism in the socio-economic development in the region, the Conference recommended that tourism should be given high priority in future ESCAP programmes.

48. The Conference stressed that the provision of adequate infrastructure and related services was an essential prerequisite for the development of tourism and requested the secretariat to undertake activities to assist countries in addressing issues related to infrastructure development for tourism, including the preparation of appropriate guidelines. It recognized that infrastructure planning should take into account demand arising from tourism development.

49. The Conference acknowledged that Governments alone were no longer in a position to finance sufficient infrastructure to meet the demands for rapid economic growth and social development. To supplement government resources, the private sector was considered to have an increasingly important role to play as partner in the development process and in the financing, construction, management and operation of infrastructure assets. Government commitment and the establishment of a legislative and operational climate conducive to private sector investment were identified as vital elements in the successful formation of public/private sector partnerships.

50. The Conference recognized that effective promotion of private sector participation, in the face of competition for funding, depended on equitable risk-sharing and transparency in the bidding and decision-making process. The Conference noted that it was important for Governments to develop long-term strategic national master plans to provide a clear framework within which both public and private sector projects could be defined and integrated, thereby avoiding problems of imbalanced development and wasted resources, while taking into account environmental considerations.

51. A large number of delegations informed the Conference of the high priority that their Governments were giving to the implementation of policies and strategies aimed directly at encouraging private sector involvement in the financing, management and operation of infrastructure. A number of delegations also provided details of current private sector involvement in the development of infrastructure.

52. The Conference urged the secretariat to produce guidelines for member countries to assist them in developing procedures and creating an appropriate legal framework which would facilitate the establishment of public/private partnerships. The Conference also requested the secretariat to undertake a study of approaches that would promote private sector participation in infrastructure with a focus on the special needs of least developed, landlocked, island developing countries and disadvantaged economies in transition.

53. Noting that the provision of both proper facilitation measures and necessary infrastructure were of crucial importance for the development of international transport in the region, the Conference felt strongly that such an integrated approach could be realized through priority attention by the secretariat to: (a) the formulation, formalization and improvement of the operational efficiency of international transport networks and completion of missing links; (b) transport facilitation measures at border crossings; and (c) transport logistics.

54. In that regard, the role and importance of the implementation of the priority ALTID project was

particularly stressed as providing an excellent basis for regional cooperation with promising and tangible results. The Conference urged strongly that all efforts should be made for the optimal utilization of the existing links and that increased attention should be paid to the completion of the missing links.

55. The Conference emphasized the importance of undertaking research and studies of the corridors linking the pan-Asian transport networks with the pan-European networks.

56. The Conference endorsed the priority ALTID infrastructure projects as recommended by the preparatory Meeting of the Senior Officials, namely: (a) improving operational efficiency and completing the missing links of the Trans-Asian Railway routes in the northern corridor linking Europe and the capitals of China, Kazakstan, Mongolia, the Russian Federation and the Korean peninsula; (b) optimal utilization of the subregional south to north corridor from Port of Bandar Abbas and Imam Port to Central Asia (Russia/China); (c) optimal utilization of the new Silk Railway route corridor from China through the Central Asian countries, the Islamic Republic of Iran and Turkey to Europe; (d) a detailed study of the Trans-Asian Railway southern corridor routes from the Islamic Republic of Iran to South-East Asia with full consideration of all the implications of various alternative linkages between India, Bangladesh, Myanmar, southern China and South-East Asia; (e) a study of an Asia-Europe link through the Caucasus corridor within the framework of the ALTID and TRACECA¹ projects; (f) the north-south corridor between South-East and North-East Asia.

57. The Conference also felt that efforts should continue towards the formulation of the Asian Highway network in North-East Asia, with linkages to China, Kazakstan, the Russian Federation and Turkey. Further, it noted that many of the sections of the existing network needed upgrading and proper maintenance, which should be addressed. Road and rail safety also required increased attention.

58. The Conference also stressed the need to formalize the international land transport network for coordinated development of the land transport system in Asia and to provide a basis for eventual unhindered movement. It requested the secretariat to initiate activities to develop draft ESCAP agreements on the Trans-Asian Railway and the Asian Highway for the purpose.

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¹ Transport corridor from Europe through the Caucasus to Asia.

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59. With regard to transport facilitation, the Conference stressed the importance of the implementation of Commission resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures, as well as the accession to the Convention on Facilitation of International Maritime Traffic, 1965, for which the secretariat should provide continuing assistance through related seminars, workshops and advisory missions. The secretariat was requested to continue undertaking corridor studies along major land bridges and make periodic review of their results, as well as to promote facilitation measures on inland waterways of international and bilateral importance.

60. In the field of transport logistics, the Conference requested the secretariat to continue providing assistance, including human resources development, and promoting regional cooperation on a priority basis in the area of multimodal transport, freight forwarding and electronic data interchange.

61. The Conference noted with gratitude the offer of assistance in the implementation of the ALTID project by the Islamic Republic of Iran, Japan, the Republic of Korea and the Russian Federation.

62. The Conference noted that the land transport infrastructure development project of the Economic Cooperation Organization (ECO), to be known as ELTID, would be launched soon by the ECO ministers during the ECO Transport and Communications Decade and, in that context, it also noted the request for assistance from ESCAP.

63. The Conference emphasized that the development of infrastructure was vital for human development and poverty alleviation. In that context, the physical, economic, technological, service delivery, population migration and politico-administrative linkages promoted by the development of infrastructure to achieve poverty alleviation were recognized as crucially important.

64. In reviewing the contribution of infrastructural development in creating employment opportunities and raising incomes of rural households, the Conference noted the various initiatives taken by member countries in that regard. The Conference recognized that the provision of infrastructural facilities had a social content and served to improve the welfare and the integration of women and other disadvantaged groups into the mainstream of sustainable socio-economic development.

65. The Conference stressed the importance of rural roads in establishing physical linkages and access to rural and remote communities, socio-economic facilities and employment opportunities. In that regard, the Conference felt that an integrated approach to rural development, with infrastructure as an entry point, should be promoted to include the development of communications, energy, water resources, credit facilities, marketing mechanism and tourism development.

66. The Conference recognized the importance of community participation coupled with decentralization of activities, provision of adequate financial resources and devolution of power to the local level for achieving sustainable development. In that context, it noted with appreciation the implementation of the pilot projects on participatory planning of rural infrastructure in the Lao People's Democratic Republic, and on non-motorized transport in Dhaka, Bangladesh, which constituted an

important milestone in inter-agency cooperation and provided an important basis for the experience of sharing with other countries which were participating as cluster countries. To that end, the Conference emphasized the need to promote regional cooperation for rural infrastructure development and urged the secretariat to strengthen activities further in sharing expertise and experiences in that important area.

67. The Conference recognized the need for priority attention to be paid to the problems faced by least developed and landlocked countries in the development of infrastructure to alleviate poverty and improve the overall quality of life, and strongly urged donor countries and agencies and the private sector to provide financial and technical assistance to such countries to develop their infrastructural facilities and services.

68. The Conference recognized that many countries of the region were facing critical environmental problems owing to rapid economic growth and infrastructural developments. Those problems were most obvious in the larger cities where congestion was constricting mobility while creating unacceptable levels of pollution. In addition, actions taken to protect and conserve the environment were sometimes seen as being in conflict with the optimization of economic growth.

69. Several delegations informed the secretariat of the importance that their Governments attached to the preservation of the environment and provided details of specific legislative, regulatory, operational and technological approaches that were being implemented. It was recognized, however, that much remained to be done. The adoption of strategies to integrate environmental concerns in the planning processes was seen by the Conference as the only approach to resolving that problem.

70. To assist the member countries in addressing environmental issues more effectively, the Conference requested the secretariat to develop a conceptual framework for a comprehensive and integrated approach to infrastructure development. For the transport sector, the Conference proposed that the framework should be focused on the three cornerstones of sustainable mobility, sustainable infrastructure and sustainable environment.

71. In their statements to the Conference as part of the policy debate, the ministers and representatives provided details of their infrastructure problems and objectives, their development experiences and their policy initiatives.

72. **Bangladesh**, handicapped by topography and climate, had attached high priority to the maintenance, rehabilitation and improvement of its road system and had recognized the beneficial prospects of enhanced surface transport links with neighbouring countries.
73. **Bhutan** recognized that, despite successes, much work remained to be done in developing infrastructure and was promoting public-private sector partnerships for that purpose, but the private sector had only limited financial and professional capacity.
74. **Cambodia**, recovering from war-damaged infrastructure, had established a national coordination agency, the Cambodian Development Council, and its first socio-economic development plan (1996-2000), as well as a public investment programme.
75. **China**, despite substantial development progress in recent years, acknowledged that bottlenecks still existed and those would be addressed in its ninth five-year plan (1996-2000). It was establishing, *inter alia*, a long-term, policy-oriented investment and financing system.
76. The **Democratic People's Republic of Korea** had initiated trade and economic policies, a feature of which was the creation of the Rajin-Sonbong Free Economic and Trade Zone, and was seeking foreign investment to develop the infrastructure of the Zone.
77. **Fiji** was adopting policies designed to encourage an independent, market-oriented private sector with minimal government intervention and was applying those principles across the full range of infrastructure facilities, with reduced regulation in the transport sector.
78. **France** noted the importance of balance in infrastructure, and of planning in a coherent and comprehensive manner so that all modes of transport could be integrated. Private-public partnership should be encouraged to ensure equitable sharing of risks and benefits.
79. **India** was pursuing policies directed towards expansion of the role of the private sector, especially as a means of overcoming huge requirements for funds, with the Government ultimately left to focus on matters such as education and health care.
80. **Indonesia** had an infrastructure development policy oriented towards private sector participation and identified three major aspects to that process, building the confidence of investors, introducing competition and equitable risk-sharing and management.
81. The **Islamic Republic of Iran** advocated that infrastructure demand analysis differentiated between projects that were necessary but not economical, necessary but not so economical, and necessary and economical as a basis for project implementation.
82. **Japan** outlined its considerable success in the privatization of Japan's railways and current efforts to achieve effective reform of railway management. It offered to pass on its privatization skills and experience to other countries in the region.
83. Since it began its transition to a newly independent State, **Kazakhstan** had entered into a three-

stage reform programme, the latest of which was focused upon attracting foreign investment in infrastructure and industry and was premised on instilling investor confidence.

84. **Kyrgyzstan**, only five years ago a state sector, was today 80 per cent denationalized but had development needs, including airport and road rebuilding and railway electrification, and had entered into transport cooperation agreements with neighbouring countries.

85. The **Lao People's Democratic Republic**, with a wealth of undeveloped natural resources, had embarked on a programme of reform to create a better climate for private sector investment and was especially looking to improve its road network and to change from "landlocked" to "landlinked".

86. **Malaysia** had embarked on a policy of almost universal privatization, at the same time recognizing that efficient operation of infrastructure by the public and private sectors minimized capital requirements and that regional cooperation could strengthen neighbours and give rise to trade benefits.

87. **Maldives**, while a small island nation, had effectively used commercial and private sector principles, including joint ventures, to address its unique challenges in infrastructure but sought the assistance of international agencies in the aviation area.

88. **Mongolia**, under its new democratic Government, had developed a programme for action on economic and social development in which high priority was being given to the development of infrastructure. It looked forward to cooperation with other countries in attracting investment and technology.

89. **Nepal** was looking for private sector support to develop hydroelectric projects which could supply water and power, both for domestic consumption and for export to India and other neighbouring countries, with the proceeds of electricity sales funding other development activities, including roads to provide access for tourists.

90. **Pakistan** had been successful in attracting investment and upgrading physical infrastructure using integrated approaches featuring environmental and social safeguards. The Conference noted that, along with China, Kazakstan and Kyrgyzstan, it had signed a quadrilateral agreement to provide a transport route through its road network and ports for international and bilateral trade.

91. The **Philippines** recounted its success in using a development programme based on the build-operate-transfer (BOT) scheme, coupled with an investor-friendly climate, and transparency and competitiveness in the procurement and selection of contractors to overcome power supply shortages.

92. The **Republic of Korea** recognized the need to enhance infrastructure as a result of a weakening competitive edge in manufacturing and plans to spend massively on roads, railways, subways, seaports and airports between 1996 and 2001, with much funding required from the private sector.

93. The **Russian Federation** placed a heavy emphasis on the development, reconstruction and

modernization of its railways and main highways, welcomed foreign investors to that end, and offered to participate in mutually beneficial cooperation with other countries.

94. **Samoa**, looking to boost tourism, was eliminating bureaucratic impediments which deterred businesses and was offering a range of incentives to attract foreign investment. Samoa was also seeking assistance to further improve transport infrastructure covering ports, shipping and airports.

95. **Solomon Islands** was experiencing difficulties in maintaining basic infrastructure, and sought a solution to the dilemma as it was difficult to attract industry investors in the absence of infrastructure, and infrastructure investors in the absence of industry.

96. **Sri Lanka** was premising development on private sector participation and had established two organizations to assist that process, the Public Enterprises Reforms Commission to restructure public sector institutions, and the Board of Investment to attract investors.

97. **Tajikistan**, which was experiencing difficulties in exploiting new mineral discoveries because of inadequate transport, had a mixture of private and public institutions and a legal framework in the process of change, but was not fully private sector-supportive yet.

98. **Thailand**, against a background of budget constraint, had accepted the need for greater liberalization and privatization, with the build-transfer-operate system being used for telecommunications, railway and motorway development, and telecommunications to be deregulated from 1998.

99. **Turkey** was keen to promote international cooperation in the region and indicated a preparedness, at all levels and with all modes of transport, to participate in the creation of integrated networks. It was examining the potential of BOT for infrastructure development. It also noted the offer of Turkey to host one of the seminars or working group meetings on the ALTID project in Turkey.

100. **Uzbekistan**, as a landlocked country, placed high priority on the development of surface transport networks and, while describing its infrastructure overall as adequate, was seeking foreign investors to implement reconstruction and modernization plans.

101. **Viet Nam** had recognized the importance of adequate infrastructure to its move towards a market economy, and many projects in the roads and ports areas were either under way or planned with funding from BOT, multilateral agencies and direct bilateral assistance.

102. The **Asia-Pacific Telecommunity** (APT) requested ESCAP to approach potential donors to solicit financial support for the entire New Delhi Action Plan.

103. The **Economic Cooperation Organization** stated that, with the emergence of market and export-oriented economies and growing global integration, regional and subregional cooperation needed attention.

104. The **International Civil Aviation Organization** (ICAO) offered to assist developing countries in the civil aviation sector but, in the absence of programme funding for that purpose, would need financial support from the participating countries and donor communities.

105. The **International Maritime Organization** (IMO) indicated its willingness to cooperate with ESCAP and its member States in addressing issues in the field of maritime safety and marine pollution prevention.

106. The **International Telecommunication Union** (ITU) emphasized the importance of telecommunications in economic development and the critical role played by the private sector and foreign investment.

107. The **Organization of Railways Cooperation** indicated a willingness to cooperate with ministers, railways and organizations from Asia interested in railway communications between Europe and Asia.

B. Report of the Meeting of Senior Government Officials

(Item 5 of the agenda)

108. The Conference considered the report of the Meeting of Senior Government Officials in Preparation for the Ministerial Conference on Infrastructure, held at New Delhi from 23 to 26 October 1996, as contained in document E/ESCAP/SGO/MCI/Rep. and unanimously endorsed the findings and recommendations.

C. Launching of the Asia Infrastructure Development Alliance

(Item 6 of the agenda)

109. The Conference had before it information paper TCT/MCI/INF.1, which provided background information on the launching of the Asia Infrastructure Development Alliance (AIDA), a tripartite alliance of Governments, the private sector and multilateral intergovernmental agencies.

110. The Conference heard statements by representatives of Indonesia and the Islamic Republic of Iran, representing the Governments which had officially joined AIDA.

111. The co-Chairman of the AIDA Steering Committee representing the private sector acknowledged that, both qualitatively and quantitatively, private sector involvement in infrastructure development had been generally poor because policies often followed projects. AIDA was designed to provide a forum for open dialogue between the public and private sectors, both at the country and the regional level, so that a qualitative and quantitative improvement in the rate of development and implementation of infrastructure projects could be achieved. Fundamentally, AIDA required a commitment of its constituent members to address institutional issues which were consistently at the heart of success or failure in public-private partnerships.

112. Representing the multilateral intergovernmental agencies, the Executive Secretary of ESCAP said that, as mandated by members of the Commission, the ESCAP secretariat was instrumental in the establishment of AIDA. He noted that ESCAP's efforts, combined with those of Governments, the private sector and other agencies, had brought that unique body to fruition. Formally, AIDA represented an institutional tripartite partnership whose role was to bring the three parties together in pursuit of sustainable infrastructure development.

113. Representing Governments, the Minister of Surface Transport of India welcomed the launching of AIDA and said that AIDA represented a unique initiative. He urged member Governments of the Commission to participate actively in the activities of AIDA.

114. The Meeting launched AIDA by acclamation.

D. Draft ministerial declaration on infrastructure development in Asia and the Pacific

(Item 7 of the agenda)

115. The Conference had before it the draft New Delhi declaration on infrastructure development in Asia and the Pacific which was annexed to the report of the Meeting of Senior Government Officials (E/ESCAP/SGO/MCI/Rep.).

116. The Conference was pleased to note that the declaration had been initially developed by the Expert Group Meeting on the Preparations for the Ministerial Conference on Infrastructure, held in Kuala Lumpur in July 1996, and extensively reviewed by the Advisory Committee of Permanent Representatives and Other Representatives Designated by Members of the Commission in Bangkok and the Meeting of Senior Government Officials in New Delhi. It noted that the principal objective of the declaration was to reaffirm the commitment of members and associate members of ESCAP and other organizations active in the development of infrastructure in the region to address with new vigour all aspects of infrastructure development, operations and management, and to enhance regional cooperation in meeting the challenges of infrastructure development.

117. The Conference approved the operational set of activities for phase I (1997-2001) of the

Regional Action Programme on infrastructure development for the implementation of the New Delhi Action Plan, annexed to the declaration.

118. The Conference considered it imperative that Governments should take the necessary action at the national level in line with the New Delhi Action Plan.

119. The Conference adopted the New Delhi Declaration on Infrastructure Development in Asia and the Pacific by acclamation, thereby launching the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific. The Declaration appears as chapter IV of the present report.

III. ORGANIZATION OF THE MINISTERIAL CONFERENCE ON INFRASTRUCTURE

A. Opening, duration and organization of the Conference

120. The Ministerial Conference on Infrastructure was held at New Delhi on 28 and 29 October 1996. In accordance with a decision of the Commission in 1995, the Conference and the World Infrastructure Forum - Asia 1996 were held concurrently; the Conference and the Forum were inaugurated jointly on 28 October 1996.

121. H.E. Mr T.G. Venkatraman, Minister for Surface Transport of India, welcomed the delegations to India and said that forums such as the current session served as a catalyst for regional cooperation and the sharing of experience and ideas. H.E. Mr H.D. Deve Gowda, Prime Minister of India, delivered the inaugural address. The Executive Secretary of ESCAP read a message from the Secretary-General of the United Nations and delivered an address. The session also heard the statements of a chief executive from the private sector and the Vice-President of the Asian Development Bank. The Secretary, Ministry of Surface Transport of India, offered the vote of thanks.

Message from the Secretary-General of the United Nations

122. In his message, the Secretary-General thanked the Government of India for hosting the session and noted that the Conference was taking place at a time when India was making significant strides to intensify its economic reforms and to promote sustained growth throughout the region. The achievement of the global goal of sustainable development, however, depended on the mobilization of further economic resources and the development of infrastructure by both the public and the private sectors.

123. He said that infrastructure had emerged as a key factor in sustainable development in the region and that it was essential for ensuring that growth was consistent with poverty reduction. Through the United Nations' encouragement, economies in the region had developed environmentally sensitive and sustainable social and economic policies. Those policies had, in turn, enhanced private and local participation in development, increased the efficiency of existing facilities and improved access to essential services for the rural and urban poor.

124. Today, the challenge was not simply to increase the number of infrastructure projects, but also to enhance the quality and efficiency of those projects for the benefit of the region at large.

Statement by the Executive Secretary of ESCAP

125. The Executive Secretary welcomed all delegations and thanked the Prime Minister of India, H.E. Mr H.D. Deve Gowda, for inaugurating the Conference, which had served as a reaffirmation of India's commitment to enhance regional cooperation in pursuit of economic and human progress. On behalf of ESCAP and the member States, he thanked the Government of India and all the officials concerned for their kind hospitality and excellent host facilities.

126. Dynamic growth was challenging the responsiveness of the region's infrastructure resulting in a drastic need for additional infrastructure stocks, and enhancement of the performance efficiency of existing infrastructure. In that context, the New Delhi Action Plan was designed to assist countries of the region.

127. The Executive Secretary noted that the convening of the Conference and the World Infrastructure Forum - Asia 1996 uniquely enabled all principal infrastructure actors to explore ways of facilitating the formation of public-private sector partnerships for development. AIDA would serve as a catalyst for nurturing such partnerships.

128. He emphasized that the scope for cooperation in such areas as sharing of technology, expertise, experience and financial resources was enormous. The secretariat looked forward to a positive outcome of the Conference's deliberations on the important issue of infrastructure development.

Statement by the representative of the private sector

129. Representing the private sector, the Honourable Peter Benson drew attention to the three supreme advantages of partnership which he deemed extraordinarily relevant to the current session: a common vision, a huge range of different skills, and flexibility. First, the common vision was to solve the infrastructure demand of the fastest-growing region in the world. Second, the private sector had the full range of skills which was needed by the public sector. Finally, there was flexibility, with the public and private sectors learning to work together over the past years. While stressing the need to achieve some certainty of action during the current session, he reaffirmed the commitment of the private sector to that intention.

Statement by Vice-President of the Asian Development Bank

130. While highlighting the region's massive infrastructure demand, the Vice-President of the Asian Development Bank said that public resource shortages had led to increased private sector participation in infrastructure development. Despite the vigorous expansion, private sector investment was invariably marginal. He said that the Asian Development Bank had actively assisted member countries in increasing the efficiency of public utilities and creating conducive environments for private sector participation.

Inaugural address by the Prime Minister of India

131. The Prime Minister of India, speaking on behalf of the people and Government of India, extended a warm welcome to the delegations.

132. He recognized that the social and physical infrastructure was of crucial importance to the development of the economy. He noted the useful role of ESCAP as a forum for the sharing of experience and enhancement of regional cooperation in the infrastructure sector. In that context, the ministerial declaration would serve as a reaffirmation of the commitment of countries of the region to resolve infrastructure-related issues, with the assistance of ESCAP and other concerned agencies. He highlighted the crucial need to enhance the role of the private sector in infrastructure development and emphasized the importance of creating environments which were conducive to that process. In that context, he fully endorsed the goals of AIDA.

133. He noted that employment generation and rural infrastructure development were essential prerequisites for poverty alleviation. In that context, he drew attention to an ambitious programme which India had embarked upon for the eradication of poverty by the year 2005. He pointed out the need to mobilize the necessary resources to construct new infrastructure assets and to increase the performance efficiency of existing assets. India looked forward to the launching of the New Delhi Action Plan and the translation of action to mutually reinforcing benefit, and the sharing of experience with other countries of the region.

B. Attendance

134. The Ministerial Conference on Infrastructure was attended by representatives of the following members and associate members of ESCAP: Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Democratic People's Republic of Korea, Fiji, France, India, Indonesia, Islamic Republic of Iran, Japan, Kazakhstan, Kiribati, Kyrgyzstan, Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Netherlands, Northern Mariana Islands, Pakistan, Philippines, Republic of Korea, Russian Federation, Samoa, Singapore, Solomon Islands, Sri Lanka, Tajikistan, Thailand, Turkey, United States of America, Uzbekistan, Vanuatu and Viet Nam.

135. The representatives of Brazil, Chile, Germany, Hungary, Israel, Romania, and South Africa attended as observers.

136. The session was attended by an official of the United Nations Secretariat representing the Economic Commission for Latin America and the Caribbean.

137. Representatives of the following United Nations bodies attended: United Nations Conference on Trade and Development (UNCTAD) and United Nations Development Programme (UNDP).

138. Representatives of the following specialized agencies were present in a consultative capacity: International Labour Organization (ILO), ICAO, World Bank, Universal Postal Union (UPU), ITU and IMO.

139. The following intergovernmental organizations, non-governmental organizations and other organizations attended as observers: Asian Development Bank, Asia-Pacific Telecommunity, ASEAN, the Organization of Railways Cooperation, European Commission, Economic Cooperation Organization, South Asian Association for Regional Cooperation, International Association of Ports and Harbors, International Federation of Freight Forwarders Associations, International Union of Railways, Human Settlement Management Institute, Regional Network of Local Authorities for the Management of Human Settlements, and Western India Shippers' Association.

140. Observers were present from the following private sector organizations: Ch. Karnchang Public Co. Ltd., Coopers & Lybrand, Development Forum Administrators Pte. Ltd., Development Finance Corporation of Ceylon, Frederic R. Harris (India) Pvt. Ltd., GIF Research Foundation, Lords Jewellers Ltd. and TransRail Holding AG.

C. Election of officers

141. The Conference elected H.E. Mr T.G. Venkatraman (India) Chairperson. Following past practice, the Conference decided to elect the following heads of delegations Vice-Chairpersons: H.E. Mr Anwar Hossain Manju (Bangladesh), H.E. Mr Leki Dorji (Bhutan), H.E. Mr Tram Iv Tek (Cambodia), H.E. Mr Liu E (China), H.E. Ratu Inoke Kubuabola (Fiji), H.E. Mr Gembong Priyono (Indonesia), H.E. Mr Akbar Torkan (Islamic Republic of Iran), H.E. Mr Hideo Kayahara (Japan), H.E. Mr Ketebayev Muratbek Kamalbayevich (Kazakhstan), H.E. Mr Adam Zakirov (Kyrgyzstan), H.E. Mr Phao Bounnaphol (Lao People's Democratic Republic), H.E. Dato Seri Dr. Ling Liong Sik (Malaysia), H.E. Mr Ahmed Zahir (Maldives), Mr T. Damiran (Mongolia), H.E. Mr Bijay Kumar Gachhadar (Nepal), H.E. Mr Ryoo Sang-Yol (Republic of Korea), H.E. Mr Anatoly Aneksandrovich Zaitsev (Russian Federation), H.E. Mr Hans J. Keil (Samoa), H.E. Mr John Fisango (Solomon Islands), H.E. Mr Mangala Samaraweera (Sri Lanka), H.E. Mr Ismat Echmirzaev (Tajikistan), H.E. Mr Sombut Uthaisang (Thailand), H.E. Mr T. Azimbaev (Uzbekistan), H.E. Mr Samson Bue (Vanuatu) and H.E. Mr Nguyen Tan Man (Viet Nam).

142. Mr Muhammad Sher Khan (Pakistan) was elected Rapporteur.

D. Agenda

143. The Meeting adopted the following agenda:

1. Opening of the session.
2. Election of officers.
3. Adoption of the agenda.
4. Policy debate on issues pertaining to infrastructure development in Asia and the Pacific.
5. Report of the Meeting of Senior Government Officials:
 - (a) Infrastructure development, the Transport and Communications Decade for Asia and the Pacific, the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, and infrastructure policy and planning;
 - (b) Public-private sector partnerships in infrastructure development;
 - (c) Facilitation measures for the efficient movement of international transport;
 - (d) The contribution of infrastructure to poverty alleviation and human development, and environmental concerns arising from infrastructure development and operations.
6. Launching of the Asia Infrastructure Development Alliance.
7. Draft ministerial declaration on infrastructure development in Asia and the Pacific.
8. Other matters.
9. Adoption of the report.

E. Adoption of the report

144. The Ministerial Conference on Infrastructure adopted the report on 29 October 1996.

IV. NEW DELHI DECLARATION ON INFRASTRUCTURE DEVELOPMENT IN ASIA AND THE PACIFIC

We, the Ministers of members and associate members of ESCAP attending the Ministerial Conference on Infrastructure held at New Delhi on 28 and 29 October 1996,

Recognizing the crucial role of infrastructure in sustaining and promoting the economic and social development of our economies and in poverty alleviation,

Realizing that the region faces serious infrastructure deficiencies and bottlenecks in the transport, communications, power, water supply and waste water treatment sectors and recalling the findings of the theme study on infrastructure prepared for the fiftieth session of the Commission and the *World Development Report 1994* on infrastructure for development that decisive actions are required in the physical infrastructure sectors to meet the growing economic, social and environmental challenges as we enter the twenty-first century,

Appreciating the significance of activities implemented under the Transport and Communications

Decade for Asia and the Pacific for the development of the transport and communications sectors in the region,

Affirming the need to enhance the pace and scope of such endeavours and, in this regard, firmly committing ourselves to the implementation of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, which covers the period from 1997 to 2006,

Taking note of the various initiatives taken in the infrastructure sector by regional and subregional organizations such as the Asia-Pacific Economic Cooperation forum, the Association of South East Asian Nations, the Economic Cooperation Organization, the South Pacific Forum and the South Asian Association for Regional Cooperation, and by the Asia-Europe Meeting, as well as those taken in the context of various growth triangles and other similar cooperative endeavours,

Recognizing the need for the implementation of Commission resolution 52/9 of 24 April 1996 on intra-Asia and Asia-Europe land bridges, which gave priority to the Asian land transport infrastructure development (ALTID) project to facilitate international trade, tourism and economic cooperation,

Convinced that the magnitude of investments required for physical infrastructure development cannot be met by governmental and other traditional resources alone and that new and innovative ways will need to be devised, which will require a far greater degree of partnership between Governments, the private sector and the multilateral and other agencies and funding institutions,

Welcoming the participation of senior representatives from the private sector as observers at the Ministerial Conference, which has been facilitated by holding the Ministerial Conference and the World Infrastructure Forum - Asia 1996 concurrently,

1. **Launch** the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific and approve the operational set of activities for phase I (1997-2001) of the Regional Action Programme proposed under the Plan (annex);

2. **Welcome** the launching of the Asia Infrastructure Development Alliance (AIDA) as a concrete initiative aimed at developing a closer partnership between Governments, the private sector and multilateral and intergovernmental agencies active in infrastructure development;

3. **Affirm** that infrastructure development policies need to be formulated and implemented by Governments in accordance with their specific situation, conditions and national priorities and, to achieve success in this regard, we:

(a) Consider it essential that Governments take an active role in the formulation of a comprehensive and integrated approach to decision-making, planning, prioritization and development of infrastructure projects and in the formulation of national infrastructure development and environmental strategies and policies which take into account the public interest and the need to sustain access to economic and social activities on the one hand and the necessity for making infrastructure an attractive investment proposition on the other;

(b) Deem it imperative that, in the construction, operation and maintenance of infrastructure facilities and services, a range of actions are taken to improve the utilization of existing assets, to identify and remove administrative and other impediments and barriers to increased efficiency, to promote appropriate human resources development, to adopt demand management measures and to relate prices to costs;

(c) Support the formulation and implementation of strategies and policies for the development of domestic financial instruments and markets and the mobilization of long-term capital required to fund infrastructure needs including, where necessary, the setting up of national infrastructure funds, while also urging multilateral financing institutions to give priority consideration to funding requests to meet infrastructure deficiencies;

(d) Urge that public-private sector partnerships be formed as a means of financing and accelerating development and improving efficiency through closer collaboration and understanding of the needs, concerns and aspirations of the two parties, as well as the establishment of transparent, efficient regulatory and operational frameworks;

(e) Urge the private sector to respond in full measure to all the available opportunities for participation in infrastructure projects in a cooperative spirit;

(f) Deem it essential that the importance of environmental and safety issues associated with infrastructure development and operation is emphasized;

(g) Appeal to countries to review the level of their accession to international conventions, as contained in Commission resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures, with a view to acceding to the relevant conventions;

(h) Commit ourselves to identifying and implementing appropriate community and civic society-based infrastructure interventions designed to assist in the poverty alleviation process in both urban and rural areas;

4. **Invite** members and associate members of ESCAP, donor countries, multilateral financing institutions including the World Bank, the Asian Development Bank, the European Bank for Reconstruction and Development and the Islamic Development Bank, the concerned agencies and organizations of the United Nations system, other intergovernmental and subregional organizations, non-governmental organizations and, in particular, the private sector to provide financial and technical support for the implementation of the New Delhi Action Plan, taking particular cognizance of the special needs and measures required to assist the least developed, landlocked and island developing economies and disadvantaged economies in transition;

5. **Request** the Executive Secretary:

(a) To accord priority to mobilizing resources for the implementation of phase I of the

Regional Action Programme;

(b) To coordinate effectively with other concerned United Nations and multilateral agencies in the implementation of the Regional Action Programme and to continue to promote cooperation in a synergistic manner with the various regional and subregional organizations which are playing an increasingly important role in the infrastructure sector;

(c) To report to the Commission at its fifty-fourth and subsequent sessions on the progress achieved in the implementation of this Declaration.

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Annex

**Regional Action Programme of the New Delhi Action Plan on Infrastructure
Development in Asia and the Pacific: indicative projects**

Project	Priority	Agency
1. Infrastructure planning and policy		
1.1 <i>Assistance in infrastructure planning, technology transfer and standards setting</i>		
1. Asia-Pacific cooperation in the transfer of telecommunications technology	**	APT
2. Asia-Pacific cooperation in type approval of telecommunications equipment	**	APT
3. The refining, updating and implementation of planning tools	**	ESCAP
4. Fleet planning for the Pacific island countries	**	ESCAP
5. Development of inland water transport infrastructure and services	**	ESCAP
6. Programme of transition to the new civil aviation communications, navigation and surveillance and air traffic management (CNS/ATM) system (technology in development)	**	ICAO
7. Impact of telecommunications and media policies on socio-economic development	**	ITU
8. Establishment of an Asia-Pacific Telecommunications Standards Institute	**	ITU
1.2 <i>Policy planning, and administrative, legislative and regulatory measures</i>		
9. Comprehensive and integrated approach to policy development in the field of infrastructure, traffic and transport	**	ESCAP
10. Strengthening capabilities of regulatory bodies	**	ESCAP
11. Programme for economic reform in civil aviation: Asia and the Pacific	**	ICAO
12. Development of port State control capability in the Persian Gulf/Arabian Sea region	**	IMO
13. Ratification of international agreements	**	ITU
14. Preparation of a Green Paper for Telecommunications in the Asian and Pacific Region	**	ITU

Project	Priority	Agency
15. Support to Governments in the changing telecommunications environment	**	ITU
16. Assisting private sector participation in shipping and related services	**	UNCTAD
1.3 <i>Development of interregional and intraregional transport linkages</i>		
17. Asian land transport infrastructure development (ALTID)	**	ESCAP
18. Harmonization of requirements concerning international inland water transport and facilitation of its operation	**	ESCAP
1.4 <i>Subregional cooperation in infrastructure</i>		
19. Development of Asian electric power grids and natural gas pipeline networks	**	ESCAP
20. Regional satellite orbit and radio frequency mechanisms		ITU
21. Technical coordination and assistance in the introduction of new services that have major regional issues		ITU
1.5 <i>Infrastructure development for tourism</i>		
22. Infrastructure development and regional cooperation for the tourism sector	**	ESCAP
2. Administration, management and finance		
2.1 <i>Restructuring of public sector infrastructure undertakings</i>		
23. Assistance with downsizing/restructuring of telecommunications sector entities		ITU
2.2 <i>Management, maintenance and modernization of infrastructure facilities and services</i>		
24. Road maintenance	**	ESCAP
25. Training courses on spectrum management (engineering and pricing included)	**	ITU
26. Harmonization and modernization of ports administration, management and operations	**	UNCTAD
2.3 <i>Infrastructure development financing</i>		
27. Infrastructure pricing	**	ESCAP

3. Private sector participation		
3.1 <i>Promotion of appropriate private sector participation in infrastructure development and operations</i>		
28. Promotion of appropriate private sector participation in infrastructure development and operations	**	ESCAP
29. Guidelines on public-private partnership in telecommunications and transport	**	ITU/ ESCAP
4. Logistics and facilitation		
4.1 <i>Transport and communications corridor studies</i>		
30. Alleviation of delays in postal delivery and collection in city areas	**	UPU
4.2 <i>Freight forwarding and multimodal transport</i>		
31. Promotion of multimodal transport	**	ESCAP
32. Promotion and development of the freight forwarding industry	**	ESCAP
4.3 <i>Facilitation</i>		
33. Facilitation of land transport	**	ESCAP
34. Facilitation of maritime traffic	**	ESCAP
5. Environment and safety		
5.1 <i>The promotion of environmentally sound infrastructure development and operations</i>		
35. Environmental impact assessment of infrastructure development	**	ESCAP
36. Study of alternative environmentally-friendly fuels for the transport and power sectors	**	ESCAP
37. Environmental management of infrastructure development in the tourism sector	**	ESCAP
38. Methodologies for minimizing the environmental costs of damages caused by road transport	**	ESCAP
39. Programme for the protection of the environment in the regime of airports		ICAO
5.2 <i>Enhancing safety in the utilization of infrastructure facilities and services</i>		
40. Improvement of railway safety	**	ESCAP

41. Establishment of a regional road safety database	**	ESCAP
42. Preparation of a regional road safety action plan	**	ESCAP
43. Initiative for the establishment of a region-wide coordination mechanism to promote technology transfer and cooperation on road safety issues	**	ESCAP
44. Transportation of hazardous goods	**	ESCAP
45. Improvement and harmonization of flight safety standards	**	ICAO
46. Safety and load-line regulations for ships and vessels of non-conventional size and tonnage	**	IMO
47. Disaster communication planning and coordination (telecommunications and the media)	**	ITU
6. Human resources development capabilities		
6.1 <i>Regional linkages between institutions active in education, training, research and policy formulation</i>		
48. Identification and networking of centres of excellence	**	ESCAP
6.2 <i>The development of training materials and strengthened human resources development facilities</i>		
49. APT project for regional cooperation in acceptance testing of telecommunications systems	**	APT
50. Expansion of the UNDP-promoted ICAO train-air programme	**	ICAO
51. Training programme for public maritime labour inspectors on the inspection of working and living conditions on board ship	**	ILO
52. Provision of support to the TCDC programme in the field of portworker training and introduction of the ILO Portworker Development Programme	**	ILO
53. Training and training centre development for the inland waterway industry of the Mekong subregion	**	ILO
54. Courses and seminars to improve understanding and application of aspects of the new telecommunication environment	**	ITU
55. Executive exchange scheme for telecommunication regulators	**	ITU
56. Workshop, study tour and training course for telecommunications regulators	**	ITU
7. Poverty alleviation, rural areas and disadvantaged population groups		
7.1 <i>Rural and urban poverty alleviation through integrated infrastructure development and operation</i>		
57. APT project for promoting telecommunications applications in health care		APT

58. Asia-Pacific cooperation in the promotion and transfer of rural telecommunications technology	**	APT
59. Promotion of participatory approaches in rural infrastructure planning and implementation	**	Joint
60. Integration of non-motorized transport modes in urban transport systems	**	Joint
61. Poverty alleviation through rural airfield development in least developed countries (poverty alleviation, sustainable human development)	**	ICAO
62. Employment-intensive local resource-based rural roads construction and maintenance	**	ILO
63. Rural telecommunications and media	**	ITU
64. Development of rural postal services	**	UPU

** Priority projects as indicated by the countries.

Note: Projects under subprogramme 8 have been incorporated into the other seven subprogrammes.