

Enhancing transport connectivity for sustainable recovery and green growth in North and Central Asia

*Expert Group Meeting on the Implementation of the Vienna Programme of Action in North and Central Asia
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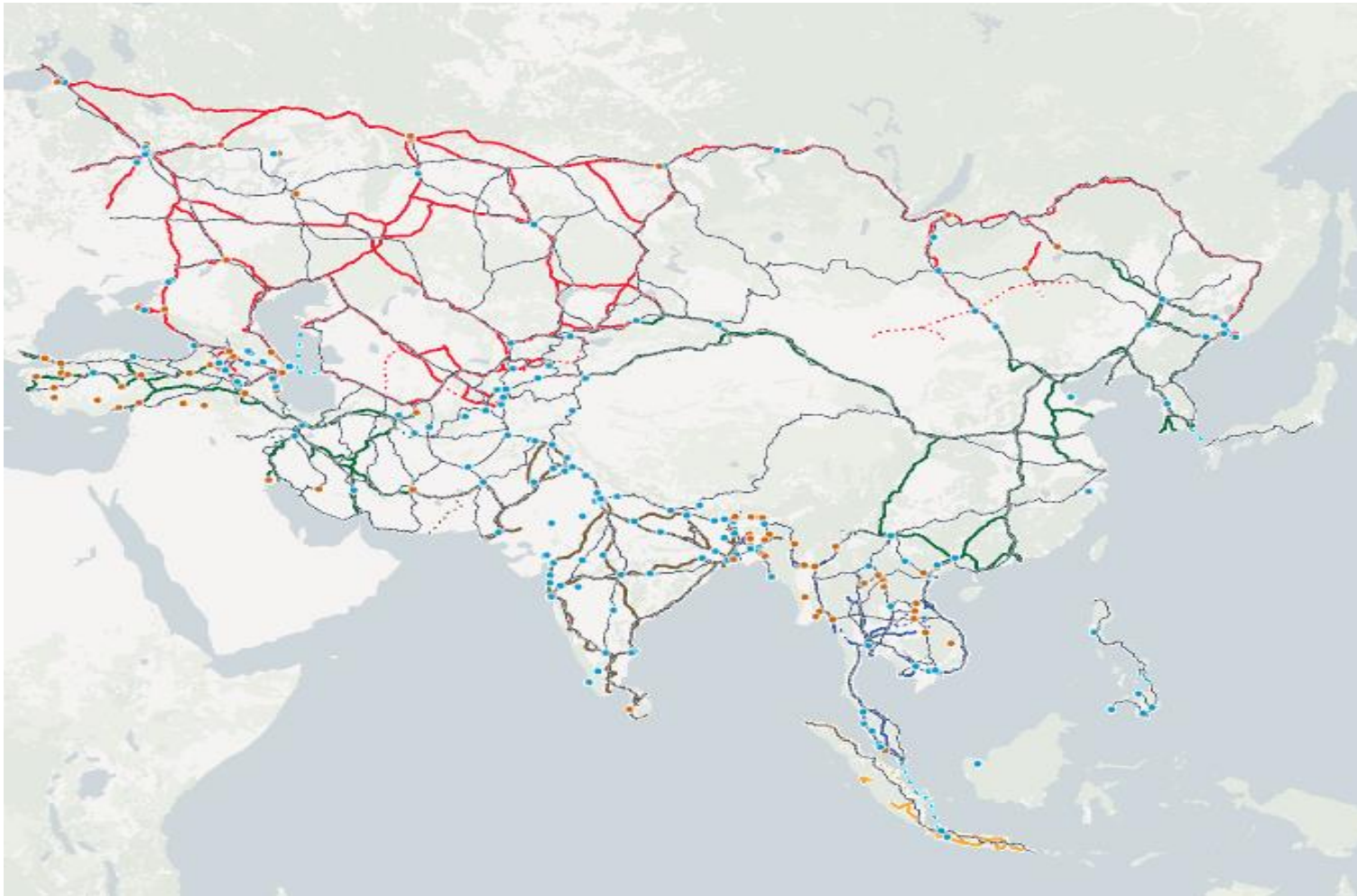
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Institutional framework for the regional transport connectivity in Asia and the Pacific



Asia-Pacific Transport Network | Asia-Pacific Regional Transport System -



Asian Highway Network

- 30 Parties
- 145,000 km
- 32 countries

Trans Asian Railway Network

- 21 parties
- 118,000 km
- 28 countries

International Dry Ports

- 17 parties
- 250 dry ports

Transport connectivity: challenges and opportunities for LLDCs in Asia and the Pacific

Unbalanced modal split

Dominant position of road transport in domestic and international freight transport operations

Infrastructure shortages

Persistent shortage of quality infrastructure, manifesting in missing links and substandard quality of the road and rail transport infrastructure

Insufficient operational connectivity

Operational connectivity gaps, resulting from a lack of harmonization, facilitation and digitalization of international transport procedures

Unrealized transit potential

Extensive unrealized transit potential, due to the above-mentioned factors, and insufficient bilateral and multilateral cooperation

- Continue supporting CSS' connectivity initiatives
- Promote transport corridor cooperation
- Scale up multimodality
- Retain best facilitation practices



79th Commission Session

ASIA-PACIFIC COUNTRIES WITH SPECIAL NEEDS DEVELOPMENT REPORT 2023

Strengthening Regional Cooperation for Seamless and Sustainable Connectivity



ESCAP
United Nations Economic and Social Commission for Asia and the Pacific

1. Supporting Regional Connectivity Initiatives, With a Focus On LLDCs (1/2)



	AH	TAR	DP
Armenia	Yes		
Azerbaijan	Yes		Yes
Georgia	Yes	Yes	
Kazakhstan	Yes		Yes
Kyrgyzstan	Yes		
Russian Federation	Yes	Yes	Yes
Tajikistan	Yes	Yes	Yes
Turkmenistan	Yes	Yes	Yes
Uzbekistan	Yes	Yes	Yes

- ❑ NCA countries participate in most of the agreements but three agreements (progress pending on acceding the TAR agreement)
- ❑ Advances in other parts of Asia have implication for the entire network and NCA (Example: Lao PDR – China rail link)

	Asian Highway Network	Trans-Asian Railways	Dry Ports
2017	Addition of route AH35 by Mongolia Updating of routes AH43 by Sri Lanka	Amendment to the railway routes in Cambodia Amendment to the railway routes in Thailand	Removal of 1 dry port by Thailand
2019	Updating of routes AH1, AH3, AH6, AH31, AH32, AH33, AH34 and AH42 by China Updating of AH5 by Georgia Addition of route AH9 by the Russian Federation Addition of route AH88 by the Islamic Republic of Iran	Amendment to the railway routes in the Islamic Republic of Iran Amendment to the railway routes in the Russian Federation	Addition of 7 new dry ports by India Addition of 1 new dry port by the Russian Federation Update of dry port list by Kazakhstan
2021	Updating of route AH21 by Cambodia Updating of route AH52 by Pakistan	Amendment to the railway routes in Myanmar Amendment to the railway routes in Tajikistan Amendment to the railway routes in Türkiye	Update of dry port list by Myanmar Addition of 19 dry ports by the Russian Federation

1. Supporting Regional Connectivity Initiatives, With a Focus On LLDCs (2/2)



June	14-15	Bangkok and online	10th Working Group on the Asian Highway
September	12-13	Bangkok and online	5th Working Group on Dry Ports
September	14-15	Bangkok and online	8th Working Group on the Trans-Asian Railway Network

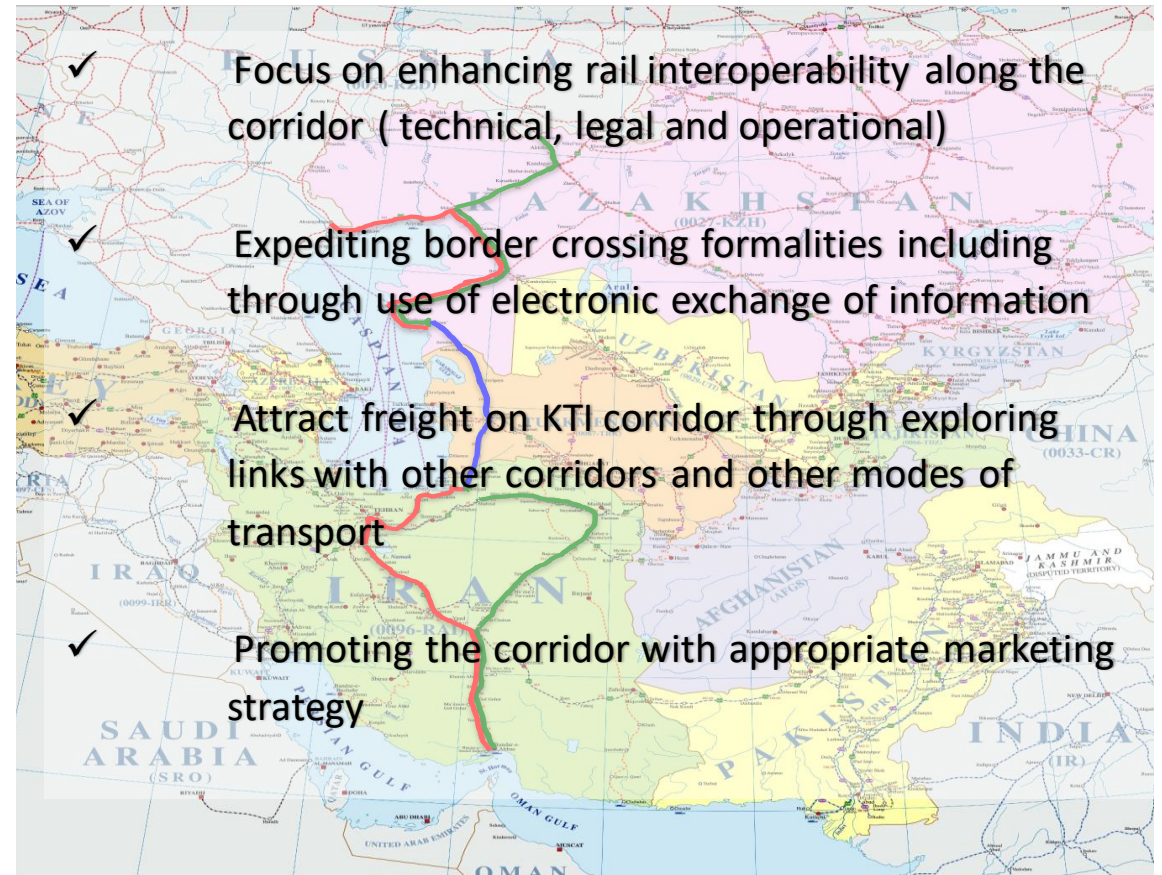
- Network Status and updates**
- Operationalization issues**
- Low carbon infrastructure and operations**
- Digitalization and intermodal integration**

2. Supporting transport corridor cooperation (1/2)

Intergovernmental Agreement on International Road Transport along the Asian Highway Network



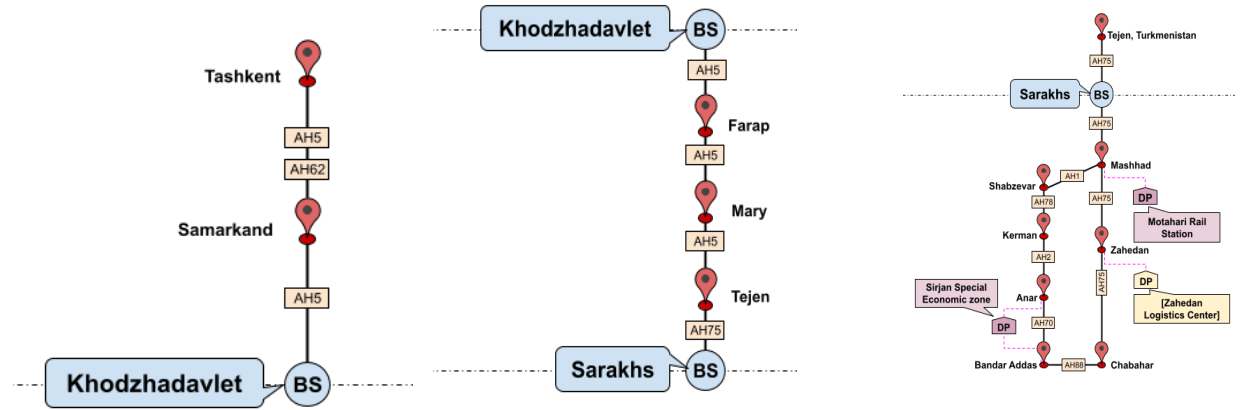
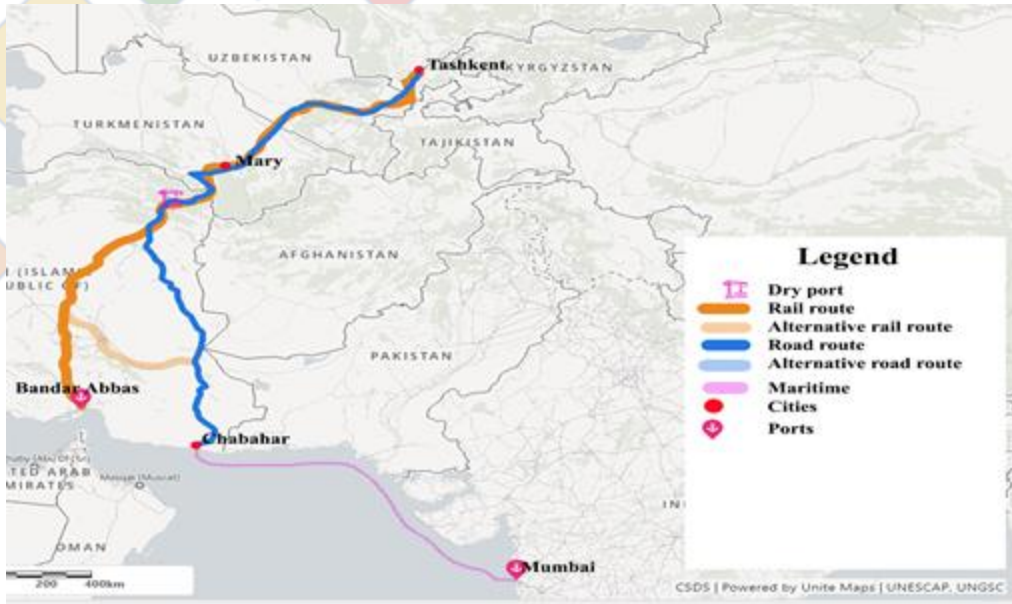
Operationalization of the Kazakhstan-Turkmenistan- Islamic Republic of Iran (KTI) rail corridor



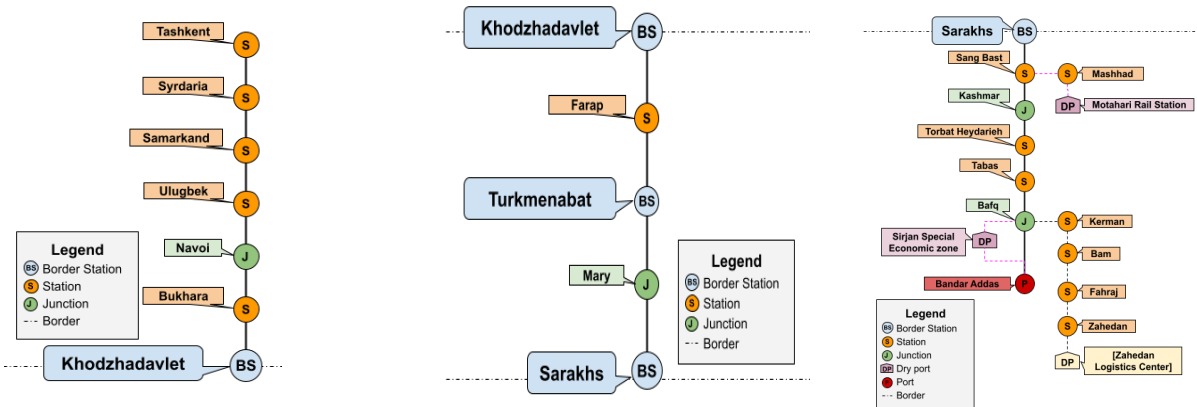
2. Supporting transport corridor cooperation (2/2)

Preliminary analysis of and consultations a new transport corridor “Uzbekistan - - Iran – India” through the Iranian port of Chabahar

AH Network in Uzbekistan, Turkmenistan and Islamic Republic of Iran



TAR Network in Uzbekistan, Turkmenistan and Islamic Republic of Iran

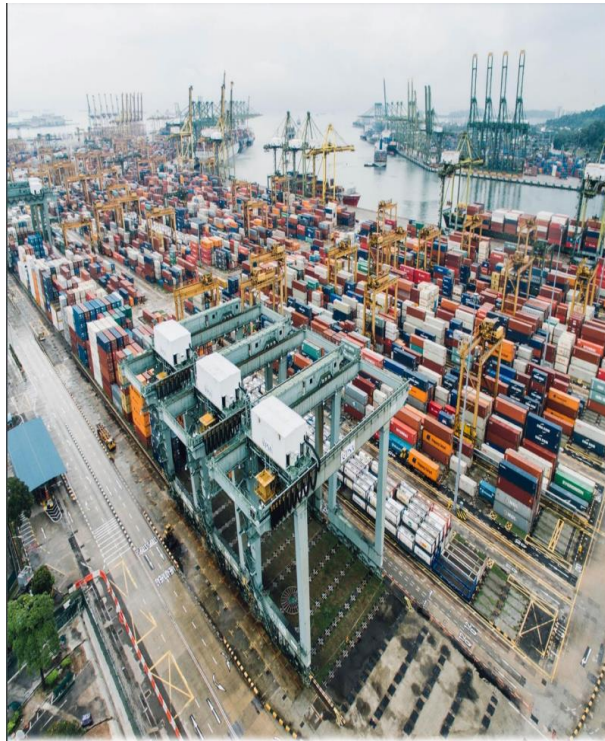


	Population (mln)	GDP per capita (US dollars)	Exports of goods and services (% of GDP)	Imports of goods and services (% of GDP)
IND	1390	1933	18.7%	19.1%
IRN	85	2756	20.8%	25.5%
TKM	6	7600	22.7%	12.5%
UZB	34	1749	24.3%	37.7%

Source: World Bank national accounts data, and OECD National Accounts data files.



3. Scaling up multimodality



Proposed structure of guidelines on harmonization of legal frameworks for multimodal transport operations in Asia and the Pacific

POLICY BRIEF

Southeast Asia-North and Central Asia transport corridors to support strengthening transport connectivity between the two subregions



TRANSPORT

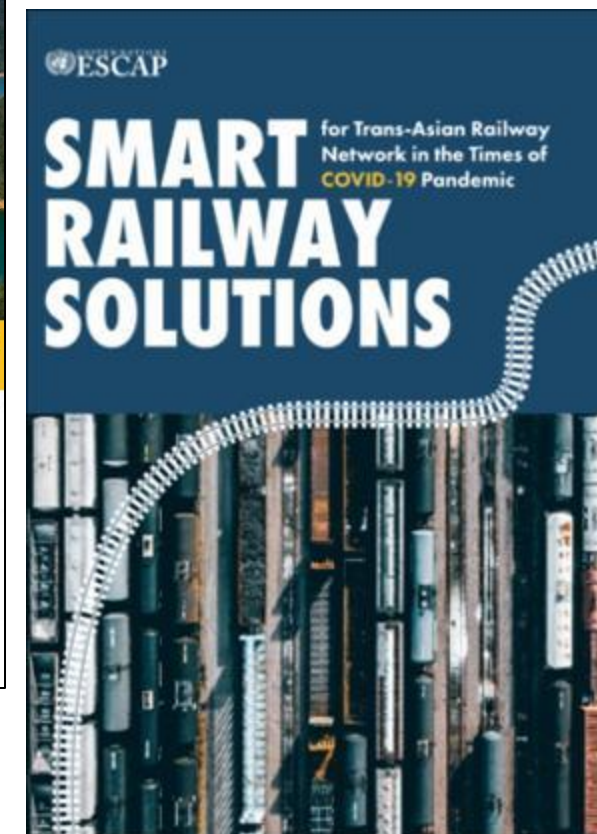
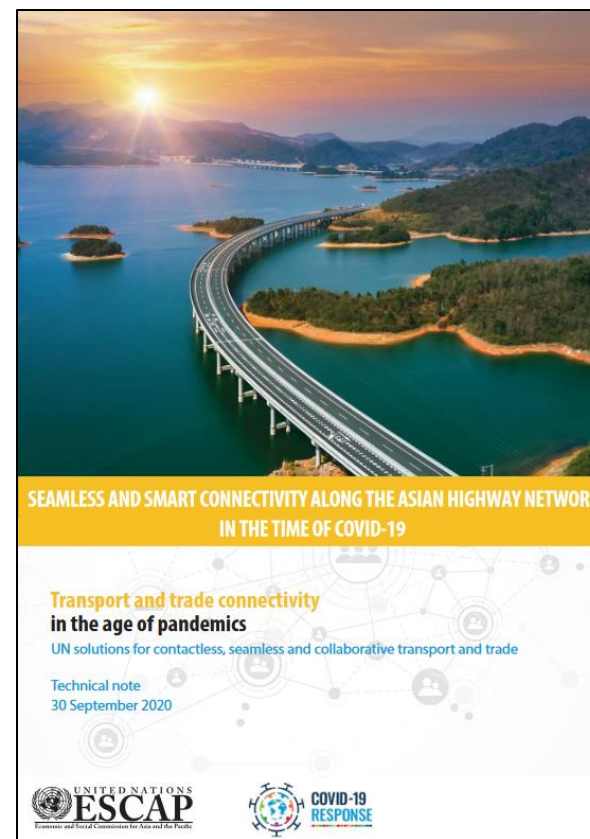


Leveraging the Lao PDR-China rail connection for more efficient and resilient transport connectivity and logistics



4. Retaining Best Facilitation practices

- **A wealth of smart solutions for cross-border transport** is available following the lessons learned and initiatives during the COVID-19 pandemic
- **In road transport**, electronic transit transport system can further reduce transit costs and promote intra-regional trade within NCA. In such a system the transit processes are completed digital, and guarantees are reduced to bare minimum. EAEU Countries recently signed agreement on use of navigation seals to secure transit. And this can be used as basis to further digitalize remaining transit processes.
- In **rail transport**, there is an initiative to include in the TAR Agreement a new annex on electronic information exchange for efficient completion of border crossing formalities and on rail digitalization and to agree on a regional approach to rail digitalization



Thank you for your kind attention!

For more information:

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