

**Evaluation of the Regional Action Programme for Transport
Development in Asia and the Pacific, Phase I (2007-2011)**

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LIST OF ACRONYMS

ADB	Asian Development Bank
AFFA	ASEAN Federation of Forwarders Associations
AH	Asian Highway
AIT	Asian Institute of Technology
AITD	Asian Institute of Transport Development
ASD	Administrative Services Division
ASEAN	Association of Southeast Asian Nations
BIMSTEC	Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation
CAR	Central Asia Republics
CAREC	Central Asia Regional Economic Cooperation Programme
CBTA	Cross-Border Transport Agreement
CDPD	Capacity Development Project Document
EBRD	European Bank for Reconstruction and Development
EC	European Commission
ECA	United Nations Economic Commission for Africa
ECLAC	United Nations Economic Commission for Latin America and the Caribbean
ECE	United Nations Economic Commission for Europe
ECO	Economic Cooperation Organization
ECWA	United Nations Economic Commission for West Asia
EDD	Environment and Development Division
EGM	Expert Group Meeting
ESCAP	United Nations Economic and Social Commission for Asia and the Pacific
EQMS	Evaluation Questionnaire for Member States
EQPO	Evaluation Questionnaire for Partner Organisations
FAMT	Forum of Asian Ministers of Transport

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FIA	Foundation for Automobile and Society
FIATA	International Federation of Freight Forwarders Associations
GMS	Greater Mekong Subregion
GRSP	Global Road Safety Partnership
ICT	Information and Communication Technologies
IDI	Infrastructure Development Institute, Japan
IFRTD	International Forum for Rural Transport Development
ILO	International Labour Organisation
iRAP	International Road Assessment Programme
IRF	International Road Federation
IRT	International Road Transport Union
IRU	International Road Transport Union
IsDB	Islamic Development Bank
ITPM	Integrated Transport Planning Model
JICA	Japanese International Cooperation Agency
JITI	Japan International Transport Institute
KMI	Korea Maritime Institute
KOTI	Korea Transport Institute
KRRI	Korea Railroad Research Institute
MDGs	Millennium Development Goals
MPDD	Macroeconomic Policy and Development Division
NELTI	New Eurasian Land Transport Initiative NELTI
NHDP	National Highways Development Project (India)
OSJD	Organisation for Railway Cooperation
PIARC	World Road Association

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PPP	Public Private Partnerships
RAP	Regional Action Programme for Transport Development in Asia and the Pacific, 2007-2011
SAARC	South Asian Association for Regional Cooperation (SAARC)
SASEC	South Asia Sub-regional Economic Cooperation
SCO	Shanghai Cooperation Organization
SECSCA	Sub-regional Economic Cooperation in South and Central Asia
SPECA	UN Special Programme for the Economies of Central Asia
TAR	Trans Asian Railway
TD	Transport Division
TID	Trade and Investment Division
UIC	International Union of Railways
UITP	International Association of Public Transport
UN	United Nations
UNCTAD	United Nations Conference on Trade and Development
UNDA	United Nations Development Account
UNEP	United Nations Environment Programme
UNRSC	UN Road Safety Collaboration (including all Regional Commissions)
WB	World Bank
WCO	World Customs Organisation
WG	Working Group
WHO	World Health Organisation
WTO	World Trade Organisation

EXECUTIVE SUMMARY

1. BACKGROUND TO THE EVALUATION

The *Busan Declaration* on Transport Development in Asia and the Pacific and its Annex, *the Regional Action Programme for Transport Development (RAP) Phase I*, was adopted by the Ministerial Conference on Transport, held in Busan, Republic of Korea, in November 2006. The Declaration described the shared vision of ESCAP member and associate member states of an integrated international intermodal transport and logistics system in Asia and the Pacific which would meet the challenges of globalization by increasing access regional and global markets. The RAP set out the specific objectives and activities, which would be implemented by the secretariat and member states over the period 2007-2011 to achieve that vision. In this way, the RAP has served as a joint planning document, between the secretariat and the member states, to create a fully connected and efficient regional transport network.

2. PURPOSE AND SCOPE

The purpose of the evaluation was to assess the implementation of the RAP, using both quantitative and qualitative methods, and to provide recommendations for improving the RAP for its second phase (2012-2016). The Objectives were:

- I. To assess the implementation of the Regional Action Programme in terms of the achievement of the objectives set out under each of the eight thematic areas.
- II. To assess the usefulness of the Regional Action Programme as an overarching framework for cooperation between member states, ESCAP and other partners.

The following main indicative evaluation criteria and evaluation questions were addressed:

- **Relevance:**
 - To what extent did the RAP serve as an effective framework for regional cooperation in the development of transport infrastructure and services?
 - To what extent does the RAP reflect the transport priorities of ESCAP member states?
 - To what extent did the RAP contribute to the Almaty Programme of Action?
- **Partnerships:**
 - To what extent were other UN offices (including within ESCAP) and major partner organizations (e.g. Asian Development Bank, International Road Transport Union, and International Union of Railways) involved in the implementation of the RAP, and to what extent did the RAP complement their work?
- **UN Coherence:**
 - To what extent did the RAP reflect the United Nations' (UN) mandates at the global level?
- **Effectiveness:**
 - To what extent were the indicators of achievement, defined under each thematic area, achieved during the first phase of the RAP)?
 - What areas could have been implemented more effectively?
 - What were the most useful types of activities?

- Efficiency:
 - What was the estimated total cost of the RAP in terms of staff and non-staff resources?
 - Based on the above estimates, which areas of the RAP were delivered in a cost-effective manner?
 - In view of the new programmatic approach of ESCAP, how could the RAP be better designed to improve cost-efficiency of delivery?
- Sustainability:
 - To what extent can the positive outcomes of the RAP be continued without ESCAP's further involvement?
- Gender-mainstreaming, human rights-based approaches and environmental sustainability:
 - To what extent did the RAP reflect gender, human rights based approaches and environmental sustainability issues?

3. METHODOLOGY

The Evaluator collected information and data, regarding the implementation of the RAP, by conducting:

- desk reviews of documents such as country statements; progress and terminal reports for projects conducted within the RAP; published studies, manuals, guidelines, resource materials; case studies, meeting document; participant's feedback on activities conducted under the RAP, and secondary sources including information published on the internet and ESCAP's website. These materials were made available to the evaluator by the secretariat;
- in-depth interviews with relevant staff of ESCAP's Transport Division who were responsible for the thematic areas evaluated;
- visits to five member states to conduct in-depth interviews with key stakeholders, including government officials and where available, national transport associations. The countries visited were Cambodia, China, India, Mongolia and Thailand;
- semi-structured open-ended questionnaires for governments. Responses were received from 13 countries namely Azerbaijan, Bangladesh, Bhutan, Cambodia, China, Georgia, India, Indonesia, Mongolia, Myanmar, The Philippines, Sri Lanka and Thailand;
- semi-structured open-ended questionnaires for partner organizations. Responses were received from the following 8 partners: the Asian Institute of Transport Development (AITD), United Nations Economic Commission for Latin America and the Caribbean (ECLAC), United Nations Economic Commission for Europe (ECE), Global Road Safety Partnership (GRSP), Infrastructure Development Institute, Japan (IDI), Korea Railroad Research Institute (KRRRI), International Union of Railways (UIC), and the World Health Organisation (WHO); and,
- semi-structured open-ended questionnaires for private sector organizations. Responses were received from private sector organizations in Bangladesh, China, Indonesia and The Philippines.

4. SUMMARY OF THE REVIEW OF THE REGIONAL ACTION PROGRAMME

The RAP comprised of eight thematic areas:

1 Policy Guidance at the Ministerial Level

The RAP has been built on the recognition that whilst connectivity is essential to the development of the region it is not simply a matter of building the physical infrastructure. It also requires effective policies at national, sub-regional and regional levels. A major achievement therefore, has been the establishment of the Forum of Asian Ministers of Transport which will convene every two years. In the Bangkok Declaration on Transport Development in Asia 66/4 in 2010, they resolved that the respective governments will develop and implement transport policies at the national, sub-regional and regional levels in line with the following principles:

- i. Formulating integrated policies and decision-making frameworks based on strategic assessments of economic, environmental, social and poverty-related aspects;
- ii. 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 for the benefit of our people;
- iii. Giving priority to investment in the Asian Highway (AH) and Trans-Asian Railway (TAR) networks, including intermodal interfaces to link them with water and air transport networks;
- iv. Promoting the development of economic and logistics activities at intermodal interfaces, particularly at production and consumption centres, and around seaports and dry ports;
- v. Increasing access for people in rural areas to transport infrastructure and services;
- vi. Placing road safety high on the policy agenda; and,
- vii. 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 Transport Infrastructure Development

A major feature of the RAP, under the theme of transport infrastructure development, was the continued implementation of ESCAP's long-term projects on the Asian Highway and the Trans-Asian Railway networks. In addition, the RAP aimed to promote integrated intermodal transport through the development of intermodal interfaces such as dry ports, as well as build national capacities to manage and maintain transport infrastructure.

2.1 Promotion and development/upgrading of the Asian Highway network

ESCAP has served as the secretariat for the Intergovernmental Agreement on the Asian Highway Network since it came into force in 2005. This involves servicing the Working Group on the Asian Highway and monitoring the implementation of the Agreement, including monitoring progress in signage and status of the network. Between 2007 and 2011, seven countries ratified the Intergovernmental Agreement on the Asian Highway Network: Lao People's Democratic Republic; Bangladesh; Islamic Republic of Iran; Indonesia; Nepal; the Philippines; and Turkey bringing the total number of parties to 28 with only one signatory yet to become a party.

During Phase 1 of the RAP the AH network has been expanded through the upgrading of the network and the addition of new sections and missing links including the connection of landlocked and transit states. Further, the AH is now recognized as a priority for national highway planning in many countries and for sub-regional planning for example, in the ASEAN connectivity Master Plan. The pace of development of the AH network however remains slow overall.

2.2 Promotion, development and operationalization of Trans-Asian Railway network

In June 2009, a major milestone was reached when the eighth country ratified the Intergovernmental Agreement on the TAR Network, bringing the agreement into force. Since then, and additional eight countries have become parties, namely Bangladesh, Georgia, Islamic Republic of Iran, Pakistan, Lao People's Democratic Republic, Sri Lanka, Uzbekistan and Viet Nam. To date, the Agreement has been signed by 22 countries, of which 16 are parties. In addition, the TAR Working Group has been formed and held its first meeting.

During phase 1 of the RAP, significant progress was made in the planning and construction of missing links in the TAR network. In March 2009, a line section was inaugurated from Nong Khai in Thailand to Thanaleng in the Lao People's Democratic Republic, 11 km south of Vientiane, raising the prospect of future rail services between landlocked Lao People's Democratic Republic and ports in Malaysia and Thailand. In the Islamic Republic of Iran, the missing link between Kerman and Zahedan was completed in 2009, as has construction of the line section between Sangan and the border with Afghanistan. The Russian Federation is investing in the Transib-7 project, which aims to achieve a seven-day transit time along the Trans-Siberian main line between ports in the Far East region of the Russian Federation and Moscow to speed up Asia-Europe rail transit. In Uzbekistan, the line between Tashguzar and Boysum has also been inaugurated. Meanwhile, as part of ASEAN's Singapore-Kunming Rail Link project, work is being done to reconnect Cambodia's network with Thailand, while the Governments of China and the Lao People's Democratic Republic recently signed a Memorandum of Understanding to build the line from Vientiane to Boten (approximately 570 km). The secretariat has also advocated the use of container block-trains and improved awareness of commercial requirements, which aims to enhance the role of the Trans-Asian Railways for the movement of freight along international corridors.

2.3 Integrated intermodal approach to transport planning and infrastructure development

In line with resolution 66/4, a series of initiatives has been taken to assist member countries in their efforts to bring about connectivity and the integration of the Asian Highway, Trans-Asian Railway and other transport modes. Towards this end, the secretariat conducted research on dry ports, which informed the discussions and debate on the content of the draft intergovernmental agreement on dry ports. Between 2009 and 2010, the secretariat also implemented a project on the operationalization of international intermodal transport corridors in North-East and Central Asia to enhance corridor-based cooperation among member countries to develop and operationalize intermodal transport corridors. The third expert group meeting in Uiwang-city, Republic of Korea, in July 2010, adopted a joint statement of experts to enhance corridor-based cooperation among member countries. The secretariat is coordinating with member countries to implement demonstration runs along the corridors. It also continues to collaborate with the Economic Commission for Europe (ECE) for further development and promotion of the Euro-Asian transport linkages that connect Asia with Europe.

2.4 Management and maintenance of transport infrastructure

The secretariat, in cooperation with SCO, organized a seminar on road networks in 2008 to promote the integration of the Asian Highway into the subregional network. A seminar on road maintenance in Asia was also organized by the secretariat in Bangkok in September 2009.

3 Transport Facilitation

The RAP recognized that the efficiency of the movement of goods and people in the region could be improved through international transport conventions and other instruments to facilitate the transport. In

this regard, ESCAP's activities on promoting measures to facilitate international transport were expanded under Phase I of the RAP.

3.1 Facilitation coordinating mechanisms

In order to ensure that all relevant stakeholders are involved, the secretariat has promoted the establishment of formal national coordinating mechanisms on trade and transport facilitation. After the publication of a study on national coordinating mechanisms on trade and transport facilitation in 2007, the secretariat organized national workshops and provided advisory services to Pakistan (2007), Islamic Republic of Iran (2007), Mongolia (2009) and Kazakhstan (2009). The secretariat also provided advisory services to the national committee in Kyrgyzstan and provided information to the committees in the Lao People's Democratic Republic and Mongolia.

3.2 Legal frameworks for international transport

The secretariat has continued to support the formulation and implementation of sub-regional agreements on transport facilitation. In cooperation with the secretariat of the Shanghai Cooperation Organization (SCO) and ADB, the secretariat has been providing technical and financial assistance through a series of meetings to support the formulation of the Agreement between the Governments of the SCO Member States on Facilitation of International Road Transport. At the negotiating meeting held in Astana in March/April 2011, delegations of the SCO member States reached consensus on nearly all outstanding articles of the draft annexes. The secretariat also provided technical assistance for the implementation of the ADB-supported Agreement for Facilitation of Cross-border Transport of Goods and People in the Greater Mekong Sub-region (GMS). In June 2009, the transport ministers of the Lao People's Democratic Republic, Thailand and Viet Nam officially opened trilateral cross-border land transport operations along the East-West Economic Corridor at Mukdahan in Thailand, Savannakhet in the Lao People's Democratic Republic, and Lao Bao in Viet Nam.

3.3 Application of new technologies

The secretariat developed guidelines on ICT application for trade and transport facilitation for landlocked countries in the Asian and Pacific region that addressed challenges and opportunities faced by the countries concerned in promoting trade and transport. Advisory services on international law were provided to officials from the Ministry of Foreign Affairs and other line ministries of the Lao People's Democratic Republic in Chiang Mai, Thailand, in May 2007.

3.4 Tools for the identification of bottlenecks and the monitoring of the impact of facilitation measures

The ESCAP time/cost-distance methodology has been widely recognized as an important tool to identify and address the major bottlenecks impeding smooth and efficient cross-border transport. Many countries have applied the methodology, in some cases with technical support from the secretariat, while several international organizations and financing institutions have also adapted the methodology for their use. For example, the International Road Transport Union (IRU) used the methodology to monitor and assess routes along the New Euroasian Land Transport Initiative (NELTI), while technical assistance was extended to the Lao People's Democratic Republic and Thailand, in cooperation with the United Nations Conference on Trade and Development, in applying the methodology to transit routes between the two countries.

3.5 Transport operator skills upgrading

The secretariat assisted ADB in preparing training materials on the implementation of the GMS Cross-Border Transport Agreement along the East-West Economic Corridor, and assisted ADB in delivering a training course on the implementation of the Agreement (2009).

4 Transport logistics

In formulating the RAP, it was recognized that the logistics industry was a key stakeholder in the development of an integrated intermodal transport network, but that the lack of common standards guiding the operations of freight forwarders, multimodal transport operators and logistics service providers was a major impediment. The RAP has helped governments and industry work together to improve the performance of the logistics industry.

4.1 Guidelines for the operation of logistics service providers

The secretariat continued to collaborate with national freight forwarders and logistics associations in undertaking research on existing codes of conduct, minimum standards and qualifications, membership criteria, standard trading conditions and registration requirements. In May 2011, the secretariat organized an expert group meeting which discussed and refined the guidelines for minimum standard and code of conduct of freight forwarders and logistics service providers. A set of guidelines on regulatory environment in freight forwarding, multimodal transport and logistics will be published in 2011.

4.2 Development of logistics service centres

In 2011, a project on capacity-building for dry port planning through prefeasibility studies of selected dry ports in the ASEAN sub-region commenced, which aims to assist ASEAN countries in undertaking prefeasibility studies of dry ports in three selected locations where the new dry ports are most likely to emerge in the future. This activity will provide policy makers with important guidance for planning dry ports, particularly in the context of the development of the intergovernmental agreement on dry ports.

4.3 Promoting partnerships and exchange of experiences within the region

To move towards the promotion of sustainable partnerships and the establishment of a regional platform for exchanging best practices and current know-how, the secretariat organized self-funded regional forums and meetings of chief executives of national associations of freight forwarders, national logistics associations and other professional transport bodies in the ESCAP region every year between 2007 and 2011. In this area of work, cooperation with FIATA has been strengthened.

4.4 Capacity-building in logistics

Under the RAP, technical assistance and advisory services were given to national associations of freight forwarders and national logistics associations for the design, delivery and monitoring of customized training programmes in freight forwarding, multimodal transport and logistics in several countries, including Cambodia, Indonesia, Kazakhstan, Malaysia, Mongolia, Nepal and Sri Lanka. Training-of-trainer workshops conducted by the secretariat have helped to create a pool of local trainers, disseminate ESCAP training materials and promote regional networking through the sharing of resources and experiences.

5 Finance and private sector participation

In designing the RAP, it was recognized that most countries of the region faced major shortfalls in funding for transport infrastructure and services from traditional sources. In consequence, there was a need to increase available funding from all possible sources, with greater reliance on non-traditional sources. The immediate objective of the RAP in this area was to enhance institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships. The secretariat, in conjunction with the Economic Commission for Africa and Economic Commission for Europe, implemented a project on a public-private partnership alliance programme for capacity-building in infrastructure development and the provision of basic services. In 2007, the secretariat provided technical support to the Ministerial Conference in Seoul, Republic of Korea, which adopted the Seoul Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific, an action which was by the Commission in its 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. The secretariat also provided technical support to the Asia-Pacific Ministerial Conference on Public-Private Partnerships for Infrastructure Development 2010 and the Jakarta International Expo, which were hosted and organized by the Government of Indonesia (Jakarta, April 2010). The Conference adopted the Jakarta Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific, which was subsequently welcomed by the Commission in its resolution 66/5 of 19 May 2010 on the implementation of the Jakarta Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific.

The secretariat also developed resource and training materials on public-private partnerships for use in online training courses. To date, courses on model concession contracts have been offered, between March and July 2009 and 25 April and 23 May 2011. The ESCAP-developed analytical tool for the assessment of country readiness for such partnerships has provided an easy way to assess a country's ability to implement projects on public-private partnerships and prepare action plans to overcome deficiencies in the related areas. In 2011, the secretariat, in collaboration of the Asian Institute of Development, organised a regional meeting of PPP units and programmes on institutional development and support to capacity building in PPPs and a consultation meeting on curriculum development for formal training and capacity building programmes on PPPs in New Delhi.

6 Sustainable transport development

Another overarching theme of the RAP was to increase awareness and understanding of alternative policy options for sustainable transport. During the first session of the Committee on Transport, held in Bangkok in October 2008, some delegations expressed support for the secretariat to further promote close cooperation and sharing of experiences among members in the area of reducing energy consumption and emissions in the transport sector. Subsequently, the issue of transport and environment was included in the agenda for the first session of the Forum of Asian Ministers of Transport. The Forum stressed the importance of intermodal transport and of encouraging a modal shift from road to rail and waterways, where possible, and from private motor vehicles to public transport, to help reduce energy consumption and emissions in the transport sector.

As part of the United Nations Development Account project on eco-efficient and sustainable urban infrastructure in Asia and Latin America, implemented jointly with ECLAC, the secretariat has prepared a review on good practices in urban freight transportation and developed a set of indicators of eco-efficiency and sustainability for urban freight transport.

7 Road Safety

The Busan Declaration, together with the Ministerial Declaration on Improving Road Safety in Asia and the Pacific (also adopted in at the Ministerial Conference held in Busan), identified an urgent need to step up efforts to stem the number of road accidents and fatalities in the region. In response, regional road safety goals, targets and indicators were developed through a series of consultations with member countries and refined at two expert group meetings on improving road safety on the Asian Highway (Bangkok, June 2007 and October 2008).

In September 2009, the secretariat organized an expert group meeting to prepare regional inputs to the first Global Ministerial Conference on Road Safety: Time for Action, which was held in Moscow in November 2009. The Conference adopted a declaration which led to the proclamation of the period 2011-2020 as the Decade of Action for Road Safety, by the General Assembly. Subsequently, the Commission adopted resolution 66/6 of 19 May 2010 on improving road safety in Asia and the Pacific, under which the secretariat will continue to work with member states to monitor and evaluate progress in the area of road safety. In addition, technical support and assistance is being provided to governments in developing and refining their national road safety goals, targets and indicators in support of the Decade of Action.

8 Transport and the Millennium Development Goals

Another overarching theme of the RAP was to foster a better understanding of the links among transport interventions, poverty reduction and the achievement of the Millennium Development Goals. The efforts by the secretariat in the above-mentioned areas have indirectly contributed to the goal of achieving inclusive and sustainable economic and social development. They have also contributed to the goal of addressing particular needs and problems of landlocked developing countries, as reflected in 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.

5. CONCLUSIONS AND RECOMMENDATIONS

In broad terms, the RAP has been **HIGHLY RELEVANT** to all participating states; **EFFECTIVE** in meeting its overall purpose and objectives; and, **HIGHLY EFFECTIVE** in the areas of policy guidance at the ministerial level and transport infrastructure development.

However, the following issues and concerns need to be addressed:

- i. the long-term or common strategic vision of Asian connectivity in the form of a fully integrated intermodal network and how it will be achieved has not been fully articulated with timescales;
- ii. the pace of development of the AH and TAR networks remains slow overall and the funding requirements for missing links and upgrading the network are great;
- iii. the AH and TAR databases will need to be updated and enhanced on a continuing basis. In this regard, quality assurance issues will be paramount and procedures to ensure the completeness and accuracy of data will need to be put in place. At this stage, it is not entirely clear how the databases will be sustained or whether the capacity exists in all countries to regularly update the databases;
- iv. guidance is required on road pricing and toll policies to improve network utilization, cost recovery and limit the social and environmental costs of highway development and road transport;

- v. whilst significant progress has been made in formalizing and promoting the TAR, considerable challenges remain if the full potential of the network is to be realized. In particular, regional railway integration will require (i) effective inter-railway agreements that allow full inter-operability and seamless customer services; (ii) cooperation in the comprehensive and integrated planning of railway investment so that it benefits the region as a whole rather than just particular countries; and (iii) coordinated reform of national railways to facilitate private sector participation and fair competition based on common and sustainable investment and charging policies;
- vi. policy coordination between countries, through inter-governmental agreements and other measures need urgent attention if international transport corridors and intermodal nodes such as dry ports are to be developed quickly and efficiently;
- vii. cross-border and transit transport using the existing infrastructure still faces tremendous difficulties across the region. In spite of the efforts of ESCAP and other international organizations to eliminate non-physical barriers in transport progress remains slow due to the complexity of this challenge. For instance, a number of sub-regional agreements on cross-border/transit transport were signed in the late 1990's but none have yet to be effectively implemented. Both government officials and transport operators currently lack the capacity to apply the type of integrated facilitation measures which are required. There is an urgent continuing need to enhance their capacity to implement facilitation measures in a more integrated approach, through sub-regional and bilateral agreements, international conventions, use of facilitation tools and the application of new technologies;
- viii. many countries in the region, particularly landlocked developing countries, still face high transport costs due to the lack of effective regulatory frameworks for private sector participation in the logistics industry. There is therefore a continuing need to develop the capacity of officials involved in transport to create the necessary enabling environment for the development of the freight forwarding and logistics sector and to build the capacity of the private sector;
- ix. whilst significant progress has been made in enhancing institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships much still needs to be done. Actions possible at regional level include convening investment forums to promote financing of the AH, TAR and dry ports; developing funding methods for network maintenance; and, supporting regional co-operation in developing joint financing schemes for infrastructure;
- x. the pace of policy development needs to increase and its scope should include transport sector reform and regulation including guidance on pricing and other interventions in support of key policy objectives;
- xi. the eight thematic areas have been implemented as stand-alone activities and therefore important inter dependencies have been overlooked. As a result the RAP lacks a degree of coherence and its ultimate goal of international integrated intermodal transport is somewhat obscure;
- xii. whilst much progress has been made in addressing the transit needs of landlocked states in the region, in accordance with the Almaty Programme of Action, more emphasis should be given to the role of the private sector, both as a service provider and as a user of transit transport services. In fact, the Almaty Programme of Action suggests that the private sector should be a main contributor to the development of transport infrastructure and productive capacity in both

- landlocked and transit developing countries. This requires widespread reform and deregulation in the transport sector and much remains to be done in this area;
- xiii. the thematic areas of ‘sustainable transport’ and ‘transport and the MDGs’ lack focus and need to be systematically integrated into the other thematic areas;
 - xiv. the system of National and Sectoral Focal Points is inadequate for the needs of the RAP;
 - xv. ESCAP’s Transport web-site is not up-to-date or user friendly;
 - xvi. since neither annual budgets nor financial statements of income and expenditure are prepared for the RAP it is impossible to determine the efficiency of its implementation. Without overall estimates for planned expenditure on all RAP activities, it is difficult to determine if costs have been properly allocated to the specific activities undertaken in each of the extra-budgetary projects. Improvements in the area of financial budgeting, cost disaggregation and direct cost allocation are needed to improve the ability to manage and evaluate projects in the future; and,
 - xvii. the project is unlikely to be sustainable without the continuing support of ESCAP and donors.

Overall, the Evaluation found that Phase I of the RAP has provided **A VERY EFFECTIVE FRAMEWORK** for regional cooperation in the development of transport in the region. However, whilst the RAP fulfils certain essential requirements for the creation of an integrated intermodal transport system in the region, its scope and structure should be reconsidered when designing Phase II for the following reasons:

- a) The building of the regional AH and TAR networks has been essentially ‘bottom up’ which has meant adding together significant parts of national networks for the different modes and connecting them at national borders. While this approach has had considerable merit to date, it is likely that the adequacy of this approach will become progressively weaker because network planning is not being driven by regional objectives that would ensure that the whole is greater than the sum of its parts. The question of how national planning can be combined with a regional level of planning will become more and more relevant as the networks become integrated and increasingly complex. The RAP does not as yet sufficiently address the need for ‘top-down’ strategic planning for network development at regional level.
- b) The benefits of infrastructure projects, such as railways and roads, not only extend beyond national boundaries but are enhanced across networks. It is highly likely that the prospects for infrastructure development will improve when markets and government action stretch beyond the confines of a single country. Since improving regional connectivity creates benefits that will be spread widely across Asia, it needs to be planned and financed collectively to ensure “win-win” outcomes. Further, since there are potentially large cross-border and cross-network externalities a strong economic case for greater regional cooperation in the joint planning of infrastructure provision should be made.
- c) Intermodal infrastructure networks will affect the economic geography of the region in terms of where economic activity is located and the pattern of trade across the region. Indeed, the benefits of regional infrastructure will be realized through the creation of cross-border economic corridors. Agglomeration effects will probably mean that the largest benefits will accrue to the new network hubs but these benefits will depend on the efficiency of the network and particularly the speed of cross-border transit. The development of such corridors requires more systematic and coordinated planning, and associated policy and institutional changes.

- d) Increasing network connectivity will increase user choice of mode and route. Socially optimal modal distribution requires appropriate transport pricing policies across borders, networks and modes. Countries will need to deepen their economic reforms in most transport sectors through coordinated actions and policies.
- e) Sub-regional transport planning is gaining momentum with some regions eg ASEAN formulating Master Plans for connectivity. Such Master Planning at sub-regional level would benefit significantly from the clarification of regional planning assumptions and their impact on sub-regional connectivity.

Taking these issues into consideration, member states may consider the following recommendations when deliberating on Phase II of the Regional Action Programme:

1. The scope of the RAP, which has been mainly limited to network formulation and formalization, should be extended to include the strategic planning, financing and implementation of the regional transport network and its connectivity.
2. A long term regional Master Plan should be prepared, for the development of a 'core network' of corridors that will carry large and consolidated volumes of freight traffic through more extensive use of efficient modes in inter and multi-modal combinations. Based on agreed regional priorities the plan should be a blue print for the phased development of the network including timescales for the realization of the integrated intermodal transport and logistics. The plan should set out how regional connectivity will be achieved and have provisions for periodic monitoring, review and revision. In this way, countries would have a common framework of targets for actions at the national level. Further, the plan would provide valuable guidance in terms of regional planning assumptions for the public and private sectors at local, national and sub-regional levels.
3. In view of the region's varied needs and circumstances - and varying political commitment to closer integration – network connectivity should be developed by strengthening and integrating existing sub-regional programmes and plans.
4. The efficient development and utilization of the evolving network(s) will require coordinated and deeper economic reforms in the transport sector in order to foster effective competition within and between modes and corridors. In this regard, the pace of policy development needs to increase and its scope should include transport sector reform and deregulation including guidance on pricing and other interventions in support of key policy objectives.
5. The development of the intergovernmental agreement on Dry Ports should given high priority.
6. The pace of development of the AH and TAR networks remains slow overall and the funding requirements for missing links and upgrading the network are great. In this regard, work should continue under Phase 2 to mobilize additional funding for investment from traditional and non-traditional sources, including public-private partnerships. Actions possible at regional level include convening investment forums to promote financing of the AH, TAR and Dry Ports; developing funding methods for network maintenance; and supporting regional co-operation in developing joint financing schemes for infrastructure.
7. The pace of progress in the development of the main networks will need to be more closely monitored by ESCAP. This will require more investment in the AH, TAR and possibly Dry Ports databases and a greater commitment from countries to provide the necessary data.

8. Whilst significant progress has been made in formalizing and promoting the TAR, considerable challenges remain if the full potential of the network is to be realized. In particular, regional railway integration will require progressive policies by railways, such as the development of effective inter-railway agreements that allow full inter-operability and seamless customer services, cooperation in the planning of railway investment so that it benefits the region as a whole rather than just particular countries; and greater private sector participation and competitive pricing.
9. Cross-border and transit transport using the existing infrastructure still faces tremendous difficulties across the region. In spite of the efforts of ESCAP and other international organizations to eliminate non-physical barriers, progress remains slow due to the complexity of this challenge. For instance, a number of sub-regional agreements on cross-border/transit transport were signed in the late 1990's but none have yet to be effectively implemented. There is an urgent continuing need to enhance government and private sector capacity to implement facilitation measures in a more integrated approach, through sub-regional and bilateral agreements, international conventions, use of facilitation tools and the application of new technologies.
10. Many countries in the region, particularly landlocked developing countries, still face high transport costs due to the lack of effective regulatory frameworks for private sector participation in the logistics industry. In fact, the Almaty Programme of Action suggests that the private sector should be a main contributor to the development of transport infrastructure and productive capacity in both landlocked and transit developing countries. There is therefore a continuing need to develop the capacity of officials involved in transport to create the necessary enabling environment for the development of the freight forwarding and logistics sector.
11. The transport constraints and challenges of archipelagic and island countries need to be evaluated and ways of reducing international transport costs need to be identified.
12. The thematic areas of 'sustainable transport' and 'transport and the MDGs' lack focus and need to be systematically integrated into the other thematic areas. Rather than developing separate activities under these items it would be more effective for example, to develop plans and policies for shifting to greener, low carbon transport within the strategy for improving transport connectivity.
13. While the Busan Declaration was an expression of the collective vision of governments in the region, the Regional Action Programme is primarily a framework for ESCAP's activities. In this regard, the respective roles of national governments and the secretariat could be more clearly defined. For example, there are formal and informal focal points within different government ministries and agencies who participate in the activities of the RAP, but do not always communicate with other parts of government. Meanwhile, representation at some meetings is not always complete, and in some cases not at a sufficiently high level to agree on regional level policies or strategies. A different formulation of indicators of achievement of the RAP, which reflects jointly agreed goals for the period of implementation, may increase the collective ownership of the RAP and encourage higher levels of government to participate in ESCAP activities.
14. While some thematic areas and activities are recognized as ESCAP activities, other work undertaken by the secretariat and the RAP as a whole are not very well-known by the general public. In this regard, communication and promotional activities should be enhanced, including through the better use of ESCAP's Transport web-site.

15. Without overall estimates for planned expenditure on all RAP activities, it is difficult to determine if costs have been properly allocated to the specific activities undertaken in each of the extra-budgetary projects. In this regard, the move towards a programmatic approach to technical assistance projects, which has been initiated by ESCAP, should help in planning and assessing the RAP as a whole. With greater ownership of the RAP, member states may also make more resources available for their own participation in RAP activities. Nonetheless, the support provided to the RAP by donors, in particular bilateral donors, has been invaluable for the implementation of the RAP and is likely to continue to be critical to the next phase.

The development and implementation of the above plans and policies will ultimately require new regional institutions to provide the necessary information, commitment, funding, partnership and co-ordination to support regional co-operation on infrastructure and related matters such as facilitation. ESCAP is uniquely placed to act as an 'honest broker' in shaping such co-operation and integration.

1. INTRODUCTION

1.1 Background

The *Busan Declaration* on Transport Development in Asia and the Pacific and its Annex, *the Regional Action Programme for Transport Development (RAP) Phase I*, was adopted by the Ministerial Conference on Transport, held in Busan, Republic of Korea, in November 2006. The Declaration described the shared vision of ESCAP member and associate member states of an integrated international intermodal transport and logistics system in Asia and the Pacific which would meet the challenges of globalization by increasing access regional and global markets. The RAP set out the specific objectives and activities, which would be implemented by the secretariat and member states over the period 2007-2011 to achieve that vision. In this way, the RAP has served as a joint planning document, between the secretariat and the member states, to create a fully connected and efficient regional transport network.

1.2 Purpose, Objectives and Outputs

The purpose of the evaluation was to assess the implementation of the RAP, using both quantitative and qualitative methods, and to provide recommendations for improving the RAP for its second phase (2012-2016).

The Objectives were:

- III. To assess the implementation of the Regional Action Programme in terms of the achievement of the objectives set out under each of the eight thematic areas.
- IV. To assess the usefulness of the Regional Action Programme as an overarching framework for cooperation between member states, ESCAP and other partners.

1.3 Scope

The following main indicative evaluation criteria and evaluation questions were addressed:

- Relevance:
 - To what extent did the RAP serve as an effective framework for regional cooperation in the development of transport infrastructure and services?
 - To what extent does the RAP reflect the transport priorities of ESCAP member states?
 - To what extent did the RAP contribute to the Almaty Programme of Action?
- Partnerships:
 - To what extent were other UN offices (including within ESCAP) and major partner organizations (e.g. Asian Development Bank, International Road Transport Union, and International Union of Railways) involved in the implementation of the RAP, and to what extent did the RAP complement their work?
- UN Coherence:
 - To what extent did the RAP reflect the United Nations' (UN) mandates at the global level?

- Effectiveness:
 - To what extent were the indicators of achievement, defined under each thematic area, achieved during the first phase of the RAP)?
 - What areas could have been implemented more effectively?
 - What were the most useful types of activities?
- Efficiency:
 - What was the estimated total cost of the RAP in terms of staff and non-staff resources?
 - Based on the above estimates, which areas of the RAP were delivered in a cost-effective manner?
 - In view of the new programmatic approach of ESCAP, how could the RAP be better designed to improve cost-efficiency of delivery?
- Sustainability:
 - To what extent can the positive outcomes of the RAP be continued without ESCAP's further involvement?
- Gender-mainstreaming, human rights-based approaches and environmental sustainability:
 - To what extent did the RAP reflect gender, human rights based approaches and environmental sustainability issues?

2 METHODOLOGY

2.1 Description of Methodology

The Evaluator collected information and data, regarding the implementation of the RAP, by conducting:

- desk reviews of documents such as country statements; progress and terminal reports for projects conducted within the RAP; published studies, manuals, guidelines, resource materials; case studies, meeting document; participant's feedback on activities conducted under the RAP, and secondary sources including information published on the internet and ESCAP's website. These materials were made available to the evaluator by the secretariat;
- in-depth interviews with relevant staff of ESCAP's Transport Division who were responsible for the thematic areas evaluated;
- visits to five member states to conduct in-depth interviews with key stakeholders, including government officials and where available, national transport associations. The countries visited were Cambodia, China, India, Mongolia and Thailand;
- semi-structured open-ended questionnaires for governments. Responses were received from 14 countries namely Azerbaijan, Bangladesh, Bhutan, Cambodia, China, Georgia, India, Indonesia, Mongolia, Myanmar, The Philippines, The Russian Federation, Sri Lanka and Thailand;

- semi-structured open-ended questionnaires for partner organizations. Responses were received from the following 8 partners: the Asian Institute of Transport Development (AITD), United Nations Economic Commission for Latin America and the Caribbean (ECLAC), United Nations Economic Commission for Europe (ECE), Global Road Safety Partnership (GRSP), Infrastructure Development Institute, Japan (IDI), Korea Railroad Research Institute (KRRRI), International Union of Railways (UIC), and the World Health Organisation (WHO).; and,
- semi-structured open-ended questionnaires for private sector organizations. Responses were received from private sector organizations in Bangladesh, China, Indonesia and The Philippines.

2.2 Limitations of the Evaluation

The limitations of the evaluations included:

- Transport issues are handled by a number of different ministries and agencies within national governments, and therefore the respondents to the questionnaires were not always aware of the range of themes of the RAP.
- While the RAP is intended to be a regional strategic planning document, national focal points often had limited information about developments at the regional level.
- Many of the themes cover policy- and investment-related topics which have a long maturation period. The effects of some of the activities implemented under the RAP were unknown at this stage.
- National focal points did not always have a clear incentive or be aware of the benefits of participating in the evaluation process.
- Although gender-mainstreaming, human rights based approaches and environmental sustainability are given emphasis in the “ESCAP Monitoring and Evaluation System” guidelines, they were not used in the preparation of the first phase of the RAP. They should therefore be considered, as far as possible, in the development of phase two.

3 FINDINGS

Phase One of the RAP was developed as a medium-term (five year) plan of activities which would be led by ESCAP with the participation of member states and other development partners. The RAP comprised of eight thematic areas: 1) policy guidance at the ministerial level; 2) transport infrastructure development; 3) transport facilitation; 4) transport logistics; 5) finance and private sector participation; 6) sustainable transport development; 7) road safety; and 8) transport and the Millennium Development Goals. The immediate objectives, planned outputs and indicators of achievement for each thematic area are set out in Table 1.

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Table 1 The Objectives and Planned Outputs of the RAP Phase 1 by Thematic Area				
	Thematic Area/Sub-component	Immediate Objective(s)	Planned Output(s)	Indicator(s) of Achievement
1 POLICY GUIDANCE AT THE MINISTERIAL LEVEL				
1.1	A Forum of Asian Ministers of Transport	to promote regional cooperation and policy leadership at the ministerial level for the advancement of transport as a key to regional development	Regular scheduled meetings of Asian ministers of transport Ministerial consideration and direction to transport policies in the region	High level of participation in meetings of Asian ministers of transport Documented decisions by transport ministers leading to a greater degree of coordination and consistency between countries on issues of mutual benefit
2 TRANSPORT INFRASTRUCTURE DEVELOPMENT				
2.1	Promotion and development/ upgrading of the Asian Highway network	to promote the Asian Highway network through coordinated planning for development of national road infrastructure, including upgrading of the network	Meetings of the Working Group on the Asian Highway Updated Asian Highway maps and database Investment studies on Asian Highway sections and linkages undertaken in collaboration with member States and investment forums, with the participation of international and regional financing institutions, multilateral and bilateral donors, international organizations and the private sector, for the development and upgrading of the Asian Highway network	Expansion of the Asian Highway network through the addition of new sections and the upgrading of the network by participating countries and by additional countries ratifying/accepting/approving/acceding to the agreement National highway planning recognizing the Asian Highway network as a priority and providing inputs for the regional database Increase in investment to develop and upgrade the Asian Highway network and in the length and capacity of the proportion of the network that meets Asian Highway minimum standards
2.2	Promotion, development and operationalization of Trans-Asian Railway network	to promote the Trans-Asian Railway network for the efficient and sustainable movement of goods and people	Meetings of the Working Group on the Trans-Asian Railway Network Cooperation among railway organizations on the Trans-Asian Railway routes and operationalization of rail transport services Updated Trans-Asian Railway maps and the establishment of a database Investment studies on the Trans-Asian Railway sections and linkages, including "missing links", undertaken in collaboration with member States and investment forums with the participation of international and regional financing institutions, multilateral and bilateral donors, international organizations and the private sector for the development and upgrading of the Trans-Asian Railway network	Countriesigning/ratifying/accepting/approving/acceding to the Trans-Asian Railway Agreement and participating in the Working Group Number of demonstration runs of container block-trains and international train services operating on Trans-Asian Railway routes Number of countries providing inputs for the regional database Increased investment to develop and upgrade routes of the Trans-Asian Railway network, including construction of missing links Integrated intermodal approach to transport planning and infrastructure development
2.3	Integrated intermodal approach to transport planning and infrastructure development	to promote an integrated approach to transport planning as an integral part of an international integrated intermodal transport system for Asia and a focus for economic and trade development	Intermodal studies and forecasts to provide a regional context for national transport planning and regional policy development Policy guidelines for the development of inland container depots and dry ports and information and communication infrastructure for an integrated intermodal transport network Investment forums to establish networks to improve the exchange of information on the business and investment environment, ideas and experiences Joint meetings of the working groups on the Asian Highway and TAR Capacity-building through seminars, workshops and training activities	Countries participating in undertaking intermodal studies and guidelines National plans reflecting proposals to develop intermodal transport infrastructure Increased financing opportunities being explored by member States, international financing institutions and other stakeholders, including the private sector Positive response from member countries participating in meetings, with documented exchange of experiences and best practices Countries using outputs from seminars and workshops in the development of national integrated transport strategies and plans

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Table 1 (continued)				
The Objectives and Planned Outputs of the RAP Phase 1 by Thematic Area				
	Thematic Area/Sub-component	Immediate Objective(s)	Planned Output(s)	Indicator(s) of Achievement
2.4	Management and maintenance of transport infrastructure	to improve national capacities in the management and maintenance of transport infrastructure	Publication of guidelines, including examples of regional best practices on the management and maintenance of transport infrastructure Capacity-building through seminars, workshops and training activities	Positive response from member countries and other readers to outputs and inclusion of proposals in national policy statements Countries implementing ESCAP guidelines
3	TRANSPORT FACILITATION			
3.1	Facilitation coordinating mechanisms	to promote collaboration between all stakeholders involved in international transport from the public and private sectors for transport facilitation	Guidelines on establishing or strengthening national facilitation coordinating mechanisms refined and published Workshops, seminars and advisory services for establishing or strengthening national facilitation coordinating mechanisms Regional and sub-regional fora of national facilitation coordinating mechanisms	Countries applying the guidelines on national facilitation coordinating mechanisms National facilitation coordinating bodies established or strengthened Exchange of experiences and good practices between national facilitation coordinating bodies documented
3.2	Legal frameworks for international transport	to assist countries in putting in place suitable legal regimes to facilitate international land transport	Study on the implementation of Commission resolution 48/11 on road and rail transport modes in relation to facilitation measures and the possible inclusion of additional conventions Workshops, seminars and advisory services on accession to, and implementation of, major international facilitation conventions Guidelines on the formulation and implementation of agreements for international land transport Meetings, training courses and studies on the formulation and implementation of sub-regional agreements on the facilitation of international land transport	Adoption of proposals for updating Commission resolution 48/11 Increase in the number of countries acceding to major international transport facilitation conventions Countries applying the guidelines on the formulation and implementation of facilitation agreements Countries signing or acceding to subregional facilitation instruments
3.3	Application of new technologies	to promote the simplification/harmonization of border-crossing procedures and documentation for international transport and the application of new technologies, including information and communication technology	Study on the impact of new technologies, including information and communication technology, on border controls and international transport Workshops and seminars on the application of new technologies to border controls and international transport	Countries applying the findings of the study on the impact of new technologies Countries applying new technologies to border controls and international transport
3.4	Tools for the identification of bottlenecks and the monitoring of the impact of facilitation measures	to assist countries in identifying, isolating and addressing the major bottlenecks impeding smooth and efficient international transport	Refinement of facilitation diagnostic and monitoring tools Workshops, seminars and training courses on the application of facilitation diagnostic and monitoring tools	Countries employing the refined facilitation diagnostic and monitoring tools Time and cost analysis of routes and border crossings for international transport undertaken by member countries
3.5	Transport operator skills upgrading	to assist countries in upgrading the capacity of professionals to undertake international land transport operations	Promotion and regional networking of national training centres for international land transport Content of training courses and materials for international land transport recommended Training of trainers courses on international land transport	Centres for international land transport participating in the network Centres applying the recommended training course content and materials Delivery of training courses by national and international centres

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Table 1 (continued) The Objectives and Planned Outputs of the RAP Phase 1 by Thematic Area				
4	TRANSPORT LOGISTICS			
4.1	Guidelines for the operation of logistics service providers	to create common standards for the operation of logistics service providers and to harmonize the approaches of regional member countries with a view to raising the profile of freight forwarders, multimodal transport operators and logistics services providers within the transport industry	The publication of codes of conduct and minimum standards based on best practices and experience in registration requirements and liability regimes for the operations of freight forwarders, multimodal transport operators and logistics services providers	Countries incorporating aspects of the codes and standards in the rules of their national industry associations and national regulations and legislation
4.2	Development of logistics service centres	to promote the development of efficient logistics service centres and clusters throughout the region	The publication of research and study findings on corridor development and best practices for the operation of logistics service centres	Countries participating in research and contributing information on latest developments and best practices for the development of logistics service centres
4.3	Promoting partnerships and exchange of experiences within the region	to create local, sub-regional, regional and international networks to strengthen the capacity of the logistics services industry to create partnerships, to share experiences and to improve its competitiveness	Regional meetings of national freight forwarders, multimodal transport operators, logistics service providers and shipowner associations The sharing of private sector experiences with Governments through meetings and publications Subregional and regional seminars and workshops, including representatives of the public and private sectors to discuss research findings and to share opinions and experiences	Exchange of experience and best practices are documented, and partnerships are created Issues of common interest are identified and brought to the attention of Governments for their consideration Countries involving both public and private sector stakeholders when planning the operations of logistics service centres and clusters
4.4	Capacity-building in logistics	to enhance national competencies and skills within the logistics industry through sustainable education programmes targeting freight forwarders, multimodal transport operators, logistics service providers and civil servants	Familiarization seminars on the role and development of the logistics industry for senior government officials Training of trainers workshops and seminars, with training material developed by the secretariat of ESCAP, to develop national capacities and skills Support provided to Governments for the establishment of national sustainable programmes in multimodal transport and logistics	Government policies reflect awareness of the need of the logistics industry to provide efficient services Local trainers deliver and implement training programmes to enhance national competencies and skills in multimodal transport and logistics Countries establish sustainable training programmes on multimodal transport and logistics
5	FINANCE AND PRIVATE SECTOR PARTICIPATION			
		to enhance institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships	Published guidelines on financing transport infrastructure and services based on good practices from the region Capacity-building activities related to the establishing and strengthening of public-private partnerships and user charging systems, as well as the establishment and management of special funds in the transport sector Regional meetings of national public-private partnership units and programmes and networking among them Studies and reports assessing the public-private partnership-readiness of countries	Countries using the guidelines and an increase in financial and other resources for investment in the transport sector Countries establishing and managing special funds and promoting public-private partnerships for transport infrastructure development and maintenance Documented exchange of experience through networking among agencies and institutions responsible for public-private partnerships ESCAP proposals to enhance public-private partnership-readiness, as reflected in policy statements and actions taken by

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Table 1 (continued) The Objectives and Planned Outputs of the RAP Phase 1 by Thematic Area				
6	SUSTAINABLE TRANSPORT DEVELOPMENT			
		to increase awareness and understanding of alternative policy options for sustainable transport by decision-makers	Inclusion of sustainable transport-related issues in the Review of Developments in Transport in Asia and the Pacific, the Transport and Communications Bulletin for Asia and the Pacific and ad hoc regional transport policy studies Advisory services, meetings and networking of transport decision-makers and advisers on the application of integrated assessment, strategic environmental assessment and related approaches in transport plans, programmes and policies Studies of alternative policy paths ("regional futures") towards sustainable transport	Positive evaluation of publications, analysis and outputs by countries and other concerned groups Methodologies, policies and intervention measures promoted by ESCAP reflected in national or local policy documents Participation of stakeholders, including research groups and national institutes
7	ROAD SAFETY			
		to foster better awareness and understanding of road safety issues and potential interventions, and improved international collaboration in Asia and the Pacific	Meetings to discuss and set regional road safety goals, targets and indicators as a follow-up to the Ministerial Declaration on Improving Road Safety in Asia and the Pacific Coordination of activities of the United Nations road safety collaboration in the ESCAP region, in line with the relevant General Assembly resolutions Collaborative website and meetings for sharing of road safety resources, good practices, data and accident risk maps of the Asian Highway	Regional goals, targets and indicators being applied by members and associate members Regional member countries providing inputs and feedback regarding the material on the website, including the accident risk maps User feedback
8	TRANSPORT AND THE MILLENNIUM DEVELOPMENT GOALS			
		to foster a better understanding of the links among transport interventions, poverty reduction and the achievement of the Millennium Development Goals	Seminars and workshops on transport interventions aimed at achieving the Millennium Development Goals, and informational material on regional good practices in Goal-responsive transport development Reviews, analytical and quantitative studies on the links between transport and socio-economic development Dissemination of information on best practices and interventions designed to improve transport connectivity and access	Millennium Development Goal-responsive transport interventions included in national policy documents Use of ESCAP promoted methodologies and information/resource materials in support of pro-poor and inclusive transport development Documented exchanges of experiences within the region and instances of technical cooperation between developing countries resulting from activities initiated by the secretariat.

The activities that were actually undertaken by the ESCAP Secretariat, in each thematic area, are summarized under each thematic area. This section sets out the findings of the Evaluation firstly in each of the eight thematic areas and then with respect to the RAP overall.

3.1 Part 1: Evaluation of the RAP by Thematic Area

3.1.1 Policy Guidance at the Ministerial Level

The Busan Declaration (Resolution 63/9) resolved that respective government authorities would develop and implement, at the national, sub-regional and regional levels, integrated transport policies and decision-making frameworks based on strategic assessments of economic, environmental, social and poverty-related issues. In this regard, ESCAP was requested to assist regional members and associate members in realizing the long-term vision of an international integrated intermodal transport and logistics system, which was deemed to be necessary to meet the growing challenges of globalization. This

necessitated the provision of policy direction and guidance at the ministerial level on how to improve efficiency in the sector and how to respond more rapidly and effectively to the new demands placed on transport.

To meet this objective of the RAP The Forum of Asian Ministers of Transport was established, under the auspices of ESCAP, and its first meeting was held in Bangkok from 14-18 December 2009 with the participation of 27 member and associate member countries; 2 UN bodies; 11 intergovernmental, non-governmental and other organizations. Participants included 6 LDCs of which 3 (Bhutan, Laos, and Nepal) are also landlocked and 8 landlocked countries including Uzbekistan, which is double landlocked.

Prior to the Forum and in support of policy direction and guidance at the ministerial level the Secretariat prepared a document entitled, 'Towards a set of guidelines on integrated assessment of transport policy and programmes' in 2009. The document demonstrated that integrated assessment requires decision making that is integrated in terms of land-use, transport modes (including roads, railways, shipping/ports, airports and dry ports), the type of sustainability (economic, environmental and health, social poverty), the level of intervention (policy, plan, programme and project) and the spatial dimensions (for example, municipality, province, state, country, sub-region, region, global). In addition, it examined the impact of the development of transport infrastructure and services, and the concept of sustainable transport as a precursor for the development of integrated assessments and their application to the transport sector.

The Forum itself comprised two segments: a meeting of senior government officials from 14-16 December, and a meeting of ministers on 17-18 December. The meetings considered the main transport developments in the region and their associated policy issues, including:

- i. the recent progress in developing the Asian Highway and the Trans-Asian Railway and the key issues in using the two networks as the building blocks for the realization of an international integrated intermodal transport and logistics network for the region through the development and operationalisation of international transport corridors and intermodal facilities such as inland container depots and dry ports;
- ii. methods of capturing the wider economic benefits from transport projects, in particular to improve access for rural and agricultural communities to markets and services;
- iii. the need to improve the facilitation of transport by reducing current barriers to the efficient movement of goods along the region's transport networks. In particular, the Forum considered (a) approaches to overcoming technical barriers at border crossings, (b) the development of priority transport corridors, (c) the negotiation and implementation of sub-regional agreements and (d) the creation of an enabling environment for logistics development, including minimum standards for freight forwarders, multimodal transport operators and logistics service providers;
- iv. the need to take more effective mitigation and adaptation measures to reduce energy consumption and emissions in the transport sector. The Forum reviewed possible interventions and policies to develop sustainable transport systems; and,
- v. the development of a set of road safety goals and targets to be achieved by 2015, as well as indicators to monitor the progress towards their achievement. The Forum considered: (a) analyses of the status of road safety in the region; (b) a proposed set of road safety goals, targets and indicators; and (c) the importance of road safety data for monitoring the achievement at the national and regional levels.

The Forum culminated in the adoption of the Bangkok Declaration on Transport Development in Asia, reaffirming the commitment of member States to achieving economic and social development through interventions in the transport sector particularly towards the realization of a long-term vision of an

international integrated intermodal transport and logistics system in the region. The Declaration was subsequently endorsed by the Commission through its resolution 66/4 of 19 May 2010 on implementation of the Bangkok Declaration on Transport Development in Asia.

The RAP has also led to Ministerial consideration and direction to transport policies in the region, as evidenced by the Commission adopting the following resolutions in the area of transport:

- i. 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);
- ii. 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;
- iii. 64/5 of 30 April 2008 on the establishment of the Forum of Asian Ministers of Transport;
- iv. 66/4 of 19 May 2010 on the implementation of the Bangkok Declaration on Transport Development in Asia;
- v. 66/5 of 19 May 2010 on the implementation of the Jakarta Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific; and
- vi. 66/6 of 19 May 2010 on improving road safety in Asia and the Pacific.

All respondents to the relevant question in the Evaluation Questionnaire for Member States (EQMS) indicated that the RAP provided an effective framework for regional cooperation in the development of transport in the region. India, for example, has taken initiatives consistent with the RAP to enhance transport connectivity for neighbouring landlocked countries such as Nepal and Bhutan. India is also developing its road and rail infrastructure, and dedicated freight corridors in line with the recommendations emerging from the RAP and rural road connectivity is being given priority to ensure sustainable poverty reduction by promoting access to economic and social services to thereby generate increased agricultural income and employment opportunities. Similarly, China is playing an increasingly active role in regional, sub-regional and bilateral cooperation for infrastructure development and transport facilitation and at the same time is accelerating the development of an integrated transport system. These initiatives may be attributed, at least in part, to the active participation of Ministers and senior government officials in the Forum and related meetings and workshops conducted under the RAP.

Observations made by interviewees and respondents to the Evaluation Questionnaire included:

- i. it would enhance regional cooperation and policy leadership if all countries were represented, at key meetings, by persons of ministerial rank;
- ii. it is important that finance for the participation of LDCs in Ministerial meetings is continued;
- iii. the frequency of Ministerial meetings should be determined by the pace at which progress is being made on planned activities and the emergence of issues on which regional cooperation is required, in this regard, biannual meetings may be too frequent;
- iv. the timing of Ministerial meetings is difficult for some countries as it coincides with busy periods in the governmental business cycle;
- v. improving regional connectivity creates benefits that will be spread widely across Asia and needs to be planned and financed collectively to ensure “win-win” outcomes;

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- vi. countries need to act together to tackle the negative socioeconomic spillovers of regional infrastructure projects – such as environmental damage, displaced people, traffic accidents, and human and drug trafficking – that cut across national borders;
- vii. policy development should be derived from a clear long term vision of a ‘connected’ region, its benefits, and a plan of how it will be achieved with timescales;
- viii. the pace of policy development needs to increase and its scope should include transport sector reform and regulation including guidance on pricing and other interventions in support of key policy objectives;
- ix. regional infrastructure cooperation can also add value to national policymaking by sharing knowledge and best practices and by highlighting priorities which may conflict with national interests; and,
- x. regional integration and improvements to transport connectivity have, to date, been the result of piecemeal ‘bottom-up’ national initiatives. Significant advancements may now require a degree of ‘top-down’ strategic planning at regional level.

In summary, under the RAP a forum for cooperation and regional integration has now been established which could enable countries to benefit from globalization. Asian Ministers of Transport can now meet on a more regular basis to exchange views, respond to emerging issues in a timely manner and promote joint initiatives. In addition, strategic and policy guidance, at the ministerial level, to support the regional development of transport infrastructure; improved capacity utilisation and the facilitation of transit arrangements is being provided on a continuing basis. Specifically, it has been resolved that, the respective governments will develop and implement transport policies at the national, sub-regional and regional levels in line with the following principles:

- i. Formulating integrated policies and decision-making frameworks based on strategic assessments of economic, environmental, social and poverty-related aspects;
- ii. 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 for the benefit of our people;
- iii. 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;
- iv. Promoting the development of economic and logistics activities at intermodal interfaces, particularly at production and consumption centres, and around seaports and dry ports;
- v. Increasing access for people in rural areas to transport infrastructure and services;
- vi. Placing road safety high on the policy agenda; and,
- vii. 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.

However, whilst the above may be necessary, it may not be sufficient to achieve effective and efficient regional connectivity. The Forum of Asian Transport Ministers should consider developing an agreed long-term strategic vision and Master Plan for achieving Asian connectivity. The plan should describe the regional integrated intermodal transport network and logistics system that are to be created; set out milestones with timescales; and, identify the necessary collective policy, investment and financing requirements to achieve the strategy. It is likely that the required policy interventions will need to address

the deepening of transport sector reforms on a regional basis, to liberalize the provision of transport services and increase effective competition. The implementation of such a plan is likely to require the creation of new institutions.

3.1.2 Transport Infrastructure Development

The Busan Declaration (Resolution 63/9) resolved that to realize new opportunities for economic and trade development, brought about by globalization, countries required efficient transport infrastructure and services to access regional and global markets.

ESCAP has undertaken two major long term projects to support transport infrastructure development namely, the Asian Highway (AH) and the Trans-Asian Railway (TAR) network. In this regard, key objectives of the RAP, during the period 2007-11, were to:

- i. to promote the Asian Highway network through coordinated planning for development of national road infrastructure, including upgrading of the network; and,
- ii. to promote the Trans-Asian Railway network for the efficient and sustainable movement of goods and people.

In addition, the RAP aimed to promote integrated intermodal transport and improve national capacities to manage and maintain transport infrastructure.

3.1.2.1 The Asian Highway

The AH now comprises around 142,000 km of roads of international importance across 32 countries. Most significantly, the AH network now connects to all landlocked countries in the region. Much progress has been made in developing and upgrading the AH network. Around 11,000 km have been upgraded to meet the minimum of class III, thereby reducing the percentage of AH routes below the minimum standard from 16% in 2004 to 8% in 2008. However, 11,570 km of roads still need to be upgraded to Class III or higher standards. The secretariat updated the AH map and database and is continuing to so.

In accordance with the terms of the Intergovernmental Agreement on the Asian Highway Network, the Working Group on the Asian Highway was established to consider the implementation of the Agreement and to consider any amendments proposed. Its second and third meetings were held in 2007 and 2009. At its third meeting, held in Bangkok on 4 September 2009, the Working Group adopted proposed amendments to the Asian Highway routes connecting China and Mongolia, India and Bhutan, and within Kazakhstan. Since 2007, seven additional countries (Lao People's Democratic Republic, Bangladesh, Islamic Republic of Iran, Indonesia, Nepal, The Philippines and Turkey) ratified the Intergovernmental Agreement on the Asian Highway Network, which entered into force in July 2005. There are now 28 parties to the Agreement, and one signatory that has yet to become a party.

To promote the AH the secretariat organized: (a) Regional Workshop on Upgrading of Asian Highway Priority Routes (Bangkok, 19-21 June 2007); and (b) the Asian Highway Investment Forum (Bangkok, 16 November 2007). In addition, within the framework of the Project on 'Promotion and Development of Asian Highway: Upgrading of the Asian Highway Priority Routes', the secretariat conducted four prefeasibility studies of selected routes, namely: AH82: Goris-Kapan section (Armenia); AH1: Bhatiapara-Benapole section (Bangladesh); AH32: Ondorhaan-(Choybalsan)-Sumber-Chinese Border (Mongolia); and Mongwa-Yagi-Kalewa section (Myanmar).

In addition to the above, the AH network and standards have been used as a reference for the development of sub-regional cooperation programmes in the Greater Mekong Sub-region and by organizations such as the Association of Southeast Asian Nations (ASEAN), the Central Asia Regional Economic Cooperation (CAREC) Programme, the Shanghai Cooperation Organization, the Economic Cooperation Organization (ECO) and the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC). For example, the ASEAN Highway Network was formulated on the basis of the Asian Highway network, with the same technical and design standards, and the transport corridor initiatives of BIMSTEC, CAREC and the South Asian Association for Regional Cooperation (SAARC) were formulated with reference to the Asian Highway routes. Recently, ECO also adopted the Asian Highway design standard for its road network. International financial institutions, such as ADB, the European Bank for Reconstruction and Development (EBRD), the Islamic Development Bank (IDB) and the World Bank (WB), made funds available for the development and upgrading of various sections of the Asian Highway network in a number of member States. Further, the secretariat, in co-operation with the Shanghai Cooperation Organization, organized a seminar on road networks, which was held in Beijing on 16 and 17 December 2008, to promote the integration of the Asian Highway into the sub-regional network.

The AH database will need to be updated and enhanced on a continuing basis. In this regard, quality assurance issues will be paramount and procedures to ensure the completeness and accuracy of data will need to be put in place. At this stage, it is not entirely clear how the database will be sustained or whether the capacity exists in all countries to regularly update the AH database. Further, it will be important to investigate how the information held in the database may be disseminated quickly and in a format relevant to all road users and freight interests. It may be that the data has sufficient commercial value, for example if developed by providers of GPS navigation systems, such that the maintenance and promotion of the database could be self-financing or indeed privatized.

Observations made by interviewees and respondents to the Evaluation Questionnaire included:

- i. the AH network forms the core of India's national highway network and is central to the National Highways Development Project (NHDP). The AH is either completed or programmed for upgrading to 4-lane standard, under the North-South, East-West and Golden Quadrilateral corridors strategies;
- ii. in recent years, China has been continuously constructing and improving the AH routes both nationally and at border crossings, so as to connect to neighbouring countries and promote mutual benefit;
- iii. the development of the Asian Highways Network in SAARC and ASEAN countries will facilitate an increase of trade, transport and tourism among these countries as well as the development of their economies;
- iv. the AH and TAR are integral to the 'Master Plan on ASEAN Connectivity' published in December 2010;
- v. if a region-wide road land-bridge is to evolve into a through transport corridor in South Asia, major rehabilitation and construction works are required. For example, the heavily-used cross-border traffic routes between India and Bangladesh are still grossly inadequate in terms of capacity, design and maintenance. Therefore, the RAP is essential in providing a framework to address these problems;
- vi. in Bhutan the designation of the Thimphu – Phuntsholing national highway as the Asian Highway network (AH-48) helped in mobilizing donor assistance and expediting the work in compliance with the standards and specifications prescribed in the Inter-Government Agreement on AH;

- vii. the Government of India are providing a link to AH48 and upgrading of the network in India being undertaken to provide access to ports for landlocked Bhutan;
- viii. the investment needs of the AH will need to be regularly re-assessed in line with changing levels of utilization and as new traffic forecasts are prepared;
- ix. the development of the AH network is slow and the pace of investment needs to accelerate;
- x. guidance is required on road pricing and toll policies to improve network utilization, cost recovery and limit the social and environmental costs of highway development and road transport;
- xi. regional cooperation needs to extend beyond network formulation and formalization to include the planning and implementation of the network and its efficient utilization;
- xii. the AH map and database will need to be amended and updated regularly;
- xiii. regional cooperation on the AH needs to be intensified to consider and manage the external costs and benefits of projects in one country that affect other countries in the region;
- xiv. connecting sub-regions such as East Asia, South Asia and South East Asia should be an important priority but requires multi-lateral regional cooperative planning; and,
- xv. co-operation between landlocked and transit countries is essential in order to ensure that the costs and benefits of regional road infrastructure are shared fairly.

In summary, during Phase 1 of the RAP the AH network has been expanded through the upgrading of the network and the addition of new sections and missing links including the connection of landlocked and transit states. Further, the AH is now recognized as a priority for national highway planning in many countries and for sub-regional planning for example, in the ASEAN connectivity Master Plan. The pace of development of the AH network however remains slow overall.

3.1.2.2 The Trans-Asian Railway

The TAR comprises about 114,000 km of railways connecting capitals, industrial centres and ports in 28 member countries. The Intergovernmental Agreement on the TAR Network entered into force on 11 June 2009, having been ratified by eight member countries. Since then, an additional eight countries have become parties, namely Bangladesh, Georgia, the Islamic Republic of Iran, Lao People's Democratic Republic Pakistan, Sri Lanka, Uzbekistan and Viet Nam. To date, the Agreement has been signed by 22 countries, of which 16 are parties.

The Intergovernmental Agreement on the Trans-Asian Railway Network called for the establishment of the Working Group on the Trans-Asian Railway Network, which held its first meeting in Bangkok in December 2009. In addition, ESCAP has undertaken projects on 'Identifying Investment Needs and Development Priorities for the Trans-Asian Railway Network' and on 'Promoting the use of the Trans-Asian Railway through improved awareness of commercial requirements'. In 2009, the secretariat published the document 'Priority Investment Needs for the Development of the Trans-Asian Railway Network'. The study provided a coordinated plan for the development of 14 railway lines of international importance which countries intend to pursue within their respective national programmes. Although comprehensive maps and databases for both the AH and TAR have been established and updated since 2007 a detailed analysis of the 'priority' projects is still required to ensure their economic and financial viability. The ADB in partnership with the ESCAP secretariat have commenced a technical assistance project entitled 'Promoting Regional Infrastructure Development' which is expected to address some of these requirements.

ESCAP has reported that in the railway sector, substantial progress has been made in the planning and construction of missing links in the Trans-Asian Railway Network. In the Islamic Republic of Iran, the missing link between Kerman and Zahedan has been completed, as has construction of the line section between Sangan and the border with Afghanistan. In Thailand, the extension of the country's rail network across the border to Thanaleng in the Lao People's Democratic Republic is the first stage of a project to provide rail connectivity to Vientiane. In Uzbekistan, the line between Tashguzar and Boysum has also been inaugurated. In addition, other projects are being implemented across the region. Thus, work is in progress on the missing link between Astara, Azerbaijan, and Qazvin, Islamic Republic of Iran, to complete a land-based corridor that will extend from Saint Petersburg to Bandar Abbas with a junction at Bafq permitting travel to India and Dhaka. Meanwhile, in Cambodia, track work commenced to put in place the 48-km missing link between Sisophon and Poipet that will allow for direct rail services between Cambodia and Thailand. In South Asia, the Government of India has listed the construction of the 180-km section of the 325-km missing link with Myanmar as a priority project for the development of the Trans-Asian Railway network on its territory. In addition, the Government of India has financed a feasibility study to connect a number of border towns in Bhutan to the nearest railheads on Indian Railways. In the Caucasus region, the missing link between Akhalkalaki, Georgia, and Kars, Turkey, that will give landlocked countries in the Caucasus region access to Turkish ports on the Mediterranean Sea (Iskenderun and Mersin) and the Aegean Sea (Izmir) is being constructed. Completion of the link between Akhalkalaki, Georgia, and Kars, Turkey, will open additional transport routes for landlocked countries in the Caucasus region and access to southern Europe when the Marmaray project is completed. Finally, a memorandum of understanding was signed recently between the Governments of China and the Lao People's Democratic Republic to build the line from Vientiane to Boten at the border between the two countries, which is a major connection in the Singapore-Kunming Rail Link Project.

Following the identification of the Trans-Asian Railway network, the secretariat initiated demonstration runs of container block-trains, one of which was from Lianyungang, China, to Almaty, Kazakhstan, to showcase their operational capability and promote their services. Since that time, the number of container block-trains dispatched from various ports in China to Kazakhstan has increased from 100 trains in 2004 to 1,026 in 2008.

In July 2010, the secretariat initiated a project on promoting the use of the TAR through improved awareness of commercial requirements in order to enhance the role of railways in the movement of freight along international corridors.

Observations made by interviewees and respondents to the Evaluation Questionnaire included:

- i. the TAR Agreement is more basic and high-level when compared with the AH Agreement, due to the complexities of operating trans-national rail services. In consequence, much work needs to be undertaken, in respect of the implementation of the TAR. Thus the TAR Agreement alone is not sufficient for the successful realization of a fully functioning TAR network;
- ii. the TAR Working Group and workshops provided effective fora to discuss issues and exchange information relating to the future development, upgrading and operational efficiency of the Trans-Asian Railway network;
- iii. in some newly independent Central Asia Republics (CARs), existing rail lines linking two regions of a country cross what are now international borders. To ensure national autonomy, some CARs have used state funds to construct new national railway lines that avoid the necessity of crossing borders, a move that ignores regional cooperation;
- iv. identifying investment needs for the Trans-Asian Railway is an important task for the future and timely development of the network;

- v. although there are many regional, sub-regional and bilateral initiatives to support the development of regional transport infrastructure, countries still face many challenges in mobilizing the resources required for the upgrading and extension of the Trans-Asian Railway routes within their territories;
- vi. national laws and regulations need to make it possible for foreign operators to use national rail networks;
- vii. considerable scope exists for introducing track-sharing agreements, developing more joint services, and joint planning exercises;
- viii. new trans-national state or private rail operators, including joint ventures should be encouraged in order to develop both existing and new rail services;
- ix. national rail networks in some countries are under-utilised. Independent operators should be encouraged and guaranteed access to track, on a fair basis, and there should be sources of financing enabling potential operators to buy new wagons or to rehabilitate existing ones;
- x. freight rates and charges for using track are often not based on sound and transparent economic principles and rate discrimination mitigates against the optimal use of the emerging regional rail network;
- xi. development of the rail network and improvements to regional rail services require the reform and restructuring of the railways of many countries in the region; and,
- xii. regional development requires a high degree of international co-ordination on policies related to the creation of an enabling environment for private sector participation in the provision of rail infrastructure and rail services; creating the necessary regulatory systems; and, facilitating true trans-national railway inter-operability.

In summary, the RAP has provided the opportunity for all member countries to express a long-term vision of the future regional rail network best able to serve anticipated trade patterns, while offering alternative transport options for existing flows. In addition, by exploiting the long-distance competitive advantage of rail transport, the TAR has a major role to play in bringing a more even distribution of economic opportunities and benefits. However, whilst significant progress has been made in formalizing and promoting the TAR, considerable challenges remain if the full potential of the network is to be realized. In particular, regional railway integration will require (i) effective inter-railway agreements that allow full inter-operability and seamless customer services; (ii) cooperation in the comprehensive and integrated planning of railway investment so that it benefits the region as a whole rather than just particular countries; and (iii) coordinated reform of national railways to facilitate private sector participation and fair competition based on common and sustainable investment and charging policies.

3.1.2.3 Integrated Intermodal Approach to Transport Planning and Infrastructure Development

In this area the objective of the RAP was to promote the development of an international integrated intermodal transport system for Asia to allow countries to link more efficiently to international production networks and international markets thereby supporting economic development and trade. Building on the progress that has been made in developing the regional road and railway networks, the RAP aimed to increase coordination and connectivity among different modes of transport and specifically integrate the AH and TAR networks.

ESCAP has reported that in support of an international integrated intermodal transport and logistics system, the secretariat published a study, entitled Policy Framework for the Development of Intermodal Interfaces as part of an Integrated Transport Network in Asia (ST/ESCAP/2556) in December 2009. The

study reviewed the progress; best practices and associated policies regarding the development of intermodal infrastructure within and outside the ESCAP region and proposed policy guidelines and recommendations regarding the establishment of inland container depots and dry ports. The secretariat also implemented a project to review the main dry ports in Asia and to enhance the awareness of policymakers and dry port operators of their potential. Under the project, a workshop on the development of dry ports and logistics in the ASEAN sub-region was held in Bangkok in September 2008. Subsequently, the secretariat fielded missions to Cambodia, Malaysia and Viet Nam between October 2008 and February 2009 to share regional experiences in the development of dry ports with the relevant government officials and operators. Advisory services were provided to the Government of Indonesia in July 2009 for its dry port project.

In 2007, the secretariat published *Logistics Sector Developments: Planning Models for Enterprises and Logistics Clusters*, which provided useful references on the development of dry ports and logistics centres. The secretariat also published the *Transport and Communications Bulletin for Asia and the Pacific*, No. 78 (ST/ESCAP/SER.E/78), which discussed various issues related to the development of dry ports in selected countries in Africa, Asia, Europe and North America. In its resolution 66/4 on the implementation of the Bangkok Declaration on Transport Development in Asia, the Commission requested the Executive Secretary to assist regional members and associate members in their efforts 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. In March 2010, the secretariat initiated a project on the development of dry ports along the Asian Highway and Trans-Asian Railway networks. The first phase of the project focused on the review of operational practices and existing institutional and regulatory requirements at dry ports. In this respect, a regional expert group meeting was held in Bangkok in November 2010, in conjunction with the second session of the Committee on Transport, to discuss the preliminary findings of the study on the development of dry ports. The meeting paved the way for the preparation of a working draft of an intergovernmental agreement as the basis for future negotiations among member countries.

In order to provide quantitative policy guidance on formulating an integrated approach to effective transport planning the secretariat, in collaboration with the Korea Maritime Institute (KMI), has developed the Integrated Transport Planning Model (ITPM). The model can be used to generate forecasts of intermodal container traffic and investment requirements for seaports, dry ports and inland container depots, thereby providing a regional context for national intermodal transport planning and regional policy development. A study on the maritime container traffic forecast, based on the application of this model and highlighting long-term demands for investment in the region, was published in 2007.

The secretariat is also implementing a project on the operationalization of international intermodal transport corridors in North-East and Central Asia that is designed to enhance corridor-based cooperation among member countries to develop and operationalize intermodal transport corridors. Under the project, three expert group meetings were held: in Tashkent in March 2009, in Bishkek in November 2009 and in Uiwang-City, Republic of Korea, in July 2010. The meetings identified international intermodal transport corridors, reviewed progress and discussed ways to enhance cooperation for the operationalization of the corridors. Subsequently, the meeting in Uiwang-city adopted a joint statement of experts to enhance corridor-based cooperation among member countries. The secretariat is currently coordinating with member countries to implement and monitor demonstration runs along the corridors.

Observations made by interviewees and respondents to the Evaluation Questionnaire included:

- i. Asia needs a 'core network' of corridors, carrying large and consolidated volumes of freight traffic through more extensive use of efficient modes in multi-modal combinations;
- ii. links to other modes (inland waterway and air transport) and other nodes (inland ports, seaports and airports) should not be ignored if comprehensive integrated networks are to be developed;

- iii. trans-national planning is required to maximize the benefit of multimodal transport networks;
- iv. an integrated approach to transport planning as an integral part of an international integrated intermodal system is difficult due to a lack of coordination among different players at the national and regional levels for efficient planning and implementation of activities;
- v. in Bhutan plans for a dry port are in place and PPP financing options are being explored; and
- vi. an inter-governmental agreement on dry ports will greatly assist national transport planning.

In summary, member states have participated in intermodal studies and the development of guidelines on intermodal interfaces. In consequence, national plans are beginning to include proposals to develop intermodal transport infrastructure and increased financing opportunities are being explored by member states, international financing institutions and other stakeholders, including the private sector. Policy coordination between countries, through inter-governmental agreements and other measures is essential if international transport corridors and intermodal nodes such as dry ports are to be developed quickly and efficiently.

3.1.2.4 Management and Maintenance of Transport Infrastructure

The RAP included an objective to improve national capacities in the management and maintenance of transport infrastructure. In this regard, the secretariat organized: (a) Seminar on Road Network in SCO Member States (Beijing, China, in December 2008); attended by China, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, and Uzbekistan); and (b) Seminar on Road Maintenance in Asia (Bangkok, in September 2009; attended by Azerbaijan, Armenia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Georgia, India, Indonesia, Islamic Republic of Iran, Japan, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Malaysia, Mongolia, Myanmar, Nepal, Pakistan, Philippines, Republic of Korea, Russian Federation, Singapore, Sri Lanka, Tajikistan, Thailand, Turkey, Uzbekistan, Viet Nam). Table 2 suggests that over 60% of member states that responded to the EQMS are now implementing ESCAP guidelines disseminated at these seminars. A publication of guidelines, including examples of regional best practices on the management and maintenance of transport infrastructure will be available in 2011.

Table 2 below provides a summary of the responses received to the EQMS in respect of Transport Infrastructure Development. It shows the percentage of those member states that responded to the EVMS that had taken the specified actions as a result of participating in the RAP.

Table 2 EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES ON TRANSPORT INFRASTRUCTURE DEVELOPMENT	
Through participation in the RAP has your country:	% of those Member States that responded to the EV
Expanded the Asian Highway network through the addition of new sections and the upgrading of the network	80
Recognized the Asian Highway network as a priority for National highway planning and provided inputs for the regional database	100
Increased investment to develop and upgrade the Asian Highway network and the length and capacity of the proportion of the network that meets Asian Highway minimum standards	100
Undertaken demonstration runs of container block-trains and international train services operating on Trans-Asian Railway Routes	80
Increased investment to develop and upgrade routes of the Trans-Asian Railway network, including construction of missing links	60
Prepared national plans reflecting proposals to develop intermodal transport infrastructure	100
Explored increased financing opportunities with international financing institutions and other stakeholders, including the private sector	100
Participated in meetings, with documented exchange of experiences and best practices	90

Used outputs from seminars and workshops in the development of national integrated transport strategies and plans	80
Implemented ESCAP guidelines on transport management and maintenance	70

Although some caution needs to be exercised in interpreting these results, due to the relatively small sample size, they suggest that the expected outcomes relating to transport infrastructure development have been achieved, with the possible exception of the conducting of demonstration runs of container block-trains and international train services operating on TAR routes.

Interestingly, some interviewees felt that it might be beneficial if the term ‘regional infrastructure’ as used in the RAP was more clearly defined. It is suggested that for the purposes of the RAP regional infrastructure encompasses physical transport networks and/or policies and procedures which cover more than one country and also national infrastructure that has a significant cross-border impact; stimulates significant amounts of regional trade and income; or connects to the network of a neighbouring or third country. All of the above necessitate cooperation between one or more countries for the purposes of coordination, planning and implementation.

3.1.3 Transport Facilitation

The Busan Declaration (Resolution 63/9) recognized that the efficiency of the movement of goods and people across borders in the region could be improved through multilateral legal instruments relating to international transport. Such measures it was hoped would provide for simplification and harmonization of documentation, formalities and procedures of border crossing. The immediate objectives of the RAP were (a) to promote collaboration between all stakeholders involved in international transport from the public and private sectors for transport facilitation; (b) to assist countries in putting in place suitable legal regimes to facilitate international land transport; (c) to promote the simplification/harmonization of border-crossing procedures and documentation for international transport and the application of new technologies, including information and communication technology; (d) to assist countries in identifying, isolating and addressing the major bottlenecks impeding smooth and efficient international transport; and, (e) to assist countries in upgrading the capacity of professionals to undertake international land transport operations.

In support of these objectives the main outputs of the RAP have included the publication by the secretariat of the study on national coordination mechanisms for trade and transport facilitation in the UNESCAP Region in 2007; a regional EGM, workshops, seminars and advisory services for establishing or strengthening national facilitation coordinating mechanisms; regional and sub-regional fora on national facilitation coordinating mechanisms; a study on the implementation of resolution 48/11 on road and rail transport modes in relation to facilitation measures, and its inclusion in the publication, entitled *Towards a Harmonized Legal Regime on Transport Facilitation in the ESCAP Region – Guidelines*; a seminar on facilitation of international road transport (Urumqi, China, August 2007; attended by Afghanistan, China, Kazakhstan, Kyrgyzstan, Mongolia, Pakistan, Russian Federation, Tajikistan, and Uzbekistan); a training seminar on Legal Frameworks for Transport Facilitation (Yangon, Myanmar, September 2009); a CD-ROM of training materials on implementation of sub-regional and international conventions; technical assistance for formulating and implementing an intergovernmental agreement of the Shanghai Cooperation Organization (SCO) member states on the facilitation of international road transport; a study on pricing of customs documents under the Greater Mekong Sub-Region (GMS) Cross-Border Transport Agreement (CBTA); the secretariat developed guidelines on ICT Applications for Trade and Transport Facilitation for Landlocked Countries in the Asia and Pacific Region, with focus on Kazakhstan, Kyrgyzstan, Lao People’s Democratic Republic, Mongolia, Tajikistan, and Uzbekistan; and, the *ESCAP Time/Cost-Distance methodology* and related toolkit and templates for transit route analysis were revised to increase ease of use and incorporate the needs of recipient countries.

In summary, the secretariat has:

- i. continued to support the formulation and implementation of sub-regional agreements on transport facilitation. In cooperation with the secretariat of the Shanghai Cooperation Organization (SCO) and ADB, the secretariat has provided technical and financial assistance through a series of meetings to support the formulation of the Agreement between the Governments of the SCO Member States on Facilitation of International Road Transport. At the negotiating meeting held in Astana in March/April 2011, delegations of the SCO member States reached consensus on nearly all outstanding articles of the draft annexes;
- ii. provided technical assistance for the implementation of the ADB-supported Agreement for Facilitation of Cross-border Transport of Goods and People in the Greater Mekong Subregion (GMS). In June 2009, the transport ministers of the Lao People's Democratic Republic, Thailand and Viet Nam officially opened trilateral cross-border land transport operations along the East-West Economic Corridor at Mukdahan in Thailand, Savannakhet in the Lao People's Democratic Republic, and Lao Bao in Viet Nam;
- iii. developed guidelines on ICT application for trade and transport facilitation for landlocked countries in the Asian and Pacific region that addressed challenges and opportunities faced by the countries concerned in promoting trade and transport. Advisory services on international law were also provided to officials from the Ministry of Foreign Affairs and other line ministries of the Lao People's Democratic Republic in Chiang Mai, Thailand, in May 2007;
- iv. developed the time/cost-distance methodology which has been widely recognized as an important tool to identify and address the major bottlenecks impeding smooth and efficient cross-border transport. Many countries have applied the methodology, in some cases with technical support from the secretariat, while several international organizations and financing institutions have also adapted the methodology for their use. For example, the International Road Transport Union (IRU) used the methodology to monitor and assess routes along the New Euroasian Land Transport Initiative (NELTI), while technical assistance was extended to the Lao People's Democratic Republic and Thailand, in cooperation with the United Nations Conference on Trade and Development, in applying the methodology to transit routes between the two countries; and,
- v. assisted the Asian Development Bank (ADB) in preparing training materials on the implementation of the GMS Cross-Border Transport Agreement along the East-West Economic Corridor, and assisted ADB in delivering a training course on the implementation of the Agreement (2009).

Table 3 below provides a summary of the responses received to the EVMS in respect of Transport Facilitation. It shows the percentage of those member states that responded to the EVMS that had taken the specified actions as a result of participating in the RAP.

Table 3 EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES ON TRANSPORT FACILITATION	
Through participation in the RAP has your country:	% of those Member States that responded to the EV
Applied ESCAP guidelines on national facilitation and established or strengthened national facilitation coordinating bodies	63
Participated in ESCAP meetings, seminars, workshops, training courses and studies on the formulation and implementation of sub-regional agreements on the facilitation of international land transport	100
Implemented Commission resolution 48/11 in relation to facilitation measures for road and rail transport and the possible inclusion of additional conventions	50

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Applied the guidelines on the formulation and implementation of facilitation agreements and signed or acceded to sub-regional facilitation instruments	38
Participated in workshops and seminars on the application of new technologies to border controls and international transport	75
Applied new technologies to border controls and international transport	63
Identified bottlenecks and monitored the impact of facilitation measures using facilitation diagnostic and monitoring tools such as the time/cost methodology for analysing routes and delays at border crossing	63
Upgraded transport operator skills through training courses and materials including 'training of trainers courses' on international land transport	50

Cross-border and transit transport using the existing infrastructure still faces tremendous difficulties across the region. In spite of the efforts of ESCAP and other international organizations to eliminate non-physical barriers in transport progress remains slow due to the complexity of this challenge. For instance, a number of sub-regional agreements on cross-border/transit transport were signed in the late 1990's but none have yet to be effectively implemented. Both government officials and transport operators currently lack the capacity to apply the type of integrated facilitation measures which are required. Respondents and interviewees indicated that there is a continuing need to enhance their capacity to implement facilitation measures in a more integrated approach, through sub-regional and bilateral agreements, international conventions, use of facilitation tools and the application of new technologies. It was also noted that the main objectives of ESCAP Resolution 48/11, which contains seven of the major international conventions on transport, have not been implemented yet as several major countries have not acceded to these conventions.

3.1.4 Transport Logistics

In formulating the RAP it was recognized that the logistics industry had a key role in effecting an integrated regional intermodal transport network. In this regard the lack of common standards guiding the operation of freight forwarders, multimodal transport operators and logistics service providers was a major impediment to their development. The RAP aimed to help governments and industry work together to improve the performance of the logistics industry. Specifically, the RAP aimed to (a) create common standards for the operation of logistics service providers and to harmonize the approaches of regional member countries with a view to raising the profile of freight forwarders, multimodal transport operators and logistics services providers within the transport industry; (b) promote the development of efficient logistics service centres and clusters throughout the region; (c) create local, sub-regional, regional and international networks to strengthen the capacity of the logistics services industry to create partnerships, to share experiences and to improve its competitiveness; and, (d) to enhance national competencies and skills within the logistics industry through sustainable education programmes targeting freight forwarders, multimodal transport operators, logistics service providers and civil servants.

In support of these objectives the main outputs of the RAP have included desk research, with information provided by several National Associations on their standard trading conditions and criteria for membership; an ESCAP meeting of Executives of National Freight Forwarders and Logistics Associations (Bangkok, June 2007) with discussions of common minimum industry standards, including criteria for membership, registration requirements and codes of conduct for industry associations; the publication and dissemination by the secretariat of the document 'Towards an appropriate regulatory environment for the multimodal transport and logistics industry'; the secretariat organized self-funded regional meetings of national freight forwarders, multimodal transport operators, logistics service providers and shipowner associations; key outcomes of the ESCAP Meeting of Executives of National Freight Forwarders and Logistics Associations were brought to the attention of member Governments through the Committee on Managing Globalization; and, the secretariat published UNESCAP Foundation Course on Multimodal Transport and Logistics: Study Guide (2009).

In summary, through the RAP the secretariat has:

- i. collaborated with national freight forwarders and logistics associations in undertaking research on existing codes of conduct, minimum standards and qualifications, membership criteria, standard trading conditions and registration requirements. Preliminary research findings based on the information received from 13 member countries and relevant international best practices have been shared with the industry and policymakers. In May 2011, the secretariat organized an expert group meeting which discussed and refined the guidelines for minimum standard and code of conduct of freight forwarders and logistics service providers. A set of guidelines on regulatory environment in freight forwarding, multimodal transport and logistics will be published in 2011;
- ii. commenced in 2011, a project on capacity-building for dry port planning through prefeasibility studies of selected dry ports in the ASEAN sub-region was started, which aims to assist ASEAN countries in undertaking prefeasibility studies of dry ports in three selected locations where the new dry ports are most likely to emerge in the future. This activity will provide policy makers with important references for planning dry ports, particularly in the context of the development of the intergovernmental agreement on dry ports being supported under RAP thematic area 1;
- iii. promoted sustainable partnerships and the establishment of a regional platform for exchanging best practices and current know-how. The secretariat organized self-funded regional forums and meetings of chief executives of national associations of freight forwarders, national logistics associations and other professional transport bodies in the ESCAP region in Bangkok in 2007, in New Delhi in July 2008, in Bangkok in June 2009, and in Bali, Indonesia, in July 2010;
- iv. provided technical assistance and advisory services to national associations of freight forwarders and national logistics associations for the design, delivery and monitoring of customized training programmes in freight forwarding, multimodal transport and logistics in several countries, including Cambodia, Indonesia, Kazakhstan, Malaysia, Mongolia, Nepal and Sri Lanka; and,
- v. promoted capacity-building, by organizing a regional training-of-trainers workshop, which was held in Bangkok in November 2009. Training-of-trainer workshops conducted by the secretariat have helped to create a pool of local trainers, disseminate ESCAP training materials and promote regional networking through the sharing of resources and experiences. The secretariat has also established a close relationship with the International Federation of Freight Forwarders Associations (FIATA) with a view to aligning its training materials with FIATA applications.

Table 4 below provides a summary of the responses received to the EVMS in respect of Transport Logistics. Table 4 shows the percentage of those member states that responded to the EVMS that had taken the specified actions as a result of participating in the RAP. Interviewees stressed that in spite of the above many countries in the region, particularly landlocked developing countries, still face high transport costs due to the lack of effective regulatory frameworks for private sector participation in the logistics industry. There is therefore a continuing need to develop the capacity of officials involved in transport to create the necessary enabling environment for the development of the freight forwarding and logistics sector and to build the capacity of the private sector.

Table 4 EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES ON TRANSPORT LOGISTICS	
Through participation in the RAP has your country:	% of those Member States that responded to the EV
Increased awareness of codes of conduct and minimum standards based on best practices and experience in registration requirements and liability regimes for the operations of freight forwarders, multimodal transport operators and logistics services providers	75
Incorporated aspects of the codes and standards in the rules of the national industry associations and national regulations and legislation?	54
Increased awareness of published research and study findings on corridor development and best practices for the operation of logistics service centres	71
Participated in ESCAP regional meetings of national freight forwarders, multimodal transport operators, logistics service providers and shipowner associations	54
Involved both public and private sector stakeholders when planning the operations of logistics service centres and clusters	75
Enhanced national competencies and skills within the logistics industry through conducting familiarization seminars on the role and development of the logistics industry for senior government officials	75
Participated 'training of trainers' workshops and seminars, with training material developed by the secretariat of ESCAP, to develop national capacities and skills in logistics	46
Established sustainable training programmes on multimodal transport and logistic	50
Introduced government policies which reflect the need of the logistics industry to provide efficient services	92

3.1.5 Finance and Private Sector Participation

In designing the RAP it was recognized that most countries of the region faced major shortfalls in funding for transport infrastructure and services from traditional sources. In consequence, there was a need to increase available funding from all possible sources, with greater reliance on non-traditional sources, including public-private partnerships. The immediate objective of the RAP in this thematic area was to enhance institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships.

Under the RAP, the secretariat, in conjunction with the Economic Commission for Africa (ECA) and the Economic Commission for Europe (ECE), implemented an interregional UN Development Account project on a Public-Private Partnership Alliance Programme for Capacity-Building in Infrastructure Development and the Provision of Basic Services. As part of the project, the High-level Expert Group Meeting on Public-Private Partnerships for Infrastructure Development, held in Seoul from 2 to 4 October 2007, was jointly organized by the secretariat and the Ministry of Planning and Budget of the Republic of Korea. The meeting provided an opportunity for agencies involved in the development of public-private partnerships to discuss issues of common concern. The Seoul Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific was subsequently adopted at the Ministerial Conference on Public-Private Partnerships, which was hosted by the Government of the Republic of Korea in Seoul on The Commission then adopted 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. In April 2010, the secretariat organized the High-level EGM on Public-Private Partnerships for Infrastructure Development in Jakarta. The secretariat also provided technical support to the Asia-Pacific Ministerial Conference on Public-Private Partnerships for Infrastructure Development 2010 and the Jakarta International Expo, which were hosted and organized by the Government of Indonesia in Jakarta in April 2010. The Conference culminated in the adoption of the Jakarta Declaration on Public Private Partnerships for Infrastructure Development in Asia and the Pacific Subsequently, the Commission adopted resolution 66/5 of 19 May 2010 on the implementation of the Jakarta Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific.

In addition, the secretariat, in collaboration with the Asian Institute of Transport Development, organized a regional workshop and study visit on developing bankable public-private partnership projects for infrastructure development in India in 2008. Officials and experts involved in public-private partnership project implementation from ministries and government departments/agencies and from government public-private partnership units of 13 member States were trained in developing bankable projects, which included the consideration of financial viability as well as legal, contractual, project-marketing and administrative matters. They also gained first-hand knowledge of selected projects and had the opportunity to network with their peers. The secretariat organized an interregional expert group meeting, held in February 2009, bringing together officials and experts involved in the implementation of public-private partnership projects from the ministries, government departments/agencies and/or public-private partnership units of 19 member States of the ECA, ECE and ESCAP. The participants emphasized, among other things, the need to develop the capacity of public officials in implementing successful public-private partnership programmes.

It is relevant to note that an external evaluation of the Public-Private Partnership Alliance Programme for Capacity Building in Infrastructure Development and Provision of Basic Services, 2006-09 was undertaken in 2010. The evaluation revealed that planned outputs have been achieved or exceeded in most areas of activity. Specifically:

- i. special PPP units have been created in many countries particularly those with economies in transition and those just starting PPP programmes;
- ii. networks at regional and national levels have been established to forge cooperation between governments, academic and training institutions and the private sector;
- iii. training institutions and special PPP units have access to training materials and information to support capacity-building of public officials in undertaking and operating PPP projects at different levels (national, sub-national and municipal/local);
- iv. governments are increasingly aware of the state of their PPP-readiness and should be able to develop, albeit with external support and advice, action plans and strategies to increase their preparedness and improve the governance and strategic management of PPP programmes;
- v. governments, training institutions, private sector and other stakeholders have access, through web-sites and other media, to up-to-date information on good practices, policies and new developments in PPP; and,
- vi. important policy and institutional changes have been implemented in some countries.

The secretariat has also developed resource and training materials on public-private partnerships for use in online training courses. To date, three courses on model concession contracts have been offered, between March and July 2009. They provided valuable insights into a potential template for concession contracts in the road sector. Many aspects of the template used in the course are transferable to public-private partnership projects in other sectors. In addition, the ESCAP-developed analytical tool for the assessment of country readiness for such partnerships has provided an easy way to assess a country's ability to implement projects on public private partnerships and prepare action plans to overcome deficiencies in the related areas.

In parallel with this, the ESCAP-commissioned case studies on streamlining the processes of public-private partnership management in Bangladesh and the Philippines, as well as in Maharashtra, India, have been used at workshops and the interregional EGM.

To strengthen the capacity of countries of the region to benefit from effective public-private partnerships in infrastructure development, the secretariat has commenced a project that aims to assist countries of the

region in capacity-building and networking. The capacity-building element aims to develop curricula for different levels of public-private partnership training and education, while the networking element is aimed at promoting the exchange of experiences and information in this important area.

Table 5 below provides a summary of the responses received to the EVMS in respect of Finance and Private Sector Participation. It shows the percentage of those member states that responded to the EVMS that had taken the specified actions as a result of participating in the RAP.

Table 5 EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES ON FINANCE AND PRIVATE SECTOR PARTICIPATION	
Through participation in the RAP has your country:	% of those Member States that responded to the EV
Increased awareness of financing transport infrastructure and services based on good practices from the region	90
Participated in capacity-building activities related to the establishing and strengthening of public-private partnerships and user charging systems, as well as the establishment and management of special funds in the transport sector	70
Participated in ESCAP regional meetings of national public-private partnership units and programmes and networking among them	60
Used ESCAP guidelines and increased financial and other resources for investment in the transport sector	60
Established and managed special funds and promoted public-private partnerships for transport infrastructure development and maintenance	60
Enhanced public-private partnership-readiness, as reflected in policy statements and actions	60

In summary, whilst significant progress has been made in enhancing institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships much still needs to be done. Actions possible at regional level include convening investment forums to promote financing of the AH, TAR and dry ports; developing funding methods for network maintenance; and, supporting regional co-operation in developing joint financing schemes for infrastructure.

3.1.6 Sustainable Transport Development

Another overarching theme of the RAP was to increase awareness and understanding of alternative policy options for sustainable transport by decision-makers. The transport sector is the third largest consumer of energy and the largest consumer of petroleum products in the ESCAP region. Its energy consumption is growing faster than that of other sectors and other regions, driven by a rapid increase in motorization and strong transport demand from economic development. Meanwhile, the transport sector is the primary source or precursor of air pollution and the second largest contributor to carbon dioxide emissions.

In support of the objectives of this thematic area the secretariat organized an EGM on Sustainable Transport Development: Eco-efficiency of freight transport and logistics in 2010. In addition, the transport component of the United Nations Development Account (UNDA) project on Eco-efficient and sustainable urban infrastructure in Asia and Latin America, was implemented jointly with ECLAC in 2010. The secretariat: (a) prepared review on good practices in urban freight transportation; and (b) developed a set of indicators of eco-efficiency and sustainability for urban freight transport.

Table 6 below provides a summary of the responses received to the EVMS in respect of Sustainable Transport. It shows the percentage of those member states that responded to the EVMS that had taken the specified actions as a result of participating in the RAP.

Table 6 EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES ON SUSTAINABLE TRANSPORT	
Through participation in the RAP has your country:	% of those Member States that responded to the EV
Increased awareness of sustainable transport-related issues as described in the Review of Developments in Transport in Asia and the Pacific, the Transport and Communications Bulletin for Asia and the Pacific and ad hoc regional transport policy studies	20
Participated in advisory services, meetings and networking of transport decision-makers and advisers on the application of integrated assessment, strategic environmental assessment and related approaches in transport plans, programmes and policies	40
Used ESCAP-promoted methodologies, policies and intervention measures in the area of sustainable transport development for developing national or local policy documents	30
Witnessed the increased participation of stakeholders, including research groups and national institutes in developing and promoting sustainable transport policies	30

Whilst the above suggests that progress in this area has been limited it does not diminish the relevance or importance of the need to develop sustainable transport. In view of the longevity of transport assets and the long lead times required for new vehicle technologies to be developed and implemented, there is an urgent need to investigate scenarios for sustainable transport development and to formulate long-term transport plans and policies, in order to prevent the region being “locked in” to fixed energy-intensive development paths. The principal challenges that lie within the scope of work of the secretariat relate to promoting the shift of long haul traffic from road to rail or inland waterways and to developing integrated intermodal transport systems that, where appropriate, take advantage of the higher fuel efficiencies and lower emissions of rail and water transport.

3.1.7 Road Safety

The Busan Declaration (Resolution 63/9) identified an urgent need to step up efforts at the local, national and regional levels in order to stem the “tide” of road accidents and fatalities. The agreed immediate objective was to foster better awareness and understanding of road safety issues and potential interventions, and improved international collaboration in Asia and the Pacific.

In response, the secretariat has developed regional road safety goals, targets and indicators through a series of consultations with member States. These goals, targets and indicators were refined at two EGMs on improving road safety on the Asian Highway (held in Bangkok in 2007 and 2008), which provided a forum for member states to share their experiences of many ambitious road safety initiatives and encouraged their continued high-level commitment to improving road safety.

In addition, following guidance from the Forum of Asian Ministers of Transport and in response to the UN global mandate the secretariat is implementing a project on achieving road safety goals and targets for Asia and the Pacific: Decade of Action for Road Safety (2011-2020). The project aims to assist member countries in developing their national road safety strategy, action plan, goals and targets to be achieved by 2020. In this respect, a regional expert group meeting, advisory services and national workshops are planned and a web-based road safety network will be established to encourage partnerships and the monitoring of achievements at the regional and national levels. A regional expert group meeting on the implementation of activities during the Decade of Action for Road Safety, was held in Bangkok in 23 September 2010.

Table 7 below provides a summary of the responses received to the EVMS in respect of Road Safety. It shows the percentage of those member states that responded to the EVMS that had taken the specified actions as a result of participating in the RAP.

Table 7 EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES ON ROAD SAFETY	
Through participation in the RAP has your country:	% of those Member States that responded to the EV
Participated in meetings to discuss and set regional road safety goals, targets and indicators as a follow-up to the Ministerial Declaration on Improving Road Safety in Asia and the Pacific	73
Increased awareness of or participated in the coordination of activities of the United Nations road safety collaboration in the ESCAP region, in line with the relevant General Assembly resolutions	73
Participated in ESCAP meetings for sharing of road safety resources, good practices, data and accident risk maps of the Asian Highway	55
Applied regional goals, targets and indicators in the development of national road safety strategies or plans	64

Respondents and interviewees placed great emphasis on the urgent need to improve road safety and reduce casualty rates. Some countries reported that where road infrastructure improvements increased average vehicle speeds casualty rates actually increased and that there was a need to continually review the design standards of road improvements to determine measures to reduce accidents. Overall road safety was viewed as a high priority within the RAP.

3.1.8 Transport and the Millennium Development Goals

Another overarching theme of the RAP was to foster a better understanding of the links among transport interventions, poverty reduction and the achievement of the Millennium Development Goals. Increasing investment in and improvement of transport infrastructure and services is expected to have a significant impact on poverty reduction, which is the ultimate objective of the Millennium Development Goals. Initiatives and activities undertaken by the ESCAP secretariat under all the thematic areas have indirectly contributed to the goal of achieving inclusive and sustainable economic and social development. They have also contributed to the goal of addressing particular needs and problems of landlocked developing countries as reflected in 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.

The secretariat also issued the following documents for consideration of the Forum of Asian Ministers of Transport (Bangkok, December 2009): (a) Transport and Development: Enhancing Contributions to Economic and Social Development through Transport Policies and Interventions); and (b) Transport and Poverty: Rural Access and Farm-to-Market Logistics.

Table 8 below provides a summary of the responses received to the EVMS in respect of Transport and the MDGs. It shows the percentage of those member states that responded to the EVMS that had taken the specified actions as a result of participating in the RAP.

Table 8 EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES ON TRANSPORT AND THE MILLENNIUM DEVELOPMENT GOALS	
Through participation in the RAP has your country:	% of those Member States that responded to the EV
Participated in ESCAP seminars and workshops on transport interventions aimed at achieving the Millennium Development Goals, and informational material on regional good practices in Goal-responsive transport development	30
Increased awareness of the links between transport and socio-economic development	70
Included proposals for Millennium Development Goal-responsive transport interventions in national policy documents	40
Used ESCAP promoted methodologies and information/resource materials in support of pro-poor and inclusive transport development	20

The above suggests that achievements in this area have been limited to date and that more focused interventions are required perhaps directly in some of the specific activities related to transport infrastructure development.

3.2 Part 2: Evaluation of RAP as a whole

The overarching goal of the RAP was to build the capacity of government officials and other stakeholders in designing and implementing policies and programmes to strengthen regional cooperation and integration in transport for inclusive and sustainable development. In this context, the Evaluation Questionnaire for Member States (EQMS) invited respondents to assess the extent to which the RAP reflected their national and regional transport priorities; complemented similar initiatives by other development partners; and, supported the goals of related UN Global Mandates. Respondents were asked to rank the extent or importance of each response on a scale of 1 to 5, the aggregate score was then calculated and expressed as a percentage. Annex III sets out the responses to the EQMS which are summarized in Table 9 below.

Table 9 EVALUATION QUESTIONNAIRE MEMBER STATES - SUMMARY OF RESPONSES		% score
To what extent did the RAP reflect the regional and national transport priorities of your country?		86
To what extent did the RAP complement similar initiatives by other development partners or agencies?		87
To what extent did the RAP support the goals of the following UN global mandates?		
i.	Millennium Development Goals (MDGs);	84
ii.	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 (2003-2013);	81
iii.	Mauritius Strategy for the further implementation of the Programme of Action for the Sustainable Development of Small Island Developing States (2005-2015);	50
iv.	Brussels Programme of Action for the Least Developed Countries for the Decade 2001-2010	70

3.2.1 Relevance

Responses to the EQMS suggest that the RAP strongly reflects the transport priorities of ESCAP member states. In terms of relevance, member states gave a score of 88% when asked whether the RAP reflected the regional and national transport priorities of their countries. For example, the latest Chinese Five Year Plan places great emphasis on infrastructure including the construction of new networks, improvement of efficiencies, development of IT and new management methods, achievement of social and safety objectives, as well as addressing the environmental protection issues. The priority that is attached to export-led growth gives emphasis to the promotion of regional transport connectivity. The Plan also specifies that Chinese railways are envisaged to play a key role in the development of a national integrated transport system. Similarly, the Government of India in its transport planning foresees the development and integration of dedicated rail corridors; the provision of multimodal services and high-speed services for freight and passengers; integration with urban transport systems; and, highlights the major environmental benefits from the pursuit of a national integrated transport system. The Transport Strategy 2030 of the Russian Federation also contains many elements which are in line with many of the objectives of the RAP.

Interviewees and respondents also suggested that the RAP is highly relevant to the region because it will:

- i. be a catalyst to the economic development of the region;
- ii. improve regional connectivity by making it faster, cheaper, and easier for freight and people to move across borders within the region;

- iii. reduce the cost of regional and global trade, enhance the competitiveness of regional production networks, and promote greater investment;
- iv. promote greater regional and global integration, and thus faster economic growth;
- v. help reduce poverty by improving poor people's access to economic opportunities, lowering the cost of the goods and services that they consume, and providing better access to essential infrastructure services;
- vi. help narrow the development gap among Asian economies by providing small, poor, landlocked, and remote countries and areas with better access to wider regional and global markets and production networks, thereby stimulating investment, trade, and economic growth in those areas;
- vii. ensure inclusive and environmentally sustainable economic growth by connecting isolated and landlocked areas to economic centres by utilizing greener technologies and providing opportunities for low-income populations; and
- viii. help create a single Asian market, one that can engender large efficiency gains, increase regional demand, and invest Asia's savings more productively.

In this regard, number of interviewees stressed that regional connectivity is crucial to national transport planning because it supports complementarities in production across the entire region, going beyond national boundaries. One member state stressed also the need to develop interregional transport links between Asia and Europe. The need to reduce transport and logistics costs, by connecting production clusters in different countries and linking these clusters with markets, will be a major challenge for transport policy-makers in the next few decades.

There are some inconsistencies between the responses provided to questions on the relevance of the RAP overall and in individual thematic areas e.g. MDGs. It is quite possible that respondents understand the relevance of work undertaken in a particular thematic area but are yet to act on its outcomes.

In broad terms, the RAP must be considered to be highly relevant to the needs of all countries in the region as evidenced by the project documentation and, in particular, the situation analyses, stakeholder consultations, global and regional mandates and deliberations in intergovernmental bodies.

3.2.2 Partnerships

In conducting the RAP the secretariat has fostered very strong ties with other UN bodies involved in transport as well as with transport organizations and associations. Depending on the thematic area, there have been different arrangements in terms of how the secretariat has worked with partner organizations. In some cases, ESCAP has organized joint workshops and collaborated in joint analytical studies, while in others the collaboration has been more in terms of sharing information and participating in each others' meetings. Table 10 below shows the main ESCAP Divisions; UN agencies and offices; external organizations; and, associations that have been partners in each thematic area of the RAP.

There is clear evidence of strong and effective links between ESCAP and key partners in the delivery of the RAP. For example, the secretariat has supported the formulation and implementation of sub-regional agreements on transport facilitation. In co-operation with the secretariat of the SCO and the ADB, the secretariat has been providing technical and financial assistance to support the formulation of the agreement between the governments of the SCO member states on facilitation of international road transport. The secretariat also provided technical assistance for the implementation of the ADB-supported Agreement for Facilitation of Crossborder Transport of Goods and People in the GMS. A further example

of partnership is the co-operation between ESCAP and the UIC in jointly organizing the forthcoming meeting of the TAR WG.

Table 10 PARTNERSHIPS				
RAP	Thematic Area	ESCAP	Other UN bodies	External Partners
1	Policy Guidance at the Ministerial Level	ASD	UNCTAD UNEP	ADB, EC, UITP, AITD, iRAP, UIC, GIF, IFRTD, JICA, JITI, KMI
2	Transport infrastructure development	SROs	UNECE	UIC, OSJD, IRU, IRF, ADB, World Bank, IsDB, KEC, KOTI, KMI, KRRI, PIARC
3	Transport facilitation	TID, IDD, SROs	All Regional Commissions, UNCTAD	SCO, WCO, ADB, UIC, OSJD, IRU
4	Transport logistics	SROs		FIATA, AFFA, KMI, KOTI
5	Financing and PPPs	ESDD, MPDD		ADB, World Bank, IsDB, AITD, AIT, Nepal Administrative Staff College, ILO, Railway Staff College (India)
6	Sustainable transport development	ESDD	All Regional Commissions	UNEP/GEF,
7	Road safety		UN Road Safety Collaboration (including all Regional Commissions), WHO	GRSP, iRAP, FIA Foundation
8	Transport and MDGs	MPDD, TID	ILO	IFRTD, AITD

In terms of strengthening partnerships and cooperation the Asian Institute of Transport Development (AITD) has been granted special consultative status by the United Nations. This status is accorded to those organisations which have the necessary expertise, recognised standing within the particular field of its competence and have the capacity to assist the work of the United Nations. In addition, ESCAP and AITD have signed a memorandum of understanding for collaboration in activities in areas of common interest. The secretariat, in collaboration with the AITD, organized a regional workshop and study visit on developing bankable public-private partnership projects for infrastructure development in India in 2008

An example of co-operation with other UN Regional Commissions was the transport component of the UNDA project on eco-efficient and sustainable urban infrastructure in Asia and Latin America, implemented jointly with the UNCLAC, involved the preparation of reports describing good practices in urban freight transportation and in the development of eco-efficiency indicators. As part of the project, the secretariat organized the EGM on Sustainable Transport Development: Eco-efficiency in Freight Transportation and Logistics, in Bangkok in 2010.

The importance of infrastructure for regional cooperation and integration, and ESCAP's work in particular, is now recognized as an essential component in economic development by funding partners. The World Bank (WB) and the Asian Development Bank (ADB) are both placing emphasis on the role of transport infrastructure and regional connectivity. For example, ADB's Regional Cooperation and Integration Strategy identifies physical connectivity as essential for the active and productive movement of goods, services, capital, people, and information across countries. When combined with policy components such as harmonization of cross-border regulations, it is suggested that immense gains can be achieved. In this regard, ADB has commenced a project on promoting regional infrastructure development (RDTA-44147), with an overall budget of \$2.175 million for the period July 2010-December 2011. Under that project, there are plans to undertake pre-feasibility studies focusing on sections of the Asian Highway and Trans-Asian Railway, to prioritize investment and update project pipelines, develop a framework to facilitate linkages between trade and transport, and establish a regional project development facility.

Thus ESCAP's long term efforts to identify and promote the AH and TAR networks are now regarded as key project pipelines for regional infrastructure integration by the ADB. A 2009 study by ADB provided an in-depth analysis of its contribution to the implementation of the AH. The study confirmed that connectivity across borders brought many benefits, including improved competitiveness of production networks, higher trade flows, and reductions in development gaps between rich and poor countries. The study revealed that of the AH's total length of about 142,000 km, about 106,000 km was in ADB's developing member countries (DMCs); and that ADB had financed almost 18,000 km, or 20%, of the network length.

Other donors such as the EU and UNDP and non-donor organisations such as the ECO and SPECA, specialise in grant assistance for studies, training and similar activities. These organisations often share common aims with ESCAP. There is significant scope therefore, for increased cooperation between all these organisations, and ESCAP can continue to assist by identifying and promoting transport projects of regional significance, particularly where it has a comparative advantage over other organisations.

Partner Organisations were invited to provide their views on the RAP; the extent to which it complemented their own work; and the role of ESCAP. Respondents were asked to rank the extent or importance of each response on a scale of 1 to 5, the aggregate score was then calculated and expressed as a percentage. The responses to the Evaluation Questionnaire for Partner Organisations (EQPO) are set out in Annex IV and summarized in Table 11 below. In this regard, 75% of those partner organisations that responded, indicated that the RAP reflected the transport priorities of the Asia and Pacific region between 2007-11 whilst 70% indicated that the RAP complemented the work of their organisation. In terms of ESCAP's role there was an indication that partners would like to see ESCAP build on its strengths in consensus building; policy research and analysis; knowledge dissemination; and, networking by playing a greater role as a regional convening power; in regional advocacy; and, in regional norm and standard setting.

Table 11 EVALUATION QUESTIONNAIRE PARTNER ORGANISATIONS - SUMMARY OF RESPONSES	% score
To what extent do you think the RAP reflected the transport priorities of the Asia and Pacific region between 2007-2011?	75
To what extent did the RAP complement the work of your Organisation?	70
During Phase II, in which of the following would you like to see ESCAP playing a greater role?	
Regional convening power	38
Regional consensus-building	75
Regional policy research and analysis	75
Regional knowledge and networking	75
Regional norm and standard setting	38
Regional advocacy	38

In summary, responses indicated in Table 9 confirm that 73% of those member states that responded felt that the RAP complemented similar initiatives by other development partners or agencies. Interviewees were also of the view that ESCAP's RAP supported rather than duplicated the work of their other partners. The responses summarized in Table 11 confirm that Partner Organisations also feel that the RAP complemented the work of their organisations.

3.2.3 UN Coherence

Respondents to the EQMS and interviewees confirmed that the RAP supported a number of the UN's global mandates and understood their significance. Table 9 shows that in particular member states recognize how the RAP serves the Millennium Development Goals (MDGs) and 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 (2003-2013). One specific support measure that was, developed by the secretariat and well received, under the RAP, was the guidelines on ICT Applications for Trade and Transport Facilitation for Landlocked Countries in the Asia and Pacific Region, with focus on Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Mongolia, Tajikistan, and Uzbekistan. In addition, interviewees stressed the important relationship between the RAP and the Global Plan for the Decade of Action for Road Safety 2011-2020. However, respondents were less aware purpose and provisions of the Mauritius Strategy for the further implementation of the Programme of Action for the Sustainable Development of Small Island Developing States (2005-2015) and the Brussels Programme of Action for the Least Developed Countries for the Decade 2001-2010. . This is in part because of the composition of the respondees, which did not include any Pacific island developing countries, and also because of the limited number of activities covering these countries. Furthermore, although the RAP indirectly addresses the poverty, educational, gender, child mortality and health related MDGs by improving awareness of the importance of access to transport infrastructure and services, and the targets of the partnership goal (MDG 8) by incorporating the special needs of landlocked and small island developing countries and involving the private sector in the development process, the secretariat recognizes that more targeted interventions are required.

Whilst much progress has been made in addressing the transit needs of landlocked states in the region, the Almaty Programme of Action stresses the role of the private sector, both as a service provider and as a user of transit transport services. In fact, it suggests that the private sector should be a main contributor to the development of transport infrastructure and productive capacity in both landlocked and transit developing countries. This requires widespread reform and deregulation in the transport sector and much remains to be done in this area.

One member state stressed that ESCAP should take into consideration UNECE's best practices and experience in the field of transport. Other than the regional commissions and to a very limited extent with UNCTAD, ESCAP does not undertake much work with other UN offices such as UNDP and UNEP. The scope for collaboration is significant and there may also be scope for working more closely with other divisions in the next phase of the RAP, for example on urban transport issues with the Environment and Sustainable Development Division.

3.2.4 Effectiveness

The effectiveness of the RAP should be assessed by measuring the benefits to member states from implementing policies and plans arising from their participation in the RAP. In reality it could be many years before such benefits can be realized. Nevertheless it is possible to make a more limited assessment of the effectiveness of the implementation of the RAP in each thematic area based on the information presented in section 3.1 of this report. The achievements have been assessed on the extent to which member states, have participated in the activities of the RAP and, individually or collectively, implemented the recommendations; policies; initiatives; agreements or other outcomes of the RAP. The levels of effectiveness, in each thematic area were determined on the following criteria which place emphasis on achievements:

Criteria	Rating
Objectives and outputs met fully with significant and/or multiple achievements	HIGHLY EFFECTIVE
Objectives and outputs met fully with some tangible achievements	EFFECTIVE
Objectives and outputs met fully but with few tangible achievements or Objectives and outputs met partly but with at least some tangible achievements	LIMITED EFFECTIVENESS
Objectives and outputs fully, partly or not met but with no tangible achievements	INEFFECTIVE

Table 12 below provides an assessment of the effectiveness of the implementation of the RAP. None of the thematic areas was adjudged to be ineffective.

Table 12 Assessment of the Effectiveness of the Implementation of the RAP		
Thematic Area	Key Indicators of Achievement	Effectiveness
Policy Guidance at the Ministerial Level	The Bangkok Declaration is evidence that Ministers and Senior Government officials from member states are working in co-operation in identifying policy goals for regional transport development	Significant tangible progress. HIGHLY EFFECTIVE
Transport infrastructure development	The TAR inter-governmental agreement; Inauguration of TAR WG; Progress on upgrading and constructing missing links to AH and TAR; The promotion of the AH, TAR and integrated intermodal transport systems in national planning priorities Preparatory work on a Dry Ports Agreement	Significant tangible progress HIGHLY EFFECTIVE
Transport facilitation	Study on national coordination mechanisms for trade and transport facilitation in the UNESCAP Region; Publication 'Towards a Harmonized Legal Regime on Transport Facilitation in the ESCAP Region – Guidelines'; TA for formulating and implementing an intergovernmental agreement of the Shanghai Cooperation Organization (SCO) member states on the facilitation of international road transport; Study on pricing of customs documents under the GMS Cross-Border Transport Agreement (CBTA); Guidelines on ICT Applications for Trade and Transport Facilitation for Landlocked Countries in the Asia and Pacific Region, Time/Cost-Distance methodology and toolkit	Some tangible progress EFFECTIVE
Transport logistics	ESCAP meeting of Executives of National Freight Forwarders and Logistics Associations (Bangkok, June 2007) with discussions of common minimum industry standards, including criteria for membership, registration requirements and codes of conduct for industry associations; ESCAP document 'Towards an appropriate regulatory environment for the multimodal transport and logistics industry'; ESCAP Foundation Course on Multimodal Transport and Logistics: Study Guide (2009).	Some tangible progress EFFECTIVE
Financing and PPPs	PPP alliance programme for capacity-building in infrastructure development and the provision of basic services; High-level EGM on Public-Private Partnerships for Infrastructure Development, Seoul 2007; The Seoul Declaration on Public-Private Partnerships for Infrastructure Development in Asia and the Pacific; Regional workshop and study visit on developing bankable public-private partnership projects for infrastructure development in India in 2008; Development and provision of online training courses; PPP readiness tool	Some tangible progress EFFECTIVE
Sustainable transport development	The secretariat organized Expert Group Meeting on Sustainable Transport Development: Eco-efficiency of freight transport and logistics (Bangkok, 2010; attended by China, Russian Federation, Thailand).	Little progress to date LIMITED EFFECTIVENESS
Road safety	Project on achieving road safety goals and targets for Asia and the Pacific: Decade for Action for Road Safety (2011-2020); High levels of engagement by member states on road safety.	Some tangible progress EFFECTIVE
Transport and MDGs	Apart from a number of policy documents on the subject, presented at legislative bodies such as the Forum of Asian Ministers of Transport (Bangkok, 2009), no specific activities on the MDGs. However the RAP as a whole can be said to have contributed to the achievement of the MDGs.	Little tangible progress LIMITED EFFECTIVENESS

Overall the RAP has served as an effective framework for regional cooperation in the development of transport. In particular, the provision of policy guidance at the Ministerial level and the contribution to regional transport infrastructure development has been highly effective. The thematic areas of sustainable transport development and transport and the MDGs are rated as being of only limited effectiveness in Phase One. The effectiveness of these areas could be improved through either more focused projects or their explicit integration into specific transport infrastructure projects. It should be noted however that there is a positive correlation between the number of projects undertaken, funding applied and effectiveness. Tables 13 below shows that 7 of the 11 extra-budgetary projects which have been

completed to date related to thematic area 2 on transport infrastructure development and Table 14 suggests that these accounted for 75% of total extra-budgetary funding.

In terms of modality, there is some evidence that regional expert group meetings, advisory services and national workshops, in all thematic areas, are highly valued by participating states. The proposed web-based road safety network that will be established to encourage partnerships and the monitoring of achievements at the regional and national levels was seen as innovatory and potentially valuable.

3.2.5 Efficiency

The activities conducted under the RAP have been funded from a number of sources including the regular budget which contributes in the main to staffing costs; the Regular Budget Technical Cooperation account which supports capacity development; the UN Development Account; and, extra-budgetary funding from non-regular budget sources, usually individual donor countries. Until 2011, these funding sources operated on an annual cycle, apart from some extra-budgetary projects which could be up to 24 months, and the UN Development Account projects which, on average, covered 3 – 5 years. The implementation of the RAP has, to date, been very dependent on extra-budgetary funding sources. As most donors prefer to maintain a degree of control over how their funds are utilized, the activities which receive funding reflect, to some extent, the priority themes of the donors. Eleven such extra-budgetary projects, which account for some but not all the activities in the RAP, have been completed. The scope and outputs of these projects are set out in Table 13 below. Given the variety of funding cycles and the relatively small scale nature of the projects (extra-budgetary projects could range between \$10,000 to \$220,000), it was notable that:

- i. project outputs may not cover all the activities in a particular thematic area;
- ii. project outputs may cover more than one thematic area e.g. Projects 1, 3 and 10; and,
- iii. some specific objectives of a given thematic area are covered by more than one project e.g. the Forum of Asian Ministers of Transport was supported by Projects 7 and 10.

This situation is less than satisfactory because it creates uncertainties in the planning and budgeting of the RAP; complexities in managing the RAP; and, additional and unnecessary layers of project and financial reporting. Donors should therefore be encouraged to consider sharing the funding of the RAP as a whole, which would also demonstrate a commitment to regional cooperation which is a primary objective of the RAP.

Table 13 also provides information on delays with regard to the commencement and completion of each Project. All except Project 11 commenced within three months of the planned start date however, Projects 2, 4, 5, 8 and 9 were subject to significant delays in their implementation. All these projects involved cooperation between several countries on complex technical matters and Projects 2 and 4 in particular were subject to delays related to the complexities of negotiating inter-governmental agreements. Experience gained should allow the secretariat to improve the planning of similar activities, with regard to their timing, location and duration in the future.

Annual or periodic financial budgets and statements of funding and expenditure were not prepared for the RAP as a whole. It was only in respect of the extra-budgetary projects that detailed project documents and terminal reports, including financial statements, were prepared. In consequence, it is not possible to estimate the total staff and non-staff costs of the RAP as a whole or evaluate the efficiency with which it was implemented. However, it is possible to gain some insight into the efficiency with which the eleven extra-budgetary projects were undertaken.

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Table 13 PROJECT SCOPE AND OUTPUTS				
Project Title	Thematic Area(s)	Outputs	Delays in Starting (months)	Actual vs Planned Duration (months)
(1) Logistics Planning Models for Enterprises and Logistics Clusters	4.1 4.2	Publication of Study 'Logistics Planning Models for Enterprises and Logistics Clusters'; EGM on Logistics Service Centres and Cluster Development.	3	3
(2) Technical Assistance for formulating and implementing an Inter-Governmental Agreement of the Shanghai Cooperation Organisation Member States on Facilitation of International Road Transport	3.2.4	4 negotiating meetings on the agreement between Governments of the SCO states on facilitation of international road transport	1.5	13
(3) Promotion and Development of the Asian Highway: Upgrading of AH Priority Routes	2.1.1 2.1.3 2.3.3	Regional Workshop on upgrading of AH Priority Routes; WG on AH second meeting; AH Investment Forum	0	0
(4) Regional Intermodal Transport Planning (Phases I & II)	2.3.1	ITPM manual and database; Publication 'Regional Shipping and Port Development: 2007 Container Traffic Forecast'; National and Sub-regional workshops on Intermodal Transport Planning	1	8
(5) Promoting the Role of the Asian Highway and Trans-Asian Railway: Intermodal interfaces as a focus for development	2.3.5	2 Sub-regional and one Regional meeting on the development of inter-modal interfaces	1	8
(6) Evaluation of Potential for Dry Ports Development in the ASEAN sub-region and Comprehensive Review of the main Dry Ports in Asia	2.3.2	Workshop on the development of Dry Ports and logistics in the ASEAN sub-region	0	2
(7) Forum of Asian Transport Ministers	1.1	Asian Forum of Ministers of Transport	0	0
(8) Identifying Investment Needs and Development Priorities for the Trans-Asian Railway Network	2.2.4	Sub-regional overviews published; 3 sub-regional workshops	0	7
(9) Operationalization of International Intermodal Transport Corridors in North-East and Central Asia	2.3.1	Policy level EGM on Operationalization of International Intermodal Transport Corridors in NE and Central Asia; EGM to develop Corridor based cooperative arrangements; EGM on Operationalization of International Intermodal Transport Corridors in NE and Central Asia	0	6
(10) First Working Group on the Trans-Asian Railway Network and First Session of the Forum of Asian Ministers of Transport	1.1 2.2	Asian Forum of Ministers of Transport; First meeting of WG on TAR	0	0
(11) Seminar on Facilitation of International Road Transport	3.2.2	Seminar on Facilitation of International Road Transport	5	0

Table 14 provides an analysis of approved or planned and actual expenditure by budget line for each of the eleven extra-budgetary projects undertaken between 2007 and 2011. The types of activities conducted in undertaking the projects primarily involved:

- i. the collection and collation of data and information through questionnaires, surveys, missions and country reports;
- ii. the development of a computer databases and supporting software to record and update information on the condition of the AH and TAR and assist decision making about route selection; travel distances and times; and, other requirements and constraints, by network users, officials, planners and policy makers;
- iii. analysis of data and information by the secretariat with assistance from international and regional experts to revise and formulate the AH and TAR networks; revise network standards; recommend improvements to facilitation measures, particularly at border crossings; provide legal advice on the provisions and drafting of intergovernmental agreements and their implementation;
- iv. the preparation, production and dissemination of technical studies, case studies, reports, brochures and multi-media reports; and,

- v. the conduct of the Asian Forum of Ministers of Transport; sub-regional and regional workshops; seminars and training for the purpose of supporting human development and capacity building through the sharing of results, information and experience on developing and improving the networks and the other systems.

The planned expenditures indicated in Table 14, are the approved funding allocations as stated in the Terminal Reports which may be different from the figures stated in the original Project Document. However, in all cases the final sums spent, as indicated in the Terminal Reports, did not exceed the total funds allocated in the original approved Project Documents.

A review of the expenditures of the eleven projects indicates that 54.3% of the total project funds were committed to group training; 17.3% was spent on consultants; 7.2% was spent on administrative support and, 6.3% utilized for travel on official business. Programme support costs in aggregate amounted to 11.5% of total actual expenditure. In accordance with UN procedures, programme support costs are deemed to be the indirect costs of programme management, human resources management, financial services, conference services and protocol. Administrative support costs are those direct costs incurred in organising meetings, co-ordinating printing, translating, transmitting and collecting documents, initiating travel arrangements for ESCAP staff and sponsored participants. Some respondents queried whether it was necessary to fund participation at meetings and courses for all except representatives of LDCs and landlocked countries. It was proposed that any savings made could allow more 'experts' to contribute to policy development and capacity building. Project 2 had the largest variations between planned and actual expenditure with actual expenditure being approximately US\$ 93,000 less than planned. The variation was due to savings in consultancy; administrative support staffing and travels on official business arising from the slower than expected progress in the formulation of an inter-governmental agreement on the facilitation of international road transport, between SCO states. The parties involved needed additional time to raise, discuss and resolve pertinent issues. It would certainly assist auditing if clear explanations of variations between budgeted and actual expenditure were provided. In addition, where approval has been given to reallocate funding within a project, evidence of approval for the amendment with dates, should be stated. In addition, the terminal report could show the original and final approved budgets with a variation analysis based on a comparison of actual expenditure against the latter.

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Table 14 ANALYSIS OF EXPENDITURES BY BUDGET LINE FOR THE ELEVEN PROJECTS UNDER THE REGIONAL ACTION PROGRAMME FOR TRANSPORT DEVELOPMENT IN ASIA AND THE PACIFIC, PHASE ONE, 2007-11																				
Project Title	Planned and Actual Project Expenditure (US\$)																			
	Consultants		Admin Support Personnel		Travel on Official Business		Group Training		Grants to Institutions		Mission Support Costs		Reporting Costs		Sundry		Programme Support Costs		Total	
	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual
(1) Logistics Planning Models for Enterprises and Logistics Clusters	19532	12060	5400	3570	6300	0	15000	14158	0	0	0	0	3000	3088	1616	1443	6610	4461	57458	38780
(2) Technical Assistance for formulating and implementing an Inter-Governmental Agreement of the Shanghai Cooperation Organisation Member States on Facilitation of International Road Transport	28700	0	25000	100	10000	0	206050	201638	0	0	0	0	3000	0	982	600	35585	14164	309317	216502
(3) Promotion and Development of the Asian Highway: Upgrading of AH Priority Routes	45000	44690	12400	12538	25000	25444	86000	77667	0	0	0	0	4000	4075	4000	4132	22932	21911	199332	190458
(4) Regional Intermodal Transport Planning (Phases I & II)	77770	76598	12310	12560	0	0	14020	13061	0	0	1601	6454	4500	228	3018	2517	17601	16154	153000	140422
(5) Promoting the Role of the Asian Highway and Trans-Asian Railway: Intermodal interfaces as a focus for development	25125	25125	13000	13000	0	0	98000	84600	0	0	0	0	3500	0	5330	4512	18844	16541	163800	143778
(6) Evaluation of Potential for Dry Ports Development in the ASEAN sub-region and Comprehensive Review of the main Dry Ports in Asia	10000	10050	7000	6619	7000	6696	33947	22180	0	0	0	0	3000	262	984	892	8051	6071	69982	52770
(7) Forum of Asian Transport Ministers	0	0	0	0	0	0	17699	11692	0	0	0	0	0	0	0	0	2301	1555	20000	13517
(8) Identifying Investment Needs and Development Priorities for the Trans-Asian Railway Network	6911	6911	0	0	6977	6977	96612	83094	0	0	0	0	2500	210	2044	2489	14956	12959	130000	112640
(9) Operationalization of International Intermodal Transport Corridors in North-East and Central Asia	25000	24697	16000	16000	35000	35025	80000	76807	0	0	0	0	5000	2979	5018	4733	21582	20831	187600	181072
(10) First Working Group on the Trans-Asian Railway Network and First Session of the Forum of Asian Ministers of Transport	0	0	8200	8200	0	0	60000	32952	0	0	0	0	0	0	2597	2299	9204	5649	80000	49100
(11) Seminar on Facilitation of International Road Transport	0	0	4150	3922	0	0	19413	16363	0	0	0	0	500	0	460	512	5477	4992	30000	25789
Total	238038	200131	103460	76509	90277	74142	726741	634212	0	0	1601	6454	29000	10842	26049	24129	163143	125288	1400489	1164828
Percentage against total planned/ actual expenditure	17.1	17.3	7.3	7.2	6.5	6.3	52.4	54.3	0	0	0.1	0.1	2.4	1.1	2.3	2.2	12.3	11.5	100	100

Table 15 below provides an analysis of the duration, expenditure and budget delivery rates for each project. It shows that the eleven projects were subject to a total delay of 47 months in implementation at an average of 4.3 months per project. In aggregate, a budget delivery rate of 83% was achieved with 4 projects achieving 70% or less which suggests that project budgeting and/or project management needs to be improved.

No.	Project	Duration of Activity (months)			Expenditure (US\$)		
		Planned (1)	Actual (2)	Delay (3)=(2)-(1)	Planned (4)	Actual (5)	Budget Delivery Rate
1	Logistics Planning Models for Enterprises and Logistics Clusters	8	11	3	57458	38780	67%
2	Technical Assistance for formulating and implementing an Inter-Governmental Agreement of the Shanghai Cooperation Organisation Member States on Facilitation of International Road Transport	12	25	13	309317	216502	70%
3	Promotion and Development of the Asian Highway: Upgrading of AH Priority Routes	18	18	0	199332	190458	96%
4	Regional Intermodal Transport Planning (Phases I & II)	24	32	8	153000	140422	92%
5	Promoting the Role of the Asian Highway and Trans-Asian Railway: Intermodal interfaces as a focus for development	18	26	8	163800	143778	88%
6	Evaluation of Potential for Dry Ports Development in the ASEAN sub-region and Comprehensive Review of the main Dry Ports in Asia	10	12	2	69982	52770	75%
7	Forum of Asian Transport Ministers	2	2	0	20000	13517	68%
8	Identifying Investment Needs and Development Priorities for the Trans-Asian Railway Network	24	31	7	130000	112640	87%
9	Operalization of International Intermodal Transport Corridors in North-East and Central Asia	24	30	6	187600	181072	97%
10	First Working Group on the Trans-Asian Railway Network and First Session of the Forum of Asian Ministers of Transport	12	12	0	80000	49100	61%
11	Seminar on Facilitation of International Road Transport	4	4	0	30000	25789	86%
Total		156	196	47	1400489	1164828	83%
Average		14.2	17.8	4.3	127317	105893	83%

In summary, since neither annual budgets nor financial statements of income and expenditure are prepared for the RAP it is impossible to determine the efficiency of its implementation. Without overall estimates for planned expenditure on all RAP activities, it is difficult to determine the efficiency of the programme overall or if costs have been properly allocated to the specific activities undertaken in each of the extra-budgetary projects. Improvements in the area of financial budgeting, cost disaggregation and direct cost allocation will improve the ability to manage and evaluate projects in the future. The introduction of the programmatic approach whereby the Transport Division will set out its planned activities under the RAP for a three year period, in the form of a Capacity Development Project Document (CDPD) may also improve financial management, particularly if donors can be persuaded to contribute to funding the programme rather than elements of the programme, in the form of projects.

3.2.6 Sustainability

The RAP concerns creating networks and enhancing their connectivity and efficiency. A fundamental problem however is that networks display the characteristics of 'public goods' and also generate 'network

externalities' both positive and negative. This means that the act of joining a network confers a benefit on all other participants in the network. However, network externalities may cause markets to fail in allocating resources efficiently and markets in which incompatible standards compete may favour an inferior standard that gains an early advantage. The creation of an efficient regional transport network therefore requires a framework in which all states can collectively and efficiently address the issues involved. A number of interviewees indicated that in their opinion no organisation, other than ESCAP, has the convening power or ability to build consensus on complex connectivity and cross border issues at the regional level. Similarly, the RAP has the potential to establish regional standards or norms from which common transport policies should ensue. However, these issues continue to evolve, and it takes considerable time to integrate regional standards and norms into national transport plans and projects. Thus, while there is evidence that certain initiatives are self-sustaining and will be continued even after the end of 2011 when the first phase of the RAP is completed, the overall objective of the RAP of realizing an international integrated intermodal transport and logistics system in the region was unlikely to be sustainable without ESCAP's involvement. Further, there is a clear correlation between the effectiveness of the thematic areas and the level of donor support. Thus, to a great extent, the secretariat is dependent on donors to provide support to all areas of the RAP in order to achieve its overall goals. It can also be concluded that without continuing donor support it is unlikely that many countries, particularly LDCs, would have the capacity to participate in the activities associated with the RAP.

3.2.7 Other Issues

Respondents and interviewees made a number of other observations regarding the RAP, including:

- i. improvements to the regional road and rail transport infrastructure will benefit the whole community, including women, by improving access to health facilities, education and markets for produce and jobs. In addition, the actual construction and upgrading of highways and railways will provide work and other economic opportunities for both men and women. However, the extent of such economic and social benefits on the communities affected, including women, has not been enumerated or quantified;
- ii. there is some concern about the potential role the increased use of the regional transport networks may play in the transmission of HIV in the region, possibly replicating the African AIDS epidemic. It is argued that, along with truck drivers and tourists, HIV is constantly on the move, and some health experts are concerned that with improved transport infrastructure will come a rapid increase in HIV transmission. Criticism has been leveled at AH countries for not enacting prevention campaigns to keep pace with road construction. There are similar concerns about the implications of transport network development for drug trafficking and security; and,
- iii. the ESCAP transport web-site is an important informational and learning resource but it is not fit for purpose. It is not user friendly or up-to-date and the various sections of the web-site are not aligned with the thematic areas of the RAP. Further different presentational styles are used in different sub-sections and documents are available for only a limited range of capacity building activities and meetings.

3.2.8 Future Priorities

The Transport Committee has identified a number of priority thematic areas for Phase II of the Regional Action Programme, to be implemented between 2012 and 2016. Table 16 provides a summary of the responses received to the EQMS and thus provides an indication of the importance of these from a regional perspective.

Table 16 EVALUATION QUESTIONNAIRE MEMBER STATES - SUMMARY OF RESPONSES	% score
The following Thematic Areas were identified by the Committee on Transport as priority areas for Phase II of the Regional Action Programme, to be implemented between 2012 and 2016. Please indicate their importance from a regional perspective.	
Transport Infrastructure	92
Transport Facilitation	93
Transport Logistics	88
Finance and private sector participation	85
Sustainable Transport	88
Road Safety	78
Transport and the Millennium Development Goals	72
Inter-island shipping	62
Connecting sub-regional transport networks	91

All the existing thematic areas are regarded as very important for the next five years together with the new area of ‘connecting sub-regional transport networks’. The following paragraph summarizes the reasons why respondents and interviewees attached importance to this new thematic area and its potential significance.

Many sub-regional and intergovernmental organisations in the ESCAP region have been active in formulating regional transport corridors; developing transport infrastructure and Master Plans; and, creating and implementing a legislative and regulatory environment for improved cross-border and transit arrangements. These sub-regional programmes have undertaken several road and railway projects, some of which will facilitate the restoration of a region-wide network. For example, the GMS programme has undertaken three major economic corridor projects: the East-West Economic Corridor, running from Da Nang, Viet Nam, through Lao PDR and Thailand to Myanmar; the North-South Economic Corridor, which covers the major routes running from Kunming through Chiang Rai to Bangkok or Nanning through Hanoi to Haiphong; and the Southern Economic Corridor, running through the southern parts of Thailand, Cambodia, and Viet Nam. The countries in the GMS have also signed a cross-border transport agreement for facilitating the movement of goods and vehicles across borders.

ASEAN has several cross-border transport projects, of which the ASEAN Highway and the Singapore-Kunming Railway projects are the major ones. SAARC has identified ten road corridors, five rail corridors, ten inland or maritime gateways, and seven aviation gateways for implementation. The South Asia Subregional Economic Cooperation (SASEC) initiative involving Bangladesh, Bhutan, India, and Nepal has given priority to the improvement of Kakarvitta–Panitanki–Fulbari–Banglabandha road (chicken neck), establishment of a missing rail link between Agartala and Akhaura, devising and implementing an arrangement for cross-border trucking operations, and modernization of the cross-border management regime. However, the progress in all four projects has been very slow. Likewise the BIMSTEC Trilateral Highway, linking India-Myanmar-Thailand has been identified by the member countries for improving physical connectivity in the sub-region.

The Sub-regional Economic Cooperation in South and Central Asia (SECSCA) program is supporting the Central and South Asia Transport and Trade Forum initiative involving Afghanistan, the Islamic Republic of Iran (as an observer), Pakistan, Tajikistan, Turkmenistan, and Uzbekistan and support other potential cooperation opportunities among these countries. Another objective of this program is to connect landlocked Central Asia and seaports in South Asia via Afghanistan. The SECSCA has developed two major corridors connecting Central Asian countries to the Arabian Sea and the Persian Gulf via Afghanistan—namely, the North-South Corridor (connecting Tajikistan, Turkmenistan, and Uzbekistan

through Afghanistan to the ports of Karachi, Gwadar, and Port Qasim in Pakistan) totaling about 2,800 km and the East-West Corridor (connecting the same countries, through Afghanistan to the ports of Bandar-e-Abbas and Chabahar in the Islamic Republic of Iran) totaling about 2,900 km.

The CAREC programme now has six transport corridor projects for facilitating transport and trade within the sub-region and beyond. In addition to the above, inter-regional transport corridors between Asia and Europe have been identified in a joint project between ECE and ESCAP. In summary, progress in developing connectivity has been made through these sub-regional initiatives but progress is patchy. However, sub-regional transport corridors like the GMS transport and trade facilitation programme are creating a demonstration effect in the region and have become a role model for other sub-regions in Asia. Thus, regionalization presents an opportunity and a challenge for the RAP. The opportunities arise from working closely with sub-regions whilst the challenges lie in providing a clear regional plan which will inform sub-regional planning and improve connectivity between sub-regions.

Other observations related to the structure of the RAP. In particular, some respondents felt that the thematic areas have been implemented as stand-alone activities and therefore important inter dependencies have been overlooked. Thus, whilst network development; inter-modality and sustainable transport systems are closely related they have been treated as disparate subjects within the RAP. As a result the RAP lacks a degree of coherence and its ultimate goal of international integrated intermodal transport is somewhat obscured as a result.

4 CONCLUSIONS

The RAP for Transport Development, Phase I (2007-2011) set out the activities that were to be implemented by the secretariat and member states to achieve the shared vision of an international integrated intermodal transport and logistics system for the region. In this way, the RAP has served as a joint planning document between the secretariat and the member states to create a fully connected efficient transport network to serve the social and economic needs of the region.

In broad terms, the RAP must be considered to have been highly relevant to all participating states in the region as evidenced by the project documentation and, in particular, the situation analyses, stakeholder consultations, global and regional mandates and deliberations in intergovernmental bodies. Further the evaluation suggests that it has been effective overall in meeting its purpose and objectives and highly effective in the thematic areas of policy guidance at the ministerial level and transport infrastructure development.

The RAP has been built on the recognition that whilst connectivity is essential to the development of the region it is not simply a matter of building the physical infrastructure. It also requires effective policies at national, sub-regional and regional levels. A major achievement therefore, has been the establishment of the Forum of Asian Ministers of Transport. In the Bangkok Declaration on Transport Development in Asia 66/4 in 2010, they resolved that the respective governments will develop and implement transport policies at the national, sub-regional and regional levels in line with the following principles:

- i. Formulating integrated policies and decision-making frameworks based on strategic assessments of economic, environmental, social and poverty-related aspects;
- ii. 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 for the benefit of our people;
- iii. 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;

- iv. Promoting the development of economic and logistics activities at intermodal interfaces, particularly at production and consumption centres, and around seaports and dry ports;
- v. Increasing access for people in rural areas to transport infrastructure and services;
- vi. Placing road safety high on the policy agenda; and,
- vii. 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.

Other key achievements of Phase 1 of the RAP have been:

- i. the establishment of a forum of Asian Ministers of Transport providing a framework for cooperation and regional integration;
- ii. the provision of strategic and policy guidance, at the ministerial level, to support the regional development of transport infrastructure; improved capacity utilisation and the facilitation of transit arrangements;
- iii. the high levels of participation, particularly from LDCs and landlocked countries, in all activities conducted under the RAP;
- iv. the expansion of the AH network through the upgrading of the network and the addition of new sections and missing links including the connection of landlocked and transit states;
- v. the recognition of the AH as a priority for national highway planning in many countries and for sub-regional planning for example, in the ASEAN connectivity Master Plan;
- vi. the completion of the intergovernmental agreement on the TAR;
- vii. the inauguration of the Working Group on the TAR which held its first meeting in Bangkok in December 2009;
- viii. the progress that has been made in the planning and construction of missing links in the Trans-Asian Railway Network;
- ix. demonstration runs of container block-trains have been initiated, one of which was from Lianyungang, China, to Almaty, Kazakhstan, to showcase their operational capability and promote their services. Since that time, the number of container block-trains dispatched from various ports in China to Kazakhstan has increased from 100 trains in 2004 to 1,026 in 2008;
- x. the initiation of projects on 'Identifying Investment Needs and Development Priorities for the Trans-Asian Railway Network' and on 'Promoting the use of the Trans-Asian Railway through improved awareness of commercial requirements';
- xi. the use of the AH and TAR to provide project pipelines for various funding bodies;
- xii. the provision of opportunities for all member countries to express a long-term vision of the future regional rail network best able to serve anticipated trade patterns, while offering alternative transport options for existing traffic flows;

- xiii. the recognition that, by exploiting the long-distance competitive advantage of rail transport, the TAR has a major role to play in bringing about a more even distribution of economic opportunities and benefits to the region;
- xiv. the participation of member states in intermodal studies and in the development of guidelines on intermodal interfaces. In consequence, national plans are beginning to include proposals to develop intermodal transport infrastructure and increased financing opportunities are being explored by member states, international financing institutions and other stakeholders, including the private sector;
- xv. the provision of technical assistance for formulating and implementing an intergovernmental agreement of the Shanghai Cooperation Organization (SCO) member states on the facilitation of international road transport
- xvi. the commencement of the project on achieving road safety goals and targets for Asia and the Pacific: Decade of Action for Road Safety (2011-2020). The project aims to assist member countries in developing their national road safety strategy, action plan, goals and targets to be achieved by 2020.
- xvii. the confirmation by member states and partner organizations that the RAP has complemented similar initiatives by other development partners and supported rather than duplicated the work of their partners; and,
- xviii. the fact that the RAP has supported a number of the UN's global mandates, in particular the MDGs and the Almaty Programme of Action.

Overall, Phase 1 of the RAP has provided an effective framework for regional co-operation in the development of transport and could in the longer term shape the institutional requirements for comprehensive network development.

All the existing thematic areas are regarded as very important for the next five years together with the new area of 'connecting sub-regional transport networks'.

However, the following issues and concerns need to be addressed:

1. the long-term or common strategic vision of Asian connectivity in the form of a fully integrated intermodal network and how it will be achieved has not been fully articulated with timescales;
2. the pace of development of the AH and TAR networks remains slow overall and the funding requirements for missing links and upgrading the network are great;
3. the AH and TAR databases will need to be updated and enhanced on a continuing basis. In this regard, quality assurance issues will be paramount and procedures to ensure the completeness and accuracy of data will need to be put in place. At this stage, it is not entirely clear how the databases will be sustained or whether the capacity exists in all countries to regularly update the databases;
4. guidance is required on road pricing and toll policies to improve network utilization, cost recovery and limit the social and environmental costs of highway development and road transport;

5. whilst significant progress has been made in formalizing and promoting the TAR, considerable challenges remain if the full potential of the network is to be realized. In particular, regional railway integration will require (i) effective inter-railway agreements that allow full inter-operability and seamless customer services; (ii) cooperation in the comprehensive and integrated planning of railway investment so that it benefits the region as a whole rather than just particular countries; and (iii) coordinated reform of national railways to facilitate private sector participation and fair competition based on common and sustainable investment and charging policies;
6. policy coordination between countries, through inter-governmental agreements and other measures need urgent attention if international transport corridors and intermodal nodes such as dry ports are to be developed quickly and efficiently;
7. cross-border and transit transport using the existing infrastructure still faces tremendous difficulties across the region. In spite of the efforts of ESCAP and other international organizations to eliminate non-physical barriers in transport progress remains slow due to the complexity of this challenge. For instance, a number of sub-regional agreements on cross-border/transit transport were signed in the late 1990's but none have yet to be effectively implemented. Both government officials and transport operators currently lack the capacity to apply the type of integrated facilitation measures which are required. There is an urgent continuing need to enhance their capacity to implement facilitation measures in a more integrated approach, through sub-regional and bilateral agreements, international conventions, use of facilitation tools and the application of new technologies;
8. many countries in the region, particularly landlocked developing countries, still face high transport costs due to the lack of effective regulatory frameworks for private sector participation in the logistics industry. There is therefore a continuing need to develop the capacity of officials involved in transport to create the necessary enabling environment for the development of the freight forwarding and logistics sector and to build the capacity of the private sector;
9. whilst significant progress has been made in enhancing institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships much still needs to be done. Actions possible at regional level include convening investment forums to promote financing of the AH, TAR and dry ports; developing funding methods for network maintenance; and, supporting regional co-operation in developing joint financing schemes for infrastructure;
10. the pace of policy development needs to increase and its scope should include transport sector reform and regulation including guidance on pricing and other interventions in support of key policy objectives;
11. the eight thematic areas have been implemented as stand-alone activities and therefore important inter dependencies have been overlooked. As a result the RAP lacks a degree of coherence and its ultimate goal of international integrated intermodal transport is somewhat obscure;
12. whilst much progress has been made in addressing the transit needs of landlocked states in the region, in accordance with the Almaty Programme of Action, more emphasis should be given to the role of the private sector, both as a service provider and as a user of transit transport services. In fact, the Almaty Programme of Action suggests that the private sector should be a main contributor to the development of transport infrastructure and productive capacity in both landlocked and transit developing countries. This requires widespread reform and deregulation in the transport sector and much remains to be done in this area;

13. the thematic areas of ‘sustainable transport’ and ‘transport and the MDGs’ lack focus and need to be systematically integrated into the other thematic areas;
14. the system of National and Sectoral Focal Points is inadequate for the needs of the RAP;
15. ESCAP’s Transport web-site is not up-to-date or user friendly;
16. since neither annual budgets nor financial statements of income and expenditure are prepared for the RAP it is impossible to determine the efficiency of its implementation. Without overall estimates for planned expenditure on all RAP activities, it is difficult to determine if costs have been properly allocated to the specific activities undertaken in each of the extra-budgetary projects. Improvements in the area of financial budgeting, cost disaggregation and direct cost allocation are needed to improve the ability to manage and evaluate projects in the future; and,
17. the project is unlikely to be sustainable without the continuing support of ESCAP and donors.

It is suggested that whilst the RAP fulfils certain essential requirements for the creation of an integrated intermodal transport system in the region its scope and structure may not be sufficient to achieve effective and efficient regional connectivity expeditiously.

5 ISSUES FOR CONSIDERATION AND RECOMMENDATIONS FOR PHASE 2 OF THE RAP

Overall, the Evaluation found that Phase I of the RAP has provided a very effective framework for regional cooperation in the development of transport in the region. However, whilst the RAP fulfils certain essential requirements for the creation of an integrated intermodal transport system in the region, its scope and structure should be reconsidered when designing Phase II for the following reasons:

1. The building of the regional AH and TAR networks has been essentially ‘bottom up’ which has meant adding together significant parts of national networks for the different modes and connecting them at national borders. While this approach has had considerable merit to date, it is likely that the adequacy of this approach will become progressively weaker because network planning is not being driven by regional objectives that would ensure that the whole is greater than the sum of its parts. The question of how national planning can be combined with a regional level of planning will become more and more relevant as the networks become integrated and increasingly complex. The RAP does not as yet sufficiently address the need for ‘top-down’ strategic planning for network development at regional level.
2. The benefits of infrastructure projects, such as railways and roads, not only extend beyond national boundaries but are enhanced across networks. It is highly likely that the prospects for infrastructure development will improve when markets and government action stretch beyond the confines of a single country. Since improving regional connectivity creates benefits that will be spread widely across Asia, it needs to be planned and financed collectively to ensure “win-win” outcomes. Further, since there are potentially large cross-border and cross-network externalities a strong economic case for greater regional cooperation in the joint planning of infrastructure provision should be made.

3. Intermodal infrastructure networks will affect the economic geography of the region in terms of where economic activity is located and the pattern of trade across the region. Indeed, the benefits of regional infrastructure will be realized through the creation of cross-border economic corridors. Agglomeration effects will probably mean that the largest benefits will accrue to the new network hubs but these benefits will depend on the efficiency of the network and particularly the speed of cross-border transit. The development of such corridors requires more systematic and coordinated planning, and associated policy and institutional changes.
4. Increasing network connectivity will increase user choice of mode and route. Socially optimal modal distribution requires appropriate transport pricing policies across borders, networks and modes. Countries will need to deepen their economic reforms in most transport sectors through coordinated actions and policies.
5. Sub-regional transport planning is gaining momentum with some regions eg ASEAN formulating Master Plans for connectivity. Such Master Planning at sub-regional level would benefit significantly from the clarification of regional planning assumptions and their impact on sub-regional connectivity.

Taking these issues into consideration, member states may consider the following recommendations when deliberating on Phase II of the Regional Action Programme:

1. The scope of the RAP, which has been mainly limited to network formulation and formalization, should be extended to include the strategic planning, financing and implementation of the regional transport network and its connectivity.
2. A long term regional Master Plan should be prepared, for the development of a 'core network' of corridors that will carry large and consolidated volumes of freight traffic through more extensive use of efficient modes in inter and multi-modal combinations. Based on agreed regional priorities the plan should be a blue print for the phased development of the network including timescales for the realization of the integrated intermodal transport and logistics. The plan should set out how regional connectivity will be achieved and have provisions for periodic monitoring, review and revision. In this way, countries would have a common framework of targets for actions at the national level. Further, the plan would provide valuable guidance in terms of regional planning assumptions for the public and private sectors at local, national and sub-regional levels.
3. In view of the region's varied needs and circumstances - and varying political commitment to closer integration - network connectivity should be developed by strengthening and integrating existing sub-regional programmes and plans.
4. The efficient development and utilization of the evolving network(s) will require coordinated and deeper economic reforms in the transport sector in order to foster effective competition within and between modes and corridors. In this regard, the pace of policy development needs to increase and its scope should include transport sector reform and deregulation including guidance on pricing and other interventions in support of key policy objectives.
5. The development of the intergovernmental agreement on Dry Ports should given high priority.
6. The pace of development of the AH and TAR networks remains slow overall and the funding requirements for missing links and upgrading the network are great. In this regard, work should continue under Phase 2 to mobilize additional funding for investment from traditional and non-traditional sources, including public-private partnerships. Actions possible at regional level

include convening investment forums to promote financing of the AH, TAR and Dry Ports; developing funding methods for network maintenance; and supporting regional co-operation in developing joint financing schemes for infrastructure.

7. The pace of progress in the development of the main networks will need to be more closely monitored by ESCAP. This will require more investment in the AH, TAR and possibly Dry Ports databases and a greater commitment from countries to provide the necessary data.
8. Whilst significant progress has been made in formalizing and promoting the TAR, considerable challenges remain if the full potential of the network is to be realized. In particular, regional railway integration will require progressive policies by railways, such as the development of effective inter-railway agreements that allow full inter-operability and seamless customer services, cooperation in the planning of railway investment so that it benefits the region as a whole rather than just particular countries; and greater private sector participation and competitive pricing.
9. Cross-border and transit transport using the existing infrastructure still faces tremendous difficulties across the region. In spite of the efforts of ESCAP and other international organizations to eliminate non-physical barriers, progress remains slow due to the complexity of this challenge. For instance, a number of sub-regional agreements on cross-border/transit transport were signed in the late 1990's but none have yet to be effectively implemented. There is an urgent continuing need to enhance government and private sector capacity to implement facilitation measures in a more integrated approach, through sub-regional and bilateral agreements, international conventions, use of facilitation tools and the application of new technologies.
10. Many countries in the region, particularly landlocked developing countries, still face high transport costs due to the lack of effective regulatory frameworks for private sector participation in the logistics industry. In fact, the Almaty Programme of Action suggests that the private sector should be a main contributor to the development of transport infrastructure and productive capacity in both landlocked and transit developing countries. There is therefore a continuing need to develop the capacity of officials involved in transport to create the necessary enabling environment for the development of the freight forwarding and logistics sector.
11. The transport constraints and challenges of archipelagic and island countries need to be evaluated and ways of reducing international transport costs need to be identified.
12. The thematic areas of 'sustainable transport' and 'transport and the MDGs' lack focus and need to be systematically integrated into the other thematic areas. Rather than developing separate activities under these items it would be more effective for example, to develop plans and policies for shifting to greener, low carbon transport within the strategy for improving transport connectivity.
13. While the Busan Declaration was an expression of the collective vision of governments in the region, the Regional Action Programme is primarily a framework for ESCAP's activities. In this regard, the respective roles of national governments and the secretariat could be more clearly defined. For example, there are formal and informal focal points within different government ministries and agencies who participate in the activities of the RAP, but do not always communicate with other parts of government. Meanwhile, representation at some meetings is not always complete, and in some cases not at a sufficiently high level to agree on regional level policies or strategies. A different formulation of indicators of achievement of the RAP, which reflects jointly agreed goals for the period of implementation, may increase the collective

ownership of the RAP and encourage higher levels of government to participate in ESCAP activities.

14. While some thematic areas and activities are recognized as ESCAP activities, other work undertaken by the secretariat and the RAP as a whole are not very well-known by the general public. In this regard, communication and promotional activities should be enhanced, including through the better use of ESCAP's Transport web-site.
15. Without overall estimates for planned expenditure on all RAP activities, it is difficult to determine if costs have been properly allocated to the specific activities undertaken in each of the extra-budgetary projects. In this regard, the move towards a programmatic approach to technical assistance projects, which has been initiated by ESCAP, should help in planning and assessing the RAP as a whole. With greater ownership of the RAP, member states may also make more resources available for their own participation in RAP activities. Nonetheless, the support provided to the RAP by donors, in particular bilateral donors, has been invaluable for the implementation of the RAP and is likely to continue to be critical to the next phase.

The development and implementation of the above plans and policies will ultimately require new regional institutions to provide the necessary information, commitment, funding, partnership and co-ordination to support regional co-operation on infrastructure and related matters such as facilitation. ESCAP is uniquely placed to act as an 'honest broker' in shaping such co-operation and integration.

ANNEX I

TERMS OF REFERENCE FOR THE EVALUATION OF THE REGIONAL ACTION PROGRAMME FOR TRANSPORT DEVELOPMENT IN ASIA AND THE PACIFIC, PHASE I (2007-2011)

Terms of Reference for the Evaluation of the Regional Action Programme for Transport Development in Asia and the Pacific, Phase I (2007-2011)

DRAFT

March 2011

Prepared by: ESCAP Transport Division

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1 INTRODUCTION

1.1 Background of the evaluation

The *Busan Declaration* and its annex, the *Regional Action Programme for Transport Development in Asia and the Pacific, 2007-2011*, was adopted by the Ministerial Conference on Transport, held in Busan, Republic of Korea, in 2006 (Annex III). In the Declaration, the Ministers resolve that in order to meet the growing challenges of globalization effectively, their respective government authorities would develop and implement transport policies at the national, subregional and regional levels. The Regional Action Programme was developed as a medium-term (five year) plan of activities which would be led by ESCAP with the participation of member states and other development partners. The eight thematic areas of the RAP are: 1) policy guidance at the ministerial level; 2) transport infrastructure development; 3) transport facilitation; 4) transport logistics; 5) finance and private sector participation; 6) sustainable transport development; 7) road safety; and 8) transport and the Millennium Development Goals.

1.2 Purpose and Objectives of the Evaluation

The purpose of the evaluation is to assess the implementation of the RAP, using both quantitative and qualitative methods, and to provide recommendations for improving the RAP for its second phase (2012-2016).

The Objectives are:

- I. To assess the implementation of the Regional Action Programme in terms of the achievement of the objectives set out under each of the eight thematic areas.
- II. To assess the usefulness of the Regional Action Programme as an overarching framework for cooperation between member states, ESCAP and other partners.

1.3 Scope

The following main indicative evaluation criteria and evaluation questions will be addressed:

- Relevance:
 - To what extent did the RAP serve as an effective framework for regional cooperation in the development of transport infrastructure and services?
 - To what extent does the RAP reflect the transport priorities of ESCAP member states?
 - To what extent did the RAP contribute to the Almaty Programme of Action?
- Efficiency:
 - What was the estimated total cost of the RAP in terms of staff and non-staff resources?
 - Based on the above estimates, which areas of the RAP were delivered in a cost-effective manner?
 - In view of the new programmatic approach of ESCAP, how could the RAP is better designed to improve cost-efficiency of delivery?

- Effectiveness:
 - To what extent were the indicators of achievement, defined under each thematic area, achieved (based on assessment of first phase)?
 - What areas could have been implemented more effectively?
 - What were the most useful types of activities?
- Sustainability:
 - To what extent can the positive outcomes of the RAP be continued without ESCAP's further involvement?
- UN Coherence/partnerships:
 - To what extent did the RAP reflected the UN's mandates at the global level?
 - To what extent were other UN offices (including within ESCAP) and major partner organizations (e.g. Asian Development Bank, International Road Transport Union, and International Union of Railways) involved in the implementation of the RAP, and to what extent did it complement their work?
- Gender-mainstreaming, human rights-based approaches and environmental sustainability:
 - To what extent did the RAP reflect gender, human rights based approaches and environmental sustainability issues?

1.4 Deliverables

The evaluation will be undertaken by an external consultant. The Evaluation Team at the Transport Division of ESCAP will be responsible for contracting the evaluator and managing the evaluation, with support from the Programme Management Division of ESCAP. A Reference Group consisting of the Evaluation Team from the Transport Division, and selected staff members from the Programme Management Division will be established to provide technical advice and to build internal ownership.

The evaluator is expected to (i) provide inputs to finalize the evaluation framework and plan and (ii) to produce an evaluation report including a set of action-oriented recommendations for ESCAP and the project partners. The tentative outline for the report is attached in Annex 1.

The draft evaluation report, including findings and recommendations, will be shared with the Reference Group prior to finalization. The final report, which will include a management response from the project Steering Committee, will be made available in accordance with ESCAP's evaluation dissemination policy.

The following are key deliverables:

- Evaluation report
- Summary of Main Findings and Recommendations
- PowerPoint presentation on the Summary of Main Findings and Recommendations.

2 METHODOLOGY

2.1 Methodology

Data collection methods

For Part 1, the consultant will conduct desk reviews of documents like country statements, reports, and secondary sources (such as information published on the internet). These materials will be made available to the consultant by the secretariat. Furthermore, the consultant will conduct in-depth interviews with relevant staff who are responsible for the thematic areas to be evaluated, by using a semi-structured open-ended questionnaire.

For Part 2, the consultant will conduct in-depth interviews by use of semi-structured open-ended questionnaires for governments and partner organizations. The consultant will also visit several countries to conduct in-depth interviews with key stakeholders, including government officials and where available, national transport associations. The countries to be visited have yet to be determined but as the RAP is a regional programme, s/he is expected to visit around six countries, with at least one in South Asia, South East Asia and Central Asia. The consultant may also be invited to visit countries while ESCAP staff are conducting RAP activities or providing advisory services to observe first-hand the kind of environment in which the activities take place.

2.2 Timeframe

The evaluation will take place from 28 March to 31 May (2 months), although the secretariat will begin assembling documents at the beginning of March.

2.3 Limitations

The limitations of the evaluations include:

- Transport issues are handled by a number of different ministries and agencies within national governments, and therefore the respondents to the questionnaires may not be aware of the range of themes of the RAP.
- While the RAP is intended to be a regional strategic planning document, national focal points may have limited information about developments at the regional level.
- Many of the themes cover policy- and investment-related topics which have a long maturation period. The effects of the activities implemented under the RAP may therefore be unknown at this stage.
- National focal points may not have a clear incentive or be aware of the benefits of participating in the evaluation process.

3. TIME REQUIREMENTS AND TIMELINES

TASK	ESCAP staff	ESTIMATED TIME REQUIRED	Consultant	ESTIMATED TIME REQUIRED	WHEN
Invite countries to nominate NFPs	X	1 day			By 11/03
Develop evaluation plan and questionnaire	X	3 days	X	3 days	28/03-01/04
Dispatch questionnaire	X	1 day			01/04
Desk review of documents and internet	X	5 days	X	5 days	Between 04/04-15/04
Mission to Bangkok to finalize interview questionnaire; missions to countries	X	5 days	X	15 days	Between 18/04-13/05
Prepare draft report			X	5 days	16/05-20/05
Review draft report	X	2 days			23/05-24/05
Finalise report and submit to ESCAP			X	2 days	25/05-27/05
Formulate management response and sign off		3 days			30/05-03/06
TOTAL		20 days*		30 days	

* Secretariat staff time will be spread across several staff members, including the Division Chief, Section Chiefs, and Professional and General Service Staff. The secretariat also regularly collects data and information for monitoring purposes, so the figure here is the minimum staff time involved in this evaluation.

Timelines

Week starting:	07/03	14/03	21/03	28/03	04/04	11/04	18/04	25/04	02/05	09/05	16/05	23/05	30/05
Invite countries to nominate NFPs													
Develop evaluation plan and questionnaire													
Dispatch questionnaire													
Desk review of documents, internet													
Mission to Bangkok, other countries													
Prepare draft report													
Review draft report													
Finalise report													
Formulate management response (following EGM) and sign off													
Secretariat													
Consultant													

ANNEXES

Annex I. Contents of the Evaluation Report

The evaluation report should follow the structure as outlined in the table below.

CONTENT	PAGES (estimate)	COMMENTS
Title page	.5	<ul style="list-style-type: none"> Title, date of publication Names of the evaluators Name of ESCAP or division that commissioned the evaluation, web page address where report can be found electronically
Acknowledgments	.5	Prepared by the evaluation team
Table of contents	.5	List of chapters, sections and annexes
List of acronyms	.5	In alphabetical order; these are written out in full the first time they are used in the report
Executive summary	4	<ul style="list-style-type: none"> Background of the evaluation Purpose and scope Methodology Main conclusions Recommendations Other comments or concluding sentence
1. Introduction	1	<ul style="list-style-type: none"> 1.1 Background of the evaluation 1.2 Purpose, objectives and outputs 1.3 Scope (including evaluation questions)
2. Methodology	1	<ul style="list-style-type: none"> 2.1 Description of methodology 2.2 Limitations: limitations of the methodology and scope and problems encountered
3. Findings	20	<ul style="list-style-type: none"> 3.1 Part 1: Evaluation of RAP by Thematic Area 3.2 Part 2: Evaluation of RAP as a whole
4. Conclusions	5	<ul style="list-style-type: none"> Main conclusions, both positive and negative, of the evaluation that follow logically from the findings Ratings table with ratings for standard evaluation and additional criteria and a brief justification
5. Recommendations	2	<ul style="list-style-type: none"> Recommendations based on the conclusions, which can be addressed to ESCAP management, ESCAP staff, donors and other relevant stakeholders
Annexes		<ul style="list-style-type: none"> I. Management response (to be completed by ESCAP management) II. Terms of reference III. List of documents reviewed IV. List of interviewees Other annexes as required (e.g. schedule of work undertaken by the evaluators, reports of meetings, interview summaries, questionnaires)

Annex II. Quality criteria used to review Evaluation Reports

The draft and final draft evaluation reports will be assessed against the quality criteria listed below.

	Quality Check	Description
<input checked="" type="checkbox"/>	The report meets the scope, purpose and objectives of the evaluation as stated in the TOR	<ul style="list-style-type: none"> • The report is tailored to the information needs of ESCAP and/or other entities that commissioned the evaluation • The report does not deviate from the scope outlined in the TOR • The report can be used by ESCAP for the intended purpose as stated in the TOR • The objectives, as outlined in the TOR have been met, including: the assessment against relevant performance criteria (relevance, efficiency, effectiveness, sustainability, etc.) is complete, i.e. evaluation questions under each criterion have been answered
<input checked="" type="checkbox"/>	The report is structured logically	<ul style="list-style-type: none"> • The report follows the table of contents outlined in the TOR and includes the relevant annexes
<input checked="" type="checkbox"/>	The evaluation methodology and its application are explained transparently and clearly	<ul style="list-style-type: none"> • The evaluation methodology is clearly explained and has been applied throughout the evaluation process • Amendments to the methodology compared to what was proposed in the TOR have been clearly explained • The limitations of the evaluation methodology, including problems encountered during the conduct of the evaluation, and their implications for the validity of the findings and conclusions have been clearly explained
<input checked="" type="checkbox"/>	The findings and conclusions are credible	<ul style="list-style-type: none"> • Relevant qualitative and/or quantitative sources of information have been considered • Analysis is done rigorously: triangulation is employed (cross-checking of findings against other relevant sources); cause-and-effect relationships are explained • Findings are adequately substantiated, balanced and reliable • The relative contributions of stakeholders to the results are explained • Limitations are explained • The conclusions derive from the findings and are clear
<input checked="" type="checkbox"/>	The recommendations are useful	<ul style="list-style-type: none"> • The recommendations are clear and follow logically from the conclusions • The recommendations are impartial • Recommendations are realistic, concrete and actionable within a reasonable timeframe • Recommendations for ESCAP should be clearly within the mandate of ESCAP
<input checked="" type="checkbox"/>	The report is well written	<ul style="list-style-type: none"> • The executive summary is brief but highlights the key findings, conclusions and recommendations • The report uses consistent grammar and spelling (in accordance with UN rules) • Main messages are clearly distinguished from the text • The report is written in good English and is easy to read • The subject of evaluation (programme, project, other) is clearly described including its logic model or results chain • The stakeholders of the programme or project are clearly identified

ANNEX II
THE BUSAN DECLARATION AND ITS ANNEX, THE REGIONAL ACTION
PROGRAMME FOR TRANSPORT DEVELOPMENT IN ASIA AND THE PACIFIC,
2007-2011

THE BUSAN DECLARATION

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 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 Highway¹ and Trans-Asian Railway² 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,

¹ See Commission resolution 60/4 of 28 April 2004.

² Commission resolution 62/4 of 12 April 2006, annex.

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, 1997-2006,³

Recalling the United Nations Millennium Declaration⁴ and the 2005 World Summit Outcome,⁵ 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,⁶

Encouraged by the profound impact of the Seoul Declaration on Infrastructure Development in Asia and the Pacific,⁷ 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:

³ Commission resolution 51/8 of 1 May 1995, annex.

⁴ General Assembly resolution 55/2 of 8 September 2000.

⁵ General Assembly resolution 60/1 of 16 September 2005.

⁶ *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.*

⁷ E/ESCAP/1249, chap. IV.

(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).

REGIONAL ACTION PROGRAMME FOR TRANSPORT DEVELOPMENT IN ASIA AND THE PACIFIC, 2007-2011

Over the past decade, ESCAP member countries have benefited substantially from the process of globalization. Many of these successes have been achieved through improved transportation.

The Asian Highway and Trans-Asian Railway networks, formalized through the related intergovernmental agreements,^{8 9} are the major building blocks for the realization of an international integrated intermodal transport and logistics system as a long-term vision for the development of the transport sector in order to meet the growing challenges of globalization.

In order to move forward, there is a need to comprehensively address the issues arising and meld together the physical and non-physical infrastructure issues, including road, rail, inland waterways, maritime transport, dry ports, airports, sea ports and information and communication technology, as well as the non-physical issues, including multimodal transport operations, customs clearance, banking and other commercial networks, thereby improving infrastructure and cross-border and transit facilitation measures and logistics systems, in the development of an international integrated intermodal transport system.

In the process of doing this, many of the challenges of globalization need to be addressed. Managing these challenges requires a collaborative effort among member countries and United Nations agencies, intergovernmental organizations, subregional organizations and professional associations involved in transport.

⁸ See Commission resolution 60/4 of 28 April 2004.

⁹ Commission resolution 62/4 of 12 April 2006, annex.

In the implementation of the Regional Action Programme (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific,¹⁰ the ESCAP secretariat has worked closely with: (a) several key United Nations agencies, including ECA, ECE, ECLAC, ESCWA, ICAO, ILO, IMO, ITU, UNAIDS, UNCTAD, UNDP, UPU and the World Bank; (b) intergovernmental organizations, including ADB, APT, EBRD, IDB and OSJD; (c) subregional organizations, such as ASEAN, ECO, IGC-TRACECA, the Pacific Islands Forum Secretariat, SAARC, SCO and TRADP; (d) non-governmental organizations, such as IRF, IRU and UIC; and (e) other collaborating institutions, including AITD, CPD, IDI, KMI and KOTI. Further cooperation and coordinated action between ESCAP and these organizations would greatly enhance the prospect of successful implementation of the Regional Action Programme for Transport Development, 2007-2011.

1. POLICY GUIDANCE AT THE MINISTERIAL LEVEL

Policy direction at the ministerial level is paramount to the successful development of mutually beneficial regional transport policies and infrastructure in the Asian and Pacific region, to meet common economic and social interests. Given the rapid pace of change in the region and the need for timely policy direction to achieve progress in transport¹¹, it may be time for ministers to establish a formal regional mechanism to facilitate close collaboration and more frequent interactions to address these issues.

Establishing a regular meeting or forum of Asian ministers of transport, as exists in Europe, where the Organisation for Economic Cooperation and Development and some member States act as the secretariat of the European Committee of Ministers of Transport, could further assist ESCAP members and associate members in their efforts to cooperate in improving transport in and across the region. The European Committee of Ministers of Transport could prove a useful template in this regard. A similar body, adapted to suit the Asian and Pacific region, could hold meetings every two or three years, possibly with ESCAP acting as its secretariat.

1.1 A forum of Asian ministers of transport

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. Regular scheduled meetings of Asian ministers of transport

¹⁰ E/ESCAP/1249, chap. IV, annex I.

¹¹ ESCAP meetings of ministers of transport are held at intervals of at least five years.

2. Ministerial consideration and direction to transport policies in the region

Indicators of achievement:

1. High level of participation in meetings 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 benefit

2. TRANSPORT INFRASTRUCTURE DEVELOPMENT

In order to realize new opportunities of economic and trade development brought by globalization, countries require efficient transport infrastructure and services to access regional and global markets. While much progress has been achieved in developing regional transport networks, increased coordination among different modes of transport will allow countries to link more efficiently to international production networks and to international markets.

2.1 Promotion and development/upgrading of the Asian Highway network

Immediate objective: to promote the Asian Highway network through coordinated planning for development of national road infrastructure, including upgrading of the network

Outputs:

1. Meetings of the Working Group on the Asian Highway
2. Updated Asian Highway maps and database
3. Investment studies on Asian Highway sections and linkages undertaken in collaboration with member States and investment forums, with the participation of international and regional financing institutions, multilateral and bilateral donors, international organizations and the private sector, for the development and upgrading of the Asian Highway network

Indicators of achievement:

1. Expansion of the Asian Highway network through the addition of new sections and the upgrading of the network by participating countries and by additional countries ratifying/accepting/approving/acceding to the agreement
2. National highway planning recognizing the Asian Highway network as a priority and providing inputs for the regional database
3. Increase in investment to develop and upgrade the Asian Highway network and in the length and capacity of the proportion of the network that meets Asian Highway minimum standards

2.2 Promotion, development and operationalization of Trans-Asian Railway network

Immediate objective: to promote the Trans-Asian Railway network for the efficient and sustainable movement of goods and people

Outputs:

1. Meetings of the Working Group on the Trans-Asian Railway Network
2. Cooperation among railway organizations on the Trans-Asian Railway routes and operationalization of rail transport services
3. Updated Trans-Asian Railway maps and the establishment of a database
4. Investment studies on the Trans-Asian Railway sections and linkages, including “missing links”, undertaken in collaboration with member States and investment forums with the participation of international and regional financing institutions, multilateral and bilateral donors, international organizations and the private sector for the development and upgrading of the Trans-Asian Railway network

Indicators of achievement:

1. Countries signing/ratifying/accepting/approving/acceding to the Trans-Asian Railway Agreement and participating in the Working Group
2. Number of demonstration runs of container block-trains and international train services operating on Trans-Asian Railway routes
3. Number of countries providing inputs for the regional database
4. Increased investment to develop and upgrade routes of the Trans-Asian Railway network, including construction of missing links

2.3 Integrated intermodal approach to transport planning and infrastructure development

Immediate objective: to promote an integrated approach to transport planning as an integral part of an international integrated intermodal transport system for Asia and a focus for economic and trade development

Outputs:

1. Intermodal studies and forecasts to provide a regional context for national transport planning and regional policy development

2. Policy guidelines for the development of inland container depots and dry ports and information and communication infrastructure for an integrated intermodal transport network
3. Investment forums to establish networks to improve the exchange of information on the business and investment environment, ideas and experiences
4. Joint meetings of the working groups on the Asian Highway and Trans-Asian Railway networks
5. Capacity-building through seminars, workshops and training activities

Indicators of achievement:

1. Countries participating in undertaking intermodal studies and guidelines
2. National plans reflecting proposals to develop intermodal transport infrastructure
3. Increased financing opportunities being explored by member States, international financing institutions and other stakeholders, including the private sector
4. Positive response from member countries participating in meetings, with documented exchange of experiences and best practices
5. Countries using outputs from seminars and workshops in the development of national integrated transport strategies and plans

2.4 Management and maintenance of transport infrastructure

Immediate objective: to improve national capacities in the management and maintenance of transport infrastructure

Outputs:

1. Publication of guidelines, including examples of regional best practices on the management and maintenance of transport infrastructure
2. Capacity-building through seminars, workshops and training activities

Indicators of achievement:

1. Positive response from member countries and other readers to outputs and inclusion of proposals in national policy statements
2. Countries implementing ESCAP guidelines

3. TRANSPORT FACILITATION

The smooth and efficient movement of goods and people across borders in the region requires close collaboration between ministries and agencies and support from all stakeholders, including the private sector. Multilateral legal instruments relating to international transport can provide a mechanism for simplifying and harmonizing the documentation, formalities and procedures of border crossing. While progress is being made in these areas, much could be done to further reduce the delays and costs associated with border crossings in the region.

3.1 Facilitation coordinating mechanisms

Immediate objective: to promote collaboration between all stakeholders involved in international transport from the public and private sectors for transport facilitation

Outputs:

1. Guidelines on establishing or strengthening national facilitation coordinating mechanisms refined and published
2. Workshops, seminars and advisory services for establishing or strengthening national facilitation coordinating mechanisms
3. Regional and subregional fora of national facilitation coordinating mechanisms

Indicators of achievement:

1. Countries applying the guidelines on national facilitation coordinating mechanisms
2. National facilitation coordinating bodies established or strengthened
3. Exchange of experiences and good practices between national facilitation coordinating bodies documented

3.2 Legal frameworks for international transport

Immediate objective: to assist countries in putting in place suitable legal regimes to facilitate international land transport

Outputs:

1. Study on the implementation of Commission resolution 48/11 on road and rail transport modes in relation to facilitation measures and the possible inclusion of additional conventions
2. Workshops, seminars and advisory services on accession to, and implementation of, major international facilitation conventions

3. Guidelines on the formulation and implementation of agreements for international land transport
4. Meetings, training courses and studies on the formulation and implementation of subregional agreements on the facilitation of international land transport

Indicators of achievement:

1. Adoption of proposals for updating Commission resolution 48/11
2. Increase in the number of countries acceding to major international transport facilitation conventions
3. Countries applying the guidelines on the formulation and implementation of facilitation agreements
4. Countries signing or acceding to subregional facilitation instruments

3.3 Application of new technologies

Immediate objective: to promote the simplification/harmonization of border-crossing procedures and documentation for international transport and the application of new technologies, including information and communication technology

Outputs:

1. Study on the impact of new technologies, including information and communication technology, on border controls and international transport
2. Workshops and seminars on the application of new technologies to border controls and international transport

Indicators of achievement:

1. Countries applying the findings of the study on the impact of new technologies
2. Countries applying new technologies to border controls and international transport

3.4 Tools for the identification of bottlenecks and the monitoring of the impact of facilitation measures

Immediate objective: to assist countries in identifying, isolating and addressing the major bottlenecks impeding smooth and efficient international transport

Outputs:

1. Refinement of facilitation diagnostic and monitoring tools

2. Workshops, seminars and training courses on the application of facilitation diagnostic and monitoring tools

Indicators of achievement:

1. Countries employing the refined facilitation diagnostic and monitoring tools
2. Time and cost analysis of routes and border crossings for international transport undertaken by member countries

3.5 Transport operator skills upgrading

Immediate objective: to assist countries in upgrading the capacity of professionals to undertake international land transport operations

Outputs:

1. Promotion and regional networking of national training centres for international land transport
2. Content of training courses and materials for international land transport recommended
3. Training of trainers courses on international land transport

Indicators of achievement:

1. Centres for international land transport participating in the network
2. Centres applying the recommended training course content and materials
3. Delivery of training courses by national and international centres

4. TRANSPORT LOGISTICS

The logistics industry in some ESCAP member countries is still at a relatively early stage of development, and there are lessons to be learned from both successful and unsuccessful operations from both within and outside the region. These lessons include the practical implementation of logistics, integrated infrastructure and policy development, the removal of impediments, information and communication technology, maximizing the benefits of foreign investment and managing changes in the logistics industry.

The lack of common standards guiding the operation of freight forwarders, multimodal transport operators and logistics service providers impedes their development. It is therefore important that Governments and industry work together to effectively manage the changes that will facilitate improved performance. The development of an efficient national logistics system can be encouraged through the

sharing of the knowledge and experiences of the private sector in national, regional and international forums. This, together with appropriate capacity-building programmes, would also lead to improved professionalism and skills within the industry. Research needs to be undertaken on how logistics services can be extended inland through corridors which would create the conditions for the formation of industrial clusters.

4.1 Guidelines for the operation of logistics service providers

Immediate objective: to create common standards for the operation of logistics service providers and to harmonize the approaches of regional member countries with a view to raising the profile of freight forwarders, multimodal transport operators and logistics services providers within the transport industry

Outputs:

1. The publication of codes of conduct and minimum standards based on best practices and experience in registration requirements and liability regimes for the operations of freight forwarders, multimodal transport operators and logistics services providers

Indicators of achievement:

1. Countries incorporating aspects of the codes and standards in the rules of their national industry associations and national regulations and legislation

4.2 Development of logistics service centres

Immediate objective: to promote the development of efficient logistics service centres and clusters throughout the region

Outputs:

1. The publication of research and study findings on corridor development and best practices for the operation of logistics service centres

Indicators of achievement:

1. Countries participating in research and contributing information on latest developments and best practices for the development of logistics service centres

4.3 Promoting partnerships and exchange of experiences within the region

Immediate objective: to create local, subregional, regional and international networks to strengthen the capacity of the logistics services industry to create partnerships, to share experiences and to improve its competitiveness

Outputs:

1. Regional meetings of national freight forwarders, multimodal transport operators, logistics service providers and shipowner associations
2. The sharing of private sector experiences with Governments through meetings and publications
3. Subregional and regional seminars and workshops, including representatives of the public and private sectors to discuss research findings and to share opinions and experiences

Indicators of achievement:

1. Exchange of experience and best practices are documented, and partnerships are created
2. Issues of common interest are identified and brought to the attention of Governments for their consideration
3. Countries involving both public and private sector stakeholders when planning the operations of logistics service centres and clusters

4.4 Capacity-building in logistics

Immediate objective: to enhance national competencies and skills within the logistics industry through sustainable education programmes targeting freight forwarders, multimodal transport operators, logistics service providers and civil servants

Outputs:

1. Familiarization seminars on the role and development of the logistics industry for senior government officials
2. Training of trainers workshops and seminars, with training material developed by the secretariat of ESCAP, to develop national capacities and skills
3. Support provided to Governments for the establishment of national sustainable programmes in multimodal transport and logistics

Indicators of achievement:

1. Government policies reflect awareness of the need of the logistics industry to provide efficient services
2. Local trainers deliver and implement training programmes to enhance national competencies and skills in multimodal transport and logistics

3. Countries establish sustainable training programmes on multimodal transport and logistics

5. FINANCE AND PRIVATE SECTOR PARTICIPATION

Most countries of the region are facing shortages of transport infrastructure and services. Available funding from traditional sources falls far short of the investment needs, resulting in a huge investment gap. There is a need to increase available funding from all possible sources, with greater reliance on non-traditional sources, including direct beneficiary payment systems and public-private partnerships.

Immediate objective: to enhance institutional capabilities for the mobilization of additional funding for investment in the transport sector from traditional and non-traditional sources, including public-private partnerships

Outputs:

1. Published guidelines on financing transport infrastructure and services based on good practices from the region
2. Capacity-building activities related to the establishing and strengthening of public-private partnerships and user charging systems, as well as the establishment and management of special funds in the transport sector
3. Regional meetings of national public-private partnership units and programmes and networking among them
4. Studies and reports assessing the public-private partnership-readiness of countries

Indicators of achievement:

1. Countries using the guidelines and an increase in financial and other resources for investment in the transport sector
2. Countries establishing and managing special funds and promoting public-private partnerships for transport infrastructure development and maintenance
3. Documented exchange of experience through networking among agencies and institutions responsible for public-private partnerships
4. ESCAP proposals to enhance public-private partnership-readiness, as reflected in policy statements and actions taken by countries

6. SUSTAINABLE TRANSPORT DEVELOPMENT

Transport is a driver of economic and social development. However, this requires that transport's positive and negative externalities be managed in order to achieve sustainable transport.

Participation of countries in international production networks, supported by transport and communications, has arguably helped to lift more people out of poverty in Asia in the last 30 years than ever before. However, for this process to be expanded to Asian hinterlands and landlocked countries, strategies are needed that incorporate all dimensions of a sustainable transport system using an appropriate mix of policy tools, including integrated assessment and futures-based policy analysis.

Consideration of integrated assessment tools and processes in designing transport policies and programmes can lead to a more positive and comprehensive approach where environmental, social and poverty issues are clearly seen as a constituent part of economic and transport policy objectives.

Immediate objective: to increase awareness and understanding of alternative policy options for sustainable transport by decision-makers

Outputs:

1. Inclusion of sustainable transport-related issues in the *Review of Developments in Transport in Asia and the Pacific*, the *Transport and Communications Bulletin for Asia and the Pacific* and ad hoc regional transport policy studies
2. Advisory services, meetings and networking of transport decision-makers and advisers on the application of integrated assessment, strategic environmental assessment and related approaches in transport plans, programmes and policies
3. Studies of alternative policy paths ("regional futures") towards sustainable transport

Indicators of achievement:

1. Positive evaluation of publications, analysis and outputs by countries and other concerned groups
2. Methodologies, policies and intervention measures promoted by ESCAP reflected in national or local policy documents
3. Participation of stakeholders, including research groups and national institutes

7. ROAD SAFETY

More than half of the world's traffic fatalities occur in the ESCAP region. In 2005, approximately 440,000 people were killed and as many as 30 million were injured in accidents on the

roads of the ESCAP region. Due to rapid motorization, it is expected that by 2020, about two-thirds of the world's road deaths (amounting to 610,000 road deaths) will be in the ESCAP region. Against this background, the General Assembly has adopted a series of resolutions¹² calling on member countries, the World Health Organization and other United Nations regional commissions to address this global road safety crisis.

While some countries have made progress in improving road safety, the overall numbers of road traffic fatalities and injuries continue to increase rapidly in the ESCAP region. Hence, there is a need to step up efforts at the local, national and regional levels in order to stem the "tide" of road accidents.

Immediate objective: to foster better awareness and understanding of road safety issues and potential interventions, and improved international collaboration in Asia and the Pacific

Outputs:

1. Meetings to discuss and set regional road safety goals, targets and indicators as a follow-up to the Ministerial Declaration on Improving Road Safety in Asia and the Pacific
2. Coordination of activities of the United Nations road safety collaboration in the ESCAP region, in line with the relevant General Assembly resolutions
3. Collaborative website and meetings for sharing of road safety resources, good practices, data and accident risk maps of the Asian Highway

Indicators of achievement:

2. Regional goals, targets and indicators being applied by members and associate members
3. Regional member countries providing inputs and feedback regarding the material on the website, including the accident risk maps
4. User feedback

8. TRANSPORT AND THE MILLENNIUM DEVELOPMENT GOALS

Poverty is still a major development concern in the region, with large sections of the population, in both rural and urban areas, lacking access to economic and social opportunities. Transport development that improves access and enhances the inclusion of the poor in the overall development process can be an entry point in poverty alleviation. Consideration of the ways in which transport

¹² They are: 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 and 60/5 of 26 October 2005 on improving global road safety.

interventions can contribute to poverty reduction at the policy formulation and programming stages may significantly reduce the costs of pro-poor transport interventions. The Millennium Development Goals provide a unique opportunity to consider transport development within a wider framework of intersectoral collaboration to address poverty reduction and economic and social development.

Immediate objective: to foster a better understanding of the links among transport interventions, poverty reduction and the achievement of the Millennium Development Goals

Outputs:

1. Seminars and workshops on transport interventions aimed at achieving the Millennium Development Goals, and informational material on regional good practices in Goal-responsive transport development
2. Reviews, analytical and quantitative studies on the links between transport and socio-economic development
3. Dissemination of information on best practices and interventions designed to improve transport connectivity and access

Indicators of achievement:

1. Proposals for Millennium Development Goal-responsive transport interventions included in national policy documents
2. Use of ESCAP promoted methodologies and information/resource materials in support of pro-poor and inclusive transport development
3. Documented exchanges of experiences within the region and instances of technical cooperation between developing countries resulting from activities initiated by the secretariat.

ANNEX III RESPONSES TO EVALUATION QUESTIONNAIRE (MEMBER STATES)

EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES																																																								
Respondent	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26																														
Country	Cambodia	Cambodia	Cambodia	India	India	India	Thailand	Thailand	India	Bangladesh	Philippines	China	Bangladesh	Indonesia	Indonesia	Indonesia	Sri Lanka	China	Bhutan	China	Azerbaijan	Mongolia	Mongolia	Georgia	Myanmar	Russ Fed	Score	Number of Responses	Max Score	%																										
Type of Organisation	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Gov Ag	Gov Ag	Ministry	Gov Ag	Private Set	Gov Ag	Private Set	Private Set	Assoc	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry																										
Sector	Rail	Road	R Safety	Road	Rail	Rail	Road	Rail	Rail	PPP	FF	FF	FF	FF	FF	FF	FF	Rail	Road	Road	Road	Road	Rail	Fac/RS	All Sectors	All Sectors																														
PART 1 - OVERVIEW																																																								
1.1	To what extent did the RAP reflect the regional and national transport priorities of your country?																										5	3	5	5	5	5	4	3	5	•	•	•	•	•	•	•	4	3	4	5	5	5	3	3	5	77	18	90	86	
1.2	To what extent did the RAP complement similar initiatives by other development partners or agencies?																										5	2	5	5	5	5	4	4	4	•	•	•	•	•	•	•	•	4	4	4	5	5	5	4	3	5	78	18	90	87
1.3	To what extent did the RAP support the goals of the following UN global mandates?																																																							
1.3.1	Millennium Development Goals (MDGs)																										4	3	5	5	4	5	•	•	•	•	•	•	•	•	•	•	•	5	3	3	5	5	5	3	3	5	63	15	75	84
1.3.2	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 (2003-2013)																										•	3	•	5	5	5	•	•	5	•	•	•	•	•	•	•	•	4	2	4	5	5	5	3	1	5	57	14	70	81
1.3.3	Mauritius Strategy for the further implementation of the Programme of Action for the Sustainable Development of Small Island Developing States (2005-2015)																										•	2	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	1	3	5	•	•	3	1	•	15	6	30	50
1.3.4	Brussels Programme of Action for the Least Developed Countries for the Decade 2001-2010																										•	2	•	5	•	•	•	•	•	•	•	•	•	•	•	•	•	•	2	3	5	•	•	4	•	•	21	6	30	70
1.4	Please suggest ways in which the support provided by ESCAP can be improved																										Yes*	Yes*		Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*				Yes*	Yes*	Yes*	Yes*	Yes*			Yes*	Yes*	Yes*				
1.5	The following Thematic Areas were identified by the Committee on Transport as priority areas for Phase II of the Regional Action Programme, to be implemented between 2012 and 2016. Please indicate their importance from a regional perspective.																																																							
	Transport Infrastructure																										5	4		5	5	5	4	5	5									4	4	4	5			4	5	5	69	15	75	92
	Transport Facilitation																										5	5		5	5	5	5	5	5									5	2	5	5			3	5	5	70	15	75	93
	Transport Logistics																										5	3		5	5	5	4	4	5									5	2	5	5			3	5	5	66	15	75	88
	Finance and private sector participation																										5	3		5	5	5	4	3	5									4	3	4	5			3	5	5	64	15	75	85
	Sustainable Transport																											5	5	5	5	5	3	4	5									4	2	5	5			4	4	5	66	15	75	88
	Road Safety																											5		5			4	4										5	5	5	5			3	5	5	51	11	65	78
	Transport and the Millennium Development Goals																											4		5	5		3	4	5									3	4	4	5			4		4	54	13	75	72
	Inter-island shipping																											3					3	3										3	1	3	5			3	•	4	28	9	45	62
	Connecting subregional transport networks																											4			5	5	4	5	5									4	4	5	5			4	4	5	59	13	65	91

EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES																														
Respondent	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	States responding	Total No. of States	%	
Country	Cambodia	Cambodia	Cambodia	India	India	India	Thailand	Thailand	India	Bangladesh	Philippines	China	Bangladesh	Indonesia	Indonesia	Indonesia	Sri Lanka	China	Bhutan	China	Azerbaijan	Mongolia	Mongolia	Georgia	Myanmar	Russ Fed	States responding	Total No. of States	%	
Type of Organisation	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Gov Ag	Gov Ag	Ministry	Gov Ag	Private Sct	Gov Ag	Private Sct	Private Sct	Assoc	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	All Sectors	All Sectors	YES	Total No. of States	%
Sector	Rail	Road	R Safety	Road	Rail	Rail	Road	Rail	Rail	PPP	FF	FF	FF	FF	FF	FF	FF	Rail	Road	Road	Road	Road	Rail	Fac RS	All Sectors	All Sectors	YES	Total No. of States	%	
SECTION 2 - TRANSPORT INFRASTRUCTURE DEVELOPMENT																														
2.1	Through participation in the RAP has your country:																													
	Expanded the Asian Highway network through the addition of new sections and the upgrading of the network	Yes	Yes		Yes	Yes	Yes	Yes	*	Yes									Yes	Yes	*	Yes	Yes	Yes	Yes	Yes	8	10	80	
	Recognized the Asian Highway network as a priority for National highway planning and provided inputs for the regional database	Yes	Yes		Yes	Yes	Yes	Yes	*	Yes									Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	10	10	100	
	Increased investment to develop and upgrade the Asian Highway network and the length and capacity of the proportion of the network that meets Asian Highway minimum standards	Yes	Yes		Yes	Yes	Yes	Yes	*	Yes									Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	10	10	100	
	Undertaken demonstration runs of container block-trains and international train services operating on Trans-Asian Railway Routes	Yes	Yes		*	*	*	*	*	*									Yes			Yes	Yes	Yes	Yes	Yes	8	10	80	
	Increased investment to develop and upgrade routes of the Trans-Asian Railway network, including construction of missing links	Yes	Yes		Yes	Yes		Yes	Yes									Yes	*	*	Yes	Yes	Yes	Yes	Yes	Yes	6	10	60	
	Prepared national plans reflecting proposals to develop intermodal transport infrastructure	Yes	Yes		Yes	Yes	Yes	Yes	*	Yes									Yes	Yes	*	Yes	Yes	Yes	Yes	Yes	10	10	100	
	Explored increased financing opportunities with international financing institutions and other stakeholders, including the private sector	Yes	Yes		Yes	Yes	Yes	Yes	*	Yes									Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	10	10	100	
	Participated in meetings, with documented exchange of experiences and best practices	Yes	Yes		Yes*	Yes	Yes	Yes	*	Yes									Yes	Yes	*	*	Yes	Yes	Yes	Yes	9	10	90	
	Used outputs from seminars and workshops in the development of national integrated transport strategies and plans	Yes	Yes		Yes	Yes	Yes	Yes	*	Yes									*	*	Yes	*	Yes	Yes	Yes	Yes	8	10	80	
	Implemented ESCAP guidelines on transport management and maintenance	Yes	*		*	*	*	*	*	*									*	*	*	*	Yes	Yes	Yes	Yes	7	10	70	
2.2	Please give examples of the above	Yes*			Yes*	Yes*	Yes*	Yes*	Yes*	Yes*									Yes*			Yes*			Yes*	Yes*				
SECTION 3 - TRANSPORT FACILITATION																														
3.1	Through participation in the RAP has your country:																													
	Applied ESCAP guidelines on national facilitation and established or strengthened national facilitation coordinating bodies							Yes	Yes												Yes				Yes	Yes	5	8	63	
	Participated in ESCAP meetings, seminars, workshops, training courses and studies on the formulation and implementation of sub-regional agreements on the facilitation of international land transport				Yes	Yes	Yes	Yes											Yes	Yes	Yes	Yes		Yes	Yes	Yes	8	8	100	
	Implemented Commission resolution 48/11 in relation to facilitation measures for road and rail transport and the possible inclusion of additional conventions																				Yes			Yes	Yes	Yes	4	8	50	
	Applied the guidelines on the formulation and implementation of facilitation agreements and signed or acceded to sub-regional facilitation instruments																				Yes				Yes	Yes	3	8	38	
	Participated in workshops and seminars on the application of new technologies to border controls and international transport						Yes	Yes											Yes		Yes			Yes	Yes	Yes	6	8	75	
	Applied new technologies to border controls and international transport			Yes			Yes	Yes											Yes	Yes	Yes	Yes		Yes	Yes	Yes	5	8	63	
	Identified bottlenecks and monitored the impact of facilitation measures using facilitation diagnostic and monitoring tools such as the time cost methodology for analysing routes and delays at border crossings			Yes			Yes	Yes											Yes	Yes					Yes	Yes	5	8	63	
	Upgraded transport operator skills through training courses and materials including 'training of trainers courses' on international land transport						Yes																	Yes	Yes	Yes	4	8	50	
3.2	Please give examples of the above			Yes*	Yes*		Yes*	Yes*		Yes*									Yes*	Yes*	Yes*	Yes*		Yes*	Yes*	Yes*				
SECTION 4 - TRANSPORT LOGISTICS																														
4.1	Through participation in the RAP has your country:																													
	Increased awareness of codes of conduct and minimum standards based on best practices and experience in registration requirements and liability regimes for the operations of freight forwarders, multimodal transport operators and logistics services providers				Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8	12	75	
	Incorporated aspects of the codes and standards in the rules of the national industry associations and national regulations and legislation?										Yes	Yes		Yes	Yes	Yes	Yes	Yes						Yes	Partially	6.5	12	54		
	Increased awareness of published research and study findings on corridor development and best practices for the operation of logistics service centres			Yes							Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Partially	8.5	12	71	
	Participated in ESCAP regional meetings of national freight forwarders, multimodal transport operators, logistics service providers and shipowner associations										Yes	Yes	Yes	Yes	Yes	Yes	Yes					Yes			Yes	Partially	6.5	12	54	
	Involved both public and private sector stakeholders when planning the operations of logistics service centres and clusters			Yes	Yes			Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes					Yes			Yes	Yes	8	12	75	
	Enhanced national competencies and skills within the logistics industry through conducting familiarization seminars on the role and development of the logistics industry for senior government officials	Yes		Yes				Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes			Yes				Yes	Yes	Yes	8	12	75	
	Participated 'training of trainers' workshops and seminars, with training material developed by the secretariat of ESCAP, to develop national capacities and skills in logistics	Yes									Yes	Yes	Yes	Yes	Yes	Yes						Yes			Yes	Partially	5.5	12	46	
	Established sustainable training programmes on multimodal transport and logistics										Yes	Yes	Yes	Yes	Yes	Yes									Yes	Yes	6	12	50	
	Introduced government policies which reflect the need of the logistics industry to provide efficient services	Yes			Yes					Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	11	12	92	
4.2	Please give examples of any of the above			Yes*	Yes*			Yes*		Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*	Yes*		Yes*	Yes*	Yes*				

EVALUATION QUESTIONNAIRE (MEMBER STATES) - SUMMARY OF RESPONSES																															
Respondent	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26					
Country	Cambodia	Cambodia	Cambodia	India	India	India	Thailand	Thailand	India	Bangladesh	Philippines	China	Bangladesh	Indonesia	Indonesia	Indonesia	Sri Lanka	China	Bhutan	China	Azerbaijan	Mongolia	Mongolia	Georgia	Myanmar	Russ Fed	States	Total No.			
Type of Organisation	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Gov Ag	Gov Ag	Ministry	Gov Ag	Private Sct	Gov Ag	Private Sct	Private Sct	Assoc	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	Ministry	States	Total No.			
Sector	Rail	Road	R Safety	Road	Rail	Rail	Road	Rail	Rail	PPP	FF	FF	FF	FF	FF	FF	FF	Rail	Road	Road	Road	Road	Rail	Fac/RS	All Sectors	All Sectors	YES	responding	%		
SECTION 5 -- FINANCE AND PRIVATE SECTOR PARTICIPATION																															
5.1	Through participation in the RAP has your country:																														
	Increased awareness of financing transport infrastructure and services based on good practices from the region																														
	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes									Yes	Yes			Yes	Yes	Yes	Yes	9	10	90		
	Participated in capacity-building activities related to the establishing and strengthening of public-private partnerships and user charging systems, as well as the establishment and management of special funds in the transport sector																														
	Yes	Yes																				Yes	Yes		Yes	Yes	7	10	70		
	Participated in ESCAP regional meetings of national public-private partnership units and programmes and networking among them																														
	Yes	Yes		Yes		Yes					Yes												Yes	Yes		Yes	Yes	6	10	60	
	Used ESCAP guidelines and increased financial and other resources for investment in the transport sector																														
	Yes			Yes		Yes					Yes												Yes	Yes		Yes	Yes	6	10	60	
	Established and managed special funds and promoted public-private partnerships for transport infrastructure development and maintenance																														
	Yes			Yes	Yes*	Yes					Yes												Yes	Yes		Yes	Yes	6	10	60	
	Enhanced public-private partnership-readiness, as reflected in policy statements and actions																														
	Yes			Yes		Yes	Yes	Yes	Yes	Yes	Yes													Yes	Yes		Yes	Yes	6	10	60
5.2	Please give examples of any of the above																														
	Yes*	Yes*		Yes*	Yes*	Yes*	Yes*	Yes*	Yes*																	Yes*	Yes*				
SECTION 6 – SUSTAINABLE TRANSPORT DEVELOPMENT																															
6.1	Through participation in the RAP has your country:																														
	Increased awareness of sustainable transport-related issues as described in the Review of Developments in Transport in Asia and the Pacific, the Transport and Communications Bulletin for Asia and the Pacific and ad hoc regional transport policy studies																														
																										Yes	Yes	2	10	20	
	Participated in advisory services, meetings and networking of transport decision-makers and advisers on the application of integrated assessment, strategic environmental assessment and related approaches in transport plans, programmes and policies																														
					Yes				Yes									Yes							Yes	Yes	4	10	40		
	Used ESCAP-promoted methodologies, policies and intervention measures in the area of sustainable transport development for developing national or local policy documents																														
					Yes				Yes									Yes							Yes	Yes	3	10	30		
	Witnessed the increased participation of stakeholders, including research groups and national institutes in developing and promoting sustainable transport policies																														
					Yes				Yes																Yes	Yes	3	10	30		
6.2	Please give examples of any of the above																														
		Yes*			Yes*	Yes*			Yes*																	Yes*	Yes*				
SECTION 7 – ROAD SAFETY																															
7.1	Through participation in the RAP has your country:																														
	Participated in meetings to discuss and set regional road safety goals, targets and indicators as a follow-up to the Ministerial Declaration on Improving Road Safety in Asia and the Pacific																														
		Yes	Yes				Yes												Yes		Yes	Yes	Yes	Yes	Yes	Yes	8	11	73		
	Increased awareness of or participated in the coordination of activities of the United Nations road safety collaboration in the ESCAP region, in line with the relevant General Assembly resolutions																														
		Yes	Yes				Yes											Yes		Yes	Yes	Yes		Yes	Yes	Yes	8	11	73		
	Participated in ESCAP meetings for sharing of road safety resources, good practices, data and accident risk maps of the Asian Highway																														
		Yes	Yes				Yes											Yes						Yes	Yes	Yes	6	11	55		
	Applied regional goals, targets and indicators in the development of national road safety strategies or plans																														
		Yes	Yes				Yes											Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	7	11	64		
7.2	Please give examples of any of the above																														
			Yes*				Yes*												Yes*		Yes*			Yes*	Yes*	Yes*					
SECTION 8 – TRANSPORT AND THE MILLENNIUM DEVELOPMENT GOALS																															
8.1	Through participation in the RAP has your country:																														
	Participated in ESCAP seminars and workshops on transport interventions aimed at achieving the Millennium Development Goals, and informational material on regional good practices in Goal-responsive transport development																														
		Yes																							Yes	Yes	3	10	30		
	Increased awareness of the links between transport and socio-economic development																														
				Yes				Yes										Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	7	10	70		
	Included proposals for Millennium Development Goal-responsive transport interventions in national policy documents																														
		Yes																				Yes	Yes		Yes	Yes	4	10	40		
	Used ESCAP promoted methodologies and information resource materials in support of pro-poor and inclusive transport development																														
		Yes																		Yes						Yes	Yes	2	10	20	
8.2	Please give examples of any of the above																														
				Yes*				Yes*										Yes*	Yes*	Yes*					Yes*	Yes*					

ANNEX IV RESPONSES TO EVALUATION QUESTIONNAIRE (PARTNER ORGANISATIONS)

EVALUATION QUESTIONNAIRE (DEVELOPMENT PARTNERS) - SUMMARY OF RESPONSES													
Respondent	AITD	WHO	UIC	GRSP	UNECLAC	UNECE	IDI	KRRI					
Country	India	Philippines	India	Thailand	Chile	Switzerland	Japan	Korea S			Total	Max	%
Type of Organisation	Research	Other	Other	NGO	UN	UN	Other	Research			Score	Score	Score
QUESTION 1:													
Phase I of the Regional Action Programme covered 8 thematic areas (listed below). Please indicate the extent to which your Organisation cooperated with ESCAP in activities under these thematic areas.													
Transport Infrastructure	5	1	5		1	3	5	5			25	40	63
Transport Facilitation	5	1				3	1	4			14	40	35
Freight forwarding, multimodal transport and logistics services development	5	1				3	2	5			16	40	40
Finance and private sector participation	5	1				1	3	1			11	40	28
Sustainable Transport	5	1				1		3			10	40	25
Road Safety	5	1		5		2	1	2			16	40	40
Transport and the Millennium Development Goals	2	2				2	1	4			11	40	28
	5	1									6	40	15
QUESTION 2:													
To what extent do you think the RAP reflected the transport priorities of the Asia and Pacific region between 2007-2011?													
	5	5	5	3	4		5	3			30	40	75
QUESTION 3:													
To what extent did the RAP complement the work of your Organisation?													
	4	1	5	5	4	3	3	3			28	40	70
QUESTION 4:													
The following Thematic Areas were identified by member states as priority areas for Phase II of the Regional Action Programme (2012 and 2016). Please indicate those areas in which you would like to see greater cooperation between ESCAP and your Organisation.													
Transport Infrastructure	X		X		X	X	X	X			6	8	75
Transport Facilitation	X				X	X	X	X			5	8	63
Freight forwarding, multimodal transport and logistics services development	X				X	X		X			4	8	50
Finance and private sector participation	X					X	X				3	8	38
Sustainable Transport	X				X	X					3	8	38
Road Safety	X	X		X	X	X	X				6	8	75
Transport and the Millennium Development Goals	X					X		X			3	8	38
Inter-island shipping					X						1	8	13
Connectivity between subregions	X		X			X	X	X			5	8	63
QUESTION 5:													
During Phase II, in which of the following would you like to see ESCAP playing a greater role.													
Regional convening power			X	X				X			3	8	38
Regional consensus-building	X		X	X	X		X	X			6	8	75
Regional policy research and analysis	X		X		X	X	X	X			6	8	75
Regional knowledge and networking	X		X	X		X	X	X			6	8	75
Regional norm and standard setting	X		X	X							3	8	38
Regional advocacy	X		X	X							3	8	38
Other													

ANNEX V

LIST OF DOCUMENTS REVIEWED

Terminal Report for Project 1906-AG306001 'Logistics Planning Models for Enterprises and Logistics Clusters'

Terminal Report for Project 1906-AD106002 'Technical Assistance for Formulating and Implementing an Inter-Governmental Agreement of the Shanghai Co-operation Organization Member States on Facilitation of International Road Transport'

Terminal Report for Project 1903-JPN06002-6370 'Promotion and Development of the Asian Highway Priority Routes'

Terminal Report for Project 1837-ROK05003-6370 'Regional Intermodal Transport Planning (Phases I and II)'

Terminal Report for Project 1900-RO6005 'Promoting the role of the Asian Highway and Trans-Asian Railway: Intermodal interfaces as focus for development'

Terminal Report for Project 2048-AG308001 'Evaluation of potential for Dry Ports development in the ASEAN subregion and comprehensive review of the main dry ports in Asia'

Terminal Report for Project 'Forum of Asian Ministers of Transport, First Session. December 2009'

Terminal Report for Project 1994-ROK 07002 'Identifying investment needs and development priorities for the Trans-Asian Railway network'

Terminal Report for Project 2005-CPR07001 and 2006-CPR07N01 'Support for negotiations on transport annexes to the Agreement between the Governments of the Shanghai Cooperation Organization Member States on Facilitation of International Road Transport'

Terminal Report for Project 2043-ROK08002 'Operationalization of international intermodal transport corridors in North-East and Central Asia'

Terminal Report for Project 2088-RUS09001 'First meeting of the Working Group on the Trans-Asian Railway Network and first session of the Forum of Asian Ministers of Transport'

Terminal Report for Project 1925-CPR06008 and 1926-CPR06N08 'Seminar on facilitation of international road transport'

SPECA Project Working Group on Transport and Border Crossing (PWG-TBC) 12th Session 13-14 March 2007 Dushanbe, Tajikistan, Programme of Work 2008-2009
http://www.unescap.org/ttdw/common/TIS/SPECA/PWG_TBC_12thSession/12thSession_docs.asp

Regional Workshop Agenda Papers on Upgrading of the Asian Highway Priority Routes 19-21 June 2007, Bangkok
<http://www.unescap.org/ttdw/common/Meetings/TIS/Regional-WS-19-21June2007.asp>

Report of the UNESCAP Regional Forum of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers 22 June 2007 Bangkok
<http://www.unescap.org/ttdw/Index.asp?MenuName=FFForum2007-new>

Report of the UNESCAP Meeting of Executives of National Freight Forwarders and Logistics Associations 20 June 2007 Bangkok

<http://www.unescap.org/ttdw/Index.asp?MenuName=FFForum2007-new>

Expert Group Meeting Agenda Papers on Improving Road Safety on the Asian Highway 21-22 June 2007, Bangkok

http://www.unescap.org/ttdw/common/TPT/ppp/egm_ppp_oct07.asp

High-level Expert Group Meeting Agenda Papers and Report on Public-Private Partnerships for Infrastructure Development 2-4 October 2007, Seoul, Republic of Korea

http://www.unescap.org/ttdw/common/TPT/ppp/egm_ppp_oct07.asp

Business Forum Agenda Papers on Public-Private Partnerships for Infrastructure Development 2 October 2007, Seoul, Republic of Korea

http://www.unescap.org/ttdw/common/TPT/ppp/egm_ppp_oct07.asp

Ministerial Conference, Agenda Papers on Public-Private Partnerships for Infrastructure Development 4 October 2007, Seoul, Republic of Korea

http://www.unescap.org/ttdw/common/TPT/ppp/egm_ppp_oct07.asp

Working Group on the Asian Highway, Agenda Papers and Report on the Asian Highway, Second Meeting, 15 November 2007, Bangkok

http://www.unescap.org/ttdw/common/TIS/AH/ah_wgm_2.asp

Asian Highway Investment Forum Agenda Papers and Report 16 November 2007, Bangkok

http://www.unescap.org/ttdw/common/TIS/AH/ah_investment_forum.asp

Committee on Transport, Agenda Papers and Report First session 29-31 October 2008 Bangkok

<http://www.unescap.org/ttdw/ct2008.asp>

SPECA Project Working Group Agenda Papers on Transport and Border Crossing (PWG-TBC), 14th session 17-18 March 2009, Almaty, Kazakhstan

http://www.unescap.org/ttdw/common/TIS/SPECA/PWG_TBC_14thSession/14thSession_docs.asp

Agenda Papers for UNESCAP Meeting of Executives of National Associations of Freight Forwarders and Logistics Service Providers 2 June 2009, Bangkok

http://www.unescap.org/ttdw/FFmeeting/FFForum_2009/FF_CEO_docs_2June09.asp

UNESCAP Regional Forum Agenda Papers and Report of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers in Association with Thai International Freight Forwarders Association 4 June 2009, Bangkok

http://www.unescap.org/ttdw/FFmeeting/FFForum_2009/FFForum_docs_4June09.asp

Working Group on the Asian Highway Third Meeting Agenda Papers and Report, 4 September 2009, Bangkok http://www.unescap.org/ttdw/common/TIS/AH/ah_wgm_3.asp

Forum of Asian Ministers Of Transport, First session, Agenda Papers and Report 14 - 18 December 2009 Bangkok http://www.unescap.org/ttdw/FAMT/FAMT1/FAMT1_docs.asp

Meeting of Senior Government Officials for the Forum of Asian Ministers Of Transport, First session, Agenda Papers and Report 14 - 16 December 2009 Bangkok

http://www.unescap.org/ttdw/FAMT/FAMT1/FAMT1_docs.asp

Working Group on the Trans-Asian Railway, Agenda Papers on the Trans-Asian Railway Network 1st meeting, 15-16 December 2009 Bangkok http://www.unescap.org/ttdw/common/TIS/TAR/tar_wg09.asp

Expert Group Meeting Agenda Papers on Sustainable Transport Development: Eco-efficiency in Freight Transportation and Logistics 29-30 March 2010, Bangkok

http://www.unescap.org/ttdw/common/TPT/egm_eco_efficiency.asp

SPECA Project Working Group Agenda Papers on Transport and Border Crossing (PWG-TBC), 15th session 7-8 April 2010, Almaty, Kazakhstan

http://www.unescap.org/ttdw/common/TIS/SPECA/PWG_TBC_15thSession/15thSession_docs.asp

High-level Expert Group Meeting Information Papers on Public-Private Partnerships for Infrastructure Development 14 April 2010 Jakarta <http://www.unescap.org/ttdw/MeetingDetail.asp?MeetingIDNO=205>

UNESCAP Regional Forum of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers Agenda Papers and Report 15 July 2010 Bali

<http://www.unescap.org/ttdw/Index.asp?MenuName=FFForum2010>

UNESCAP Meeting of Chief Executives of National Associations of Freight Forwarders, Multimodal Transport Operators and Logistics Service Providers, Agenda Papers and Report 16 July 2010 Bali

<http://www.unescap.org/ttdw/Index.asp?MenuName=FFForum2010>

Expert Group Meeting on Operationalization of International Intermodal Transport Corridors in North-East and Central Asia Agenda Papers and Joint Statement 15-16 July 2010, Uiwang City, Republic of Korea http://www.unescap.org/ttdw/common/TIS/CorridorStudy/EGM_Uiwang_docs.asp

Regional Expert Group Meeting on Implementation of Decade of Action for Road Safety, 2011-2020 Agenda Papers 21-23 September 2010 Bangkok

http://www.unescap.org/ttdw/common/Meetings/TIS/EGM-Roadsafety-2010/EGM_Sept2010.asp

Committee on Transport, Second session Agenda Papers and Report 1-3 November 2010 Bangkok

<http://www.unescap.org/ttdw/ct2010/ct2010.asp>

Regional Expert Group Meeting on the Development of Dry Ports along the Asian Highway and Trans-Asian Railway Networks Agenda Papers and Adopted Conclusions 1-3 November 2010 Bangkok

http://www.unescap.org/ttdw/common/Meetings/TIS/EGM-DryPorts-Bangkok/EGM_Nov2010.asp

ANNEX VI LIST OF INTERVIEWEES

Cambodia

Mr Vasim Sorya, Director General of Planning and Administration, Ministry of Public Works and Transport

Mr Ouk Ourk, Deputy Director of Railways, Ministry of Public Works and Transport

Mr Seng Sophearath, Railway Officer, Ministry of Public Works and Transport

Dr Hong Sinara, Deputy Director General of Public Works, Ministry of Public Works and Transport

Mr Preap Chanvibol, Director of Land Transport Department, Ministry of Public Works and Transport

Mr Sujin Ruangponvisut, Adviser to Department of Highways,
Ministry of Public Works and Transport

Mr Boran Pen, Road Safety Office, Chief Officer, Road Infrastructure Department, Ministry of Public Works and Transport

China

Ms Li Guanyu, Deputy Director, International Organisations Division, Ministry of Transport

Mr Yang Liejun, International Organisations Division, Ministry of Transport

Professor Wu Jianhong, Deputy Director of Economics and Management Department, Economic and Planning Research Institute, Chinese Ministry of Railways

Mr Che Tanlai, Senior Engineer, Planning Division, Economic and Planning Research Institute, Chinese Ministry of Railways

Professor Weng Zhensong, Department of Traffic Volume Planning, Economic and Planning Research Institute, Chinese Ministry of Railways

China – Secretariat of Shanghai Cooperation Organization (SCO)

Ms Malika Kurbanova – Expert

Mr Ubaydullayev Nuriddin, Economic Section, Expert

India

Mr Ranjan Kumar Jain, Adviser (Infrastructure), Railway Board, Ministry of Railways

Mr Anan Prakash, Director (Sustainable Transport), Ministry of Road Transport and Highways

Mr Sudip Chaudhury, Superintending Engineer, Ministry of Road Transport and Highways

Mr P R Parhi, Director of Transport Planning, Ministry of Railways

Mr K L Thapar, Chairman, Asian Institute of Transport Development, New Delhi

Mr Mukul S Mathur, Head, UIC – Asia Regional Office

Mongolia

Mr Khuushaan Gantumur, Deputy Director, Road and Transportation Policy Department, Ministry of Road, Transportation, Construction and Urban Development

Kh. Munguntuya, Senior Officer in Charge of Railway Issues, Road and Transportation Policy Department, Ministry of Road, Transportation, Construction and Urban Development

Mr R. Bolatbeck, Foreign Relations Senior Officer, Government Implementation, Railway Authority of Mongolia

Thailand

Dr Chayatan Phromsorn, Director, Bureau of International Highways Cooperation, Department of Highways

Mr Voravuth Mala, Director of Marketing, State Railway of Thailand (SRT)

Mr Karn Sinsenbpol, Civil Engineer, Bureau of International Highways Cooperation

ESCAP

Mr Dong-Woo Ha, Director, Transport Division

Mr Madan Bandhu Regmi, Officer-in-Charge, a.i., Transport Policy and Development Section, Transport Division

Mr Pierre Chartier, Economic Affairs Officer, Transport Policy and Development Section, Transport Division

Mr Li Yuwei, Chief, Transport Facilitation and Logistics Section, Transport Division

Mr Tengfei Wang, Economics Affairs Officer, Transport Facilitation and Logistics Section, Transport Division

Mr A S M Abdul Quium, Officer-in-Charge ai, Transport Infrastructure Section, Transport Division

Ms Rebecca Huang, Economics Affairs Officer, Transport Infrastructure Section, Transport Division

Ms Thanattaporn Rasamit, Economic Affairs Officer, Transport Policy and Development Section, Transport Division

Dr John Moon, Consultant, Transport Division