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**Busan Declaration on
Transport Development in
Asia and the Pacific**

*Adopted at the Ministerial Conference on Transport
Busan, Republic of Korea
11 November 2006*

We, the Ministers of transport of the members and associate members of the Economic and Social Commission for Asia and the Pacific attending the Ministerial Conference on Transport, held at Busan, Republic of Korea, from 6 to 11 [on 10 and 11] November 2006,

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,

Noting 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,

Welcoming the successful regional cooperation that led to the formalization of the intergovernmental agreements on the Asian Highway (Commission resolution 60/4 of 28 April 2004) and Trans-Asian Railway (Commission resolution 62/4 of 12 April 2006) 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,

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 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 (Commission resolution 51/8 of 1 May 1995),

Recalling the United Nations Millennium Declaration (General Assembly resolution 55/2 of 8 September 2000) and the 2005 World Summit Outcome, (General Assembly resolution 60/1 of 16 September 2005) 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, (*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)

Encouraged by the profound impact of the Seoul Declaration on Infrastructure Development in Asia and the Pacific (E/ESCAP/1249, chap. IV) 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,

1. *Resolve* that, in order to meet the growing challenges of globalization effectively, our 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. *Adopt* the Regional Action Programme for Transport Development in Asia and the Pacific, phase I (2007-2011), as contained in the annex to the present declaration;

3. *Reiterate* our support for the implementation of the Almaty Programme of Action for the benefit of landlocked and transit developing countries;

4. *Invite* the members and associate members of the Commission, international financing institutions, donor countries, concerned agencies of the United Nations, other relevant international organizations, subregional organizations, and the private sector to participate in and extend financial support to the implementation of the Regional Action Programme;

5. *Request* the Executive Secretary:

(a) To assist regional member and associate member countries 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 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;

(d) 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;

(e) To assess and evaluate the impact of the Regional Action Programme continuously and submit reports with recommendations to the Commission at its sixty-fourth session and subsequent sessions until the end of the Regional Action Programme;

(f) 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).