Forum on Sustainable Transport Connectivity between Europe and Asia
30 October 2019, Geneva, Switzerland

ESCAP regional frameworks for operationalization of Asian Highway, Trans-Asian Railway networks and for dry ports of international importance

Fedor Kormilitsyn, Economic Affairs Officer, Transport Division
The Asian Highway Network

- Defined by the Intergovernmental Agreement on the Asian Highway Network,
- Overall extension: 143,000 km
- Coverage: 32 countries in Asia and the Pacific
- Flexibly defined minimum technical specifications and operational standards stipulated in the Agreement, including the recent Annex on design standards for improving road safety to date

Challenges:

- 7 per cent of its routes still do not meet the minimum desirable class-III standards.
- Too many instances of a same route falling into different categories of standards on two sides of a common border between neighbouring countries

AH network development status

<table>
<thead>
<tr>
<th>Class</th>
<th>Length</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>14,961 km</td>
<td>11.8%</td>
</tr>
<tr>
<td>Class I</td>
<td>26,797 km</td>
<td>22.2%</td>
</tr>
<tr>
<td>Class II</td>
<td>50,305 km</td>
<td>39.5%</td>
</tr>
<tr>
<td>Class III</td>
<td>25,366 km</td>
<td>20%</td>
</tr>
<tr>
<td>Below</td>
<td>9,175 km</td>
<td>7.3%</td>
</tr>
</tbody>
</table>
The Trans-Asian Railway Network
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

**Challenges:**
- 10.5% of network still need to be constructed
- Unequal level of operational readiness along the network

### TAR missing links by subregion

<table>
<thead>
<tr>
<th>Subregions</th>
<th>Share of missing links</th>
<th>Cost of construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>South-East Asia</td>
<td>4,763 km (38%)</td>
<td>US$ 49.6 billion</td>
</tr>
<tr>
<td>North-East Asia</td>
<td>3,396 km (27%)</td>
<td>US$ 8.6 billion</td>
</tr>
<tr>
<td>South Asia</td>
<td>2,495 km (20%)</td>
<td>US$ 9 billion</td>
</tr>
<tr>
<td>Central Asia (incl. IR of Iran and Turkey)</td>
<td>1,405 km (12%)</td>
<td>US$ 5.2 billion</td>
</tr>
<tr>
<td>Caucasus</td>
<td>346 km (3%)</td>
<td>US$ 3.2 billion</td>
</tr>
</tbody>
</table>
Dry Ports of International Importance

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

- Regional framework for the Planning, Design, Development and Operation of Dry Ports of International Importance

- address the cross-cutting nature of logistics
- set common strategies across sectors
- provide consistency across the region in the approach to dry port development and operation
1st Study on Dry Port (2015-2016)

The first meeting of the Working Group was held in Bangkok in November 2015.

A Study on Planning, development and operation of dry ports of international importance was presented.

Developing Dry Ports of International Importance through a regional framework

Common approach to Development of Dry Ports of International Importance

ESCAP initiatives to enhance regional transport connectivity

2nd Study on Dry Ports (2016-2017)

Five Missions to Dry Ports in the ESCAP region

Results to be presented at meeting of the Working Group on Dry Ports

PLANNING, DEVELOPMENT AND OPERATION OF DRY PORTS OF INTERNATIONAL IMPORTANCE

Report on trends in the development of inland ports and policies underlying their development in selected countries of the UNESCAP region

UNITED NATIONS ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Intergovernmental Agreement on the Asian Highway Network

Regional Strategic Framework for the Facilitation of International Road Transport

Regional Cooperation Framework for the Facilitation of International Railway Transport

Regional Framework for Development, Design, Planning and Operation of Dry Ports of International Importance

Intergovernmental Agreement on the Trans-Asian Railway Network

Intergovernmental Agreement on Dry Ports

Regional Framework for the Development, Design, Planning and Operation of Dry Ports of International Importance
What is a regional framework?

- Long-term common targets/strategy for member countries and their development partners (incl. UNESCAP)
- Direction of future possible development
- Reference and guide
  - Not legally binding like an agreement
  - No commitment required for implementation
  - No timeline for implementation
Regional Strategic Framework for the Facilitation of International Road Transport (2012)

Common fundamental elements

1. Road transport permits & traffic rights
2. Visas for professional drivers & crews
3. Temporary importation of road vehicles
4. Insurance of vehicles
5. Vehicle weights & dimensions
6. Vehicle registration & inspection certificates

Key modalities for facilitation

1. Building an effective legal regime
2. Wider application of new technologies
3. Development of professional training
4. Establishment/strengthening of national coordination mechanisms
5. Promotion of joint control at border crossings
6. Promotion of economic zones at border crossings, dry ports and logistics centres
7. Further application of facilitation tools
Challenges to the operational connectivity along the AH network: permits for road transport operations

Milestones and best practices:

- The agreement between the Governments of member States of the Shanghai Cooperation Organization on creating favorable conditions for international road transport (Dushanbe, 2014)
- Intergovernmental Agreement on International Road Transport along the Asian Highway Network, signed by the Governments of China, Mongolia and the Russian Federation (Moscow, 2016)

Four fundamental issues:

1. Standards for railway infrastructure, facilities and equipment
2. Break-of-gauge
3. Different legal regimes for railway transport contracts
4. Coordination of regulatory controls and inspections at border-interchange stations

Areas for cooperation among the member countries for the facilitation of international railway transport:

1. Participate in international railway organizations
2. Formulate subregional and bilateral agreement
3. Collaborate to standardize cross-border railway operations
4. Use of advance passenger/cargo information systems
5. Arrangement for exchange of wagons
6. Use of new technologies in train operations as well as in container tracking
7. Develop human resources for cross-border railway operations
8. Establish logistics centres/dry ports and maintenance hubs at or near the border interchange stations
9. Simplify intermodal interface of railway with other modes of transport
10. Promote and encourage corridor approach in facilitation of international railway transport
11. Work towards paperless railway freight transport
Regional Framework for Dry Ports (2018)

1. Basic requirements
2. Dry port location
3. Transport infrastructure linkages:
   • Dry port-seaport linkages
   • Rail infrastructure within dry ports
   • Road transport linkages
   • Road infrastructure within dry ports
4. Technical standards for dry ports
5. Container yard capacity and equipment
6. Design of other major facilities
7. Technical management and information technology systems
8. Coding of the dry ports of international importance
9. Incorporation of dry ports into international transport documents
10. Proposed arrangements for customs clearance at dry ports
11. Policy measures, legislation and solutions for planning dry port development
12. Practical options for financing the development and operation of dry ports
The Regional Framework on Road that identified six fundamental issues and seven modalities for supporting efficient international road transport in the region.

The Regional Cooperation Framework for Railways that identified four fundamental issues and provides eleven areas for cooperation to facilitate international railway transport.

The Secure Cross Border Transport Model
Use of new technologies in transport facilitation

The Efficient Cross Border Transport Models
Developments in trucking industry practices that allow the tractor and trailer to be swapped to deal with non-physical barriers

The Model on Integrated Controls at Border Crossings
Streamlining the flow of information from various agencies at the border to avoid duplications

The Time Cost Distance methodology
A diagnostic tool and a method of monitoring the performance of transport corridors

The Standard Model of Logistics Information Systems
Interoperability and information exchange of the existing national and transnational logistics information systems and identifies good practices

Model sub-regional agreement on Transport Facilitation

Model bilateral agreement on road transport
THANK YOU

WWW.UNESCAP.ORG

UNESCAP
UNESCAP
UNESCAP
UNITEDNATIONSESCAP
UNITEDNATIONSESCAP

UNITED NATIONS ESCAP
Economic and Social Commission for Asia and the Pacific