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

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Institutional framework for the regional transport connectivity in Asia and the Pacific

<table>
<thead>
<tr>
<th>Network</th>
<th>Parties</th>
<th>Length</th>
<th>Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asian Highway Network</td>
<td>30</td>
<td>145,000 km</td>
<td>32</td>
</tr>
<tr>
<td>Trans Asian Railway Network</td>
<td>21</td>
<td>118,000 km</td>
<td>28</td>
</tr>
<tr>
<td>International Dry Ports</td>
<td>17</td>
<td>250</td>
<td></td>
</tr>
</tbody>
</table>
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
1. Supporting Regional Connectivity Initiatives, With a Focus On LLDCs (1/2)

- 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)

<table>
<thead>
<tr>
<th>AH</th>
<th>TAR</th>
<th>DP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armenia</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Georgia</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Kyrgyzstan</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Russian Federation</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Turkmenistan</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Uzbekistan</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Asian Highway Network

- **2017**: Addition of route AH35 by Mongolia
  - Updating of routes AH43 by Sri Lanka
- **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
- **2021**: Updating of route AH21 by Cambodia
  - Updating of route AH52 by Pakistan

### Trans-Asian Railways

- Amendment to the railway routes in Cambodia
- Amendment to the railway routes in Thailand
- Amendment to the railway routes in the Islamic Republic of Iran
- Amendment to the railway routes in the Russian Federation
- Amendment to the railway routes in Türkiye
- Amendment to the railway routes in Tajikistan

### Dry Ports

- **2017**: Removal of 1 dry port by Thailand
- **2019**: 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**: 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)

<table>
<thead>
<tr>
<th></th>
<th>Date</th>
<th>Location</th>
<th>Event Description</th>
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</thead>
<tbody>
<tr>
<td>June</td>
<td>14-15</td>
<td>Bangkok and online</td>
<td>10th Working Group on the Asian Highway</td>
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<tr>
<td>September</td>
<td>12-13</td>
<td>Bangkok and online</td>
<td>5th Working Group on Dry Ports</td>
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<tr>
<td>September</td>
<td>14-15</td>
<td>Bangkok and online</td>
<td>8th Working Group on the Trans-Asian Railway Network</td>
</tr>
</tbody>
</table>

- 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

- Focus on enhancing rail interoperability along the corridor (technical, legal and operational)
- Expediting border crossing formalities including through use of electronic exchange of information
- Attract freight on KTI corridor through exploring links with other corridors and other modes of transport
- Promoting the corridor with appropriate marketing strategy
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

<table>
<thead>
<tr>
<th>Country</th>
<th>Population (mln)</th>
<th>GDP per capita (US dollars)</th>
<th>Exports of goods and services (% of GDP)</th>
<th>Imports of goods and services (% of GDP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>IND</td>
<td>1390</td>
<td>1933</td>
<td>18.7%</td>
<td>19.1%</td>
</tr>
<tr>
<td>IRN</td>
<td>85</td>
<td>2756</td>
<td>20.8%</td>
<td>25.5%</td>
</tr>
<tr>
<td>TKM</td>
<td>6</td>
<td>7600</td>
<td>22.7%</td>
<td>12.5%</td>
</tr>
<tr>
<td>UZB</td>
<td>34</td>
<td>1749</td>
<td>24.3%</td>
<td>37.7%</td>
</tr>
</tbody>
</table>

Source: World Bank national accounts data, and OECD National Accounts data files.
3. Scaling up multimodality

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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