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**ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC**

**REPORT OF THE MINISTERIAL CONFERENCE ON TRANSPORT**

**Busan, Republic of Korea, 10-11 November 2006**

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

1. The Conference considered that the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific (NDAP) was an important long-term regional transport development strategy, which was endorsed by ministers to facilitate international trade and tourism, as well as to help member and associate member countries to meet other challenges in the region.
2. The Conference recalled that the long-term vision of an international integrated intermodal transport system in Asia and the Pacific had been recognized by the Ministerial Conference on infrastructure (2001) in the Seoul Declaration and its Regional Action Programme for phase II (2002-2006) of the New Delhi Plan of Action. The Conference considered that the development of logistics was an important additional element that needed to be integrated into the vision; that was all the more important in the face of the new and emerging challenges of globalization.
3. Given the rapid change of economic environment in the region and the need for timely direction to achieve the progress needed in the transport sector, the Conference strongly supported the establishment of a forum of Asian ministers of transport as a formal regional mechanism to facilitate close collaboration and more frequent interaction to address the emerging issues.
4. The Conference adopted the Ministerial Declaration on Improving Road Safety in Asia and the Pacific by acclamation. The Declaration appears as chapter IV of the report.
5. The Conference adopted the Busan Declaration on Transport Development in Asia and the Pacific, including the Regional Action Programme for phase I (2007-2011) by acclamation. The Declaration appears as chapter V of the report and the Regional Action Programme is annexed thereto.

## **II. DELIBERATIONS AT THE MINISTERIAL CONFERENCE ON TRANSPORT**

### **A. Policy debate on issues pertaining to transport development in Asia and the Pacific**

(Item 4 of the agenda)

6. The policy statement of the Executive Secretary of ESCAP observed that improved transport had contributed substantially to enabling member States to benefit from the process of globalization. By facilitating more equitable access to, and distribution of, resources and opportunities, transport helped to reduce disparities, which was at the heart of the Millennium Development Goals (MDGs). As globalization intensified, pressures on the region's transport infrastructure would continue to grow. Consequently, it was imperative to sustain the momentum of transport development and bring together physical infrastructure networks, including roads, railways, inland waterways, maritime transportation, dry ports, airports, seaports and promote ICT linkages. It was also necessary to build

non-physical networks, such as multimodal transport operations, Customs clearance, banking and other commercial services.

7. The Executive Secretary noted that the proposed establishment of a forum of Asian transport ministers would help establish high-level consultations on a more regular basis. The Busan Declaration on Transport Development in Asia and the Pacific proposed for adoption by the Ministerial Conference, including the Regional Action Programme for phase I (2007-2011) would, in particular, focus assistance on the development of an international integrated intermodal transport and logistics system in the overall framework of sustainable development.

8. The Conference considered that the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific (NDAP) had served as an important long-term regional transport development strategy endorsed by ministers to facilitate international trade and tourism, as well as to help member and associate member countries to meet other challenges in the region.

9. The Conference recalled that the long-term vision of an international integrated intermodal transport system in Asia and the Pacific had been recognized by the Ministerial Conference on Infrastructure (2001) in the Seoul Declaration and its Regional Action Programme for Phase II (2002-2006) of the New Delhi Plan of Action. The Conference identified the development of logistics as an important additional element to be integrated into the vision to meet the new challenges of globalization.

10. Given the rapid change of the region's economic environment and the need for timely direction to achieve the progress needed in transport, the Conference strongly supported the establishment of a forum of Asian ministers of transport as a formal regional mechanism to facilitate close collaboration and more frequent interaction in order to address emerging issues. The secretariat was requested to undertake a detailed study on the organization and format of the forum to be considered at the intergovernmental level.

11. In view of the different nature of transport issues faced by Pacific island developing countries, it was proposed that consideration be given to the establishment of a cooperative mechanism in which transport ministers of the Pacific countries could exchange experiences, and that this matter should be considered with Pacific regional organizations, including the Pacific Islands Forum Secretariat and the secretariat of the South Pacific Community.

12. The Conference noted that the Asian Highway and Trans-Asian Railway networks constituted two important building blocks to realize the vision of developing intermodal interfaces, such as dry ports providing intermodal connections to maritime transport and sea ports. In this regard, the Conference welcomed the entry into force of the Intergovernmental Agreement on the Asian Highway Network on 4 July 2005 and the signing of the Intergovernmental Agreement on the Trans-Asian Railway Network by 18 member States on 10 November 2006.

13. The Conference noted with satisfaction that member countries had given high priority to the implementation of various national programmes in line with Regional Action Plan phase II of the New Delhi Action Plan, including important projects to improve and upgrade the Asian Highway and Trans-Asian Railway networks. In this regard, the Conference noted the progress in upgrading roads to meet the standards in accordance with the Intergovernmental Agreement on the Asian Highway Network.

14. The Conference welcomed the commitments of member States to further develop and enhance seamless intermodal transport in the Asia-Pacific region through implementation of relevant medium- and long-term national master plans.

15. The Conference emphasized the crucial and leading role played by transport in economic and social development, as well as its role in strengthening economic links between different countries. In that regard, the Conference highlighted the importance of regional cooperation in meeting transport infrastructure development challenges among member countries, as well as the involvement of the United Nations and other international agencies, intergovernmental organizations and subregional organizations in meeting those challenges.

16. The Conference recognized the special needs of landlocked developing countries and small island developing States in the region arising from their geographical constraints. The Conference noted some examples of the close collaboration that existed between landlocked and neighbouring transit countries, including joint implementation of transport projects. The Conference further noted that these landlocked and island countries were also lacking financial resources and human capacity for the development of the transport sector.

17. The Conference noted that transport integration between countries with similar interests could be promoted through a corridor-based approach that could address weaknesses in the transport chain and make them more efficient. The Conference requested the secretariat to conduct such studies in the period from 2007 and 2011.

18. Considering the importance of North-South corridor linking northern Europe with the Persian Gulf, the Conference requested the secretariat to prepare a plan to identify physical and non-physical barriers along with measures to remove them and invited all stakeholders to contribute to this process. The Conference also requested the secretariat to conduct a study on the rehabilitation of the southern corridor.

19. Recognizing that financing infrastructure development was crucial and required international support, the Conference requested the secretariat to explore, in consultation with member States, ways to finance of infrastructure, including public-private partnerships, the use of foreign exchange reserves available in the region, including the possible establishment of a new mechanism, such as the Asian proposed investment bank.

20. The Conference recognized that infrastructure alone would not facilitate the movement of people and goods between countries if non-physical impediments were not removed. Effective facilitation required new legal frameworks, as well as modification of existing laws and regulations that could be built through good relationships, mutual trust and confidence and mutual benefits among all the parties concerned.

21. The Conference stressed the importance of harmonizing transport laws and regulations and of adopting unified transport documents for international transport, as well as streamlining of border-crossing formalities and procedures, including visa procedures for professional drivers, in order to reduce delivery time and transport costs.

22. The Conference noted the progress made by member countries in accession to international facilitation conventions as recommended by resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures, and the conclusion of bilateral and multilateral agreements relating to transport facilitation between member States.

23. The Conference noted the progress made by member States of the Shanghai Cooperation Organization (SCO) to accelerate the negotiation of the Agreement between the SCO Member States on Facilitation of International Road Transport to promote road transport among the Central Asian countries, China and the Russian Federation.

24. The Conference noted the interest among countries to develop their logistics industries and urged the secretariat to respond positively to requests for assistance to increase capacity and knowledge in the areas of freight forwarding and logistics.

25. The Conference stressed the importance of transport interventions in achieving the Millennium Development Goals. A number of delegations provided examples of the projects and programmes they were undertaking to improve access to economic and social opportunities in rural and urban areas.

26. The Conference expressed deep concern with the level and rapid increase in deaths and injuries resulting from road traffic accidents. A number of delegations told the Conference of actions they were taking to address that issue, including their responses to recent General Assembly resolutions on the subject.

27. The Conference expressed its appreciation to donors and international agencies, namely the Governments of Australia, China, France, Germany, India, Japan, the Netherlands, the Republic of Korea, United Nations Development Programme, United Nations Conference on Trade and Development, World Bank, Joint United Nations Programme on HIV/AIDS and the Asian Development Bank, for their assistance to the programme at the regional level and re-emphasized the important role of development partners and donors in developing transport infrastructure. The Conference requested that such support be continued.

28. In their statements during the policy debate segment of the Conference, ministers and representatives provided details of their infrastructure problems and objectives, development experiences and policy initiatives.

29. **Armenia** highlighted its advantageous geopolitical position and stated that it continued to focus on improving its transport infrastructure, including rehabilitating bridges, building new roads and railroads, as well as harmonizing laws and procedures. It further accorded special priority to developing inland container depots.

30. **Azerbaijan** was a crossing point of important East-West and North-South corridors; its geographical location meant that it was important for the country to develop intermodal container transport and new international railway routes. Accession to major transport conventions and agreements had improved its transport system and increased transit transport. Among its priorities were the modernization of railways and signaling systems.

31. **Bhutan** was a landlocked and mountainous country, and road and air transport were the only two modes of transport. The Government's Vision 2020 placed great emphasis on rural accessibility, enhancing the safety of transport services and facilitating intermodal transport through the establishment of dry ports in border towns. Work was currently being carried out to upgrade the Asian Highway to meet the design standard specified in the Intergovernmental Agreement.

32. **Cambodia** was endeavouring to develop its transport infrastructure to support the growth of the economy and to facilitate trade and tourism in the region. It placed high priority on improving cross-border linkages, reconstructing the rail link to Thailand, as well as on transport and trade facilitation. Road safety had been given particular attention, with specific measures being taken, including a new draft traffic law.

33. **China** had made great strides over the past 5 years in developing its transport infrastructure, including its railways, highways, waterways and civil aviation. China would further enlarge its transport infrastructure and establish an efficient, smooth, convenient and safe integrated transport system during the eleventh Five-Year Plan (2006-2010).

34. **India** had placed special emphasis on capacity-building and establishing public-private partnerships to develop its transport infrastructure and hoped that the private sector would, in the future, play a greater role in infrastructure development. Improving rural accessibility was important and the objectives of the ongoing rural road development programme were presented to the Conference.

35. **Indonesia** was an archipelagic State and as such was concerned with the issue of connectivity with mainland Asia and was facing the challenge of developing a domestic integrated transport and logistics system. Recognizing the challenge of financing infrastructure development, it had recently opened 29 projects in the road, rail, sea port and airport sectors for public-private participation. A national council would be established to address road safety.

36. **The Islamic Republic of Iran** was giving priority to transport, including the improvement of the Asian Highway and Trans-Asian Railway networks in its fourth Five-Year Development Plan (2005-2009) and 20-year vision. North-South and East-West transport corridors that passed through the Islamic Republic of Iran were playing a significant role in providing transport connectivity for Central Asia, West Asia, South Asia and Europe.

37. **Japan** highlighted its policy initiatives to improve international logistics and infrastructure development through international cooperation. Road safety and security were also primary policy areas in the transport and logistics sector. International tourism was considered as an instrument for enhancing mutual understanding and economic development. The delegation offered to share experiences in those areas.

38. **The Lao People's Democratic Republic** had set out a strategic policy to transform itself from a landlocked country into a land bridge in the Greater Mekong Subregion. With international assistance, it had built major roads and bridges to upgrade transport capacity. It had also exerted efforts to develop legal frameworks to facilitate international transport.

39. **Malaysia** reported on its Five-Year Plan on Integrated Transport Infrastructure Development to reduce congestion and pollution, as well as the achievements in halving the traffic fatality rate to 4 deaths per 10,000 motor vehicles from 1996 to 2005, and its plan to further halve it by 2010. The Government of Malaysia had also improved railway efficiency and continued to work on the development of the Singapore-Kunming rail link.

40. **Maldives** emphasized the importance of transport development for the island State and informed the Conference about the studies it had completed for transport development. The need to consider a long-term horizon for the financing of transport investment was also stressed. A need was also expressed for international assistance to help face the challenges of transport development in the region.

41. **Mongolia** placed great importance on the development of its infrastructure, especially in the road and transport sector, which could respond not only to domestic needs, but also support regional cooperation. It also worked towards increasing the capacity of its railway network, which provided one of the shortest routes connecting Europe and Asia. The Government of Mongolia was also working to solve road safety problems.

42. **Myanmar** had undertaken a series of activities in the road, rail and port sectors and was maintaining and upgrading the four Asian Highway routes on its territory. Technical and financial assistance was being sought from its partners to enable the country to take full benefit of its geographic location and to become a land bridge between South-East Asia and South Asia.

43. **Nauru** faced the challenge of providing basic passenger and freight transport by air and sea due to long distances and low volumes. The lack of adequate domestic public transport was also a



significant problem. Bilateral assistance had helped develop the transport sector. It would be beneficial to have closer cooperation among small island States in the Pacific, access to experience, expertise and technology from more developed partners and a mechanism that allows a forum on particular subregional issues.

44. **Nepal** had a vision to develop a transport system, which would promote both national integration and poverty reduction. Transport policies were currently being implemented to increase total transport coverage, reduce travel time, preserve assets and produce equitable, safe and affordable infrastructure. Nepal was also looking at the feasibility of extending its railways network and seeking to establish private sector participation in development of the transport sector.

45. **The Philippines** has launched initiatives to link major islands of the country by unimodal air and maritime transport, as well as through the creation of nautical highways, employing intermodal transport system approaches allowing road vehicles to travel from north to south by road and on board roll-on roll-off transport ferries. It is now in a liberalized mode for civil aviation entitlements at the Diosdado Macapagal International Airport for countries with existing air service agreements with the Philippines.

46. **Pakistan** had developed a 20-year transport master plan to ensure coordinated development of all modes of transport and to sustain a GDP growth of 7-8 per cent per annum. It was now in the process of preparing an integrated and comprehensive National Transport Policy. Railways and highways were being upgraded to establish links with neighbouring countries. Two additional dry ports had been established to facilitate trade with Afghanistan. Pakistan emphasized private-public partnerships to promote investment in transport infrastructure development.

47. **The Republic of Korea** highlighted its efforts to build an efficient transport and logistics system through the implementation of quantitative policies, such as the expansion of road, rail, air and maritime transport infrastructure, along with qualitative policies to promote efficient, transport operation utilizing advanced information and communications technology (ICT).

48. **The Russian Federation** prioritized the development of road, rail, port and intermodal infrastructure, as well as harmonization of transport legislation, optimization of border-crossing procedures and enhancement of logistics services under the framework of the Federal programme on the “Modernization of the Transport System of Russia (2002-2010)”, which had an investment value of US\$ 160 billion. It was also working towards building sustainable transport linkages between Europe, Asia and the Middle East.

49. **Singapore** considered that road safety was an important priority and had consequently established a road safety committee. The implementation of a road safety action plan was progressing satisfactorily. It had also adopted and implemented the IMO international ship and port facility security code (ISPS), and was promoting regional cooperation in upgrading security.

50. **Sri Lanka** was focusing on the development of road and rail sectors and logistics capacities through different financing options to meet the growing demands of the economy and the government's development policies, as stated in the "Mahinda Chinthana". Serious thought was also being given to road safety; a national council for road safety and a road safety fund had been established.

51. **Tajikistan** had made the development of transport infrastructure, particularly roads, a national priority in line with the Almaty Programme of Action. It planned to make analysis of major routes using the ESCAP methodology and to focus on multimodal container transport, upgrading of Asian Highway routes on its territory and accession to the transport conventions referred to in ESCAP resolution 48/11. Upgrading the railway stock was also mentioned as a priority.

52. **Thailand** attached importance to the development of sustainable, environmentally-friendly and energy-saving means of transport, with rail and water transport playing more active roles as integral parts of a multimodal transport and logistics system. Linking its transport network with those of neighbouring countries was also an important feature of its policy.

53. **Timor-Leste** had adopted transport-related national plans and stressed the challenge represented by the lack of qualified staff. It requested the assistance of the secretariat to assist in capacity-building through training, transfer of know-how, workshops and seminars organized for the benefit of the ESCAP region as a whole.

54. **Turkey** was implementing policies to improve transport connections to neighbouring countries and various projects to complete the missing links and improve the existing Trans-Asian Railway network on its territory. Turkey played an important role in providing reliable transport routes and services between Europe and Asia and therefore the transport routes such as Asian Highway and e-roads were intercontinental.

55. **United Nations Conference on Trade and Development (UNCTAD)** approached transport and trade facilitation in an integrated manner. Overcoming non-physical barriers to transport was of critical importance to make the best use of existing and new infrastructure. Cooperation between UNCTAD and ESCAP in that process was well established.

56. The representative of the **European Conference of the Ministers of Transport (ECMT)** appraised the Conference of his organization's structure and functions. It had been a long-standing forum for forward-looking policymaking on a pan-European level, providing a "soft law" forum for cooperation at a political level. ECMT published cooperative policy work and also performed independent research on a wide range of topics. ECMT was willing to provide the secretariat and ESCAP member countries with all possible help, including placing all its policy and research material at their disposal.

57. The Conference noted with appreciation the valuable role of the **Asian Institute of Transport Development** (AITD) in arranging training courses for railway personnel from South and South-East Asia to assist in the development of the Trans-Asian Railway network.

58. The **International Road Transport Union** (IRU) stressed the importance for the road transport industry of eliminating non-physical barriers and developing an international integrated transport system in support of production and distribution networks and international trade. IRU declared its willingness to cooperate with the secretariat on issues such as setting the international standards for professional training of transport operators and drivers.

### **B. Report of the Meeting of Senior Government Officials**

(Item 5 of the agenda)

59. The Conference considered the report of the Meeting of Senior Government Officials in Preparation for the Ministerial Conference on Transport, held in Busan, Republic of Korea, from 6 to 8 November 2006, as contained in document E/ESCAP/MCT/1, and unanimously endorsed its findings and recommendations.

### **C. Other matters**

(Item 6 of the agenda)

60. The Conference expressed its appreciation to the Government of the Republic of Korea for organizing the following side events: (a) the Asia-Pacific Business Forum 2006 on Transport and Logistics; (b) the International Transport and Logistics Fair 2006; (c) the 14<sup>th</sup> Korea Logistics Conference; (d) the Asian Land-Bridge Conference; and (e) the special session on Intelligent Transport Systems (ITS) through Convergence of Transportation Technology (TT) and Information Technology (IT).

61. A further significant event which took place during the Conference was the signing ceremony for the Intergovernmental Agreement on the Trans-Asian Railway Network. The Agreement was signed by the following 18 participating member States: Armenia, Azerbaijan, Cambodia, China, Indonesia, Iran (Islamic Republic of), Kazakhstan, Lao People's Democratic Republic, Mongolia, Nepal, Republic of Korea, Russian Federation, Sri Lanka, Tajikistan, Thailand, Turkey, Uzbekistan and Viet Nam.

62. No other matters were raised.

### **D. Draft ministerial declaration on improving road safety in Asia and the Pacific**

(Item 7 of the agenda)

63. The Conference had before it the draft ministerial declaration on improving road safety in Asia and the Pacific (E/ESCAP/MCT/1, annex 1).

64. The Conference was pleased to note that the draft declaration had been developed in cooperation with a working group of the Advisory Committee of Permanent Representatives and Other Representatives Designated by Members of the Commission (ACPR) and that its members had sought guidance from their respective capitals as to the content and formulation.

65. The Conference underscored the importance of road safety and urged countries to take appropriate actions to improve road safety in the region.

66. The Conference adopted the Ministerial Declaration on Improving Road Safety in Asia and the Pacific by acclamation. The Declaration appears as chapter IV of the present report.

### **E. Draft Busan declaration on transport development in Asia and the Pacific**

(Item 8 of the agenda)

67. The Conference had before it the draft Busan declaration on transport development in Asia and the Pacific (E/ESCAP/MCT/1, annex 2).

68. The Conference was pleased to note that the draft declaration had been developed in cooperation with a working group of ACPR and that its members had sought guidance from their respective capitals as to the content and formulation.

69. The Conference approved the regional action programme for transport development in Asia and the Pacific, 2007-2011, which was annexed to the draft declaration. It also requested the secretariat to develop, in consultation with member States, an evaluation system for the programme using baseline indicators.

70. The Conference held the view that the draft declaration provided a clear framework for promoting regional cooperation in support of socio-economic development in the region and thereby meeting the growing challenges of globalization.

71. The Conference adopted by acclamation the Busan Declaration on Transport Development in Asia and the Pacific, including the Regional Action Programme for phase I (2007-2011). The Declaration appears as chapter V of the present report.

## **III. ORGANIZATION OF THE MEETING**

### **A. Opening, duration and organization of the Conference**

72. The Ministerial Conference on Transport was held in Busan, Republic of Korea, on 10 and 11 November 2006.

73. The Mayor of Busan Metropolitan City, Mr. Hur Nam-Sik, welcomed the delegations. The Executive Secretary of ESCAP read out a message from the Secretary-General of the United Nations, and also delivered a statement. H.E. Mr. Choo Byung-Jik, Minister of Construction and Transportation of the Republic of Korea delivered an inaugural address.

### **Welcome address by the Mayor of Busan Metropolitan City**

74. The Mayor of Busan Metropolitan City extended a warm welcome to all those attending the Conference. He said that Busan has long served as a logistics and transport hub in North-East Asia and expressed the hope that Busan's aspiration to assume the new role of a global transportation centre would contribute in promoting peace and prosperity in the Asia-Pacific region and the world. In his opinion, the Trans-Asian Railway network project represented one of the means of achieving prosperity in the region and every effort would be made by the City of Busan to ensure the success of the project by improving its transportation and logistics infrastructure.

### **Message from the Secretary-General of the United Nations**

75. In his message, the Secretary-General expressed his gratitude to the Government and people of the Republic of Korea for hosting the regional event. He said that advances in transport will improve productivity, reduce costs and promote trade, thereby encouraging economic and social development.

76. The Secretary-General observed that poverty and inequality within and among nations were issues of profound concern in the Asia-Pacific region, underlining the challenge for the region to reach all the Millennium Development Goals by the target date of 2015. In this context, sustainable transport had a significant role to play in advancing the region's efforts towards reaching those goals, by improving access to opportunities, services and markets for all. The Conference provided a valuable platform for developing a common vision of an integrated regional transport system, with the signing of the Intergovernmental Agreement on the Trans-Asian Railway Network marking a milestone in cooperation between countries. For its part, the United Nations would do all it could to help the region fulfil its vision of transport in the service of development.

### **Statement by the Executive Secretary of ESCAP**

77. The Executive Secretary expressed his sincere gratitude to the Government and people of the Republic of Korea for hosting this Conference in Busan, which was not only the largest seaport in the Republic of Korea, but also the starting point of the Trans-Asian Railway network. He expressed his appreciation to the Minister of Construction and Transportation of the Republic of Korea for his presence at the Conference. He also acknowledged with appreciation the presence of the Mayor of Busan Metropolitan City.

78. The Executive Secretary noted that improved transport connectivity was a cornerstone of regional cooperation for meeting the national and regional MDG challenges posed by globalization. In that context, the Conference offered the opportunity to take a major step towards the realization of an international integrated intermodal transport and logistics system that would have a bearing not only on accelerating the achievement of the region's Millennium Development Goals, but also on determining the provision of seamless connectivity through transport arteries to Asian ports and

European markets, especially for the hinterland areas. In that regard, he called on the delegations to use this occasion to recommend ways of making ESCAP a more effective instrument for furthering the region's transport development goals and targets.

**Inaugural address by the Minister of Construction and Transportation of the Republic of Korea**

79. The Minister of Construction and Transportation of the Republic of Korea welcomed the delegations and acknowledged with appreciation the high-level of participation in the Conference.

80. The Minister noted that the world economy was rapidly being integrated into a new market through liberalization and more frequent interchanges. In particular, the dynamic growth patterns being experienced in the Asia-Pacific region was due to the rapid development of transport and logistics. The presence of such a large number of leaders in the field of transport and logistics at that Conference would help create an atmosphere that was conducive to the enhancement of regional cooperation in the transport and logistics sectors. The Government of the Republic of Korea would, for its part, exert its utmost efforts to strengthen regional cooperation in those sectors and provide extensive support for the implementation of ESCAP programmes, thereby contributing to enhancing the prosperity of the region.

**B. Attendance**

81. The Conference was attended by representatives of the following members and associate members of ESCAP: Armenia, Australia, Azerbaijan, Bhutan, Brunei Darussalam, Cambodia, China, Fiji, France, India, Indonesia, Iran (Islamic Republic of), Japan, Kazakhstan, Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Myanmar, Nauru, Nepal, Pakistan, Papua New Guinea, Philippines, Republic of Korea, Russian Federation, Samoa, Singapore, Sri Lanka, Tajikistan, Thailand, Timor-Leste, Tonga, Turkey, United States of America, Uzbekistan, Vanuatu, Viet Nam, Hong Kong, China, Macao, China.

82. Representatives of the following United Nations bodies and specialized agencies also attended: Office of Legal Affairs and United Nations Conference on Trade and Development.

83. The following intergovernmental organizations, non-governmental organizations and other organizations attended as observers: Asian Development Bank, European Conference of Ministers of Transport, International Association of Public Transport, Asian Institute of Transport Development, International Association of Ports and Harbours, International Air Transport Association, Infrastructure Development Institute, International Federation of Red Cross and Red Crescent Societies, International Road Transport Union, ASEAN Federation of Freight Forwarders' Association, Korea Maritime Institute, Korea Railroad Research Institute and Korea Transport Institute.

84. An observer was present from the following private sector organization: SsangYong Engineering & Construction Co. Ltd.

### **C. Election of officers**

85. The Conference elected H.E. Mr. Choo Byung-Jik (Republic of Korea) Chairperson. Following past practice, it decided to elect the following heads of delegations Vice-Chairpersons: H.E. Mr. Hrant Beglaryan (Armenia), H.E. Mr. Ziya Mammadov (Azerbaijan), H.E. Mr. Kinzang Dorji (Bhutan), H.E. Mr. Sun Chanthol (Cambodia), H.E. Mr. Zhiguo Wang (China), H.E. Mr. Shigetaro Yamamoto (Japan), H.E. Mr. Sommad Pholsena (Lao People's Democratic Republic), H.E. Datuk Douglas Uggah Embas (Malaysia), H.E. Mr. Ibrahim Zuhair (Maldives), H.E. Mr. Ts. Tsengel, (Mongolia), H.E. Major General Aung Min (Myanmar), Hon. Mr. Kieren Keke (Nauru), H.E. Mr. Gopal Man Shrestha (Nepal), H.E. Mr. Rashid Ahmed (Pakistan), H.E. Mr. Alexander Misharin (Russian Federation), H.E. Ms. Lim Hwee Hua (Singapore), H.E. Mr. Abdul Fowzie (Sri Lanka), H.E. Mr. Abdurakhim Ashurovich Ashurov (Tajikistan), H.E. Mr. Inacio Freitas Moreira (Timor-Leste), H.E. Mr. Sansern Wongcha-Um (Thailand) and H.E. Mr. Pham The Minh (Viet Nam). U Khin Maung (Myanmar) was elected Rapporteur.

### **D. Agenda**

86. The Meeting adopted the following agenda:

1. Opening of the Conference.
2. Election of officers.
3. Adoption of the agenda.
4. Policy debate on issues pertaining to transport development in Asia and the Pacific, and implementation of the regional action programme for phase II (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific.
5. Report of the Meeting of Senior Government Officials:
  - (a) A vision of the development of the Asian transport sector;
  - (b) Regional cooperation in infrastructure development for an international integrated intermodal transport system in Asia;
  - (c) Towards the smooth and efficient movement of goods and people through integrated facilitation measures;
  - (d) An enabling environment for the development of transport logistics;
  - (e) Financing of transport infrastructure and public-private partnerships;
  - (f) Transport and the Millennium Development Goals.
6. Other matters.
7. Adoption of a ministerial declaration on improving road safety in Asia and the Pacific.
8. Adoption of a ministerial declaration on transport, including a regional action programme for phase I (2007-2011).
9. Adoption of the report of the Conference.

### **E. Adoption of the report**

87. The Ministerial Conference on Transport adopted its report on 11 November 2006. In so doing, it expressed deep gratitude and appreciation to the Government and people of the Republic of Korea for hosting the Conference.

#### **IV. MINISTERIAL DECLARATION ON IMPROVING ROAD SAFETY 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 in Busan, Republic of Korea, from 6 to 11 November 2006,*

*Recalling* General Assembly 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,

*Recalling* that the General Assembly, in its resolution 58/289, invited the World Health Organization, working in close cooperation with the United Nations regional commissions, to act as a coordinator on road safety issues within the United Nations system,

*Taking note* of the *World Report on Road Traffic Injury Prevention*, which estimated that 1.2 million people are killed in road accidents and as many as 50 million are injured worldwide annually,

*Also noting* that the Report projected that, without a new commitment to prevention, these figures could increase by about 65 per cent over the next 20 years, making road traffic injuries one of the top three causes of the global burden of disease,

*Concerned* that about half of all road traffic fatalities and injuries worldwide occur in the Asian and Pacific region, most of which are vulnerable road users, such as pedestrians, children and motorcyclists,

*Observing* the rapid growth of road transport infrastructure development and motorization in the region, which implies concomitant growth in road traffic fatalities and injuries,

*Deeply concerned* about the human suffering, social implications and heavy burden on the poor of road accidents as well as their impact on national economic development, with the costs being estimated to be in the range of 1 to 3 per cent of a country's annual gross national product,

*Cognizant* of the significant progress already achieved in this respect,

*Recognizing* that the Parties to the Intergovernmental Agreement on the Asian Highway Network shall give full consideration to the issues of road safety while developing the network,

*Also recognizing* that road safety is a public policy issue of major concern that requires a strong political commitment and effective interventions if road traffic fatalities, injuries and related human suffering are to be reduced significantly,



*Resolve* to save 600,000 lives and to prevent a commensurate number of serious injuries on the roads of Asia and the Pacific over the period 2007 to 2015,

*Invite* the members and associate members of the Commission, in this regard, to implement the recommendations contained in the *World Report on Road Traffic Injury Prevention*, in line with General Assembly resolution 60/5 of 26 October 2005 on improving global road safety,

*Also invite* the members and associate members of the Commission to address road safety in the following areas:

- (a) Making road safety a policy priority;
- (b) Making roads safer for vulnerable road users, including children, senior citizens, pedestrians, non-motorized vehicle users, motorcyclists, and persons with disabilities;
- (c) Making roads safer and reducing the severity of accidents (building “forgiving roads”);
- (d) Making vehicles safer and encourage responsible vehicle advertising;
- (e) Improving national and regional road safety systems, management and enforcement;
- (f) Improving cooperation and fostering partnerships;
- (g) Developing the Asian Highway as a model of road safety;
- (h) Providing effective education on road safety awareness to the public, young people and drivers.

*Request* the Executive Secretary:

- (a) To accord priority to mobilizing resources from domestic and international sources for the implementation of the present Declaration;
- (b) To strengthen existing road safety initiatives affirmed at the regional and international levels and to take new ones, in particular to improve road safety along the Asian Highway network;
- (c) To work closely with the World Health Organization, the other regional commissions, and other relevant international and multilateral organizations in the implementation of the present Declaration and to continue to promote cooperation in a synergistic manner with the various intergovernmental, non-governmental and subregional organizations that are playing an increasingly important role in improving road safety and, in particular, the private sector;
- (d) To develop, in consultation with the members and associate members of the Commission, a set of goals, targets and indicators, to be achieved by 2015, in order to assess and evaluate road safety progress;
- (e) To promote networking among the national and subregional organizations that support the implementation of the present Declaration.

## V. 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,

*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,

*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,

*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,

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<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;

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

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<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.

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

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*

**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, sea ports 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 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.

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<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 at the ministerial level 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 developing 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.

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<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 network**

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 network**

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 Integrated intermodal approach to transport planning and infrastructure development**

Immediate objective: to promote an integrated approach to transport planning 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
4. Joint meetings of the working groups on the Asian Highway and Trans-Asian Railway networks
5. Capacity-building through seminars, workshops and training activities

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



## **2.4 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, much could be done to further reduce the delays and costs associated with border crossings 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 and subregional fora of 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 the 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 capacity of professionals to undertake international land transport operations

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 on 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 and international centres

## **4. TRANSPORT LOGISTICS**

The logistics industry in some ESCAP member countries is still at a relatively early stage of development, and there are lessons to be learned from both successful and unsuccessful operations from both 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 within 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

Indicators of achievement:

1. Countries participating in research and contributing information on latest developments and best practices for the development of logistics service centres

#### **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
3. 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. Exchange of experience and best practices are documented, and partnerships are created
2. Issues of common interest are identified and brought to the attention of Governments for their consideration
3. Countries involving both public and private sector stakeholders when planning the operations of logistics service centres and clusters

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

Immediate objective: to enhance national competencies and skills within the logistics industry through sustainable education programmes targeting 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, as 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, has arguably 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 and 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. Inclusion of sustainable transport-related issues in 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 (amounting to 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> calling on member countries, the World Health Organization and other United Nations regional commissions to address this 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.

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<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 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 major development 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.

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

*Annex*

**LIST OF DOCUMENTS**

*Ministerial Conference*

<i>Symbol</i>	<i>Title</i>	<i>Agenda item</i>
E/ESCAP/MCT/1	Report of the Meeting of Senior Government Officials in Preparation for the Ministerial Conference on Transport	5

*Meeting of Senior Government Officials*

<i>Symbol</i>	<i>Title</i>	<i>Agenda item</i>
E/ESCAP/MCT/SGO/1 and Inf. 1	Review of the implementation of the Regional Action Programme for phase II (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific	4
E/ESCAP/MCT/SGO/2	Emerging issues in transport: A vision for the development of the Asian transport sector	5 (a)
E/ESCAP/MCT/SGO/3	Emerging issues in transport: Regional cooperation in infrastructure development in an international integrated intermodal transport system in Asia	5 (b)
E/ESCAP/MCT/SGO/4	Emerging issues in transport: Towards the smooth and efficient movement of goods and people through integrated facilitation measures	5 (c)
E/ESCAP/MCT/SGO/5	Emerging issues in transport: An enabling environment for the development of transport logistics	5 (d)
E/ESCAP/MCT/SGO/6	Emerging issues in transport: Financing of transport infrastructure and public-private partnerships	5 (e)
E/ESCAP/MCT/SGO/7	Emerging issues in transport: Transport and the Millennium Development Goals	5 (f)
E/ESCAP/MCT/SGO/8	Emerging issues in transport: Transport and the Millennium Development Goals: Integrated Policy and Assessment of Sustainable Transport Development	5 (f)
E/ESCAP/MCT/SGO/9	Road safety in Asia and the Pacific	6
E/ESCAP/MCT/SGO/10	Draft ministerial declaration on improving road safety in Asia and the Pacific	6
E/ESCAP/MCT/SGO/11	Draft ministerial declaration on transport	7

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