



ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

**REPORT OF THE COMMITTEE ON MANAGING GLOBALIZATION
ON ITS FOURTH SESSION, PART I**

Bangkok, 12-14 September 2007

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

1. The Committee stressed the importance of addressing issues related to the landlocked developing countries and transit developing countries, and the need for a coordinated region-wide response.
2. The Committee emphasized the need to reduce barriers to trade flows from and to landlocked developing countries and least developed countries and attached high priority to the implementation of 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. Two delegations noted that the Special Programme for the Economies of Central Asia (SPECA) was an appropriate means of implementing the Programme of Action.
3. The Committee recognized that aid for trade was essential in an era of trade-driven globalization and the need for a regional dimension of such aid. It also recognized the importance of promoting public-private partnerships in that regard. Various delegations supported an active role for the secretariat in that area with a focus on capacity-building, undertaking pilot projects and promoting the exchange of best practices. One delegation expressed support for the recommendations contained in E/ESCAP/CMG(4/I)/2, section IV.
4. The Committee identified accession to the World Trade Organization (WTO), technology transfer for compliance with the WTO Agreement on the Application of Sanitary and Phytosanitary Measures and Agreement on Technical Barriers to Trade, e-commerce, trade-related intellectual property rights and trade facilitation as some of the areas in which developing countries needed assistance and requested the secretariat to address those needs in cooperation with other international organizations. One delegation expressed appreciation for the close interaction between the secretariat and WTO in delivering trade-related technical assistance.
5. One delegation called upon the secretariat to study the link between aid for trade and poverty reduction.
6. Many delegations expressed strong support for the trade facilitation work of the secretariat and the secretariat's initiative with regard to establishing an Asia-Pacific forum on efficient trade as a means of promoting the exchange of experiences through regional cooperation. One delegation, while finding establishment of the forum useful in principle, called for further discussion and elaboration of the proposed initiative.
7. The Committee noted with appreciation the work of the Asia-Pacific Research and Training Network on Trade (ARTNeT), a network implemented by ESCAP in coordination with the United Nations Conference on Trade and Development (UNCTAD), the United Nations Development

Programme (UNDP) and WTO with the financial support of the International Development Research Centre (IDRC) of Canada, which had produced demand-driven research studies and helped to raise the capacity of trade-research institutions. The Committee welcomed the launch of phase II under the Network.

8. One delegation expressed full support of the recommendations contained in E/ESCAP/CMG(4/I)/3, paragraph 50.

9. The Committee agreed that the Asia-Pacific Business Forum had fulfilled a useful role in promoting public-private sector dialogue. One delegation recommended that the theme of the Forum be linked more closely with the main theme of the annual session of the Commission. The delegation requested the secretariat to further clarify possible budget implications for making the Forum a formal part of the session. It also requested the secretariat to prepare a report on the implementation of the recommendations of the Forum, to enable members to better assess its usefulness.

10. The Committee supported the establishment of a forum of Asian ministers of transport, noting the role that it could play in providing strategic guidance for the regional development of transport, improving transport capacity, promoting cooperation, contributing to regional integration and enabling countries to benefit from globalization. It expressed the need for further consultation on the organization and format of the proposed forum of Asian ministers of transport.

11. The Committee requested the secretariat to continue to work towards further development of the Asian Highway and the Trans-Asian Railway networks, the identification and development of intermodal transport corridors and Euro-Asian transport linkages.

12. The Committee recognized that the definition of the two networks and their formalization through the Intergovernmental Agreement on the Asian Highway Network¹ and the Intergovernmental Agreement on the Trans-Asian Railway Network² marked the beginning of a new phase of operationalization of the networks. It acknowledged the beneficial organization of demonstration runs of container block trains along the Northern Corridor of the Trans-Asian Railway and requested the secretariat to continue its work in that area.

13. The Committee recognized that the establishment and operationalization of transport corridors and routes was an effective approach to the realization of an international integrated intermodal transport system. It requested the secretariat to undertake studies of priority transport corridors, taking into consideration existing regional and subregional initiatives and programmes.

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

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

14. Acknowledging the importance of road safety in general and along the Asian Highway in particular, the Committee expressed support for the implementation of the Ministerial Declaration on Improving Road Safety in Asia and the Pacific.³

15. Regarding the perspectives on “managing globalization” as a theme for regional intergovernmental dialogue on trade and investment and transport and tourism, the Committee decided to transmit the comments expressed at the session to the Working Group to Review the Conference Structure of the Commission, of the Advisory Committee of Permanent Representatives and Other Representatives Designated by Members of the Commission (ACPR) for further consideration.

II. PROCEEDINGS OF THE SESSION

A. Cross-cutting issue for managing globalization related to trade and transport: regional preparations for the midterm review of 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

16. The Committee had before it document E/ESCAP/CMG(4/I)/1 on the above subject.

17. The Committee emphasized the need to reduce barriers to trade flows from and to landlocked developing countries and least developed countries and attached high priority to the implementation of the Almaty Programme of Action.⁴ One delegation noted that substantial preparatory work for the midterm review of the Programme of Action would need to be done at the national, subregional and regional levels, using existing regional mechanisms such as ESCAP. In that regard, the delegation highlighted the need to address transit transport, trade and trade procedures facilitation issues in order to lower the time and costs involved in trade transactions as well as reduce tariffs. Two delegations noted that SPECA was an appropriate means of implementing the Programme of Action.

18. The Committee noted the importance of the Almaty Programme of Action to meet the needs of landlocked developing countries in promoting sustainable development and exploring the benefits of globalization. It expressed appreciation for the secretariat’s efforts in the implementation of the Programme of Action.

19. The Committee stressed the importance of addressing issues related to the landlocked developing countries and transit developing countries, and the need for a coordinated region-wide response. The Committee also noted the importance of making further efforts to strengthen regional cooperation in such areas as infrastructure development and trade facilitation.

³ E/ESCAP/63/13, sect. IV.

⁴ 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 (*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).

20. Two delegations expressed support for the midterm review of the Almaty Programme of Action and called for substantive preparation for the review at the regional and subregional levels and at the national level. The Committee noted that the global midterm review, to take place in 2008, would provide the opportunity to refine the implementation process. One delegation stressed the usefulness of sharing the initiatives taken by landlocked and transit developing countries at the national level within the framework of the Programme of Action and the sharing of information and good practices.

21. One delegation expressed support for the proposals contained in document E/ESCAP/CMG(4/I)/1 for the regional preparation of the midterm review, giving priority to transit transport, the development and operation of infrastructure, trade, and simplification of trade documentation and procedures.

22. The Committee noted the ongoing cooperation among the international financial institutes under Central Asian Regional Economic Cooperation (CAREC) and the secretariat's involvement. It requested the secretariat to continue its assistance in the implementation of the Programme of Action in cooperation with other organizations, such as the United Nations Economic Commission for Europe, the Economic Cooperation Organization, WTO, Asia-Pacific Economic Cooperation, the Eurasian Economic Community and CAREC. In that regard, the Committee also noted that the Conference on Prospects for the Development of Trans-Asian and Eurasian Transit Transportation through Central Asia until the Year 2015, being organized by the Organization for Security and Cooperation in Europe, would be held in Dushanbe in October 2007, as part of the preparations for the midterm review of the Almaty Programme of Action. It also noted the convening of the Sixth Ministerial Conference of CAREC in Dushanbe in November 2007. The importance of SPECA in the implementation of the Programme of Action was also noted.

23. The Committee noted that India had taken steps to improve the transit infrastructure from its seaports to the border interchange points with neighbouring landlocked countries.

24. The Asian Institute of Transport Development gave a presentation on trade and transport facilitation.

B. Trade and investment issues

1. Aid for trade and public-private partnerships

25. The Committee had before it document E/ESCAP/CMG(4/I)/2 and Corr.1 on aid for trade and public-private partnerships.

26. The Committee was informed that efforts were under way to further conceptualize and operationalize the concept of aid for trade in a United Nations context with a view to achieving a coherent system-wide approach to the issue.

27. The Committee recognized the need for a regional dimension of aid for trade and the importance of promoting public-private partnerships in that regard. One delegation expressed support for the recommendations contained in section IV, "Issues for consideration by the Committee" of the above document. Various delegations supported an active role for the secretariat in that area with a focus on capacity-building, undertaking pilot projects and promoting the exchange of best practices. One delegation expressed the urgent need for the secretariat to implement capacity-building activities relating to aid for trade, in cooperation with other international organizations. Another delegation expressed appreciation for the close interaction between ESCAP and WTO in delivering trade-related technical assistance.

28. One delegation observed that for aid for trade to be effective, it should be based on consultations with recipient countries and have a clear link with tangible poverty reduction: it called upon the secretariat to study that aspect further. Some delegations called upon the secretariat to implement aid for trade, in cooperation with other international organizations, for the purpose of developing the capacity of developing countries to comply with the stringent technical and sanitary and phytosanitary standards prevailing in developed countries.

29. One delegation, in recognizing the importance of a non-discriminatory multilateral trading system and the role of WTO, called upon the secretariat to continue its technical assistance activities in support of countries acceding to WTO. It further pointed to the need for increasing the effectiveness of foreign direct investment by promoting a stable and predictable policy environment.

30. Many delegations expressed strong support for the trade facilitation work of the secretariat and its initiative with regard to establishing an Asia-Pacific forum on efficient trade as a means of promoting the exchange of experiences through regional cooperation. One delegation, while finding establishment of the forum useful in principle, called for further discussion and elaboration of the proposed initiative.

31. Some delegations called upon the secretariat to provide technical assistance to developing countries of the ESCAP region, especially the landlocked least developed countries, in developing their capacity for e-commerce, and to identify and disseminate best practices and promote regional cooperation with a view to strengthening the capacity of traders to conduct cross-border trade.

32. One delegation requested the secretariat to continue its activities in the area of intellectual property rights through capacity-building and the exchange of experiences and best practices.

33. One delegation, while recognizing the need for a comprehensive approach to aid for trade, expressed concern over the large number of agencies working in that area and recommended a review of the need for the establishment of a regional coordination committee on such aid in the region and the potential role of ESCAP, particularly in the light of the current initiatives of the Asian Development Bank (ADB) in that area.

34. The Committee agreed that trade facilitation was important to promote trade for developing countries and that regional cooperation was required in that respect. One delegation noted that trade facilitation went beyond customs procedures and requested further research on the issue. Particular importance was attached to the promotion of e-commerce (legislation on electronic signature, e-invoices and the prevention of crime related to e-commerce), the harmonization of trade regulations and human resources development in trade facilitation.

35. One delegation observed that cumbersome procedures prevented the effective implementation and use of the Integrated Framework for Trade-related Technical Assistance to Least Developed Countries and that those procedures should be reviewed. The delegation identified restrictive employment procedures as a particular obstacle and observed that countries could address those issues in a forthcoming meeting on the Framework to be convened by UNDP in Cambodia.

36. The Committee noted with appreciation the initiatives of Japan in assisting developing countries in developing their human resources and institutions for trade and its duty and quota-free access for exports from least developed countries.

2. Emerging trade policy challenges and analytical needs of the region

37. The Committee had before it document E/ESCAP/CMG(4/I)/3, on emerging trade policy challenges and analytical needs of the region.

38. The Committee recognized the increasingly complex system of trade governance that was emerging in the region and the need for solid research which would help trade policymakers, particularly trade negotiators, to make informed decisions. As a “one-size-fits-all” model would not work, national approaches complemented by regional cooperation were desirable. In that regard, the Committee noted with appreciation the work of ARTNeT, a Network implemented by ESCAP in coordination with UNCTAD, UNDP and WTO with the financial support of the International Development Research Centre of Canada, which had produced demand-driven research studies and helped to raise the capacity of trade-research institutions. The Committee welcomed the launch of phase II under the Network.

39. One delegation recommended that ARTNeT research include such issues as regional integration and cooperation, trade facilitation, South-South trade and economic cooperation, while another recommended that it undertake a quantitative and qualitative analysis of the impact of regional trade agreements and the development of modalities that would promote their convergence. It further requested the secretariat to undertake a study on the extent to which regional trade agreements diverged or converged with the multilateral trading system.

40. One delegation expressed appreciation for the trade research capacity-building support it received from ARTNeT under phase I, with particular emphasis on trade facilitation.

41. The Committee recommended that ARTNeT address the need for multi-stakeholder dialogues, in particular those involving the private sector and civil society. One delegation pointed out the need for close cooperation among public sector institutions in various countries and between the public sector and the private sector; it expressed its full support for the recommendations contained in paragraph 50 of document E/ESCAP/CMG(4/I)/3.

42. One delegation expressed its opinion that the benefits of globalization accrued mainly to developed countries, and that developing countries, in particular the least developed countries, risked marginalization. The delegation called upon developed countries to address global inequities and imbalances through, inter alia, adopting binding commitments on duty and quota-free access for exports from least developed countries while applying flexible rules of origin and conditions for the temporary movement of unskilled and semi-skilled persons; the exemption of least developed countries from trade remedies such as anti-dumping and countervailing duties; and addressing preference erosion as a result of the implementation of the results of the Doha Round of multilateral trade negotiations.

3. Asia-Pacific Business Forum

43. The Committee had before it document E/ESCAP/CMG(4/I)4, on the Asia-Pacific Business Forum, entitled “Improving policymaking through multi-stakeholder dialogues”.

44. The Committee agreed that the Asia-Pacific Business Forum had fulfilled a useful role in promoting public-private sector dialogue. One delegation recommended that it strengthen its relations with private sector institutions, such as chambers of commerce. The delegation recommended that the theme of the Forum be linked more closely with the main theme of the annual session of the Commission. It supported flexibility with regard to the duration and other organizational aspects of the Forum, provided it would not entail the allocation of any additional resources from the regular budget. The delegation requested the secretariat to further clarify the possible budgetary implications of making the Forum a formal part of the annual session of the Commission. It also requested the secretariat to prepare a report on the implementation of the recommendations of the Forum, to enable members to better assess its usefulness.

45. The Committee noted the intervention from the World Association for Small and Medium Enterprises.

C. Transport and tourism issues

1. Organization and format of a forum of Asian ministers of transport

46. The Committee had before it documents E/ESCAP/CMG(4/I)/5 and E/ESCAP/CMG(4/I)/INF/1 on the organization and format of a forum of Asian ministers of transport.

47. The Committee supported the establishment of a forum of Asian ministers of transport, noting the role that it could play in providing strategic guidance for the regional development of transport,

improving transport capacity, promoting cooperation, contributing to regional integration and enabling countries to benefit from globalization, while also noting the need to avoid duplication of work with existing international organizations, such as the International Civil Aviation Organization and the International Maritime Organization.

48. Building on the positive experiences gained with the Ministerial Conference on Infrastructure, held in Seoul in 2001, and the Ministerial Conference on Transport, held in Busan, Republic of Korea, in 2006, one delegation emphasized the important role the forum could play, as an official body, in the effective implementation of the Busan Declaration on Transport Development in Asia and the Pacific,⁵ including the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011).⁶ It was suggested that the main areas of discussion in the forum should focus on the achievement of the international integrated intermodal transport and logistics system with its main pillars, the Asian Highway network and the Trans-Asian Railway network.

49. With respect to the format and organization of the forum, delegations largely supported the first option proposed in the document.⁷ Two delegations indicated other preferences for some aspects of the organization and format of the forum and proposed that those views be taken into account in the further refinement of the options.

50. One delegation, recognizing that the forum was a useful and necessary official regional mechanism for providing policy direction and enhancing regional cooperation, supported the establishment of a forum of Asian ministers of transport in principle but expressed the need for further consultation on the organization and format of such a forum. It was proposed that further discussion on the forum take place in conjunction with the discussion on the review of the conference structure of the Commission, including its thematic and sectoral priorities as well as subsidiary structure.

51. The Committee welcomed the information provided by the Pacific Islands Forum Secretariat and its offer to share experience with respect to the organization and functioning of meetings of ministers of transport.

52. Representatives of the Asian Institute of Transport Development and the International Road Transport Union welcomed the establishment of the forum, expressing the view that the non-governmental organizations holding consultative status with the United Nations be invited to take part in the activities of the new forum.

2. Towards an international integrated intermodal transport and logistics system for Asia and the Pacific

53. The Committee had before it document E/ESCAP/CMG(4/I)/6 on the above subject.

⁵ See E/ESCAP/63/13, sect. V.

⁶ Ibid., annex.

⁷ E/ESCAP/CMG(4/I)/5, paras. 15-18.

54. The Committee reiterated the importance of the realization of an international integrated intermodal transport and logistics system as envisaged in the Busan Declaration on Transport Development in Asia and the Pacific, adopted by the Ministerial Conference on Transport.⁸ The Committee requested the secretariat to continue to work towards further development of the Asian Highway and the Trans-Asian Railway, identification and development of intermodal transport corridors and Euro-Asian transport linkages. It noted the process under way in the Russian Federation to ratify/approve the Intergovernmental Agreement on the Trans-Asian Railway Network.

55. The Committee supported the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), with the expectation that it would enhance regional cooperation in transport development and contribute to the achievement of the Millennium Development Goals. The Committee supported proposals for the implementation of specific elements of the Regional Action Programme in selected areas, as contained in document E/ESCAP/CMG(4/I)/6 and detailed below.

56. The Committee recognized that the definition of the Asian Highway and Trans-Asian Railway networks and their formalization through the Intergovernmental Agreement on the Asian Highway Network and the Intergovernmental Agreement on the Trans-Asian Railway Network marked the beginning of a new phase of operationalization of the two networks. In that regard, it acknowledged the beneficial organization of demonstration runs of container block trains along the Northern Corridor of the Trans-Asian Railway and requested the secretariat to continue its work in that area.

57. The Committee supported in general the proposal to organize an Asian Highway truck caravan from Tokyo to Istanbul, Turkey. It was suggested that further information on the planned route be evaluated through timely consultations with the countries concerned in the project, to be undertaken within the framework of ACPR.

58. Recognizing the importance of the proposed Asian Highway truck caravan, one delegation highlighted the capacity of the secretariat to implement such a project owing to its successful experience with several demonstration runs of container trains.

59. The Committee welcomed the commitment and willingness expressed by the representative of the International Road Transport Union to work closely with member countries and the secretariat to organize the Asian Highway truck caravan, so that it could reach Istanbul, Turkey, to coincide with the opening of the 31st IRU World Congress on 15 May 2008.

60. The Committee noted that the Member States of the Shanghai Cooperation Organization (SCO), with the assistance of its secretariat, ADB and the ESCAP secretariat, had reached agreement on substantial elements of the intergovernmental agreement of the SCO Member States on facilitation of

⁸ See E/ESCAP/63/13, para. 71. See also Commission resolution 63/9 of 23 May 2007 on the implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport

international road transport. The Committee also noted the desire of the SCO Member States to facilitate international road transport through that agreement and to accelerate the negotiation of the framework agreement and its annexes.

61. Highlighting the importance of professionalism in the logistics industry, one delegation stressed the need for guidelines that could be used as standards to improve the quality of services in the logistics sector of the region. Further, it emphasized the need to expand international cooperation to enhance capacity and improve the competitiveness of the region's logistics sector, through conferences and programmes, with the joint participation of Governments and the private sector.

62. One delegation expressed appreciation for the substantial contribution of the secretariat in assisting Cambodia, the Lao People's Democratic Republic, Myanmar and Viet Nam in capacity-building and the implementation of the ASEAN Framework Agreement on Multimodal Transport of 2005. The delegation requested the secretariat to provide support for the activities of the project planned for the second phase.

63. The Committee recognized that the establishment and operationalization of transport corridors and routes was an effective approach to the realization of an international integrated intermodal transport system. In that regard, it requested the secretariat to undertake studies of priority transport corridors, taking into consideration existing regional and subregional initiatives and programmes.

64. The Committee noted the initiatives of member countries in using the Trans-Asian Railway network to develop intraregional and interregional intermodal freight corridors. In particular, it noted the construction of a rail link between Thailand and the Lao People's Democratic Republic, development of the rail system in India and progress in developing links between Azerbaijan, the Islamic Republic of Iran and the Russian Federation to integrate northern Europe, the Persian Gulf basin and India, using the North-South Corridor.

65. The Committee noted that the development of the Asian Highway network was progressing across the region. In India, about 9,250 kilometres of highway had been programmed for upgrading to four lanes under various phases of the National Highway Development Project, and that was receiving priority attention. The Committee also noted that the Republic of Korea had completed the installation of Asian Highway route signs, in accordance with the provisions of the Intergovernmental Agreement on the Asian Highway Network.

66. The Committee also noted that emphasis was being given in countries to undertake infrastructure projects through public-private partnerships. One delegation informed the Committee that future national highway development projects in the country concerned were to be taken up primarily through such partnerships.

3. Improving road safety on the Asian Highway

67. The Committee had before it document E/ESCAP/CMG(4/I)/7, on improving road safety on the Asian Highway.

68. Acknowledging the importance of road safety in general and along the Asian Highway in particular, the Committee supported implementation of the Ministerial Declaration on Improving Road Safety in Asia and the Pacific. The Committee took note of the various initiatives taken in member countries to improve road safety in line with the goals and targets included in the Ministerial Declaration, which included the establishment of apex bodies to promote road safety, setting up long-term goals and road safety strategies, earmarking funds for national road safety programmes, engineering measures, road safety audits, black-spot improvement programmes, education, road safety campaigns through the various media, driver training, recovery and medical care. One delegation requested the secretariat to work towards developing appropriate models for improving road safety.

69. The Committee noted the positive results from road safety improvements in some of the member countries. The delegation of the Republic of Korea informed the Committee that as a result of the safety initiatives undertaken in that country, the number of fatalities had been reduced by 50 per cent, from 13,000 to 6,000 a year, over the last 10 years. Similarly, it was reported that implementation of the regional road safety programmes in the Russian Federation had resulted in a considerable decrease in the number of accidents and the saving of 1,233 lives.

70. The delegation of Japan informed the Committee that Japan supported the efforts to improve road safety effectively on the basis of actual data, and although the number of fatalities in that country had decreased continuously, Japan would continue to make an effort to improve road safety. Noting with appreciation the long-term assistance of the Government of Japan to the Asian Highway project since its inception, the Committee also welcomed its offer to support the efforts of developing member countries in improving road safety through the sharing of experience, skills and technology.

71. The Committee noted that the Russian Federation was planning to organize an international conference on road safety in Moscow in 2009. Member countries and other development partners were called upon to support that initiative.

D. Programme planning and evaluation

1. Perspectives on “managing globalization” as a theme for regional intergovernmental dialogue on trade and investment and transport and tourism

72. The Committee had before it document E/ESCAP/CMG(4/I)/8 on the above subject.

73. The Committee was invited to review the document and provide its perspectives on the effectiveness of “managing globalization” as a theme for regional intergovernmental dialogue, in terms

of sharing experiences, providing the secretariat with guidance in the implementation of the programme of work and identification of relevant issues for the future work of the secretariat.

74. One delegation expressed the view that the three current thematic areas, including “managing globalization”, were too broad, which was a factor contributing to the poor attendance from capitals at the sessions of the Committee, which in turn led to a lack of dialogue and concrete outcomes. That delegation suggested that, in the context of a revised conference structure, the “trade and investment” and “transport and tourism” areas be considered separately in two independent committees.

75. The Committee decided to transmit the comments expressed at the session to the ACPR Working Group to Review the Conference Structure of the Commission for further consideration.

2. Programme delivery for the biennium 2006-2007 in respect of subprogramme 4, Trade and investment, and subprogramme 5, Transport and tourism

76. The Committee had before it documents E/ESCAP/CMG(4/I)/9 and E/ESCAP/CMG(4/I)/10 on the above subject.

77. The secretariat informed the Committee that the documents highlighted the progress made towards the expected accomplishments and indicators of achievement in the programme of work, as endorsed by the Commission and approved by the General Assembly.

78. One delegation commended the secretariat on its technical assistance and analytical work in trade and investment, which had a positive impact on regional cooperation, in particular, for enhancing participation of the developing countries in the multilateral trade system. It requested the secretariat to continue its analytical and normative work on trade policies, trade and transport facilitation, as well as capacity-building for developing countries, with a view to creating a better environment for promoting trade and investment in Asia and the Pacific.

79. Another delegation highlighted the important role played by ESCAP in the area of trade and investment and recognized the contribution of UNCTAD to facilitating a better understanding of investment matters among developing countries. It requested the secretariat to continue its collaborative work with UNCTAD in that area.

80. A third delegation observed that there was a need to evolve a more structured and systematic involvement of local governments in consultations on trade policy and negotiations. It further observed that there was a need to identify policy adjustments that would ensure that free trade agreements would have a net benefit for the poor, particularly in the agricultural sector.

3 Prioritization and selection of projects for evaluation

81. The Committee had before it document E/ESCAP/CMG(4/I)/11, on prioritization and selection of projects for evaluation.

82. The Committee noted that the secretariat had identified projects for evaluation as part of its continuing efforts to enhance its programmes to support the members and associate members of ESCAP.

**4. Priority areas for the proposed programme of work for the biennium 2010-2011
in respect of the subprogrammes on trade and investment and
transport and tourism**

83. The Committee was invited to review recent mandates as input into the deliberations on priority areas for the proposed programme of work for the biennium 2010-2011 in respect of the subprogrammes on trade and investment and transport and tourism, and to incorporate those factors while participating in the ongoing review of the conference structure of the Commission.

**E. Consideration of draft resolutions and decisions for submission
to the Commission at its sixty-fourth session**

84. The Committee was informed of requests made at the sixty-second and sixty-third sessions of the Commission on the need for more inclusive consultations among the Governments of members in the preparation of draft resolutions for submission to the Commission for consideration. An agenda item had, therefore, been included in all thematic Committees to provide a forum for discussion and review of ideas to be considered for incorporation into draft resolutions for further review by the Commission.

F. Other matters

85. During the fourth session of the Committee on Managing Globalization, Part I, the second phase of ARTNeT was launched and a breakout session on public-private partnerships for infrastructure development was convened.

G. Adoption of the report

86. The Committee adopted the report on part I of its fourth session on 14 September 2007.

III. ORGANIZATION OF THE SESSION

A. Opening, duration and organization of the session

87. The fourth session of the Committee on Managing Globalization, Part I, was held in Bangkok from 12 to 14 September 2007.

88. In his opening statement, the Deputy Executive Secretary highlighted the importance of the implementation of the Almaty Programme of Action in assisting landlocked and transit developing countries. He called upon the Committee to review the regional activities and preparations for the midterm review of the Programme of Action.

89. The Deputy Executive Secretary outlined some of the secretariat's initiatives related to managing globalization. In the area of trade and investment, he pointed out the importance of aid for

trade and the need for increased and more intensive research in trade issues which responded to the needs of policymakers, and said that the active involvement of the business sector was essential. With regard to transport and tourism, he went over the proposed establishment of a forum of Asian ministers of transport, initiatives to promote the development of an international integrated intermodal transport and logistics system, and road safety issues.

90. In the light of Commission resolution 63/3 of 23 May 2007 on the review of the conference structure of the Commission, the Deputy Executive Secretary called upon the Committee to review its functioning and provide views on whether or not the theme of “managing globalization” was appropriate for denoting regional intergovernmental dialogue on trade and investment and transport and tourism.

91. The Deputy Executive Secretary reaffirmed the commitment of ESCAP to work constructively with agencies from within and outside the United Nations system in order to assist member countries in managing globalization effectively.

92. In his opening address, the Minister of Transport, Government of Thailand, stated that globalization required careful management if its benefits were to be realized and the costs minimized. In that regard, he informed the Committee that the Tenth National Economic and Social Development Plan, 2007-2011 of Thailand integrated the three components of moderation, reasonableness and self-immunity contained in the principle of the “sufficiency economy” as a guideline for both its conceptual framework and action plans.

93. Thailand, as an active participant in the Doha Round of multilateral trade negotiations under WTO, continued to pursue an active trade policy at both the multilateral and regional levels.

94. The Minister highlighted the position of Thailand as a potential regional hub and reviewed the initiatives that had been taken to strengthen its transport infrastructure and facilities to provide improved links with the countries of the region for land, air and sea transport.

95. In closing, the Minister expressed appreciation to the secretariat for its significant contribution in promoting and facilitating the smooth movement of goods and people within the region and between it and other regions, through the Asian Highway and Trans-Asian Railway networks and intermodal transport.

B. Attendance

96. The session was attended by the following members and associate members of ESCAP: Australia, Bangladesh, Cambodia, China, Democratic People’s Republic of Korea, France, India, Indonesia, Iran (Islamic Republic of), Japan, Kazakhstan, Lao People’s Democratic Republic, Nepal, Philippines, Republic of Korea, Russian Federation, Thailand, Turkey, United States of America, Viet Nam, and Macao, China.

97. Representatives of Austria and Finland attended the session in accordance with paragraph 9 of the terms of reference of the Commission.

98. The following United Nations bodies and specialized agencies were represented: United Nations Development Programme, United Nations Environment Programme, World Bank, Universal Postal Union and United Nations Industrial Development Organization.

99. The following intergovernmental organizations, non-governmental organizations and other entities attended: ASEAN Ports Association, Asia-Pacific Telecommunity, Asian Institute of Transport Development, Federation of ASEAN Shipowners' Associations, Global Infrastructure Fund Research Foundation of Japan, International Development Research Centre, International Road Transport Union, Islamic Development Bank, Japan International Cooperation Agency, Organisation for Economic Cooperation and Development, Pacific Islands Forum Secretariat and World Association for Small and Medium Enterprises.

C. Election of officers

100. The Committee elected H.E. Mr. Mao Thora (Cambodia) Chairperson, Mr. Asianto Sinambela (Indonesia) and Mr. Jiro Usui (Japan) Vice-Chairpersons, and Mr. Sudip Chaudhury (India) Rapporteur.

D. Agenda

101. The Committee adopted the following agenda as contained in document E/ESCAP/CMG(4/I)/L.1, with a minor adjustment proposed by the secretariat:

1. Opening of the session.
2. Election of officers.
3. Adoption of the agenda.
4. Cross-cutting issue for managing globalization related to trade and transport: regional preparations for the midterm review of 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.
5. Trade and investment issues:
 - (a) Aid for trade and public-private partnerships;
 - (b) Emerging trade policy challenges and analytical needs of the region;
 - (c) The Asia-Pacific Business Forum.
6. Transport and tourism issues:
 - (a) Organization and format of a forum of Asian ministers of transport;
 - (b) Towards an international integrated intermodal transport and logistics system for Asia and the Pacific;
 - (c) Improving road safety on the Asian Highway.
7. Programme planning and evaluation:

- (a) Perspectives on “managing globalization” as a theme for regional intergovernmental dialogue on trade and investment and transport and tourism;
 - (b) Programme delivery for the biennium 2006-2007 in respect of subprogramme 4, Trade and investment, and subprogramme 5, Transport and tourism;
 - (c) Prioritization and selection of projects for evaluation;
 - (d) Priority areas for the proposed programme of work for the biennium 2010-2011 in respect of the subprogrammes on trade and investment and transport and tourism.
8. Consideration of draft resolutions and decisions for submission to the Commission at its sixty-fourth session.
9. Other matters.
10. Adoption of the report.

Annex

LIST OF DOCUMENTS

<i>Symbol</i>	<i>Title</i>	<i>Agenda item</i>
E/ESCAP/CMG(4/I)/L.1	Provisional agenda	3
E/ESCAP/CMG(4/I)/L.2	Annotated provisional agenda	3
E/ESCAP/CMG(4/I)/1	Cross-cutting issue for managing globalization related to trade and transport: regional preparations for the midterm review of 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	4
E/ESCAP/CMG(4/I)/2 and Corr.1	Aid for trade and public-private partnerships	5 (a)
E/ESCAP/CMG(4/I)/3	Emerging trade policy challenges and analytical needs of the region	5 (b)
E/ESCAP/CMG(4/I)/4	The Asia-Pacific Business Forum: improving policymaking through multi-stakeholder dialogues	5 (c)
E/ESCAP/CMG(4/I)/5	Organization and format of a forum of Asian ministers of transport	6 (a)
E/ESCAP/CMG(4/I)/6	Towards an international integrated intermodal transport and logistics system for Asia and the Pacific	6 (b)
E/ESCAP/CMG(4/I)/7	Improving road safety on the Asian Highway	6 (c)
E/ESCAP/CMG(4/I)/8	Perspectives on “managing globalization” as a theme for regional intergovernmental dialogue on trade and investment and transport and tourism	7 (a)
E/ESCAP/CMG(4/I)/9	Programme delivery for the biennium 2006-2007 in respect of subprogramme 4, Trade and investment	7 (b)
E/ESCAP/CMG(4/I)/10	Programme delivery for the biennium 2006-2007 in respect of subprogramme 5, Transport and tourism	7 (b)
E/ESCAP/CMG(4/I)/11	Prioritization and selection of projects for evaluation	7 (c)
E/ESCAP/CMG(4/I)/INF/1	Organization and format of a forum of Asian ministers of transport	6 (a)

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