

## Annex I

### **Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017-2021)**

The content of this document is extracted from the substantive documents on the components of the draft regional action programme to provide an overview of the programme.

#### **1. Regional transport infrastructure connectivity**

While the Intergovernmental Agreement on the Asian Highway Network, the Intergovernmental Agreement on the Trans-Asian Railway Network and the Intergovernmental Agreement on Dry Ports provide the foundation for regional connectivity, the quality and capacity of this infrastructure across the region is uneven and some links are still missing. It is believed that the development of international intermodal corridors would provide a framework for a coordinated approach to address development issues across all modes, including interoperability and technological innovations.

**Immediate objective.** Regional connectivity is to be enhanced through the continued development, upgrading, planning and operationalization of the transport infrastructure networks, including through the introduction of new technologies and necessary regional standards.

#### **Outputs**

1. Sessions of the Working Group on the Asian Highway, the Working Group on the Trans-Asian Railway Network and the Working Group on Dry Ports;
2. Study on a regional framework on infrastructure connectivity for integrated intermodal transport corridors with the inclusion of land, maritime and air transport;
3. Study on infrastructure integration of different modes of transport through further development of the Asian Highway network, the Trans-Asian Railway network, the network of dry ports and other regional transport infrastructure networks, including air and maritime infrastructure;
4. Study on harmonization of technical standards of transport infrastructure and its upgrading;
5. Study on the application of new technologies to promote sustainable transport through improved infrastructure facilities;
6. Report on progress in transport infrastructure connectivity in the region;
7. Workshop/seminar/meeting/advisory service on transport infrastructure connectivity.

#### **Indicators of achievement**

1. Continued use by member States of the meetings of the Working Group on the Asian Highway, the Working Group on the Trans-Asian Railway Network and the Working Group on Dry Ports to amend the corresponding Intergovernmental Agreements and debate issues relating to the development of the networks.

2. An increased number of member States become parties to the Intergovernmental Agreement on the Asian Highway Network, Intergovernmental Agreement on the Trans-Asian Railway Network and Intergovernmental Agreement on Dry Ports.
3. Adoption by member States of favourable frameworks for the development and operation of intermodal transport corridors.
4. Measures taken by member States to upgrade and expand the Asian Highway and Trans-Asian Railway networks and internationally recognized dry ports in their countries, including measures to harmonize technical standards and introduce new traffic management technologies.
5. Measures taken by member States to incorporate study recommendations for regional and interregional intermodal transport corridors.

## **2. Regional transport operational connectivity**

The demand for transport connectivity in the region has grown rapidly owing to high economic growth in many countries. Progress has been made in developing transport infrastructure but more needs to be done in terms of its operationalization. A fragmented approach, lack of integration, high logistics costs and inefficiency are the main obstacles to seamless regional transport operational connectivity.

Eliminating non-physical barriers to international transport, developing integrated intermodal transport systems at the national, subregional and regional levels that optimally combine the strengths of various modes of transport and reducing transport logistics costs will help to achieve transport operational connectivity in the region.

### **Immediate objectives**

1. Regional transport operational connectivity is to be enhanced through strengthened transport facilitation measures, including harmonization of transport technical and operational standards, regulations and practices; understanding and use of new technologies; as well as implementation of transport facilitation tools and frameworks;
2. Integrated intermodal transport systems are to be developed and operationalized by using existing capacities and infrastructure more effectively, enhanced network connectivity resulting from better interconnected and compatible transport networks throughout the region, transfer facilities, harmonization of technical standards and the definition of common legislative frameworks;
3. Transport logistics services are to be increased in the region by building capacity and establishing logistics information systems to improve logistics efficiency and reduce costs.

### **Outputs**

1. Studies/workshops/technical assistance on the implementation of the Regional Strategic Framework for the Facilitation of International Road Transport and the Regional Cooperation Framework for the Facilitation of International Railway Transport;

2. Studies/workshops/advisory services for assessing, designing and implementing integrated intermodal transport systems as a key element of sustainable transport connectivity, including maritime, land and air transport;
3. Assistance/advisory services/workshops on the formulation and implementation of legal instruments and on the harmonization of technical standards, including vehicle axle load control systems, for operationalizing transport connectivity;
4. Studies/workshops on the application of new technologies to facilitate international maritime, road, rail, air and intermodal transport;
5. Updating of transport facilitation tools to reflect technological progress and the evolving needs of operational connectivity and related studies/workshops/advisory services on their application;
6. Studies/workshops on strengthening intermodal interfaces at dry ports, intermodal terminals, sea and air ports and for operationalizing integrated intermodal transport corridors;
7. Technical assistance/workshops/seminars/training courses for capacity-building for logistics services professionals and in establishing effective mechanisms for efficient logistics services, including regional meetings of logistics service providers and their national associations;
8. Study/workshop/advisory service on enhancing maritime operational connectivity.

#### **Indicators of achievement**

1. An increased number of measures/initiatives taken under the regional frameworks for the facilitation of international road and railway transport for establishing an efficient integrated intermodal transport system to support regional economic cooperation and integration.
2. Operationalization of an integrated intermodal transport system at the regional level as a key element of sustainable transport connectivity, including maritime, land and air transport.
3. Enhanced knowledge and skills among members and associate members on formulating and implementing legal instruments and technical standards for operationalizing regional transport connectivity, regional transport operational connectivity, including transport facilitation, integrated intermodal transport, maritime transport connectivity and logistics.
4. Increased support to members and associate members in the application of transport facilitation tools reflecting technological progress and the evolving needs of operational connectivity.
5. Enhanced use of information and communications technology and related new technologies to facilitate international maritime, road, rail, air and intermodal transport.

6. Enhanced regional transport operational connectivity, including transport facilitation, integrated intermodal transport, maritime transport connectivity and logistics.
7. Strengthened capacity of members and associate members in establishing effective mechanisms for providing efficient logistics services through improved skills of freight forwarders, multimodal transport operators and logistics service providers and their national associations.
8. Improved maritime operational connectivity.

### 3. Euro-Asian transport connectivity

While Asia and Europe remain each other's key trade partners, the trade volumes exchanged between these two regions could be further enhanced through better transport connectivity. Recognizing this fact, a number of initiatives have recently been made that attempt to address related issues, including in the areas of infrastructure development and greater harmonization of technical standards. It is believed that the potential of these initiatives could be maximized through the establishment of a body which would synergize existing mandates, stimulate actions and benchmark progress.

**Immediate objective.** To work towards the establishment of an interregional coordination committee on transport between Asia and Europe designed to foster seamless sustainable transport connectivity between Asia and Europe for people and goods.

#### Outputs

1. Study on initiatives, transport infrastructure planning and institutional arrangements related to the development of transport corridors between Asia and Europe;
2. Study on harmonizing rules and regulations to eliminate non-physical barriers impeding the efficiency of transport between the two regions;
3. Study on technical standards applied along transport corridors between Asia and Europe;
4. Establishment of an interregional coordination committee on transport between Asia and Europe to help enhance transport links between Asia and Europe, including preparation of the terms of reference and governance;
5. Workshop/seminar/meeting/advisory service on enhancing transport connectivity between Asia and Europe;
6. Report on progress in enhancing transport connectivity between Asia and Europe.

#### Indicators of achievement

1. Member States support and participate in an interregional coordination committee on transport between Asia and Europe.

2. Measures taken by member States to develop and operationalize transport corridors between Asia and Europe.
3. Measures taken by member States to incorporate study recommendations for strengthening connectivity between Asia and Europe.
4. Report published on progress in enhancing transport connectivity between Asia and Europe.

#### **4. Transport connectivity for least developed countries, landlocked developing countries and small island developing States**

In the countries with special needs of the region (least developed countries, landlocked developing countries and small island developing States), transport infrastructure and operational connectivity, urban and rural transport, and road safety are major considerations. Transport infrastructure and services suffer from challenges associated with high costs and poor performance and a lack of institutional expertise to develop and implement policy and programmes. In order to improve connectivity to wider networks and take advantage of the economic opportunity that this would provide, there is a need to better understand optimal delivery methods and build capacity to implement transport policies. Innovative and inclusive policies and frameworks that are suitable for States with special needs are required to develop sustainable regional transport connectivity, including urban and rural connectivity, and improve road safety.

While most countries of the region have made progress in enhancing transport connectivity with their neighbours, least developed countries, landlocked developing countries and small island developing States continue to face specific development challenges owing to their geographic and economic characteristics. Renewed efforts need to be made to address these challenges so that the States concerned can easily connect to the region's main transport infrastructure networks, including ports, for safe, reliable and affordable access to global markets.

**Immediate objective.** States with special needs (least developed countries, landlocked developing countries and small island developing States) are to be assisted in developing and implementing innovative policies and frameworks to improve and enhance sustainable transport connectivity with adequate inclusion of urban and rural transport and road safety.

#### **Outputs**

1. Study on transport facilitation, integrated intermodal transport and logistics for least developed countries and landlocked developing countries;
2. Study on approaches to connect least developed countries, landlocked developing countries and small island developing States to the region's infrastructure networks, including ports;
3. Study on developing railway networks and improving urban and rural transport and road safety and security in least developed countries, landlocked developing countries and small island developing States;
4. Study on enhancing maritime and air connectivity for small island developing States;

5. Technical assistance to landlocked developing countries and their neighbouring developing countries in planning/establishing/operating efficient integrated multimodal transport corridors;
6. Regional inputs to the global report on the midterm review of the implementation of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 in the transport sector;<sup>a</sup>
7. Workshop/seminar/meeting/advisory service to support least developed countries, landlocked developing countries and small island developing States to enhance transport connectivity, improve road safety and develop urban and rural transport.

#### **Indicators of achievement**

1. Report on transport facilitation, integrated intermodal transport and logistics in least developed countries and landlocked developing countries.
2. Report on the connection of least developed countries, landlocked developing countries and small island developing States to the regional infrastructure networks.
3. Report on the status and improvement of urban and rural transport and road safety in least developed countries, landlocked developing countries and small island developing States.
4. Report on enhancing maritime connectivity in small island developing States.
5. Measures taken by members and associate members to incorporate policy recommendations into their national policies and plans to enhance regional connectivity.
6. Report on the implementation of the Vienna Programme of Action in the transport sector.
7. Capacity-building workshop(s)/seminar(s)/meeting(s) on transport connectivity, road safety, and urban and rural transport.

#### **5. Sustainable urban transport**

Rapid motorization in the region's cities has led to worsening traffic congestion, more road crashes and an increase in emissions and air pollution. Further, increasing numbers of disadvantaged people inhabit urban areas and create more demand for affordable urban public transport systems. Even though the region's cities feature a mixed array of urban transport – such as paratransit, public transport, taxi services and non-motorized transport – there

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<sup>a</sup> In paragraph 78 of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 (A/CONF.225/L.1), the General Assembly is invited to consider conducting a comprehensive high-level midterm review of the implementation of the Vienna Programme of Action. In line with the practice adopted for the Almaty Programme of Action, where the Commission by its resolution 63/5 requested the Executive Secretary to provide the necessary support for the preparatory process for the midterm review of the implementation of the Almaty Programme of Action, the present output has been included in the regional inputs for the midterm review of the Vienna Programme of Action.

remain plenty of opportunities for improvement. The major challenges faced by the countries and cities in the Asia-Pacific region are extending coverage, managing congestion, reducing emissions and pollution, enhancing safety, and ensuring affordability.

**Immediate objective.** The region's countries and cities are to initiate and implement innovative policies and frameworks to assess, plan, develop, improve and maintain sustainable urban transport systems and services.

### Outputs

1. Study on integration of urban transport modes and assessment of urban transport systems;
2. Regional framework and tools on deployment of intelligent transport systems;
3. Guide to national policy frameworks on sustainable urban transport development;
4. Report on regional progress on improvement of urban transport systems;
5. Workshop/seminar/meeting/advisory service to support member countries in developing and improving urban transport systems.

### Indicators of achievement

1. A report published on integration and assessment of urban transport systems.
2. Regional policy framework and tools on deployment of intelligent transport systems established.
3. Guidelines prepared on the formulation of a national urban transport policy.
4. Urban transport chapter(s) included in the *Review of Developments in Transport in Asia and the Pacific*.
5. Capacity-building workshop(s)/seminar(s) held on sustainable urban transport.

## 6. Rural transport connectivity to wider networks

Rural connectivity that links to wider networks varies enormously in availability and quality, and suffers from challenges associated with high costs and poor performance. The demand for rural connectivity in the region is huge, but the funding available and financial returns on projects are insufficient to meet this need. Additional financial options and evaluation methodologies are required to make rural connectivity projects affordable, feasible and sustainable. In order to improve rural connectivity to wider networks, effective policies and strategies are necessary and there is a need to enhance the capacity of stakeholders and local communities to plan and implement rural connectivity programmes. Innovative and inclusive policies have shown great returns in the region and these policies need to be documented and replicated for achieving a truly integrated transport network that includes access to the Asian Highway, the Trans-Asian Railway and dry ports.

**Immediate objective.** Member countries are to be assisted in developing and achieving greater rural connectivity coverage and connections to the wider transport networks.

### **Outputs**

1. Study on improving rural transport connectivity and its impact on poverty alleviation, health, education and employment generation;
2. Regional strategy/master plan/policy framework to improve rural transport connectivity to wider local, national and regional transport networks (Asian Highway, Trans-Asian Railway and dry ports);
3. Study on financing options for developing rural transport connectivity;
4. Report on regional progress on the improvement of rural transport connectivity;
5. Workshop/seminar/meeting/advisory service to support member countries on the development of rural transport access.

### **Indicators of achievement**

1. Report issued to document the impact of improving rural access coverage on poverty alleviation, health, education and employment generation.
2. Strategy/master plan to improve rural connectivity developed and used by member States to develop their own policies and plans to incorporate rural access into regional connectivity networks.
3. Study on options for financing rural connectivity issued and the issues involved known by member States.
4. Review of rural connectivity developments in the region prepared.
5. Capacity-building seminar/workshops organized and capacity of transport policymakers, planners and programme implementers enhanced to plan and improve rural connectivity.

## **7. Improving road safety**

Road safety is an issue of serious global and regional concern in view of its magnitude and consequent negative impact on the economy, public health and general welfare of the people. The region needs enhanced efforts to achieve the Sustainable Development Goal targets to halve the number of global deaths and injuries from road traffic accidents by 2020. Regional efforts can be exerted to help to build the capacity of members and associate members by providing an assessment of the situation, policy and technical recommendations, tools and training.

**Immediate objective.** Countries in the region are to be assisted in improving road safety situations and meeting their commitments under the Decade of Action for Road Safety 2011-2020 and Sustainable Development Goals 3 and 11.



**Outputs**

1. Study on measures to improve road safety, such as rules and regulations covering the key risk factors (e.g. speeding and drink-driving);
2. Study on technical standards for improving road safety;
3. Report on progress on the improvement of road safety in the region;
4. Road safety tool/handbook for improving road safety at the national level;
5. Workshop/seminar/meeting/advisory service to support member countries on improving road safety, including technical assistance for the establishment of the data-collection system.

**Indicators of achievement**

1. Measures taken by member States to implement policies and programmes on road safety in line with the goals of the Decade of Action for Road Safety 2011-2020 and the road safety targets in Sustainable Development Goals 3 and 11.
2. Measures taken by member States to improve road safety rules and regulations covering the key risk factors.
3. Road safety studies and tool/handbook for improving road safety at the national level shared through meetings and websites hosted by the Economic and Social Commission for Asia and the Pacific.