Infrastructure connectivity for integrated intermodal transport and logistics in Asia and the Pacific
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.
Three pillars of ESCAP work on sustainable transport connectivity

Platform for intergovernmental cooperation and policy dialogue
Committee on Transport Ministerial Conference
Working Groups on AH, TAR and DP

Comprehensive capacity building programme
Operational connectivity
Transport Facilitation Models
Private Public Dialogue

Analytical work and data collection
Specialized monographs, bulletins and periodic assessments of transport connectivity in the region
Regional challenges to Sustainable Transport Connectivity

| 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

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

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 Strategic Framework for the Facilitation of International Road Transport
Cooperation Framework for the Facilitation of International Railway Transport
Regional Framework for Development, Design, Planning and Operation of Dry Ports of International Importance
The AH network development status

- Defining the Asian Highway Network
- Harmonizing infrastructure parameters
- Monitoring the basic infrastructure quality
- Incorporating new aspects of quality (road safety)
- Promoting the use of smart transport and new technologies along the network

The AH network currently covers 143,000 kms in 32 countries and continues to expand.
Evolving configuration of the Asian Highway Network
Towards Smart, Green and Resilient Asian Highways

- Agreements on traffic rights and other issues of transport facilitation
- Deployment of intelligent transport systems along the Asian Highway Network
- Use of technology in border-crossing procedures and synergies between the national logistics information systems
- Resilience and climate change
The Trans-Asian Railway Network

- Defined by the **Intergovernmental Agreement on the Trans-Asian Railway Network**
- **Extension**: 118,000 km
- **Coverage**: 28 countries in Asia and the Pacific
- Flexibly defined **minimum technical specifications and operational standards** stipulated in the Agreement

### TAR missing links by subregion

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Distance (km)</th>
<th>Percentage of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASEAN (including Yunnan Province of China)</td>
<td>4763</td>
<td>38</td>
</tr>
<tr>
<td>Caucasus</td>
<td>346</td>
<td>3</td>
</tr>
<tr>
<td>Central Asia (including the Islamic Republic of Iran and Turkey)</td>
<td>1405</td>
<td>12</td>
</tr>
<tr>
<td>North-East Asia</td>
<td>3396</td>
<td>27</td>
</tr>
<tr>
<td>South Asia</td>
<td>3495</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>12 405</strong></td>
<td></td>
</tr>
</tbody>
</table>
The Trans-Asian Railway Network

Latest developments:

- Ratification by Turkey in 2019
- Amendment proposal tabled by the Governments of the Islamic Republic of Iran, the Russian Federation and Viet Nam
- Euro-Asian trade as a new momentum

Challenges:

- 10.5% of network still need to be constructed
- Break of gauge
- Unequal level of operational readiness along the network
- Border crossing as the main efficiency issue

Break-of-gauge border crossings on the Trans-Asian Railway Network

<table>
<thead>
<tr>
<th>1,435-1,000</th>
<th>Hekou (China)-Lao Cai (Viet Nam) Pingxiang (China)-Dong Dang (Viet Nam)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,435-1,520</td>
<td>Alashankou (China)-Dostyk (Kazakhstan) Erenhot (China)-Zamyn Uud (Mongolia) Manzhouli (China)-Zabaykalsk (Russian Federation) Suifenhe (China)-Grodekovo (Russian Federation) Astara (Islamic Republic of Iran)-Astara (Azerbaijan) Jolfa (Islamic Republic of Iran)-Djulfa (Azerbaijan) Sarakhs (Islamic Republic of Iran)-Saraks (Turkmenistan) Incheboroun (Islamic Republic of Iran)-Gudriolum (Turkmenistan) Dogukapi (Turkey)-Akhuryan (Armenia)</td>
</tr>
<tr>
<td>1,435 - 1,676</td>
<td>Mirjeveh (Islamic Republic of Iran)-(Koh-i-Taftan) Pakistan</td>
</tr>
</tbody>
</table>
The Asian Network of Dry Ports

- The Intergovernmental Agreement on Dry Ports
- 247 dry ports in 27 countries

- Increases the operational efficiency of the Asian Highway and Trans-Asian railway networks, by extending their outreach and facilitating their integration with other modes
- Lays ground for the coordinated development of nodes into an international integrated transport and logistics system
- Stipulates guiding principles for the development and operation of dry ports

Latest developments and challenges

- Amendment proposals submitted by the governments of India, Kazakhstan and the Russian Federation
- Institutional and coordination issues at the forefront of the dry ports development
**ESCAP work in practice: a comprehensive research, policy and capacity building programme**

<table>
<thead>
<tr>
<th><strong>ASIAN HIGHWAYS NETWORK</strong></th>
<th><strong>TRANS-ASIAN RAIL NETWORK</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Agreements on traffic rights</td>
<td>Electronic information exchange</td>
</tr>
<tr>
<td>Harmonization of standards</td>
<td>Customs regimes for rail transit</td>
</tr>
<tr>
<td>Facilitating the ITS deployment</td>
<td>Break of gauge</td>
</tr>
<tr>
<td>Dialogue with the Logistic industry</td>
<td>Performance indicator(s)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>INTERMODAL TRANSPORT</strong></th>
<th><strong>MARITIME CONNECTIVITY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor management mechanisms</td>
<td>Special challenges of SIDS</td>
</tr>
<tr>
<td>Legal and regulatory framework for multimodal transport</td>
<td>Greening shipping</td>
</tr>
<tr>
<td>Institutional aspects of dry ports</td>
<td>Safety</td>
</tr>
<tr>
<td></td>
<td>Sustainable Port Development</td>
</tr>
<tr>
<td></td>
<td>Waterborne transport’s promotion</td>
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</tbody>
</table>
Thank you for your kind attention!

For any further questions: azhar.jaimurzina@un.org