

# Lack of transport infrastructure in South and Southwest Asia



FIATA's Perspective

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**THE LACK OF LOGISTICS  
CONNECTIVITY IN MANY PARTS OF  
THE WORLD IS THE BIGGEST NON-  
TARIFF BARRIER TO THE GROWTH  
OF INTERNATIONAL TRADE**

# TRANSPORT GAP IN SOUTH ASIA

- Home to nearly 43% (about 596 million) of the world's poor
- Live on less than US\$1.25 a day
- Global Financial Crisis = Deceleration in real GDP growth in South Asia, from 8.7% in 2007 to 6% in 2009.

Source: <http://www.voxeu.org/article/poor-half-billion-pockets-poverty-south-asia>  
<http://www.worldbank.org/en/news/feature/2010/02/23/south-asia-escaped-worst-effects-global-economic-crisis>



# INFRASTRUCTURE AND SERVICES

- Lags behind other regions in creating a regional trade grouping
- Lags behind in cross-border infrastructure investment
- Intra-regional trade in South Asia accounts for a mere 5% of total trade (lowest out of all regions)
- Lack of adequate access to basic social and economic services in rural areas

# Main Constraints in South Asia

- Infrastructure gap is one of the main constraints to economic growth to attract foreign investments
- Bottlenecks are encountered in all modes of transport infrastructure and services:
  - poor condition of roads
  - lack of intraregional connectivity between the national road networks
  - unreliable and overall costly road transport services
  - unrealized high potential for rail and inland water freight transport which has led to the excessive use of road transport
  - inadequate road and rail connectivity of ports with the hinterland, and others.

# Promoting Logistics Connectivity

- Past research stresses the importance of international trade to boost economic prosperity.
- **World Bank** - Movement of goods and services across borders has grown tremendously in recent years accounting for over 45% of world GDP in 1990 - up from 25% in 1970
- **The Economist** - Manufactured goods as a percentage of total world exports increased from 55% in 1980 to 75% in 1990. Export accounted for 22% of GDP in East and Southeast Asia, 11% for South Asia and 10% for Latin America.
- **Zhu (2011)** discovered a positive impact of logistics investment on regional economic growth in China especially in undeveloped interior provinces.

# FIATA's Work with the UN

- FIATA's Top priority – To impact Sustainable Development Goals (SDGs) in the 2015 UN Post Development Agenda.
- FIATA urging the 30-Member States Open Working on Sustainable Development to realize the importance of international trade in boosting economic prosperity when designing SDGs.
- Shedding light on the importance of logistics

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\\_5973](https://www.yunbaogao.cn/report/index/report?reportId=5_5973)

