

Workshop on the Impact of Transportation  
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# **UNESCAP Experience on International Transport Corridors: Need for Balance of Developing Infrastructure and Transport Facilitation**

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# Operationalization of international intermodal transport corridors in North-East and Central Asia Project

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## □ Main objectives:

- to assist countries in identifying priority intermodal transport corridors on the basis of AH routes and TAR network
- to establish and implement cooperative mechanisms (MOUs or steering committees)

## □ Countries covered:

- China, Democratic Peoples' Republic of Korea, Kazakhstan, Kyrgyzstan, Mongolia, Republic of Korea, Russian Federation, Tajikistan, Turkmenistan and Uzbekistan

# ASIAN HIGHWAY ROUTE MAP



- Legend**
- Asian Highway Route
  - - - - Potential Asian Highway Route
  - - - - Ferry Link
  - Capital City

The designations employed and the presentation of material on this map do not imply the expressing of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Dotted line represents approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not been agreed upon by the parties.

Route alignment between Tokyo and Fukuoka in Japan is not reported.





# TRANS-ASIAN RAILWAY NETWORK



Track Gauges	
	1,676 mm
	1,520 mm
	1,435 mm
	1,067 mm
	1,000 mm
	1,000/1,435 mm
	TAR LINK - PLANNED/UNDER CONSTRUCTION
	POTENTIAL TAR LINK
	POTENTIAL TAR LINK TO BE CONSIDERED
	BREAK-OF-GAUGE
	FERRY CROSSING



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# Intermodal Transport Corridors

Corr.	Route	Countries involved
Cor-1	Busan/Incheon-Tianjin-Beijing-Eranhot-Zamin Uud-Ulaanbaatar-Darkhan-Sukhabaatar-Ulan Ude-Irkutsk-Novosibirsk-Petropavlosk-Yekaterinburg	Republic of Korea, China, Mongolia, Kazakhstan, Russian Federation
Cor-2	Kaesong-/Incheon/Busan-Lianyungang - Zhenzhou-Xi'an- Lanzhou- Turpan - Urumqi- Alashankou - Dostyk - Aktogai - Ushtobe - Almaty (- Bishkek)- Tashkent (-Dushanbe)-Samarkand- Novoi- Bukhara-Turkmenabad- Mary- Ashgabat- Turkmenbashi (Bukhara-Karshi- Sariosiyo-Dushanbe-Yangi Bazar) (Dostyk-Astana-Petropavlovsk-Moscow)	DPRK, Republic of Korea, China, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan, Turkmenistan, Russian Federation
Cor-3	Busan-Rajin/Busan-Pohang-Kosong-Wonsan-Chongjin-Rajin-Khasan-Ussurisk-Khabarovsk-Chita-Ulan Ude-Martsevo	Republic of Korea, DPRK Korea, Russian Federation
Cor-4	Yekaterinburg-Petropavlovsk-Astana-Karaganda-Chu (-Almaty)-Bishkek-Tashkent-Dushanbe	Russian Federation, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan,
Cor- 5 & 6	Barnaul-Tashanta-Ulaanbaishint-Hovd-Yarant-Urumqi-Kashi-Irkeshtam-Sary-Tash-Jirgatal-Dushanbe-Sariosiyo-Termez	Russian Federation, Mongolia, China, Kyrgyzstan, Tajikistan, Uzbekistan

# Issues related to the operation of a corridor

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## **Overall objective: to improve efficiency and performance of transport through the corridors**

- ❑ Improvement of infrastructure
- ❑ Improvement of border crossing facilities and equipments
- ❑ Enhancing capacity of Transshipment points, ICDs
- ❑ Harmonizing border crossing procedures
- ❑ Improving fleet- vehicle, locomotives, wagons
- ❑ Harmonizing opening time on both sides of the border
- ❑ Sharing of cargo information across agencies and borders
- ❑ Improving speed of freight trains
- ❑ Commercialize the operation based on market forces:
  - Competitive Price
  - Reliable Schedule
  - Security of cargo

# UNECE-UNESCAP

## Euro-Asian Transport Links project

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- Main achievements:
  - selection of main Euro-Asian road, rail and inland water transport routes, transshipment points & ports
  - establishment of database and GIS maps
  - technical assessment of routes and their performance
  - prioritization of projects on agreed methodology
  - analysis of physical and non-physical obstacles
  - organization of 4 interregional workshops and a number of capacity building national workshops
  
- Phase II is being continued

# UNECE-UNESCAP

## Euro-Asian Transport Links project

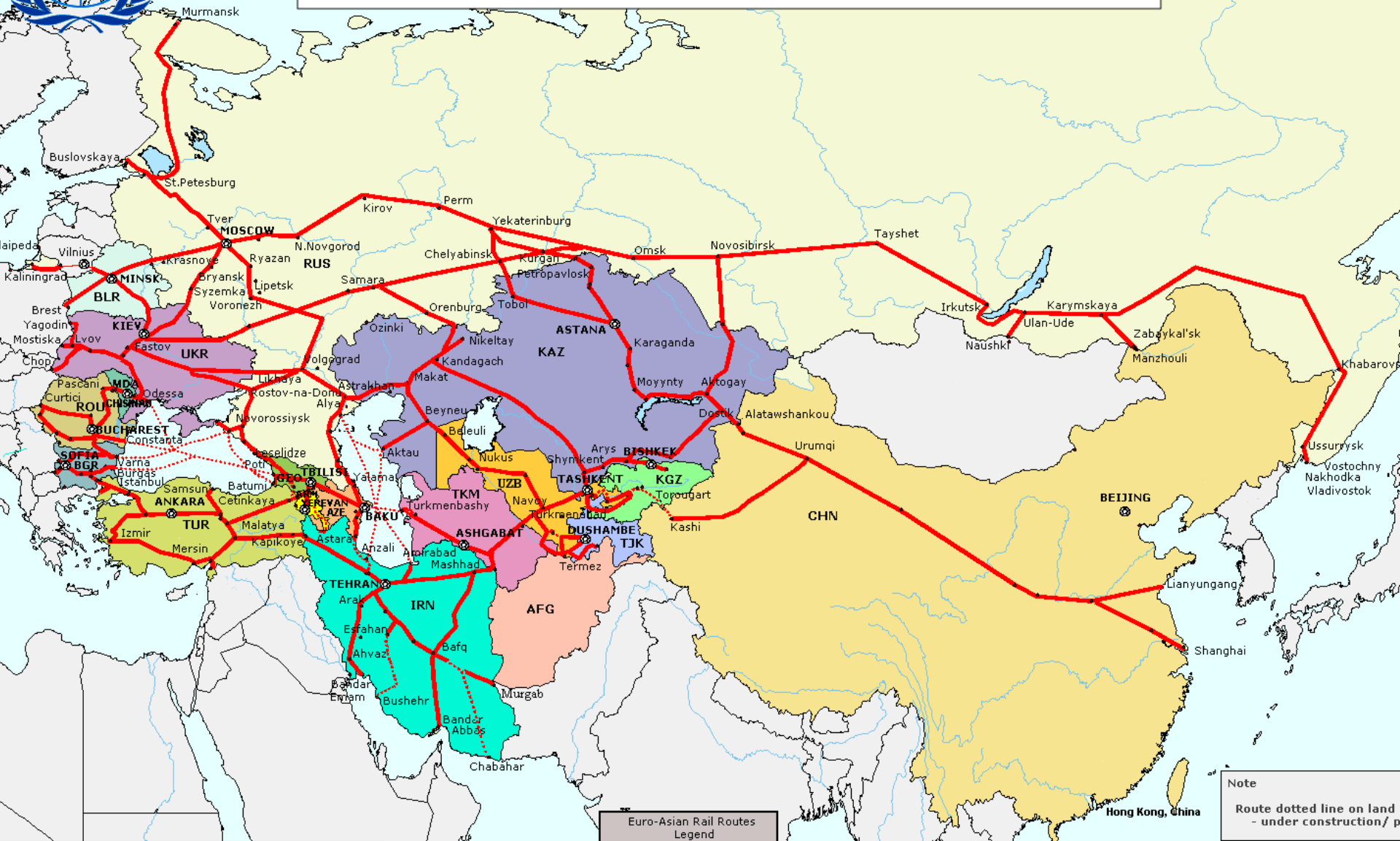
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- Lessons learned:
  - Willingness of countries to cooperate (NFP & Inputs)
  - From priority projects to national strategies-Master Plans
  - Further efforts to remove obstacles to international transport
  - Further development of time/cost-distance methodology
  - Accession and implementation of legal instruments
  - Strengthening national transport facilitation mechanisms
  - Continue offering technical assistance
  - EATL assist development in Central Asia - long term exercise





# UNECE-UNESCAP Euro-Asian Links Project DRAFT RAIL ROUTES



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**Euro-Asian Rail Routes Legend**

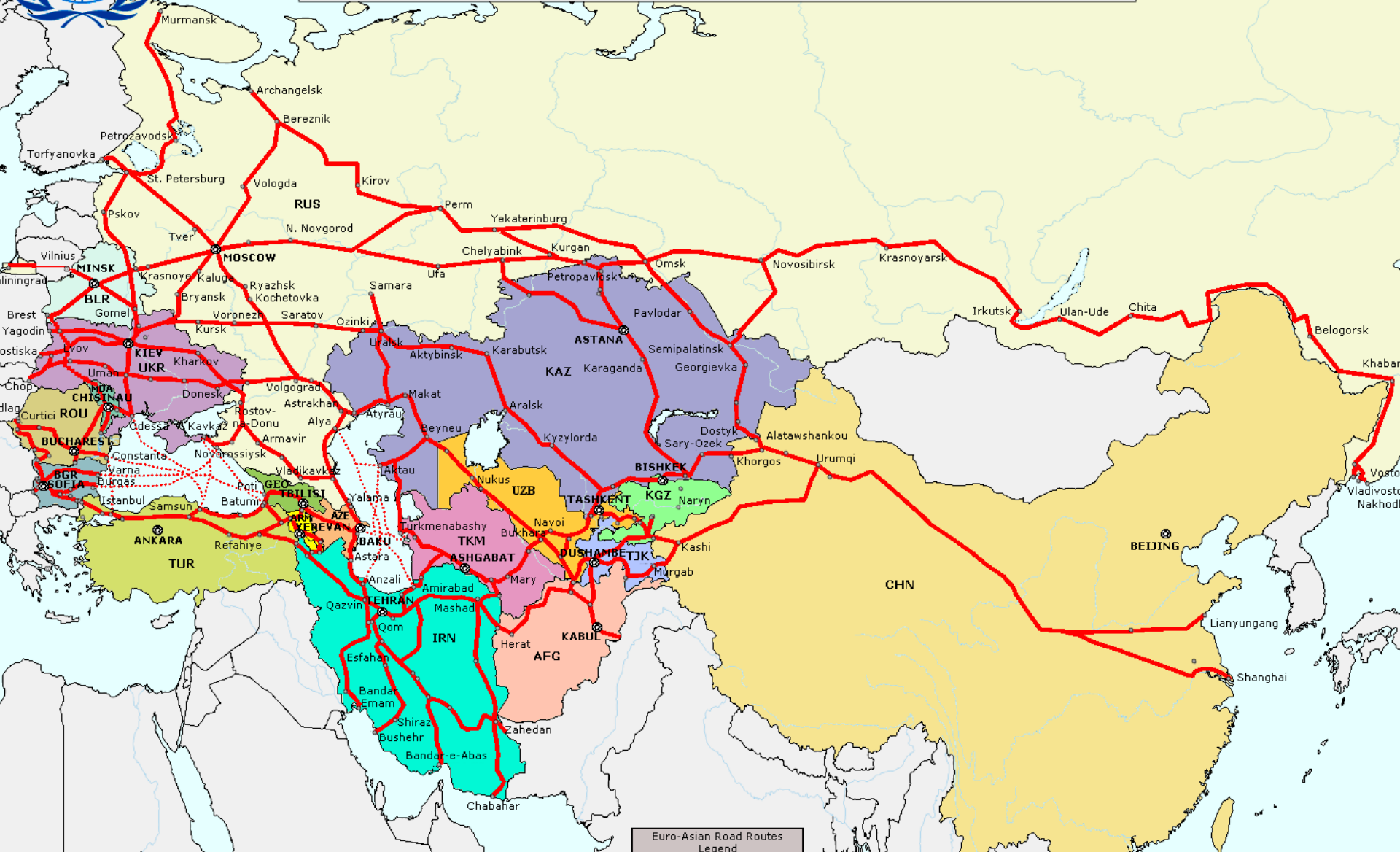
- All Routes
- ⋯ Ferry Links
- C Capital

**Note**  
Route dotted line on land - under construction/ p

**Data Sources:**  
1. Data from the EATL countries  
2. Data from ADC WorldMap Version 4.0, USA ([www.adcworld.com](http://www.adcworld.com))



# UNECE-UNESCAP Euro-Asian Links Project DRAFT ROAD ROUTES



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**Euro-Asian Road Routes Legend**

- All Routes
- - - Ferry Links
- Capital

Data Sources:  
1. Data from the EATL countries  
2. Data from APC WorldMap Version 4.0, USA ([www.advancedgeographics.com](http://www.advancedgeographics.com))

0 250 Kilometers

# UN Capacity Building for Control Authorities and Transport Operators to Improve Efficiency of Cross-border Transport in Landlocked and Transit Developing Countries Project

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- **providing** landlocked and transit developing countries with innovative and sustainable capacities
- **identification and elimination** of barriers to smooth and efficient cross-border and transit transport operations
- **application** of innovative facilitation tools

# Capacity Building for Control Authorities and Transport Operators to Improve Efficiency of Cross-border Transport in Landlocked and Transit Developing Countries Project

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- *ASIA:*
- **Corridor:** Almaty - Bishkek - Dushanbe
- **Participating countries:** Kazakhstan, Kyrgyzstan and Tajikistan
- **Regional Counterpart:** UNESCAP, UNESCAP/UNECE Subregional Office for North and Central Asia



# The Need for a Regional Strategic Framework

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- Results of facilitation efforts in 20 years
  - Findings in latest UNESCAP study and other studies
  - Internationall road transport is still very difficult due to numerous non-physical barriers
- International conventions: limited participation
- Subregional agreements:
  - Long negotiation/ratification, yet implemented
  - Legal conflicts in some areas in overlapped countries
- Bilateral agreements:
  - Quick negotiation/ratification
  - Difficulties in formalities other than transport
  - Constraints in transport services
- Fragmented facilitation measures/projects

# What the Regional Strategic Framework can do?

- Long-term common targets/strategy for member countries and their development partners (incl. UNESCAP)
  - To increase effectiveness of facilitation measures/projects
  - To increase coordination among different facilitation measures/projects
  - To avoid inconsistency in facilitation efforts
  - To avoid conflict between different facilitation agreements/measures
- Direction of future possible development
- Reference and guide
  - Not legally bound like agreement
  - No commitment required for implementation
  - No timetable for implementation

# Proposed Regional Strategic Framework (RSF)

- Long-term common targets for essential issues
  1. road transport permits & traffic rights
  2. visas for professional drivers & crew
  3. temporary importation of road vehicles
  4. insurance of vehicles
  5. vehicle weights & dimensions
  6. vehicle registration & inspection certificates
- Legal instruments
  - International facilitation conventions
  - Subregional agreements
  - Bilateral agreements
- Modalities to support implementation of RSF
  - Other key issues

# Possibilities for cooperation between IDB and UNESCAP

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- Analysis of best practices in Transport Corridor management
- Development of a comprehensive Corridor Management Tool on the basis of UNESCAP Time/Cost-Distance Methodology
- Joint elaboration of a Transport Corridor Masterplan
  - UNESCAP – “software” (facilitation)
  - IDB – “hardware” (infrastructure)



# Recommendations

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- ❑ To choose a demonstration corridor for pilot infrastructural development and facilitation measures
- ❑ To avoid duplication with the existing transport corridors
- ❑ To select routes from AH and TAR
- ❑ To coordinate infrastructure development and facilitation measures
- ❑ To implement existing legal instruments to the possible extent

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Thank you!

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