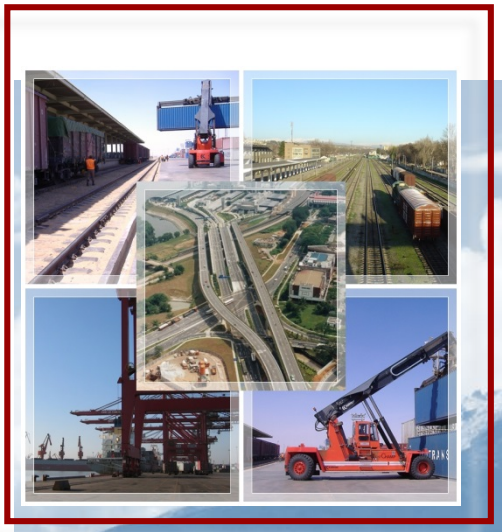


Forum on Sustainable Transport Connectivity
between Europe and Asia

Geneva, Switzerland
30 October 2019

Infrastructure connectivity for integrated intermodal transport and logistics in Asia and the Pacific

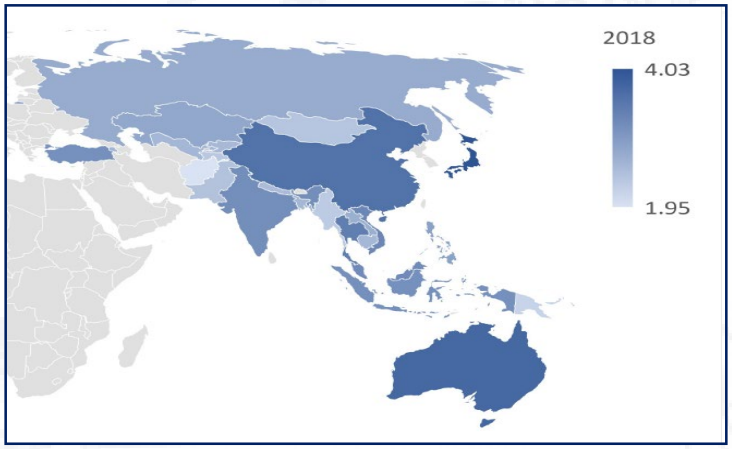
Economic and Social Commission f

SUSTAINABLE DEVELOPMENT GOALS

Connectivity and Logistics Performance in Asia and the Pacific

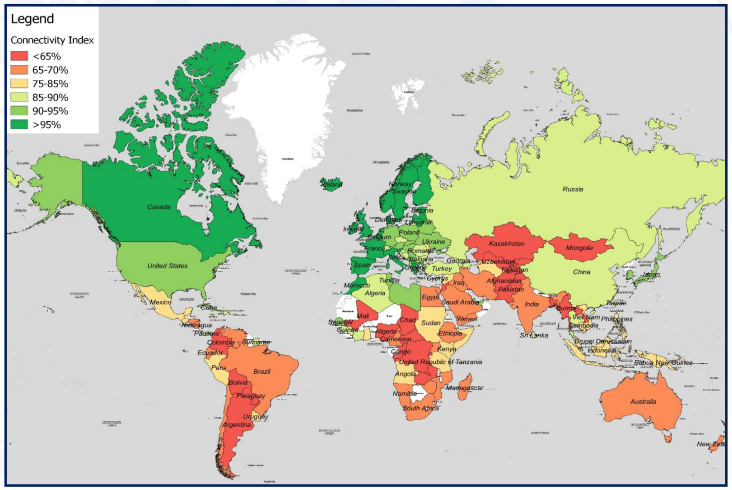
- The Asia Pacific, as a whole, **shows a steady performance** and is positioned ahead of other developing regions
- Asia being home to the **frontrunners and quantitative leaps in terms of the transport connectivity** (land and maritime)
- There is **high heterogeneity of the performance across the region** and the persistent gap between the best and the worst performance in terms of connectivity
- The Asia-Pacific countries with special needs, such as the **landlocked developing countries and the small island developing States**, are lagging behind
- There is an **unexploited potential for a more sustainable transport connectivity**, through combining the competitive advantages of all modes of transport and enhancing the operational connectivity along the existing infrastructure.

Logistic Performance Index, 2018



Source: ESCAP based on Connecting to Compete, World Bank, 2018

Global Connectivity estimates, 2019



Source: International Transport forum, 2019.

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Three pillars of ESCAP work on sustainable transport connectivity

Platform for intergovernmental cooperation and policy dialogue

Committee on Transport
Ministerial Conference
Working Groups on AH, TAR and DP

Comprehensive capacity building programme

Operational connectivity
Transport Facilitation Models
Private Public Dialogue

Analytical work and data collection

Specialized monographs, bulletins and periodic assessments of transport connectivity in the region

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Regional challenges to Sustainable Transport Connectivity

Infrastructure Connectivity	• Missing links along the transport networks, • Sub-standard quality of the networks • Uneven capacity along the same corridors
Operational connectivity	• Weak regulatory frameworks • Lack of harmonization of standards • Lack of coordination (domestic and regional level)
Euro-Asian Connectivity	• Obstacles to inter-regional trade • Lack of coordination and synergies
Countries with Special Needs	• Least Developed Countries • Landlocked Developing Countries • Small Island Developing Countries
Sustainable Urban Transport	• Congestion • Pollution and Emissions • Affordability and accessibility
Rural transport connectivity	• Limited connection of rural roads to wider networks • Quality of rural infrastructure
Road safety	• 60 % of global road safety fatalities happen in Asia and the Pacific • 2020 Road Safety targets yet to be achieved

Regional Action Programme

on Sustainable Transport Connectivity in Asia and the Pacific

Phase I, 2017-2021

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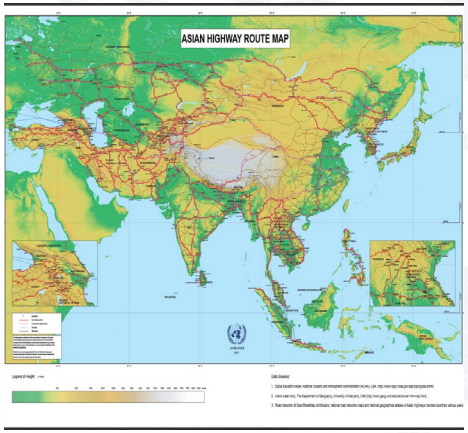
Advances in transport connectivity in Asia and the Pacific

Asian Highway Network



- Intergovernmental Agreement on Asian Highway network
- Entered into force in July 2005
- 30 Contracting Parties
- 143, 000 kms in 32 countries
- Working Group on the Asian Highway

Regional Strategic Framework for the Facilitation of International Road Transport

Trans-Asian Railway Network

- Intergovernmental Agreement on Trans-Asian Railway network
- Entered into force in June 2009
- 20 Contracting Parties
- 118, 000 kms in 28 countries
- Working Group on the Trans-Asian Railway Network

Cooperation Framework for the Facilitation of International Railway Transport

Dry Ports

- Intergovernmental Agreement on Dry Ports
- Entered into force in April 2016
- 13 Contracting Parties
- 247 dry ports in 27 countries
- Working Party on Dry Ports

Regional Framework for Development, Design, Planning and Operation of Dry Ports of International Importance

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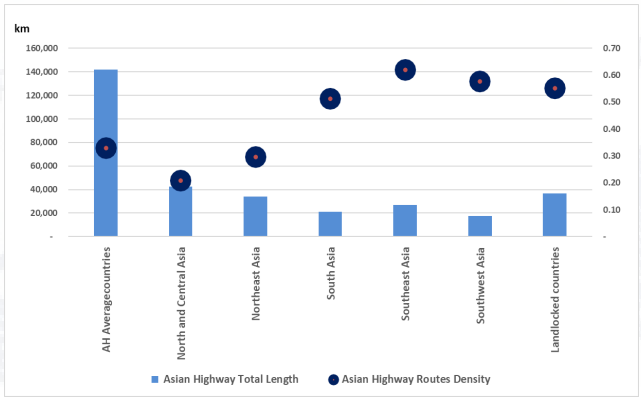
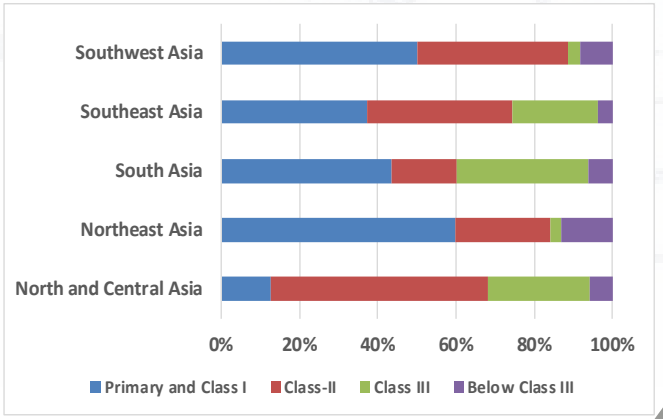
The Asian Highway Network

- ❑ Defining the Asian Highway Network
- ❑ Harmonizing infrastructure parameters
- ❑ Monitoring the basic infrastructure quality
- ❑ Incorporating new aspects of quality (road safety)
- ❑ Promoting the use of smart transport and new technologies along the network

The AH network currently covers 143, 000 kms in 32 countries and continues to expand.

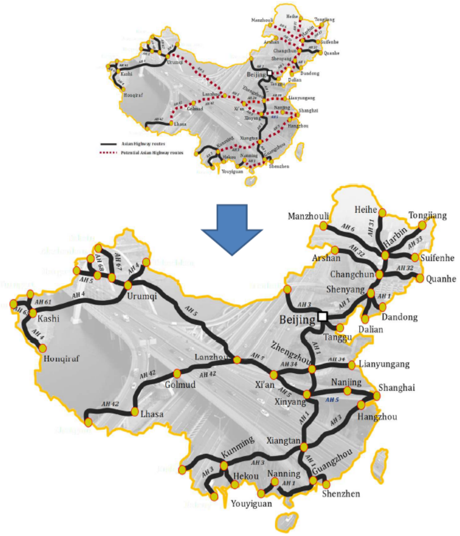
AH network development status





Evolving configuration of the Asian Highway Network

Amendments from China

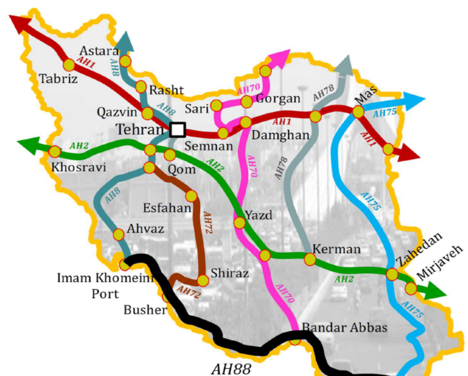


AH1	Tokyo – Fukuoka – ferry – Busan – Gyeongju – Daegu – Daejon – Seoul – Munsan – Gaesung – Pyongyang – Sinuiju – Dandong – **Shenyang** – **Beijing** – Shijiazhuang – Zhengzhou – Xinyang – Wuhan – Changsha – Xiangtan – **Guangzhou** (– Shenzhen) – **Nanning** – Youyiguan – Huu Nghi – Dong Dang – Ha Noi – Vinh – Dong Ha – Hue – Da Nang – Hoi An – Nha Trang – Bien Hoa (– Vung Tau) – Ho Chi Minh City – Moc Bai – Bavet – Phnom Penh – Poipet – Aranyaprathet – Kabin Buri – Hin Kong – Bang Pa-in (– Bangkok) – Nakhon Sawan – Tak – Mae Sot – Myawadi – Payagyi (– Yangon) – Meiktila – Mandalay – Tamu – Moreh – Imphal – Kohima – Dimapur – Nagaon – Jorabat (– Guwahati) – Shillong – Dawki – Tamabil – Sylhet – Katchpur – Dhaka – Jessore – Benapol – Bongaon – Kolkata – Barhi – Kanpur – Agra – New Delhi – Attari – Wahgah – Lahore – Rawalpindi (– Islamabad) – Hassanabdal – Peshawar – Torkham – Kabul – Kandahar – Dilaram – Herat – Islam Qala – Dogharun – Mashhad – Sabzevar – Damghan – Semnan – Tehran – Qazvin – Tabriz – Eyvoghli – Bazargan – Gurbulak – Dogubayazit – Askale – Refahiye – Sivas – Ankara – Gerede – Istanbul – Kapikule – Border of Bulgaria
AH3	Ulan-Ude – Kyahta – Altanbulag – Darkhan – Ulaanbaatar – Nalayh – Choir – Saynshand – Zamin-Uud –Erenhot – Beijing – Tanggu **Shanghai** – **Hangzhou** – **Nanchang** – **Xiangtan** – **Guiyang** – **Kunming** – Jinghong (– Daluo – Mongla – Kyaing Tong) – Mohan – Boten – Nateuy – Houayxay – Chiang Khong – Chiang Rai
AH5	**Shanghai – Nanjing – Xinyang – Xi'an – Lanzhou – Tulfan -Urumqi** – Kuitun – Jinghe – Horgos – Almaty – Kaskelen – Kordai – Georgievka – Bishkek – Kara Balta – Chaldovar – Merke – Shymkent – Zhibek Zholy – Chernyavka – Tashkent – Syrdaria – Samarkand – Navoi – Bukhara – Alat – Farap – Turkmenabat – Mary – Tejen – Ashgabat – Serdar – Turkemenbashi – ferry – Baku – Alat – Hajigabul – Ganja – Gazakh – Red Bridge – Tbilisi – Mtskheta – Khashuri – Senaki – Poti (– ferry to Bulgaria, Romania, Ukraine) – Batumi (– ferry to Bulgaria, Romania, Ukraine) – Sarpi – Sarp – Trabzon – Samsun – Merzifon – Gerede – Istanbul – Kapikule – Border of Bulgaria
AH6	Busan – Gyeongju – Gangneung – Ganseong – Kosong – Wonsan (– Pyongyang) – Chongjin – Sonbong – Khasan – Hasan – Razdolnoe (– Vladivostok – Nahodka) – Ussuriysk – Pogranichny – Suifenhe – **Harbin** – **Qiqihar** – **Manzhouli** – Zabaykalsk – Chita – Ulan-Ude – Irkutsk – Krasnoyarsk – Novosibirsk – Omsk – Isilkul – Karakuga – Petropavlovsk – Chistoe – Petuhovo – Chelyabinsk – Ufa – Samara – Moscow – Krasnoe – Border of Belarus
AH31	Belogorsk – Blagoveshchensk – **Heihe – Harbin – Changchun – Shenyang – Dalian**
AH32	Sonbong – Wonjong – Quanhe – **Hunchun – Changchun** – Arshan – Numrug – Sumber – Choybalsan – Ondorhaan – Nalayh – Ulaanbaatar – Uliastay – Hovd
AH33	**Harbin – Tongjiang**
AH34	**Lianyungang – Zhengzhou – Xi'an**
AH42	**Lanzhou – Xining – Golmud – Lhasa** – Zhangmu – Kodari – Kathmandu – Narayanghat – Pathlaiya – Birgunj – Raxaul – Piprakothi – Muzaffarpur – Barauni – Barhi

Amendment from Georgia

AH5	Shanghai – Nanjing – Xinyang – Xi'an – Lanzhou – Tulfan -Urumqi – Kuitun – Jinghe – Horgos – Almaty – Kaskelen – Kordai – Georgievka – Bishkek – Kara Balta – Chaldovar – Merke – Shymkent – Zhibek Zholy – Chernyavka – Tashkent – Syrdaria – Samarkand – Navoi – Bukhara – Alat – Farap – Turkmenabat – Mary – Tejen – Ashgabat – Serdar – Turkemenbashi – ferry – Baku – Alat – Hajigabul – Ganja – Gazakh – Red Bridge – Tbilisi – Mtskheta – Khashuri – Samtredia – Zugdidi bypass road – Port of Anaklia (– ferry to Bulgaria, Romania, Ukraine) – Senaki – Poti (– ferry to Bulgaria, Romania, Ukraine) – Batumi (– ferry to Bulgaria, Romania, Ukraine) – Sarpi – Sarp – Trabzon – Samsun – Merzifon – Gerede –Istanbul – Kapikule – Border of Bulagaria

Amendment from the Islamic Republic of Iran



AH88	Chabahar – Jask – Sirik – Minab – Bandar Abbas – Bandar Khamir – Bandar Lengeh Bandar Charak Bandar Magham Parsian Bandar Kangan – Khormoj – Bushehr - Bandar Genaveh – Bandar Deylam – Hendijan – Bandar Mahshahr – Bandar Imam Khomeini.

Amendment from the Russian Federation

AH9	**St. Petersburg – Moscow – Ulyanovsk – Togliatti bypass – Samara – Orenburg – Sagarchin – Zhaisan – Aktobe – Kyzylorda - Shymkent – Taraz – Almaty – Khorgas – Horgos – Urumqi – Lianyungang**

Towards Smart, Green and Resilient Asian Highways

Agreements on traffic rights and other issues of transport facilitation

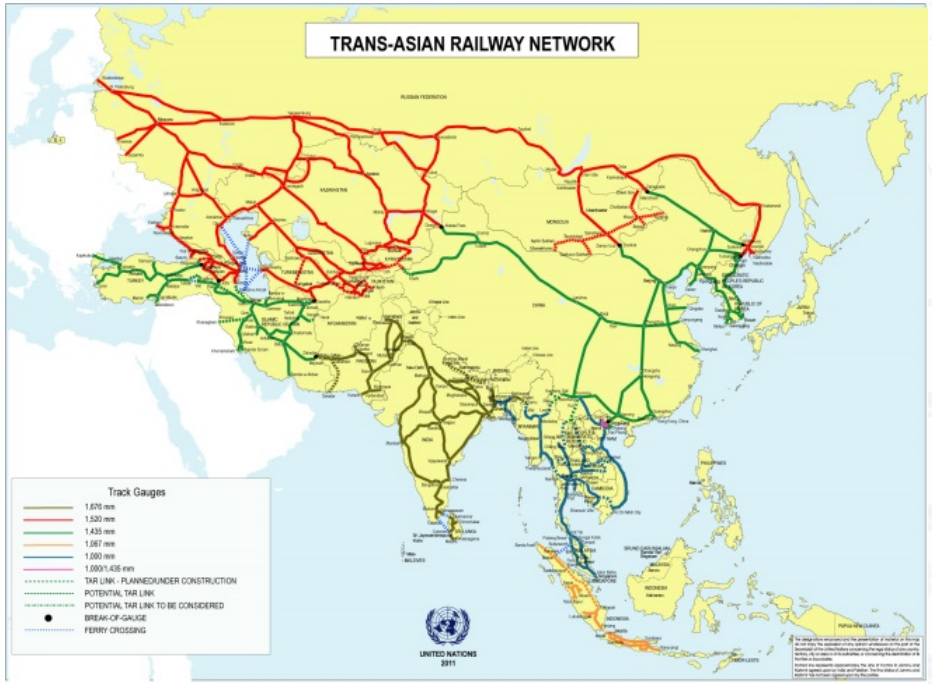
Deployment of intelligent transport systems along the Asian Highway Network

Use of technology in border-crossing procedures and synergies between the national logistics information systems

Resilience and climate change

The 8th meeting of the Working Group on the Asian Highway, 18-19 September 2019

The Trans-Asian Railway Network



- Defined by the **Intergovernmental Agreement on the Trans-Asian Railway Network**
- **Extension**: 118,000 km
- **Coverage**: 28 countries in Asia and the Pacific
- Flexibly defined **minimum technical specifications and operational standards** stipulated in the Agreement

TAR missing links by subregion

Subregion	Distance (km)	Percentage of total
ASEAN (including Yunnan Province of China)	4763	38
Caucasus	346	3
Central Asia (including the Islamic Republic of Iran and Turkey)	1405	12
North-East Asia	3396	27
South Asia	3495	20
Total:	12 405	

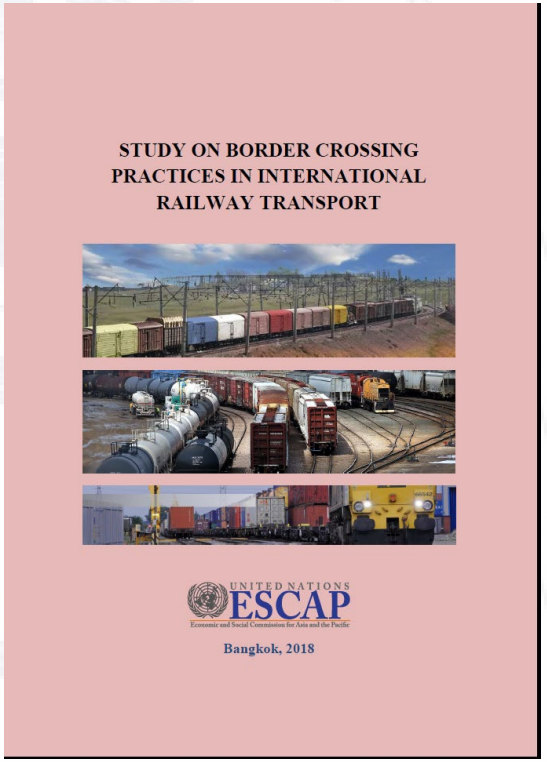
The Trans-Asian Railway Network

Latest developments:

- Ratification by Turkey in 2019
- Amendment proposal tabled by the Governments of the Islamic Republic of Iran, the Russian Federation and Viet Nam
- Euro-Asian trade as a new momentum

Challenges:

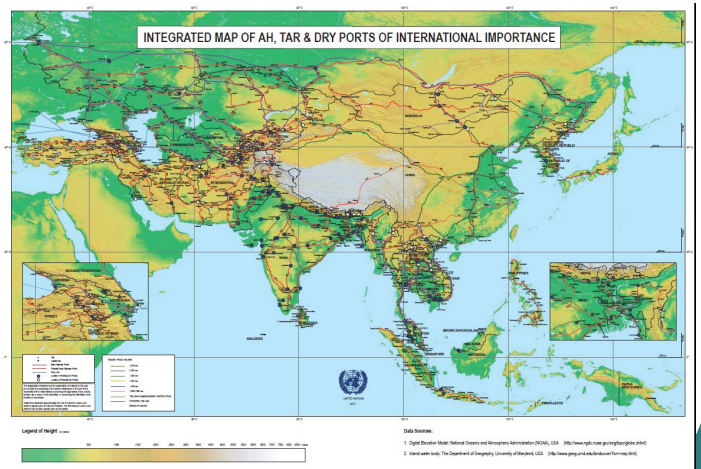
- 10.5% of network still need to be constructed
- Break of gauge
- Unequal level of operational readiness along the network
- Border crossing as the main efficiency issue



Break-of-gauge border crossings on the Trans-Asian Railway Network

1,435-1,000	**Hekou (China)-Lao Cai (Viet Nam)** **Pingxiang (China)-Dong Dang (Viet Nam)**
1,435-1,520	Alashankou (China)-Dostyk (Kazakhstan) Erenhot (China)-Zamyn Uud (Mongolia) Manzhouli (China)-Zabaykalsk (Russian Federation) Suifenhe (China)-Grodekovo (Russian Federation) Astara (Islamic Republic of Iran)-Astara (Azerbaijan) Jolfa (Islamic Republic of Iran)-Djulfa (Azerbaijan) Sarakhs (Islamic Republic of Iran)-Saraks (Turkmenistan) Incheboroun (Islamic Republic of Iran)-Gudriolum (Turkmenistan) Dogukapi (Turkey)-Akhuryan (Armenia)
1,435 - 1,676	Mirjeveh (Islamic Republic of Iran)-(Koh-i-Taftan) Pakistan

The Asian Network of Dry Ports



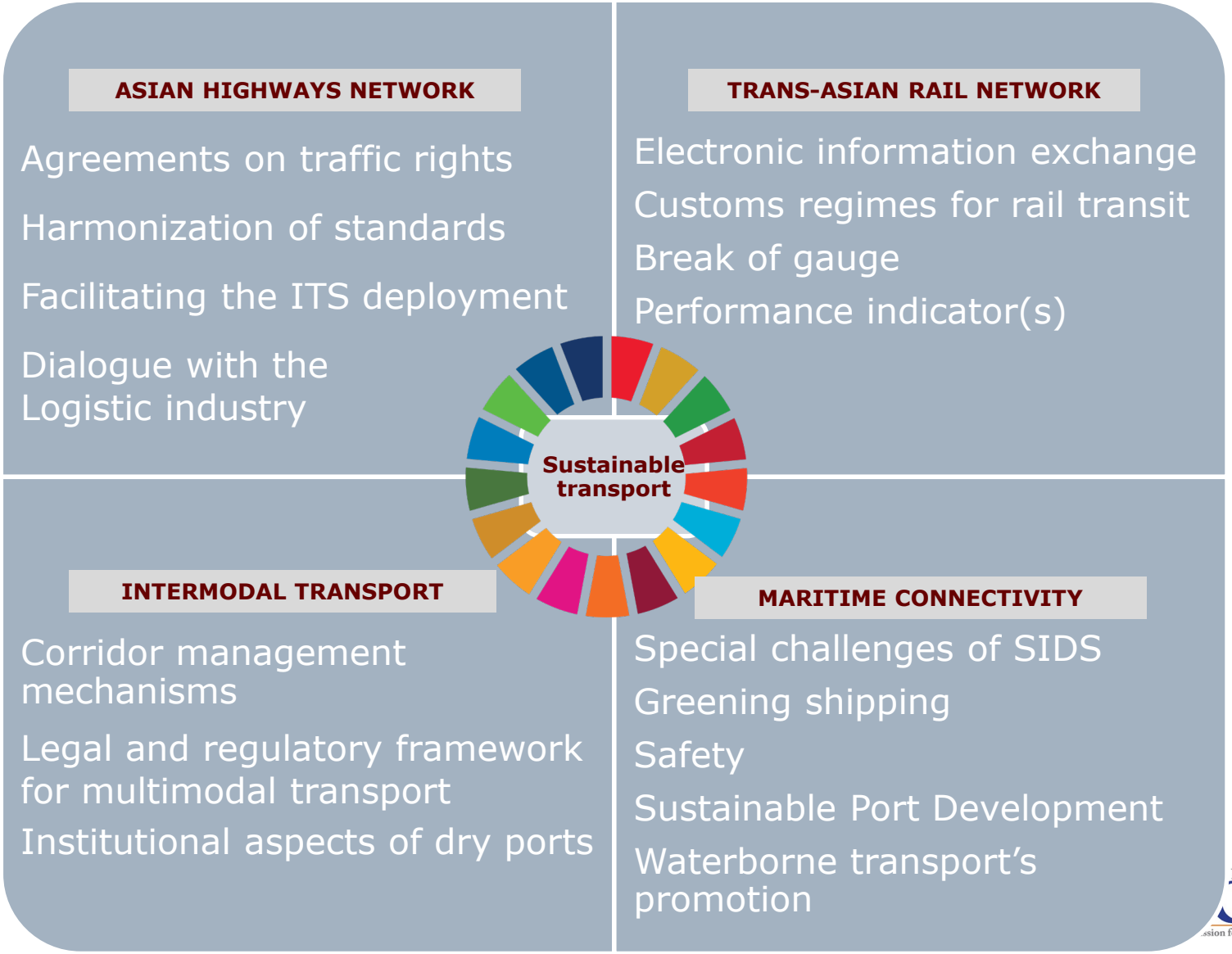
- **The Intergovernmental Agreement on Dry Ports**
- 247 dry ports in 27 countries

- Increases the operational efficiency of the Asian Highway and Trans-Asian railway networks, by extending their outreach and facilitating their integration with other modes
- Lays ground for the coordinated development of nodes into an international integrated transport and logistics system
- Stipulates guiding principles for the development and operation of dry ports

Latest developments and challenges

- Amendment proposals submitted by the governments of **India, Kazakhstan and the Russian Federation**
- **Institutional and coordination issues** at the forefront of the dry ports development

ESCAP work in practice: a comprehensive research, policy and capacity building programme



Thank you for your kind attention!

For any further questions:
azhar.jaimurzina@un.org

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