Identification of a Concept of a Green Transport Corridor in the Asia-Pacific Region

Regional Cooperation Mechanism on Low Carbon Transport: Creation of Green Transport Corridors in Asia and the Pacific: regional meeting

Hanoi and online, 25-26 September 2025

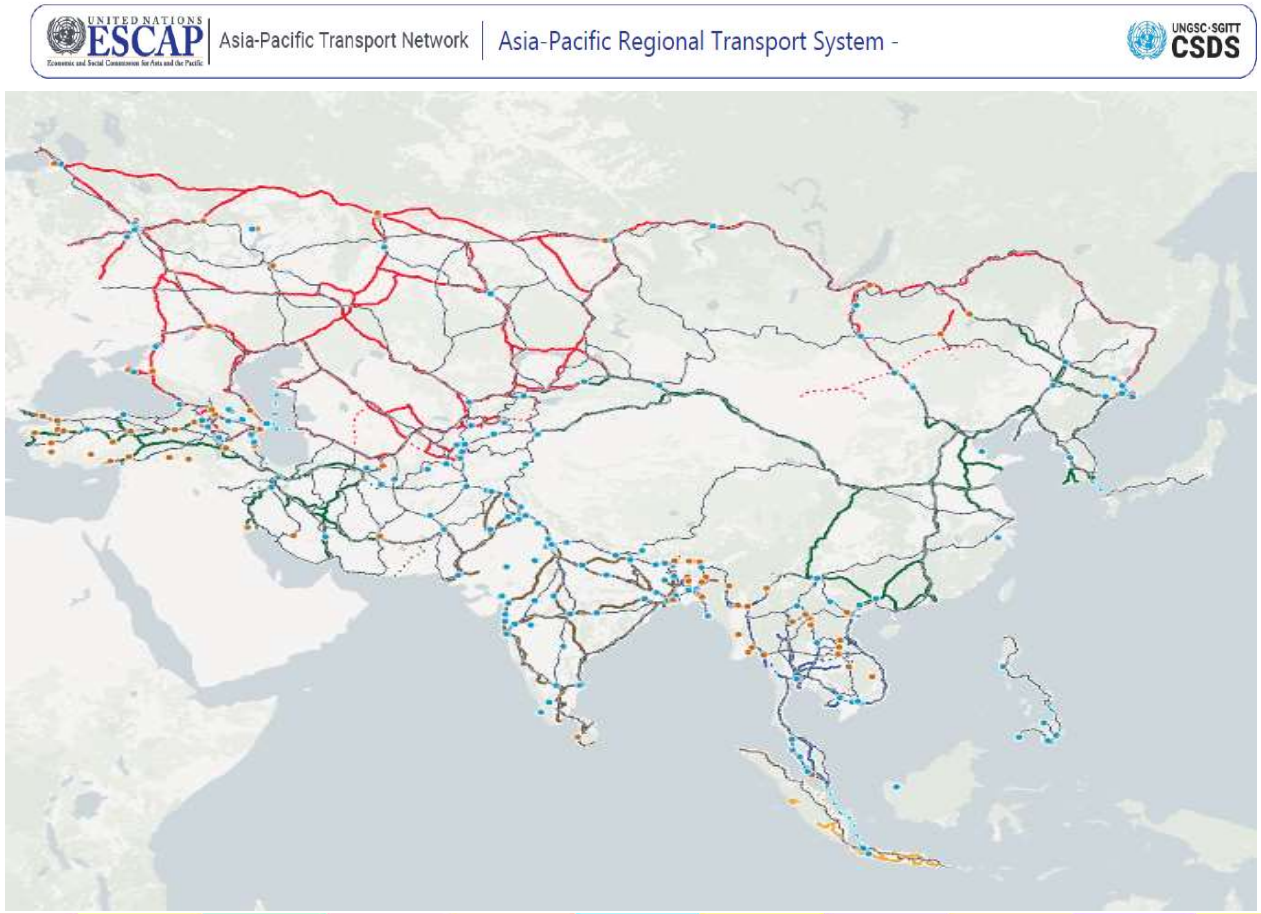
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1. Foreword: ESCAP's priority directions of work on transport corridors

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



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 • 268 dry ports

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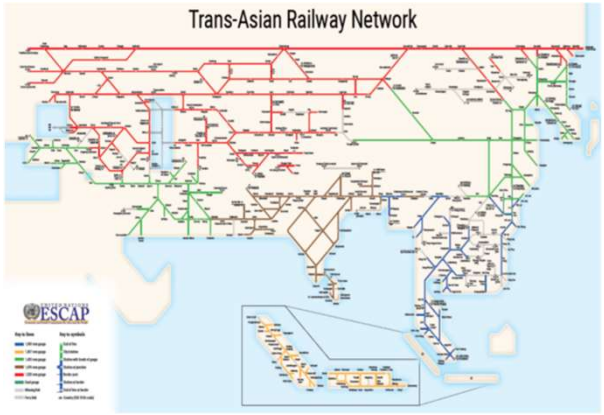
Institutional infrastructure framework for the regional transport connectivity in Asia and the Pacific

Asian Highway Network



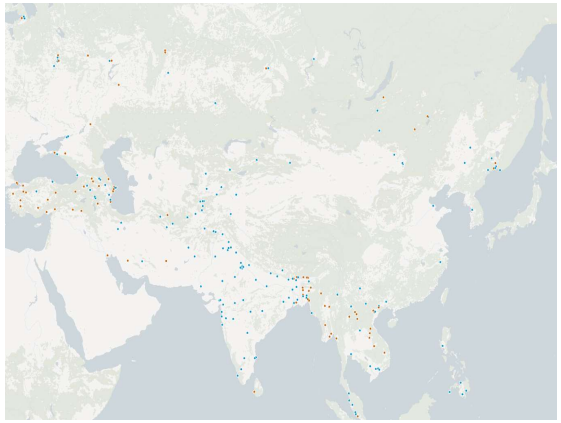
- Intergovernmental Agreement on Asian Highway network
- Entered into force in July 2005
- 30 Parties
- 145, 000 kms in 32 countries
- Working Group on the Asian Highway

Trans-Asian Railway Network



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

Dry Ports



- Intergovernmental Agreement on Dry Ports
- Entered into force in April 2016
- 17 Parties
- 275 dry ports in 27 countries
- Working Group on Dry Ports

ESCAP's priority directions of work transport corridors (including multimodal)

- Promotion of strengthening coordination arrangements for transport corridors (incl. inter-regional transport corridors connecting Asia and Europe)
- Identification of transport corridor success factors
- Collection of data on transport corridors based on standardized approach
- Working towards harmonization of legal frameworks for multimodal transport operations in Asia and the Pacific

Modalities

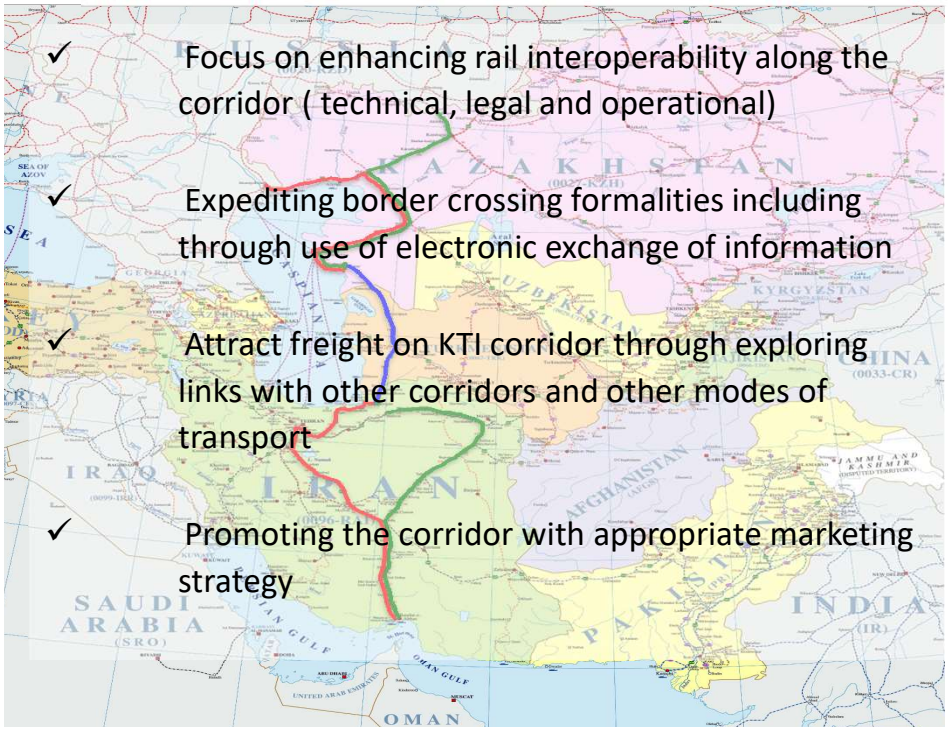
- Promote development, deployment and implementation of digital solutions for seamless operation of land and multimodal transport routes and corridors
- Facilitate simplification and harmonization of rules/regulations that could help in functioning of transport routes/corridors in case of external disruptions
- Promote planning of possibilities of using, where possible, multiple routes for goods transportation and advanced multimodal transport solutions
- Continue provision of support to inter-regional dialogue on land transport connectivity to facilitate exchange of relevant information and updates between ESCAP member States and countries from different regions
- Continue provision of technical assistance to member States in the implementation of initiatives on development of land and multimodal transport corridors in the Asia-Pacific Region

Examples of supporting transport corridor cooperation

Intergovernmental Agreement on International Road Transport along the Asian Highway Network



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



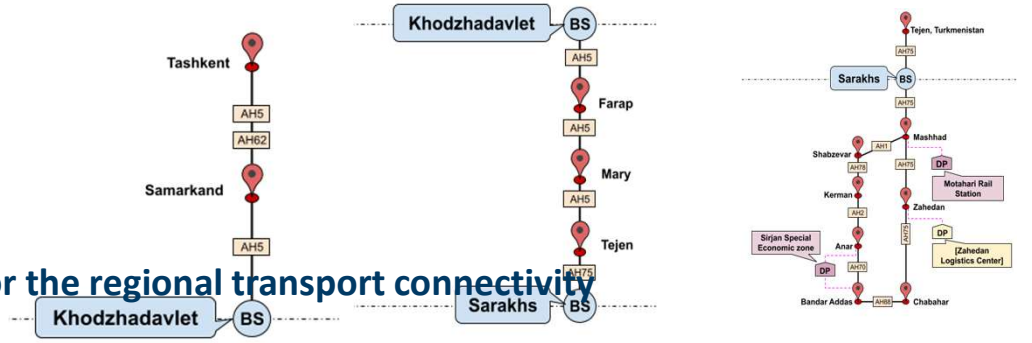
Examples of supporting transport corridor cooperation (2)

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

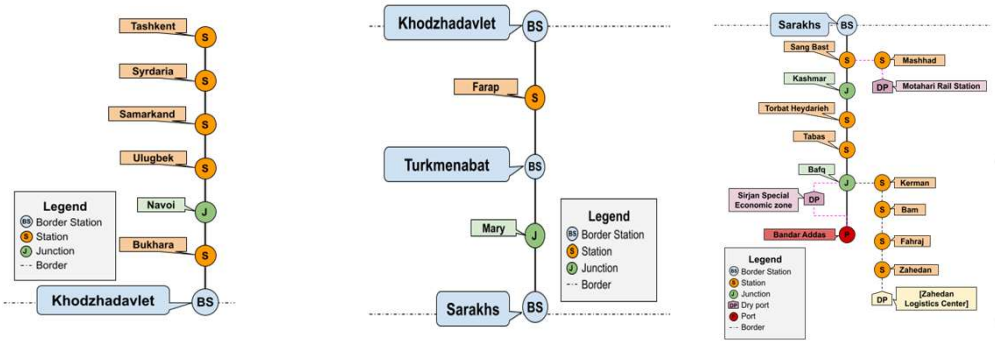


	Population (mln)	GDP per capita (US dollars)	Exports of goods and services (% of GDP)	Imports of goods and services (% of GDP)
IND	1390	1933	18.7%	19.1%
IRN	85	2756	20.8%	25.5%
TKM	6	7600	22.7%	12.5%
UZB	34	1749	24.3%	37.7%

AH Network in Uzbekistan, Turkmenistan and Islamic Republic of Iran



TAR Network in Uzbekistan, Turkmenistan and Islamic Republic of Iran



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

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

2. Identification of a concept of a green transport corridor in the region

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Materials of the Asia-Pacific Regional Forum on Connecting to Global Supply Chains through Inter-Regional Land Corridors and Maritime Routes (June 2022)

Environmental aspects of transport corridor development identified

- **Need for overall assessment to find out the possible impact of (especially new) transport corridors on the environment**
- **Necessity to consider alternatives for route locations and select options ensuring that natural, cultural and social negative environmental impacts are minimized**
- **Promotion of integrated multimodal transport solutions that offer many benefits to transport users and service providers but also to the community in general**
- **Developing multimodality also provides additional opportunities for the shift to sustainable and more environmentally friendly freight operations**

Visions of “green transport corridors”

- The European Commission (EC) promotes the idea of green transport corridors (GTCs), which was first mentioned in the Transport White Paper in 2001 and which aimed at shifting large cargo volumes away from the dominant road traffic to other efficient, more environmentally friendly transport modes (European Commission, 2001).

- The GTC concept embraces sustainable logistics solutions, inter-modality, information and communication technology infrastructure, common and open legal regulations and strategically placed trans-shipment nodes

Core criteria of the EC GTC concept:

(1) Sustainable logistics solutions with documented reductions of environmental and climate impact, high safety, high quality and strong efficiency;

(2) Integrated logistics concepts with optimal utilization of all transport modes (the so-called “comodality”);

(3) Concentration of national and international freight traffic on relatively long transport routes;

(4) Efficient and strategically placed transshipment points, as well as an adapted, supportive infrastructure;

(5) Harmonized regulations with openness for all actors;

(6) A platform for development and demonstration of innovative logistics solutions, including information systems, collaborative models and technology

(The EC Green Corridor, 2010).

Visions of “green transport corridors”

Green corridors can be characterized by intermodal freight transportation by environmentally-friendly mode of transport at the larger part of the road.

The Green transport corridor is the concept of an integrated transport which complementary relates short – distance navigation, railway, inland waterway and road transport with the objective of securing the functioning of environmentally friendly transport system and advanced technologies application

(Fozza, Recagno 2012).

Vision of select features of governance of “green transport corridors”

Incentives to promote shift to environmentally friendly modes of transport and/or less-emission fuels

Creation of a fair and balanced transport spot market (requires an open database within the green corridor ICT system comprising freight tariffs and contracting conditions in order to be able to build green corridor spot market for logistics services)

Regulations on operational aspects such as corridors location and operation, transport solutions and business models

Coverage of enabling aspects such as infrastructure, legal requirements, standards, ICT systems, etc.

(Adapted from Hunke and Prause, 2013)

Select features of “green transport corridors”

Use of less-emission means of transport and fuels (direct impact)

Shift to sustainable and more environmentally friendly freight operations (direct impact)

Planning of “comodality” - the optimal combination of transport modes along the corridor (direct and indirect impact)

Reduction of idling times, empty runs (indirect impact)

Use of advanced technology for identification of optimal transport solutions (indirect impact)

Objectives of this meeting

- Share views on different aspects of green transport corridors (GTCs), emphasize most relevant relevant to the practicalities of the Asia-Pacific Region
- Discuss and identify key features of GTCs for the region, estimate their “weight” for the introduction of practical measures
- Facilitate formulation of a concept of a green transport corridor in the regional context

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