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

- **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
## Intermodal Transport Corridors

<table>
<thead>
<tr>
<th>Corr.</th>
<th>Route</th>
<th>Countries involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cor-1</td>
<td>Busan/Incheon-Tianjin-Beijing-Eranhot-Zamin Uud-Ulaanbaatar-Darkhan-Sukhabaatar-Ulan Ude-Irkutsk-Novosibirisk-Petropavlovsk-Yekaterinburg</td>
<td>Republic of Korea, China, Mongolia, Kazakhstan, Russian Federation</td>
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<tr>
<td>Cor-3</td>
<td>Busan-Rajin/Busan-Pohang-Kosong-Wonsan-Chongjin-Rajin-Khasan-Ussurisk-Khabarovsk-Chita-Ulan Ude-Martsevo</td>
<td>Republic of Korea, DPRK Korea, Russian Federation</td>
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<tr>
<td>Cor-4</td>
<td>Yekaterinburg-Petropavlovsk-Astana-Karaganda-Chu (≠ Almaty)-Bishkek-Tashkent-Dushanbe</td>
<td>Russian Federation, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan,</td>
</tr>
<tr>
<td>Cor-5 &amp; 6</td>
<td>Barnaul-Tashanta-Ulaanbaishint-Hovd-Yarant-Urumqi-Kashi-Irkeshtam-Sary-Tash-Jirgatal-Dushanbe-Sariosiyo-Termez</td>
<td>Russian Federation, Mongolia, China, Kyrgyzstan, Tajikistan, Uzbekistan</td>
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Issues related to the operation of a corridor

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
Main achievements:
- selection of main Euro-Asian road, rail and inland water transport routes, transhipment 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

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

- **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

□ 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

- Results of facilitation efforts in 20 years
  - Findings in latest UNESCAP study and other studies

- International 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

- 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

- 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
Thank you!