SEoul declaration on infrastructure development in asia and the pacific

Regional action programme phase II (2002-2006)

Ministerial conference on infrastructure
12-17 November 2001
Seoul

United Nations
SEOUL DECLARATION
ON
INFRASTRUCTURE DEVELOPMENT
IN ASIA AND THE PACIFIC

REGIONAL ACTION PROGRAMME
PHASE II (2002-2006)

Ministerial Conference on Infrastructure
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United Nations
New York, 2002
ESCAP WORKS TOWARDS
REDUCING POVERTY
AND MANAGING GLOBALIZATION

Cover designed by: Mr. Juti Satupak
Globalization of national economies is now a universal phenomenon which has greatly expanded the scope for international trade in goods and services, with consequent unprecedented demand for transport infrastructure and services for the movement of goods and people both within and across the national boundaries of the countries in the Asia-Pacific region. However, participation in the globalization process demands that countries not only have a comparative advantage in producing the goods and services that they export but also that their supply chains be efficient, reliable and cost-effective. Without the right logistics systems to ensure such supply chains, comparative advantages in the production and distribution processes are eroded and countries become marginalized. Transport infrastructure and services are vital components of these logistics systems and are consequently a critical success factor, if not one of the key driving forces, in managing the globalization process.

Transport is also central to social development, personal welfare and poverty reduction. The international community has renewed its commitment to reduction of poverty, which is linked to providing access to markets, employment, extension services, education, medical and health care, as well as the opportunity to participate in various cultural, religious and political activities. However, the vast majority of people in the region still live in rural areas far away from the traditional main locations of growth. These far-flung areas have remained outside the direct purview of the current globalization process. If the people living in these areas are to “benefit” from the globalization process, there is a need to develop and maintain primary transport linkages between major inland origins and destinations and to seaports, and to provide access to this primary transport network from the far-flung areas through development of local transport networks and appropriate transport services.

For several decades, ESCAP member countries have taken actions to improve access. These actions have been associated with a period of sustained regional growth that generated a huge demand for transport. However, in many countries, despite the exercise of their best endeavours, development of additional capacity could not keep pace. While economic crises and slowdowns since the late 1990s may have influenced demand, the fact remains that adequate levels of transport infrastructure and services have not been established, and the capital stock is deteriorating owing to inadequate attention to the required maintenance. Therefore, despite significant achievements over recent
years, the development and maintenance of the region’s much-needed transport sector remain a daunting challenge.

In recognition of the importance of developing transport infrastructure and services, the first Ministerial Conference on Infrastructure was held at New Delhi in October 1996. It adopted the New Delhi Declaration on Infrastructure Development in Asia and the Pacific, thereby launching the New Delhi Action Plan and approving a set of regional activities for implementation during the first half of the Plan (1997-2001). At its core, the Plan seeks to focus policy attention on promoting more efficient infrastructure services, taking into account economic, social and environmental considerations.

Activities implemented under phase I (1997-2001) of the Plan at both the national and regional levels have addressed some of the critical issues of concern to member and associate member countries. Tangible results have enhanced national capabilities and helped to improve efficiency. Significant progress has been made towards the formulation of intra- and interregional transport linkages through the Asian Highway, the Trans-Asian Railway and shipping programmes. Progress is being made in the area of multimodal transport and serious attempts are being made to introduce environments that are conducive to the formation of partnerships with the private sector. The agenda is unfinished, however, and renewed efforts are required if transport infrastructure and services are to make their essential contribution to economic and social development.

In order to review implementation of phase I of the New Delhi Action Plan, to consider emerging issues in the sector, to renew political commitments to the Plan and to consider the activities to be undertaken during phase II (2002-2006), a second Ministerial Conference on Infrastructure was held at Seoul in November 2001.

The central theme of the Conference was the development of an integrated transport system supporting the economic and social development of the region. Within this theme, emerging issues in the transport sector were considered under the three headings of: globalization and integration of transport; infrastructure financing and private sector participation; and transport and society.

Recognizing the vital role of transport in social and economic development, personal welfare and social and political integration, the ministers, at the conclusion of the Conference, renewed their commitment to the New Delhi Action Plan and adopted the Seoul Declaration on Infrastructure Development, a copy of which is the subject matter of this
publication. Annexed to the Declaration is the approved Regional Action Programme, which has eight areas of focus: (1) infrastructure planning and policy; (2) administration, management and finance; (3) private sector participation; (4) logistics and facilitation; (5) environment and safety; (6) human resources development capabilities; (7) poverty alleviation, rural areas and disadvantaged population groups; and (8) infrastructure needs of the least developed, landlocked and island developing countries and the economies in transition. These areas of focus address issues of current concern to countries of the region and reflect changing regional priorities; as such they provide a clear direction for the work of the secretariat for the period 2002-2006. It may also be mentioned here that the Regional Action Programme was developed during the revitalization and restructuring period of the programme of work of ESCAP and is fully in line with the three key thematic areas of ESCAP work, namely, poverty reduction, managing globalization and addressing emerging social issues.

The Declaration makes a number of requests to the Executive Secretary concerning resource mobilization, coordination, involvement of relevant stakeholders and monitoring of the Programme. In these respects, I pledge my full support in ensuring the successful implementation of the Regional Action Programme.

I should like to take this opportunity to express my deep appreciation to all those whose collective efforts brought the Conference to a successful conclusion, in particular, the Government of the Republic of Korea for hosting the Conference. I should also like to express my gratitude to the Governments of Australia, France, Japan and the Netherlands for their financial support to the Conference and to the Government of Indonesia for hosting the Expert Group Meeting in Preparation for the Ministerial Conference, held at Jakarta in July 2001.

Kim Hak-Su
Executive Secretary
United Nations Economic and
Social Commission for Asia and
the Pacific
## CONTENTS

<table>
<thead>
<tr>
<th>Foreword</th>
<th>i</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seoul Declaration on Infrastructure Development in Asia and the Pacific</td>
<td>1</td>
</tr>
<tr>
<td>Regional Action Programme Phase II (2002-2006)</td>
<td>5</td>
</tr>
</tbody>
</table>
PART ONE

Seoul Declaration on Infrastructure Development
in Asia and the Pacific
SEOUl DECLARATION ON INFRASTRUCTURE DEVELOPMENT IN ASIA AND THE PACIFIC

We, the Ministers of members and associate members of ESCAP attending the Ministerial Conference on Infrastructure held at Seoul from 12 to 17 November 2001,

Recognizing in this era of globalization the crucial role of infrastructure in sustaining and promoting the economic and social development of our economies,

Recalling Commission resolution 51/8 of 1 May 1995 on the implementation of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, covering the period 1997-2006, as well as the launching of the Plan at the Ministerial Conference on Infrastructure held at New Delhi from 23 to 29 October 1996,

Noting that the development of roads, rail, shipping, ports, inland waterways and air transport has shown significant progress, but that the region still faces deficiencies and bottlenecks in these sectors and that actions are required to meet the economic, social and environmental challenges and demands; further noting that economic growth in Asia and the Pacific is the highest in the world, that 61.8 per cent of the world’s population live in the region, some of them in extreme poverty, that half of the region’s population may be living in urban areas by 2025, that tourism plays a key role in poverty alleviation and employment generation, especially in developing countries, and that all these factors, along with the impacts of globalization, indicate the need for substantial increases in transport capacity and efficiency to provide access to meet the needs of the population and more effectively interconnect markets, production and urban areas,

Also noting that infrastructure investment plays a vital role in reducing poverty and promoting economic development by creating employment and increasing production in the region,

Appreciating the significance of activities implemented during the first half of the Plan (1997-2001), promoting infrastructure development in the region, and the need to further enhance the pace and scope of such endeavours,

Also appreciating the various initiatives taken in the infrastructure sector by regional and subregional organizations, as well as those taken in the context of growth triangles and other similar cooperative endeavours,
Recognizing the need for continuing implementation of Commission resolution 52/9 of 24 April 1996 on intra-Asia and Asia-Europe land bridges (extended by the Commission at its fifty-sixth session, in 2000), also recognizing other priority areas, as identified by Commission resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures (extended by the Commission at its fifty-sixth session), resolution 55/1 of 28 April 1999 on sustainable development of inland water transport in the Asian and Pacific region and resolution 57/4 of 25 April 2001 on regional cooperation in information and communication technologies for development,

1. Agree that, at this time of globalization, infrastructure development policies need to be formulated and implemented by Governments in accordance with specific situations, conditions and national priorities to meet economic and social targets and to achieve success in this regard:

   (a) Consider it essential that Governments take a leading role in more effectively integrating the different forms of transport in order to develop sustainable intermodal transport systems that deliver efficient domestic transport services and at the same time provide access to international markets and wider hinterlands;

   (b) Support the formulation and implementation of strategies and policies to promote private sector participation and public/private partnerships in the financing and operation of transport infrastructure and services to accelerate development and encourage improved efficiency;

   (c) Deem it essential that the economic, social, environmental and safety impacts of transport on society be evaluated in a comprehensive manner and that Governments commit themselves to the implementation of sustainable development policies including appropriate community-based infrastructure interventions designed to assist in the poverty alleviation process;

2. Renew our commitment to the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific and approve the Regional Action Programme (2002-2006) of the Plan (annex I);

3. Invite members and associate members of ESCAP, donor countries, multilateral financing institutions, concerned agencies and organizations of the United Nations system, other intergovernmental and subregional organizations, non-governmental organizations and, in particular, the private sector to provide financial and technical support, taking particular cognizance of the special needs and measures required to assist the least developed, landlocked and island developing economies and economies in transition;
4. **Request** the Executive Secretary:

   (a) To accord priority to mobilizing resources for the implementation of the Regional Action Programme, covering the period 2002-2006;

   (b) To ensure effective coordination with other concerned United Nations and multilateral agencies in the implementation of the Programme and to continue to promote cooperation in a synergistic manner with the various regional and subregional organizations which are playing an increasingly important role in the infrastructure sector;

   (c) To encourage the active participation of subregional organizations and other groupings, including growth triangles and other similar cooperative endeavours, in formulating and implementing the Programme in coordination with the secretariat;

   (d) To associate national transport institutions with the implementation of Programme activities;

   (e) To continuously monitor and evaluate the impact of the Programme and to submit his reports, with appropriate recommendations, to the Commission at its fifty-ninth and subsequent sessions until the end of the Plan.
PART TWO

Regional Action Programme (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific
Regional Action Programme

Annex I

REGIONAL ACTION PROGRAMME (2002-2006) OF THE NEW DELHI ACTION PLAN ON INFRASTRUCTURE DEVELOPMENT IN ASIA AND THE PACIFIC

Globalization has created new opportunities for countries in the ESCAP region. It has also created challenges. Management of these challenges requires a collaborative effort among member countries and the United Nations agencies, intergovernmental organizations, subregional organizations and professional associations involved in transport.

The ESCAP secretariat has worked closely with several key United Nations agencies including ECA, ECE, ECLAC, ESCWA, UNCTAD, UNDP, UNAIDS, IMO, ICAO, ILO, ITU, UPU and the World Bank, intergovernmental organizations including APT, ADB, EBRD and IDB, other subregional organizations such as ASEAN, ECO, the Forum Secretariat, SAARC, IGC-TRACECA, TRADP and other collaborating institutions, including AITD, CPD and KMI in the implementation of the New Delhi Action Plan, phase I. Further cooperation and coordinated action between ESCAP and these organizations would greatly enhance the prospect of successful implementation of the Regional Action Programme, phase II.

1. INFRASTRUCTURE PLANNING AND POLICY

In this era of globalization, the opportunities to expand intra- and interregional trade are reliant on the capacity of countries to deliver efficient road, rail, water and air transport infrastructure and services. However, several factors are inhibiting their ability to meet this challenge. For example, within the Asian land transport infrastructure development (ALTID) project,1 the current approach to formulating the Asian Highway is not sufficiently responsive to the need for regular regionwide review of the network’s development and timely coordination between national and regional transport networks. Similarly, progress has been made in the development of the Trans-Asian Railway network; however, its formulation and operational integration are not yet complete.

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1 Owing to the vital importance and cross-cutting nature of facilitation measures across all modes of transport, they have been dealt with specifically under theme area 4, “Logistics and facilitation”.

5
While development of the individual modes will remain important within the process of globalization, the expansion of intermodal transport systems can further reduce costs and increase efficiency. However, national and regional plans promoting an integrated transport network have yet to be fully developed. At the same time, the concept of a sustainable transport system balancing transport demand across the various modes and with environmental and social concerns has not yet emerged.

Changes brought about by countries in the ESCAP region over the last two decades are part of a much broader movement towards deregulation and liberalization of world trade within the multilateral framework of WTO. In the transport sector, proposals for renewed negotiations on maritime transport will take into consideration the different levels of development and the principles of progressive liberalization. Such proposals may have substantial impacts on countries in the ESCAP region that are striving to maintain a presence in the provision of transport services. Consequently, there is a need for countries to prepare themselves for these and other negotiating rounds that may impact on the transport sector.

Development objective: To improve regional transport infrastructure planning and policy formulation, thereby assisting countries in enhancing their competitiveness in accessing global markets.

1.1 ALTID project: Formalization of the Asian Highway

Immediate objective: To formalize the development of the Asian Highway network through the coordinated planning of national road infrastructure with regard to regional transport needs.

Outputs:

1. A formulated agreement on the Asian Highway comprising (a) the regional highway network, (b) the technical standards and (c) a review mechanism for regular updating of the regional network.

2. Road maps, reports and an updated database promoting Asian Highway development.

Indicators of achievement:

1. Countries having ratified/acceded to the Asian Highway agreement.

2. The Asian Highway network, as laid down in the agreement, is recognized as a priority in national highway planning.
1.2 ALTID project: Formulation and formalization of the Trans-Asian Railway

Immediate objective: To promote the regional railway network for efficient movement of goods and people.

Outputs:
1. A network for the Trans-Asian Railway incorporating route configuration and technical characteristics for regional and interregional rail transport.
2. Cooperation arrangements among railway organizations on Trans-Asian Railway routes and operationalization of rail transport services.

Indicators of achievement:
1. Countries participating in network formulation for the Trans-Asian Railway.
2. Trains moving on international routes of the Trans-Asian Railway.

1.3 Integrated transport network and intermodal linkages

Immediate objective: To promote the development of intermodal transport systems at the national, subregional and regional levels to increase efficiency and reduce transport costs.

Outputs:
1. A conceptual plan formulated for an integrated regional transport network for Asia covering all transport modes, including railway, roads, water transport, ports, freight terminals and airports.
2. Recommendations for the development of intermodal transport facilities at the country, subregional and regional levels.

Indicators of achievement:
1. Countries adopting integrated intermodal approaches to transport infrastructure planning.
2. Intermodal transport facilities planned and/or developed in the countries.
1.4 **Transport policy analysis**

**Immediate objective 1**: To assist countries in identifying issues and formulating policy responses in the transport sector.

**Outputs**:
1. Biennial publication *Review of Developments in Transport and Communications in the ESCAP Region* and regional transport policy studies.
2. Regional shipping and seaport studies and forecasts to provide a regional context for national planning processes utilizing the ESCAP Maritime Policy Planning Model.

**Indicators of achievement**:
1. Timely delivery of the *Review*.
2. Positive response to the *Review*, and studies from member countries and other readers.

**Immediate objective 2**: To promote an integrated approach to economic, financial, environmental and social sustainability in planning and policy development with regard to transport facilities and services.

**Outputs**:
1. Reports, analytical studies and policy advice on sustainable transport development issues (e.g., strategic approaches to transport planning, transport pricing and charges for sustainable development, and economic and commercial regulation in transport).
2. Capacity-building through seminars, workshops and training activities.

**Indicators of achievement**:
1. Positive response from member countries to outputs.
2. Incorporation of sustainable transport policies in national planning processes.

1.5 **Liberalization and WTO**

**Immediate objective**: To create awareness of the implications of the WTO/GATS negotiations on maritime transport services for countries that are members of WTO and for countries that are non-members.
Outputs:

1. A review of the current level of liberalization of transport services and potential niche markets for developing countries in the region.

2. Exchange of views and best practices among ESCAP member countries at the subregional and regional levels designed to assist countries in reviewing negotiating positions.

Indicators of achievement:

1. Regional awareness of the impact of the WTO/GATS negotiations on the transport sector and advance preparation for negotiations.

2. A network of national research institutions undertaking work on WTO transport-related subjects.

2. ADMINISTRATION, MANAGEMENT AND FINANCE

At a time when the growth of trade and other factors are fuelling an increasing demand for efficient and cost-effective transport options, freight and passenger traffic moving by rail is below capacity. At the same time, it is clear that an increased focus on port productivity can reduce the need to invest significant quantities of new capital in expanding port facilities. In the highways sector, the management of pavement maintenance continues to be a regional problem owing to limited financial resources and the high priority being given to construction.

Participatory approaches in transport planning and decision-making can help in addressing various issues of a cross-cutting nature and in pursuing sustainable development, ensure improvements in the welfare of the poor and other disadvantaged groups, resolve conflicts of interests and thereby assist in preserving or building security at all levels. However, institutional mechanisms to ensure wide participation by all social groups are still largely absent.

Development objective: To encourage countries to engage in modern strategic decision-making within a sound regulatory and administrative framework.

2.1 Revitalization of railways

Immediate objective: To promote increased responsiveness of railway organizations to the changing demands of the transport market.
Regional Action Programme

Outputs:
1. Evaluation and information planning concerning best practices to enhance rail transport services, including the separation of different businesses financially and managerially.
2. Guidelines for commercialization of railway organizations facilitated through policy advice, case studies and subregional and country-level training activities.

Indicators of achievement:
1. Countries initiating commercial reforms in national railway organizations.
2. Increased freight and passenger volumes transported by rail and new railway services established.

2.2 Road maintenance and administration

Immediate objective: To improve the planning capacities of national road administrations.

Outputs:
1. Capacity-building for road management facilitated through policy advice and subregional and country-level training activities.
2. Network of professionals and institutes related to road management.

Indicators of achievement:
1. Countries initiating legislative reforms for funding of road maintenance.
2. Participation of countries in the proposed network.

2.3 Improving transport productivity

Immediate objective: To enhance transport efficiency and productivity.

Outputs:
1. Application of information and communications technologies (ICT) to enhance transport productivity, particularly through networking of regional transport organizations and service providers to exchange data, information and software.

Indicators of achievement:
1. Participation of regional transport organizations and service providers in the ICT network.
2. Increase in regional transport productivity through the application of ICT.

2.4 Participatory planning and policy formulation

Immediate objective: To promote participatory approaches in planning and policy formulation in the transport sector.

Outputs:
1. Studies on the implications of participatory planning and decentralization of decision-making; guidelines, seminars and workshops; and advisory services.
2. Establishment of sustainable consultative mechanisms among key stakeholders, including providers and users of transport infrastructure, Governments and relevant institutions.

Indicators of achievement:
1. Involvement of relevant stakeholders in the planning and policy formulation process.
2. Participants’ positive evaluation of consultative meetings.

3. PRIVATE SECTOR PARTICIPATION

Countries of the ESCAP region are facing shortages of transport infrastructure and services. In most cases they are also experiencing difficulties in funding or allocating adequate financial resources to undertake the necessary investment and increase efficiency. To address these issues, Governments are encouraging the participation of the private sector; however, progress has been slower than anticipated owing to a range of issues that still need to be addressed.

With increased demands for capital investment in transport infrastructure and promotion of private sector participation, it will become increasingly necessary to avoid wasteful investment and ensure that funds are available. Unless some outstanding issues are addressed, it may become more difficult to attract private capital in the future, as private investors become more discriminating in the choice of projects.
Development objective: To assist countries in establishing appropriate public/private partnerships in the development of transport infrastructure and services.

3.1 Building institutional capacities

Immediate objective: To assist in building institutional capabilities for private sector participation in transport undertakings.

Outputs:

1. Networks of institutions and bodies concerned with economic and commercial regulation in transport.
2. Exchange of ideas and experiences in private sector participation among member States, including exchange programmes; training material and workshops on “Negotiating platform for public/private partnership (PPP) projects” (both activities being undertaken in cooperation with the Economic Commission for Europe’s BOT Expert Group); and action plans for private sector participation.

Indicators of achievement:

1. Network positively evaluated by participants.
2. Actions taken to improve the environment for public/private partnerships.

3.2 Improving the legislative environment

Immediate objective: To assist countries in improving their legislative environment for private sector participation.

Outputs:


Indicators of achievement:

1. Participants’ positive evaluation of workshops/seminars.
2. Actions taken by regional members to enact or revise legislation related to public/private partnerships.

3.3 Evaluating privatization projects

**Immediate objective:** To assist countries of the region in evaluating the potential for commercialization of transport infrastructure projects from an international perspective.

**Outputs:**

1. Advisory services and application of the ESCAP/UNDP financial and economic planning models as well as case studies to evaluate business and asset values.

2. Regional and country-level seminars/workshops to promote an exchange of regional experiences in creating favourable public opinion with regard to private sector participation.

**Indicators of achievement:**

1. Regional ports/other transport undertakings utilizing economic planning models in evaluating projects for potential private sector involvement.

2. Measurable improvement in public opinion towards private sector participation.

3. Increased demand for capital investment.

4. **LOGISTICS AND FACILITATION**

Overcoming the friction associated with transport procedures and other institutional constraints is a critical success factor in providing competitive access to the global market. While the cost impact of this friction is widespread and difficult to quantify, its effect is very evident in the frustration caused and the time wasted. Yet few countries in the region have been able to address this issue effectively.

Multiple sourcing and just-in-time requirements have encouraged trade and transport intermediaries to go beyond management of the multimodal transport process and apply principles of logistics and ICT to manage the entire supply chain. However, for many developing countries there is a need to upgrade institutional capacity and introduce specific skills to provide new value added services.
Development objective: To encourage countries to implement trade and transport facilitation measures that would remove friction, streamline transport processes and develop efficient logistics services in order to engage in the globalization process.

4.1 Improving trade and transport

Immediate objective: To promote the simplification/harmonization of trade/transport procedures/documentation and assist countries in achieving the seamless movement of goods and people.

Outputs:
1. Simplification and harmonization of trade and transport procedures.
2. Reports isolating and quantifying bottlenecks that impede the smooth movement of goods and measures to overcome the impediments, including ICT applications in transport and trade.

Indicators of achievement:
1. Countries addressing identified bottlenecks.
2. Countries adopting simplified and seamless trade and transport procedures including ICT applications.

4.2 Improving legal regimes

Immediate objective: To assist countries in putting in place a suitable legal regime that would facilitate international and transit transport.

Outputs:
1. Analysis of international and subregional agreements that facilitate trade and transport.
2. Training and advisory services to build institutional capacities and assist in the implementation of transport agreements.

Indicators of achievement:
1. Countries taking action towards the adoption and implementation of international and subregional agreements including the Conventions listed in resolution 48/11.
2. Countries formulating and enacting multimodal transport legislation.
4.3 Raising awareness of logistics concepts

Immediate objective: To increase awareness of logistics concepts and assist countries in developing multimodal transport services and supply chain management capabilities.

Outputs:
1. Case studies of best practices and development of guidelines on establishment of logistics centres.
2. Comparative analysis of logistics costs in countries of the region.

Indicators of achievement:
1. Countries taking measures to provide logistics services.
2. Countries adopting a logistics approach to transport development.

4.4 Capacity-building and skills development

Immediate objective: Capacity-building and skills development to further progress multimodal transport and develop logistics services at the national, subregional and regional levels.

Outputs:
1. Interactive training material suitable for distance mode delivery prepared in conjunction with Governments, freight forwarders associations and training institutions.
2. Qualified trainers certified to deliver the training material at the subregional and regional levels.

Indicators of achievement:
1. Countries adopting ESCAP training material as a basis for human resources development.
2. Delivery of training material by national training institutes.

5. ENVIRONMENT AND SAFETY

Transport-related environmental and social issues of major concern include land-use change, population displacement, climate change and local and regional air pollution, the costs of which in many cases account for several times the direct costs of transport services. Environmental, social and health impact assessments of transport-related
projects, plans and activities are preventive tools for integrating broader considerations into transport planning.

All transport modes involve safety risks, especially with respect to the transport of dangerous goods, and personal security issues which need to be addressed. In the Asia-Pacific region alone, 400,000 people are killed in road accidents each year, and the economic losses caused by road accidents are more than double the total development assistance to the ESCAP region from all sources. The activities proposed under this programme item focus on specific tools to address environmental, social and safety issues.

**Development objective:** To mitigate the environmental and social impact of transport and improve safety.

### 5.1 Environment

**Immediate objective:** To assist member countries in incorporating the environmental and social impacts of transport in the planning, implementation and operation of transport projects.

**Outputs:**

1. Guidelines on multistage environmental and social impact assessments (ESIA) in the transport sector.
2. Workshops and seminars based upon the guidelines.

**Indicator of achievement:** Actions being undertaken by member countries to incorporate multistage ESIA into transport projects.

### 5.2 Safety

**Immediate objective:** To assist policy makers in analysing the road safety situation in their countries in comparison with other countries.

**Outputs:**

1. Asia-Pacific road accident database (APRAD) and comparative analysis of regional accident data.
2. Network of national agencies and users involved in maintaining the regional database.

**Indicators of achievement:**

1. Countries using the regional APRAD data for national policy planning.
2. Countries participating in the APRAD network.
5.3 Transport of dangerous goods

Immediate objective: To assist countries in applying international standards for the transport of dangerous goods.

Outputs:
1. Training needs identified through advisory service missions.
2. A core of experts in countries of the region with the capacity to implement international standards for the transport of dangerous goods.

Indicators of achievement:
1. Countries utilizing the training material.
2. Updated national regulations on the transport of dangerous cargo.

6. HUMAN RESOURCES DEVELOPMENT CAPABILITIES

Investment in human resources development is recognized as one of the most fundamental prerequisites for participation in the globalization process.

In this respect, Commission resolution 50/7 of 13 April 1994 on the update of the Jakarta Plan of Action on Human Resources Development in the ESCAP Region noted the need to enhance national capabilities through promoting human resources development policies that are compatible with economic growth and promote flexibility and continuous skills development.

Within the proposed Regional Action Programme, there is a strong focus on capacity-building and institutional strengthening in all programme areas. In addition to the traditional modalities such as knowledge sharing and communication through workshops, forums, studies, content provision and advisory services, the programme seeks to integrate the different modalities and optimize the substantive outputs developed. This will be achieved by making full use of modern delivery tools, including the Internet, to make their provision more cost-effective, sustainable and flexible to respond to emerging needs.

In this process, the secretariat will focus on its role as facilitator and will aim to ensure participants’ ownership and the development of national capacities to deliver the training programmes and work closely with government and industry to establish delivery mechanisms.
7. **POVERTY ALLEVIATION, RURAL AREAS AND DISADVANTAGED POPULATION GROUPS**

Vast rural areas in the region are still experiencing a basic access problem, while deficiency in access is one of the characteristics of poverty and an obstacle to social development. Often transport investments to address the basic access problem remain narrowly focused, mainly owing to gaps in the understanding of how transport interventions and policies can be made more effective for social development and the general welfare of the poor. At the same time, traditional transport planning hardly recognizes the special needs of women, the elderly and people with disabilities. There is a growing awareness, however, of the importance of developing transport systems that are accessible to all groups.

**Development objective:** To improve standards of living, especially of the poor, women, children, the elderly and people with disabilities by examining their access and mobility needs and formulating appropriate policy responses.

7.1 **Socio-economic impact of transport**

**Immediate objective:** To assist countries in identifying and quantifying linkages between transport and socio-economic development.

**Outputs:**

1. Review of analytical and quantitative studies on linkages between transport and socio-economic development.
2. Methodology for establishing transport satellite accounts to the national accounts.

**Indicators of achievement:**

1. Pilot project on transport satellite accounts implemented and evaluated positively for application in other countries.
2. Transfer of experience with the pilot project utilized by the secretariat to other institutions.

7.2 **Transport interventions to improve standards of living**

**Immediate objective:** To promote the development of accessible transport infrastructure and services.
Outputs:

1. Case studies on integrating the transport needs of women into the mainstream of transport policy and planning.

2. Case studies on integrating the special needs of people with disabilities and senior citizens into transport policy and planning.

Indicators of achievement:

1. Positive response from member countries.

2. Inclusion of study findings in national policy and country-level activities.

8. INFRASTRUCTURE NEEDS OF THE LEAST DEVELOPED, LANDLOCKED AND ISLAND DEVELOPING COUNTRIES AND THE ECONOMIES IN TRANSITION

In the least developed, landlocked and island developing countries and the economies in transition, special and significant problems exist which intensify the difficulties in providing adequate and efficient transport infrastructure. Specific areas in the implementation of national and regional transport sector plans include: developing ports, roads, rural tracks and railways; training the required manpower and setting up indigenous training institutions; creating internal transport facilities, particularly to link remote areas; expanding and improving transit transport and port facilities in transit countries to facilitate transport to and from landlocked countries as well as the development of air transport to meet the needs of landlocked and island developing countries; giving appropriate attention to the development of coastal shipping services and of river and lake services; developing, where necessary, joint shipping companies or merchant fleets; overcoming congestion of ports; and taking the necessary measures to ensure the management and maintenance of transport equipment.

Each of theme areas 1 to 7 above is relevant to the infrastructure needs of the least developed, landlocked and island developing countries and the economies in transition. In the implementation of the Regional Action Programme, phase II (2002-2006), of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, specific attention and resources will be devoted to addressing the special problems of this group of countries.
Regional Action Programme

Meeting priority needs of the Pacific island developing countries

Trade-related growth has been slow to come to the Pacific island developing countries owing to high transport costs. Lack of an efficient and integrated transport network hampers access to domestic and international markets and essential utilities. Transport-sector solutions identified and implemented in Asia are not necessarily suitable for the Pacific island developing countries. Innovative solutions have to be formulated and implemented by the trade and transport industry in the Pacific communities. These dialogues have to be facilitated. Stakeholders in the trade and transport sector have to meet. Capacity has to be built and institutions strengthened.

Development objectives:
1. To provide access to domestic and international markets (for goods and services).
2. To provide access for people to economic, social and welfare opportunities.

Immediate objectives: To assist Pacific island developing member countries in facilitating the integration of the transport network through identification of the trade and transport task, private sector participation and human resources development.

Outputs:
1. Exchange of best practices from within and outside the Pacific island developing member countries related to the integration of transport networks and public/private partnership models suitable for the subregion.
2. A programme for institutional strengthening and sustainable skills development.

Indicators of achievement:
1. Best practices on collaborative approaches among stakeholders implemented through technical cooperation among developing countries.
2. Countries utilizing the public/private participating models to encourage private sector investment.
3. Countries adopting ESCAP material as a basis for human resources development.