Transport Corridors Connecting Africa, Asia and Europe through the Arab Region: Priority Corridors and Facilitation Mechanisms

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Presentation Outline

- UNESCWA Region (Arab Mashreq)
- Some Major Transport Challenges in Arab Region
- UNESCWA Assistance in Transport Development Policy in the Arab Region (since 1998)
- Development of the Integrated Transport System in the Arab Mashreq (ITSAM)
- UN Conventions on Roads, Rail and Maritime in Arab Mashreq
- Expansion to Connecting Arab Region
- Connecting Africa, Asia and Europe
- Transport and Trade Facilitation in Arab Mashreq
- Concrete Proposals for Priority Transport Corridors and TTF Facilitation Mechanisms
Some Major Transport Challenges in the Arab Region

**Infrastructure**

- Railway Missing links (61% non-existing)
- Railway Track gauge (Narrow gauge in several countries)
- Limited Connectivity Between Africa, Asia and Europe

**Flows, Operations and Procedures**

- Intraregional trade among Arab countries is approximately 11%
- Border crossing formalities are cumbersome and time consuming
- Imports take on average 40 steps and 20 signatures
- Limited traffic between Arab Mashreq and Maghreb

**Legislative and Institutional frameworks**

- No multimodal transport laws and operators
- Inactive public-private mechanisms for transport and trade facilitation
- No harmonized institutional and legislative frameworks
UN ESCWA Region (Arab Mashreq) (14 Arab Countries)

- Bahrain
- Egypt
- Iraq
- Jordan
- Kuwait
- Lebanon
- Oman
- Palestine
- Qatar
- Saudi Arabia
- Sudan
- Syrian Arab Republic
- United Arab Emirates
- Yemen
UNESCWA Assistance in Transport Development in the Arab Region (since 1998)

- Development of an Integrated Transport System in the Arab Mashreq (ITSAM) in support of regional socioeconomic integration and development
- Transport Infrastructure Development
- Facilitation of the regional and interregional flows of goods and passengers
- Legal and administrative reforms
- ITSAM Expansion from ESCWA to the Arab Region
- Connecting Africa, Asia and Europe
Development of ITSAM: Methodological Framework

• Major Systems:
  ➢ Integrated Transport System
  ➢ Technical Control Systems
  ➢ Socioeconomic Activity Systems

• Major Prediction Models:
  ➢ Transport Performance Models
  ➢ Transport Demand/Activity Models
  ➢ Network Equilibrium Models
  ➢ Socioeconomic Impact Models
ITSAM: UN Road Convention

Agreement on International Roads in the Arab Mashreq

- Adopted on 10 May 2001
- Entered into force on 19 Oct 2003
- Ratified by 13 member countries as of May 2011
- 70% Implemented
"Your adoption of this agreement, the first legally binding statute negotiated in the framework of ESCWA, will be a landmark in the life of the Commission."
Priority Road Transport Corridors in Arab Mashreq

M40 and M45

- **East – West: M40**: Iraq – Jordan – Palestine – Egypt

- **North-South: M45**: Syria – Jordan - Saudi Arabia - Yemen
Expansion of Road Transport Corridors to the Arab Region
Priority Road Transport Corridors in Arab Region

M40 and M45 Extended


- **North-South: M45 Extended**: Syria – Jordan - Saudi Arabia - Yemen - Djibouti – Somalia
Priority Road Transport Corridors Connecting Africa, Asia and Europe through Arab Region

UNDA Project on Capacity building in developing interregional land and land-sea transport linkages (2002-2007)

- **East-West: AH-M40 Extended:**
  Central Asia – Iran – Iraq - Syria- Jordan- Palestine - Egypt - Libya - Tunisia – Algeria - Morocco - Mauritania

- **North-South: E – M45 Extended:**
  Europe – Turkey - Syria – Jordan - Saudi Arabia - Yemen - Djibouti – Somalia
ITSAM: UN Rail Convention
Agreement on International Railways in the Arab Mashreq

- Adopted on 14 April 2003
- Entered into force on 23 May 05
- Ratified by 10 ESCWA members
- Action plan adopted in 2006
- Feasibility study in Yemen in 2010
- Feasibility study in GCC in 2010
Priority Railway Transport Corridors in Arab Mashreq

R40-R50 and R25

- **East – West:** R40 – R50: Iraq – Jordan – Palestine – Egypt

- **North-South:** R25: Syria – Jordan - Saudi Arabia - Yemen
An Arab Railway Network was agreed upon during the 1st Arab Economic and Social Summit (Kuwait 2009) based on the expansion of the UN Rail Convention “Agreement of the International Railways in the Arab Mashreq” to cover all other Arab countries with the same specifications and numbering system.
Priority Railway Transport Corridors in Arab Region

R40 – R50 and R25 Extended


Priority Railway Transport Corridors
Connecting Africa, Asia and Europe
through Arab Region

**UNDA Project on Capacity building in developing interregional land and land-sea transport linkages**
*(2002-2007)*

- **East-West: Central Asia - R40 – R50 Extended:**
  Central Asia – Iran – Iraq - Syria-Jordan- Palestine - Egypt - Libya – Tunisia – Algeria - Morocco - Mauritania

- **North-South: Europe – Turkey – R25 Extended:**
  Europe – Turkey - Syria – Jordan - Saudi Arabia - Yemen - Djibouti – Somalia
ITSAM: UN Maritime Convention
Memorandum of Understanding on Maritime Transport Cooperation in the Arab Mashreq

- Adopted on 5 May 2005
- Entered into force on 4 September 2006
- Ratified by 10 member countries
ITSAM: Transport and Trade Facilitation

- Transport and Trade Facilitation Field Study (2000) Five countries-Six volumes) (Egypt, Jordan, Lebanon, Syria, UAE)


- Recommendations for multimodal transport and trade facilitation in the Arab region (2006)
ITSAM: Transport and Trade Facilitation

Recommendations

1. Simplification of procedures
2. Transparency
3. Integrity of practices
4. Automation and ICT
5. Institutional reform
6. Regulatory reform
7. Valuation and classification of commodities
8. Improved performance at border crossing points
9. Adoption of multimodal transport convention
10. Accession to existing international conventions and formulation of new regional ones as deemed necessary
Transport and Trade Facilitation Strategy

Starting Point

Establishment of National Transport and Trade Facilitation Committees (NTTFCC)

Simplification then automation
Establishment of National Transport and Trade Facilitation Committees


- Mostly inactive

- Needs reactivation (national and regional approach)

- Considered 7 scenarios of improvements in seaports, customs, border crossing, and land transport procedures
- Expected economic benefits in five years estimated at US $ 1 Billion
Capacity building in developing interregional land and land-sea transport linkages

(Connecting Africa, Asia and Europe)

UNDA Project implemented by
All five UN Regional Commissions and coordinated by ESCWA
(2002-2007)
Interregional Project Objectives

I. Identifying the various alternative linkages among ESCWA, ECE, ESCAP and ECA

II. Prioritizing the various alternative linkages among ECE, ESCAP, ECA and ESCWA, by conducting feasibility studies and analyses of the socio-economic importance of each

III. The simplification of transport and trade procedures, commonly referred to as “facilitation”, along the selected routes, and border crossing points
Interregional Land-Sea Transport Linkages
Connecting Africa, Asia and Europe
Interregional Transport Linkages
Between Turkey and UN ESCWA Region
Project proposals for cooperation between IDB, UNESCWA and other concerned regional organizations for the best interest of OIC member countries
Two Priority Transport Corridors

- East –West Transport Corridor: Arab Maghreb- Arab Mashreq- Central Asia

M40 in Arab Mashreq and its extension towards the West to the Arab Maghreb countries in North Africa and East to the rest of Central Asia

Mauretania- Morocco- Algeria- Tunisia- Libya- Egypt-Palestine-Jordan-Iraq- Iran- Central Asia
Two Priority Transport Corridors

North-South Transport Corridor: Europe-Turkey-Arab Mashreq- Across Red Sea to Africa

E90/E91 in Europe across Turkey going south to M45 and its extension across the red sea to Africa ending at Somalia

Europe - Turkey- Syria-Jordan-Saudi Arabia- Yemen- Djibouti - Somalia
Facilitation on Priority Transport Corridors

Facilitation of movement of goods and passengers along the two priority transport corridors

(1) Establishment and revitalization of National Transport and Trade Facilitation Committees/Bodies (NTTFCs) in the concerned countries and

(2) Regional coordination among these Facilitation Committees through IDB, UNESCWA and other relevant regional organizations.
Thank you
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