



Sub regional Workshop on ICT co-deployment along Passive Infrastructure in South Asia 27 June 2019, New Delhi

Transport Infrastructure Connectivity in Asia and the Pacific

Transport Division



United Nations mandates: Transport Infrastructure Connectivity

Global mandates

- GA Resolution 72/212 “Strengthening the links between all modes of transport to achieve the Sustainable Development Goals”
- GA Resolution 70/197 “Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors”



Regional mandates

- ESCAP Resolution 72/5 “Strengthening regional cooperation on transport connectivity for sustainable development in Asia and the Pacific”
- ESCAP Resolution 71/8 “Strengthening intraregional and interregional connectivity in Asia and the Pacific”
- Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017-2021)- Regional Transport Infrastructure Connectivity is one of the seven theme topics

United Nations mandates: Transport Infrastructure Connectivity

Global mandates

- GA Resolution 72/212 “Strengthening the links between all modes of transport to achieve the Sustainable Development Goals”



- “Stressing the necessity of promoting the integration of science, **technology** and innovation into **sustainable, integrated, multimodal and intermodal transport systems** by **tapping into technological** opportunities in the decades to come to bring about fundamental, transformative changes to transport systems, including energy efficiency technologies, renewable energy and low-carbon fuel technologies as well as **information and communications technologies**, and to strengthen capacity-building support to developing countries”

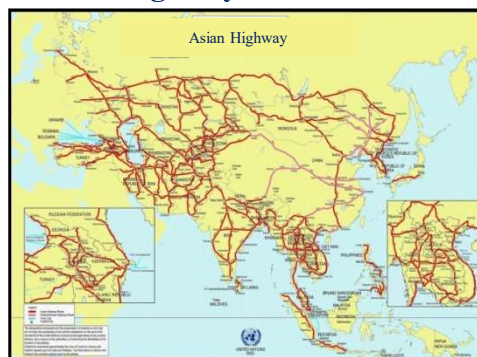
Background



- The regional transport infrastructure connectivity initiative of the region was started back in 1959 by the Economic Commission for Asia and the Far East (ECAFE) to promote the development of international road transport.
- In 1992, the ESCAP Commission at its 48th Session endorsed the Asian Land Transport Infrastructure Development Project (ALTID)- comprising of the Asian Highway, Trans-Asian Railway and Land Transport Facilitation Measures.
- The Intergovernmental Agreement on the Asian Highway Network was adopted on November 18, 2003, by an Intergovernmental Meeting, which was a milestone in the transport infrastructure connectivity in the Asia-Pacific region.

Intergovernmental Agreements on transport infrastructure connectivity in Asia

Asian Highway Network



- Intergovernmental Agreement on Asian Highway network
- - entered into force in July 2005
- - 30 Parties

Trans-Asian Railway Network



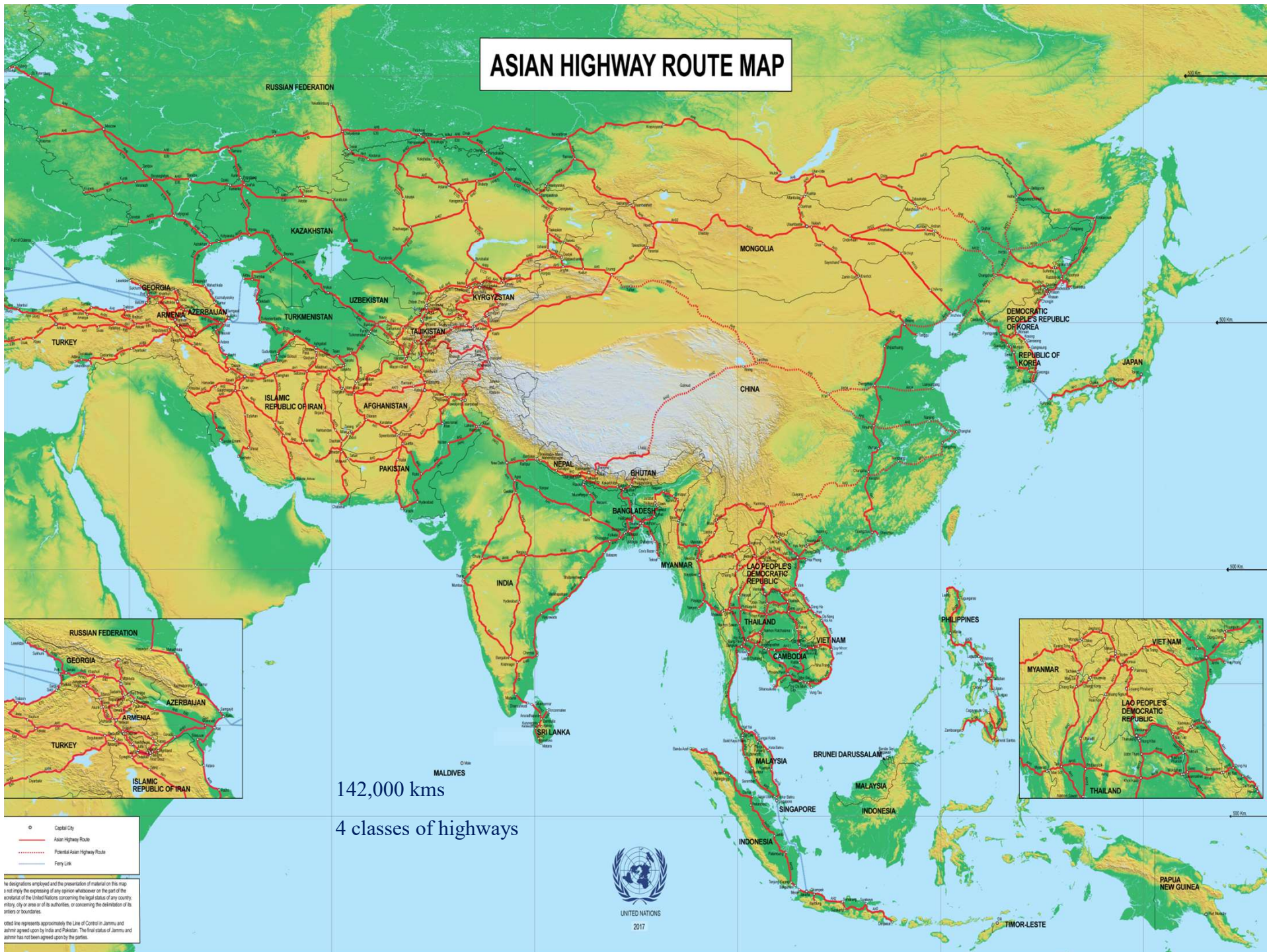
- Intergovernmental Agreement on Trans-Asian Railway network
- - entered into force in June 2009
- - 19 Parties

Dry Ports



- Intergovernmental Agreement on Dry Ports
- - entered into force in April 2016
- - 13 Parties

ASIAN HIGHWAY ROUTE MAP



142,000 kms

4 classes of highways



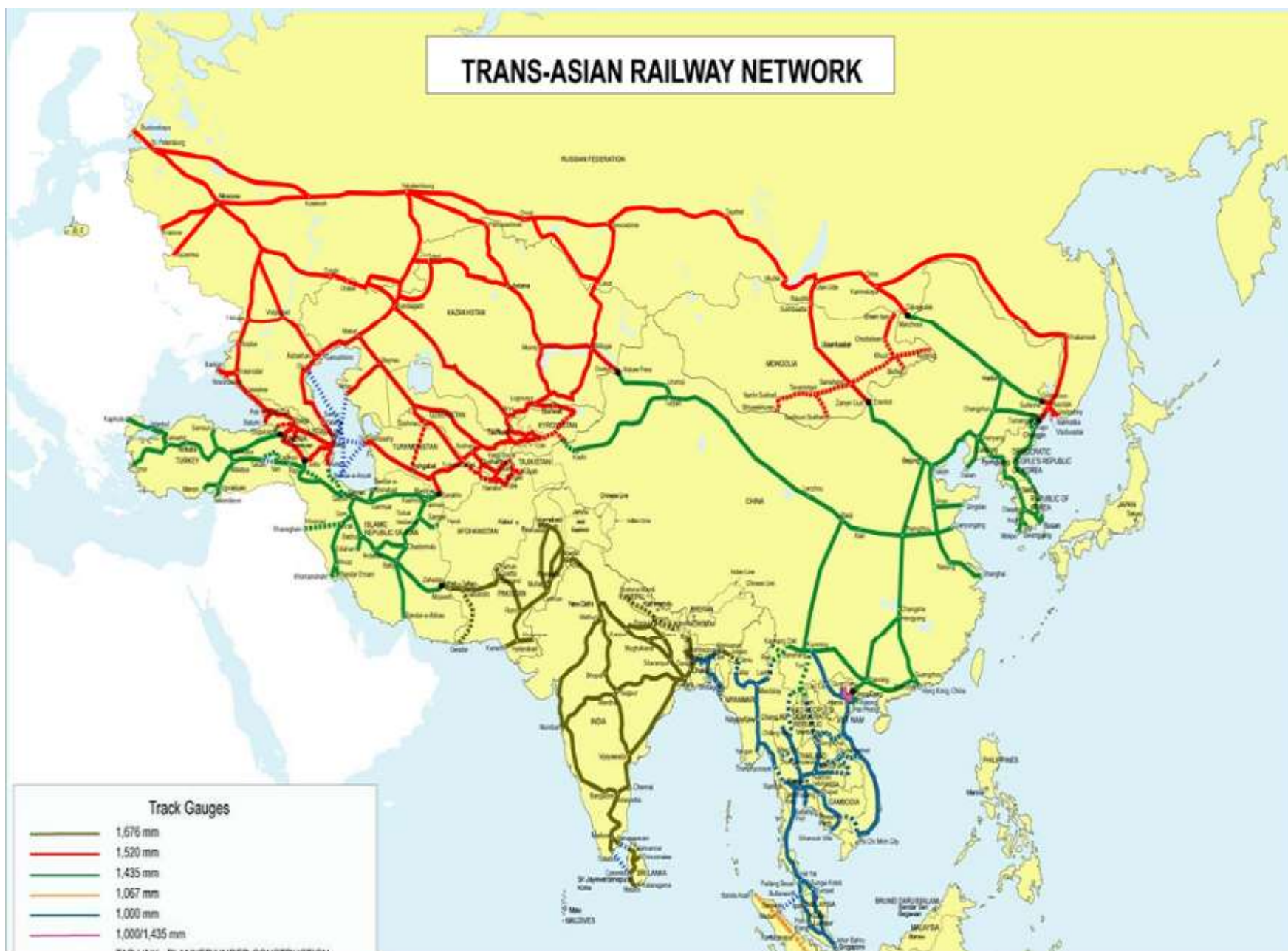
UNITED NATIONS
2017

- Capital City
- Asian Highway Route
- - - Potential Asian Highway Route
- Ferry Link

The designations employed and the presentation of material on this map do not imply the expressing of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, entity, city or area or of its authorities, or concerning the delimitation of its borders or boundaries.

solid line represents approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not been agreed upon by the parties.

TRANS-ASIAN RAILWAY NETWORK



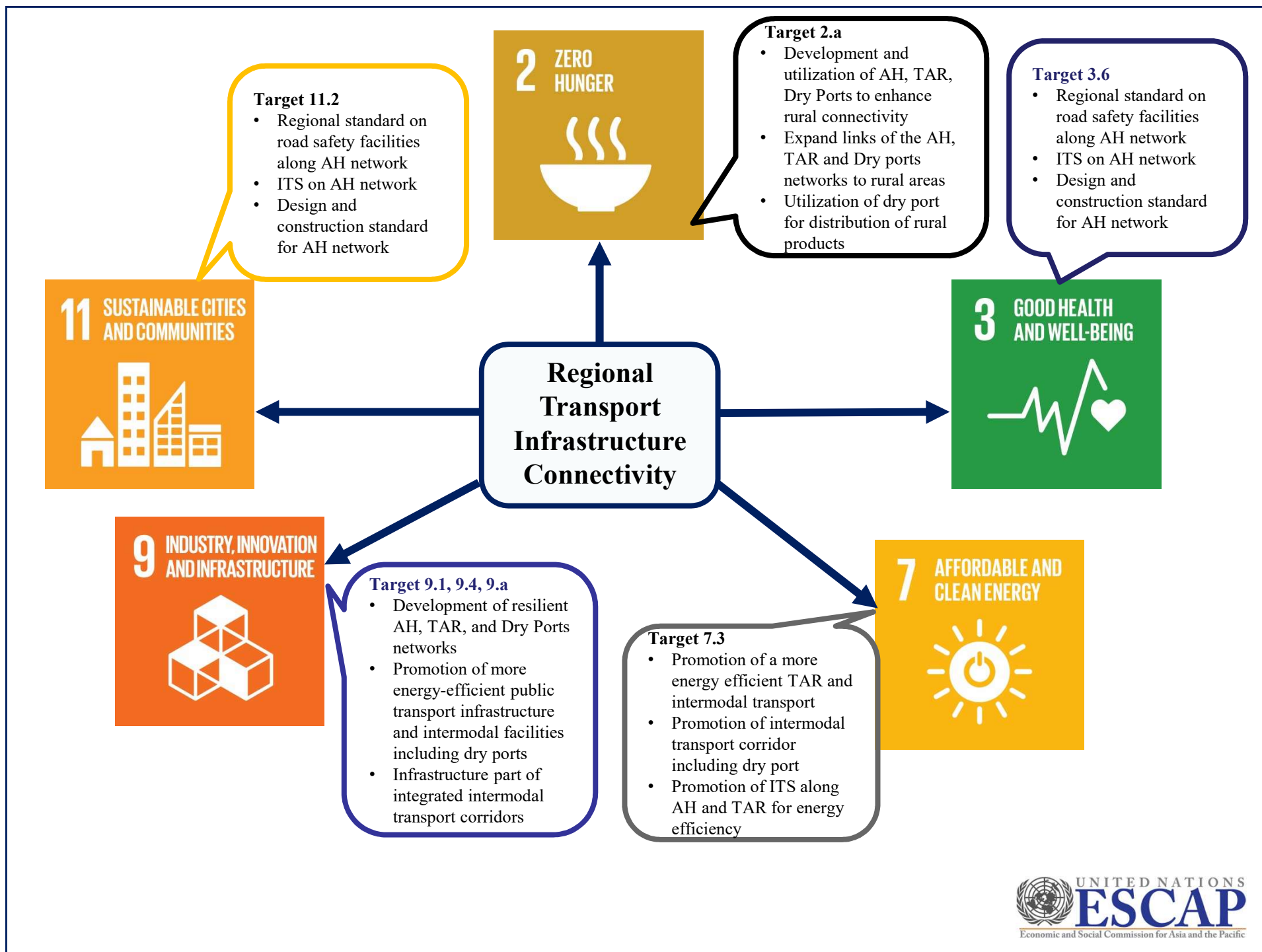
TAB LINE - PLANNED/UNDER CONSTRUCTION

Benefits of intergovernmental agreements and regional cooperation

- *Basis for coordinated development* of transport networks at regional, sub-regional and national levels;
- *Promotes common design and technical standards* for development for transport infrastructure, which was later adopted by many sub-regional organizations;
- *Enhanced domestic and regional transport connectivity* that has been supporting the growth of national economies and inter-country trade;
- *Increased potential to secure financing* by development banks as well as to maintain minimum design standards; and greater interest of development banks in financing transport projects of regional importance
- Interest in greater connectivity at the regional/subregional level which subsequently led to the *development of subregional networks*

Challenges

- More than 7 per cent of the Asian Highway Network roads are still in sub-standard condition
- About 10 per cent of the Trans-Asian Railway Network is still missing
- Approximately USD 3.5 billion will be necessary for improving the sub-standard sections of the Asian Highway Network and USD 76 billion to eliminate the missing links of the Trans-Asian Railway Network
- Intermodal-linkage between different modes of transport is inadequate



Integrated approach to infrastructure development in support of SDGs

- ✓ Development of *quality, reliable, sustainable and resilient infrastructure*, including regional and cross-border infrastructure is an SDG target
- ✓ Building such an infrastructure requires *integrated and cross-sectoral approaches*. In particular, ICT connectivity along transport network is key to ensuring its quality and resilience and would particularly support increasing application of Intelligent Transport Systems
- ✓ Co-deployment of fibre optic cables along road and rail infrastructure can be a *cost efficient way* of developing transport and ICT infrastructure. Along the Asian Highway Network and Trans-Asian Railway Network *co-deployment could support regional connectivity initiatives*

Co-deployment of fiber optic along rail and road infrastructure

- ✓ During the fourth session of Committee on Transport that took place in 2014 *a joint session was organized with Committee on ICT* to discuss harnessing cross sectoral infrastructure synergies.
- ✓ Following the discussions at the Asian Highway Working group at seventh session in 2017, the secretariat undertook a further study on co-deployment and organized a dedicated workshop during the fifth session of Committee on Transport held in November 2018.
- ✓ Studies and policy discussions demonstrated that co-deployment is already practiced in many countries in the region and that *policy coherence and coordinated approaches* among relevant sectors is critical for identifying opportunities for successful co-deployment
- ✓ In this context, the secretariat is also currently implementing a UN Development Account Project on Addressing the Transboundary Dimensions of the 2030 Agenda. The project will assess connectivity deficits along selected major connectivity corridors, with a view to enhancing inclusive and sustainable access to transport, electricity and ICT.

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Thank you!

