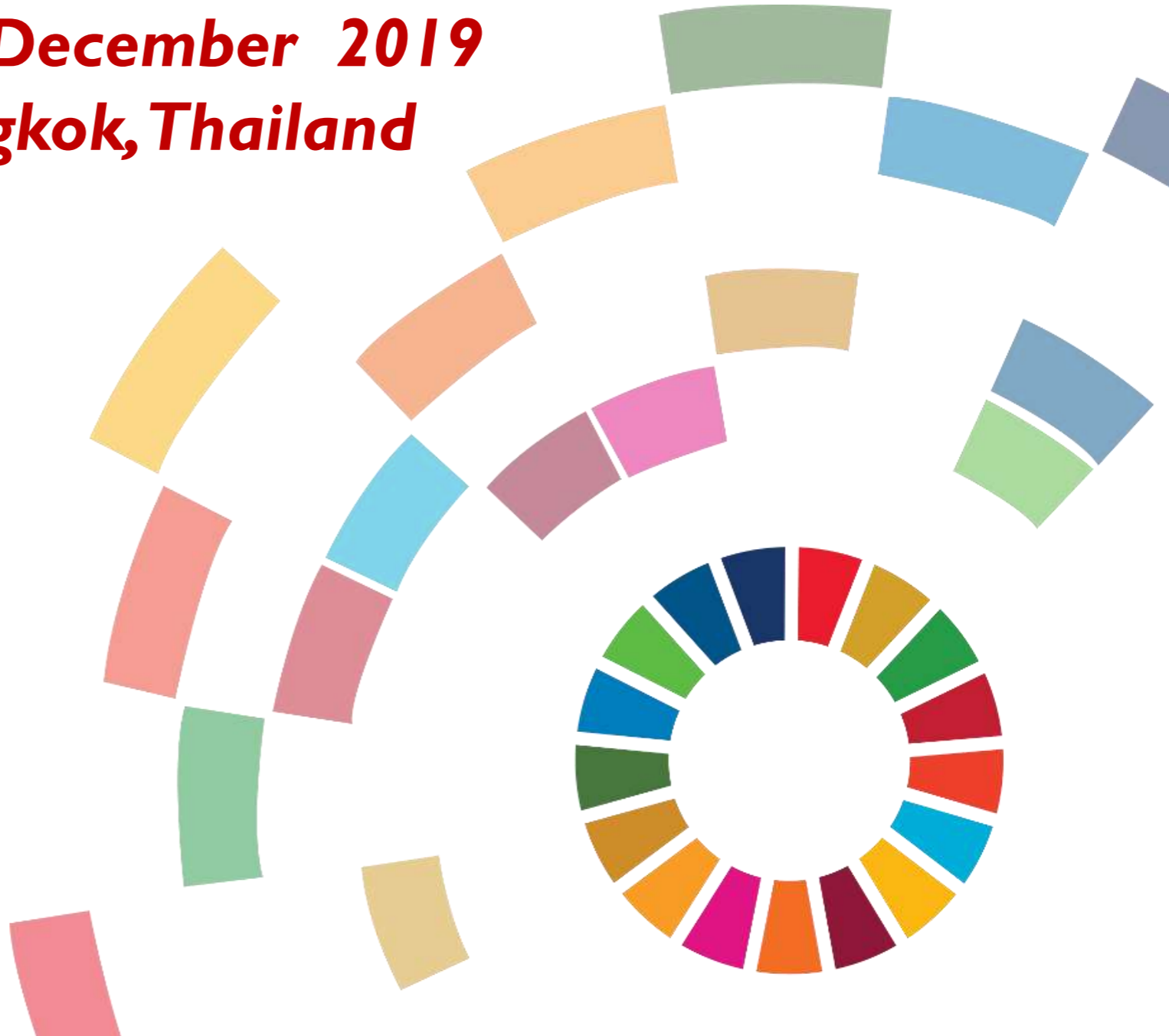


# ***Sixth Meeting of the Working Group on the Trans -Asian Railway Network***

***10-11 December 2019  
Bangkok, Thailand***

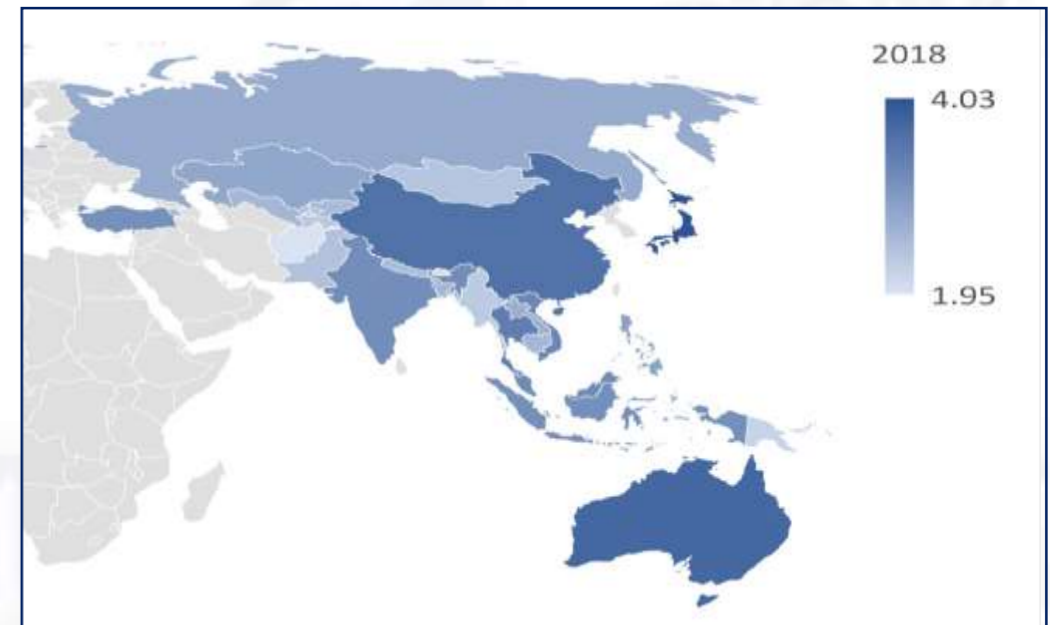


# Connectivity and Logistics Performance in Asia and the Pacific



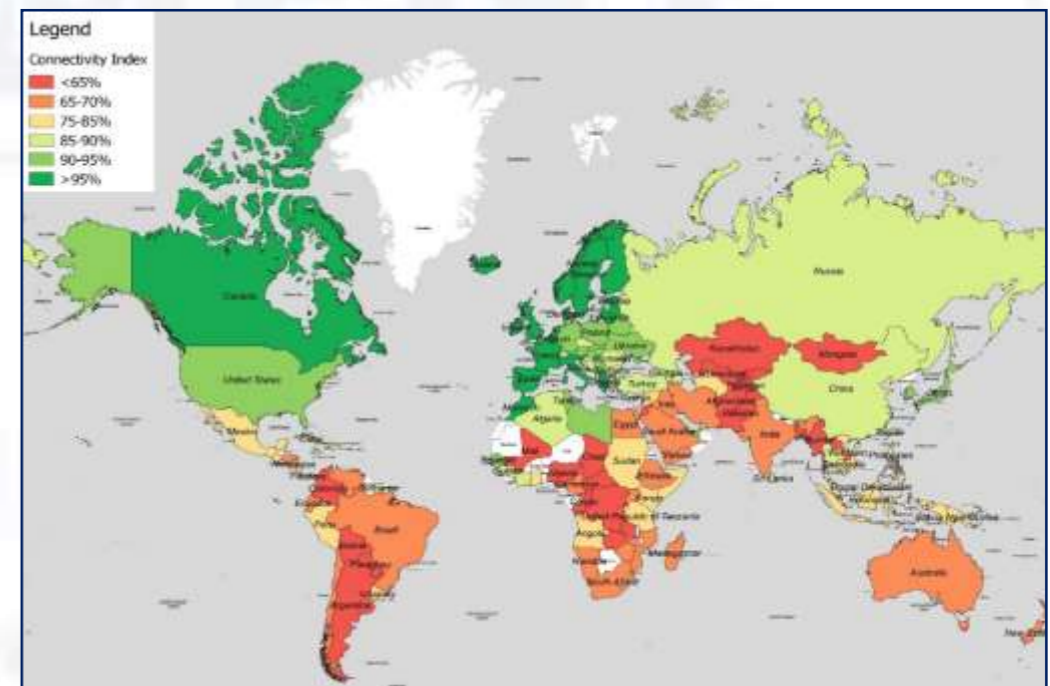
- The Asia Pacific, as a whole, shows a steady performance and is positioned ahead of other developing regions
- Asia being home to the frontrunners and quantitative leaps in terms of the transport connectivity (land and maritime)
- There is high heterogeneity of the performance across the region and the persistent gap between the best and the worst performance in terms of connectivity
- The Asia-Pacific countries with special needs, such as the landlocked developing countries and the small island developing States, are lagging behind
- There is an unexploited potential for a more sustainable transport connectivity, through combining the competitive advantages of all modes of transport and enhancing the operational connectivity along the existing infrastructure.

Logistic Performance Index, 2018



Source: ESCAP based on Connecting to Compete, World Bank, 2018

Global Connectivity estimates, 2019



Source: International Transport forum, 2019.

# *Persistent challenges to the sustainable transport connectivity in Asia and the Pacific*

## Infrastructure Connectivity

- Missing links along the transport networks,
- Sub-standard quality of the networks
- Uneven capacity along the same corridors

## Operational connectivity

- Weak regulatory frameworks
- Lack of harmonization of standards
- Lack of coordination (domestic and regional level)

## Euro-Asian Connectivity

- Obstacles to inter-regional trade
- Lack of coordination and synergies

## Countries with Special Needs

- Least Developed Countries
- Landlocked Developing Countries
- Small Island Developing Countries

## Sustainable Urban Transport

- Congestion
- Pollution and Emissions
- Affordability and accessibility

## Rural transport connectivity

- Limited connection of rural roads to wider networks
- Quality of rural infrastructure

## Road safety

- 60 % of global road safety fatalities happen in Asia and the Pacific
- 2020 Road Safety targets yet to be achieved

## Regional Action Programme

## on Sustainable Transport Connectivity in Asia and the Pacific

*Phase I, 2017-2021*



# Advances in transport connectivity in Asia and the Pacific

## Asian Highway Network



- Intergovernmental Agreement on Asian Highway network
- Entered into force in July 2005
- 30 Contracting Parties
- 143, 000 kms in 32 countries
- Working Group on the Asian Highway

Regional Strategic Framework for the Facilitation of International Road Transport

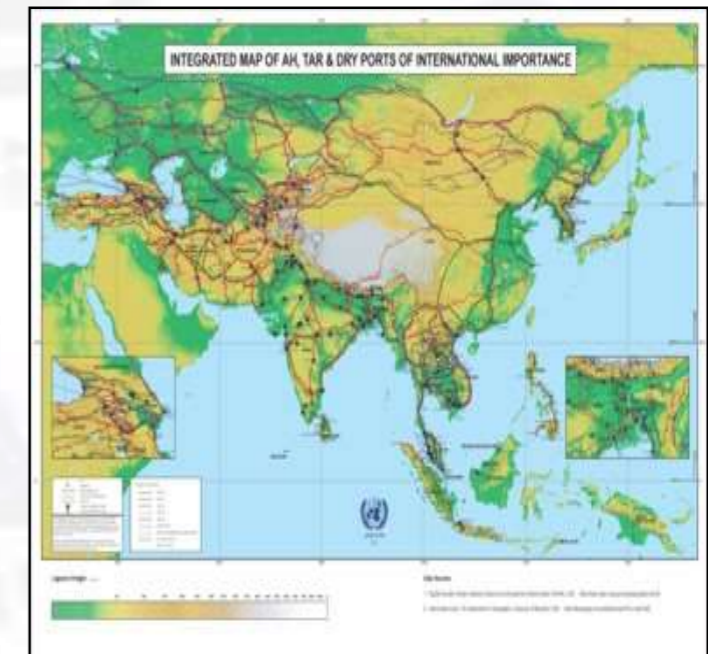
## Trans-Asian Railway Network



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

Cooperation Framework for the Facilitation of International Railway Transport

## Dry Ports



- Intergovernmental Agreement on Dry Ports
- Entered into force in April 2016
- 13 Contracting Parties
- 247 dry ports in 27 countries
- Working Party on Dry Ports

Regional Framework for Development, Design, Planning and Operation of Dry Ports of International Importance

# ESCAP work in practice: a comprehensive research, policy and capacity building programme in support of integrated intermodal transport connectivity

## ASIAN HIGHWAYS NETWORK

Agreements on traffic rights  
Harmonization of standards  
Facilitating the ITS deployment  
Dialogue with the logistic industry

## TRANS-ASIAN RAIL NETWORK

Electronic information exchange  
Customs regimes for rail transit  
Break of gauge  
Performance indicator(s)



## INTERMODAL TRANSPORT

Corridor management mechanisms  
Legal and regulatory framework for multimodal transport  
Institutional aspects of dry ports

## MARITIME CONNECTIVITY

Special challenges of SIDS  
Greening shipping  
Safety  
Sustainable Port Development  
Waterborne transport's promotion

# Making railways part of the overall logistics solutions



Facilitation of Customs and other government agencies formalities



Commercialization of railway corridors



Use of technology and information exchange



Evolving role of railway terminals to boost railway transport





# Ongoing work and highlighted projects undertaken by ESCAP secretariat

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**Transport Connectivity and Logistics Section**  
**Transport Division**



## *Study Project on Commercialization of KTI Railway Corridor Tehran, Islamic Republic of Iran*

- ✓ Partnership with ECO and IsDB
- ✓ Project objective: To improve *capacity of railway and border officials* along the KTI corridor to commercialize the corridor to foster sustainable transport
- ✓ Expected outcome: Government officials and policy makers in transport ministries, railway companies and border agencies *establish operational measures* to commercialize the corridor
- ✓ Expected outputs/areas of study:
  - Enhancing freight flows along the KTI railway corridor
  - Marketing Plan for KTI corridor
  - Study to address physical and non-physical barriers along KTI corridor
  - Corridor Management Mechanism







## *Study project:*

# *Promoting a shift towards sustainable freight transport in the Asia-Pacific region*

- UN DA project spanned over three years ( March 2020- June 2023)
- National assessments for freight transport sector and suggest optimal modal mix to meet demands for mobility in a sustainable manner
- Support development of national strategy/plan for sustainable freight transport ( including measure such as on use of technologies, fuel, economic, land use, and regulations)
- Enhance regional cooperation on sustainable freight transport issues along Asian Highway, Trans-Asian Railway network
- Consider development of standards for green freight corridors



***Study project:***

***Operationalizing Sustainable Transport Connectivity along China-Central Asia-West Asia Economic Corridor to achieve 2030 Agenda***

**Challenges:**

- Complex legal agreements- approximately 400 bilateral and 30 sub-regional agreements
- Under utilization of smart technologies in transport
- Lack of information on transport assets

**Objective:**

- Countries can identify and implement coordinated arrangements for efficient transport connectivity along the corridor

**Output:**

- Develop a strategy containing assessment of key regulatory barriers to operational transport connectivity, use of smart transport technology for international transport and indicators to measure progress of connectivity

**Approach:**

- Data collection, research, sustainable transport indicators and regional cooperation



# Review of Sustainable Transport Connectivity in Asia and the Pacific 2019

- Focus on a theme topic – freight transport
- Covers all modes of transport
- Aims to analyze the state and importance of freight transport sector in the region
- Assesses the level of [freight] connectivity and its economic, social and environmental sustainability;
- Looks into the environmental impact of freight transport and discuss the modal split vs. modal shift question
- Identifies and recommends ways forward

## Chapter 2: Land transport connectivity in Asia and the Pacific

- 2.1. Road transport along the Asian Highway network
  - A. Infrastructure connectivity along the Asian Highway network
  - B. Operational connectivity along the Asian Highway network
  - C. Further steps in the development of the Asian Highway network
- 2.2. Rail transport along the trans-Asian Railway network
  - A. Infrastructure connectivity along the trans-Asian Railway network
  - B. Operational connectivity along the trans-Asian Railway network
  - C. Making railways part of the overall logistics solutions
- 2.3. Dry ports and intermodal facilities in Asia and the Pacific
  - A. The Intergovernmental Agreement on Dry Ports
  - B. Selected developments related to dry ports
  - C. Current issues in dry port development: overcoming the institutional barriers



**Agenda item 8.**

**Thank you**

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**Transport Connectivity and Logistics Section**  
**Transport Division**