

ESCAP-OSJD MEETING

STRENGTHENING RAILWAY TRANSPORT CONNECTIVITY IN SOUTH AND SOUTH-WEST ASIA

AN INTEGRATED REGIONAL RAIL NETWORK: AN IDEA THAT BECKONS COUNTRIES TO BREAK THEIR MENTAL BARRIERS

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- A Minister of British government, A. Bevin yearned, “let me go to railway station Victoria, buy a ticket, to go anywhere I damn well want to go anywhere in Europe”.



AN OLD DREAM...

India's **Viceroy Dalhousie** contemplated an extension of the rail line from Calcutta to Singapore and Bangkok.

- Engineers William Low and George Thomas proposed to the British Prime Minister William Gladstone in 1871 the construction of a 9,500 km railway connecting London with Karachi and Mumbai via Trieste, Istanbul, Aleppo and Baghdad.

The engineering duo believed the route could be completed at a cost around £24 million.



TAR: *RAISON D'ETRE*

The Trans-Asian Railway Network Inter-governmental Agreement formally came into force on 11 June 2009.

- The network was seen as a way to facilitate the huge prospective increases in international trade, with its primary aims
 - to provide a continuous, cost effective 14,000 km rail link between Asia and Europe
 - as well as to improve the economies and accessibility of landlocked countries like Nepal, Bhutan, Laos, Afghanistan, Mongolia, and the Central Asian Republics.
- The TAR link offered the potential to greatly shorten the distances and reduce transit times between countries and regions.



WHY THESE SELF-INFLICTED WOUNDS?

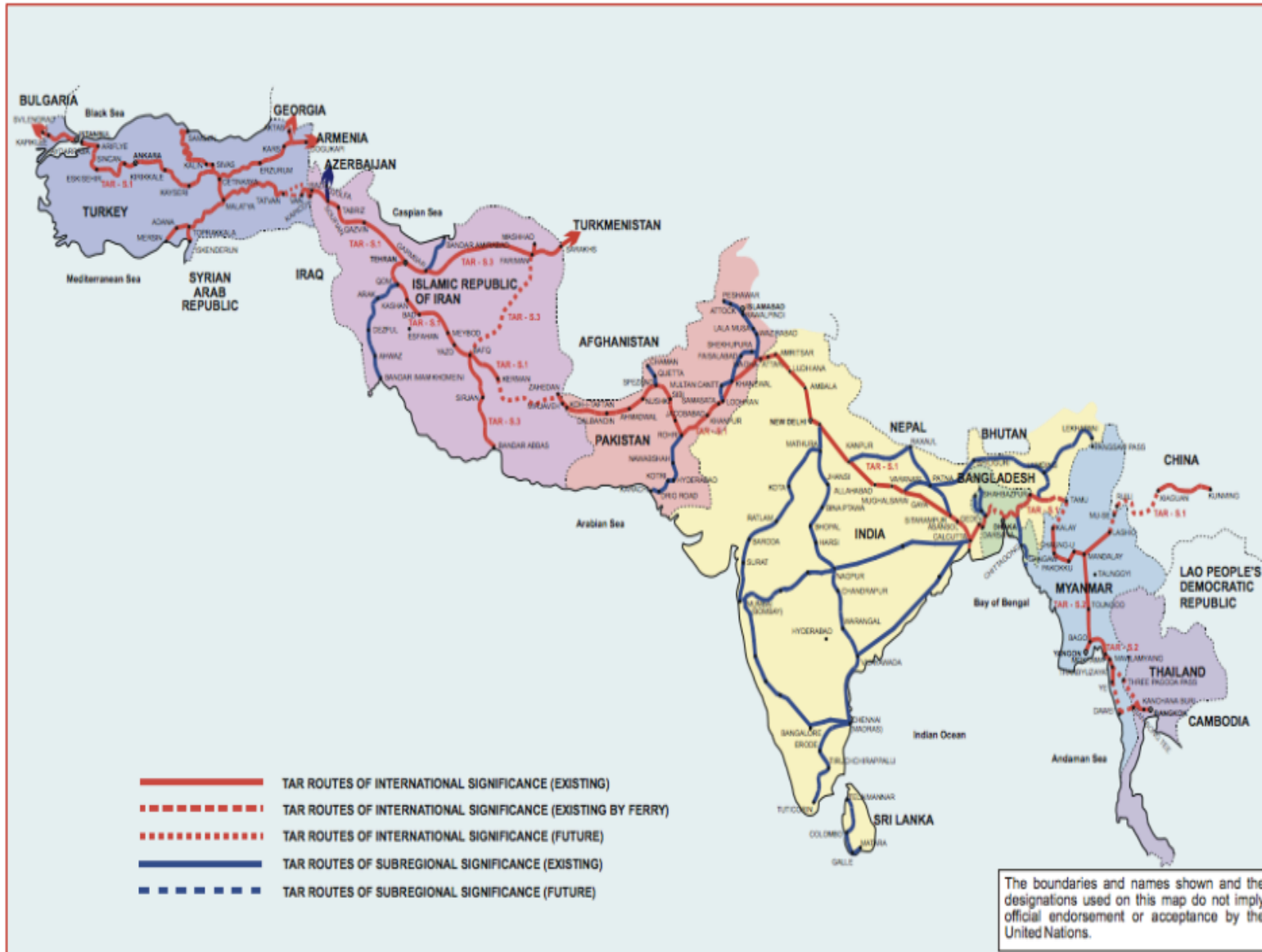
- Some very incisive and analytical presentations made here have left us convinced:
 - It is feasible to operate sub-regional container block trains
 - Rail transit of cargo on existing direct land routes, for example, on Delhi-Dhaka, Delhi-Lahore, Dhaka-Tehran corridors would be far cheaper, and quicker, than the current practice of road-cum-sea transport
- Although rail transport along Eurasian land-bridge costs more – up to 30% than maritime freight, rail container trains are taking strides on basis of faster transit – less time to the extent of up to 50%.
- Those facts have long been emphasised by different agencies and experts.

We need to ponder: Why? Why do the countries in South Asia keep suffering these self-inflicted wounds?

- Nowhere else in the world lorries laden with inter-country exports/imports unload/load the wares at cross-border points – resulting in wasteful delays, damages, pilferages, multiple handlings, all leading to high costs.



TAR: SOUTHERN CORRIDOR



THE ORIGINAL CONCEPT CONCEIVED FIFTY YEARS AGO, SOMEWHAT AMPLIFIED 25 YEARS LATER....

The Southern corridor would run from Europe to Southeast Asia, connecting Turkey, Iran, Pakistan, India, Bangladesh, Myanmar, and Thailand, with links to China's Yunnan Province and, via Malaysia, to Singapore/Indonesia.

- During 1995, ESCAP undertook a preliminary study of route requirements for a TAR Southern corridor, with participation of railways of Bangladesh, India, Iran, Pakistan and Sri Lanka.
- Three routes of international significance were identified, designated TAR-S1, TAR-S2, and TAR-S3.
- Route TAR-S1 would commence in Kunming (China), running southwest from the existing Chinese railhead at Xiaguan (near Dali) to the border with Myanmar at Ruili, thence to the existing railhead of Lashio in Myanmar and along, what is currently a branch line, to Mandalay.
 - From Mandalay, it would broadly follow an east-west axis, crossing the territory of Myanmar, India (twice), Bangladesh, Pakistan, Iran, as far as the border between Turkey and Bulgaria, at Kapikule.



- From Kunming to Kapikule, it would have a total length of 11,700 km of which 9,790 km (or 84%) is in place, 95 km (1%) comprises ferry links, and 1,820 km (15%) would need to be constructed.
- From the border between Turkey and Bulgaria, Frankfurt (Germany) is another 1,785 km by rail, making a total distance between Kunming and Frankfurt of approximately 13,500 km.
- Between Kunming and Tehran, the number of border crossings would be six and the number of breaks-of-gauge four, if TAR-S1 were to be used, as compared with only four border crossings and two breaks-of-gauge on the route via north-western China and Central Asia.

For movement from Bangkok to Tehran, the Southern

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_1470

