

Introduction to ESCAP's work on smart rail and road connectivity

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ESCAP and Transport



Goal:

- An Integrated Sustainable Transport System in the Asia-Pacific Region

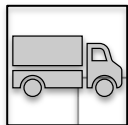
Priorities

- Enhance infrastructure and operational connectivity to underpin regional economic growth and social development, CSNs in particular (SDG2,9,13)
- Promote green and smart transport to support sustainable development (SDG3,7,11,12,13)
- Improve road safety to reduce fatalities caused by road crashes (SDG3, 11)

- Using its **convening power** to provide a unique forum for members to discuss and adopt policies, particularly common approaches to regional challenges.
- Undertake **research, study and analysis** on critical and emerging issues.
- Provide **technical assistance** to its members particularly through knowledge platforms.

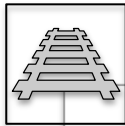


Regional Institutional Framework for Regional Transport Connectivity



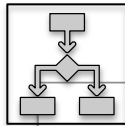
Asian Highway Network

- In force since July 2005
- 30 Parties
- 145,000 kms in 32 countries
- Working Group on the Asian Highway



Trans-Asian Railway

- In force since June 2009
- 21 Parties
- 118,000 kms in 28 countries
- Working Group on the Trans-Asian Railway Network



Dry Ports

- Entered into force in April 2016
- 17 Parties
- 27 countries covered
- Working Party on Dry Ports



Asian Highway Network

Country	Year of Accession
Armenia	2005
Australia	2005
Azerbaijan	2005
Bahrain	2005
Bangladesh	2005
Belarus	2005
Bhutan	2005
Brazil	2005
Canada	2005
China	2005
Cuba	2005
Cyprus	2005
Czechia	2005
Dominican Republic	2005
Egypt	2005
Ecuador	2005
Egypt	2005
El Salvador	2005
France	2005
Germany	2005
Ghana	2005
Greece	2005
Guatemala	2005
Hong Kong	2005
India	2005
Indonesia	2005
Italy	2005
Jamaica	2005
Japan	2005
Jordan	2005
Kazakhstan	2005
Korea	2005
Kuwait	2005
Latvia	2005
Lebanon	2005
Lithuania	2005
Luxembourg	2005
Mexico	2005
Moldova	2005
Morocco	2005
Netherlands	2005
Norway	2005
Oman	2005
Pakistan	2005
Paraguay	2005
Peru	2005
Poland	2005
Portugal	2005
Romania	2005
Russia	2005
Saudi Arabia	2005
Slovenia	2005
Slovakia	2005
Slovenia	2005
Sri Lanka	2005
Sudan	2005
Switzerland	2005
Taiwan	2005
Tanzania	2005
Turkey	2005
Ukraine	2005
United Kingdom	2005
USA	2005
Uzbekistan	2005
Vietnam	2005
Yemen	2005
Zambia	2005
Zimbabwe	2005

The Asian Highway Network

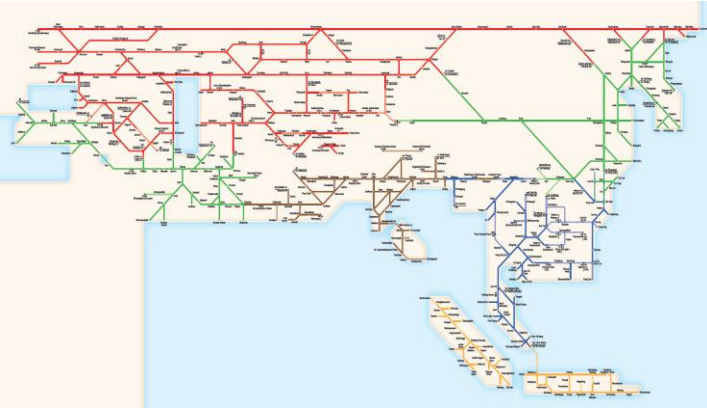


- ❑ 145.000 km in 32 countries
- ❑ Harmonizing infrastructure parameters
- ❑ Monitoring the basic infrastructure quality
- ❑ Incorporating new aspects of quality (road safety)
- ❑ Promoting the use of **smart transport and new technologies** along the network



The 8th meeting of the Working Group on the Asian Highway, 18-19 September 2019

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

Rail border crossing challenges

- ❑ Information exchange between railways;
- ❑ Harmonization of customs and other government agency formalities;
- ❑ Break of gauge; and
- ❑ Measurement of the performance of railway border crossings.

Making railways part of the overall logistics solutions



Facilitation of Customs and other government agencies formalities



Commercialization of railway corridors



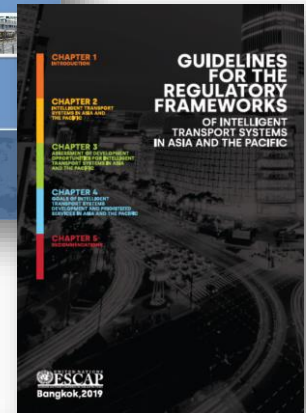
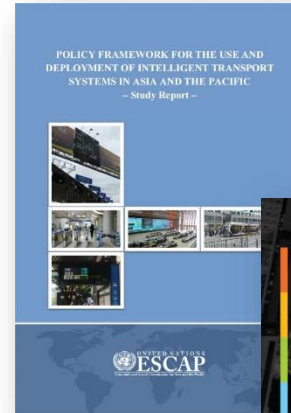
Use of technology and information exchange



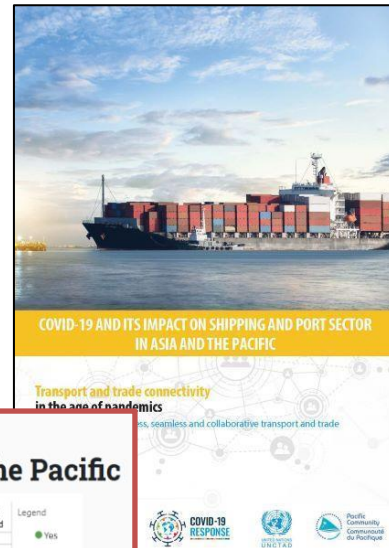
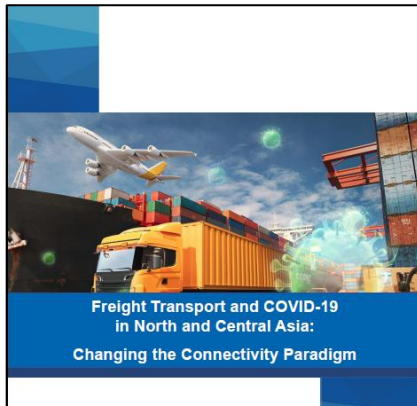
Evolving role of railway terminals to boost railway transport

Intelligent/Smart Transport Systems in Asia-Pacific

- ❑ Policy Framework for the Use and Deployment of Intelligent Transport Systems in Asia and the Pacific - Study Report
- ❑ Guidelines for the Regulatory Frameworks of Intelligent Transport Systems in Asia and the Pacific
- ❑ Development of a regional roadmap for smart transport systems in Asia and the Pacific
- ❑ Policy guidelines for smart mobility in urban areas for South-East Asia
- ❑ Capacity building workshops on smart transport technologies and greenhouse gas emissions



Monitoring freight transport response to COVID with a special focus on countries with special needs



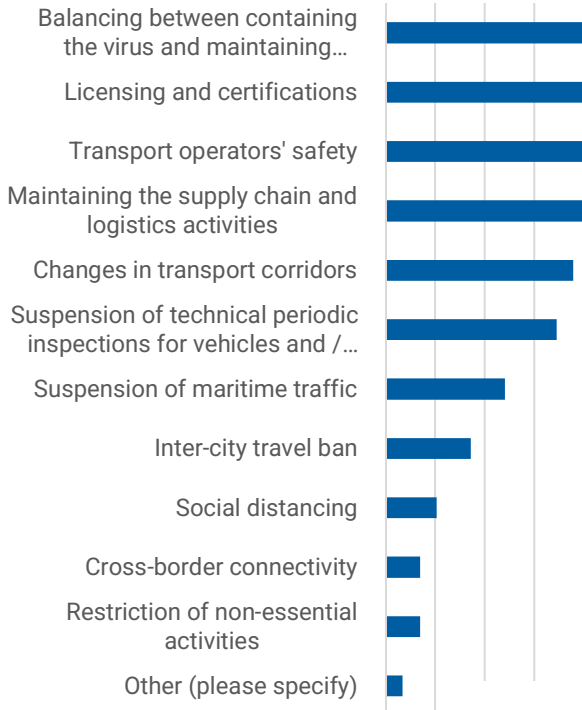
COVID-19 Policy Responses to COVID-19 in Asia and the Pacific

Policy Responses to COVID-19 in Asia and the Pacific

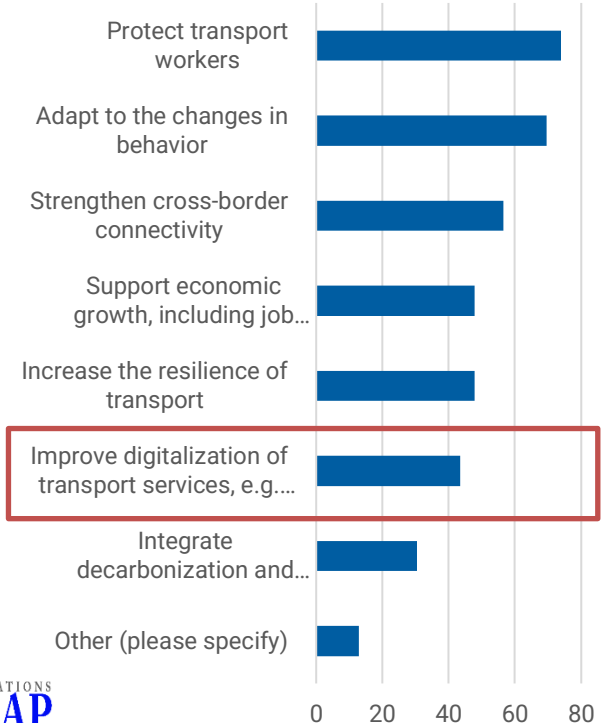
		Border crossings open for freight	Transport Health and Safety measures taken	Transport facilitation measures implemented	Legend
Summary	Afghanistan	●	●	○	● Yes
	Armenia	●	●	○	○ N/A
	Azerbaijan	●	●	○	
Containment	Bangladesh	●	●	●	
	Bhutan	●	●	●	
	Cambodia	●	●	●	
	China	●	●	●	
	Georgia	●	●	●	
Fiscal policies	India	●	●	●	
	Indonesia	●	●	●	
	Iran (Islamic Republic of)	●	●	●	
	Japan	●	●	●	
	Kazakhstan	●	●	●	
Monetary policies	Kyrgyzstan	●	●	●	
	Laos PDR	●	●	●	
	Malaysia	●	●	●	
	Mongolia	●	●	●	
	Myanmar	●	●	●	
SMEs	Nepal	●	●	●	
	Pakistan	●	●	●	
	Philippines	●	●	●	
Trade measures	Republic of Korea	●	●	●	
	Russian Federation	●	●	●	
	Singapore	●	●	●	
	Sri Lanka	●	●	●	
	Tajikistan	●	●	●	
Transport	Thailand	●	●	●	
	Turkey	●	●	●	
	Turkmenistan	●	●	●	
	Uzbekistan	●	●	●	
	Viet Nam	●	●	●	

Major preoccupations of the freight transport authorities

During the crisis



Anticipating recovery





Promoting smart road and rail solutions in the COVID-19 response

Transport and trade connectivity in the age of pandemics

UN solutions for contactless, seamless and collaborative transport and trade



A joint project that will implement United Nations solutions, including standards, guidelines, metrics, tools and methodologies to immediately help governments, including Customs and other border agencies, port authorities, and the business community world-wide, to keep transport networks and borders operational to facilitate the flow of goods and services, while containing the further spread of the COVID-19 virus.

Implementing entities:

Lead agencies: ECE, ESCAP, UNCTAD. Additional partner agencies: ECA, ECLAC, ESCWA
Concept note, submitted to DESA on 29 April 2020.

- ❑ The COVID-19 pandemic exposed the vulnerability and precarity of the global and regional supply chains
- ❑ But it is also a renewed opportunity for leveraging “intelligent transport” technologies in rail and road transport, such as use of connected and automated vehicles, digital freight platforms, contactless terminals, contactless deliveries, integrated transport platforms, electronic tracking and tracing to facilitate the safe movement of goods along the international transport corridors.
- ❑ A separate component on Smart rail and road connectivity for cross-border freight to identify the innovative “smart” transport solutions deployed faced with the COVID-19 Pandemic

The project approach

- ❑ Promoting smart transport solutions as an established part of building back better from the crisis
- ❑ Avoid road-centric approach and, very importantly, use this opportunity to give greater momentum to rail
- ❑ Use the existing platforms and, notably, the AH and TAR networks as vehicles to promote smart transport and rail solution
- ❑ Focus on capacity building and policy/stakeholders dialogues is in strongest demand
- ❑ Great capacity/implementation divide and need for tailor made solutions

THANK YOU

