ECO’s activities for Strengthening Transport Connectivity and Facilitation of Transit in the Region

Presented by Mr. Ahsan Ali Mangi,
ECO’s Deputy Secretary General,
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General information on the ECO region

Area: 8 mln. Km², 18.4 % of Asia and 5.3% of total world

Population: Around 441 mln. (2013) 6.2% of total world population

Total foreign trade of goods & services: US$1,100 bln.
Total GDP: over US$ 1,863bln.
Average GDP per capita: 4,435US$ (2013)

Roads: more than 800,000Km
Railways: more than 55,000KM
ECO Transit Transport Framework Agreement (TTFA)

Facilitation of movement of goods and passengers

Ensuring the safety of goods and passengers and avoiding unnecessary delays during the transit traffic

Cooperation and coordination of the efforts to avoid the incidence of customs frauds and tax evasion

Harmonizing necessary administrative affairs dealing with transit traffic.
Major activities

- Establishment & promotion of container train services
- Establishment & promotion of road corridors
- Undertaking studies to functionalize road & rail corridors
- Organizing meetings of TTCC & technical committees to pursue implementation of provisions of TTFA
- Pursuance of infrastructure projects of regional importance through HLWG
- Designing & organizing capacity building programs
- Organizing test runs of trucks/container trains
- Cooperation with regional & international organizations
ECO container train services
This route is the most direct and feasible transport route which can facilitate East-Asian trade with Europe through Central Asia. Total distance of route is 5626 km. The route is operational since 2002. HLWG is following up timetable, tariff and other technical matters to streamline the train services.
# The ECO Container Trains on Istanbul-Almaty Route

<table>
<thead>
<tr>
<th>Country</th>
<th>Total distance (km)</th>
<th>Tariff for loaded container</th>
<th>Tariff for empty container</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>For 20 ft</td>
<td>For 40 ft</td>
</tr>
<tr>
<td>Turkey (Kosekoy-Kapikoy)</td>
<td>1850</td>
<td>648</td>
<td>974</td>
</tr>
<tr>
<td>Iran</td>
<td>1619</td>
<td>462</td>
<td>770</td>
</tr>
<tr>
<td>Turkmenistan*</td>
<td>469</td>
<td>882</td>
<td>1599.04</td>
</tr>
<tr>
<td>Uzbekistan**</td>
<td>732</td>
<td>608</td>
<td>1048</td>
</tr>
<tr>
<td>Kazakhstan**</td>
<td>956</td>
<td>397.14</td>
<td>660.85</td>
</tr>
<tr>
<td>Total</td>
<td>5626</td>
<td>2997.14</td>
<td>5051.89</td>
</tr>
</tbody>
</table>

Unit: US$

• This freight tariff includes all extra charges and return operation of empty containers for the 1st quarter of 2015.

** These freight tariffs were provided in year 2014.
The first demonstration run of the ECO Container Train on Bandar Abbas-Almaty Route (3710 km) was organized on 17 October 2011 from Bandar Abbas. HLWG is following up timetable, tariff and other technical matters to streamline the train services. Measures are ongoing to mobilize cargos.
## The ECO Container Train on Bandar Abbas-Almaty Route

<table>
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<tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>For 20 ft</td>
<td>For 40 ft</td>
</tr>
<tr>
<td>Iran</td>
<td>1553</td>
<td>747 Swiss Frank</td>
<td>1093 Swiss Frank</td>
</tr>
<tr>
<td>Turkmenistan*</td>
<td>469</td>
<td>882 US$</td>
<td>1599.04 US$</td>
</tr>
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<td>Uzbekistan**</td>
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</tr>
</tbody>
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*This freight tariff includes all extra charges and return operation of empty containers for the 1st quarter of 2015.*

**These freight tariffs were provided in year 2014.*
The ECO Container Train on Islamabad-Tehran-Istanbul Route (6543 km) has begun its scheduled and regular operation since August 2010. HLWG agreed on timetable, tariffs, transshipment fees and other technicalities of the train. As of end 2014 the running time is around 14 days. Measures are ongoing to resume the train services.
## ECO Container Train on Islamabad-Tehran-Istanbul route

<table>
<thead>
<tr>
<th>Country</th>
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<th>Tariff for empty container</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>For 20 ft</td>
<td>For 40 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Per km</td>
<td>Total</td>
</tr>
<tr>
<td>Iran</td>
<td>2603</td>
<td>0.22</td>
<td>572</td>
</tr>
<tr>
<td>Pakistan</td>
<td>1990</td>
<td>0.22</td>
<td>437.8</td>
</tr>
<tr>
<td>Turkey</td>
<td>1850*</td>
<td>0.22</td>
<td>407</td>
</tr>
<tr>
<td>Total</td>
<td>6443</td>
<td>1416.8</td>
<td>1784.1</td>
</tr>
</tbody>
</table>

*Unit: Euro*

*Total distance between Kapikoy to Kosekoy*
Railway infrastructure projects to establish new corridors
The railway between Kazakhstan, Turkmenistan and Iran (about 900 km) was inaugurated on 3rd December 2014 and completed North-South Corridor all the way through the enroute countries all the way to Bandar Abbas and Persian Gulf. The Project is considered as a major step towards seamless transit transport connectivity, enhanced transit trade, economic growth and better access for all countries.

The Project is coordinated by ECO through Tripartite Coordination Committee (TCC). A trilateral meeting of the enroute countries was held on the sidelines of 12th Heads of ECO Railway Authorities (Tehran, May 2015) to discuss revision of tariffs to attract cargo for the new route.
The Qazvin-Rasht- Astara (Iran)-Astara (Azerbaijan) Railway Project has three parts. Two parts, namely Qazvin-Rasht and Rasht-Astara s with a total length of about 369 km are located in Iran, and one part (less than 10 km) is located in the Republic of Azerbaijan. Two field visits were organized in 2013 by Iran Railways in collaboration with ECO to be familiarized with the ongoing construction works in the Iranian segments.
The Project of construction of railway from China to Europe through Kyrgyz Republic-Tajikistan-Afghanistan-Iran (KTAI) is coordinated by ECO. The total length of the (Kashghar-Herat) route is around 2155 km. The total length of Sangan (Iran)-Herat Railway line is 191 km out of which 76 kilometers lying in Iranian territory has already been constructed.

The feasibility study in Tajik segment is completed. 60% progress has been achieved in construction of the sub-segment between Chah-e-Sorkh (border with Iran) to Rozanak area of Herat province. The feasibility study for the sub-segment between Faryab and Mazare-Sharif is due to be completed soon. The remaining sub-segments of Afghanistan still require conducting feasibility studies and construction. Kyrgyz Republic is taking measures to undertake a feasibility study on its territory.
Road corridors
Further to the decisions of the 8th Meeting of the ECO Transport Ministers (Ashgabat, 2011), arrangements for establishing a road corridor between Islamabad-Tehran-Istanbul was initiated. The Corridor is being coordinated by the ECO High Level Working Group.

The HLWG adopted an Action Plan for the Establishment of the Corridor, agreed that TIR System will be applied along the Corridor; approved the routes and border crossing points; decided that a field study will be conducted with involvement of International Consultant and national consultants.
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Regional Studies/Regional Plans
Technical Assistance Agreement (Grant) was signed between ECO and IDB in 2009 to prepare a Regional Program for the implementation of TTFA.

Project budget: US$ 515,000,00

Scope of the Project:
- a) providing consultancy services to produce analytical reports, priority investment plans;
- b) organizing training workshops
- c) establishing Project Management Unit (PMU).

Studies have been undertaken to cover road, rail & insurance provisions of TTFA.
Corridor management studies on road and rail components of TTFA has culminated in preparation of ECO Road Network Development and ECO Railway Network Development Plan.

The study on insurance component of TTFA has resulted in preparation of a comprehensive report on the situation with motor vehicle third party liability.
Objectives of the Project:
promotion and facilitation of international road transport and trade in the ECO Member States through monitoring physical and non-physical barriers for transit transport
Results of the Project

- 139 trips
- 1,276 days spent en route
- 449,354 km covered
- 2,823 tonnes of cargo carried
- 352 km/day speed average en route – 14,6 km/hrs
- 214 days spent waiting/in queues
- 443,519 USD total transport costs
- 99,808 USD paid for unjustified levies

40% of transport time = border crossings
32% of transport costs = border crossing procedures
23% of transport costs = unofficial levies

Recommendations:

- Implement UN trade & road transport facilitation tools
- Increase cooperation between transit states
- Introduce multilateral transport permit system
- Improve customs procedures
- Provide multi-entry and transit visas for drivers
- Modernize truck fleet and develop TIR parking areas
- Implement electronic tools to exchange data
New program on customs provisions of TTFA

Objectives of the Project

- Identification of border crossing points of regional importance and specify list of prioritized projects for modernization of selected border crossing points
- Analysis of the current operational customs procedures and systems in the member states, including identification and analysis of differences and conflicting requirements of TTFA
- Defining effective solutions for the implementation of the customs provisions of TTFA
- Suggestion of success stories or models for guiding the efforts of the member states for development of selected border crossing points

Customs component

Authorise national Issuing & Guaranteeing Association
New program on customs provisions of TTFA

Outcome of the Project

Feasibility study report

Customs Transit Questionnaire s (CTQs)
Capacity -building programs
Trainings and Workshops

Trainings/workshops/conferences, held in 2012-2014:

- The ECO/UNECE Workshop on Unified Railway Law (Ankara, June 2012)
- The Regional Training Course on Third Party Motor Vehicle Liability Insurance (ECO White Cart), Tehran, November 2012, in partnership with the International Green Card Council of Bureaux
- Training Course on TIR Convention for Afghanistan, (Mashhad, June 2012).
- Training Course on TIR Convention for Pakistan (Ankara, May 2013).
- Capacity Building Workshop on TIR for Pakistan (Karachi, Lahore, Islamabad, 18-22 August 2014.
- The 3rd ECO/IRU Regional Conference on Transit Transport and the TIR System, Tehran, 26 October 2014.

Capacity building programmes held and planned for 2015:

- National capacity building workshops on CMR, ADR and TIR, August 2015
Thank You