



---

ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Meeting of Senior Government Officials in preparation for the  
Ministerial Conference on Transport

6-8 November 2006  
Busan, Republic of Korea

**DRAFT MINISTERIAL DECLARATION ON TRANSPORT, INCLUDING  
A REGIONAL ACTION PROGRAMME FOR PHASE I (2007-2011)**

(Item 7 of the provisional agenda)

**DRAFT MINISTERIAL DECLARATION ON TRANSPORT**

**BACKGROUND**

1. At its sixtieth session, held in 2004, the Commission endorsed the convening of a ministerial conference on transport in 2006, one of the purposes of which was to develop a strategy for the further development of reliable and efficient integrated intermodal international transport.
2. The present document embodies the strategy in the form of a draft declaration and the commitment to it in the form of a draft regional action programme.
3. The main text of the draft declaration was developed in cooperation with a working group of the Advisory Committee of Permanent Representatives and Other Representatives Designated by Members of the Commission.
4. The draft regional action programme covers phase I (2007-2011) and takes into account resolutions and decisions of the Commission adopted over the last five years, experience gained in the implementation of the Regional Action Programme of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, reports of expert group meetings and other forums, and the results of analytical studies. It has also been circulated to members of the Advisory Committee of Permanent Representatives.
5. The Meeting may wish to consider using the text contained in the present document as the basis for a declaration and regional action programme to be submitted to the Ministerial Conference.

## **Draft Busan Declaration on Transport Development in Asia and the Pacific**

---

*We, the Ministers of transport of the members and associate members of the Economic and Social Commission for Asia and the Pacific attending the Ministerial Conference on Transport, held at Busan, Republic of Korea, from 6 to 11 [on 10 and 11] November 2006,*

*Recognizing* the increasing impact of globalization, and the substantial growth in output, trade and investment being experienced by many countries in the Asian and Pacific region,

*Stressing* the crucial role of efficient, reliable and cost-effective transport services, including infrastructure, facilitation and logistics, in supporting continued growth through improved competitiveness of exports and reduced cost of imports,

*Noting* that growth has taken place mainly in coastal areas that have well-developed regional and interregional maritime transport linkages with international sourcing and production networks,

*Welcoming* the successful regional cooperation that led to the formalization of the intergovernmental agreements on the Asian Highway<sup>1</sup> and Trans-Asian Railway<sup>2</sup> networks, which are the major building blocks in the development of an international integrated intermodal transport system, which the region needs in order to meet the growing challenges of globalization,

*Convinced* of the important role of “dry ports” in the development of an international integrated intermodal system and their potential to become centres for economic development, particularly in landlocked countries and wider domestic hinterlands,

*Recognizing* that the full benefits of an international integrated intermodal transport system will not be realized unless the physical infrastructure issues, including road, rail, inland waterways, maritime transport, dry ports, airports, seaports and information and communication technology, as well as the non-physical issues, including multimodal transport operations, customs clearance, and banking and other commercial networks, are addressed comprehensively,

*Noting* that the issues relating to the identification of any national shortfalls in the areas of transport security and the provision of assistance upon request to address them are being dealt with by the International Maritime Organization, the World Customs Organization and the International Civil Aviation Organization,

*Recognizing* the need to mobilize financial resources and improve organizational arrangements for the development of the necessary physical and non-physical infrastructure,

---

<sup>1</sup> See Commission resolution 60/4 of 28 April 2004.

<sup>2</sup> Commission resolution 62/4 of 12 April 2006, annex.

*Stressing* that a long-term regional transport development strategy can promote regional cooperation and development effectively, as demonstrated by the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, 1997-2006,<sup>3</sup>

*Recalling* the United Nations Millennium Declaration<sup>4</sup> and the 2005 World Summit Outcome,<sup>5</sup> in which Heads of State and Government reiterated their determination to ensure the timely and full realization of the development goals and objectives agreed at the major United Nations conferences and summits, including those agreed at the Millennium Summit, described as the Millennium Development Goals,

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

*Recalling* the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries,<sup>6</sup>

*Encouraged* by the profound impact of the Seoul Declaration on Infrastructure Development in Asia and the Pacific,<sup>7</sup> which resulted in the active and constructive participation of members and associate members of the Commission in promoting regional cooperation for the development of transport infrastructure and services,

1. *Resolve* that, in order to meet the growing challenges of globalization effectively, our respective government authorities will develop and implement transport policies at the national, subregional and regional levels in line with the following principles:

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

(b) Developing an international integrated intermodal transport and logistics system that contributes to the long-term objective of regional cooperation in support of production and distribution networks and international trade;

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

---

<sup>3</sup> Commission resolution 51/8 of 1 May 1995, annex.

<sup>4</sup> General Assembly resolution 55/2 of 8 September 2000.

<sup>5</sup> General Assembly resolution 60/1 of 16 September 2005.

<sup>6</sup> *Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003 (A/CONF.202/3), annex I.*

<sup>7</sup> E/ESCAP/1249, chap. IV.

(d) Promoting the development of economic and logistic activities at intermodal interfaces, particularly at production and consumption centres in landlocked areas and around seaports;

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

2. *Adopt* the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), as contained in the annex to the present declaration;

3. *Reiterate* our support for the implementation of the Almaty Programme of Action for the benefit of landlocked and transit developing countries;

4. *Invite* the members and associate members of the Commission, international financing institutions, donor countries, concerned agencies of the United Nations, other relevant international organizations, subregional organizations, and the private sector to participate in and extend financial support to the implementation of the Regional Action Programme;

5. *Request* the Executive Secretary:

(a) To assist regional member and associate member countries in realizing the long-term vision of an international integrated intermodal transport and logistics system, which is needed in order to meet the growing challenges of globalization;

(b) To accord priority to the implementation of phase I (2007-2011) of the Regional Action Programme, including the mobilization and deployment of resources;

(c) To ensure effective coordination with other United Nations and multilateral agencies as well as subregional organizations, including the Association of Southeast Asian Nations, the Economic Cooperation Organization, the Pacific Islands Forum Secretariat, the South Asian Association for Regional Cooperation and the Shanghai Cooperation Organization;

(d) To collaborate effectively with international and regional financing institutions, multilateral and bilateral donors and international organizations and, if necessary, determine other possible innovative sources of financing for the implementation of the Regional Action Programme;

(e) To assess and evaluate the impact of the Regional Action Programme continuously and submit reports with recommendations to the Commission at its sixty-fourth session and subsequent sessions until the end of the Regional Action Programme;

(f) To carry out in 2011 an evaluation of the implementation of phase I of the Regional Action Programme as an important and necessary step in the preparation of phase II (2012-2016).

*Annex*

**DRAFT REGIONAL ACTION PROGRAMME FOR TRANSPORT DEVELOPMENT  
IN ASIA AND THE PACIFIC, 2007-2011**

Over the past decade, ESCAP member countries have benefited substantially from the process of globalization. Many of these successes have been achieved through improved transportation.

The Asian Highway and Trans-Asian Railway networks, formalized through the related intergovernmental agreements,<sup>a, b</sup> are the major building blocks for the realization of an international integrated intermodal transport and logistics system as a long-term vision for the development of the transport sector in order to meet the growing challenges of globalization.

In order to move forward, there is a need to comprehensively address the issues arising and meld together the physical and non-physical infrastructure issues, including road, rail, inland waterways, maritime transport, dry ports, airports, seaports and information and communication technology, as well as the non-physical issues, including multimodal transport operations, customs clearance, banking and other commercial networks, thereby improving infrastructure and cross-border and transit facilitation measures and logistics systems, in the development of an international integrated intermodal transport system.

In the process of doing this, many of the challenges of globalization need to be addressed. Managing these challenges requires a collaborative effort among member countries and the United Nations agencies, intergovernmental organizations, subregional organizations and professional associations involved in transport.

In the implementation of the Regional Action Programme (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific,<sup>c</sup> the ESCAP secretariat has worked closely with (a) several key United Nations agencies, including ECA, ECE, ECLAC, ESCWA, ICAO, ILO, IMO, ITU, UNAIDS, UNCTAD, UNDP, UPU and the World Bank; (b) intergovernmental organizations, including ADB, APT, EBRD, IDB and OSJD; (c) subregional organizations, such as ASEAN, ECO, IGC-TRACECA, the Pacific Islands Forum Secretariat, SAARC, SCO and TRADP; (d) non-governmental organizations, such as IRF, IRU and UIC; and (e) other collaborating institutions, including AITD, CPD, IDI, KMI and KOTI. Further cooperation and coordinated action between ESCAP and these organizations would greatly enhance the prospect of successful implementation of the Regional Action Programme for Transport Development, 2007-2011.

---

<sup>a</sup> See Commission resolution 60/4 of 28 April 2004.

<sup>b</sup> Commission resolution 62/4 of 12 April 2006, annex.

<sup>c</sup> E/ESCAP/1249, chap. IV, annex I.

## **1. POLICY GUIDANCE AT THE MINISTERIAL LEVEL**

Policy direction given by ministers is paramount to the successful development of mutually beneficial regional transport policies and infrastructure in the Asian and Pacific region, to meet common economic and social interests. Given the rapid pace of change in the region and the need for timely policy direction to achieve progress in transport,<sup>d</sup> it may be time for ministers to establish a formal regional mechanism to facilitate close collaboration and more frequent interactions to address these issues.

Establishing a regular meeting or forum of Asian ministers of transport, as exists in Europe, where the Organisation for Economic Cooperation and Development and some member States act as the secretariat of the European Committee of Ministers of Transport, could further assist ESCAP members and associate members in their efforts to cooperate in improving transport in and across the region. The European Committee of Ministers of Transport could prove a useful template in this regard. A similar body, adapted to suit the Asian and Pacific region, could hold meetings every two or three years, possibly with ESCAP acting as its secretariat.

### **1.1 A forum of Asian ministers of transport**

Immediate objective: to promote regional cooperation and policy leadership at the ministerial level for the advancement of transport as a key to regional development

Outputs:

1. Regular scheduled meetings of Asian ministers of transport
2. Ministerial consideration and direction to transport policies in the region

Indicators of achievement:

1. High level of participation in meetings of Asian ministers of transport
2. Documented decisions by transport ministers leading to a greater degree of coordination and consistency between countries on issues of mutual benefit

## **2. TRANSPORT INFRASTRUCTURE DEVELOPMENT**

In order to realize new opportunities of economic and trade development brought by globalization, countries require efficient transport infrastructure and services to access regional and global markets. While much progress has been achieved in the development of regional transport networks, increased coordination among different modes of transport will allow countries to link more efficiently to international production networks and to international markets in the era of globalization.

---

<sup>d</sup> ESCAP meetings of ministers of transport are held at intervals of at least five years.

## **2.1 Promotion and development/upgrading of the Asian Highway**

Immediate objective: to promote the Asian Highway network through coordinated planning for development of national road infrastructure, including upgrading of the network

Outputs:

1. Meetings of the Working Group on the Asian Highway
2. Updated Asian Highway maps and database
3. Investment studies on Asian Highway sections and linkages undertaken in collaboration with member States and investment forums, with the participation of international and regional financing institutions, multilateral and bilateral donors, international organizations and the private sector, for the development and upgrading of the Asian Highway network

Indicators of achievement:

1. Expansion of the Asian Highway network through the addition of new sections and the upgrading of the network by participating countries and by additional countries ratifying/accepting/approving/acceding to the agreement
2. National highway planning recognizing the Asian Highway network as a priority and providing inputs for the regional database
3. Increase in investment to develop and upgrade the Asian Highway network and in the length and capacity of the proportion of the network that meets Asian Highway minimum standards

## **2.2 Promotion, development and operationalization of Trans-Asian Railway**

Immediate objective: to promote the Trans-Asian Railway network for the efficient and sustainable movement of goods and people

Outputs:

1. Meetings of the Working Group on the Trans-Asian Railway Network
2. Cooperation among railway organizations on the Trans-Asian Railway routes and operationalization of rail transport services
3. Updated Trans-Asian Railway maps and the establishment of a database
4. Investment studies on the Trans-Asian Railway sections and linkages, including “missing links”, undertaken in collaboration with member States and investment forums with the participation of international and regional financing institutions, multilateral and bilateral donors, international organizations and the private sector for the development and upgrading of the Trans-Asian Railway network

Indicators of achievement:

1. Countries signing/ratifying/accepting/approving/acceding to the Trans-Asian Railway agreement and participating in the Working Group
2. Number of demonstration runs of container block-trains and international train services operating on Trans-Asian Railway routes
3. Number of countries providing inputs for the regional database
4. Increased investment to develop and upgrade routes of the Trans-Asian Railway network, including construction of missing links

**2.3 Development of intermodal transport infrastructure**

Immediate objective: to promote the development of intermodal transport infrastructure as an integral part of an international integrated intermodal transport system for Asia and a focus for economic and trade development

Outputs:

1. Intermodal studies and forecasts to provide a regional context for national transport planning and regional policy development
2. Policy guidelines for the development of inland container depots and dry ports and information and communication infrastructure for an integrated intermodal transport network
3. Investment forums to establish networks to improve the exchange of information on the business and investment environment, ideas and experiences

Indicators of achievement:

1. Countries participating in undertaking intermodal studies and guidelines
2. National plans reflecting proposals to develop intermodal transport infrastructure
3. Increased financing opportunities being explored by member States, international financing institutions and other stakeholders, including the private sector

**2.4 Integrated approach to transport planning**

Immediate objective: to promote an integrated approach to transport planning for the development of an international integrated intermodal transport system for Asia

Outputs:

1. Joint meetings of the working groups on the Asian Highway and Trans-Asian Railway
2. Capacity-building through seminars, workshops and training activities



Indicators of achievement:

1. Positive response from member countries participating in meetings, with documented exchange of experiences and best practices
2. Countries using outputs from seminars and workshops in the development of national integrated transport strategies and plans

**2.5 Management and maintenance of transport infrastructure**

Immediate objective: to improve national capacities in the management and maintenance of transport infrastructure

Outputs:

1. Publication of guidelines, including examples of regional best practices on the management and maintenance of transport infrastructure
2. Capacity-building through seminars, workshops and training activities

Indicators of achievement:

1. Positive response from member countries and other readers to outputs and inclusion of proposals in national policy statements
2. Countries implementing ESCAP guidelines

**3. TRANSPORT FACILITATION**

The smooth and efficient movement of goods and people across borders in the region requires close collaboration between ministries and agencies and support from all stakeholders, including the private sector. Multilateral legal instruments relating to international transport can provide a mechanism for simplifying and harmonizing the documentation, formalities and procedures of border crossing. While progress is being made in these areas, there is awareness that much could be done to further reduce the delays and costs associated with border crossing in the region.

**3.1 Facilitation coordinating mechanisms**

Immediate objective: to promote collaboration between all stakeholders involved in international transport from the public and private sectors for transport facilitation

Outputs:

1. Guidelines on establishing or strengthening national facilitation coordinating mechanisms refined and published
2. Workshops, seminars and advisory services for establishing or strengthening national facilitation coordinating mechanisms
3. Regional forum for national facilitation coordinating mechanisms

Indicators of achievement:

1. Countries applying the guidelines on national facilitation coordinating mechanisms
2. National facilitation coordinating bodies established or strengthened
3. Exchange of experiences and good practices between national facilitation coordinating bodies documented

**3.2 Legal frameworks for international transport**

Immediate objective: to assist countries in putting in place suitable legal regimes to facilitate international land transport

Outputs:

1. Study on the implementation of Commission resolution 48/11 on road and rail transport modes in relation to facilitation measures and the possible inclusion of additional conventions
2. Workshops, seminars and advisory services on accession to and implementation of major international facilitation conventions
3. Guidelines on the formulation and implementation of agreements for international land transport
4. Meetings, training courses and studies on the formulation and implementation of subregional agreements on the facilitation of international land transport

Indicators of achievement:

1. Adoption of proposals for updating Commission resolution 48/11
2. Increase in the number of countries acceding to major international transport facilitation conventions
3. Countries applying the guidelines on the formulation and implementation of facilitation agreements
4. Countries signing or acceding to subregional facilitation instruments

**3.3 Application of new technologies**

Immediate objective: to promote the simplification/harmonization of border-crossing procedures and documentation for international transport and the application of new technologies, including information and communication technology

Outputs:

1. Study on the impact of new technologies, including information and communication technology, on border controls and international transport

2. Workshops and seminars on application of new technologies to border controls and international transport

Indicators of achievement:

1. Countries applying the findings of the study on the impact of new technologies
2. Countries applying new technologies to border controls and international transport

**3.4 Tools for the identification of bottlenecks and the monitoring of the impact of facilitation measures**

Immediate objective: to assist countries in identifying, isolating and addressing the major bottlenecks impeding smooth and efficient international transport

Outputs:

1. Refinement of facilitation diagnostic and monitoring tools
2. Workshops, seminars and training courses on the application of facilitation diagnostic and monitoring tools

Indicators of achievement:

1. Countries employing the refined facilitation diagnostic and monitoring tools
2. Time and cost analysis of routes and border crossings for international transport undertaken by member countries

**3.5 Transport operator skills upgrading**

Immediate objective: to assist countries in upgrading the capability of professionals for undertaking international land transport

Outputs:

1. Promotion and regional networking of national training centres for international land transport
2. Content of training courses and materials for international land transport recommended
3. Training of trainers courses for international land transport

Indicators of achievement:

1. Centres for international land transport participating in the network
2. Centres applying the recommended training course content and materials
3. Delivery of training courses by national centres

#### **4. TRANSPORT LOGISTICS**

The logistics industry in some ESCAP member countries is at a relatively early stage of development, and there are lessons to be learned from both successful and unsuccessful operations from within and outside the region. These lessons include the practical implementation of logistics, integrated infrastructure and policy development, the removal of impediments, information and communication technology, maximizing the benefits of foreign investment and managing changes in the logistics industry.

The lack of common standards guiding the operation of freight forwarders, multimodal transport operators and logistics service providers impedes their development. It is therefore important that Governments and industry work together to effectively manage the changes that will facilitate improved performance. The development of an efficient national logistics system can be encouraged through the sharing of the knowledge and experiences of the private sector in national, regional and international forums. This, together with appropriate capacity-building programmes, would also lead to improved professionalism and skills within the industry. Research needs to be undertaken on how logistics services can be extended inland through corridors which would create the conditions for the formation of industrial clusters.

##### **4.1 Guidelines for the operation of logistics service providers**

Immediate objective: to create common standards for the operation of logistics service providers and to harmonize the approaches of regional member countries with a view to raising the profile of freight forwarders, multimodal transport operators and logistics services providers as professionals in and an integral part of the transport industry

Outputs:

1. The publication of codes of conduct and minimum standards based on best practices and experience in registration requirements and liability regimes for the operations of freight forwarders, multimodal transport operators and logistics services providers

Indicators of achievement:

1. Countries incorporating aspects of the codes and standards in the rules of their national industry associations and national regulations and legislation

##### **4.2 Development of logistics service centres**

Immediate objective: to promote the development of efficient logistics service centres and clusters throughout the region

Outputs:

1. The publication of research and study findings on corridor development and best practices for the operation of logistics service centres

2. Subregional and regional seminars and workshops, including representatives of the public and private sectors to discuss research findings and to share opinions and experiences

Indicators of achievement:

1. Countries participating in research and contributing information on latest developments and best practices for the development of logistics service centres
2. Countries involving both public and private sector stakeholders when planning the operations of logistics service centres and clusters

#### **4.3 Promoting partnerships and exchange of experiences within the region**

Immediate objective: to create local, subregional, regional and international networks to strengthen the capacity of the logistics services industry to create partnerships, to share experiences and to improve its competitiveness

Outputs:

1. Regional meetings of national freight forwarders, multimodal transport operators, logistics service providers and shipowner associations
2. The sharing of private sector experiences with Governments through meetings and publications

Indicators of achievement:

1. Exchange of experience and best practices are documented, and partnerships are created
2. Issues of common interest are identified in order to be brought to the attention of Governments for consideration

#### **4.4 Capacity-building in logistics**

Immediate objective: to enhance national competencies and skills within the logistics industry through sustainable education programmes that target freight forwarders, multimodal transport operators, logistics service providers and civil servants

Outputs:

1. Familiarization seminars on the role and development of the logistics industry for senior government officials
2. Training of trainers workshops and seminars, with training material developed by the secretariat of ESCAP, to develop national capacities and skills
3. Support provided to Governments for the establishment of national sustainable programmes in multimodal transport and logistics

Indicators of achievement:

1. Government policies reflect awareness of the need of the logistics industry to provide efficient services
2. Local trainers deliver and implement training programmes to enhance national competencies and skills in multimodal transport and logistics
3. Countries establish sustainable training programmes on multimodal transport and logistics

**5. FINANCE AND PRIVATE SECTOR PARTICIPATION**

Most countries of the region are facing shortages of transport infrastructure and services. Available funding from traditional sources falls far short of the investment needs, resulting in a huge investment gap. There is a need to increase available funding from all possible sources, with greater reliance on non-traditional sources, including direct beneficiary payment systems and public-private partnerships.

Immediate objective: to enhance institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships

Outputs:

1. Published guidelines on financing transport infrastructure and services based on good practices from the region
2. Capacity-building activities related to the establishing and strengthening of public-private partnerships and user charging systems as well as the establishment and management of special funds in the transport sector
3. Regional meetings of national public-private partnership units and programmes and networking among them
4. Studies and reports assessing the public-private partnership-readiness of countries

Indicators of achievement:

1. Countries using the guidelines and an increase in financial and other resources for investment in the transport sector
2. Countries establishing and managing special funds and promoting public-private partnerships for transport infrastructure development and maintenance
3. Documented exchange of experience through networking among agencies and institutions responsible for public-private partnerships

4. ESCAP proposals to enhance public-private partnership-readiness reflected in policy statements and actions taken by countries

## **6. SUSTAINABLE TRANSPORT DEVELOPMENT**

Transport is a driver of economic and social development. However, this requires that transport's positive and negative externalities be managed in order to achieve sustainable transport.

Participation of countries in international production networks, supported by transport and communications, arguably has helped to lift more people out of poverty in Asia in the last 30 years than ever before. However, for this process to be expanded to Asian hinterlands and landlocked countries, strategies are needed that incorporate all dimensions of a sustainable transport system using an appropriate mix of policy tools, including integrated assessment and futures-based policy analysis.

Consideration of integrated assessment tools and processes in designing transport policies and programmes can lead to a more positive, comprehensive approach where environmental, social, and poverty issues are clearly seen as a constituent part of economic and transport policy objectives.

Immediate objective: to increase awareness and understanding of alternative policy options for sustainable transport by decision makers

### Outputs:

1. Regular publication of the *Review of Developments in Transport in Asia and the Pacific*, the *Transport and Communications Bulletin for Asia and the Pacific* and ad hoc regional transport policy studies
2. Advisory services, meetings and networking of transport decision makers and advisers on the application of integrated assessment, strategic environmental assessment and related approaches in transport plans, programmes and policies
3. Studies of alternative policy paths ("regional futures") towards sustainable transport

### Indicators of achievement:

1. Positive evaluation of publications, analysis and outputs by countries and other concerned groups
2. Methodologies, policies and intervention measures promoted by ESCAP reflected in national or local policy documents
3. Participation of stakeholders, including research groups and national institutes

## **7. ROAD SAFETY**

More than half of the world's traffic fatalities occur in the ESCAP region. In 2005, approximately 440,000 people were killed and as many as 30 million were injured in accidents on the roads of the ESCAP region. Due to rapid motorization, it is expected that, by 2020, about two thirds

of the world's road deaths (or 610,000 road deaths) will be in the ESCAP region. Against this background, the General Assembly has adopted a series of resolutions<sup>e</sup> that call on member countries, the World Health Organization and the other United Nations regional commissions to address what it called a global road safety crisis.

While some countries have made progress in improving road safety, the overall numbers of road traffic fatalities and injuries continue to increase rapidly in the ESCAP region. Hence, there is a need to step up efforts at the local, national and regional levels in order to stem the "tide" of road accidents.

Immediate objective: to foster better awareness and understanding of road safety issues and potential interventions, and improved international collaboration in Asia and the Pacific

Outputs:

1. Meetings to discuss and set regional road safety goals, targets and indicators as a follow-up to the Ministerial Declaration on Improving Road Safety in Asia and the Pacific
2. Coordination of activities of the United Nations road safety collaboration in the ESCAP region, in line with the relevant General Assembly resolutions
3. Collaborative website and meetings for sharing of road safety resources, good practices, data and accident risk maps of the Asian Highway

Indicators of achievement:

1. Regional goals, targets and indicators being applied by members and associate members
2. Regional member countries providing inputs and feedback regarding the material on the website, including the accident risk maps
3. User feedback

## **8. TRANSPORT AND THE MILLENNIUM DEVELOPMENT GOALS**

Poverty is still a development issue of major concern in the region, with large sections of the population, in both rural and urban areas, lacking access to economic and social opportunities. Transport development that improves access and enhances the inclusion of the poor in the overall development process can be an entry point in poverty alleviation. Consideration of the ways in which transport interventions can contribute to poverty reduction at the policy formulation and programming stages may significantly reduce the costs of pro-poor transport interventions. The Millennium Development Goals provide a unique opportunity to consider transport development within a wider framework of intersectoral collaboration to address poverty reduction and economic and social development.

---

<sup>e</sup> They are resolutions 57/309 of 22 May 2003 and 58/9 of 5 November 2003 on the global road safety crisis and 58/289 of 14 April 2004 and 60/5 of 26 October 2005 on improving global road safety.



Immediate objective: to foster a better understanding of the links among transport interventions, poverty reduction and the achievement of the Millennium Development Goals

Outputs:

1. Seminars and workshops on transport interventions aimed at achieving the Millennium Development Goals; and informational material on regional good practices in Goal-responsive transport development
2. Reviews, analytical and quantitative studies on the links between transport and socio-economic development
3. Dissemination of information on best practices and interventions designed to improve transport connectivity and access

Indicators of achievement:

1. Proposals for Millennium Development Goal-responsive transport interventions included in national policy documents
2. Use of ESCAP promoted methodologies and information/resource materials in support of pro-poor and inclusive transport development
3. Documented exchanges of experiences within the region and instances of technical cooperation between developing countries resulting from activities initiated by the secretariat

. . . . .