



**REGIONAL ACTION
PROGRAMME
for TRANSPORT
DEVELOPMENT
in ASIA AND
THE PACIFIC,
phase II (2012-2016)**



UNITED NATIONS
ESCAP
Economic and Social Commission for Asia and the Pacific

MINISTERIAL DECLARATION ON TRANSPORT DEVELOPMENT IN ASIA AND THE PACIFIC

We, the Ministers of transport and representatives of the members and associate members of the Economic and Social Commission for Asia and the Pacific attending the Ministerial Conference on Transport, held in Bangkok from 12 to 16 March 2012,

Recognizing the crucial importance of efficient, reliable and safe transport infrastructure and services to regional integration and the sustainable and inclusive economic and social development of countries in the ESCAP region,

Recalling Commission resolution 63/9 of 23 May 2007 on the implementation of the Busan Declaration on Transport Development in Asia and the Pacific¹ and the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), and Commission resolution 66/4 of 19 May 2010 on the implementation of the Bangkok Declaration on Transport Development in Asia,

¹ E/ESCAP/63/13, chap. V.

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,² the Mauritius Strategy for the Further Implementation of the Programme of Action for the Sustainable Development of Small Island Developing States,³ and the Programme of Action for the Least Developed Countries for the Decade 2011-2020 (the Istanbul Programme of Action),⁴

Recognizing the need for long-term commitment and continuity in addressing critical issues in the transport sector to support sustained economic growth, improve the living standards of our peoples and further increase the competitiveness of economies of the region,

Encouraged by the successful regional cooperation that led to the entry into force of the Intergovernmental Agreement on the Asian Highway Network⁵ and the Intergovernmental Agreement on the Trans-Asian Railway Network,⁶ and progress in the formulation of an intergovernmental agreement on dry ports,

Recognizing that growth in intraregional trade can be further supported if regional transport corridors are expanded and bottlenecks removed,

Reaffirming our commitment to the implementation of the Busan Declaration on Transport Development in Asia and the Pacific, and the Bangkok Declaration on Transport Development in Asia,

² 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.

³ Report of the International Meeting to Review the Implementation of the Programme of Action for the Sustainable Development of Small Island Developing States, Port Louis, Mauritius, 10-14 January 2005 (United Nations publication, Sales No. E.05.II.A.4 and corrigendum), chap. I, resolution 1, annex II.

⁴ Report of the Fourth United Nations Conference on the Least Developed Countries, Istanbul, Turkey, 9-13 May 2011 (A/CONF.219/7) (United Nations publication, Sales No. 11.II.A.1), chap. II.

1. *Adopt* the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016),⁷

2. *Adopt* the Regional Strategic Framework for the Facilitation of International Road Transport,⁸

3. *Request* the Executive Secretary to continue to accord priority to the implementation of the Busan Declaration on Transport Development in Asia and the Pacific¹ and the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016), especially to assist regional members and associate members in their efforts to realize the vision of a sustainable international integrated intermodal transport and logistics system,

4. *Also request* 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 and the Asian Highway;

(c) To convene a ministerial conference on transport in 2016 to assess and evaluate the implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016), and to consider a future programme of work.

⁵ United Nations, Treaty Series, vol. 2323, No. 41607.

⁶ United Nations, Treaty Series, vol. 2596, No. 46171.

⁷ Annex I.

⁸ Annex II.

REGIONAL ACTION PROGRAMME FOR TRANSPORT DEVELOPMENT IN ASIA AND THE PACIFIC, PHASE II (2012-2016)

Now more than ever, the region's development is reliant on its transport system. Whether to carry manufactured and agricultural products to international markets, food to rural and urban communities, workers to their jobs, the young to schools or the sick to hospitals, transport is essential. While development patterns across the region vary, countries that have been able to improve transport capacities and efficiency have been the most successful. For the future, improved transport connections to fast growing regional markets will further stimulate economic and social development.

The overarching goal of the Busan Declaration on Transport Development in Asia and the Pacific,^a and its Regional Action Programme^b is to foster regional transport cooperation and economic integration in support of inclusive and sustainable development. The Regional Action Programme, phase II (2012-2016), will provide continuity and build on the substantial progress that has been achieved over the past five years.

In each of the substantive areas, capacity-building and exchanges of experience will be a central theme in continuing to work towards the creation of a sustainable international integrated intermodal transport and logistics system as the long-term vision for the development of the region's transport system and to meet the challenges of globalization.

In the implementation of the Regional Action Programme, phase II (2012-2016), the ESCAP secretariat will continue to work closely with key United Nations agencies, intergovernmental organizations, subregional organizations, non-governmental organizations, and other collaborating institutions.

^a E/ESCAP/63/13, chap. V.

^b Commission resolution 63/9, annex.

1. Policy guidance at the ministerial level

Given the rapid pace of change in the region, there is a need for timely policy direction at the ministerial level to maintain and accelerate progress in moving towards the realization of an international integrated intermodal transport and logistics system in the region. The Forum of Asian Ministers of Transport at its first session, held in Bangkok from 14 to 18 December 2009, provided substantive guidance and direction^c that was subsequently welcomed by the Commission in its resolution 66/4 of 19 May 2010 on the implementation of the Bangkok Declaration on Transport Development in Asia.

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. A meeting of the Forum of Asian Ministers of Transport at the midpoint of the implementation of the Regional Action Programme, phase II (2012-2016);
2. Ministerial consideration and direction to transport policies in the region.

Indicators of achievement:

1. High level participation in the meeting of the Forum 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 interest.

2. Transport infrastructure development

While the intergovernmental agreements on the Asian Highway and Trans-Asian Railway networks provide the foundation for regional connectivity, the quality and capacity of this infrastructure across the region is uneven, and some links are still missing. In most countries, intermodal transport is limited due to a lack of capacity in dry ports.

^c See E/ESCAP/66/11.

Immediate objective: to promote regional and interregional connectivity and cooperation through the further development and upgrading of the Asian Highway and Trans-Asian Railway networks as well as Euro-Asian transport linkages and dry ports.

Outputs:

1. Meetings of the working groups on the Asian Highway and Trans-Asian Railway;
2. Intergovernmental agreement on dry ports;
3. Studies, meetings and capacity-building on integrated transport development, upgrading and maintenance (asset management) of the Asian Highway, Trans-Asian Railway, dry ports of international importance and seaports;
4. Studies on international intermodal transport corridors serving inter- and intraregional trade;
5. Updated information and data measuring progress in the development of regionally important transport infrastructure and operations;
6. Activities within the joint UNESCAP-UNECE project on the development of Euro-Asian transport links.

Indicators of achievement:

1. Adopted amendments to the Intergovernmental Agreements on the Asian Highway Network and Intergovernmental Agreement on the Trans-Asian Railway Network.

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_6959

