

---

**Project Working Group on Transport and Border Crossing (PWG-TBC)**

12<sup>th</sup> session  
13-14 March 2007,  
Dushanbe, Tajikistan

**SELECTION OF MAJOR ROUTES WITHIN THE SPECA REGION FOR ANALYSIS  
USING THE UNESCAP TIME/COST-DISTANCE METHODOLOGY**

(Item 4 (b ii) of the Agenda)

*Note by UNESCAP*

**Introduction**

1. Efficiently functioning international transit transport routes originating in or leading through the landlocked SPECA countries are a major precondition for growing regional and international trade and hence for economic development. The further development of these routes and the simplification and harmonization of transportation procedures are therefore of vital concern to both, users of the routes (i.e. freight forwarders, transport operators, etc.) and Governmental planning authorities and agencies.
2. In order to make informed decisions on their import and export strategies private and public business entities need accurate and indicative data on transportation processes along these major international transit transport routes. Importantly, such data, especially if collected regularly and continuously, can aid Government planning authorities (or bodies). On the one hand, it may assist them in formulating effective transport facilitation policies based on empirical assessments of actual transportation processes, meeting real-life needs and challenges. On the other hand, it may provide useful information supporting decisions on investment priorities in the transport sector – both nationally and regionally.
3. Allowing for simple graphical representation of the time and costs involved in transporting goods or persons along specific transport routes, the UNESCAP Time/Cost-Distance Methodology provides a convenient way to use empirical data for identification and isolation of inefficiencies and bottlenecks of a transportation process<sup>1</sup>. Further, it may provide both policy makers and industry with snapshots of the performance of specific routes.
4. Recognizing the need for concrete, reliable data, the SPECA Project Working Group on Transport and Border Crossing at its 11<sup>th</sup> session in March 2006 stressed the importance of analyzing major unimodal and multimodal international transport routes of interest to SPECA countries. It requested SPECA member states to identify transport routes (rail, road and

---

<sup>1</sup> For detailed information, please see:

<http://www.unescap.org/ttdw/index.asp?MenuName=RouteStudiesWelcome>

intermodal) originating from their respective capitals and destined for Afghanistan, Europe, Russian Federation, Islamic Republic of Iran, China, Japan, India, Republic of Korea, as well as transit routes; and to conduct analyses on selected routes in cooperation with UNESCAP. Member states' proposals on routes are attached in Annex I.

### **Initially Selected Routes for Data Collection**

5. Out of the more than seventy international transit transport routes thus proposed by SPECA member states, an initial selection of the following seven routes was made to commence data collection for application of the UNESCAP Time/Cost-Distance Methodology:

- ***Route I: Afghanistan to Kazakhstan by Road***  
Astana – Balhash – Taraz – Shymkent – Kaplanbek/ Zhibek Zholy – border with the Republic of Uzbekistan – Tashkent – Sydarya – border with the Republic of Tajikistan – Ura-Tube – Dushanbe – Kurgan-Tube – border with Afghanistan
- ***Route II: Kazakhstan to Europe by Rail***  
Astana – Esil – Tobol st. – border of the Russian Federation – Taranovskaya st. – Smolensk – Krasnoe st. – border of the Republic of Belarus – Osinovka st. – Minsk – Brest st. – Eastern and Western European countries
- ***Route III: Kyrgyzstan to Europe by Road***  
Bishkek – Lugovaya – Arys – Iletsk – Samara – Moscow – Brest – Warsaw
- ***Route IV: Uzbekistan to China by Rail***  
Tashkent – Arys – Dostyk – China – and then on to countries of North-East Asia
- ***Route V: Turkmenistan to Russian Federation by Rail***  
Ashgabat – Turkmenbashi – Russian Federation
- ***Route VI: Azerbaijan to Turkmenistan by Sea and Rail***  
Baku – S. Turkmenbashi port – Ashgabat
- ***Route VII: Tajikistan to Iran by Rail (additional route chosen by UNESCAP)***  
Dushanbe – Guzal – border of the Republic of Uzbekistan – Tejen - border of the Islamic Republic of Iran – Mashhad – Bafq – Bandar-Abbas

7. For the analysis, Member states may wish to select one shipment of a container or a typical cargo along the selected route and to record the time needed and, if possible, costs incurred in the movement from the place of origin to the place of destination. It is possible that information from national freight forwarders or transport operators may be of assistance in compiling the required data.

### **Issues for consideration**

At its 12<sup>th</sup> session in Dushanbe, Tajikistan, the PWG-TBC is invited to:

- (a) Agree on the selected routes to be used for the Time/Cost-Distance analysis;

- (b) Request member states to collaborate with freight forwarders / transport operators to collect data on the route and use the UNESCAP Time/Cost-Distance Methodology to perform the analysis of the agreed route;
  - (c) Consider the results of the analysis at the 13<sup>th</sup> session of the Project Working Group in 2008.
-