



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

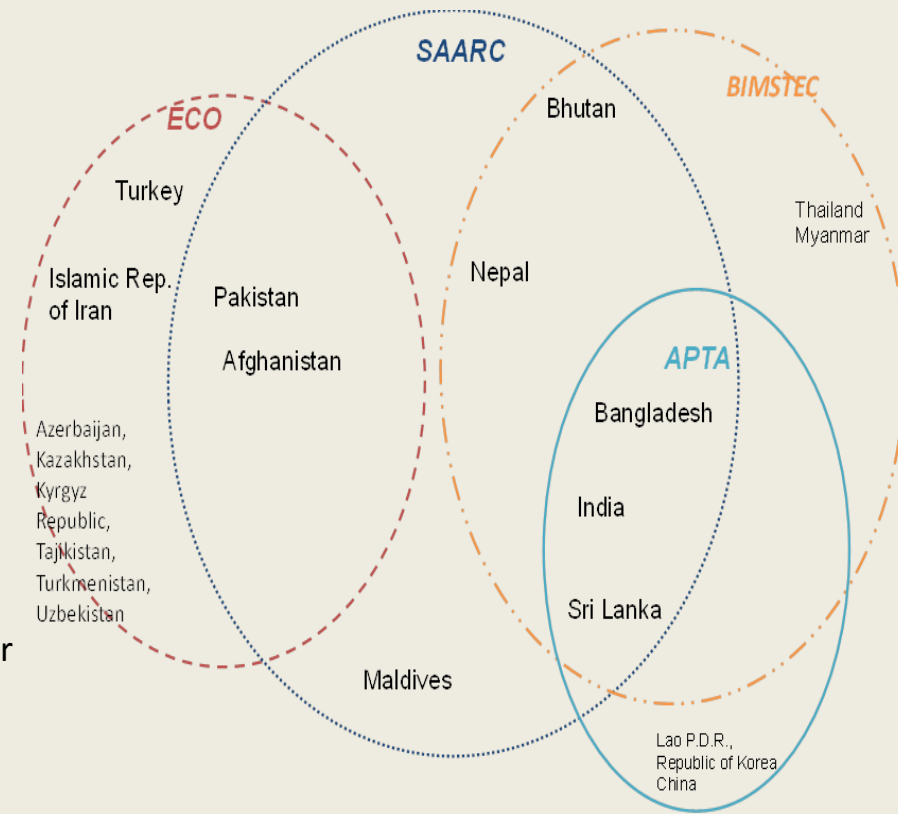
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Connectivity and under-exploited potential of regional economic integration in SSWA

- Regional integration assumes a new criticality in a changed international context
- 57% of intraregional trade potential remains unexploited in SAARC
 - Intraregional trade could generate additional \$52 billion of exports
 - Intraregional exports in 2017 could be \$167 bn
 - Regional production networks failed to develop
- Barriers to realization of intraregional trade potential:
 - Poor land routes and transport facilitation
 - Region is better connected with Europe and North America than with itself
 - High cost of trade: trade costs applicable to intraregional trade in South Asia higher than those for South Asia- Europe trade
- 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

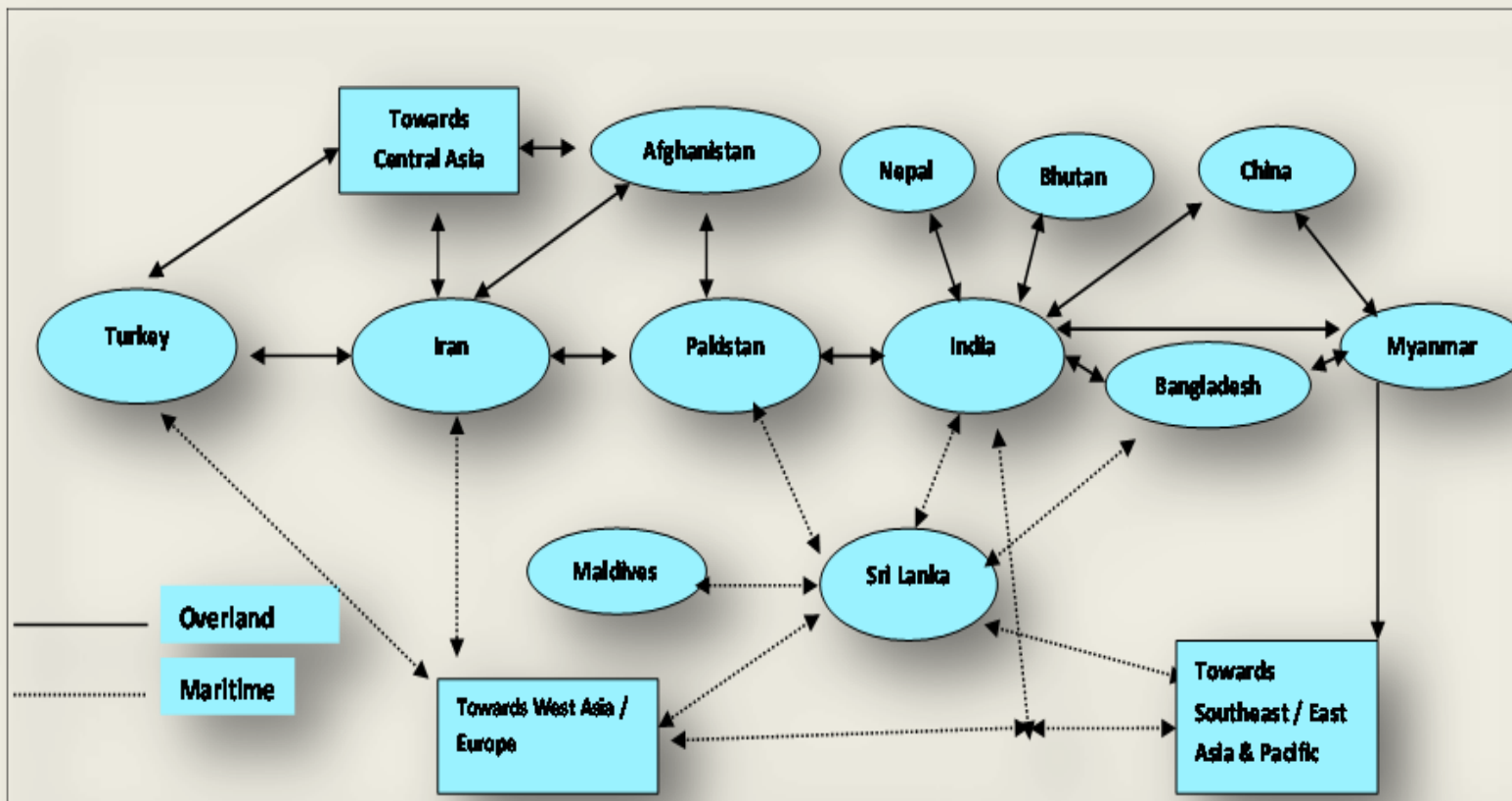
Towards seamless connectivity across South and South-West Asia

- Case for integrated transport corridors across the subregion to maximize network externalities
- Facilitate intraregional trade
- Major boost for landlocked countries in Central Asia and South Asia like Afghanistan, Bhutan, Nepal
- Emerge as a hub of East-West trade
- Each country becomes a hub for each other
- Win-win for the whole region
- Could be developed following a building block approach
- Easier to mobilize resources for infrastructure and software development in a broader regional framework

Potential Transport Corridors in South and South-West Asia

- Two proposals:
 - 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



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https://www.yunbaogao.cn/report/index/report?reportId=5_6946

