

**UNESCAP Fourth North and Central Asian Multi-Stakeholder
Forum on Implementation of Sustainable Development Goals,
2-4 September 2020**

**Session 6: “Strengthening Supply Chains
and Connectivity through Regional
Partnerships”**

4 September 2020, Virtual Meeting



CONTENTS

- Connectivity through regional partnerships
- Supply chains



Activities of ECO to strengthen transport connectivity in the region

Railway

KTI Railway connecting Kazakhstan, Turkmenistan and Iran is a joint effort of ECO and UN ESCAP

Civil Aviation

ECO Working Group on Civil Aviation (WGCA) has set forth to discuss matters relating to cooperation on civil aviation during COVID-19 and the post-CV-19.



Road

Currently, seven road routes of which the two are being intensely used for enabling supplies of essentials, medicine, and goods for livelihoods in the region in joint cooperation of ECO and IRU.

Maritime

ECO cooperates with UN-OHRLLS while inputting in the process of providing access for the LLCs to sea outlets. These inputs find reflection in annual Comprehensive Reports of the United Nations on the LLCs and LLCs. development

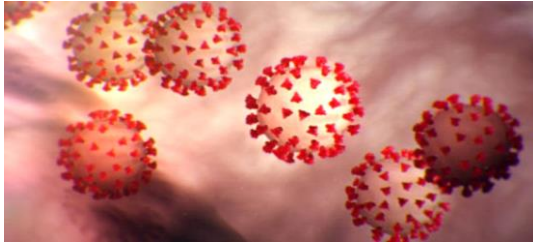
Supply chains by road in the ECO region

ECO has seven supply chain road routes, in overall



Facilitating cross border transit transport during COVID-19

COVID-19 Advisory



The COVID-19 has spread rapidly after it was first announced in December 2019 bringing economic activity to a near-standstill elsewhere as the ECO countries introduced tight restrictions on the movement, to prevent their peoples from further spread of the virus.

Since the onset of COVID-19 outbreak, the ECO Secretariat has been actively involved in guidelineing its member countries thereby providing practical solutions leading to a safe exit from the grip of the COVID-19 pandemic. Guidelineing has been done because the COVID-19 effects represent the largest economic shock not only for the ECO region but the entire world as such experience has not been seen in past decades.

The COVID-19 Advisory describes both, the practical guidelines and the activities undertaken in ECO Member States in following such guidelines. The Advisory also pictures immediate and near-term outlook for the impact of the pandemic, in the form of reports, as well as its long-term effects, in the form of brief analyses, on the prospects of economic growth in the region.

ECO Secretariat

✓ Timeliness

✓ Responsiveness

✓ Coherence

[Informative Report Managing Impacts of COVID-19 on Supply Chains and Facilitating Passage of Medicine and Food supplies in ECO Region](#)

[ECO Practical Guidelines on Cross Border Facilitation Measures under conditions of COVID-19](#)

[Member States and Affiliated bodies](#)

[COVID 19 in the ECO Region: Impact, Status of Health Care and ICT Infrastructure, and Response by the Member States](#)

[Preparedness and Response for the Control of COVID-19 in the Islamic Republic of Iran](#)

[Brief summary on measures taken by the Republic of Kazakhstan at state border crossing points](#)

[Uzbekistan's economic policy response to COVID-19 pandemic](#)

[Impact Assessment of the Coronavirus Outbreak on the Transport Industry of Uzbekistan and Mitigation Measures](#)

[RMTO Comments on IRU Proposed Solution on ROAD TRANSPORT INDUSTRY CALL FOR ACTION "DRIVING THE RECOVERY"](#)

[Measures Taken by Turkey Concerning International Freight Transport](#)

[Actual issues of increasing socio-economic stability in pandemic conditions \(Uzbekistan\)](#)

[The concept of reducing poverty in Uzbekistan](#)

[Geology of Uzbekistan after Covid-19: measures and perspectives](#)

[Uzbekistan: Post-COVID Economic Recovery Strategy](#)

[Uzbekistan efforts for adaptation of the economy to a global economic crisis.](#)

[The impact of the coronavirus pandemic on the business enterprises in Uzbekistan](#)

[Government and business' joint efforts to support the vulnerable groups of the population during the Covid-19 pandemic in Uzbekistan](#)

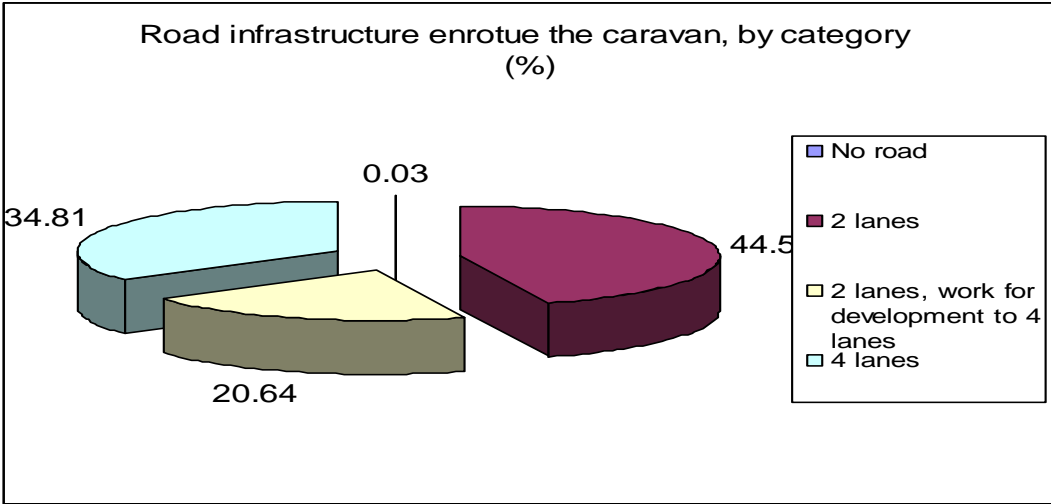
[Supporting for vulnerable groups during the Covid-19: The People's Movement for "Generosity and Support" in Uzbekistan](#)

[Information in COVID-19 Related Activities of TUBITAK](#)

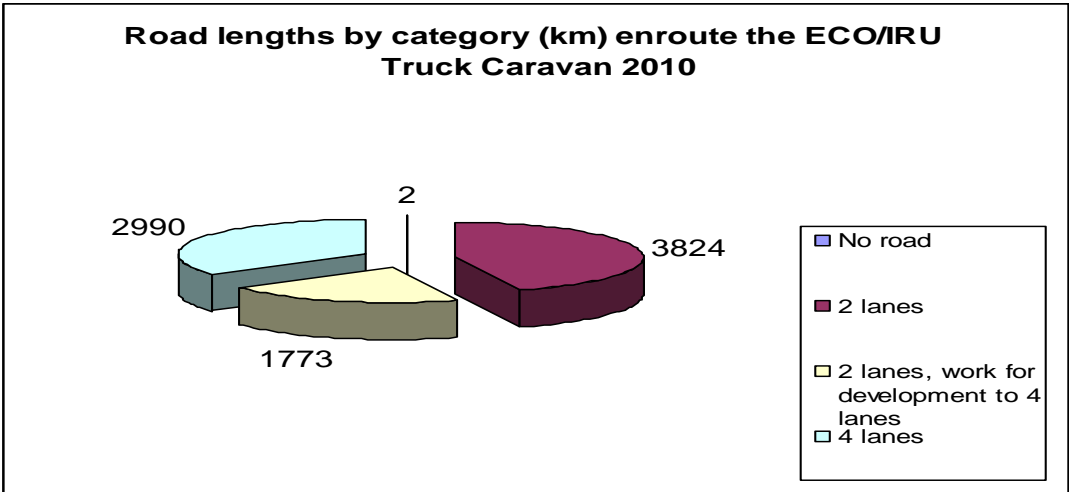
[International Organizations](#)

Results of ECO-IRU practice-driven partnership

Launch of ECO Truck Caravan, 2010



- Number of operational days: 30 days
- Total km traveled by ECO Truck Caravan: 11,432km
- Number of border crossing points crossed :18



Pakistan

ECO-IRU Truck Caravan started in September 2010 to demonstrate the feasibility of regional cooperation on the implementation of tangible projects aimed at removing constraints on the way of smooth transit transport by road in the context of the TIR Convention and the ECO Transit Transport Framework Agreement (TTFA).



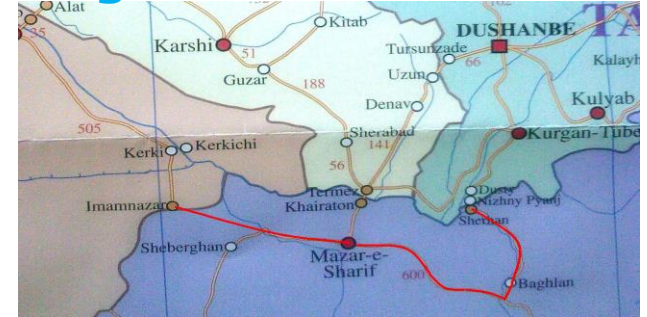
Joint effort helped reveal and address a number of challenges:

- Wait time for check up of trucks.
- Visa challenges for drivers.
- Diverse standards used for trucks.
- Limited role given to chamber of commerce and national freight forwarder associations.
- Difference in fuel prices in en-route countries.
- Constraints in human resources in terms of number and training.
- Lack of automation and application of good practices such as single window system.
- Inadequate facilities enroute for transit drivers, such as TIR parking, efficient administrative consular support, transit oriented truck repair and maintenance centers.





Afghanistan



Constraints have been revealed and were subsequently addressed:

- Difference or divergence in rules and regulations governing transit transport.
- Shortages of road signs and signals, as well as easily accessible travel information.
- Shortage of modern inspection equipment such as X-ray and others



Azerbaijan



Iran



Tajikistan



Turkmenistan



TURKEY



	Afghanistan	Azerbaijan	Iran	Pakistan	Tajikistan	Turkey	Turkmenistan	Total by structure	%
No road							2	2	0.03
2 lanes	613	331	1543	639		429	269	3824	44.52
2 lanes, work for development to 4 lanes			486		156	30	1101	1773	20.64
4 lanes		124	1237		13	1459	157	2990	34.81
Total by country	613	455	3266	639	171	1918	1529	8589	100



2020 supply chains through regional partnership under COVID-19 realities

✓ Test run of loaded truck containers on the KTAI Road Corridor on 26 July 2020

- Starting point from
- Dogharoon (Iran)



The success of this TIR pilot, which results from IRU's partnership with the Economic Cooperation Organization, is an important milestone for the region. As the shortest possible route between Iran and Kyrgyzstan, the opening of the corridor will facilitate trade by cutting transport times and costs. The corridor's starting point is the large Iranian port of Bandar Abbas, which means that operators can also take advantage of the intermodal functions of TIR along this new trade route.



Reaching Afghanistan's border



Trucks arriving at Herat





Trucks entering Tajikistan (Panje Payan border crossing point)



Trucks reaching Dushanbe in Tajikistan



KTAI ROAD CORRIDOR TEST RUN

- In November 2019, the launch of the TIR pilot operation by road from Bandar Abbas (Iran) to Tajikistan via Afghanistan on the KTAI Corridor has been a success.

- On 26 July 2020, the ECO Kyrgyz-Tajikistan-Afghanistan-Iran (KTAI) Road Corridor has been opened for regular traffic starting from the Iranian border crossing of Dogharun.

- The new trade route now opens the region for trade and economic growth by enabling freight forwarders and transport operators to benefit from considerable cost and time savings along this road corridor.



- As the shortest possible route between Iran via Afghanistan and Tajikistan to Kyrgyzstan, the launch of container trucks' test run on the KTAI Road Corridor will tap into the growing markets of the ECO region.

- The success of the test run of loaded truck containers along the KTAI Road Corridor will add further value to the ECO-proven practices of the TIR operation toward the sustainable level.

- Given the trade route's starting point at ECO ports in the Persian Gulf and the Oman Sea, traders and transport operators can now opt for taking the advantage of the intermodal functions of the TIR along the KTAI Road, optimizing trade flows and driving economic growth in the ECO region.



پرچم چهار کشور

Pilot project of activation of a corridor between
Iran, Afghanistan and Uzbekistan
under the TIR system
August 2020

Itinerary: Iran (Dogharoon),
Afghanistan (Islam Qala, Hairatan),
Uzbekistan (Termez, Tashkent/
Bukhara)

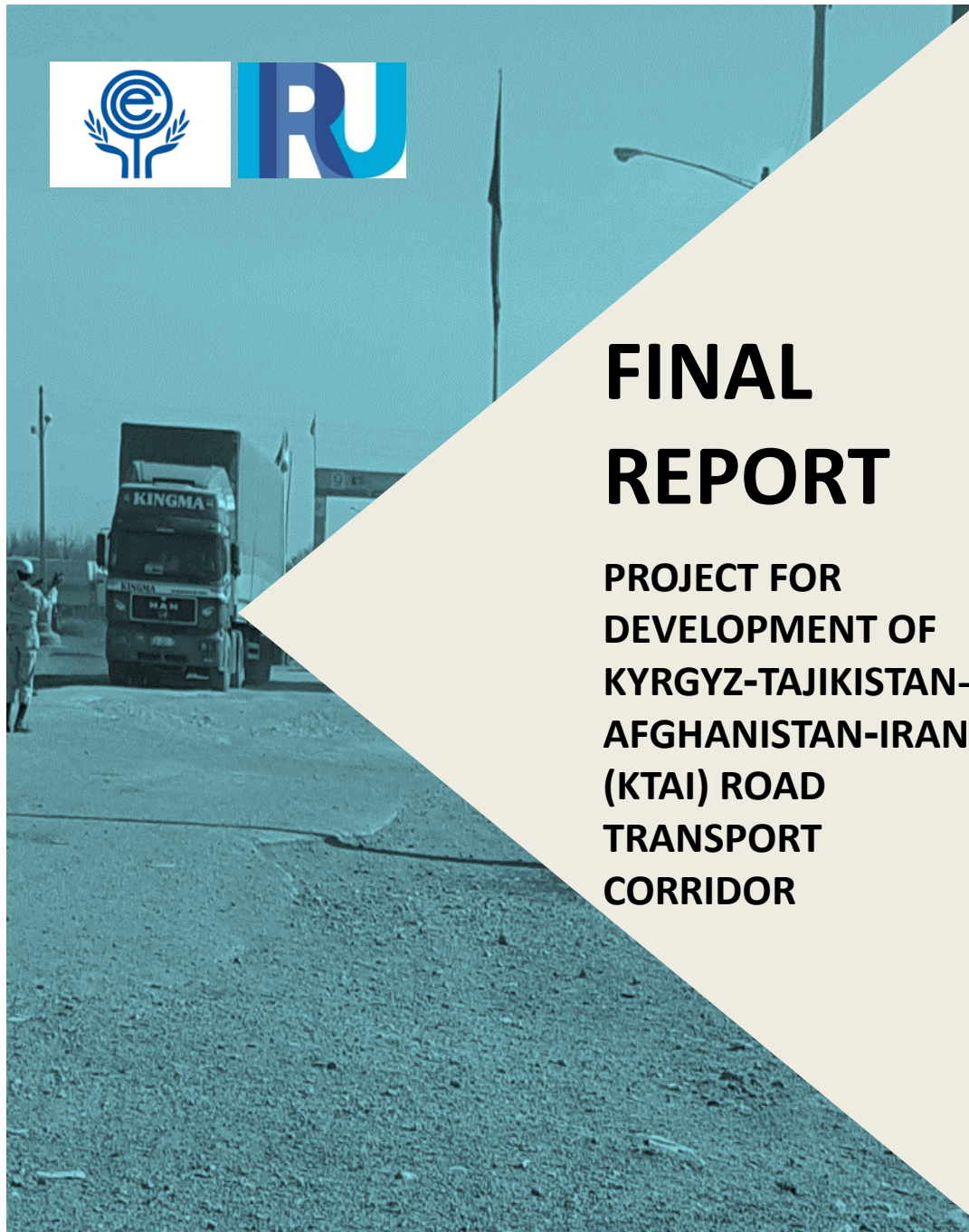


**ACTION PLAN on
ITI and KTAI ROAD
CORRIDORS** was
adopted at the **4th
ECO High Level
Working Group
Meeting, 25-26
November 2019.**



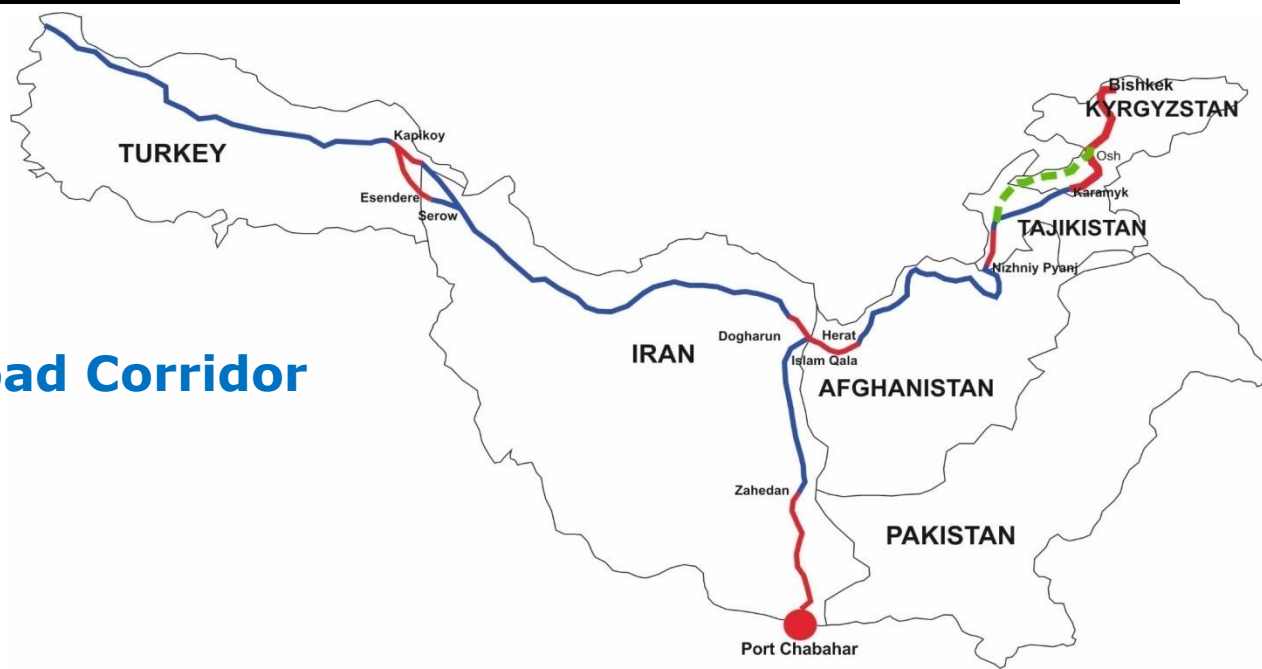
FINAL REPORT

PROJECT FOR
DEVELOPMENT OF
KYRGYZ-TAJIKISTAN-
AFGHANISTAN-IRAN
(KTAI) ROAD
TRANSPORT
CORRIDOR



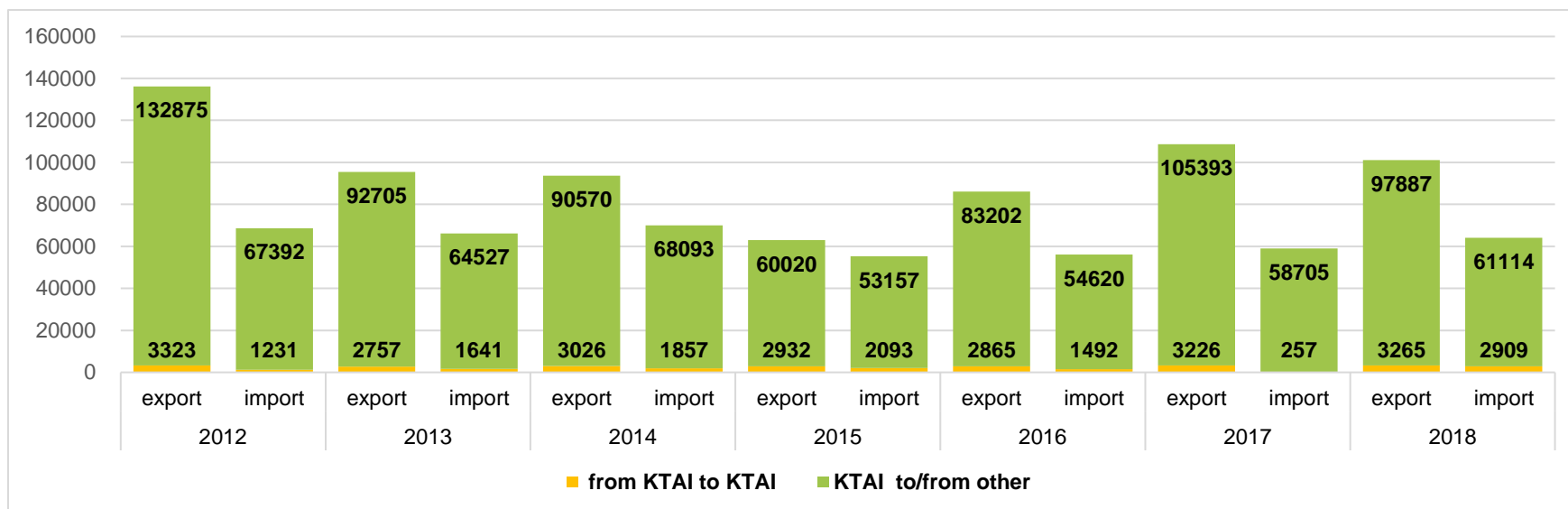
Population and area of KTAI corridor region

Country / indicator	Population, mln. people					Growth over 5 years, %	Area, thsd. km ²
	2013	2014	2015	2016	2017		
World population	7 181,7	7 265,8	7 349,5	7 432,7	7 515,3	4,6	
Afghanistan	30,7	31,6	32,5	33,4	34,2	11,4	652,2
Iran	77,2	78,1	79,1	80	80,9	4,9	1648,2
Kyrgyzstan	5,7	5,8	5,9	6	6,2	8,1	200
Tajikistan	8,1	8,3	8,5	8,7	8,9	9,2	144,1
Total in the corridors	121,7	123,8	126,0	128,1	130,2	6,9	2644,5
Share in World population, %	1,7	1,7	1,7	1,7	1,7		



Routes of the KTAI Road Corridor

Export-import volumes of the KTAI corridor countries with the rest of the world and among themselves in 2012-2018, \$US million



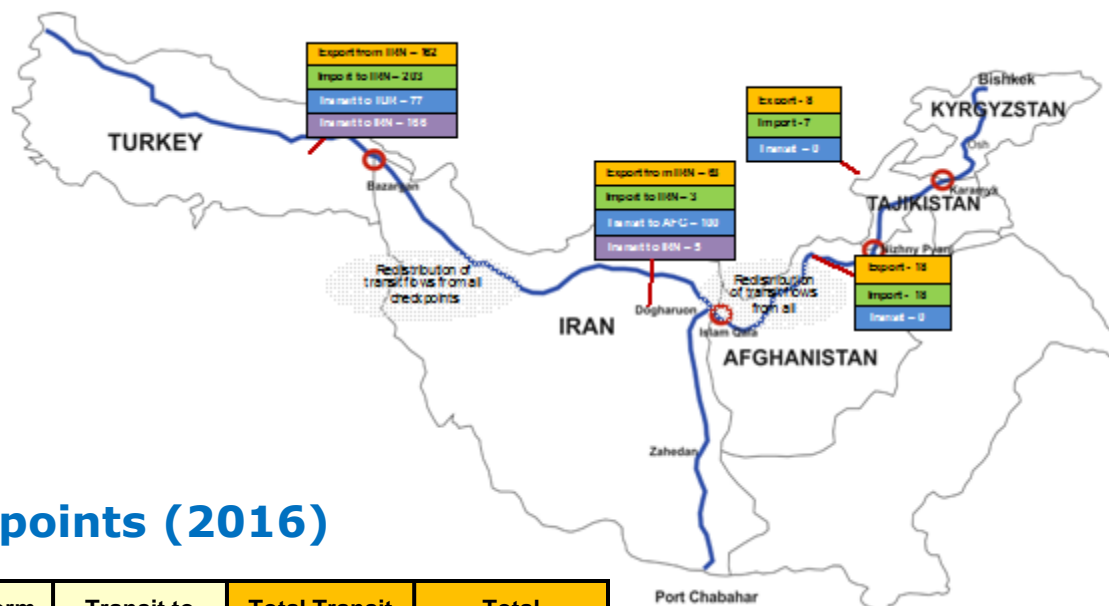
Export-import volumes to assess the potential of transit of KTAI corridor, \$US million

Country, indicators	Export					Import				
	2014	2015	2016	2017	2018	2014	2015	2016	2017	2018
TURKEY										
AFG	186	162	146	172	146	16	12	9	9	12
growth,		-13	-10	18	-16		-28	-21	-6	32
CHN	2861	2415	2328	2936	2913	24918	24873	25441	23371	20719
growth,		-16	-4	26	-1		0	2	-8	-11
KGZ	421	295	309	344	377	66	77	101	144	47
growth,		-30	5	11	10		17	31	42	-67
TJK	186	162	146	172	146	16	12	9	9	12
growth,		-13	-10	18	-16		-28	-21	-6	32
IRAN										
CHN	9389	7230	8370	9065	21099	12719	10473	10696	13115	14009
growth,		-23	16	8	133		-18	2	23	7
CHINA										
AFG	394	362	431	541	668	17	12	5	3	24
growth,		-8	19	26	23		-32	-61	-24	603
IRN	24338	17770	16417	18585	14009	27504	16057	14827	18554	21099
growth,		-27	-8	13	-25		-42	-8	25	14
TUR	19305	18608	16687	18122	17864	3705	2944	2785	3783	3763
growth,		-4	-10	9	-1		-21	-5	36	-1

Freight traffic on the KTAI Road Corridor during research undertaken under joint ECO-IRU Study on KTAI Road Corridor

RESEARCH ROUTE	Research time, hour	Total number of trucks	Average per hour, trucks	Waiting at the border, trucks
BISHKEK – OSH (KRG)	12	362	30	
OSH – KARAMYK (KRG)	5	44	9	
DUSHANBE – PYANJ (TJK)	5	113	23	N
DUSHANBE – JIRGETAL (TJK)	9	92	20	
MASHHAD – DOGHARUN (IRN)	3	74	25	500-400
CHABAHAR– ZAHEDAN (IRN)	8	177	22	
ISLAM-QALA – HERAT (AFG)	2	17	9	150
HERAT – deep into the country (AFG)	0	0	0	
VAN – KAPIKOY (TUR)	2	2	1	
VAN – ESENDERE (TUR)	4	34	9	50

Estimation of daily traffic on the KTAI Road Corridor in 2016 (trucks per day)



Truck traffic through checkpoints (2016)

Name of checkpoint	Export		Import		Transit from		Transit to		Total Transit		Total	
	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks	in year, thou. trucks	average per day, trucks
Jirgetal (TJK) - border of KRG	2,8	8	2,6	7					0,1	0	5,5	15
Pyandj (TJK) - border of AFG	6,6	18	6,7	18					0,2	0	13,5	37
Dogharun (IRN) - border of AFG	22,9	63	1,1	3	36,4	100	2,0	5	38,4	105	62,3	171
Bazargan (IRN) - border of TUR	59,1	162	74,0	203	28,0	77	60,6	166	88,6	243	221,7	607
	Outgoing		Incoming		Total							
Serow (IRN) - border of TUR	10,8	30	3,04	8	13,9	38						

Result of the 2020 joint ECO-IRU effort on the KTAI Road Corridor

As the shortest possible route between Iran and Kyrgyzstan, the launch of the KTAI corridor would tap into the growing markets of the ECO Region. According to the World Bank the total population of the four countries along the corridor stands at more than 128 million people and their combined total GDP equals close to half a trillion USD. The success of the Test Run, will further push ECO-proven good practices of TIR operation toward sustainable levels.

Furthermore, the restriction of freight transport by Turkmenistan through its territory since April 2020, due to COVID-19 pandemic has resulted in the activation of Afghanistan's road corridors, which are crucial to reduce the time and costs of transport within the ECO Region.

Given the route's starting point of ECO ports in Persian Gulf and Oman Sea, traders and transport operators can also opt to take advantage of the intermodal functions of TIR along the Corridor, optimizing trade flows and driving growth in the ECC region.

The launch of the KTAI road corridor for TIR transport opens the region to trade and development, and enables freight forwarders and transport operators to benefit from significant cost and time savings when transporting goods.

Concluding remark

- **Strengthening Supply Chains and Connectivity through Regional Partnerships** proves to be an effective tool toward sustainable transport thereby enabling wider access and benefit to regional community.
- **In this, the UNECE-UNESCAP Euro-Asian linkages may play a critical role with regard to the alleviation of physical and non-physical bottlenecks.**