

Strengthening Subregional Connectivity in East and North-East Asia through Effective Economic Corridor Management

Training-Workshop Series: Workshop 1

Subregional Connectivity and Economic Corridor Management: In the Context of the 2030 Agenda for Sustainable Development

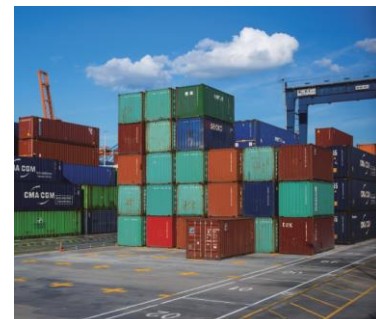
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ESCAP East and North-East Asia Office

6 October 2020



Learning Materials on
Transport Corridors



Learning Materials on
Dry Ports



Learning Materials on
Energy Transit



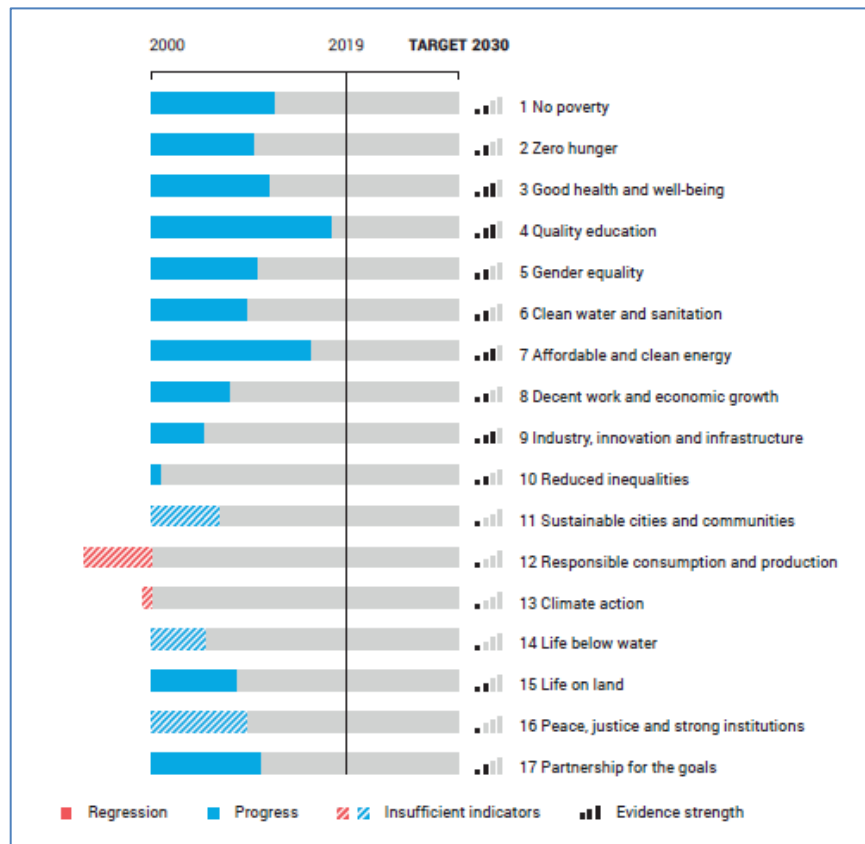
Outline

- I. SDG Progress in North-East Asia**
- II. Connectivity Landscape in North-East Asia**
- III. Strengthening Subregional Connectivity in East and North-East Asia through Effective Economic Corridor Management**
 - China-Mongolia-Russia Economic Corridor Program: In Context
 - ESCAP's Capacity Building Activities: An Overview

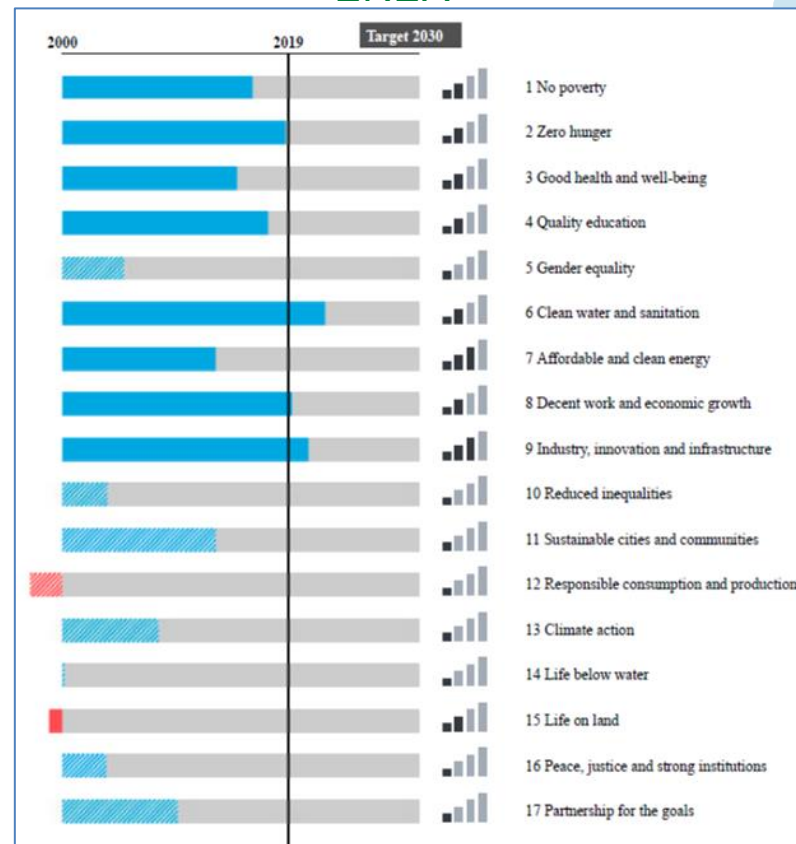
SDG Progress in ENEA

ENEA's progress on SDGs 1 to 4 and 6 to 9

Asia Pacific



ENEA

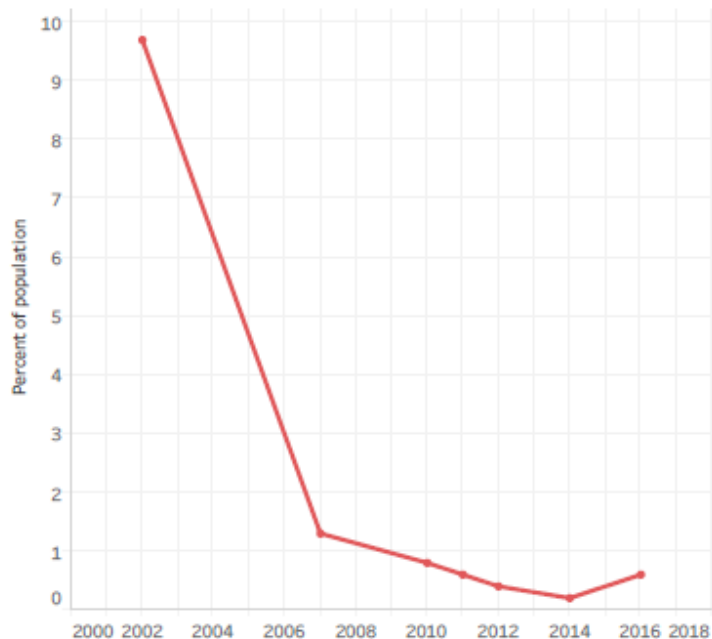


Snapshots of selected SDGs: Mongolia in focus

Goal 1: No poverty

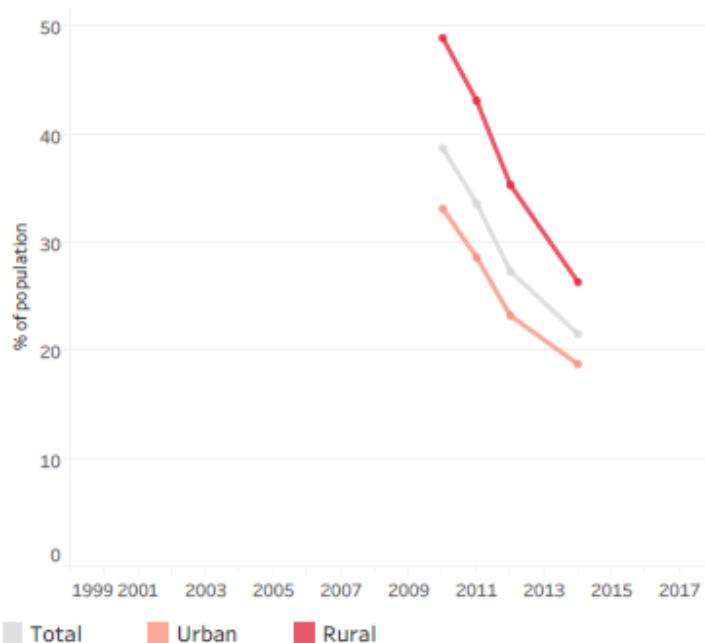
1.1 International Poverty

0.6% of population living in poverty
at less than \$1.90 a day



1.2 National Poverty

21.6% of population living
under national poverty line

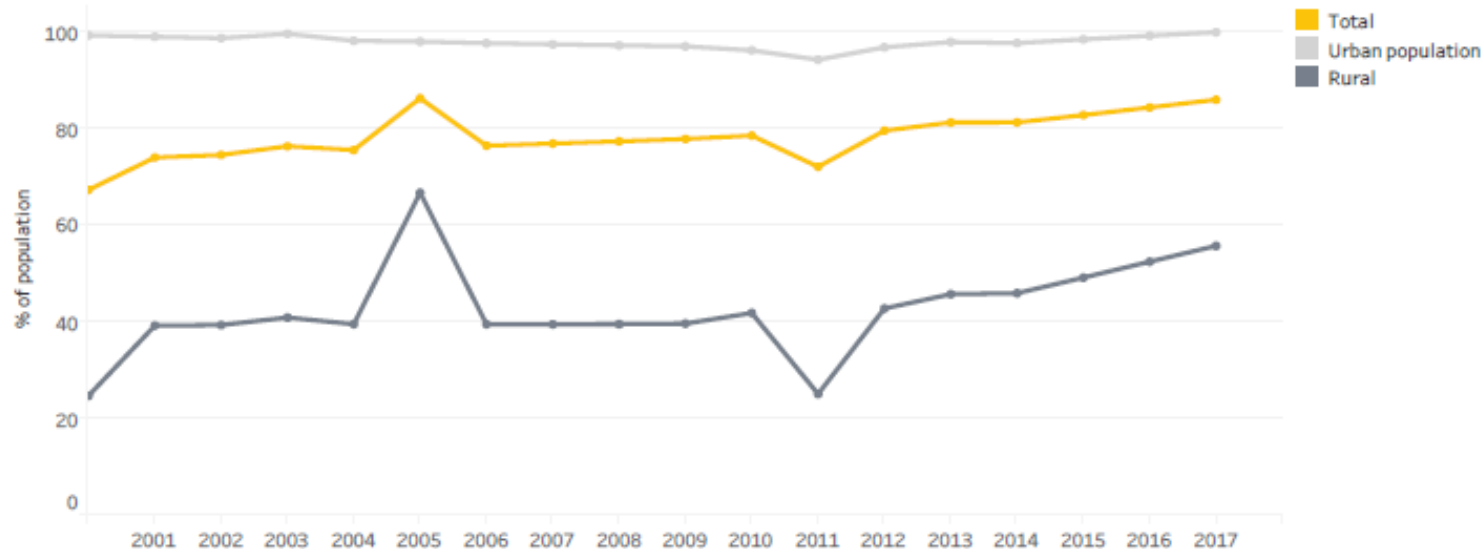


Snapshots of selected SDGs: Mongolia in focus

Goal 7: Affordable and clean energy

7.1 Access to affordable, reliable and modern energy

7.1.1 Proportion of population with access to electricity

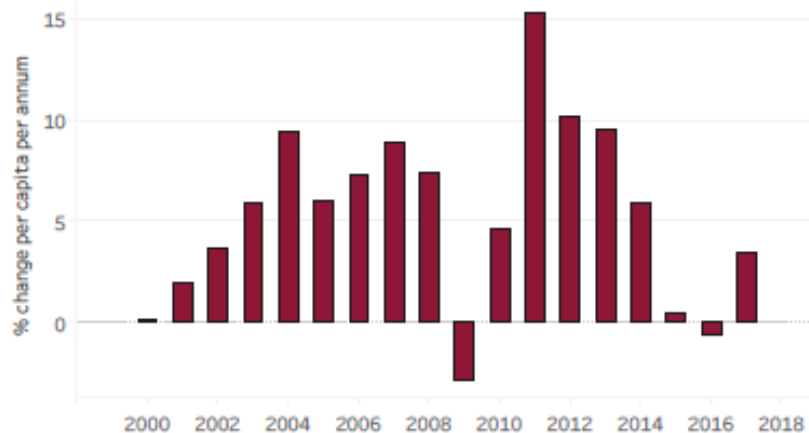


Snapshots of selected SDGs: Mongolia in focus

Goal 8: Decent work and economic growth

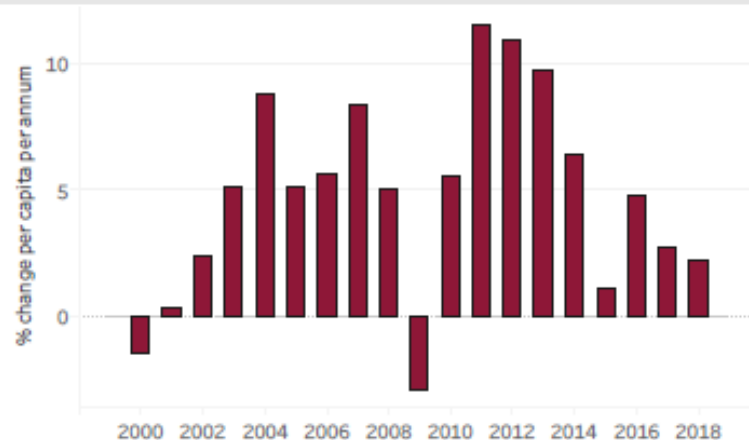
8.1 Per capita economic growth

8.1.1 GDP per capita growth rate



8.2 Economic diversification, technological upgrading and innovation

8.2.1 GDP per employed person growth rate



Snapshots of selected SDGs: Mongolia in focus

Goal 9: Industry, innovation and infrastructure

9.1 Quality, reliable, sustainable and resilient infrastr..

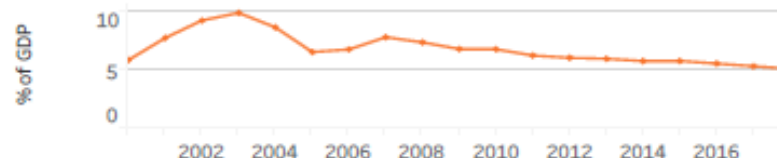
9.1.2 Transport, passengers and freight

Railways, passengers carried	17,162.8	Million passenger-km
Railways, goods transported	22,662.5	Million ton-km
Road transport, passenger volume	7,360.9	Million passenger-km
Road transport freight	14,393.4	Million ton-km

9.2 Inclusive and sustainable industrialization

9.2.1 Manufacturing value added

Proportion of GDP



Per capita



Connectivity Landscape in North-East Asia

ENEА economies

intraregional trade: 21.4% of region's total trade in 2019

But economies have varied levels of integration with the region:

- Most economies (except for China): intra-regional shares 2019 > 2005
- Increasing dependence on China

From:	To:	CHN	DPRK	JPN	MNG	ROK	RUS	ENEА
CHN	2005	...	0.111	13.0	0.060	7.9	2.0	23.1
	2019	...	0.061	6.9	0.177	6.2	2.4	15.8
DPRK	2005	33.2	...	3.9	0.001		5.1	42.3
	2019	86.6	...		0.030		1.5	88.4
JPN	2005	17.0	0.018	...	0.007	6.4	1.0	24.4
	2019	20.9		...	0.042	5.2	1.5	27.7
MNG	2005	37.3	0.002	4.0	...	5.7	19.2	66.2
	2019	64.4	0.008	4.6	...	2.2	13.0	84.2
ROK	2005	18.4		13.3	0.015	...	1.4	33.2
	2019	29.2		7.3	0.031	...	2.1	38.7
RUS	2005	6.0	0.070	2.9	0.139	1.9	...	10.9
	2019	16.5	0.007	3.1	1.469	3.7	...	21.4

Connectivity Landscape in North-East Asia

	Transport Connectivity Index (2019) ^a	Logistics Performance Score and Rank (2018) ^b		Trade Facilitation Measures Implementation, % (2019) ^c
Mongolia	6	2.37	130	46.2
Memo Items: Other countries in East and North-East Asia (ENEA)				
ENEA	107	3.8	...	79.3
China	170	3.61	26	82.8
Japan	163	4.03	5	93.5
Republic of Korea	105	3.61	25	94.6
Russian Federation	89	2.76	75	81.7

Notes: a/ A multimodal transport indicator of how well each transport mode is connected in each country, based on five components: air, roads, rail, maritime and logistics. (ESCAP, 2019. *Review of Sustainable Transport Connectivity in Asia and the Pacific: Addressing the Challenges for Freight Transport 2019*)

b/ World Bank (<https://lpi.worldbank.org/>)

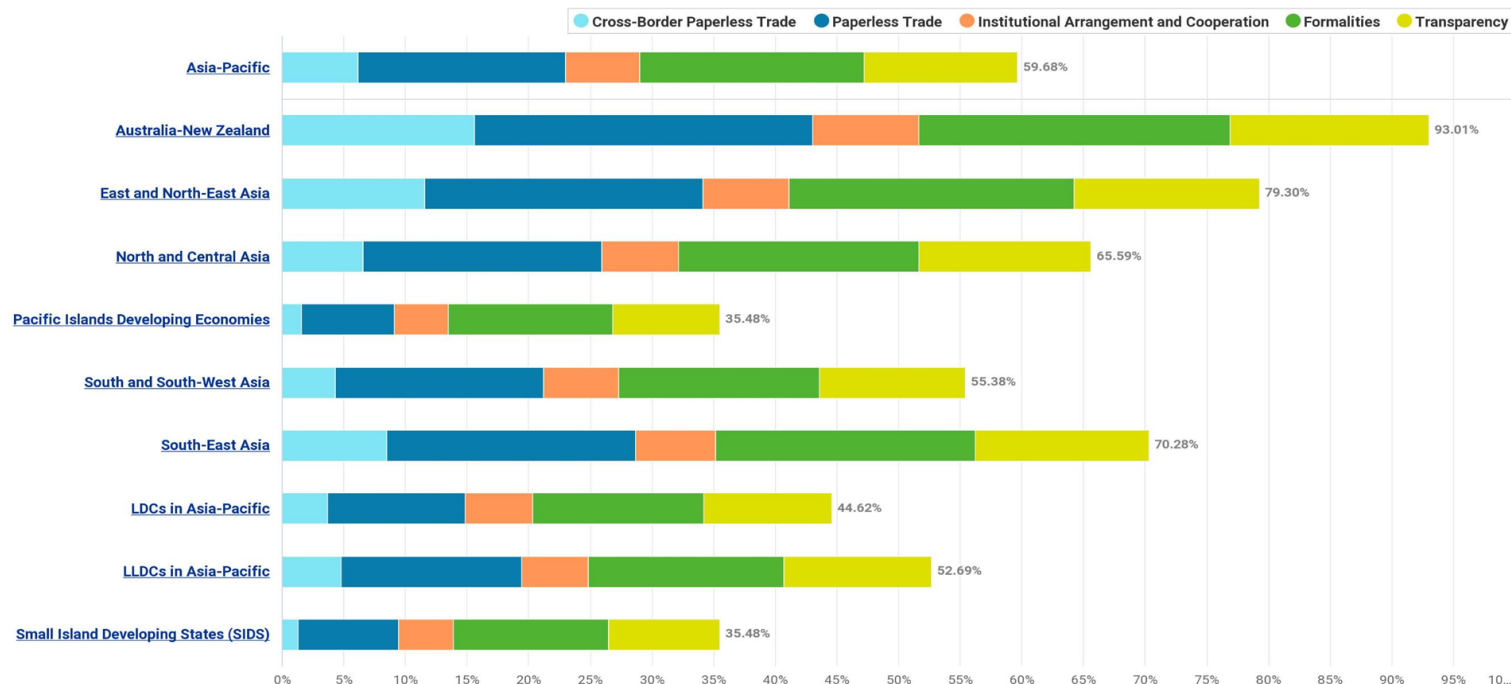
c/ UN Global Survey on Digital and Sustainable Trade Facilitation (<https://untfsurvey.org/>)

Connectivity Landscape in North-East Asia

North-East Asia's average implementation rate: 79.3%

- Higher than Asia-Pacific's regional average of 59.7%

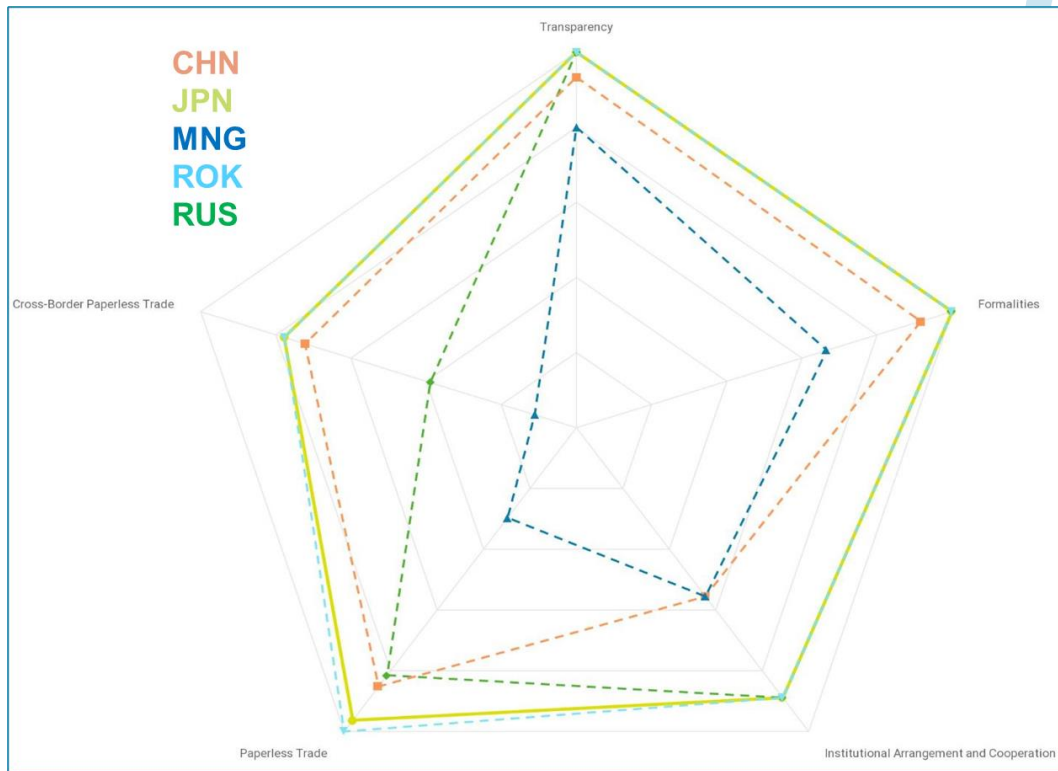
Trade Facilitation Implementation in Asia-Pacific Region



Connectivity Landscape in North-East Asia

Varying level of overall implementation across countries

- Japan and ROK achieved world leading implementation rates above 90%

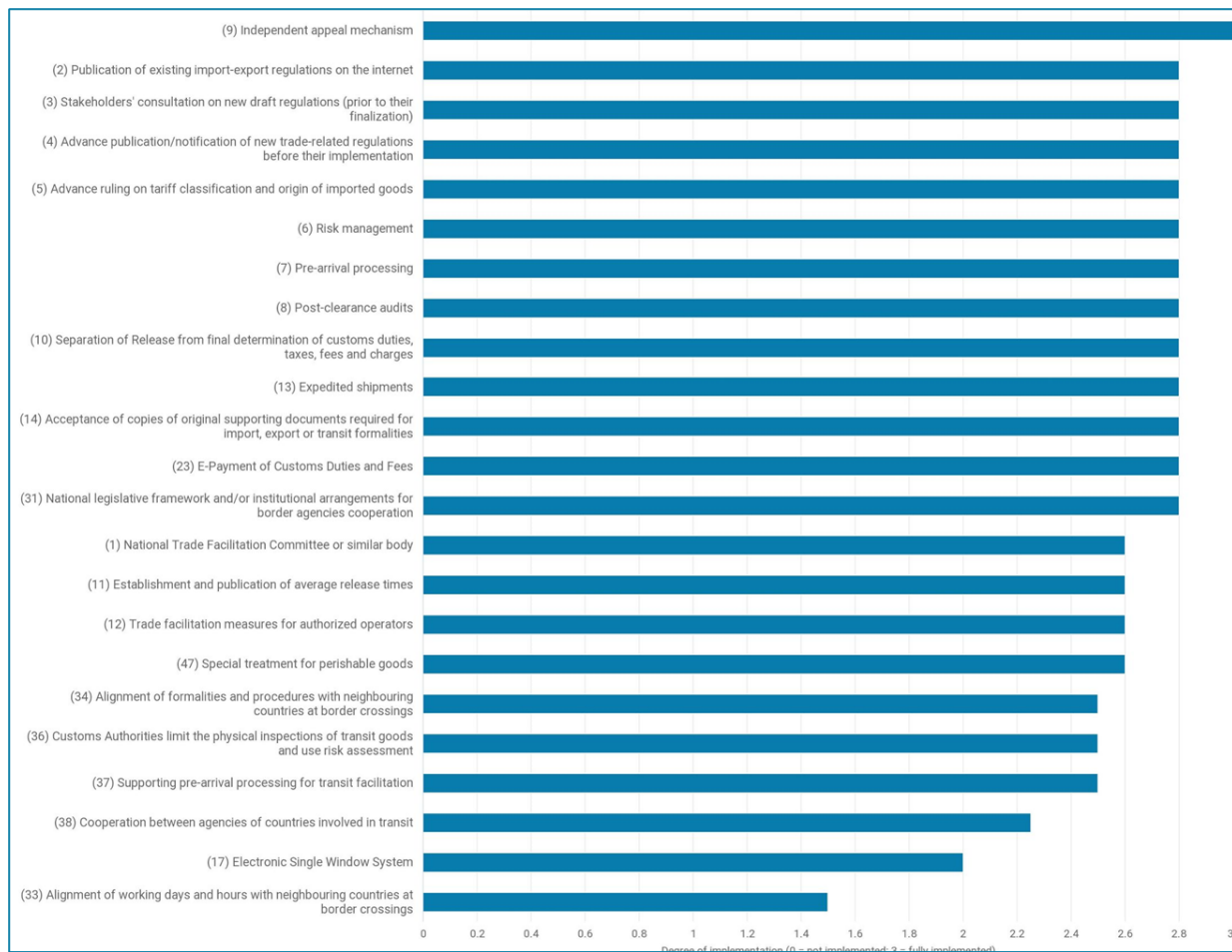


Connectivity Landscape in North-East Asia

Most and Least Implemented: General TF Measures

✓ Independent appeal mechanism

○ Alignment of working days/hours at border crossings

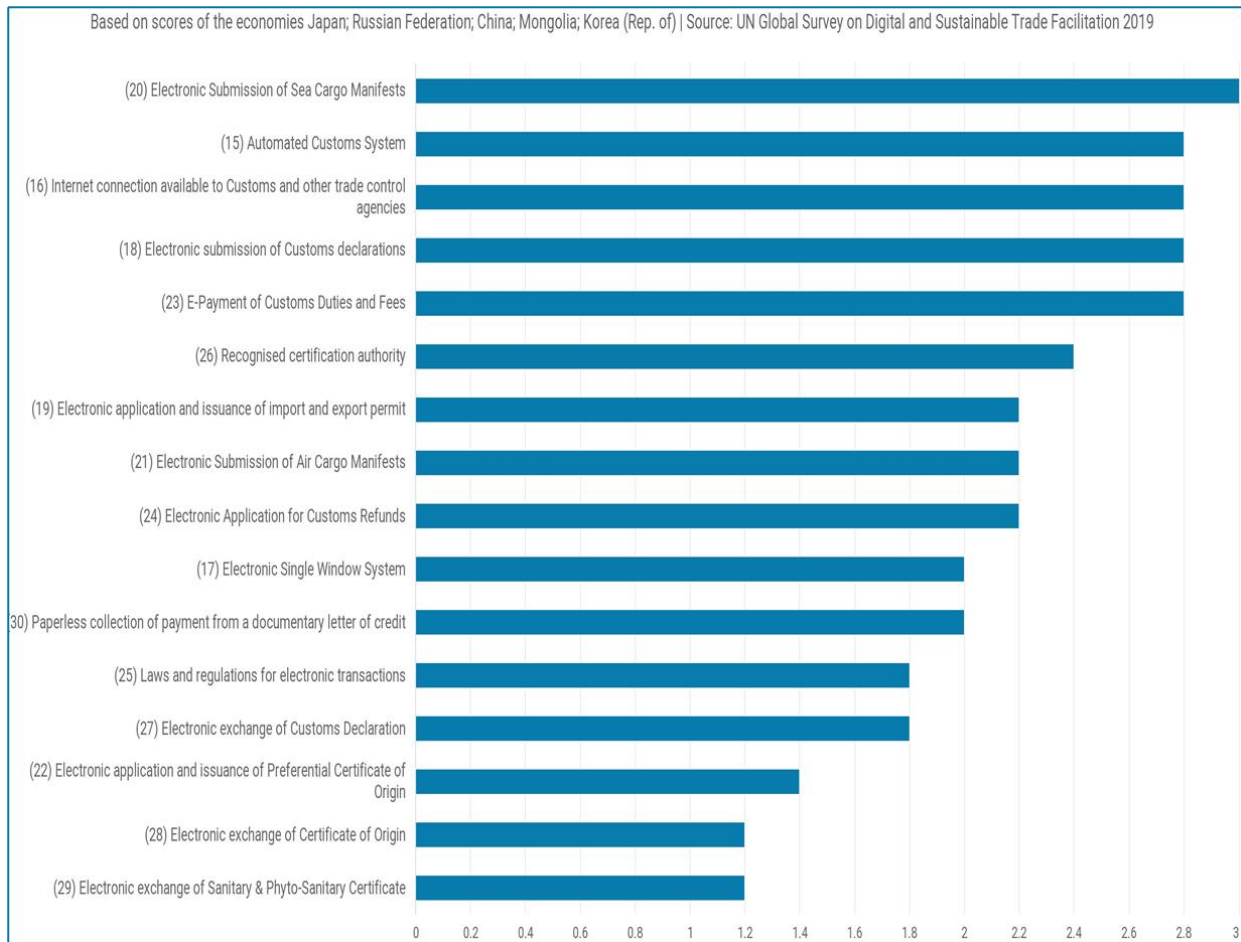


Connectivity Landscape in North-East Asia

Most and Least Implemented: Digital measures

✓ Electronic submission of sea cargo manifests

○ Electronic exchange of sanitary and phyto-sanitary certificate

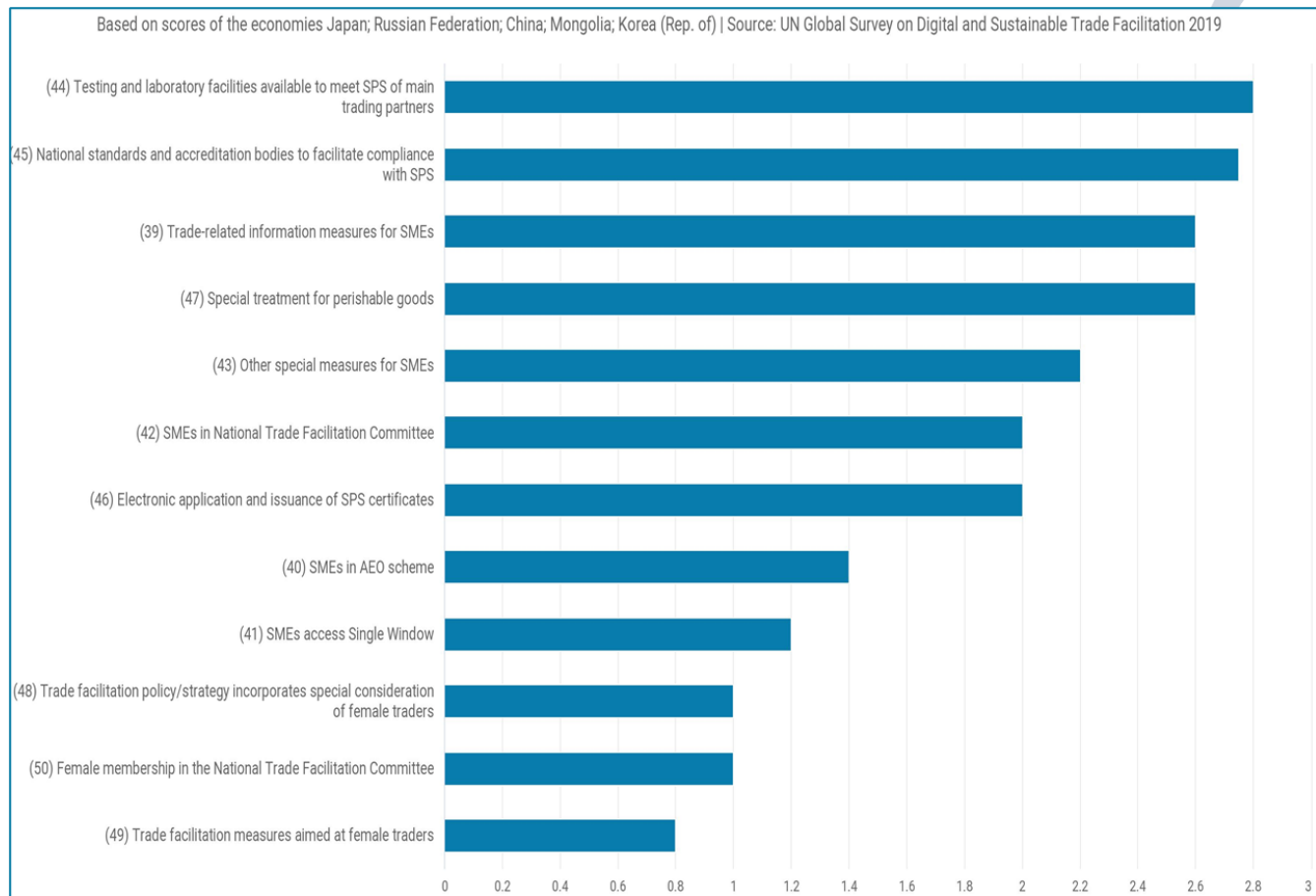


Connectivity Landscape in North-East Asia

Most and Least Implemented: Sustainable measures

✓ Available testing/lab facilities to meet SPS

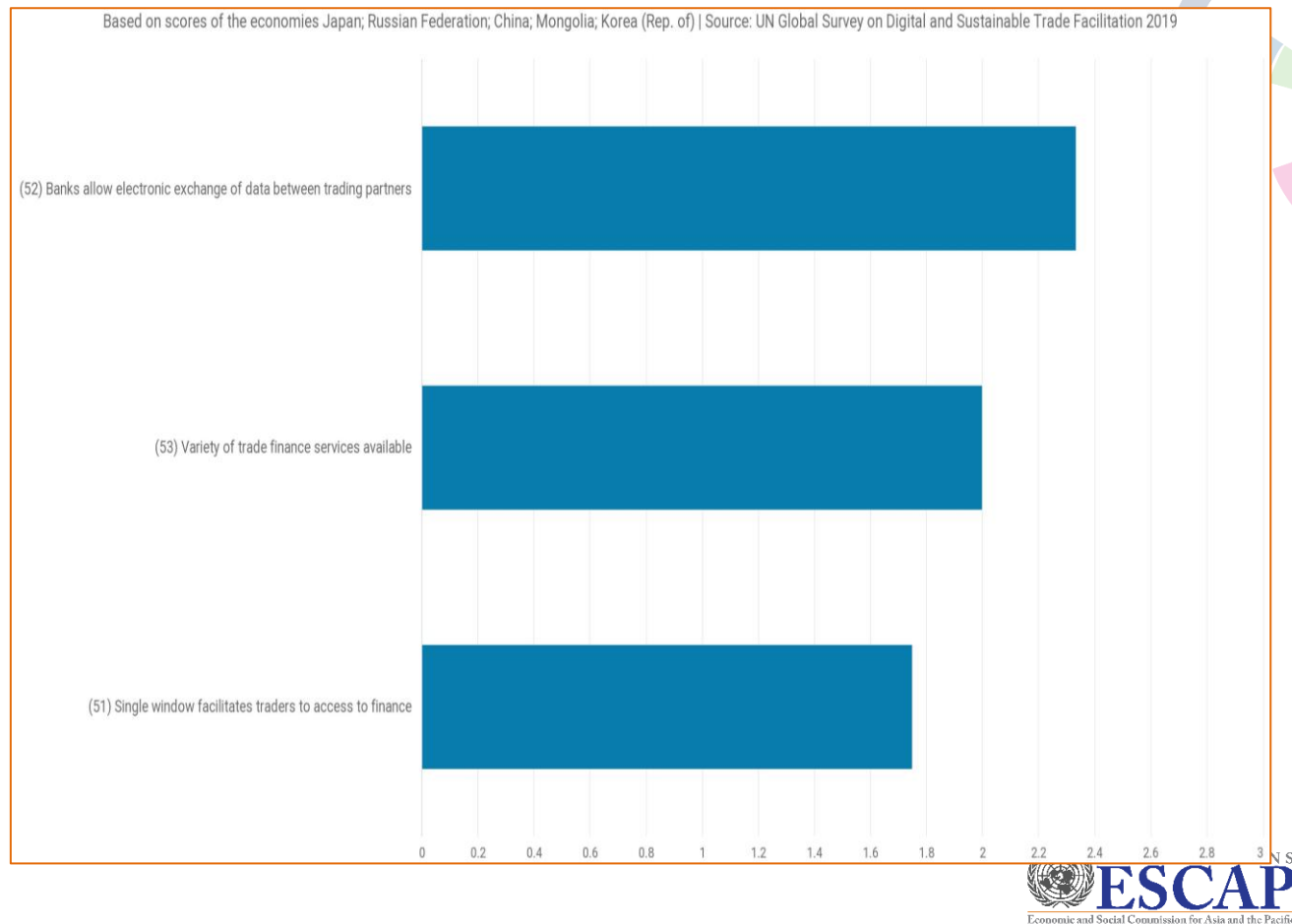
○ Trade facilitation measures aimed at female traders



Connectivity Landscape in North-East Asia

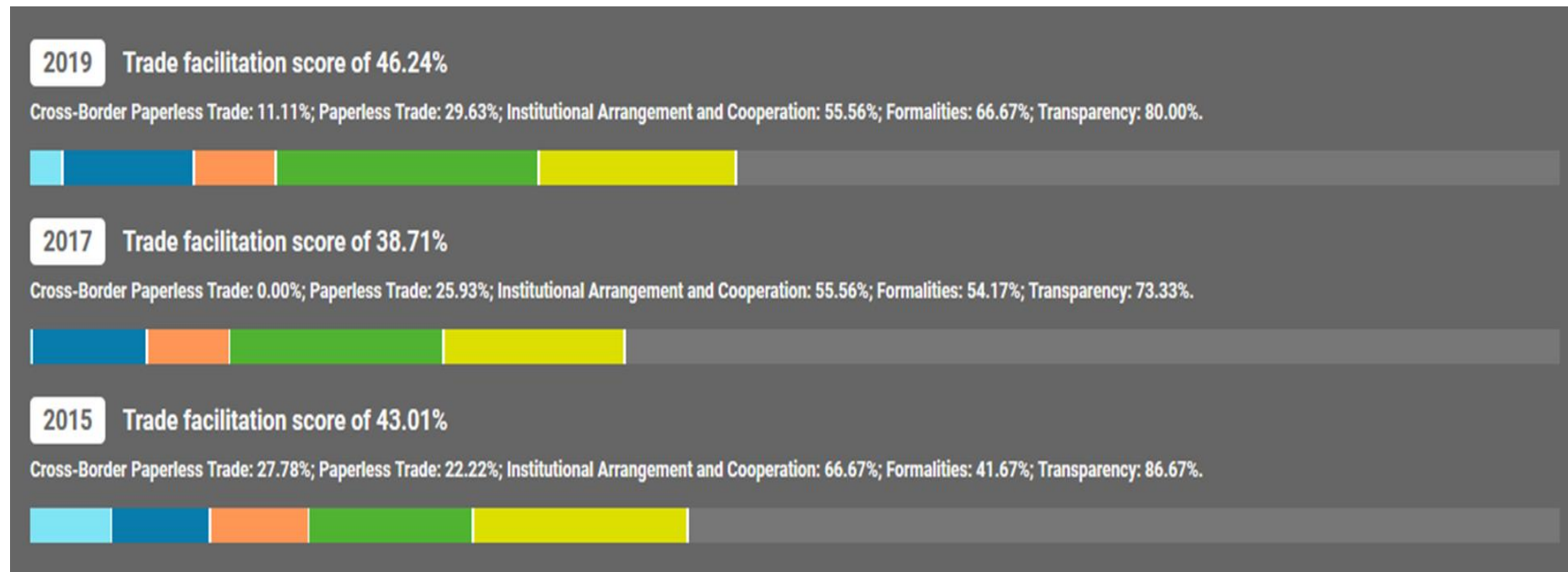
Most and Least Implemented: Trade finance measures

- ✓ Banks allow electronic data exchange
- Single window access to finance



Connectivity Landscape in North-East Asia

Mongolia's progress



Strengthening Subregional Connectivity in East and North-East Asia through Effective Economic Corridor Management

Context: China-Mongolia-Russian Federation Economic Corridor Program

- **signed** in June 2016 in support of advancing regional economic cooperation and integration in ENEA
- **aims** towards the expansion and development of the trilateral partnership through implementation of joint projects, in line with the parties' own initiatives (i.e. MNG's Development Road Program, CHN's Belt and Road Initiative, RUS' Eurasian Economic Community)

Strengthening Subregional Connectivity in East and North-East Asia through Effective Economic Corridor Management

Context: China-Mongolia-Russian Federation Economic Corridor Program

- **32 approved projects** covering several fields of cooperation (i.e. transportation infrastructure, industrial sector, border-crossing points development, trade facilitation and customs procedures, energy, environment and ecology, agriculture, education and technology, humanitarian)
- Investment Research Center (under MFA) supports implementation

Strengthening Subregional Connectivity in East and North-East Asia through Effective Economic Corridor Management

ESCAP's Capacity Building Activities: An Overview

- training-workshop series, the **primary modality** in carrying out the technical assistance to promptly address the specific skills needs/requirements to provide the foundations for the initiation of the three priority projects identified
- **Focus areas** of the training-workshops are clustered into two: technical and institutional

Strengthening Subregional Connectivity in East and North-East Asia through Effective Economic Corridor Management

ESCAP's Capacity Building Activities: Impacts of the COVID-19 pandemic

- **Shift in approach** in delivering the training-workshops
 - ✓ Self-paced learning
 - ✓ Interactive lecture sessions
 - ✓ Post-training consultations
- **Challenges/issues** emerging from the pandemic
 - ✓ safety dimension



Strengthening Subregional Connectivity in East and North-East Asia through Effective Economic Corridor Management

ESCAP's Capacity Building Activities: What to expect in the next days....

- **Policy areas covered**
 - ✓ Transport corridors
 - ✓ Dry ports
 - ✓ Post-training consultations
- **Structure of sessions**
 - ✓ Case studies; questions
 - ✓ Evaluation



Thank you

