

## Resolution 66/4

### Implementation of the Bangkok Declaration on Transport Development in Asia<sup>38</sup>

*The Economic and Social Commission for Asia and the Pacific,*

*Welcoming* the successful outcome of the first session of the Forum of Asian Ministers of Transport, held in Bangkok from 14 to 18 December 2009, which adopted the Bangkok Declaration on Transport Development in Asia,<sup>39</sup>

*Recognizing* the crucial importance of regional integration to the economic and social development of countries in the Asian region,

*Noting* the central role of efficient, reliable and cost-effective transport services, including infrastructure, facilitation and logistics, in supporting the regional integration process,

*Recalling* its resolution 63/9 of 23 May 2007 on the implementation of the Busan Declaration on Transport Development in Asia and the Pacific<sup>40</sup> and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011),<sup>41</sup> and, in particular, the endorsement given by the Forum of Asian Ministers of Transport at its first session for the continued implementation of the Busan Declaration and the Regional Action Programme,<sup>42</sup>

*Recalling also* 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>43</sup>

*Encouraged* by the successful regional cooperation that led to the entry into force of the Intergovernmental Agreement on the Asian Highway Network<sup>44</sup> and the Intergovernmental Agreement on the Trans-Asian Railway Network,<sup>45</sup>

*Noting* the important role which transport infrastructure and high-quality transport services play in

ensuring sustainable economic growth and increasing the competitiveness of economies in the region as well as improving living standards,

*Stressing* the important role of dry ports in integrating modes of transport, reducing border-crossing and transit delays, facilitating the use of energy-efficient and lower-emission means of transport and creating new opportunities for the growth and establishment of development clusters,

*Recognizing* that the formalization of the status of dry ports could significantly contribute to the development of an international integrated intermodal transport and logistics system,

*Stressing* the need to ensure the professionalism and improve the performance of the logistics industry,

*Recalling* the United Nations Millennium Declaration<sup>46</sup> and the 2005 World Summit Outcome,<sup>47</sup> and stressing the important contribution of transport infrastructure and services in achieving the Millennium Development Goals,

*Recognizing* that vast numbers of people in rural areas have limited access to transport infrastructure and services and, consequently, to economic and social opportunities,

*Recognizing also* that the improvement of energy efficiency in the transport sector contributes to environmental sustainability,

*Acknowledging* that road safety is a public policy issue of major concern that requires a strong political commitment and effective interventions to reduce road traffic fatalities, injuries and related human suffering significantly,

*Welcoming* the declaration adopted at the first Global Ministerial Conference on Road Safety: Time for Action, held in Moscow on 19 and 20 November 2009,<sup>48</sup> and the proclamation by the General Assembly, in its resolution 64/255 on improving global road safety, of the period 2011-2020 as the Decade of Action for Road Safety,

1. *Resolves* to support increased regional economic integration in an effective manner and, in that regard, invites members and associate members to 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;

<sup>38</sup> See paras. 71 to 84 above.

<sup>39</sup> E/ESCAP/66/11, chap. IV.

<sup>40</sup> E/ESCAP/63/13, chap. V.

<sup>41</sup> Commission resolution 63/9, annex.

<sup>42</sup> See E/ESCAP/66/11, para. 1.

<sup>43</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>44</sup> United Nations, *Treaty Series*, vol. 2323, No. 41607.

<sup>45</sup> Commission resolution 62/4, annex.

<sup>46</sup> See General Assembly resolution 55/2.

<sup>47</sup> See General Assembly resolution 60/1.

<sup>48</sup> A/64/540, annex.

(b) Developing an international integrated intermodal transport and logistics system in support of production and distribution networks and international trade that contributes significantly to the realization of regional integration;

(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 logistics activities at intermodal interfaces, in particular at production and consumption centres, and around seaports and dry ports;

(e) Supporting the development of coastal areas, hinterlands and landlocked countries by providing physical access and connectivity;

(f) Increasing access for people in rural areas to transport infrastructure and services;

(g) Placing road safety high on the policy agenda;

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

2. *Requests* the Executive Secretary to continue to accord priority to the implementation of the Busan Declaration on Transport Development in Asia and the Pacific<sup>40</sup> and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011),<sup>41</sup> especially to assist regional members and associate members in their efforts:

(a) To realize the long-term vision of an international integrated intermodal transport and logistics system;

(b) To accede to, ratify, accept or approve the Intergovernmental Agreement on the Asian Highway Network<sup>44</sup> and/or the Intergovernmental Agreement on the Trans-Asian Railway Network;<sup>45</sup>

(c) To develop the Asian Highway network, the Trans-Asian Railway network and intermodal transport infrastructure;

(d) To remove bottlenecks along, and operationalize, priority transport corridors and routes, including Euro-Asian transport linkages;

(e) To join relevant international agreements and conventions aimed at the harmonization of standards, rules and procedures for highway and railway transportation as well as the facilitation of border crossings;

(f) To bring about connectivity and the integration of the Asian Highway network, the Trans-Asian Railway network and other transport modes by working towards the development of an intergovernmental agreement on dry ports;

(g) To develop guidelines for minimum standards and codes of conduct for freight forwarders, multimodal transport operators and logistics services providers;

(h) To promote the access of rural populations to main transport networks and services;

(i) To promote environmentally sustainable transport through efficient freight logistics and modal shifts in freight and passenger transportation;

(j) To set road safety goals, targets and indicators through networking among national and subregional organizations;

3. *Also requests* the Executive Secretary:

(a) To ensure effective coordination with other United Nations and multilateral agencies as well as subregional organizations;

(b) To collaborate effectively with international and regional financing institutions, multilateral and bilateral donors and private sector investors, and international organizations to mobilize further financial and technical support for the wider development and operationalization of the Trans-Asian Railway network and the Asian Highway network;

(c) To convene a ministerial conference on transport in 2011 to assess and evaluate the implementation of the Bangkok Declaration on Transport Development in Asia<sup>39</sup> and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), and to consider a regional action programme for phase II (2012-2016).

*Fifth plenary meeting  
19 May 2010*

## **Resolution 66/5**

### **Implementation of the Jakarta Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific<sup>49</sup>**

*The Economic and Social Commission for Asia and the Pacific,*

*Stressing* the crucial role of economic and social infrastructure, including transport facilities and services, water supply, wastewater treatment, solid waste management, drainage systems, energy and power supply, information and communications technology, and education, health and welfare facilities in supporting development and achieving the Millennium Development Goals,

*Recognizing* that inadequate infrastructure facilities and services have strong adverse effects on the movement of goods and services, production and

<sup>49</sup> See paras. 71 to 84 above.