

***An Inclusive Development Approach
through
International Intermodal Corridors***

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Cent. Asia-China trade

2001: US\$ 1 billion
2007: US\$ 16 billion

Selected trade volumes in US\$

ASEAN-China trade

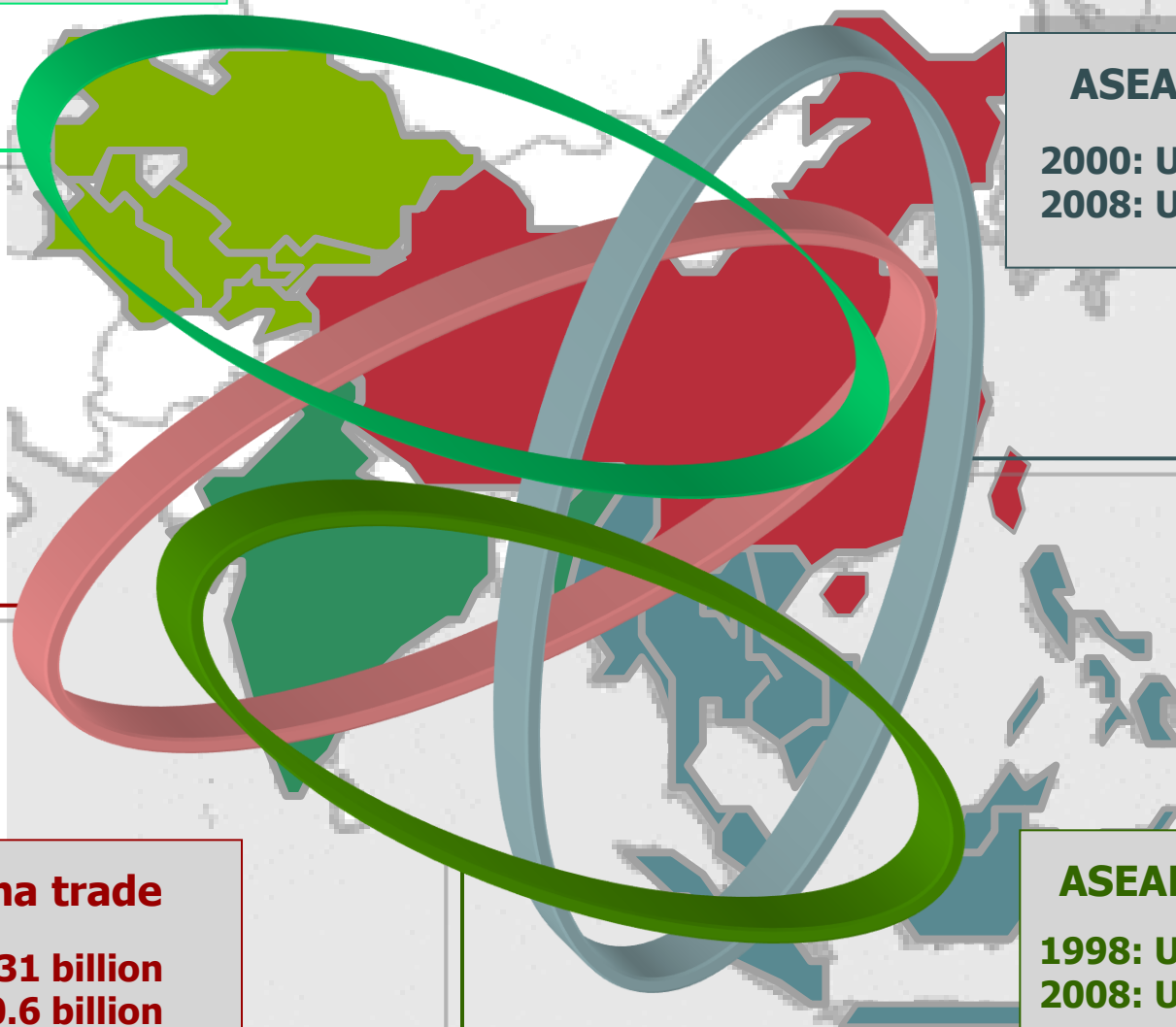
2000: US\$ 39.5 billion
2008: US\$ 231 billion

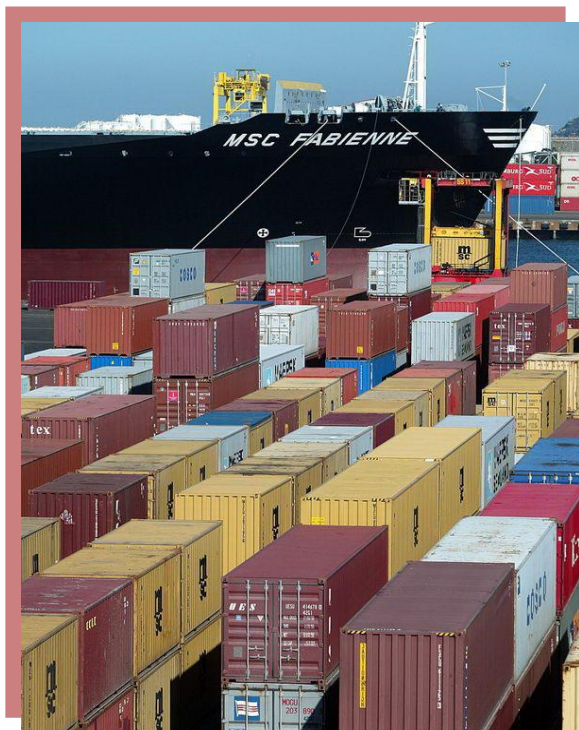
India-China trade

2001: US\$ 2.31 billion
2008: US\$ 40.6 billion

ASEAN-India trade

1998: US\$ 5.9 billion
2008: US\$ 38.4 billion





2009

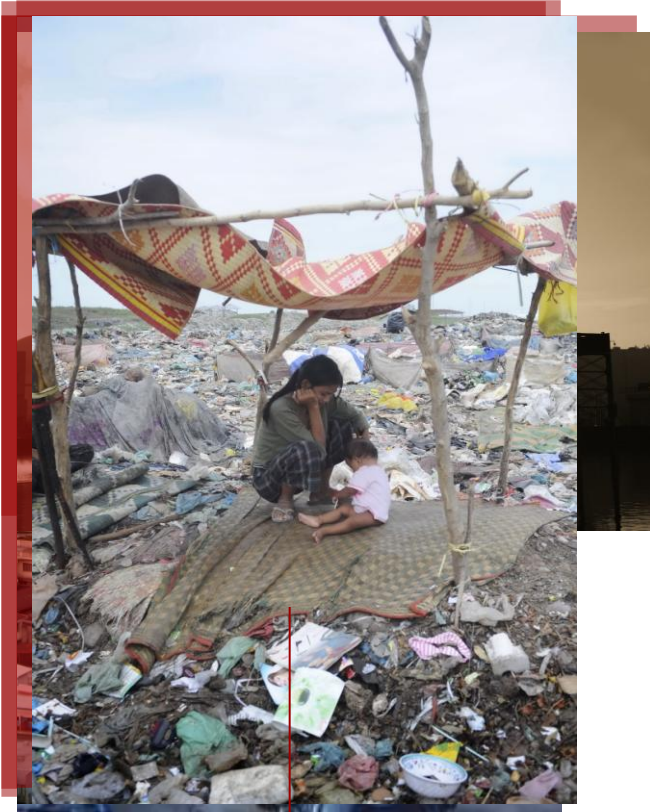
- World container handling activity at 450 million TEU (*11% drop from 2008*)
- 19 of the world's top 30 container ports in the ESCAP region
- 260 million TEU handled by the "Top 30" (*i.e. 58% of total trade, up 1% over 2008*)
- Share of Asia's ports in "Top 30" league at 75.7% (*up 1% over 2008*)

Shaping the socio-economic landscape

- Establishment of manufacturing and trading centres in coastal areas
- Magnet for settlement of populations in larger communities (*higher incomes, greater employment opportunities, higher incomes, better access to education and health services*)

Issues of concern

Socio-economic considerations



- Uni-modal approach in the haulage of trade volumes
(congestion around ports and road/rail networks)
- Unbalanced and chaotic spatial development
- Over-exploitation of resources in certain areas
- Social inequalities
(GDP per sq-km can be up to 1,000,000 times higher in the developed coastal areas of Japan, South Korea or China than in landlocked Nepal or Bhutan)

A call for action



Containerisation & Globalization

Flexibility and speed in the transport of manufactured goods and agricultural products

Extension of the markets over which goods and products can be traded

- **World population will continue to increase**
(from current 6.7 billion people to 9.2 billion in 2050)
- **Greater affluence will amplify demand**
(12 of the world's 20 largest cities in Asia, 44 million new city-dwellers p.a.)
- **Existing modes being stretched to capacity**
- **Transport CO2 emissions continue to rise**
(in the EU, transport accounted for 27% of all CO2 emissions in 2007 – between 1990 and 2007, transport emissions increased by 35.6%, while emissions from other sectors decreased by -8.9%)

Intermodal transport corridors

An inclusive framework

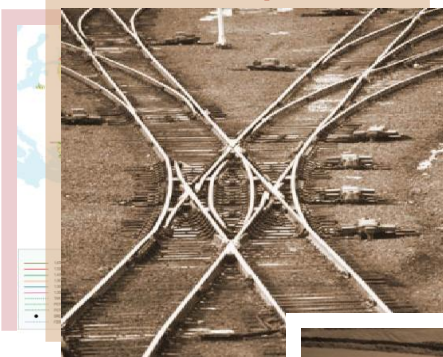


Opportunities for the region

- Put in place efficient intermodal transport
- Develop efficient logistics industry
- Keep its global economic position
- Distribute the benefits of economic prosperity

Republic of Korea, November 2006

Trans-Asian Railway



Asian Highway



"Busan Declaration on Transport Development in Asia and the Pacific"

- giving priority to investment in Asian Highway and Trans-Asian Railway networks, including intermodal interfaces to link them with water and air transport networks
- promoting the development of economic and logistical activities at intermodal interfaces, particularly at production and consumption centres and around seaports and dry ports
- developing an international integrated intermodal transport system that contributes to long-term objective of regional cooperation in support of international trade

Working Groups

- a common vision
- joint programme of actions
- identification of investment requirements and sources

Trans-Asian Railway

The identified network

North-East Asia / Europe / North-East Asia / Central Asia

Europe / South-Western Asia / Central Asia

North-East Asia / South-East Asia

TAR route-km

South-East / South Asia / South-Western Asia

Total: 114,200 km



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 United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. Dotted line represents approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not been agreed upon by the parties.

5th Regional Forum on Environmentally-Sustainable Transport

Bangkok, 24 August 2010



Th@nk you

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