Session 3: Supporting regional cooperation for sustainable and inclusive transport connectivity among BBIN countries

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Subregional Capacity Building Workshop
Supporting policies on low carbon and resilient transport infrastructure:
Promoting Multi-modal Connectivity in the BBIN Countries
Shillong, Meghalaya, India 22-23 November 2024
ESCAP’s role in supporting seamless land transport connectivity in Asia and the Pacific

**Asian Highway Network**
- Intergovernmental Agreement on Asian Highway network
- Entered into force in July 2005
- 30 Parties

**Trans-Asian Railway Network**
- Intergovernmental Agreement on Trans-Asian Railway network
- Entered into force in June 2009
- 21 Parties

**Dry Ports**
- Intergovernmental Agreement on Dry Ports
- Entered into force in April 2016
- 17 Parties
BBIN in the context of the regional transport connectivity for Asia and the Pacific

### ASIAN HIGHWAY ROUTES

<table>
<thead>
<tr>
<th>Country</th>
<th>Total (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangladesh</td>
<td>1,749.2</td>
</tr>
<tr>
<td>Bhutan</td>
<td>136.3</td>
</tr>
<tr>
<td>India</td>
<td>11,808.5</td>
</tr>
<tr>
<td>Nepal</td>
<td>1,305.7</td>
</tr>
</tbody>
</table>

| TOTAL       | 14,999.6   |

<table>
<thead>
<tr>
<th>Country</th>
<th>TRANS-ASIAN RAILWAYS (Km)</th>
<th>Missing links (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangladesh</td>
<td>1,965</td>
<td>334</td>
</tr>
<tr>
<td>India</td>
<td>13,296</td>
<td>282</td>
</tr>
<tr>
<td>Nepal</td>
<td>929</td>
<td>900</td>
</tr>
</tbody>
</table>

| TOTAL       | 16,190                   | 1,516              |
Opportunities for a more sustainable freight transport in BIIN countries

Holistic approach to connectivity

- Addressing infrastructure shortages
- Removing obstacles to cross-border freight transport
- Tackling transit issues

Promote multimodality

- Railway development
- Inland waterways and maritime ports
- Intermodal linkages (dry ports)

Connectivity gap for South and Southwest Asia countries (percentage of the index of the most connected country in 2021)

Non-urban freight demand by mode and scenario for South and Southwest Asia to 2050

Note: Figure depicts ITF modelled estimates. Recover, Reshape and Reshape+, which refer to the three scenarios modelled, which represent increasingly ambitious post-pandemic policies to decarbonise transport.
### Asia-Pacific perspective on the operational connectivity challenges

<table>
<thead>
<tr>
<th>Regional Strategic Framework for the Facilitation of International Road Transport</th>
<th>Regional Cooperation Framework for Facilitation of International Railway Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road transport permits &amp; traffic rights</td>
<td>Standards for railway infrastructure, facilities and equipment</td>
</tr>
<tr>
<td>Visas for professional drivers &amp; crews</td>
<td>Break-of-gauge</td>
</tr>
<tr>
<td>Temporary importation of road vehicles</td>
<td>Different legal regimes for railway transport contracts</td>
</tr>
<tr>
<td>Insurance of vehicles</td>
<td>Coordination of regulatory controls and inspections at border-interchange stations</td>
</tr>
<tr>
<td>Vehicle weights &amp; dimensions</td>
<td></td>
</tr>
<tr>
<td>Vehicle registration &amp; inspection certificates</td>
<td></td>
</tr>
</tbody>
</table>
Recommendations for subregional transport agreements

- Sub-regional agreements on transport (SRAs) are different in structure and in nature:
  - Comprehensive agreements
  - Agreements covering particular issues
- SRAs contain many similar provisions related to road transport facilitation
- In some cases, their provisions are harmonized and contain no legal conflict
- In some cases, the provisions of SRAs are of declarative nature which impose no concrete obligations
- Difficulties in implementation remains the key issue for SRAs efficiency

1. Assessment of:
   - possibility of negotiating SRAs in reasonable time when planning new SRAs;
   - possibility of subsequent practical implementation of the concluded SRAs;
   - realistic tasks which can be solved through SRAs which are planned or being negotiated

2. Potential contracting parties should also identify legal issues which can be efficiently settled through bilateral agreements

3. Potential contracting parties can utilize “modular approach” for designing SRAs

4. “Step-by-step” approach to implementation mechanisms

4. The proposed model subregional agreement can serve as a common framework for subregional agreements on transport facilitation

ESCAP’s comparative study on subregional agreements in Asia and the Pacific (2015)
Transport Facilitation Tools and Best Practices to be incorporated

- Transport facilitation Tools: [https://www.unescap.org/resources/transport-facilitation-tools](https://www.unescap.org/resources/transport-facilitation-tools)


Examples of the region’s multilateral/sub-regional transport cooperation

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
Thank you for your kind attention!

For more information:
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