

(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 Pacific⁴⁰ and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011),⁴¹ 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 Network⁴⁴ and/or the Intergovernmental Agreement on the Trans-Asian Railway Network;⁴⁵

(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 Asia³⁹ 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 Pacific⁴⁹

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

⁴⁹ See paras. 71 to 84 above.

transaction costs, and levels of social and personal health and welfare, which are affecting development efforts and preventing the countries of the region from realizing their full development potential,

Realizing that, typically, infrastructure requirements are significantly larger than budgetary provisions and that innovative solutions are needed in order to raise financing for the development of infrastructure, improve the efficiency of infrastructure operations and create incentives to promote the maintenance of infrastructure,

Recognizing the strength of the public and private sectors working together to combine their financial, management and technical resources to improve the supply, provision and maintenance of infrastructure facilities and services,

Recognizing also that the impacts of the financial and economic crises necessitate that governments review their legislative, regulatory and procedural environments for public-private partnerships,

Noting that the important role given to the development of physical infrastructure in economic stimulus packages has created new opportunities for public-private partnerships,

Taking note of the Jakarta Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific,⁵⁰ adopted by the Asia-Pacific Ministerial Conference on Public-Private Partnerships for Infrastructure Development 2010, which was held in Jakarta on 17 April 2010,

Noting the continued relevance of Commission resolution 64/4 of 30 April 2008 on the implementation of the Seoul Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific,

Recalling the United Nations Millennium Declaration,⁵¹ the 2005 World Summit Outcome,⁵² the Johannesburg Declaration on Sustainable Development⁵³ and the Monterrey Consensus of the International Conference on Financing for Development,⁵⁴ all of which support and promote the concept of public-private partnerships in the development process,

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,⁵⁵ which recognizes the importance of public-private partnerships in the development of transit systems,

Recognizing the benefits of countries in the region sharing their rich experience to resolve issues of major concern to both the public and private sectors that act as barriers to developing effective partnerships,

Recognizing also the need to enhance or create an environment conducive to private sector participation in the provision of infrastructure facilities and services, including:

- (a) Formulating public-private partnership policy frameworks;
- (b) Reforming legislative and regulatory regimes through proactive government participation;
- (c) Encouraging countries and regional programmes to establish institutional mechanisms and partnership performance assessment tools to promote good governance of public-private partnerships;
- (d) Enhancing the capacity of the public sector to implement public-private partnerships,

Taking note of the eight major characteristics of good governance, namely that it is participatory, consensus-oriented, accountable, transparent, responsive, effective and efficient, equitable and inclusive, and follows the rule of law,

Noting the significant progress made in many countries that have facilitated and promoted public-private partnerships,

Recognizing the important contribution that bilateral donors, international financial institutions and other organizations are making in order to assist countries in reaching their full development potential in order to support economic growth, social development and poverty reduction through their public-private partnership endeavours,

Welcoming the offer of the Government of the Islamic Republic of Iran to host the third Ministerial Conference on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific,

1. *Reiterates* the commitments made in Commission resolution 64/4 on the implementation of the Seoul Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific,

⁵⁰ E/ESCAP/66/CRP.17.

⁵¹ See General Assembly resolution 55/2.

⁵² See General Assembly resolution 60/1.

⁵³ *Report of the World Summit on Sustainable Development, Johannesburg, South Africa, 26 August-4 September 2002* (United Nations publication, Sales No. E.03.II.A.I and corrigendum), chap. I, resolution 1, annex.

⁵⁴ *Report of the International Conference on Financing for Development, Monterrey, Mexico, 18-22 March 2002* (United Nations publication, Sales No. E.02.II.A.7), chap. I, resolution 1, annex.

⁵⁵ *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.

particularly with respect to using public-private partnerships as an effective means of complementing Government development efforts;

2. *Invites* members and associate members, as appropriate, to review and assess the following:

(a) Their public-private partnership, sectoral and other relevant policy frameworks and action plans for infrastructure development;

(b) Their public-private partnership readiness, including the identification of key issues to be addressed by Governments in promoting the role of public-private partnerships in infrastructure development;

(c) Their processes and procedures for implementing public-private partnerships, including effective management over their life cycle;

(d) Their legislative, regulatory and institutional environments for public-private partnerships generally and at the sectoral level in order to identify any barriers to their effectiveness;

(e) Their internal and external barriers to public-private partnership in infrastructure development;

(f) Their capacity to implement public-private partnerships and evaluate their impact on development;

(g) The availability of innovative capital resources to meet the funding needs of public-private partnership projects;

(h) The availability of domestic risk management mechanisms and instruments to reduce or mitigate project risks and lower overall project costs;

3. *Encourages* members and associate members, as appropriate, to actively engage in regional cooperation initiatives, including: networking arrangements; educational and training programmes; compilation and dissemination of information; standardization of contracts, processes and procedures; and provision of technical assistance;

4. *Requests* the Executive Secretary, in collaboration with United Nations bodies and specialized agencies, the relevant offices of the United Nations Secretariat, international financial institutions, other organizations and bilateral donors:

(a) To assist members and associate members in meeting infrastructure development challenges through: (i) regional and interregional cooperation in the development of public-private partnerships; and (ii) the organization of meetings and regional networking arrangements aimed at promoting the exchange of experiences and information;

(b) To assist members and associate members, on a mutually agreed basis, with their capacity-building programmes, including public-private partnership policy framework formulation, legislative

and regulatory reform, and administrative arrangements for public-private partnerships;

(c) To provide technical support, upon request, to help increase the public-private partnership readiness of members and associate members, including: (i) preparing regional financing and risk management tools to reduce transaction costs; and (ii) developing risk mitigation mechanisms against currency mismatches;

(d) To establish a task force to elaborate the elements of a regional financial architecture that could assist the Asia-Pacific region with increased capital availability for infrastructure development;

(e) To establish an Asia-Pacific network of public-private partnership units and programmes which would, among other things, provide ad hoc advisory and training services, disseminate information on public-private partnerships and coordinate regional meetings of national public-private partnership units and programmes;

(f) To take into consideration the special needs of landlocked and transit developing countries in the implementation of the present resolution;

(g) To undertake a periodic review of the progress made in infrastructure development through public-private partnerships and to report to the Commission at its seventy-first session on the implementation of the present resolution.

*Fifth plenary meeting
19 May 2010*

Resolution 66/6

Improving road safety in Asia and the Pacific⁵⁶

The Economic and Social Commission for Asia and the Pacific,

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, 60/5 of 26 October 2005, 62/244 of 31 March 2008 and 64/255 of 2 March 2010 on improving global road safety,

Recalling also the Ministerial Declaration on Improving Road Safety in Asia and the Pacific,⁵⁷ adopted at the Ministerial Conference on Transport, held in Busan, Republic of Korea, from 6 to 11 November 2006, and Commission resolution 63/9 of 23 May 2007 on the implementation of the Busan Declaration on Transport Development in Asia and the Pacific and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), as well as the outcomes of the first session of the Forum of Asian

⁵⁶ See paras. 71 to 84 above.

⁵⁷ E/ESCAP/63/13, chap. IV.