2019 SPECA ECONOMIC FORUM

Session 1. Transport Connectivity in the SPECA subregion

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

**NORTHERN CORRIDOR**
- Irkutsk
- Naushki
- Taysheet
- Karimskaya
- Belogorsk
- Khabarovsk
- Vladivostok
- Nahodka

**CENTRAL CORRIDOR**
- Moscow
- Nizhniy Novgorod
- Yekaterinburg
- Petropavlovsk Kokshetau
- Astana
- Karaganda
- Omsk
- Novosibirsk
- Kraanyarsk

**SOUTHERN CORRIDOR**
- Dhaka
- Mandalay
- Rangoon
- Yangon
- Bangkok
- Ho Chi Minh City
- Hat Yai
- Kuala Lumpur
- Singapore

**Gauge width, mm**
- 1000
- 1000/1435
- 1000/1676
- 1435
- 1435/1520
- 1520
- 1676

**Railway lines**
- Under construction
- In operation
- Ferry
ROAD: INFRASTRUCTURE QUALITY

NORTHERN CORRIDOR

CENTRAL CORRIDOR

SOUTHERN CORRIDOR

Classes of the roads in accordance with Asian Highway classification:
- Green: Primary, Class I, mix of Primary and I
- Yellow: Class II or mix of Classes I and II
- Orange: Class III or mix of Class III with Class I, II or both
- Red: Below III
- Brown: Mix of sections below Class III with sections of Class I, II, III
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
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.
Road traffic rights exchange and permits along the northern corridor by border crossing posts:

- Permit-free bilateral road transport possible, no restrictions on routes or border-crossing posts
- Road transport permit required, with or without restrictions on routes and border-crossing posts
ROAD: TRAFFIC RIGHTS

CENTRAL CORRIDOR

Road traffic rights exchange and permits along the central corridor by border crossing posts:

- Permit-free bilateral road transport possible, no restrictions on routes or border-crossing posts
- Road transport permit required, with or without restrictions on routes and border-crossing posts
- No traffic rights, transshipment at border, arrangements for entrance at the other side’s border facility may exist

United Nations
Economic and Social Commission for Asia and the Pacific
Road traffic rights exchange and permits along the southern corridor by border crossing posts:

- Permit-free bilateral road transport possible, no restrictions on routes or border-crossing posts
- Road transport permit required, with or without restrictions on routes and border-crossing posts
- No traffic rights, transshipment at border, arrangements for entrance at the other side’s border facility may exist
COMMON ISSUES AT BORDER CROSSING POINTS

• mixed traffic at some road BCPs (no separate lanes for trucks or buses)
• mismatch of processes and requirements at the borders
• Not harmonized transit trade procedures
• Lack of inter-agency cooperation
• Low adoption of advance risk-management technologies
• Lengthy inspections
• Manual processing of the documents, low level of computerization
## LACK OF HARMONIZED STANDARDS ON WEIGHTS AND DIMENSIONS OF ROAD FREIGHT VEHICLES

<table>
<thead>
<tr>
<th>Country</th>
<th>Maximum Length, mm</th>
<th>Maximum Gross Weight, ton</th>
<th>Maximum Axle Load, ton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan</td>
<td>12,000</td>
<td>24</td>
<td>49.5</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>12,000</td>
<td>24</td>
<td>44</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>12,000</td>
<td>25</td>
<td>44</td>
</tr>
<tr>
<td>Kyrgyzstan</td>
<td>12,000</td>
<td>32</td>
<td>44</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>12,000</td>
<td>-</td>
<td>40</td>
</tr>
<tr>
<td>Turkmenistan</td>
<td>12,000</td>
<td>36</td>
<td>22</td>
</tr>
<tr>
<td>Uzbekistan</td>
<td>12,000</td>
<td>44</td>
<td>24</td>
</tr>
<tr>
<td>EAEU</td>
<td>12,000</td>
<td>40</td>
<td>-</td>
</tr>
</tbody>
</table>
## Lack of Harmonized Standards on Emissions for Road Freight Vehicles

<table>
<thead>
<tr>
<th>Country</th>
<th>Reference</th>
<th>Equivalent to Euro standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan</td>
<td>Euro III</td>
<td>Euro III</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>Euro IV</td>
<td>Euro IV</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>EAEU Technical Regulations TP TC 018/2011(referring to United Nations Regulations No.49(revision 5))</td>
<td>Euro V</td>
</tr>
<tr>
<td>Kyrgyzstan</td>
<td>EAEU Technical Regulations TP TC 018/2011(referring to United Nations Regulations No.49(revision 5))</td>
<td>Euro V</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>Euro 3</td>
<td>Euro 3 (light-duty vehicle)</td>
</tr>
<tr>
<td>Turkmenistan</td>
<td>-</td>
<td>N/A</td>
</tr>
<tr>
<td>Uzbekistan</td>
<td>United Nations Regulations No, 49</td>
<td>Euro V</td>
</tr>
</tbody>
</table>
## Preliminary Proposed Recommended Standards

<table>
<thead>
<tr>
<th>Item</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mode</th>
<th>EU</th>
<th>EAEU</th>
<th>Recommended standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Width, mm</td>
<td>2,500</td>
<td>3,000</td>
<td>2,500</td>
<td>2,550</td>
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<tr>
<td>Maximum Height, mm</td>
<td>3,800</td>
<td>4,900</td>
<td>4,000</td>
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<td>4,000</td>
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<tr>
<td>Maximum Length, mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Rigid truck</td>
<td>9,100</td>
<td>12,200</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
</tr>
<tr>
<td>Articulated Vehicle/Road Train</td>
<td>14,000</td>
<td>25,000</td>
<td>20,000</td>
<td>18,750</td>
<td>20,000</td>
<td>20,000</td>
</tr>
<tr>
<td>Maximum Gross Weight, ton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rigid Vehicle</td>
<td>21</td>
<td>44</td>
<td>32</td>
<td>32</td>
<td>32</td>
<td>32</td>
</tr>
<tr>
<td>Articulated Vehicle/Road Train</td>
<td>36</td>
<td>61.5</td>
<td>44</td>
<td>44</td>
<td>40</td>
<td>44</td>
</tr>
<tr>
<td>Maximum Axle Load, ton</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Axle</td>
<td>8</td>
<td>13.5</td>
<td>10</td>
<td>10/11.50</td>
<td>11.5</td>
<td>10/11.50</td>
</tr>
<tr>
<td>Group Axles</td>
<td>19</td>
<td>31</td>
<td>24</td>
<td>24</td>
<td>-</td>
<td>18(^3)/24(^4)</td>
</tr>
</tbody>
</table>
DOCUMENTS REQUIRED AT BORDER CROSSING BETWEEN AFGHANISTAN AND TAJIKISTAN

Required documents by transport authority
- Vehicle Registration Certificate
- Cross-Border Transport Permit
- Valid Driving License
- Tax Certificate
- National Vehicle Registration Plate and the Distinguishing Sign

Documents must be in English

Required documents for goods (cargo)
- Bill of Lading (Consignment Note)
- Commercial Invoice
- Insurance Certificate
- Business License
- Packing List

In English or Dari

Required documents by transport authority
- Vehicle Registration Certificate
- Vehicle Inspection Certificate
- Cross-Border Transport Permit
- Third Party Motor Vehicle Liability Insurance Certificate
- Transport Operator’s License
- International driving license
- National Vehicle Registration Plate and the Distinguishing Sign

Documents must be in English

Required documents for goods (cargo)
- Customs Declaration
- CMR Consignment Note
- Quality Certificate for Freight;
- Freight Insurance Certificate

Documents must be in English
Documents required at border crossing between Kazakhstan and Uzbekistan

Required documents by transport authority
- Motor Vehicle Registration Certificate
- Vehicle Liability Insurance Certificate
- National Vehicle Registration Plate and the Distinguishing Sign
- Valid driving license

Documents must be in National or English language

Required documents for goods (cargo)
Commercial documents for goods, including:
- Customs Declaration
- CMR Consignment Note
- Packing List
- Commercial invoice
- Certificate of Origin

Documents must be in National or English language

Kazakhstan

Uzbekistan

Required documents by transport authority
- Motor Vehicle Registration Certificate
- Compulsory Third Party Motor Vehicle Liability Insurance Certificate
- National Vehicle Registration Plate and the Distinguishing Sign
- Valid Driving License

Required documents for goods (cargo)
- Customs Declaration
- CMR Consignment Note
- Packing List
- Commercial invoice
- Certificate of Origin
<table>
<thead>
<tr>
<th></th>
<th><strong>NORTHERN CORRIDOR</strong></th>
<th><strong>CENTRAL CORRIDOR</strong></th>
<th><strong>SOUTHERN CORRIDOR</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Infrastructure gaps</strong></td>
<td></td>
<td>Missing railway links</td>
<td></td>
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<tr>
<td></td>
<td>Low rate of electrified and double-tracked railway lines</td>
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<td></td>
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<tr>
<td></td>
<td>Railway sections in poor condition</td>
<td></td>
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<tr>
<td></td>
<td>Out-dated railway rolling stock</td>
<td></td>
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<tr>
<td></td>
<td>Multiple railway gauges</td>
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<tr>
<td></td>
<td>Road sections of Asian Highway Class III and below</td>
<td></td>
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<tr>
<td></td>
<td>Lack of modern inland logistics intermodal facilities</td>
<td></td>
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<tr>
<td><strong>Operational gaps</strong></td>
<td>Railways interoperability</td>
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<tr>
<td></td>
<td>High railway tariffs</td>
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<tr>
<td></td>
<td>Mismatch in bilateral regulations for international road transport</td>
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<tr>
<td></td>
<td>Some border crossings are closed for international or bilateral road transport</td>
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<tr>
<td></td>
<td>Delays at border crossings due to infrastructure or procedures</td>
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<tr>
<td></td>
<td>Cabotage is usually forbidden</td>
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</tbody>
</table>
Way forward: Infrastructure

Improvement of infrastructure quality
• Railway
• Road
• Border crossing points
• Dry ports and inland connectivity to seaports

Corridor Management
• Transport Corridor Observatory
• Transport Corridor Coordination Committee
• Transport Corridor Authority
**WAY FORWARD: FACILITATION**

**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
Thank you!

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