

# **Potential and prospects of strengthening transport connectivity in South and South-West Asia**

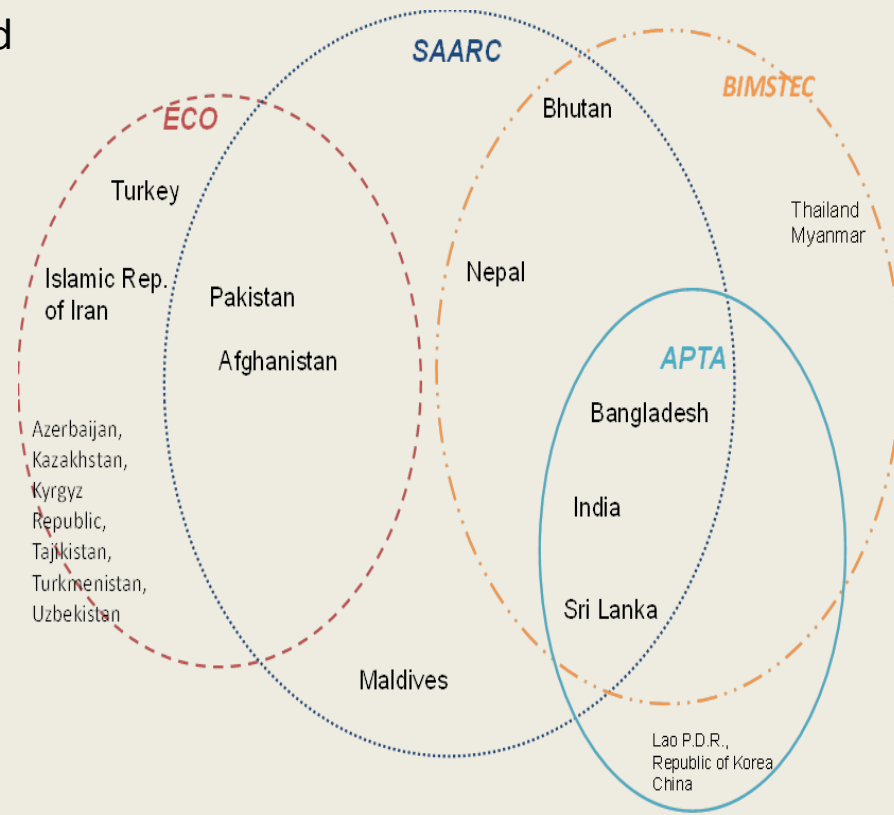
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# Connectivity and under-exploited potential of regional economic integration in SSWA

- Regional economic integration assumes a new criticality in a changed international context
- South and South-West Asia is the least integrated region in the world. Bulk of intraregional trade potential remains unexploited in SSWA
  - Intraregional trade could generate additional \$52 billion of exports
  - Intraregional exports in 2017 could be \$167 bn
- Barriers to realization of intraregional trade potential
  - Region is better connected with Europe and North America than with itself
  - High cost of trade
  - Poor land routes and transport facilitation
  - Benefits of geographical proximity and contiguity not available to regional trade
  - Regional production networks failed to develop
- Multiple overlapping frameworks for regional economic integration
  - ECO, SAARC, BIMSTEC: connectivity on the agenda
  - Bilateral and trilateral initiatives: Bangladesh, India and Nepal; Turkey, Iran and Pakistan, India-Nepal, India-Bhutan, Pakistan-Afghanistan, among others



# Transport corridors

- Generate economic activity, generate employment and reduce poverty
- Lagging regions and landlocked countries get a boost from improved connectivity with regional and global markets
  - Inclusive trade and economic growth
  - Simulations suggest that the poorest regions benefit most
- Network externalities grow disproportionately with expansion of networks
  - Case for coordinating across regional frameworks to exploit greater synergies

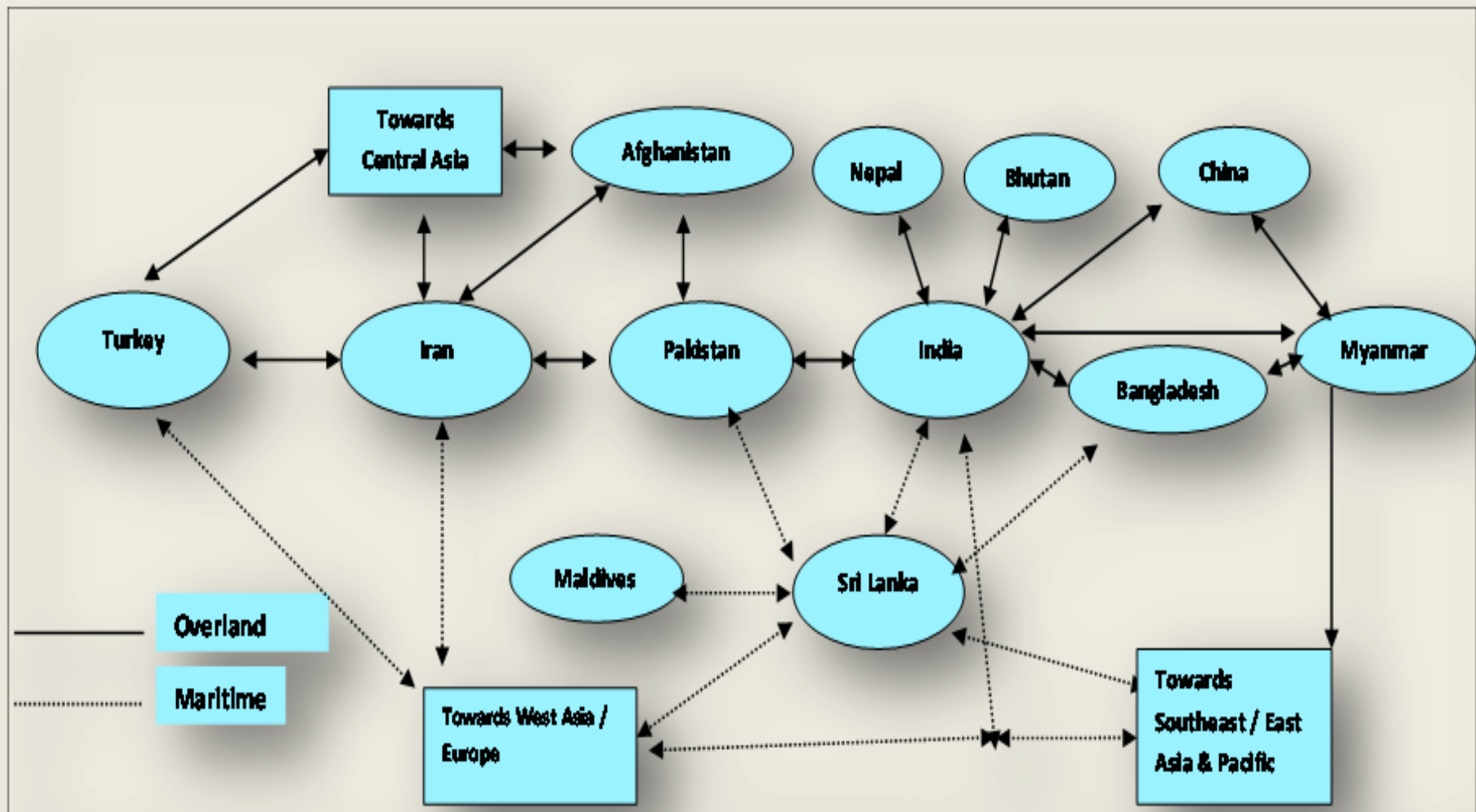
# **Towards seamless connectivity across South and South-West Asia**

- Case for integrated transport corridors across the subregion to maximize network externalities
- Asian Highway and TransAsian Railway route networks can guide the integration of transport corridors
- Besides facilitating intraregional trade can make SSWA region a hub of East-West trade
- Each country becomes a hub for each other
- Major boost for landlocked countries in Central Asia and South Asia like Afghanistan, Bhutan, Nepal
- Win-win for the whole region
- Could be developed following a building block approach as a part of an agreed masterplan
- Easier to mobilize resources for infrastructure and institutional development in a broader regional framework

## Potential Transport Corridors in South and South-West Asia

- Two proposals integrating ECO, SAARC and BIMSTEC transport corridors:
  - Turkey-Iran-Pakistan-India-Bangladesh-Myanmar (TIPI-BM) Road Corridor along Asian Highway routes
  - Istanbul-Tehran-Islamabad—Delhi-Kolkata-Dhaka container train corridor along the Trans-Asian Railway routes

## Turkey-Iran-Pakistan-India-Bangladesh-Myanmar (TIPI-BM) Road Corridor along Asian Highway





# Istanbul-Tehran-Islamabad-Delhi-Kolkata-Dhaka (ITI-DKD) Cargo Corridor on the Trans-Asian Railway Network



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\\_5963](https://www.yunbaogao.cn/report/index/report?reportId=5_5963)

