

(d) To work to strengthen infrastructure and human resources for health in order to provide accessible, equitable and adequate health care for all citizens, while addressing disparities in health-care services within countries;

(e) To share best experiences on methods of health financing within the particular context of each country, to work towards the goal of universal coverage effectively;

(f) To share experiences in the financing of health-care delivery systems, including those relating to rural areas, including clinic services, and the services of public health workers and midwives;

(g) To consider inviting national stakeholders and development partners, as appropriate, to cooperate on the development of national strategies to move towards the achievement of universal coverage;

(h) To ensure that health-financing systems include a method for prepayment of financial contributions for health care, while taking into account payment capacities, with a view to sharing risk among the population and avoiding catastrophic health-care expenditures and impoverishment of individuals as a result of seeking care;

(i) To ensure that external funds for specific health programmes or activities are managed and organized in a way that contributes to the development of sustainable financing mechanisms for the health system as a whole and that they address national priorities;

(j) To build up and strengthen capacity in the design of benefit packages, taking into account cost-effectiveness and the efficiency of resource use, in the transition to the achievement of universal health-care coverage;

2. *Requests* the Executive Secretary, in close coordination with relevant organizations, such as the World Health Organization, the International Labour Organization, the World Bank and the Asian Development Bank:

(a) To assist members and associate members in their capacity-building on the provision of health financing with a view to achieving the goal of universal coverage and providing a platform for regional cooperation and exchange of experiences;

(b) To continue to analyse the situation of health financing within the overall development policies and planning of members and associate members, and its implications for the economic and social well-being of their citizens, including the transition to the achievement of universal health-care coverage, and outline the options available to countries in the region;

(c) To provide technical support, upon request, in the monitoring of progress towards the goal of universal coverage;

(d) To organize and invite interested members to consultations at a senior level to discuss

sustainable health-care financing in the region towards achieving universal coverage of health services;

3. *Also requests* the Executive Secretary to report to the Commission at its sixty-fifth session on the implementation of the present resolution.

*Fifth plenary meeting
23 May 2007*

Resolution 63/9

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)⁶⁴

The Economic and Social Commission for Asia and the Pacific,

Welcoming the successful outcome of the Ministerial Conference on Transport, held in Busan, Republic of Korea, on 10 and 11 November 2006, which adopted the Busan Declaration on Transport Development in Asia and the Pacific, including the Regional Action Programme for phase I (2007-2011), and the Ministerial Declaration on Improving Road Safety in Asia and the Pacific,⁶⁵

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,

Convinced that, in order to support the rapid changes in output, trade and investment, there is a need for the implementation of regional transport policy through more frequent dialogue between countries,

Noting the strong support expressed at the Ministerial Conference on Transport for 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,

Noting also 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,

⁶⁴ See paras. 201 to 219 above.

⁶⁵ See E/ESCAP/63/13.

Welcoming the successful regional cooperation that led to the formalization of the intergovernmental agreements on the Asian Highway⁶⁶ and Trans-Asian Railway⁶⁷ 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,

Deeming that an effective approach to the realization of an integrated transport system is through the operationalization of priority transport corridors and routes within the system,

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, as deemed appropriate by participating members and associate members, for the development of the necessary physical and non-physical infrastructure,

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, 1997-2006,⁶⁸

Recalling the United Nations Millennium Declaration⁶⁹ and the 2005 World Summit Outcome,⁷⁰ 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,⁷¹

Encouraged by the profound impact of the Seoul Declaration on Infrastructure Development in Asia and the Pacific,⁷² 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,

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,

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,

1. *Resolves* that, in order to meet the growing challenges of globalization effectively, 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;

(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. *Endorses* the Regional Action Programme for Transport Development in Asia and the

⁶⁶ See Commission resolution 60/4 of 28 April 2004.

⁶⁷ Commission resolution 62/4 of 12 April 2006, annex.

⁶⁸ Commission resolution 51/8 of 1 May 1995, annex.

⁶⁹ See General Assembly resolution 55/2 of 8 September 2000.

⁷⁰ See General Assembly resolution 60/1 of 16 September 2005.

⁷¹ *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.*

⁷² E/ESCAP/1249, chap. IV.

Pacific, phase I (2007-2011), as contained in the annex to the present resolution;

3. *Reiterates* its support for the implementation of the Almaty Programme of Action⁷¹ for the benefit of landlocked and transit developing countries;

4. *Encourages* members participating in the development of the Asian Highway network that have not already done so to accede to, ratify, accept or approve the Intergovernmental Agreement on the Asian Highway Network;⁶⁶

5. *Encourages* members and associate members to continue to act upon the recommendations contained in the Ministerial Declaration on Improving Road Safety in Asia and the Pacific;⁷³

6. *Encourages* members participating in the development of the Trans-Asian Railway network that have not already done so to sign, accede to, ratify, accept or approve the Intergovernmental Agreement on the Trans-Asian Railway Network;⁶⁷

7. *Encourages* members and associate members to place increasing attention on the operationalization of priority transport corridors and routes;

8. *Invites* international and regional financing institutions and multilateral and bilateral donors to consider providing further financial and technical support for the development and operationalization of the Trans-Asian Railway network and the Asian Highway network;

9. *Requests* the Executive Secretary:

(a) To assist regional members and associate members 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 undertake a detailed study on the establishment of a forum of Asian ministers of transport, including its organization and format, and submit the findings to the Committee on Managing Globalization at its fourth session and the Commission at its sixty-fourth session for their consideration;

(d) To undertake a study which, based upon the Asian Highway and Trans-Asian Railway networks as well as major Euro-Asian and other interregional transport links, defines priority transport corridors, and good practices that could be implemented on the corridors and proposes specific measures, for example memorandums of understanding, that lead to the effective development of those corridors;

(e) 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;

(f) 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;

(g) To assess and evaluate the implementation of the Regional Action Programme and submit reports with recommendations to the Commission at its sixty-fifth and sixty-eighth sessions;

(h) 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,^{74,75} 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

⁷³ E/ESCAP/63/13, chap. IV.

⁷⁴ See Commission resolution 60/4 of 28 April 2004.

⁷⁵ Commission resolution 62/4 of 12 April 2006, annex.

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,⁷⁶ 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.

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,⁷⁷ 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.

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

⁷⁶ E/ESCAP/1249, chap. IV, annex I.

⁷⁷ ESCAP meetings of ministers of transport are held at intervals of at least five years.

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 resolutions⁷⁸ 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.

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

⁷⁸ 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.

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

*Fifth plenary meeting
23 May 2007*

Resolution 63/10

Review of modalities for regional cooperation in natural disaster management, in particular the establishment of an Asian and Pacific centre for information, communication and space technology-enabled disaster management⁷⁹

The Economic and Social Commission for Asia and the Pacific,

Recognizing the significant role of natural disaster management in achieving sustainable development and poverty reduction,

Recalling General Assembly resolutions 44/236 of 22 December 1989, 49/22 A of 2 December 1994, 53/185 of 15 December 1998, 54/219 of 22 December 1999, 56/195 of 21 December 2001 and 57/256 of 20 December 2002 and Economic and Social Council resolutions 1999/63 of 30 July 1999 and 2001/35 of 26 July 2001, and taking into due consideration General Assembly resolution 57/270 B of 23 June 2003 on integrated and coordinated implementation of, and follow-up to, the outcomes of the major United Nations conferences and summits in the economic and social fields,

Recalling the report of the Secretary-General on international cooperation on humanitarian assistance in the field of natural disasters, from relief to development,⁸⁰ which, inter alia, encourages the strengthening of cooperation among States at the regional and subregional levels in the field of disaster preparedness and response,

Recalling its recommendation at its fifty-ninth session that regional cooperative mechanisms be institutionalized to facilitate equitable sharing of the benefits of space technology development and applications by all countries in the region, in particular in various fields of space technology applications for disaster management,⁸¹ and the request made at its sixty-second session to conduct the required study and assist the Islamic Republic of Iran in enhancing capacity-building for the establishment and operation of a proposed disaster management centre,⁸²

Acknowledging the importance of natural disaster information management as outlined in the reports of the Intergovernmental Consultative Committee on the Regional Space Applications Programme for Sustainable Development on its ninth session, held in Kuala Lumpur on 15 and 16 December 2003, and its tenth session, held in Bangalore, India, on 21 and 22 October 2004; the Regional Working Group on Remote Sensing, Geographic Information Systems and Satellite-based Positioning on its 11th meeting, and the Regional Working Group on Meteorological Satellite Applications and Natural Hazards Monitoring on its 10th meeting, both held in Isfahan, Islamic Republic of Iran, from 3 to 5 September 2005; the High-level Expert Group Meeting on Technical Options for Disaster Management Systems: Tsunamis and Others, held in Bangkok from 22 to 24 June 2005; and the High-level Expert Group Meeting on Preparations for the Third Ministerial Conference on Space Applications for Sustainable Development in Asia and the Pacific, held in Daejeon, Republic of Korea, from 17 to 19 October 2006,

Recalling the Hyogo Declaration⁸³ and the Hyogo Framework for Action,⁸⁴ adopted by the World Conference on Disaster Reduction, held in Kobe, Japan, from 18 to 22 January 2005, which emphasized the need for strengthening and, when necessary, developing coordinated regional approaches and creating or upgrading regional policies, operational mechanisms, plans and communication systems to prepare for and ensure rapid and effective disaster response in situations that exceed national coping capacities,

Also recalling the Declaration of Principles and the Geneva Plan of Action of the World Summit on the Information Society,⁸⁵ which, inter alia, called for creating and promoting regional cooperation in the field of capacity-building by the United Nations and its specialized agencies and fostering effective international and regional cooperation among Governments, the private sector, civil society and other stakeholders, including international financial institutions,

⁸¹ *Official Records of the Economic and Social Council, 2003, Supplement No. 19 (E/2003/39), para. 232.*

⁸² *Ibid.*, 2006, *Supplement No. 19 (E/2006/39), para. 223.*

⁸³ A/CONF.206/6 and Corr.1, chap. I, resolution 1.

⁸⁴ *Ibid.*, resolution 2.

⁸⁵ See A/C.2/59/3, annex.

⁷⁹ See paras. 233 to 246 above.

⁸⁰ A/57/578.