

Trans-Asian Railway and Transport Connectivity in South Asia

3 February 2015



South and South-West Asia Office



Promoting regional cooperation for inclusive and sustainable development in South and South-West Asia

Importance of Rail Connectivity

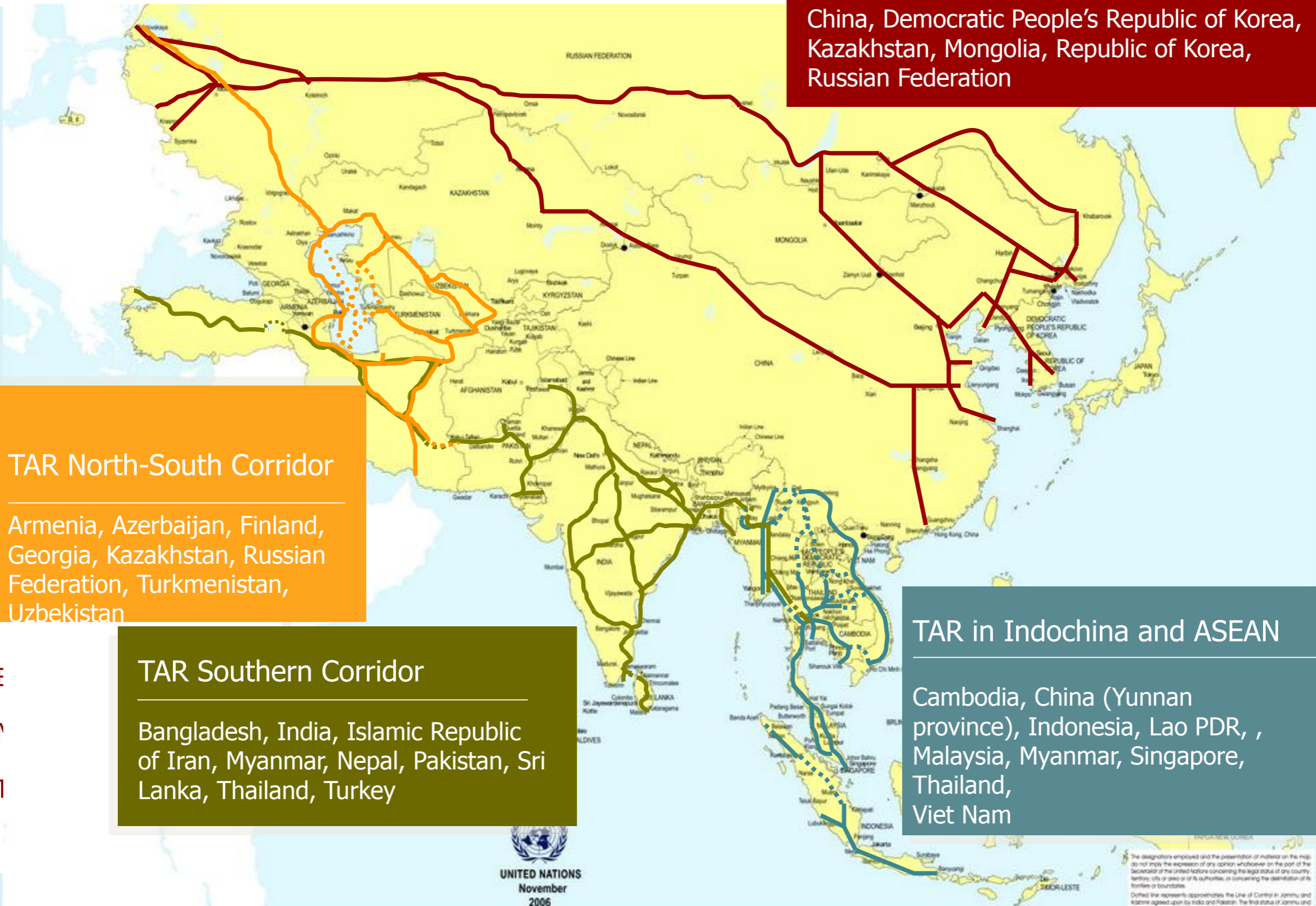
- **Sequential Unlocking of Trade Potential**
- **Containerization, Bulking of Cargo and Circumventing Transshipment in the Short-Run**
- **Multimodal and Intermodal Connectivity Options for Inland Locations**
- **Extended Corridors and Inter-regional Connectivity**



Trans-Asian Railway

TAR Northern Corridor

China, Democratic People's Republic of Korea, Kazakhstan, Mongolia, Republic of Korea, Russian Federation



TAR North-South Corridor

Armenia, Azerbaijan, Finland, Georgia, Kazakhstan, Russian Federation, Turkmenistan, Uzbekistan

TAR Southern Corridor

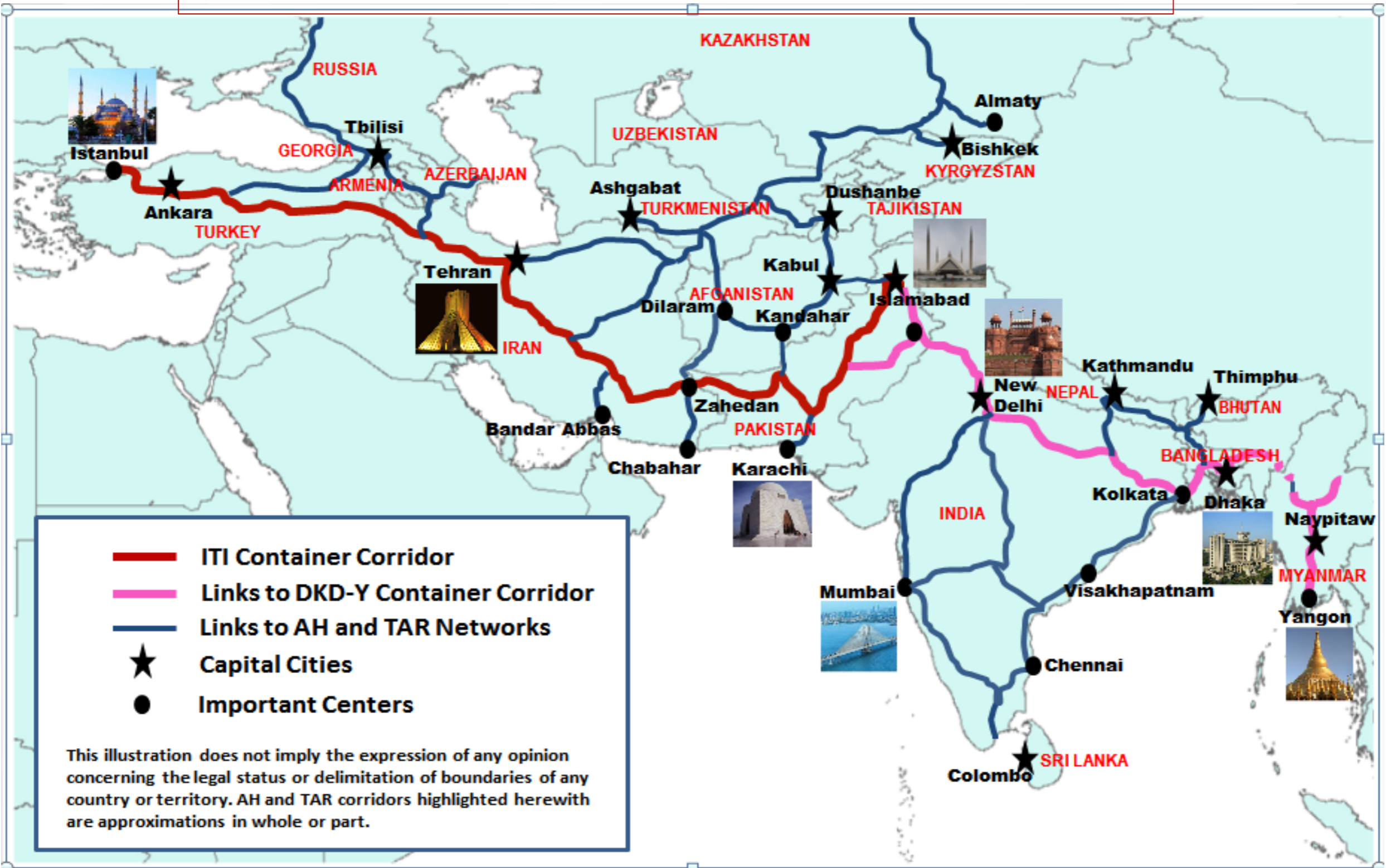
Bangladesh, India, Islamic Republic of Iran, Myanmar, Nepal, Pakistan, Sri Lanka, Thailand, Turkey

TAR in Indochina and ASEAN

Cambodia, China (Yunnan province), Indonesia, Lao PDR, Malaysia, Myanmar, Singapore, Thailand, Viet Nam

ITI-DKD Container Corridor

Istanbul-Tehran-Islamabad-Delhi-Kolkata-Dhaka

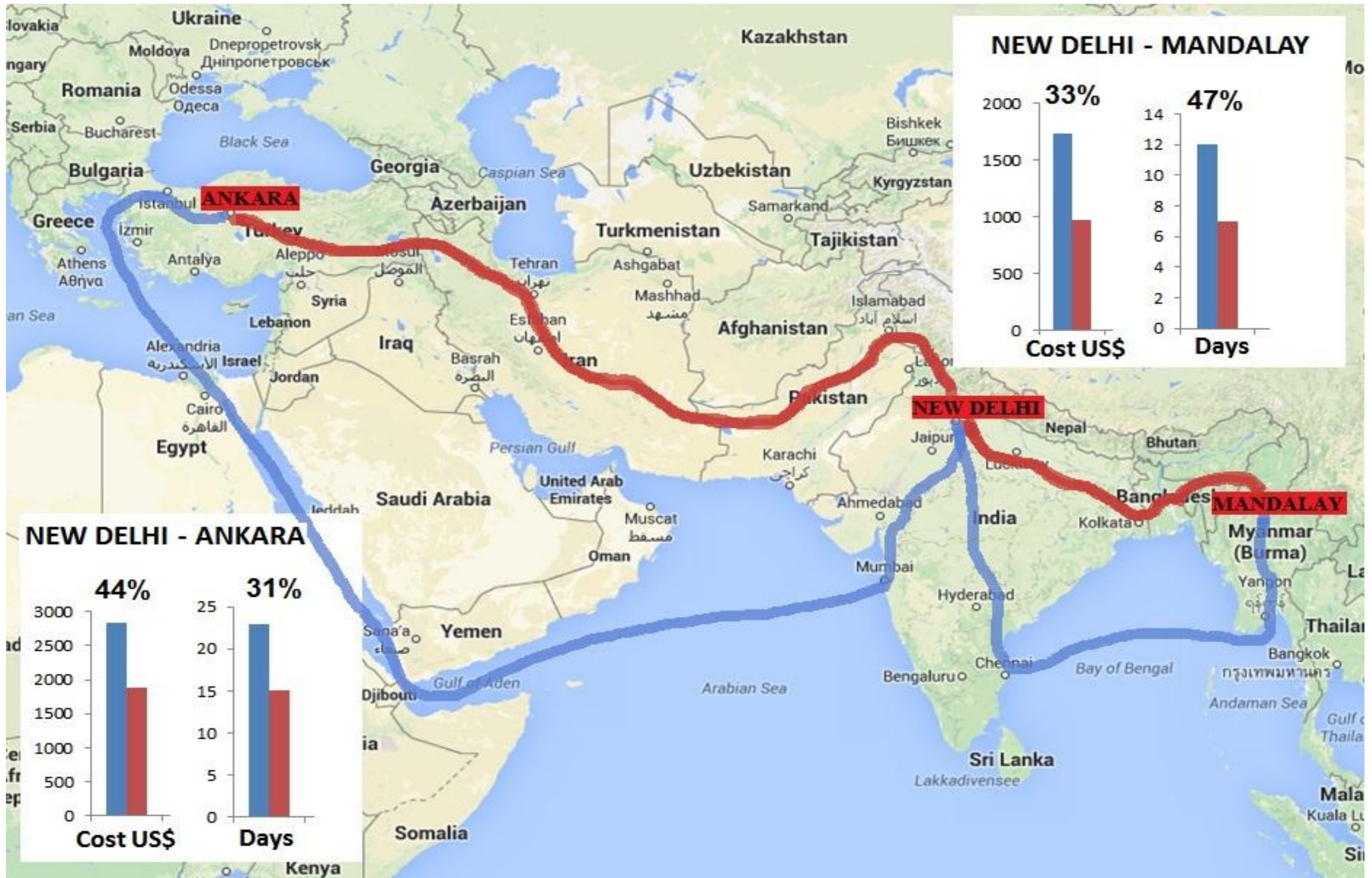


— ITI Container Corridor
— Links to DKD-Y Container Corridor
— Links to AH and TAR Networks
 ★ Capital Cities
 ● Important Centers

This illustration does not imply the expression of any opinion concerning the legal status or delimitation of boundaries of any country or territory. AH and TAR corridors highlighted herewith are approximations in whole or part.

Cost of Transport through ITI-DKD-Y

A Linear Comparison



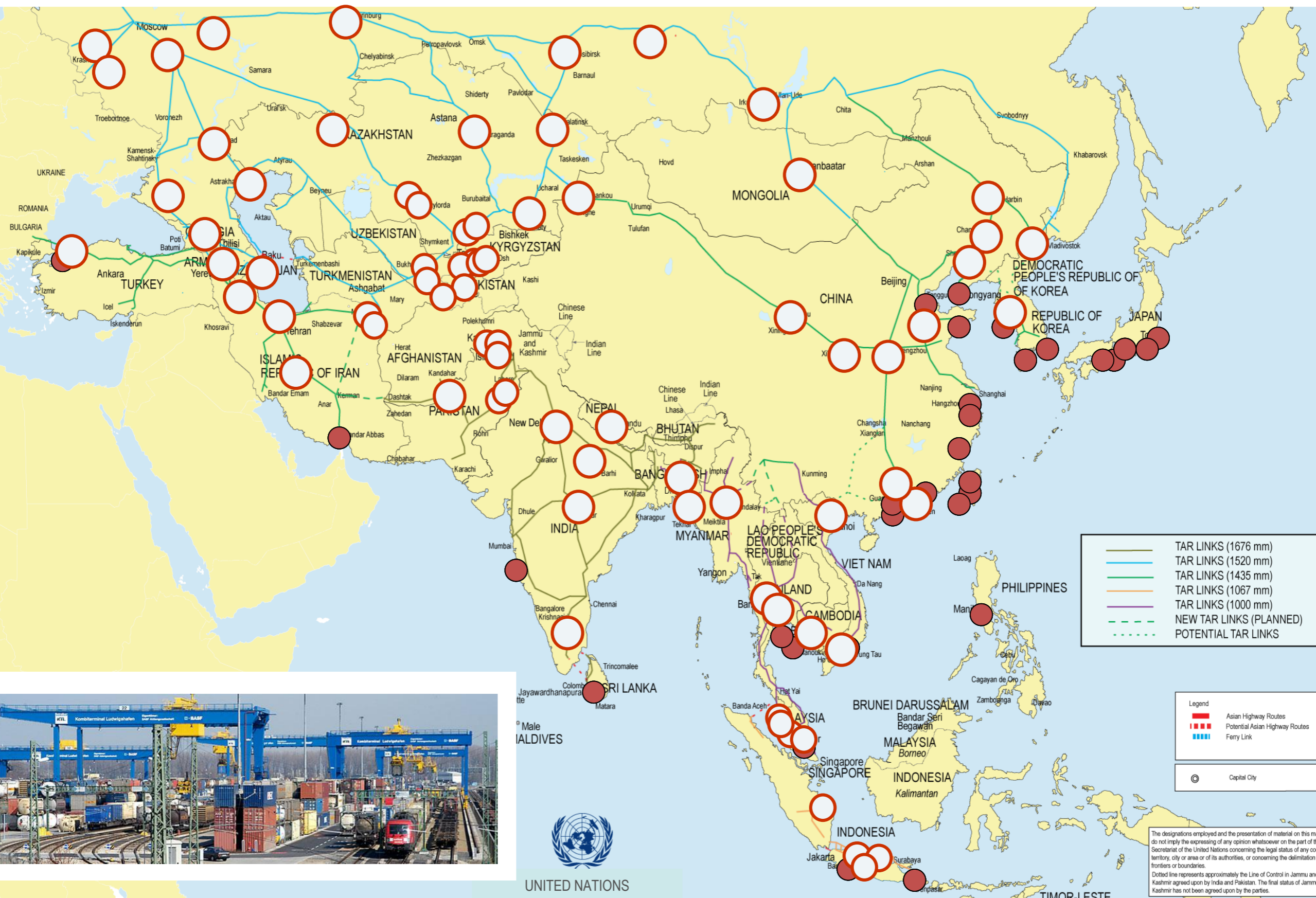
Possibilities of Integrated Approach to Trade Facilitation



Rules Regulatory Authorities in Country of Origin			Rules Regulatory Authorities in Destination Country		
<i>Origin</i> procedures before cargo movement	Documentation Payments in Country of Origin	Border Infrastructure In Country of Origin	Border Infrastructure in Destination Country	Documentation Payments in Destination Country	<i>Destination</i> procedures after cargo arrival
<ul style="list-style-type: none"> • Contacting the Importer • Fixing the Contract • Sending the contract and proforma invoice • Receiving acceptance letter and acknowledge L/C copy • Obtaining cargo insurance • Preparing documents for export • Loading for delivery • Deposit chalan fee, VAT and customs declaration • Customs inspection and clearance by C& F agent • Out Pass handing over by C&F Agent to importer's representative and unloading of the commodity to importer's carrier • Receive payment 			<ul style="list-style-type: none"> • Contacting the exporter • Negotiating the contract and fixing • Opening the L/C account • Sending the copy of L/C and acceptance letter • Documents prepared for customs declaration (to be used by C&F agent) • Payment to C&F agent • Customs inspection and clearance • Collect out pass from port • Transport to destination 		
Reform areas requiring harmonization/coordination					

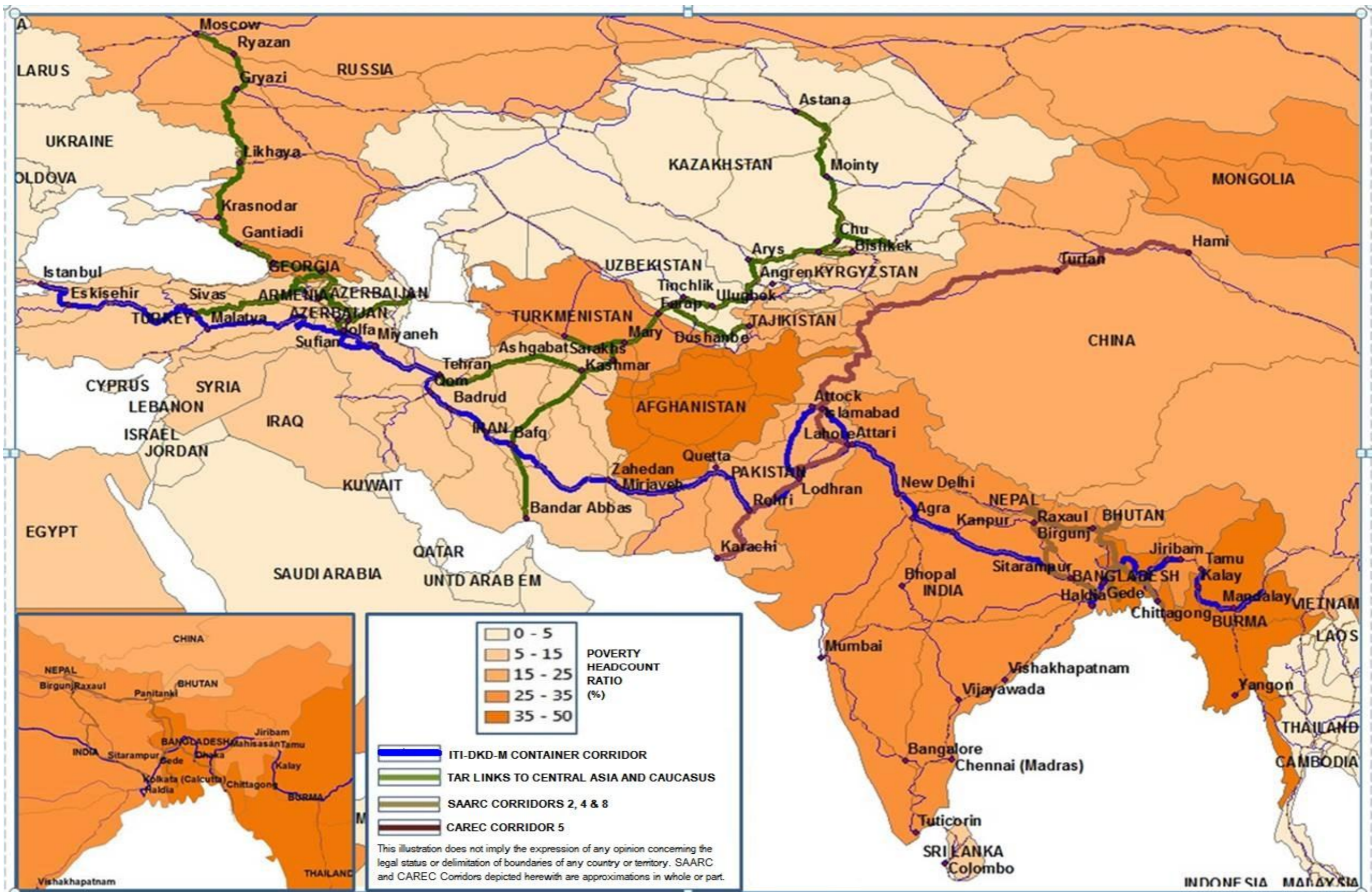
Network Integration Through Intermodal Facilities

Dry Ports



UNITED NATIONS

Inter-Linkages of Regional Transport Corridors



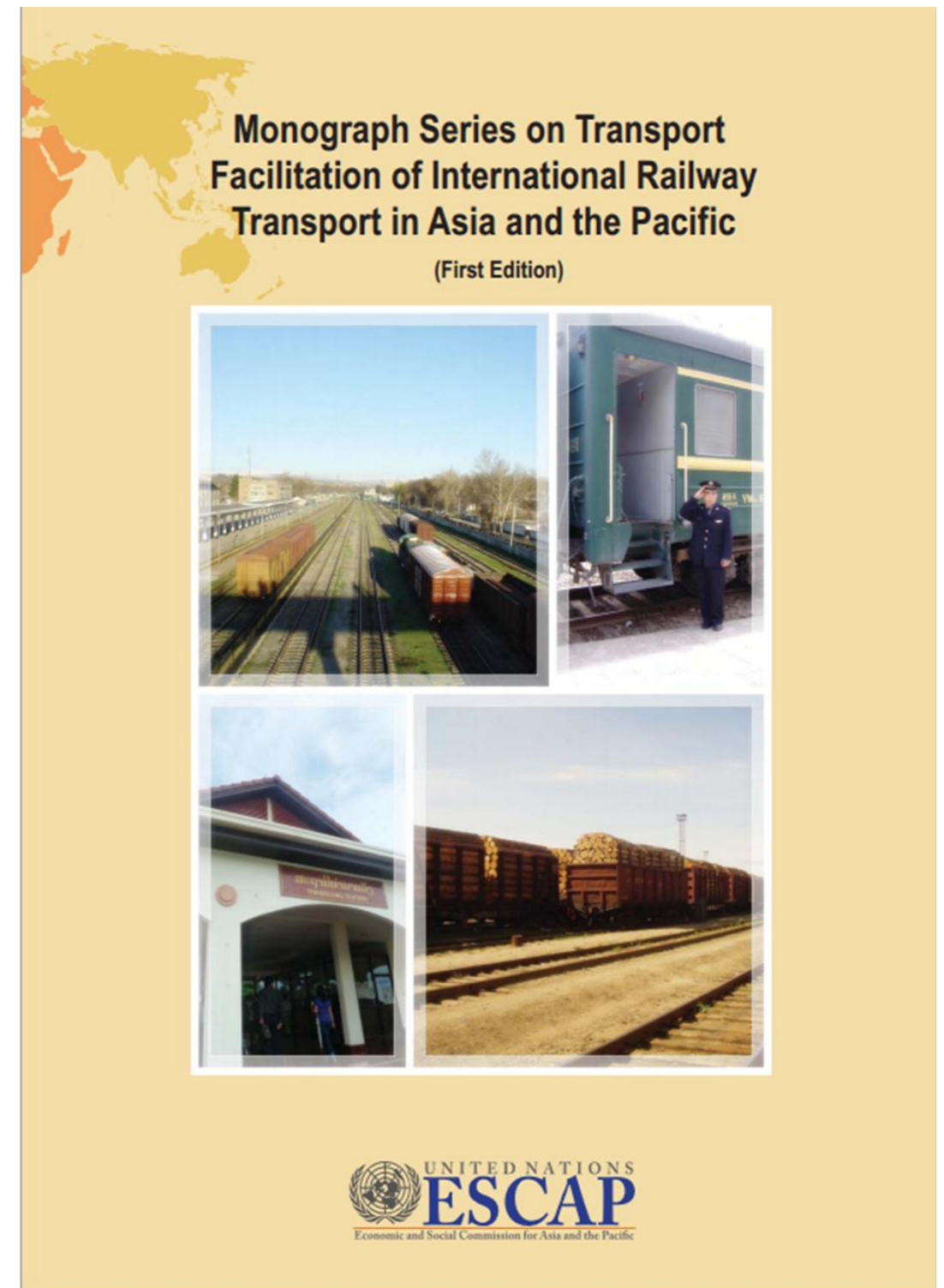
Fundamental issues in facilitation of international railway transport

- Coordination between Scattered Regional Transport Development Programmes
- Standardisation of Railway infrastructure and rolling stock
- Break –of –gauge & Security Protocols
- Different legal regimes for railway transport contracts
- Coordination of regulatory controls and joint management



ESCAP Regional Cooperation Framework for facilitation of international railway transport

- Promote and encourage corridor approach to facilitation of international railway transport (EATL Project Model)
- Participate in international railway organizations (OTIF and OSJD)
- Formulate bilateral/subregional agreements to standardize cross border railway operations
- Use new technologies in train operations and in container tracking
- Develop dry ports/logistics centers and maintenance hubs connected to interchange stations
- Simplify intermodal interfaces of railway with other modes
- Develop human resources for cross border railway operations



Way Forward

Regional Policy Dialogues by ESCAP-SSWA

- Connectivity Master Plan
- MoU for Container Trial Runs
- Facilitate Production Hubs and Processing Centers for Key Locations Along the Corridor
- Promote Coordination amongst Regional Frameworks and Intergovernmental Agencies



Thank You