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Committee on Managing Globalization

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**PROGRAMME PLANNING AND EVALUATION: PROGRAMME DELIVERY FOR
THE BIENNIUM 2006-2007 IN RESPECT OF SUBPROGRAMME 4, TRADE AND
INVESTMENT, AND SUBPROGRAMME 5, TRANSPORT AND TOURISM**

(Item 7 (b) of the provisional agenda)

**PROGRAMME DELIVERY FOR THE BIENNIUM 2006-2007 IN RESPECT
SUBPROGRAMME 5, TRANSPORT AND TOURISM***

Note by the secretariat

SUMMARY

The document describes the progress made in the implementation of the programme of work for the biennium 2006-2007 in respect of subprogramme subprogramme 5, Transport and tourism.

The Committee is invited to review the programme delivery status and provide the secretariat with guidance for the future development of the subprogramme.

* Issued without editing owing to late submission.

Introduction

1. After the introduction of the new reporting format by United Nations Headquarters in 2003, new methodologies for monitoring the biennial programme of work were adopted. Regular and standardized reporting is now required every six months, to include measurable outputs for demonstrating the implementation of the programme of work, as follows:

(a) Establishment of baselines for indicators of achievement at the beginning of the biennium;

(b) Regular data collection with respect to the indicators of achievement to measure the progress achieved against the baselines. (This includes feedback and evidence from the end-users of the secretariat's products and services to substantiate the results achieved during the biennium.);

(c) Regular monitoring of progress towards achieving results in the programme of work;

(d) Identification of lessons learned and areas needing improvement, for future programme planning;

(e) Formulation of the highlights of results for each programme in the form of an "Accomplishment Account" to reflect the salient programme achievements in the biennium.

2. In this respect, each subprogramme is required to submit an Accomplishment Account using data collected at the Expected Accomplishment level, including statistical data and other relevant information, measured against the Indicators of Achievement.

3. The Committee is invited to review the progress made so far in the implementation of programme of work in respect of subprogramme 5, Transport and tourism, as embodied in the Accomplishment Account as currently reported to United Nations Headquarters, and provide the secretariat with guidance for the future development of the subprogramme.

**PROGRESS MADE IN THE IMPLEMENTATION OF THE PROGRAMME OF
WORK FOR THE BIENNIUM 2006-2007 IN RESPECT OF SUBPROGRAMME
SUBPROGRAMME 5, TRANSPORT AND TOURISM**

4. The following table is extracted from the programme of work for the biennium 2006-2007 as approved by the Commission at its sixty-first session and subsequently by the General Assembly at the sixtieth session held in 2005:

Objective: To improve the movement of goods and people and to strengthen the role of tourism in economic and social development.

Expected Accomplishment	Indicators of Achievement
(a) Strengthened national capacities to formulate policies on, and to implement initiatives for, improving logistics efficiency and enhancing participation in regional and subregional agreements relating to transport and tourism infrastructure and facilitation	<p>(a) (i) Increased number of national policy decisions and position papers that reflect ESCAP-promoted programmes.</p> <p>(a) (ii) Increased number of countries and organizations using ESCAP methodology to measure reductions in the time and cost of transport, in particular to landlocked countries and through transit countries.</p> <p>(a) (iii) Increased number of countries participating in regional and subregional agreements.</p>
(b) Increased national capacities to develop and implement policies and programmes to promote transport and tourism as an entry point for poverty reduction	(b) Increased number of national officials taking measures to develop and implement policy papers and programmes in the transport and tourism sectors that reflect ESCAP-promoted programmes and initiatives to reduce poverty.

5. Presented below is the 18-month report reflecting the Accomplishment Accounts for the subprogramme.

PROGRAMME OF WORK, 2006-2007 - Accomplishment (a)

(Accomplishment Accounts for 2006-2007 with the most recent progress achieved in attaining the desired results)

Expected Accomplishment	(a) Strengthened national capacity to formulate policies on and implement initiatives for improving the efficiency of logistics and enhancing participation in regional and subregional agreements relating to transport and tourism infrastructure and facilitation.
<i>Indicator of achievement</i>	(a)(i) Increased number of national policy decisions and position papers that reflect ESCAP-promoted programmes
1. Setting:	Over the last few decades, many countries in the Asia and Pacific region have experienced substantial growth in output, trade and investment. This growth is largely attributed to the “globalization process”. Two of the principal driving forces behind this process have been developments in transport and communications, which have in turn supported international production networks and provided the opportunity for increased international tourism.
2. End-Users:	Policy-makers in ministries of transport, railways, finance and foreign relations; logistics and freight forwarders associations.
3. Intermediaries:	ESCAP will work closely with other United Nations and multilateral agencies as well as subregional organizations.
4. Challenge:	<p>Much of the growth in economies of the region has occurred in coastal areas that have well-developed regional and interregional maritime transport linkages. The principal challenge in the transport sector is to develop an international integrated intermodal network that provides access to landlocked countries and wider domestic hinterlands as well as the potential for inland intermodal transfer points (or “dry ports”) to become centers for economic development (in a similar manner to their maritime equivalents – seaports).</p> <p>The major challenges in the tourism sector are reflected in the five theme areas of the Commission’s Regional Action Programme for Sustainable Tourism Development, namely: enhancing the role of tourism in socio-economic development and poverty reduction; facilitation of travel and development of other tourism-related infrastructure; socio-cultural and environmental management of tourism; crisis and risk management in tourism; and human resources development in the tourism sector through regional networking.</p>

5. Events/Actions:	Ministerial Conference on Transport convened in Busan, Republic of Korea, 10-11 November 2006
	The Commission adopted resolution 62/3: Implementation of the Plan of Action for Sustainable Tourism Development in Asia and the Pacific, phase II (2006-2012) and the Regional Action Programme for Sustainable Tourism Development. This resolution embodied the outcome of the High-level Intergovernmental Meeting on Sustainable Tourism Development, held in Bali, Indonesia, in December 2005, which adopted the Bali Declaration on Sustainable Development and the Plan of Action for Sustainable Tourism Development in Asia and the Pacific (PASTA), phase II (2006-2012) including its Regional Action Programme for Sustainable Tourism Development (2006-2012).
Results:	Highlights of the Ministerial Conference on Transport included: (a) Ministerial Declaration on Improving Road Safety in Asia and the Pacific; (b) Busan Declaration on Transport Development in Asia and the Pacific, including the Regional Action Programme for Transport Development in Asia and the Pacific, 2007-2011. Subsequently, the contents of the Ministerial declarations of Busan were approved by the Commission through Commission resolution 63/9 of 23 May 2007 on "Implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011)". Country reports submitted by member states to the ESCAP Secretariat (e.g., on the Asian Highway development, road safety, as well as on public-private partnerships for infrastructure development) and statements made by delegates in various ESCAP meetings indicated that a number of countries had already started to address the aforementioned Declarations, see for example the documentation for the Regional Workshop on Upgrading of the Asian Highway Priority Routes (19-21 June 2007) and the Expert Group Meeting on Improving Road Safety on the Asian Highway (21-22 June 2007).
	PASTA phase II (2006-2012) represents a set of policies and actions to be undertaken principally at the national level. At the Committee on Managing Globalization, Bangkok, 12-14 September 2006, eight countries reported on significant activities and initiatives that they had undertaken within PASTA (E/ESCAP/CMG(3/I)/Rep, paras. 48-54).
Learning:	

Expected Accomplishment	(a) Strengthened national capacity to formulate policies on and implement initiatives for improving the efficiency of logistics and enhancing participation in regional and subregional agreements relating to transport and tourism infrastructure and facilitation
<i>Indicator of achievement</i>	(a)(ii) Increased number of countries and organizations using ESCAP methodology to measure reductions in the time and cost of transport, in particular to landlocked countries and through transit countries
1. Setting:	The entry into force of the Intergovernmental Agreement on the Asian Highway Network and the signing ceremony for the Intergovernmental Agreement on the Trans-Asian Railway Network provide a sound basis for the development of an international integrated intermodal transport system. They do however only formalize the road and rail infrastructure systems; much needs to be done to operationalize the system. Currently there are “a small number of “missing links” and when there are intercountry movements of goods, vehicles and people, there are considerable delays at border-crossing and in transiting countries.
2. End-Users:	Policy-makers in ministries of transport, railways, finance and foreign relations; logistics and freight forwarders associations.
3. Intermediaries:	ESCAP will work closely with other United Nations and multilateral agencies as well as subregional organizations.
4. Challenge:	The central challenge is to improve efficiency and reduce the cost of intra and interregional transport logistics services. This challenge is especially important for landlocked and transit countries. In this respect, landlocked countries are becoming “landlinking” and transit countries with maritime coastlines are looking towards transit opportunities through landlocked neighbours to third markets.
5. Events/Actions:	During 2006, the secretariat has undertaken desk research and conducted workshops that use and promote the “time/cost methodology” as a tool to identify and highlight inefficiencies in the international logistics system. These have included:
	The interdivisional project “Institutional capacity-building for facilitation of international trade and transport in the landlocked and transit countries” under which the secretariat organized; (a) national workshop and advisory services on trade and transport facilitation

	<p>(Ulaanbaatar, 17-19 April 2006) and undertook a fact-finding mission on border-crossing facilities and formalities; (b) national workshops-cum-advisory services on the facilitation of interregional transport along Euro-Asian transport linkages (Baku, Azerbaijan, 11-12 May 2006) and Tbilisi, Georgia, 15-16 May 2006); (c) national workshops-cum-advisory services on trade and transport facilitation (Astana, 24-26 July 2006); (d) Expert group meeting on evaluation study on legal regimes for transport facilitation (Bangkok, 26-27 October 2006); (e) Second regional meeting on trade and transport facilitation for landlocked and transit countries (Bangkok, 30 October-1 November 2006).</p>
	<p>The project "Logistics Planning Models for Enterprises and Logistics Cluster" under which the secretariat (1) conducted desk research; (2) organized: (a) Expert group meeting on logistics services centres and cluster development (Bangkok, 7-8 December 2006); (b) UNESCAP/UNCTAD Third Cluster Development Meeting on Transport Facilitation (Nong Khai, Thailand, 3-4 May 2007); (c) UNESCAP Meeting of Executives of National Freight Forwarders and Logistics Association and UNESCAP Regional Forum of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers (Bangkok, 20-22 June 2007); and (3) preparing a publication on logistics planning models for enterprises and logistics clusters.</p>
	<p>11th session of the SPECA Project Working Group on Transport and Border Crossing (Almaty, 29-30 March 2006); and 12th session of the SPECA Project Working Group-Transport and Border Crossing (Dushanbe, 13-14 March 2007).</p>
Results:	<p>Under the interdivisional project "Institutional Capacity Building for Facilitation of International Trade and Transport in Landlocked and Transit Countries", the following countries have completed or are in the process of applying the model: Lao, PDR; Mongolia; Kazakhstan; Kyrgyzstan; Tajikistan and Thailand. Under the SPECA programme, data for the time/cost model has been supplied for Kyrgyzstan and by USAID for routes in SPECA countries. The Kazakh institute NIITK has also applied the model for studies in the projects "Identification and Analysis of Routes in the TRACECA Transport Corridor" and "Routes from the SPECA Countries to the Port of Bandar Abbas (Islamic</p>

	<p>Republic of Iran)". Mongolia used ESCAP methodology for analysis of international routes of importance to Mongolia (Brest-Ulaanbaatar, Port of Tianjin-Ulaanbaatar and Port of Nakhodka-Ulaanbaatar) under the joint UNESCAP-OSJD project "Operationalization of Euro-Asian Rail Routes with Particular Reference to Landlocked Countries in Asia and the Caucasus (Phase I)".</p> <p>The present reporting period saw a major revision of the UNESCAP "Time/Cost-Distance Methodology". Firstly, the model itself and the templates for the users were revised to increase ease of use and to respond to the feedback of countries that already used the UNESCAP methodology. The updated UNESCAP "Time/Cost-Distance Methodology" allows for improved analysis of time and cost of transport, especially a detailed analysis of activities in terms of time and cost at stops (e.g. border crossings). Secondly, detailed user manuals that accompany the model were developed, so that the countries can build their capacities to use UNESCAP methodologies more independently. The revised UNESCAP "Time/Cost-Distance Methodology" and the additional user guides were combined into a tool kit, which was distributed to countries participating under the UN Development Account Project "Capacity-building in developing interregional land and land-cum-sea transport linkages" and agreeing to apply the model (Afghanistan, Armenia, Azerbaijan, China, Iran, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Turkmenistan and Uzbekistan). In addition the tool kit was shared with organizations (IRU, ADB).</p>
Learning:	

Expected Accomplishment	(a) Strengthened national capacity to formulate policies on and implement initiatives for improving the efficiency of logistics and enhancing participation in regional and subregional agreements relating to transport and tourism infrastructure and facilitation
<i>Indicator of achievement</i>	(a)(iii) Increased number of countries participating in regional and subregional agreements
1. Setting:	With the exception of Central Asia, intercountry transport networks in Asia tend to be oriented towards each country's seaports and maritime transport. As a result intercountry land transport flows of goods tend to be relatively small and routing of goods tends to be circuitous.
2. End-Users:	Policy-makers in ministries of transport, railways, finance and foreign relations; logistics and freight forwarders associations.
3. Intermediaries:	ESCAP will work closely with other United Nations and multilateral agencies as well as subregional organizations.
4. Challenge:	Logistics systems are networks, consisting of physical and nonphysical links and nodes. As such, the efficiency of any individual link or node affects the efficiency of the system as a whole. Further, a logistics system consists of sub-networks including transport, communications, banking, customs authorities, freight forwarding etc: these networks need to be melded and meshed together in order to provide efficient logistics services. The central challenge is to build and meld these networks. Formalization, completing "missing links" and upgrading of the Asian Highway and Trans-Asian Railway Networks is a major component of this process.
5. Events/Actions:	Entry into force, on 4 July 2005, of Intergovernmental Agreement on the Asian Highway Network Agreement.
	The signing ceremony for the Intergovernmental Agreement on the Trans-Asian Railway Network was held during the Ministerial Conference on Transport, Busan, Republic of Korea, 10-11 November 2006.
Results:	Five additional countries ratified or approved the Intergovernmental Agreement on the Asian Highway Network Agreement in 2006 (Afghanistan, India, Kyrgyzstan, Tajikistan and Thailand). This brought the total to 28 signatories and 20 accessions, ratifications or approvals.

	<p>Eighteen member States signed the Intergovernmental Agreement on the Trans-Asian Railway Network during the Ministerial Conference on Transport, Busan, Republic of Korea, 10-11 November 2006. To date, nineteen countries have signed the Agreement, and one country (Cambodia) has “accepted” the Agreement (see <http://untreaty.un.org/ENGLISH/bible/englishinternetbible/partI/chapterXI/subchapC/treaty5.asp>).</p>
Learning:	

PROGRAMME OF WORK, 2006-2007 – Accomplishment (b)

(Accomplishment Accounts for 2006-2007 with the most recent progress achieved in attaining the desired results)

Expected Accomplishment	(b) Increased national capacity to develop and implement policies and programmes to promote transport and tourism as an entry point for poverty reduction
<i>Indicator of achievement</i>	<i>(b) Increased number of national officials taking measures to develop and implement policy papers and programmes in the transport and tourism sectors that reflect ESCAP-promoted programmes and initiatives to reduce poverty</i>
1. Setting:	<p>The decade prior to the turn of the millennium was one where increasing emphasis and recognition was placed upon poverty reduction, the distribution of income and participation of relevant stakeholders in the mainstream of economic activities. At the global level this culminated in the United Nations Millennium Declaration and the associated Millennium Development Goals (MDGs).</p> <p>Surprisingly, there is little mention of how development of transport, logistics and tourism could contribute towards achieving the MDGs. Consequently there was a danger that the role of transport and logistics interventions in poverty reduction was neglected by omission. In a paper submitted to the Meeting of Senior Government Officials in preparation for the Ministerial Conference on Transport, 6-8 November 2006, Busan, Republic of Korea on “Transport and the Millennium Development Goals” (E/ESCAP/MCT/SGO/7) the secretariat went through each of the eight Goals and highlighted the contribution that transport could make to their achievement. In its conclusion it effectively inverted the question “what is the contribution of transport to the achievement of the MDGs?” and asked “can the MDGs be achieved without transport interventions?”.</p> <p>For the tourism sector there is also considerable potential for sectoral interventions to contribute towards the achievement of the Millennium Development Goals.</p>
2. End-Users:	Policy-makers in ministries of transport, railways, finance and foreign relations; logistics and freight forwarders associations.

3. Intermediaries:	ESCAP will work closely with other United Nations and multilateral agencies as well as subregional organizations.
4. Challenge:	While the importance of micro, meso and macro-level interventions are being increasingly recognized, the transmission mechanisms by which they reach the poor and the supportive interventions and policy measures necessary to increase the effectiveness of the interventions are less well understood.
5. Events/Actions:	The Regional Action Programme for Transport Development in Asia and the Pacific, 2007-2011 adopted at the Ministerial Conference on Transport, Busan, 10-11 November 2006 has eight theme areas, the eighth of which is "Transport and the Millennium Development Goals".
	The objective of the Plan of Action for Sustainable Tourism Development in Asia and the Pacific, phase II (2006-2012) is to foster the sound and sustainable development of tourism and enhance its contribution to socio-economic development and poverty reduction, including the Millennium Development Goals. The first of five themes of the Plan is "Enhancing the Role of Tourism in Socio-economic Development and Poverty Reduction".
Results:	It is anticipated that countries will be reporting activities under Theme 8 (Transport and the Millennium Development Goals) of the Regional Action Programme for Transport Development in Asia and the Pacific, 2007-2011 at legislative and other meetings during 2007.
	Under Theme 5 of PASTA (Enhancing the Role of Tourism in Socio-economic Development and Poverty Reduction), a number of countries reported activities at the Committee on Managing Globalization, Bangkok, 12-14 September 2006 including: (i) the implementation of a number of pro-poor community-based tourism initiatives; (b) the establishment of theme-based tourism zones; (iii) the implementation of awareness campaigns for indigenous people, women and disadvantaged groups to share in the benefits of tourism; (iv) the promotion of products from local communities within the framework of the "One Village One Product" projects.
Learning:	