



Enhancing regional integration of landlocked developing countries in North and Central Asia through infrastructure connectivity (Agenda 6)

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BACKGROUND:

ESCAP INITIATIVES TO ENHANCE REGIONAL CONNECTIVITY



- Inter Governmental Agreements on Asian Highway, Trans-Asian Railway Networks and the Dry Ports of international importance
- Transport facilitation is inherently challenging:
 - Involves numerous government agencies and countries
 - Different institutional environment
 - Implementation capacities
- Increasing importance of non- physical barriers and need for a comprehensive approach to tackle them. ESCAP member countries adopted the:
 - Regional Strategic Framework for the Facilitation of International Road Transport (2012)
 - Regional Cooperation Framework for Facilitation of International Railway Transport (2015)



COMPREHENSIVE PLANNING OF EURASIAN TRANSPORT CORRIDORS TO STRENGTHEN THE INTRA- AND INTER-REGIONAL TRANSPORT CONNECTIVITY



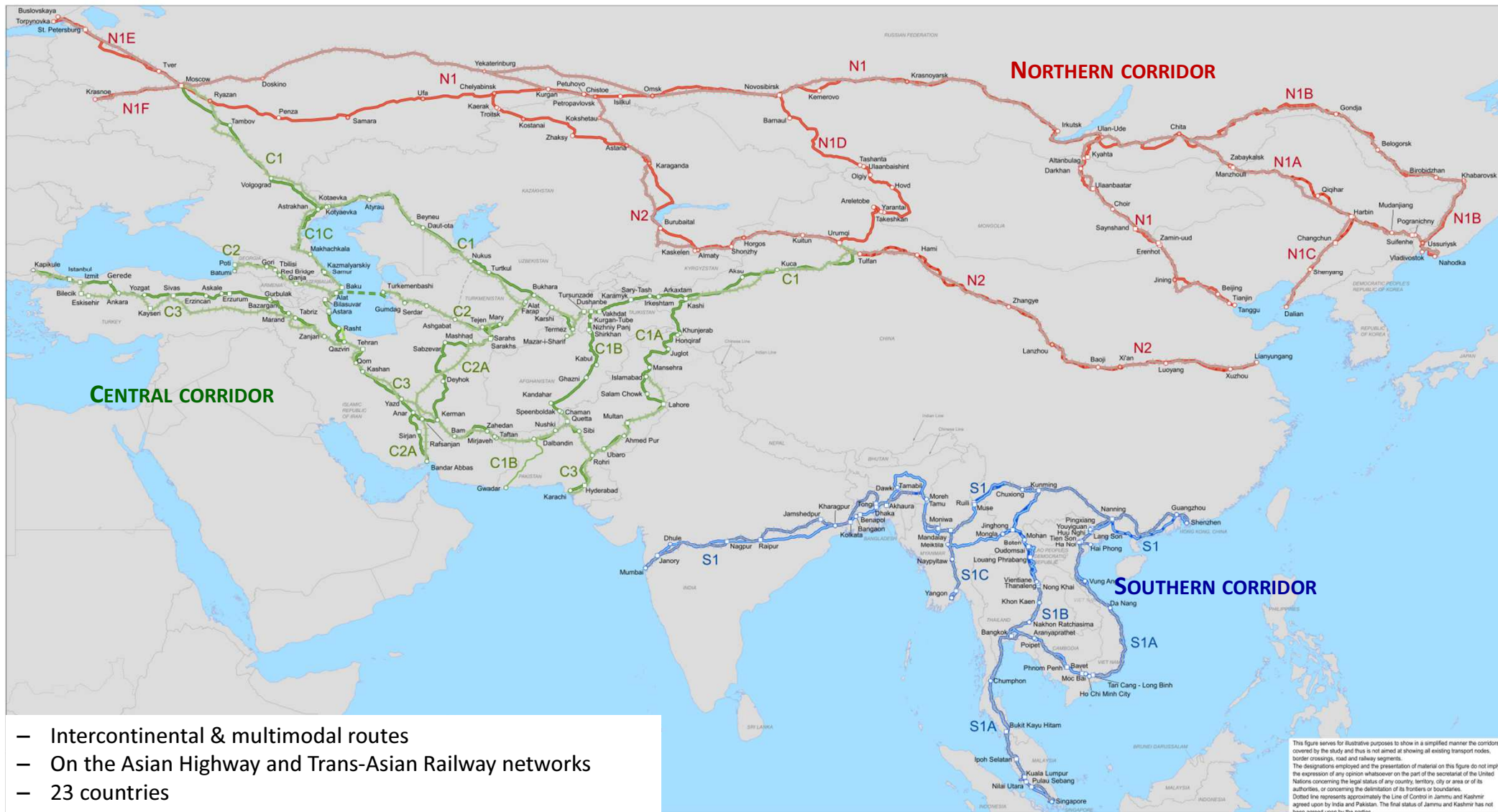
Infrastructure:

- Review the infrastructure status along the corridors
- Identify gaps: missing links, substandard infrastructure and cross-borders deficiencies
- Compile information on financing options for infrastructure investments
- Perform analysis on land corridors competitiveness vs. sea route

Operational:

- Compile information on operational gaps and cross-borders challenges
- Review current institutional mechanism and legal instruments for cross-border transport operation
- Provide recommendations on transport facilitation
- Propose a more effective and efficient institutional mechanism for smooth operation of the corridors

TRANSPORT CORRIDORS

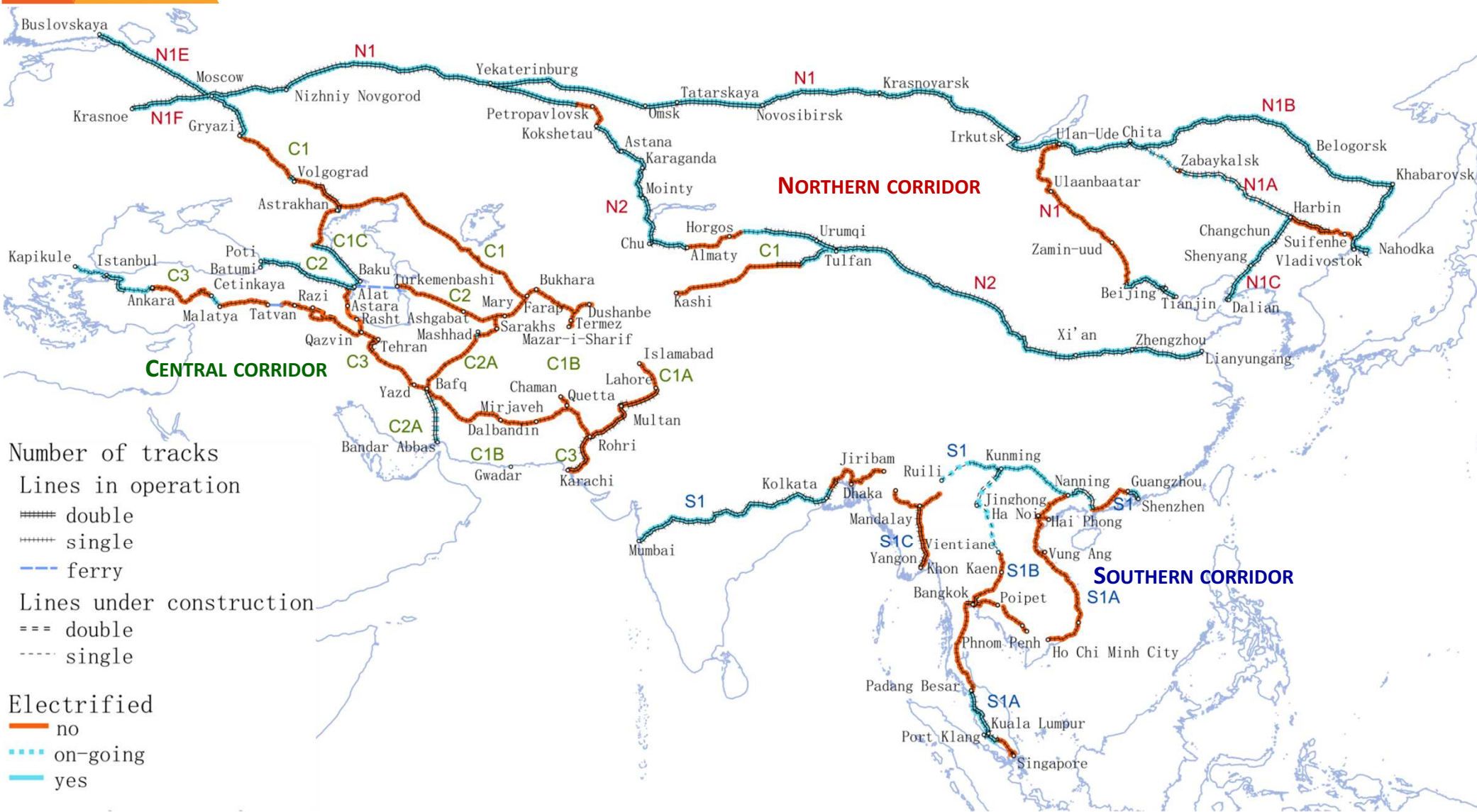


- Intercontinental & multimodal routes
- On the Asian Highway and Trans-Asian Railway networks
- 23 countries
- 47 inland border crossing points
- 36 seaports

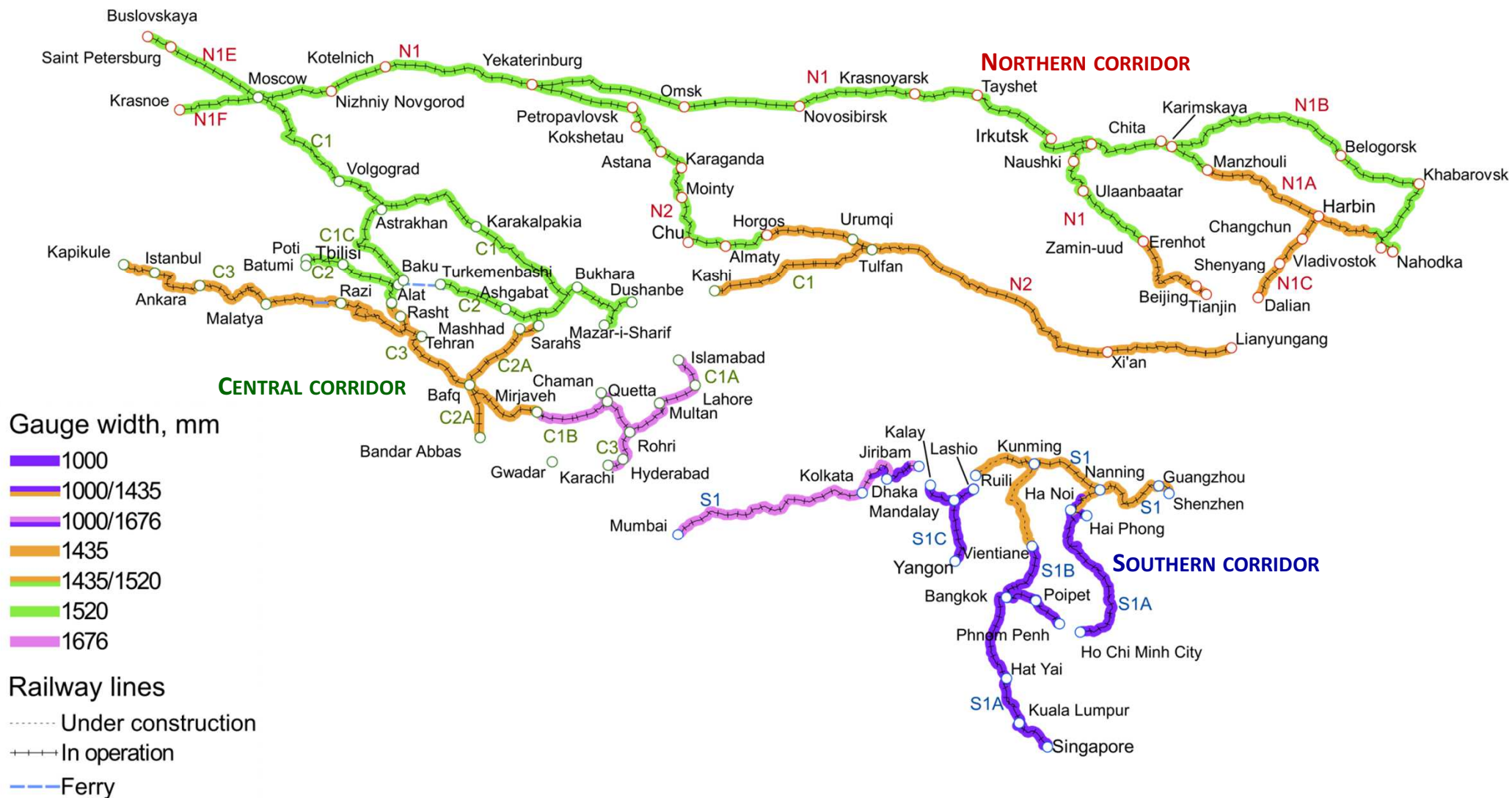


INITIAL FINDINGS ON INFRASTRUCTURE ISSUES

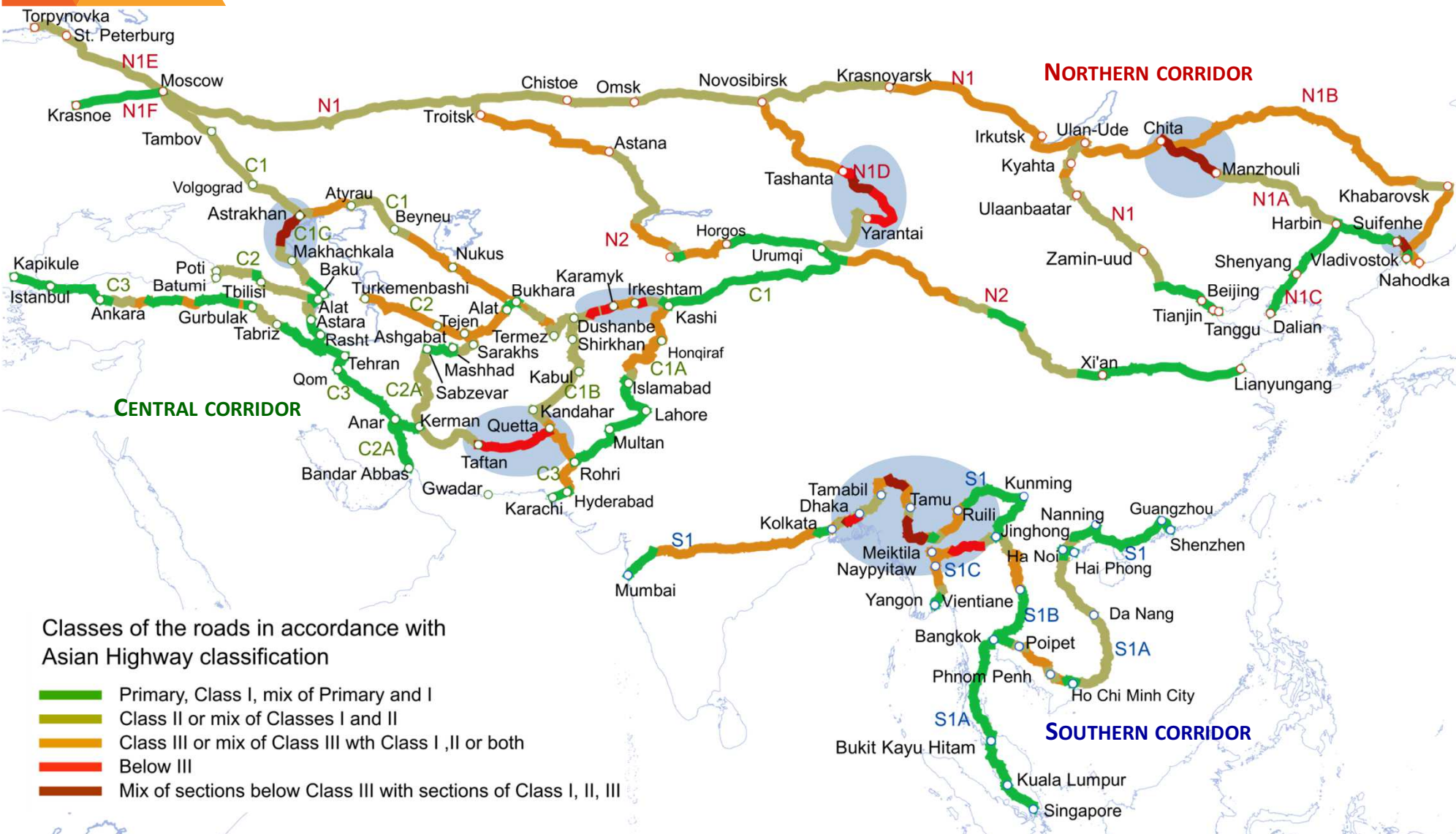
RAILWAY: INFRASTRUCTURE QUALITY



RAILWAY: DIFFERENT GAUGES



ROAD: INFRASTRUCTURE QUALITY





SUMMARY FINDINGS: NORTHERN CORRIDOR



Railway

- Some main trunk railway routes are double-tracked electrified. However, some single tracked non-electrified sections along the corridors may cause bottlenecks and undermine overall railway capacity.
- Changes of electrification systems require stops for locomotive changes along the corridors. These stops could cause potential bottlenecks in case processes are not streamlined.
- Break-of-gauge points require additional investments given that delays still occur due to procedures or insufficient capacity of stations

Road

- Sections of Class III road

Border Crossing Points and Seaports

- Border crossing points along the corridors do serve as a source of delays. Capacity of the posts inadequate for the actual traffic is an issue some of the road BCPs.
- Seaport capacity is well developed at some of the corridors. However, some ports need infrastructure upgrade (facilities, capacity)



SUMMARY FINDINGS: CENTRAL CORRIDOR



Railway:

- There are lengthy missing links along some of the routes.
- Three gauge widths that are in use (1435 mm, 1520 mm, 1676 mm) create needs for investment for break-of-gauge related facilities at border crossings or terminals nearby, adding tracks with different gauges to the logistic centers.
- Railways electrification and double-tracking levels are low. Signaling and blocking systems quality is require upgrades.
- Rolling stock is mainly old and obsolete, thus reducing speed on railways due frequent changes of locomotives and wagons and causing potential or present shortage of locomotives and certain types of wagons.

Road:

- Road conditions are an issue in some sections along the corridors, i.e. Class III or below.
- In winter, due to winds and snow storms, some mountainous road sections are frequently closed temporarily for snow cleaning; some roads are not accessible for winter session



SUMMARY FINDINGS: CENTRAL CORRIDOR



Inland terminal facilities and Border Crossing Points (BCP):

- The inland terminal facilities are insufficient or outdate and while the process of upgrade or construction is on-going in many countries.
- BCP along the central corridor suffer from: long queueing, lengthy inspections, manual processing of the documentation and poor infrastructure such as lack of scanning equipment, under capacity structure, no separate lanes for cargo trucks etc.
- The situation differs from BCP to BCP with some being in better state with recent upgrades in facilities and procedures; the modernization and improvement is nonetheless required at almost all of the border crossings for both rail and road transport.



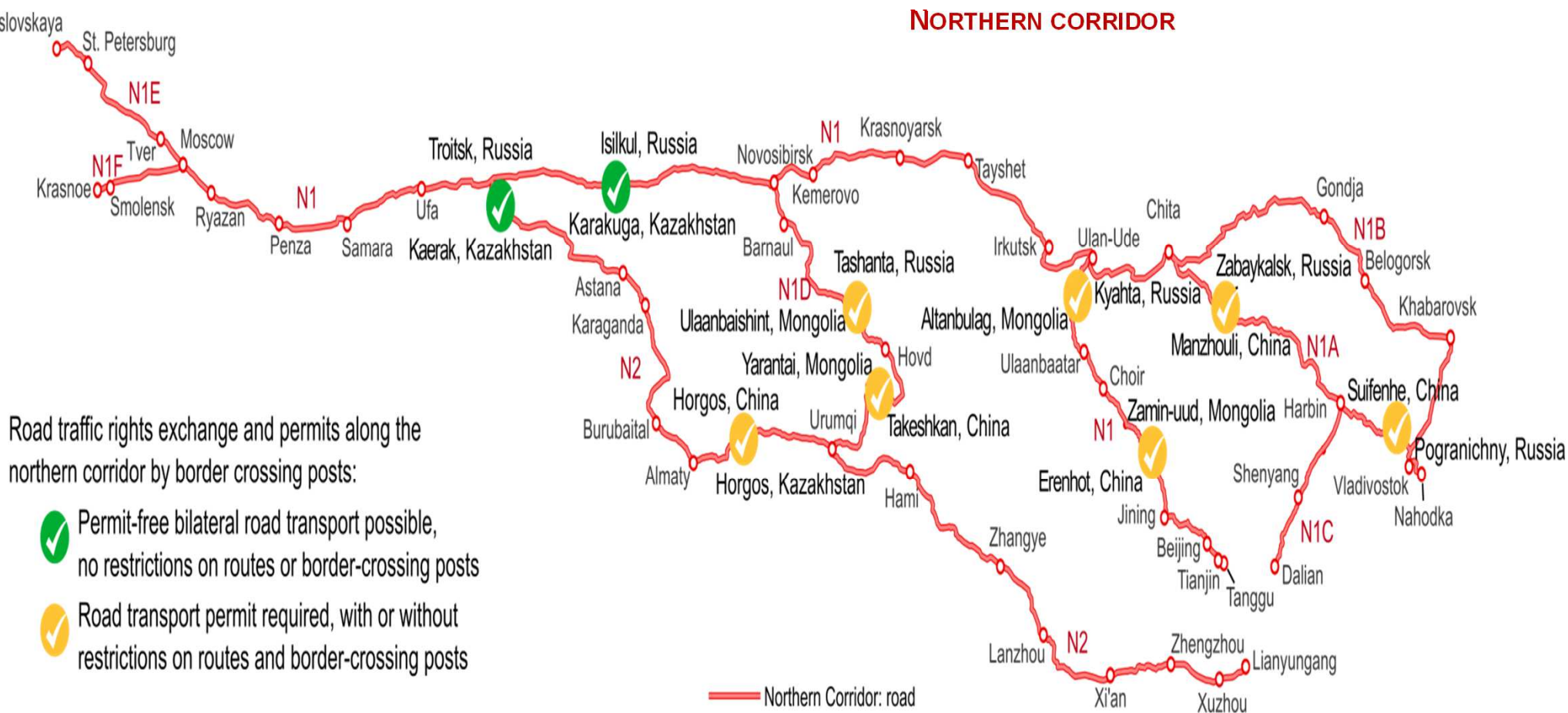
INITIAL FINDINGS ON OPERATIONAL GAPS



ROAD: TRAFFIC RIGHTS



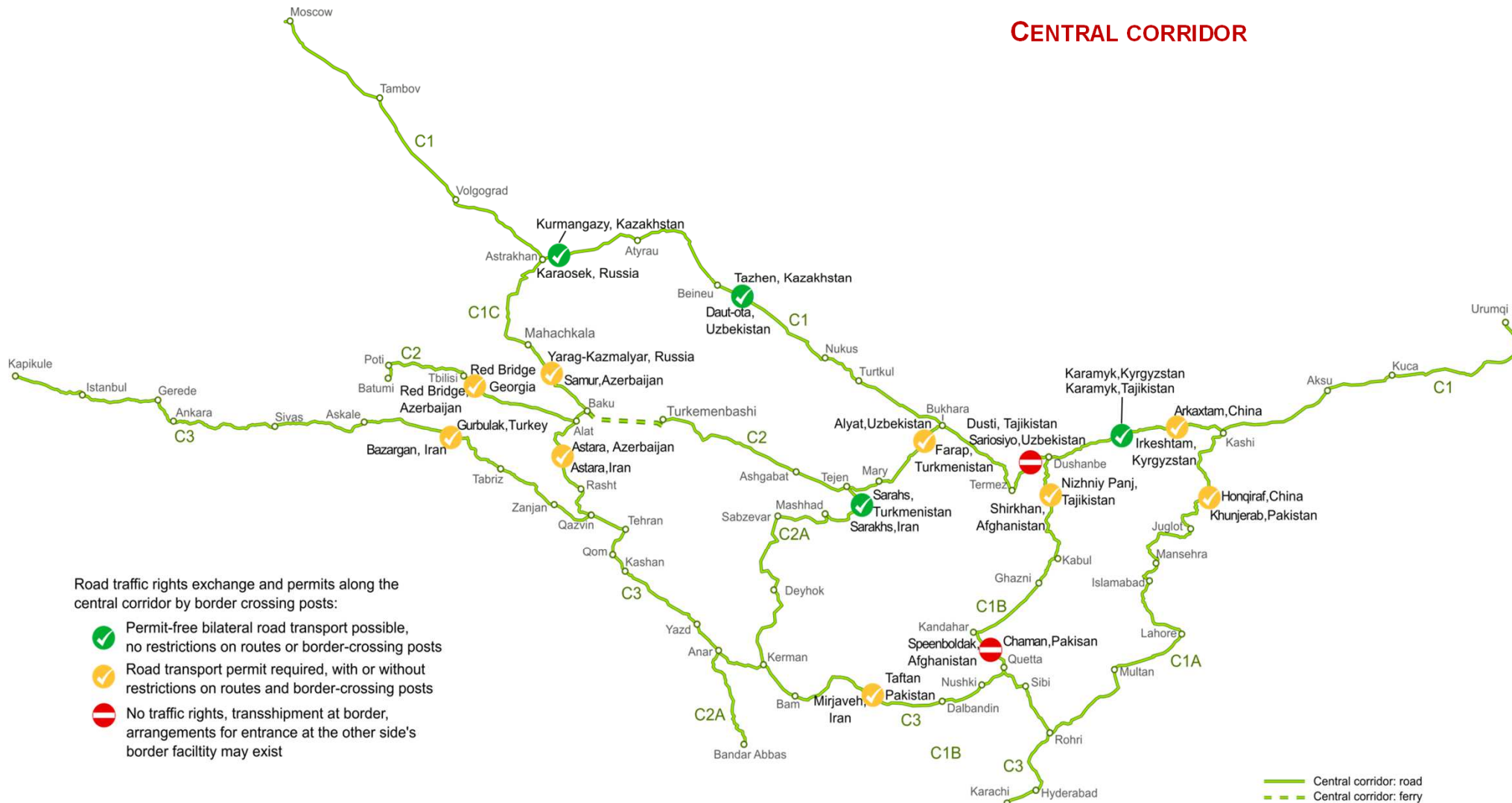
NORTHERN CORRIDOR



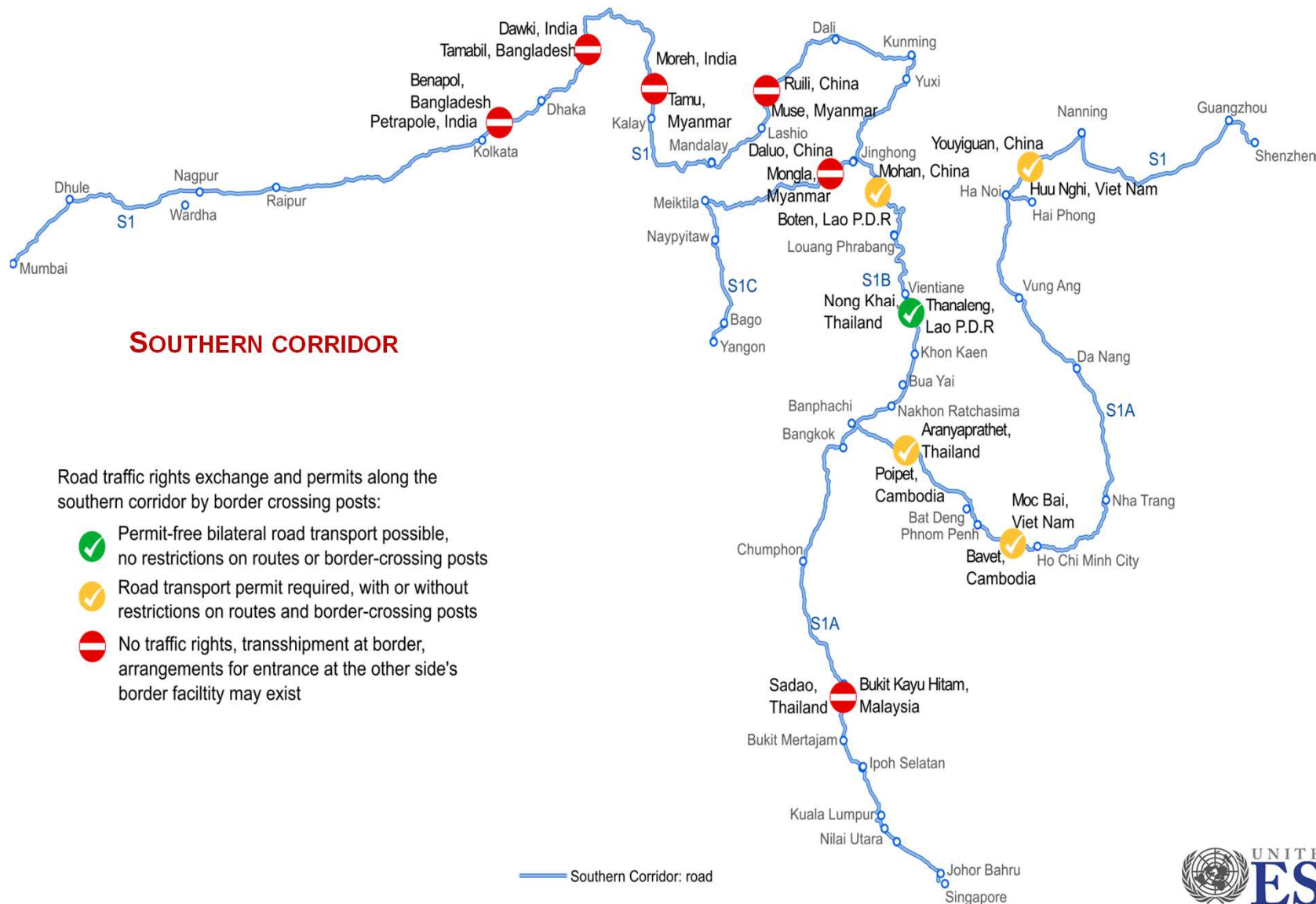
ROAD: TRAFFIC RIGHTS



CENTRAL CORRIDOR



ROAD: TRAFFIC RIGHTS





OPERATIONAL GAPS: ROAD



- Traffic rights exchange:
 - No exchange at 6 of 11 road border crossings at the southern corridor, 2 of 15 at the central corridor
 - Permit system in use at 20 of 35 total road border crossings along the three corridors
- Mismatch and disbalance in transport regulations for bilateral/international road transport
 - Designation of routes and extent of access granted
 - Weight and dimension standards
 - Requirements towards driving license
 - Requirements for the third party liability insurance
 - Customs requirements for temporary importation of vehicles and cargos
- Transit is subject to special permits if at all possible
- Cabotage is usually forbidden



OPERATIONAL GAPS: RAILWAY



Railway interoperability

- Geographic limitations in usage of common CIM/SMGS consignment note
- Many missing links in southern corridors; minimal cross-borders connectivity

Procedures and tariffs

- Wagons and containers availability and return time
- Return procedures for containers
- High tariffs



BORDER CROSSINGS: OPERATIONAL GAPS



Most commonly occurring issues:

- Not harmonized transit trade procedures
- Lack of inter-agency cooperation
- Low adoption of advance risk-management technologies
- Delays due to queuing
- Lengthy inspections
- Manual processing of the documents
- Working hours not synchronized between the 2 sides

OVERVIEW OF INITIAL FINDINGS



	NORTHERN CORRIDOR	CENTRAL CORRIDOR	SOUTHERN CORRIDOR
Infrastructure gaps		Missing railway links	
		Low rate of electrified and double-tracked railway lines	
		Railway sections in poor condition	
		Out-dated railway rolling stock	
	Multiple railway gauges		
	Road sections of Asian Highway Class III and below		
	Lack of modern inland logistics intermodal facilities		
Operational gaps	Railways interoperability		
		High railway tariffs	
	Mismatch in bilateral regulations for international road transport		
		Some border crossings are closed for international or bilateral road transport	
	Delays at border crossings due to infrastructure or procedures		
	Cabotage is usually forbidden		



WAY FORWARD: INITIAL FINDINGS ON INFRASTRUCTURE & FACILITATION





WAY FORWARD: INFRASTRUCTURE



Investment needs and priority projects

- ❖ Railway: missing links, single-tracked sections
- ❖ Road: roads below Class III
- ❖ Border crossing points with inadequate facilities
- ❖ Seaports quality and hinterland connectivity

Examples of institutions that provide financing of infrastructure projects:

World Bank, Asian Development Bank, Asia Infrastructure Investment Bank, BRIC New Development Bank, SCO Development Bank, Silk Road Fund, development agencies of national governments, e.g. JICA, Agence française de développement etc.



ESCAP Transport Facilitation Tools

Regional Frameworks

- Regional Strategic Framework for the Facilitation of International Road Transport
- Regional Cooperation Framework for Facilitation of International Railway Transport

Eight mutually complementary models

- Time/Cost-Distance Methodology
- Secure Cross-border Transport Model
- Model on Integrated Controls at Border Crossings
- Efficient Cross-border Transport Model
- Standard Model for Logistics Information System
- Model Bilateral Agreement on International Road Transport
- Model Subregional Agreement on Transport Facilitation
- Model Multilateral Permits for International Road Transport



Regional Strategic Framework for the Facilitation of International Road Transport



Common fundamental issues

1. road transport permits & traffic rights
2. visas for professional drivers & crew
3. temporary importation of road vehicles
4. insurance of vehicles
5. vehicle weights & dimensions
6. vehicle registration & inspection certificates

Common approaches for key modalities for facilitation

1. building an effective legal regime
2. wider application of new technologies
3. development of professional training
4. establishment/strengthening of national coordination mechanisms
5. promotion of joint control at border crossings
6. promotion of economic zones at border crossings, dry ports and logistics centres
7. further application of facilitation tools



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Regional Cooperation Framework for the Facilitation of International Railway Transport



Identifies 4 fundamental issues for facilitation of international railway transport

- Standards for railway infrastructure, facilities and equipment
- Break of gauge
- Different legal regimes for railway transport contracts
- Coordination of regulatory controls and inspections at border-interchange stations

Identifies 11 priority areas for cooperation among member countries to facilitate railway transport in the region

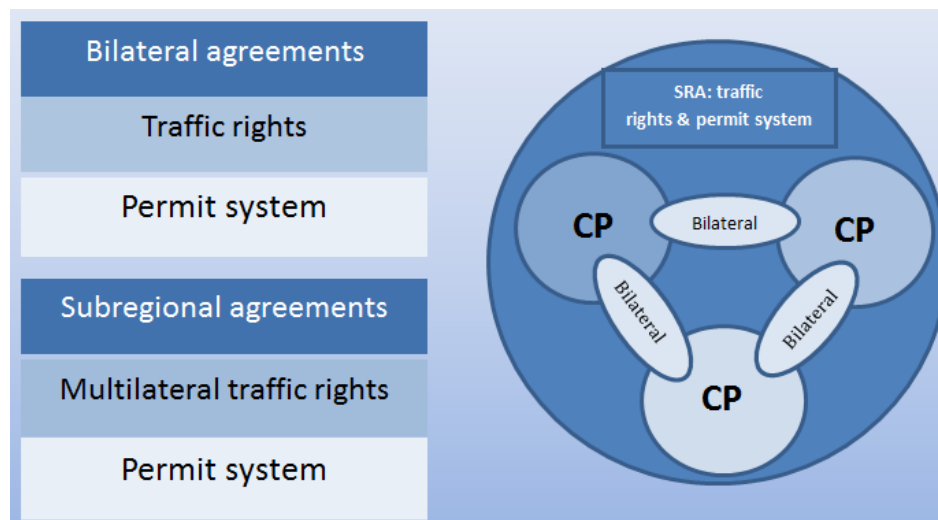
- participation in international railway organizations (OSJD, OTIF)
- formulation of subregional and bilateral agreements on the facilitation of railway transport
- cooperation to standardize cross-border railway operations
- use of advance passenger/cargo information system(s)
- arrangements for the exchange of wagons
- use of new technologies in train operations as well as in container tracking
- developing human resources for cross-border railway operations (visas, training, conditions of service)
- establishment of logistics centers/dry ports and maintenance hubs at or near border interchange stations, particularly along railway freight corridors
- simplification of the intermodal interface of railways with maritime, air and road transport
- promotion of the corridor approach in the facilitation of international railway transport
- work towards paperless railway freight transport

WAY FORWARD: FACILITATION



Eight mutually complementary models

- **Time/Cost-Distance Methodology:** *identifying barriers and monitoring performance from starting to ending points*
- **Secure Cross-border Transport Model:** *providing real-time monitoring enroute*
- **Model on Integrated Controls at Border Crossings:** *simplified and streamlined procedures at border crossings*
- **Efficient Cross-border Transport Model:** *more efficient transport arrangement across borders*
- **Standard Model for Logistics Information System;**
- **Model Bilateral Road Transport Agreements**
- **Model Subregional Transport Agreement**
 - >> *Implemented with the support of a Model multilateral permit for international road transport*





WAY FORWARD:

INSTITUTIONAL ARRANGEMENTS



“One of the main challenges is to come to good governance and management of the transport corridors, which require optimal coordination and cooperation amongst all countries involved, and the integration of planning mechanism and information systems related to the corridors”

Examples of institutional structure for the governance and management of Transport Corridors:

- Transport Corridor Authority
- Transport Corridor Coordination Committee
- Transport Corridor Observatory

All stakeholders should be involved: government officials of countries along the corridor (central and local level), private sector (e.g. transport and logistics service providers and relevant business/trade associations), financing institutions, knowledge institutions etc.



WAY FORWARD:

NEW PROJECT OF RELEVANCE



Transport Division will undertake a new study to strengthen ESCAP member States to harmonize ***standards on weight, dimensions and emissions*** of road vehicles to improve the efficiency and seamlessness of international road freight transport along related transport corridors.



Thank you!

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