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Transport Division

MIDTERM REVIEW OF THE IMPLEMENTATION
OF THE VIENNA PROGRAMME OF ACTION
FOR LLDCs FOR THE DECADE 2014-2024 IN
THE EURO-ASIAN REGION

Transport Infrastructure
1. To **develop and implement comprehensive national policies** for infrastructure development and maintenance, encompassing all modes of transport

2. To collaborate to promote **sustainable and resilient transit systems**

3. To work towards **the harmonization of gauges** to facilitate regional connectivity, where feasible

4. To promote **multilateral and regional permit systems** for road transport and to endeavour to implement permit-free bilateral and transit road transport and the expansion of a multilateral quota system

5. To endeavour, **to gradually liberalize road transport services**, taking into account specific circumstances

6. To encourage the development of international logistic hubs;

7. To develop the necessary policies and regulatory frameworks **to promote private sector involvement in infrastructure development** and promote an enabling environment to attract foreign direct investment;

8. To promote PPP for the development and maintenance of transport infrastructure

9. To develop **inland transport networks** that ensure road and rail safety and involve local businesses thereby creating development corridors along transit highways and railroads

**OBJECTIVES**

1. Significantly increase the quality of roads, including increasing the share of paved roads, by nationally appropriate standards;

2. To expand and upgrade the railway infrastructure in landlocked developing countries, where applicable;

3. To complete missing links in the regional road and railway transit transport networks.
Evolution of the perception of the performance of transport infrastructure

Source: LPI, World Bank, 2018
Perception of transport infrastructure quality: LLDCs in Asia and the Pacific (2018)

Source: LPI, World Bank, 2018
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 (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>14,961</td>
</tr>
<tr>
<td>Class I</td>
<td>26,797</td>
</tr>
<tr>
<td>Class II</td>
<td>25,366</td>
</tr>
<tr>
<td>Class III</td>
<td>50,305</td>
</tr>
<tr>
<td>Below</td>
<td>9,175</td>
</tr>
</tbody>
</table>

- 10% 11.8%
- 20% 22.2%
- 30% 39.5%
- 40% 20%
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</td>
<td>1,405 km (12%)</td>
<td>US$ 5.2 billion</td>
</tr>
<tr>
<td>(incl. IR of Iran and Turkey) Caucasus</td>
<td>346 km (3%)</td>
<td>US$ 3.2 billion</td>
</tr>
</tbody>
</table>
Objective: To significantly improve intermodal connectivity with the aim of ensuring efficient transfers from rail to road and vice versa and from port to rail and/or road and vice versa.

Number of Dry Ports of international importance identified by the Intergovernmental Agreement on Dry Ports (2013)

<table>
<thead>
<tr>
<th>Number of Dry Ports at Landlocked Countries</th>
<th>Number of Dry Ports at Transit Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan</td>
<td>Bangladesh</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>(8 potential)</td>
<td>(9 potential)</td>
</tr>
<tr>
<td>Armenia</td>
<td>Cambodia</td>
</tr>
<tr>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>(4 potential)</td>
<td>(1 potential)</td>
</tr>
<tr>
<td>Azerbaijan</td>
<td>China</td>
</tr>
<tr>
<td>11 (10 potential)</td>
<td>17</td>
</tr>
<tr>
<td>Bhutan</td>
<td>Georgia</td>
</tr>
<tr>
<td>1 (5 potential)</td>
<td>1</td>
</tr>
<tr>
<td>(1 potential)</td>
<td>(1 potential)</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>India</td>
</tr>
<tr>
<td>2 (3 potential)</td>
<td>34</td>
</tr>
<tr>
<td>Kyrgyzstan</td>
<td>Myanmar</td>
</tr>
<tr>
<td>2</td>
<td>(8 potential)</td>
</tr>
<tr>
<td>Lao PDR</td>
<td>Pakistan</td>
</tr>
<tr>
<td>1 (8 potential)</td>
<td>12</td>
</tr>
<tr>
<td>Mongolia</td>
<td>Russian Federation</td>
</tr>
<tr>
<td>4 (1 potential)</td>
<td>5</td>
</tr>
<tr>
<td>(10 potential)</td>
<td>(10 potential)</td>
</tr>
<tr>
<td>Nepal</td>
<td>Thailand</td>
</tr>
<tr>
<td>4 (1 potential)</td>
<td>1</td>
</tr>
<tr>
<td>(2 potential)</td>
<td>(2 potential)</td>
</tr>
<tr>
<td>Tajikistan</td>
<td>Turkey</td>
</tr>
<tr>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>(17 potential)</td>
<td>(17 potential)</td>
</tr>
<tr>
<td>Viet Nam</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(4 potential)</td>
</tr>
</tbody>
</table>

Source: ESCAP, 2019
The Asian Network of Dry Ports

- 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
Challenges to the operational connectivity along the AH network: Road permits for bilateral transport

Milestones and best practices:

- The agreement between the Governments of member States of the Shanghai Cooperation Organization on creating favourable 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)
# ESCAP Transport Facilitation Frameworks

| --- | --- |
The Regional Framework on Road that identified six fundamental issue 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 for your kind attention!

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