



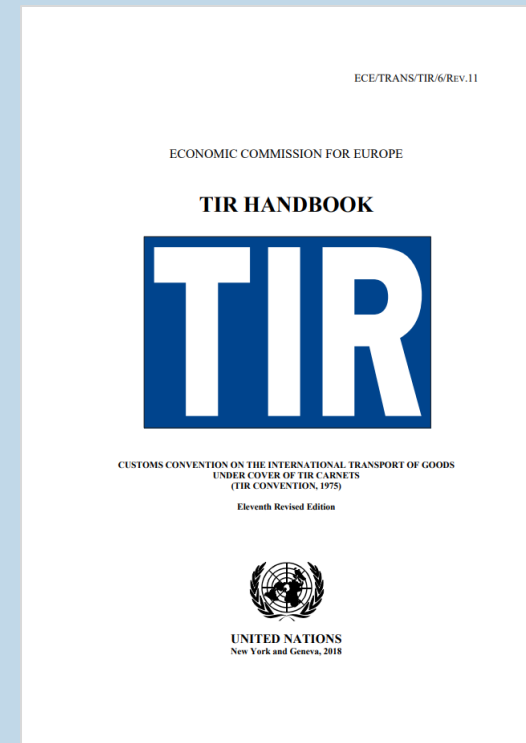
**Enhancing transport connectivity for  
sustainable recovery and green growth in  
North and Central Asia**

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## Progress made under the current VPoA for Landlocked Developing Countries for the Decade 2014-2024

- TIR issuance in Central Asia and Mongolia more than doubled since 2013
- China acceded to TIR in 2016 and became TIR operational in 2018
  - This created more opportunities for Central Asia and Mongolia for developing new routes under TIR
- TIR digitalisation progress in 5 countries of Central Asia
- eTIR implemented in Uzbekistan
- Accession to e-CMR
  - Tajikistan in 2019
  - Uzbekistan in 2020
  - Kyrgyzstan and Turkmenistan in 2022

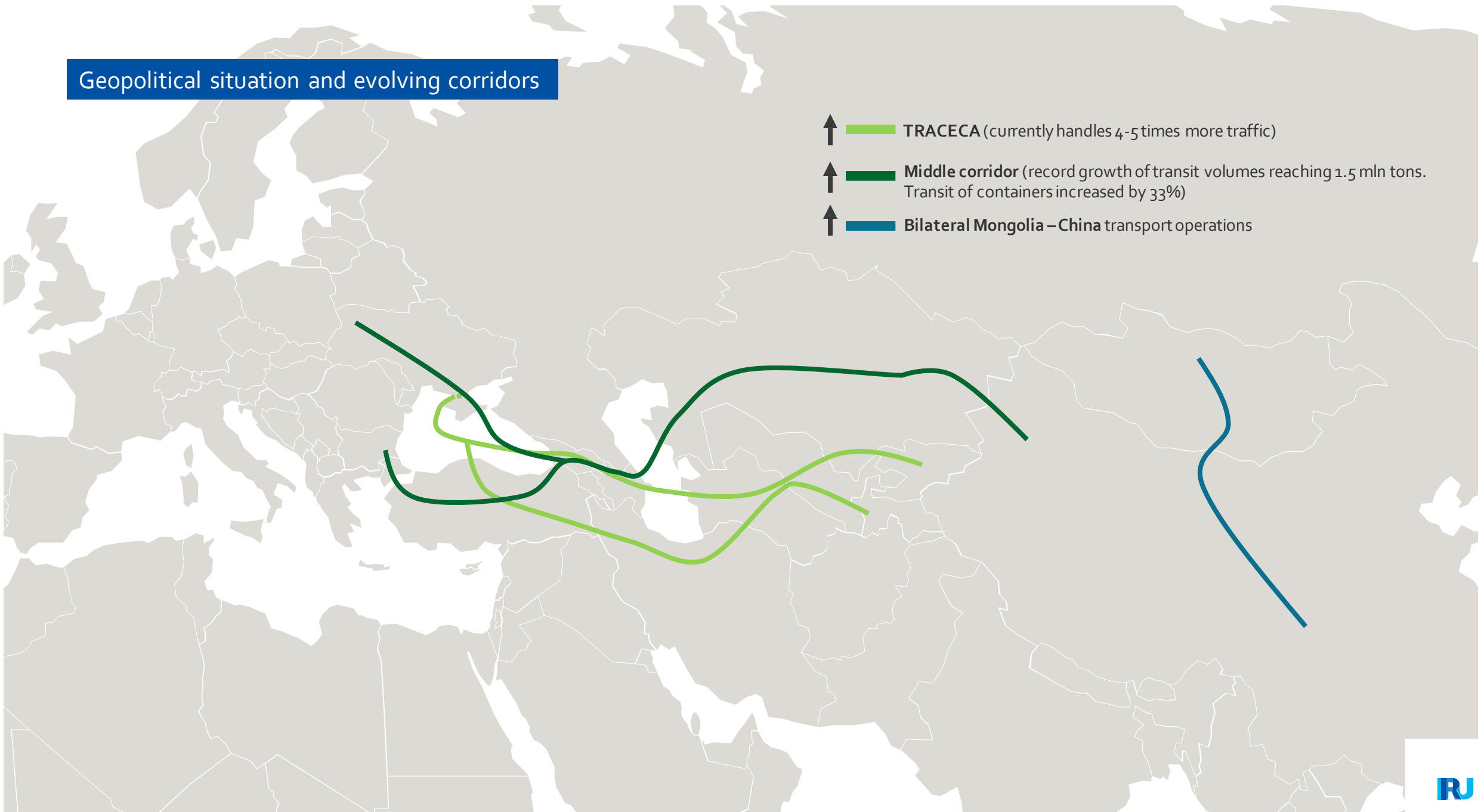


COVID crisis



## Geopolitical situation and evolving corridors

- ↑ TRACECA (currently handles 4-5 times more traffic)
- ↑ Middle corridor (record growth of transit volumes reaching 1.5 mln tons. Transit of containers increased by 33%)
- ↑ Bilateral Mongolia – China transport operations



## SUCCESS STORY - UZBEKISTAN

- More than 900 transport companies operating international routes with vehicles not less than Euro-4
- From 2017 to 2022, total fleet engaged in international freight transport increased 4 times
- From 2017 to 2022, growth in transport companies and fleet created >50,000 new jobs in the country
- Use of TIR increased by 5 times between 2017 and 2022 (from 22,320 in 2017 to 110,340 in 2022)

### FORMULA OF SUCCESS

- Strong PPP
- Strong support for harmonised instruments, e.g. TIR, CMR
- Digitalisation



## What it takes to make a corridor efficient

### Coordinated approach is needed to:

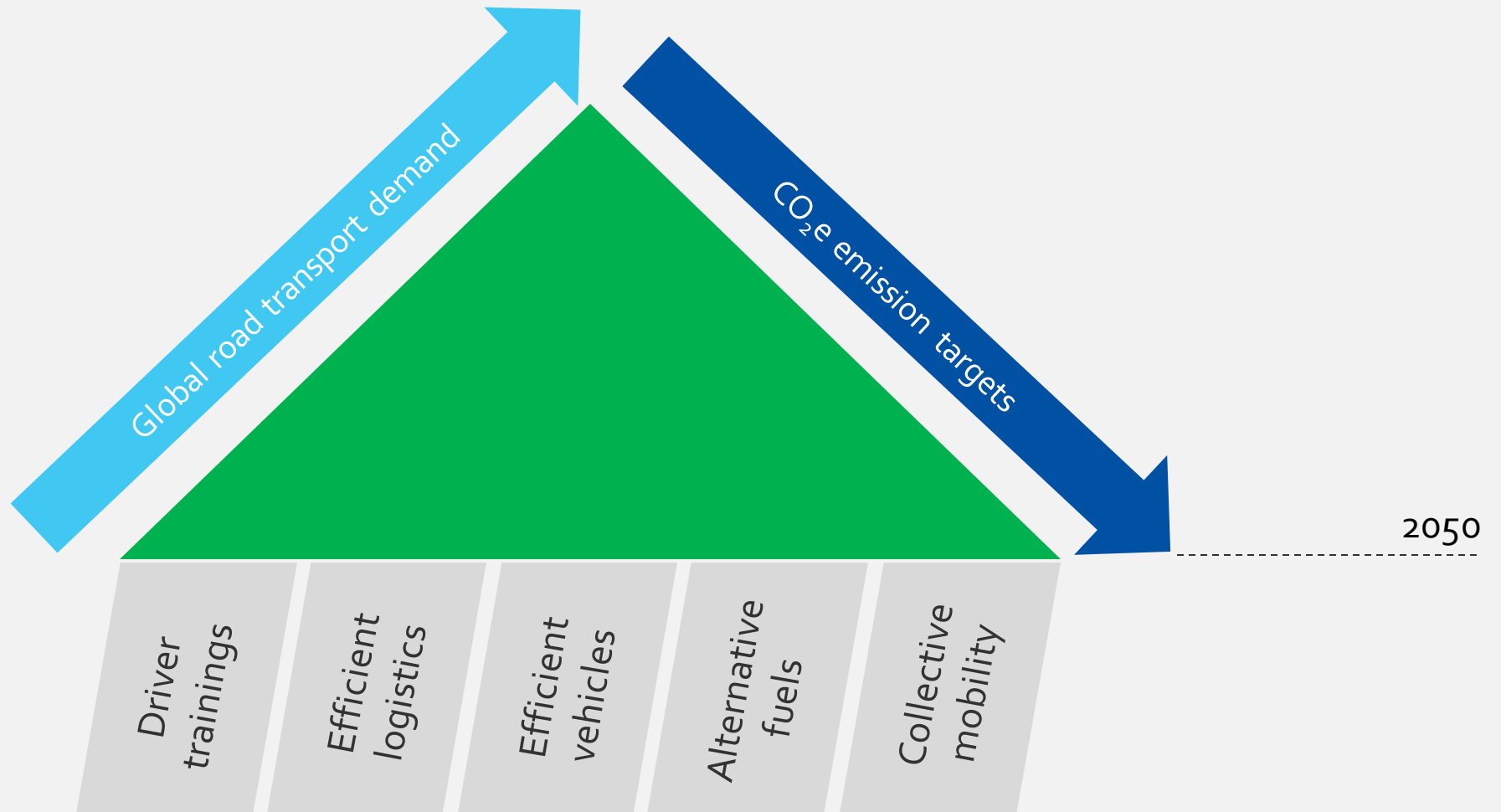
- Border crossing
- Access rights to cargo and vehicles (permits)
- Visas for drivers

FASTEST WAY TO GET RESULTS

Digitalisation + risk based priority lanes



To do so, we will work on five levers of decarbonization:





## Steps to build further on the progress made and achieve VPoA goals

- Promotion of harmonised soft solutions, like UN conventions and agreements
- Digitalisation of transit and transport documents in Central Asian backed by international organisations and development partners
- Operationalisation under TIR of the intergovernmental agreement on international road transport along the Asian Highway network
- Cooperation in capacity building and knowledge sharing, with a focus on transport corridor management
- Partnering with UNESCAP for 3<sup>rd</sup> LLDC conference in 2024



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