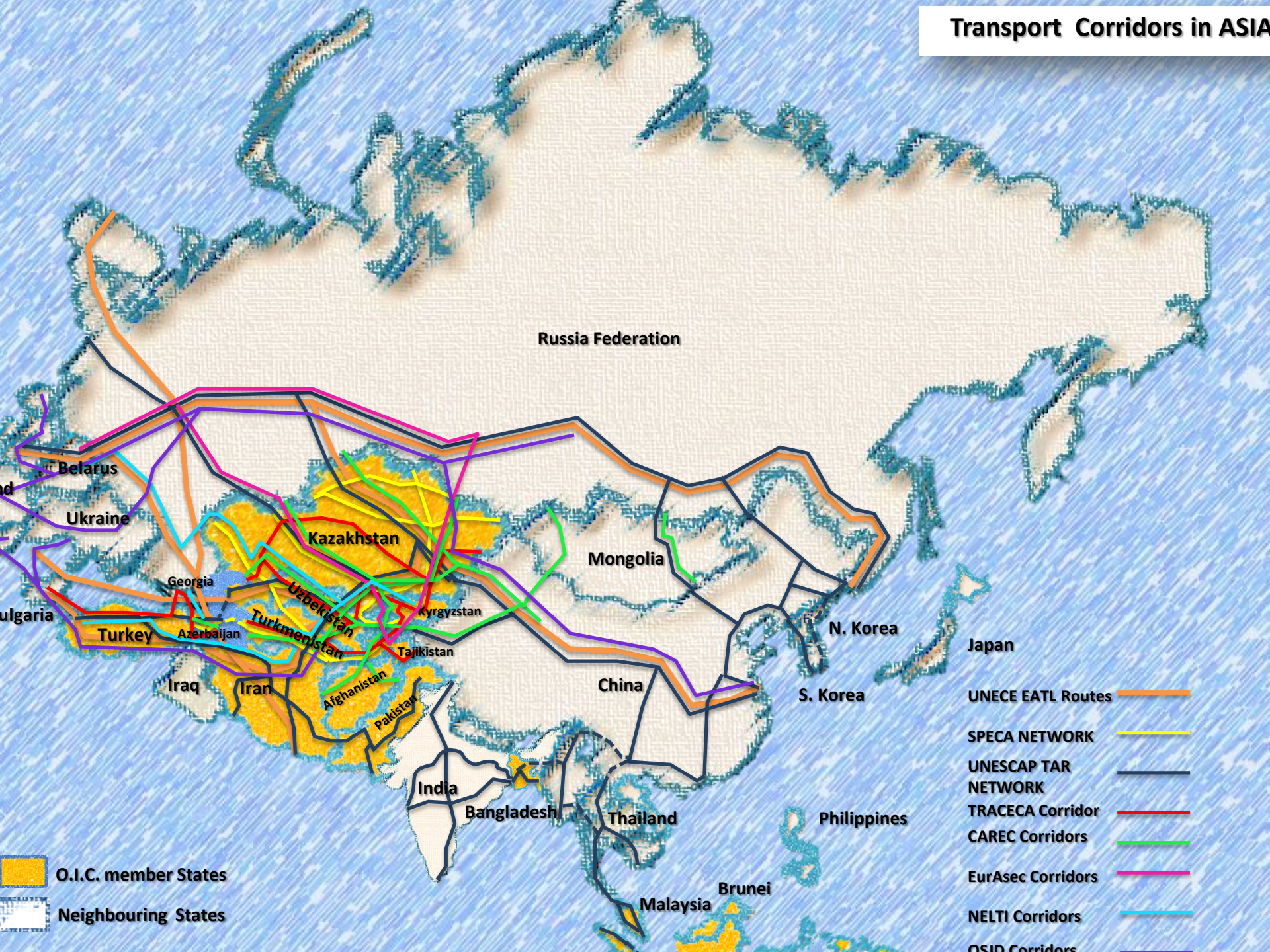


Transport Corridors in ASIA

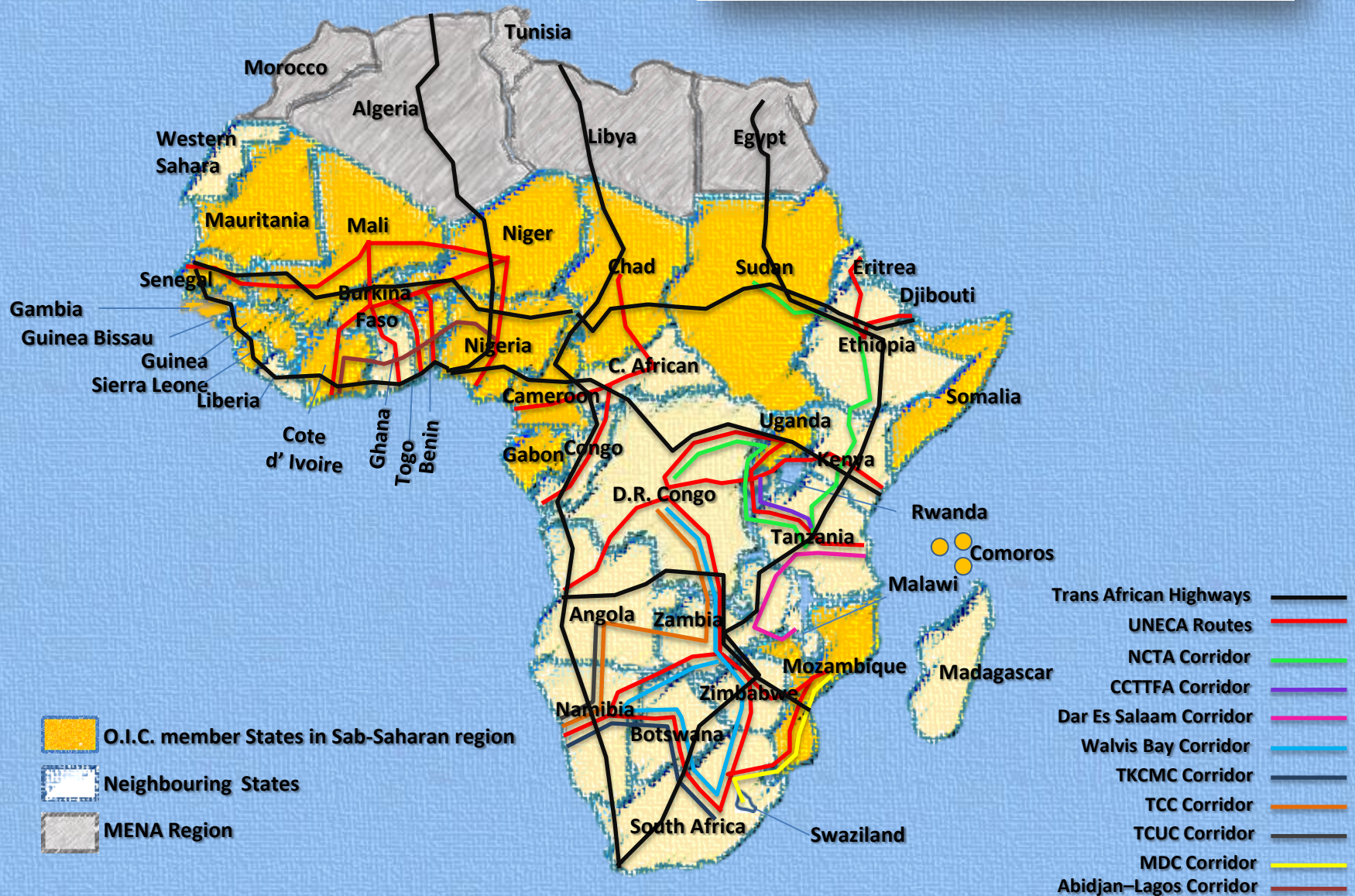


	Afghanistan	Azerbaijan	Bangladesh	Brunei	Indonesia	Iran	Iraq	Kazakhstan	Kyrgyzstan	Malaysia	Maldives	Pakistan	Tajikistan	Turkey	Turkmenistan	Uzbekistan
UNECE – EATL	✓	✓				✓		✓	✓			✓	✓	✓	✓	✓
UNESCAP – AH	✓	✓	✓		✓	✓		✓	✓	✓		✓	✓	✓	✓	✓
TRACECA		✓						✓	✓				✓	✓	✓	✓
SPECA	✓	✓						✓	✓				✓		✓	✓
CAREC	✓	✓						✓	✓				✓		✓	✓
EURASEC								✓	✓				✓			
OSJD		✓				✓		✓						✓	✓	✓
IRU		✓				✓		✓	✓					✓	✓	✓
ECO	✓					✓		✓				✓		✓	✓	✓

Brunei, Iraq and the Maldives do not participate in any of these corridors. Kazakhstan is the only country that participates in all these initiatives (nine). Turkmenistan and Uzbekistan participate in eight, and Azerbaijan and Kyrgyzstan in seven.



Transport Corridors in Sab-Saharan region



18 out of the 22 OIC member states are participating at the Trans- African Transport corridors.

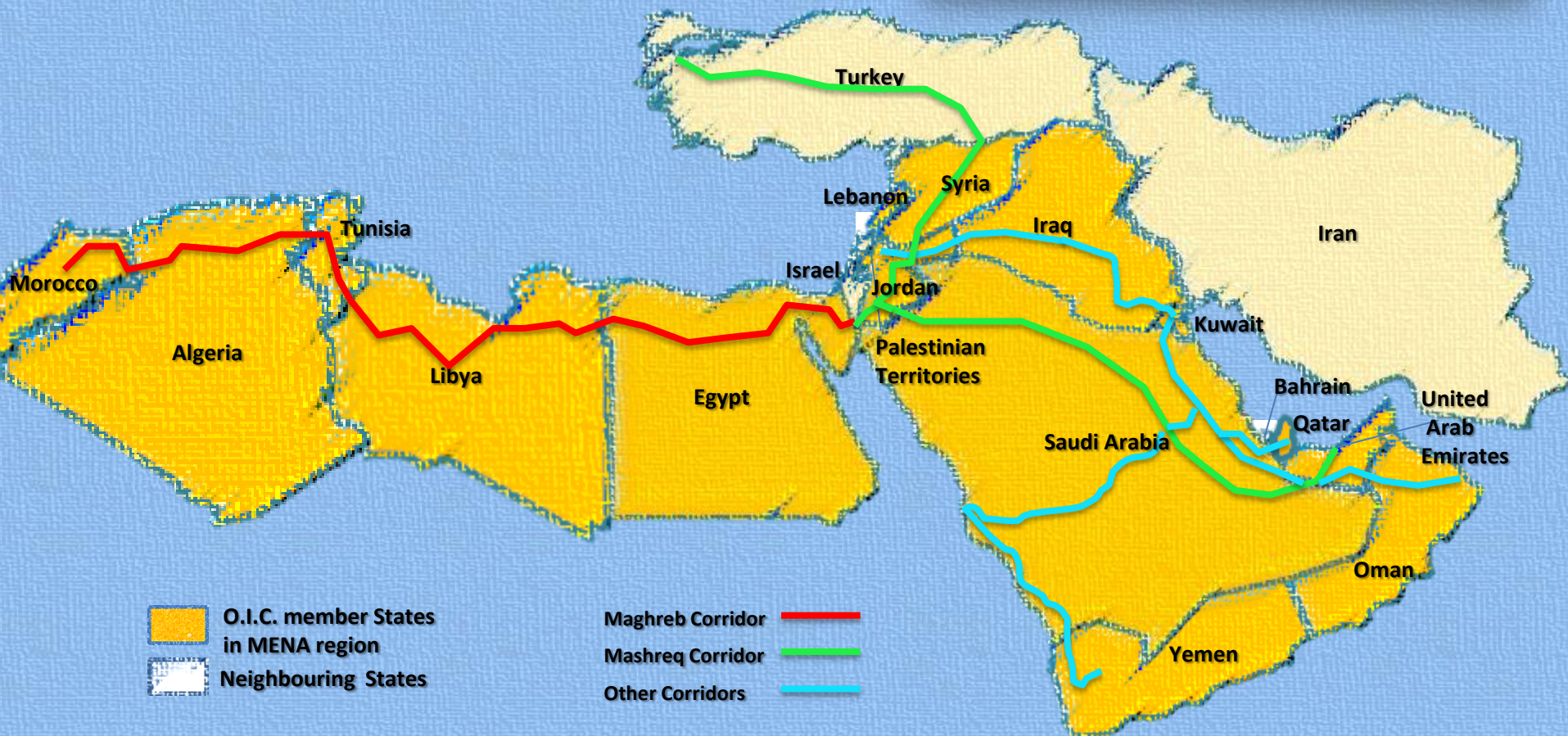
12 out of the 22 OIC member states are participating at the United Nations Economic Commission for Africa initiative for Transport Corridors.

At 6 out of the 11 initiatives presented none of the OIC member states is participating.



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Transport Corridors in MENA region



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Stock Taking Exercise:

Trade & Transport Facilitation Policies



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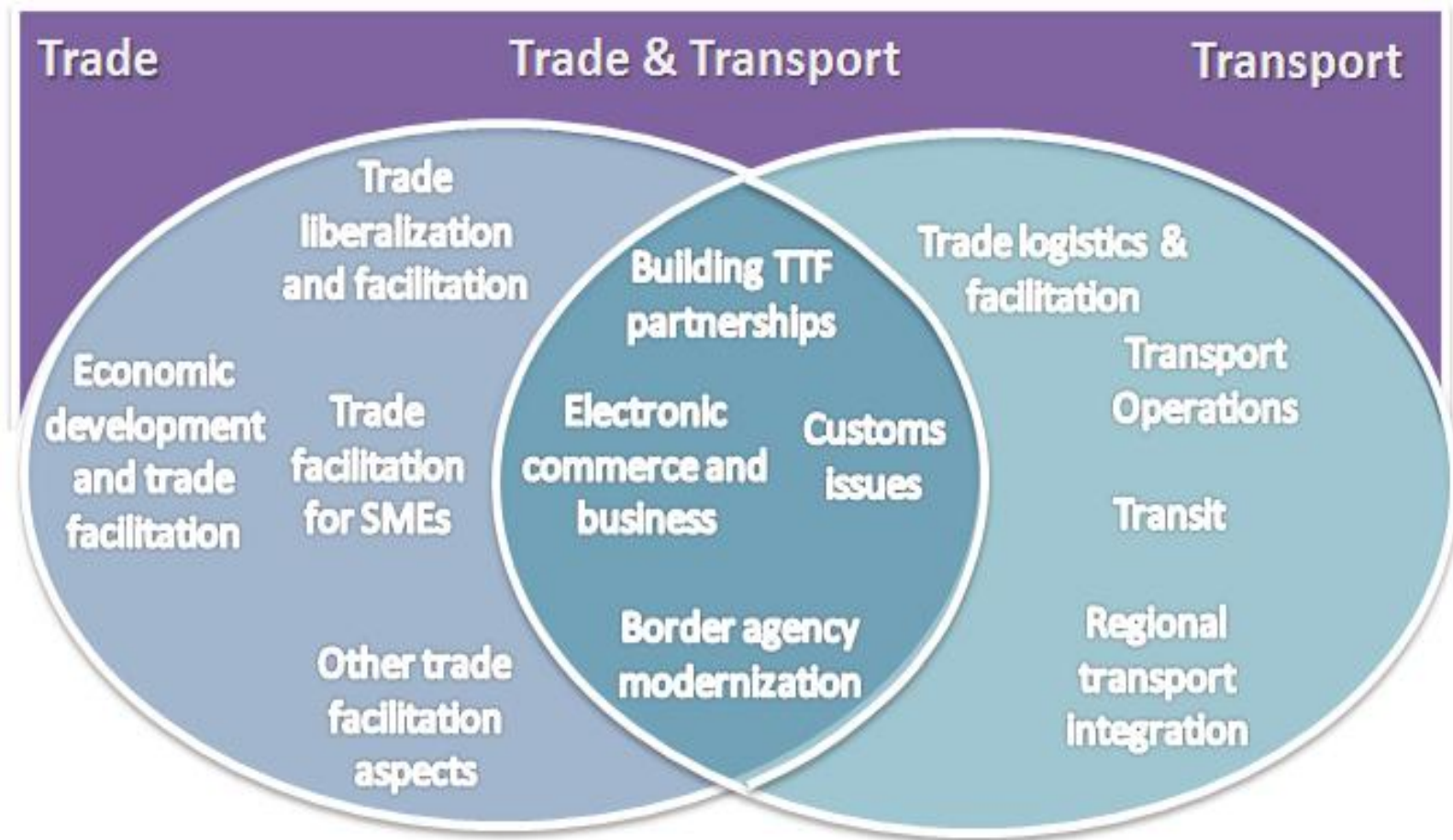
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Trade & Transport facilitation policies: What is it about?



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What is it about?



Source: Global facilitation partnership for transportation and trade, consultant's analysis



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Benefits from Trade & Transport facilitation



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Benefits

Hummels (2001) finds that each day saved in shipping time, is worth a 1 percent increase in the value of goods shipped due to a faster customs clearance.

is worth a reduction of 1 percentage point in the bilateral price

Fink, Mattoo, and Neagu found that a 10 percent increase in the bilateral price

is associated with a 1 percent increase in

OECD / a one percent reduction of TTCs for goods trade will bring annual gains of about USD 40 billion globally.

Estimates based on share of GDP reveals for Middle East and North Africa a 0.27 % increase, for non-OECD Asia Pacific 0.25 %, OECD Europe 0.19 % and Sub-Saharan Africa 0.18 %

UNCTAD results show that a 10 percent reduction in maritime and air transport costs will increase Asian GDP some \$100 billion, or 0.9 percent.

(computer model exercises, the authors find that a 10 percent reduction in trade will raise APEC's GDP 154 billion, or 0.9 percent.

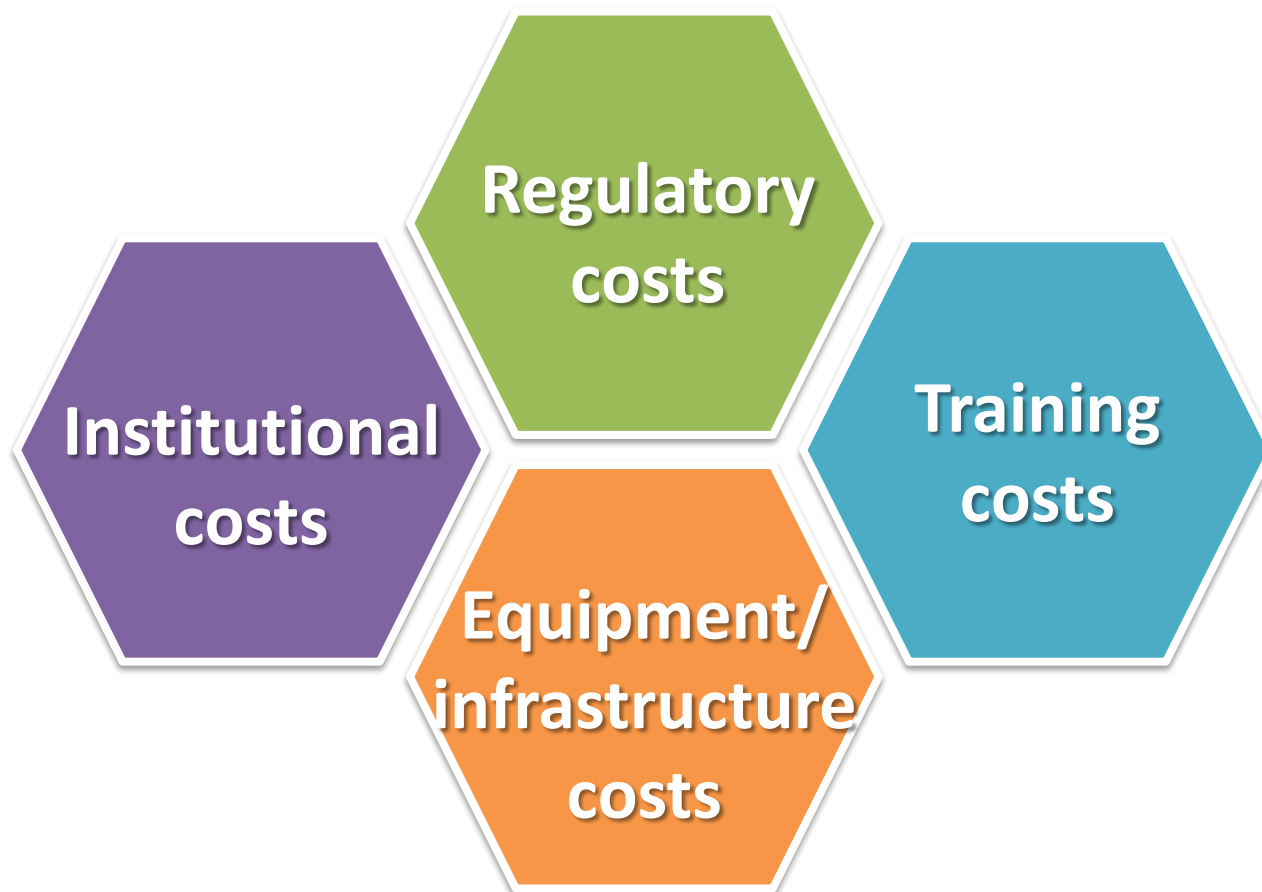


Costs for implementing Trade & Transport facilitation measures



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Costs of measures



Source: OECD



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The role of International Organizations



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Role of International Organizations

**World Trade
Organization**

**World Customs
Organization
(WCO)**

UNCTAD

**UN
Regional
Commissions**

IFIs



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Trade & Transport facilitation in OIC regions



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O.I.C. regions

intra-OIC trade, which accounted for just 10 percent of the global trade of the OIC countries in 2000, reached 16.65 percent in 2009, i.e. a rise of 6.65 percent in ten years.

Tariff Barriers: the majority of the OIC member states have taken measures to liberalize their foreign trade / the number of countries with average tariffs higher than 20 percent and very high non-tariff barriers has dropped sharply by about 40 percent, decreasing from 64 percent in 1995 to just 38 percent in 2005

Intra-OIC trade can be further increased and strengthened if other member states become party to the negotiations within the framework of the TPS/OIC Agreement, which currently numbers 25 participating states. The Protocol on the Preferential Tariff Scheme for the TPS/OIC (PRETAS) was signed by 22 member states

Non-Tariff Barriers (NTBs): non-tariff barriers have increased a) Quantitative restrictions at the import level; b) Customs and administrative procedures; c) Technical barriers to trade; d) Sanitary and phytosanitary measures; e) Other obstacles (non-respect of labor standards, child labor etc)

Source: ICDT report 2010



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For the member states of the OIC to promote intra-OIC trade and to attempt to remove impediments, several obstacles still exist, namely:

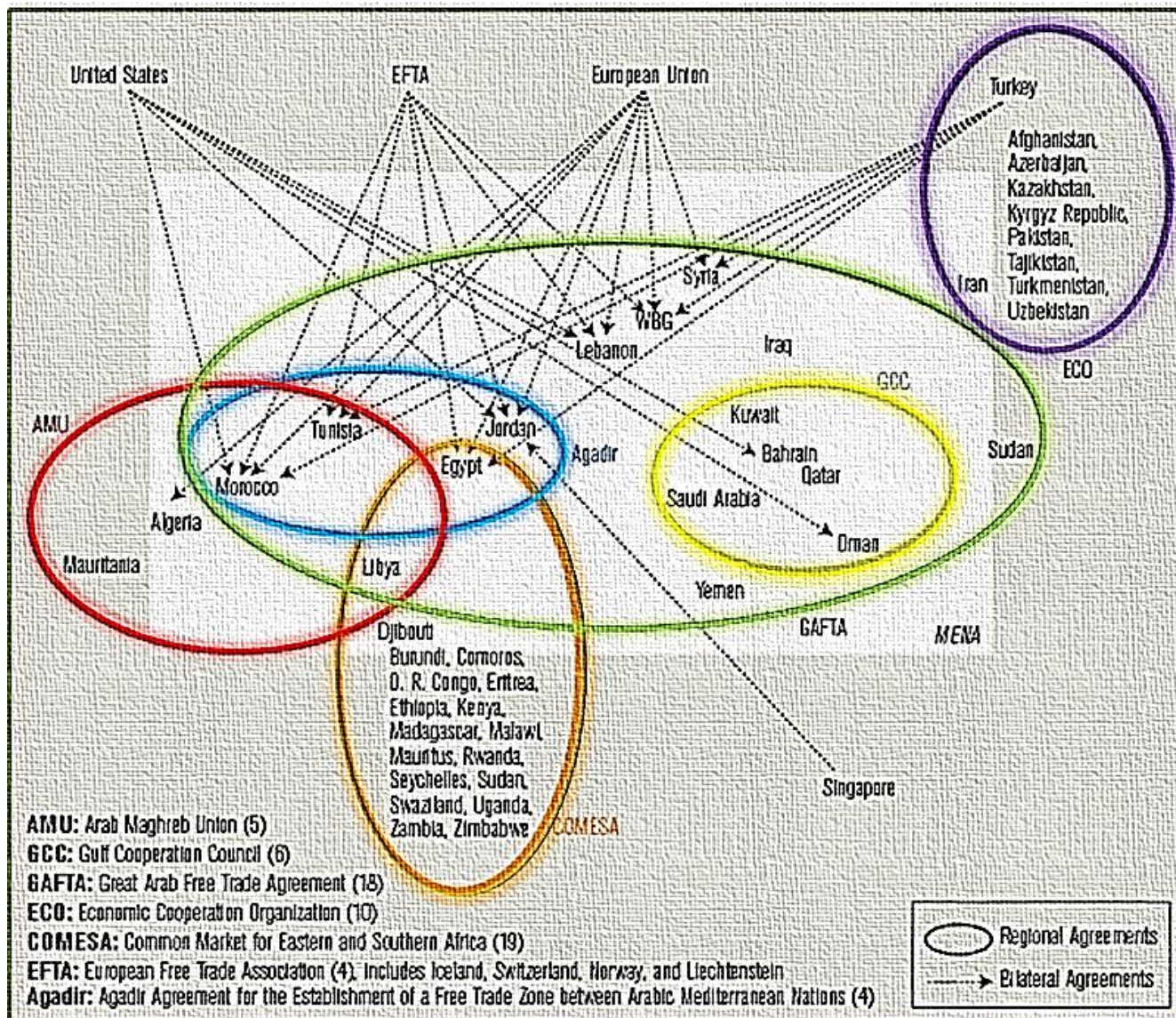
- Market access problems: tariff, para-tariff and often non-tariff barriers;
- Impediments at the level of logistics: infrastructure, transports, support services to international trade, which are either weak or insufficient;
- The existence of a non-diversified export supply, which does not meet international market norms and standards;
- Lack of information on markets and business opportunities;
- Limited matchmaking opportunities between businessmen and inadequate promotion of national products at the level of the other OIC markets;
- The complexity of administrative procedures related to foreign trade, such as those of customs clearing, banking, ports, etc.;
- Lack of managerial staff and technicians specialized in international trade;
- Inadequate and inappropriate financing instruments, particularly for the benefit of the SME-SMIs.

Source: ICDT report 2010



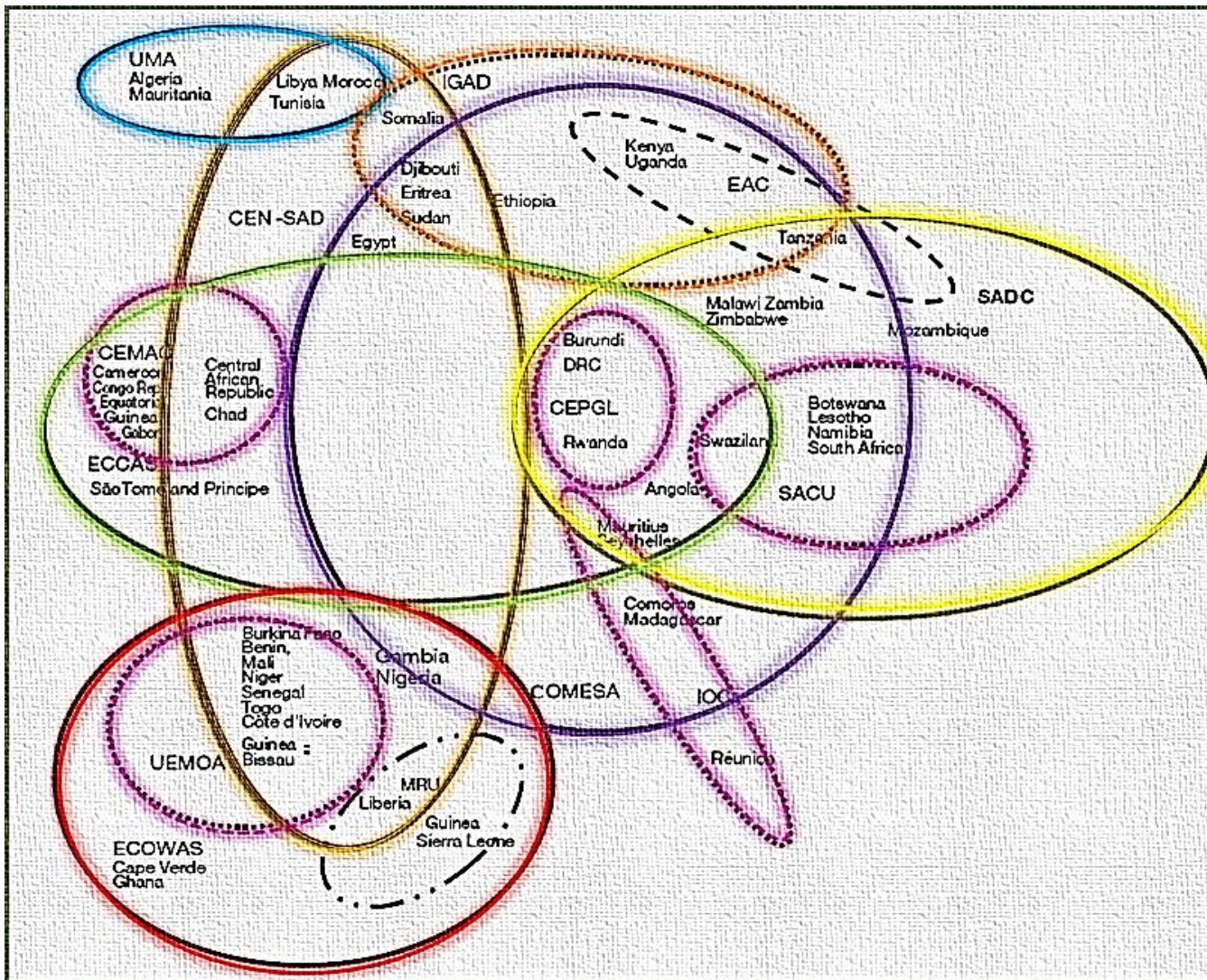
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O.I.C. regions / “Spaghetti Bowls”



MENA
economies have
concluded over
50 bilateral,
regional, and
inter-regional
agreements

O.I.C. regions / “Spaghetti Bowls”



Africa is part of a world trading system subject to elaborate WTO rules but also home to some 30 RTAs, many of which are part of more extensive regional integration schemes. On average, each African country belongs to four RTAs (OECD).

Source: Economic Commission for Africa, 2006 / OECD report Sub-Saharan region

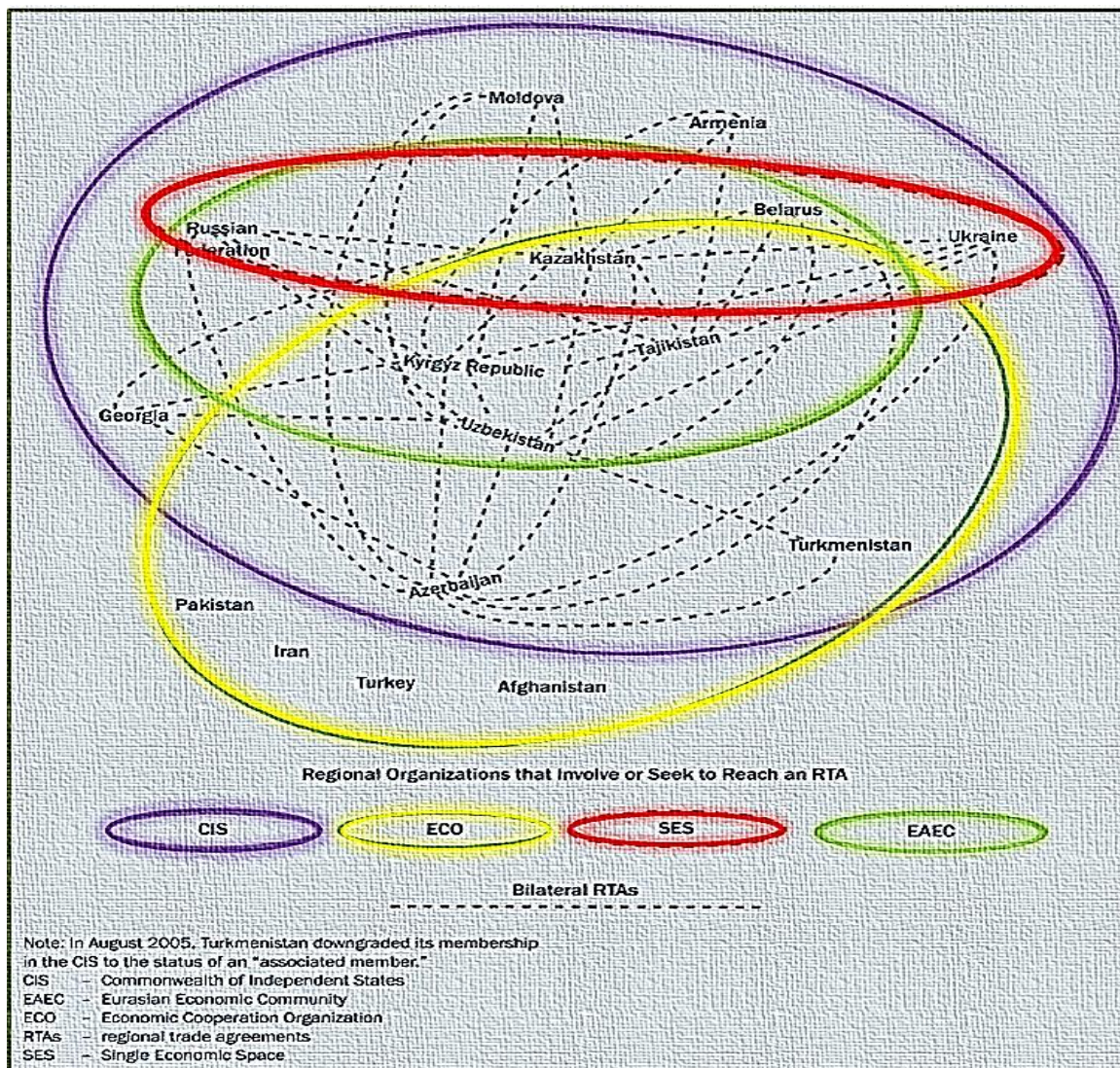


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O.I.C. regions / “Spaghetti Bowls”



In addition to the scheme selected regional and bilateral trade agreements in Asia and the Pacific: the Association of Southeast Asian Nations (ASEAN), the South Asian Association for Regional Cooperation (SAARC) Preferential Trading Arrangement (SAPTA), the Asia Pacific Economic Cooperation (APEC) Forum, and the Australia-New Zealand Closer Economic Relations Trade Agreement (ANZCERTA)

O.I.C. regions

Some Important Trade Regional Initiatives in the Three Regions

The Gulf Cooperation Council (GCC)

The Great Arab Free Trade Area (GAFTA)

Quadripartite Free Trade Area (AGADIR)

The Arab Maghreb Union

The West African Economic and Monetary Union (WAEMU)

The Economic Community of West African States (ECOWAS)

Association of Southeast Asian Nations (ASEAN)

The Common Market of Eastern and Southern Africa (COMESA)

The Community of Sahel-Saharan States (CEN-SAD)

Draft Protocol on the Preferential Tariff Scheme for the TPS/OIC PRETAS

ECO Transport – trade facilitation agreement



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O.I.C. regions

Some Important Transport Regional initiatives in the Three Regions

- Conventions with provisions protecting the rights of landlocked states, including the Convention and Statute on Freedom of Transit (Barcelona, 1921),
- The Convention on Transit Trade of Landlocked Countries (New York, 1965),
- The United Nations Convention on Law of the Sea (New York, 1982);
- Various customs conventions, including the Revised Kyoto Convention on the Simplification and Harmonization of Customs Procedures,
- The Convention on International Transport of Goods Under Cover of TIR [Transit International Routier, from the French acronym] Carnets (the TIR Convention, Geneva, 1975),
- The Customs Convention on Containers (Geneva, 1972),
- The Customs Convention on the Temporary Importation of Commercial Road Vehicles (Geneva, 1956),
- The Convention on the Harmonization of the Frontier Control of Goods (Geneva, 1982),
- The Convention on Mutual Administrative Assistance for the Prevention, Investigation and Repression of Customs Offenses (Nairobi, 1977);
- Various conventions on road traffic and road signs and signals, including the Convention on Road Traffic (Vienna, 1968)



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O.I.C. regions

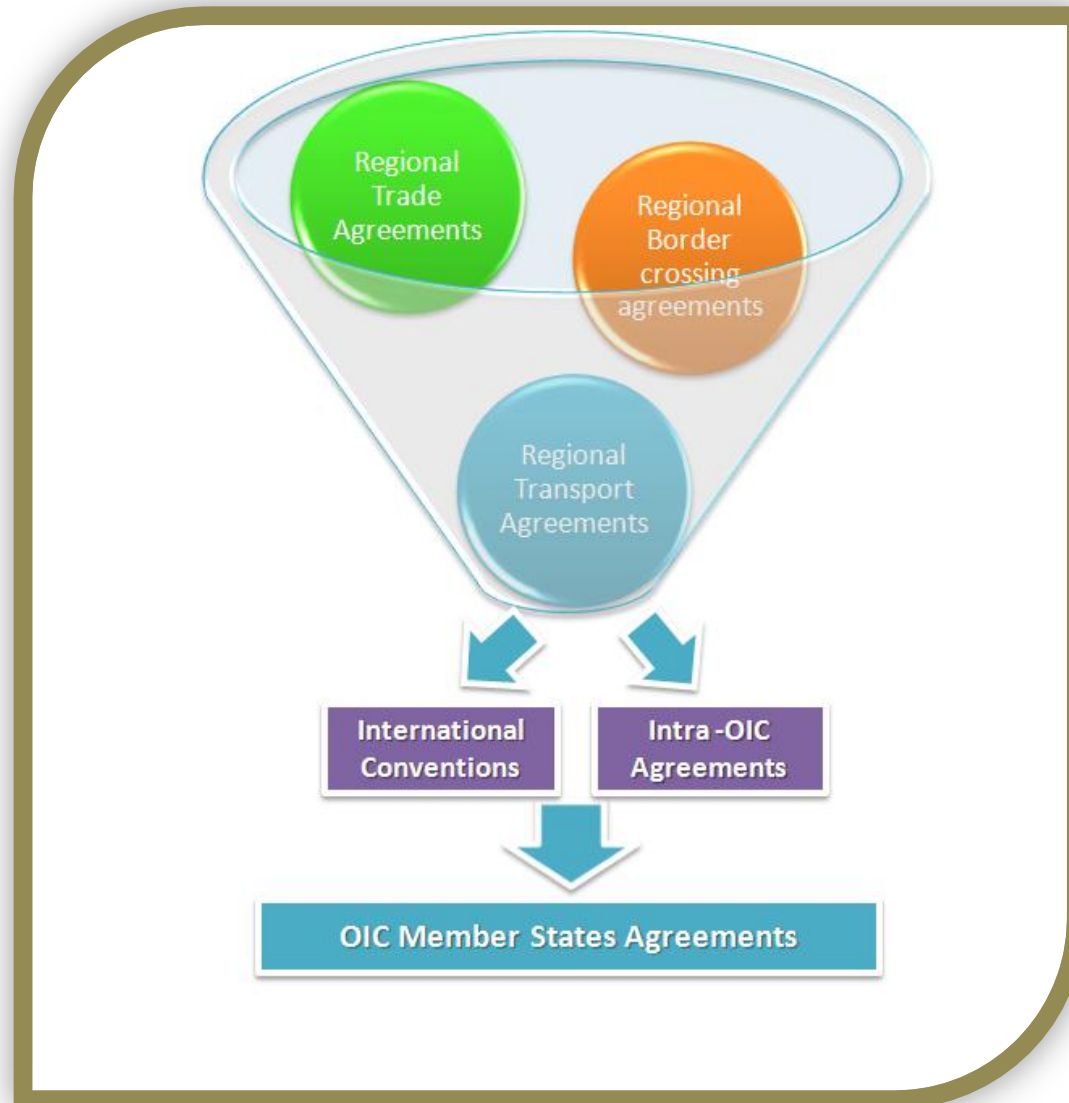
Some Important Transport Regional initiatives in the Three Regions

- The Convention on Road Signs and Signals (Vienna, 1968);
- Various conventions on railway traffic, including the Convention concerning International Carriage by Rail (COTIF, Convention Relative aux transports Internationaux Ferroviaires, Bern, 1980),
- Conventions related to inland water transport, such as the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (Geneva, 1976);
- Conventions on air transport, such as the Convention on International Civil Aviation (Chicago, 1944).



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O.I.C. regions / Consultant's recommendations



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Thank You!

