



## Shaping the Future: The Impact of Negotiable Cargo Documents on Trade Finance, Regional Connectivity and Digital Evolution

*27 May 2025, Vienna and online*

Session 3: Enhancing Regional Connectivity: The Role of Transport Corridors and Negotiable Cargo Documents in Boosting Trade

**ESCAP's priority directions of work on transport corridors and their management/coordination. Recent trends in transport corridor planning in the region.**

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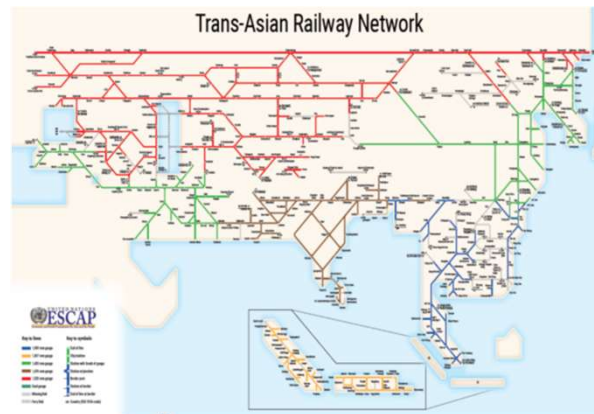
# Institutional infrastructure framework for the regional transport connectivity in Asia and the Pacific

## Asian Highway Network



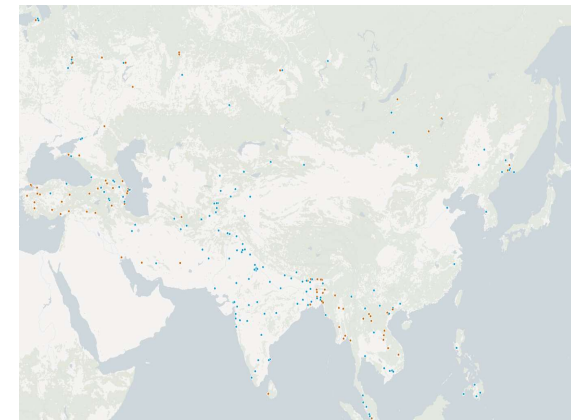
- ❑ Intergovernmental Agreement on Asian Highway network
- ❑ Entered into force in July 2005
- ❑ 30 Parties
- ❑ 145, 000 kms in 32 countries
- ❑ Working Group on the Asian Highway

## Trans-Asian Railway Network



- ❑ Agreement on Trans-Asian Railway network
- ❑ Entered into force in June 2009
- ❑ 21 Parties
- ❑ 118, 000 kms in 28 countries
- ❑ Working Group on the Trans-Asian Railway Network

## Dry Ports



- ❑ Intergovernmental Agreement on Dry Ports
- ❑ Entered into force in April 2016
- ❑ 19 Parties
- ❑ 275 dry ports in 27 countries
- ❑ Working Group on Dry Ports

# Transport corridor coordination/management

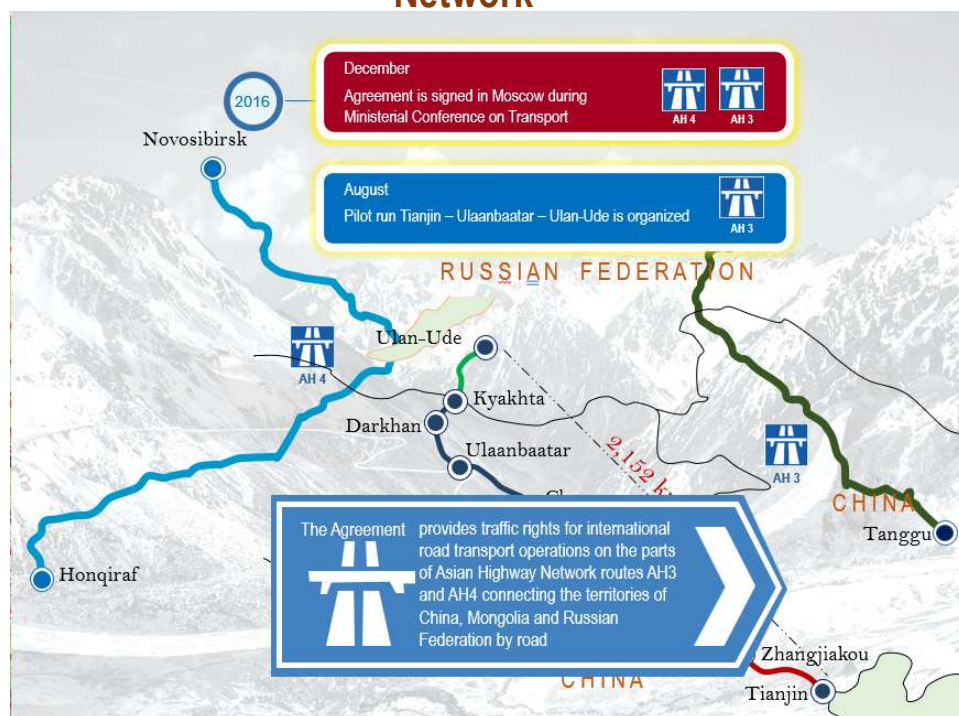
- ESCAP's 2019 study report on "Developing Coordination and Institutional Arrangements for the Management of Selected Intermodal Transport Corridors in the ESCAP Region" defines transport corridor as
  - (a) One or more routes that connect economic centers within and across countries
  - (b) Involves one or more modes of transport
  - (c) Includes dry ports that provide for interconnection of modes of transport, development of logistics centers and development of growth centers
- The objective of an efficiently functioning transport corridor is the development of well designed, maintained, interconnected and interoperable highways, railways, inland waterways, seaports, river ports, airports and dry ports with capacities appropriate to expected traffic volumes, which allow for the smooth flow of vehicles and cargoes between and among countries of the corridor.

# Factors contributing to corridor success

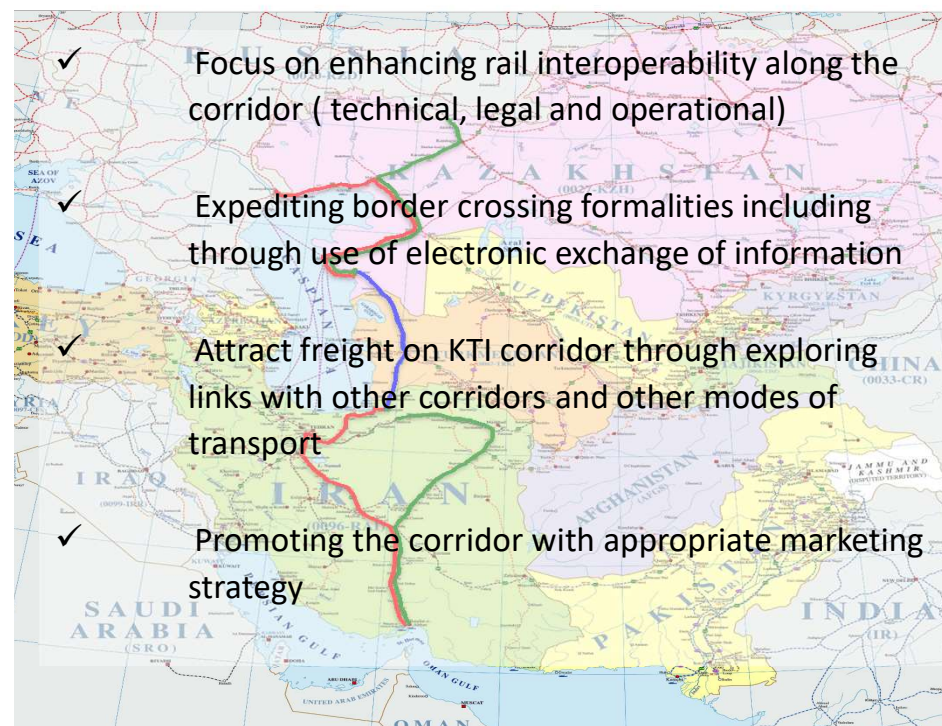
- **Quality infrastructure and services**
- **Sufficient traffic volumes**
- **Availability of coordination/institutional framework**
- **Leadership/Champions**
- **Availability of resources for corridor development**
- **Involvement and participation of stakeholders**
- **Monitoring mechanisms**

# Examples of supporting transport corridor cooperation (1)

## Intergovernmental Agreement on International Road Transport along the Asian Highway Network



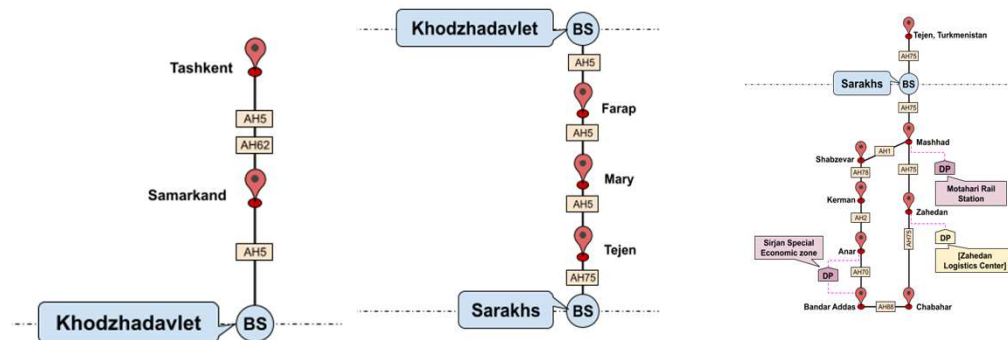
## Operationalization of the Kazakhstan-Turkmenistan- Islamic Republic of Iran (KTI) rail corridor



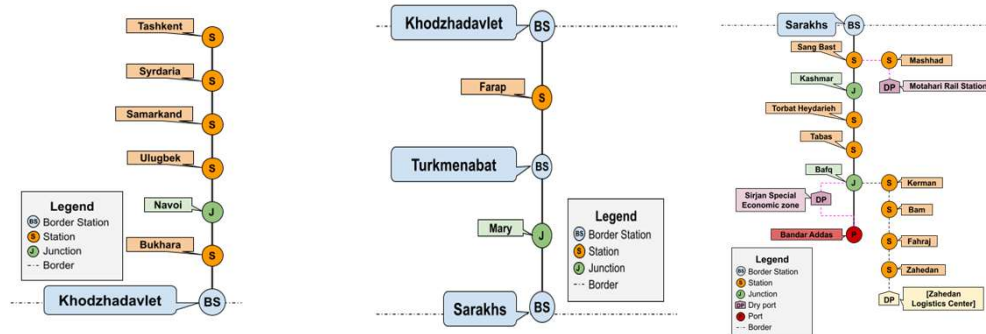
# Examples of supporting transport corridor cooperation (2)

Preliminary analysis of and consultations a new transport corridor “Uzbekistan - - Iran – India” through the Iranian port of Chabahar

AH Network in Uzbekistan, Turkmenistan and Islamic Republic of Iran



TAR Network in Uzbekistan, Turkmenistan and Islamic Republic of Iran



Source: World Bank national accounts data, and OECD National Accounts data files.

	Population (mln)	GDP per capita (US dollars)	Exports of goods and services (% of GDP)	Imports of goods and services (% of GDP)
IND	1390	1933	18.7%	19.1%
IRN	85	2756	20.8%	25.5%
TKM	6	7600	22.7%	12.5%
UZB	34	1749	24.3%	37.7%

## Recent tendencies in transport corridor development

Numerous initiatives on new transport corridors connecting different parts of the region (e.g. Central Asia to Southeast Asia, Central Asia to South Asia, new routes connecting Asia and Europe)

Growing interest to digital solutions applied on transport corridors ("digital corridors")

Exploration on the ways of increasing corridor infrastructure resilience and to their (environmental) sustainability

## Potential impact of NCDs on transport corridor development

**Standardization and streamlining of workflows for transport operations along multimodal corridors**

**An e-version of NCD can contribute to digital transport corridor development**

**Potential input for the facilitation of transport corridor coordination arrangements**



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