

## **Training course of railway personnel in BIMSTEC and Mekong-Ganga Cooperation Countries**

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**Vadodara, India, August 2006**



# **Future prospects for Pan-Asian freight network**

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# Economic background



**54.4 million sq km**  
(37% of earth's land)

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**3.9 billion people**  
(60% of World's pop.)

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(Source: *The Economist* and  
ESCAP Statistics Division)

*Peace and stability*

**Political and economic changes**

*Market-oriented policies*

**2  
0  
0  
4**

**US\$ 9,000 billion (25% of World's GDP)**

**US\$148 billion in Foreign Direct Investment**

**US\$ 125 billion in tourism receipts**

**Need to manage economic integration**

**Increased mobility requirements**

**Pressure on existing infrastructure**

# Economic background

## Central Asia (5)

Pop. 57.7 mil.  
GDP US\$ 48.6 bil.

## North-East Asia (6)

Pop. 1,656 mil.  
GDP US\$ 6,466 bil.

## South-East Asia (10)

Pop. 543 mil.  
GDP US\$ 753 bil.

0.13 % of  
World's GDP

19 % of World's GDP

3.1 % of  
World's  
GDP

2.1% of World's GDP

## South Asia + 2 (10)

Pop. 1,577 mil.  
GDP US\$ 1,124 bil.

# Container trade through Asia's ports

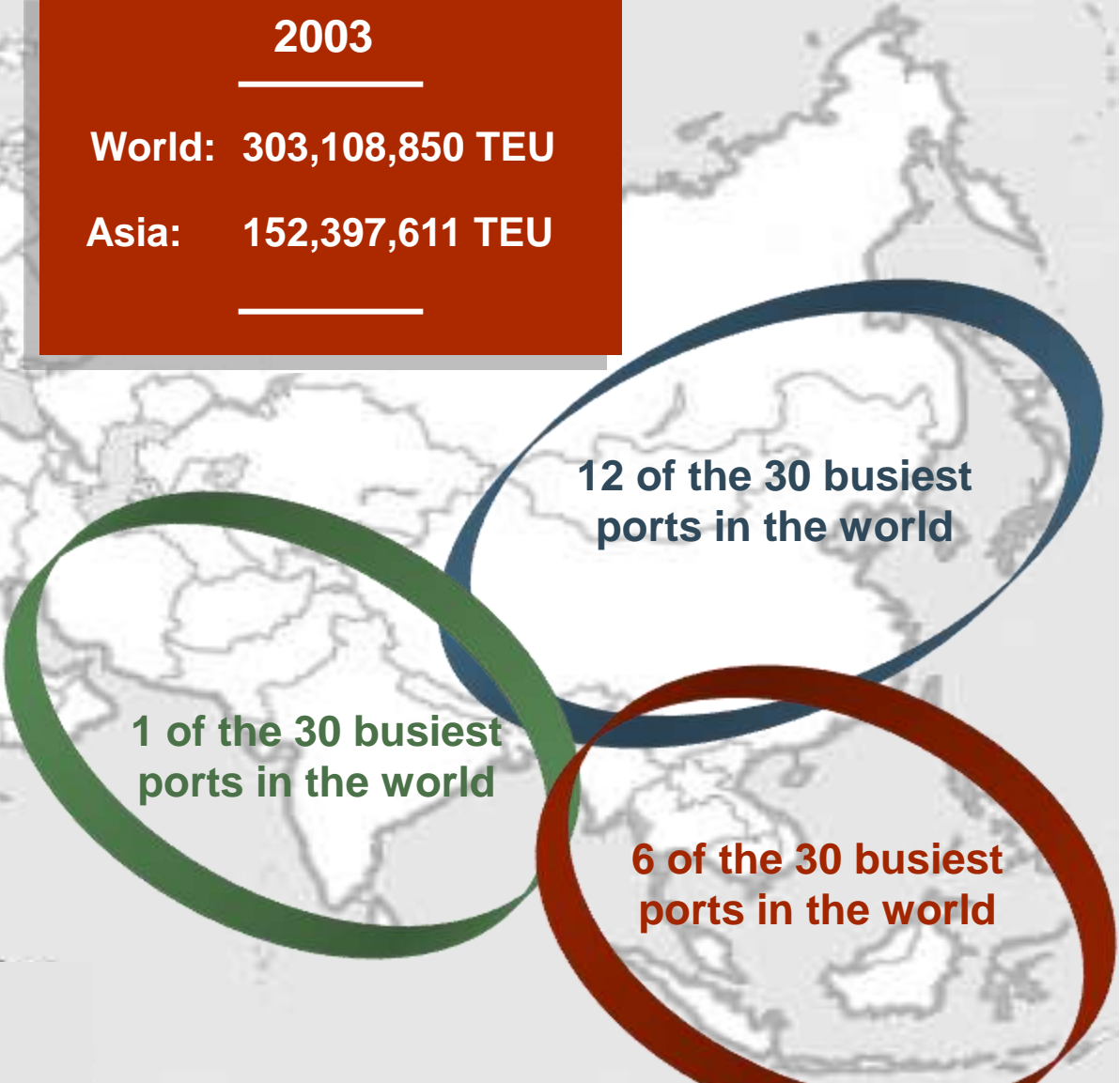


**2003**  
**World: 303,108,850 TEU**  
**Asia: 152,397,611 TEU**

**North-East Asia**  
1999 – 59.1 million TEU  
2003 – 101.3 million TEU  
Var. – 71.4 %

**South-Asia**  
1999 – 4.8 million TEU  
2003 – 8.0 million TEU  
Var. – 66.4 %

**ASEAN**  
1999 – 13.4 million TEU  
2003 – 24.7 million TEU  
Var. – 84.5 %



\*Source: Containerisation International Yearbook, 2002 and 2005

# Trans-Asian Railway – the corridor studies

## TAR Northern Corridor

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

2001

1996

1999

1996

## 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

The designations employed and the presentation of material on this map do not imply the expression of any opinion whatsoever on the part of the Secretariat of the Commission concerning the legal status of any country, territory, city or area, or its authorities, or concerning the separation of its territories or Enclaves.  
Further the map does not necessarily indicate the role of Cambodia in the process of the development of the Trans-Asian Railway. The role of Cambodia in the process of the development of the Trans-Asian Railway has not been agreed upon by the parties.



# Trans-Asian Railway route map



# Transport requirements

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**What?**



**Distribute cargo efficiently, timely and at reasonable rates**

**Reach community in hinterland areas**

**Provide access to ports for landlocked countries**

**How?**



**Efficient use of existing infrastructure**

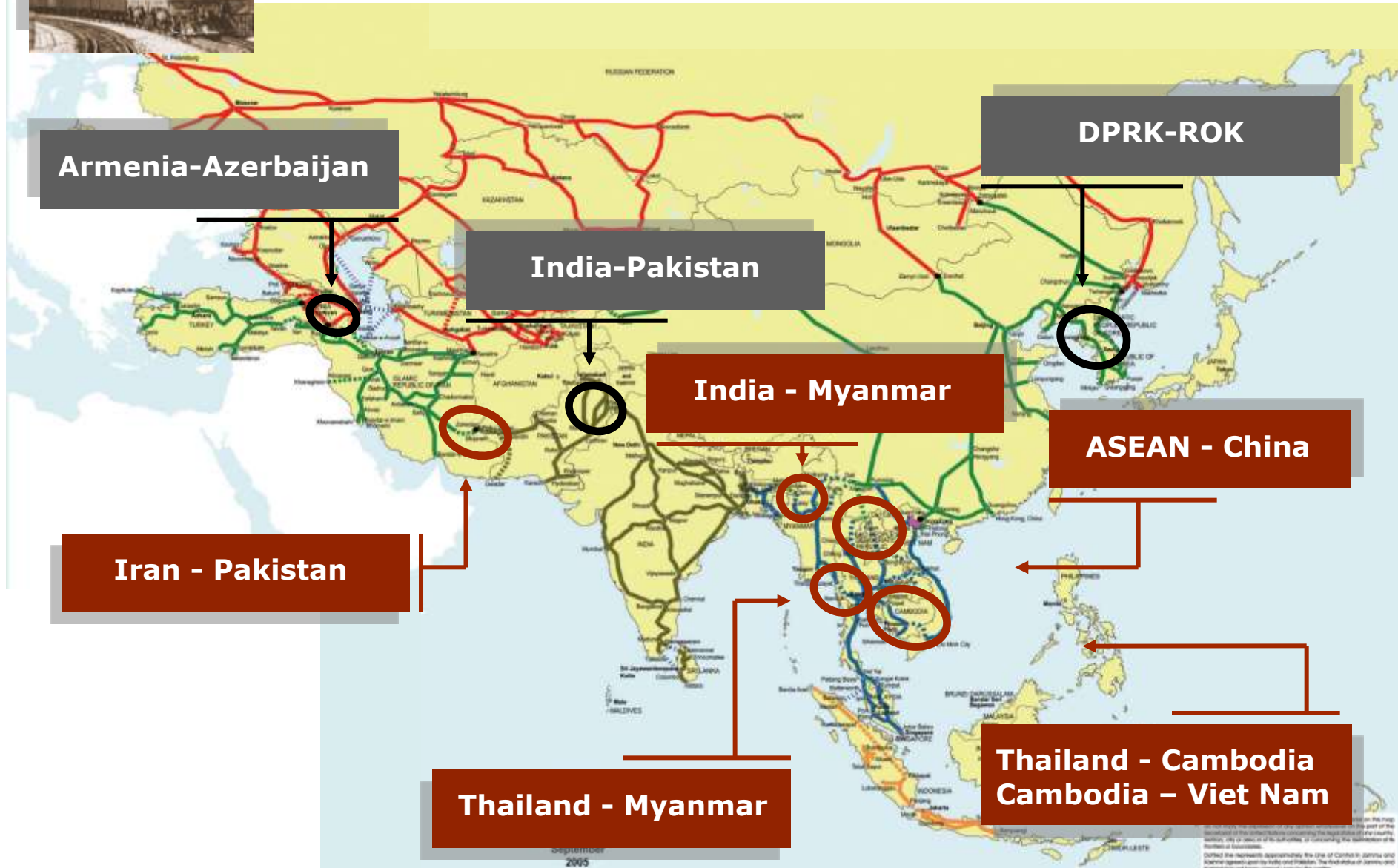
**Interconnectivity between modes**

**Improved cross-border movements**

**Priority to infrastructure projects important at regional level**



# Infrastructure efficiency – *missing links* *border crossings*








# Off the drawing board

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## Challenges to cross-border projects



Synchronization between national procedures

Different priorities to projects

Channel of communication between authorities involved

Different role of railways



Pace of the slowest

Difficulty to earmark finances

Difficulty to bring about public / private partnerships



# Off the drawing board

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## Opportunities to cross-border projects



Corridor authorities

Specific guidelines to identify and prioritize projects of common interest (*incl. attractiveness to private sector*)

Financial support to projects of common interest

Understanding private sector



Core network

Integrated with other modes

Integrated into distribution pattern of industry

# Dividends of Pan-Asian network

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## Economic

### Sharing economic growth

*(increased competitiveness, employment opportunities, development of hinterland areas )*

## Less congestion and increased safety

### Cleaner environment

*(protecting the earth's ecosystem)*

### Reduce accidents

*(impact on active segments of population)*

## Expanded markets for industry

### Reaching out to new customers

Improving the efficiency of the logistic chain





# Network development

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Creating a

P  
A  
R  
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P

Governments

Railway organizations

International financial institutions

Private sector



# Intergovernmental Agreement on Trans-Asian Railway Network

Intergovernmental Agreement  
on the Trans-Asian Railway network

Define a common vision

Adopt joint programmes  
of action

Identify investment requirements and sources

Benchmark progress

Finalized in November  
2005

Adopted by 62<sup>nd</sup>  
UNESCAP Commission  
(April 2006)

Signature at Ministerial  
Conference on Transport  
(November 2006)



# Visioning a common future

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***An opportunity to substantially improve the quality of people's lives across the UNESCAP region and spread the benefits of economic development to all through better planning and management of infrastructure***



# Visioning a common future

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*Transforming a patchwork into a people's network*



***Thank you***

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