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Subcommittee on Transport Infrastructure and Facilitation and Tourism

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**MAJOR ISSUES IN TRANSPORT, TOURISM AND INFRASTRUCTURE
DEVELOPMENT: TRANSPORT INFRASTRUCTURE**

(Item 4 (a) of the provisional agenda)

Note by the secretariat

SUMMARY

The secretariat is implementing its work programme in transport infrastructure within the overall framework of phase II of the Regional Action Plan (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, and the Almaty Programme of Action.

The present document reviews the secretariat's transport infrastructure-related activities on the Asian Highway and the Trans-Asian Railway and in intermodal transport.

The principal activities on the Asian Highway include the Intergovernmental Agreement on the Asian Highway network and the project on identifying investment needs and development priorities, related intermodal connections and freight terminals. The present document outlines the steps being taken to develop the Trans-Asian Railway and the related intergovernmental agreement.

Concerning intermodal transport, the present document reports on the implementation of the United Nations Development Account project on Euro-Asian transport linkages, the demonstration runs of container block trains along the Northern Corridor of the Trans-Asian Railway and a project on an integrated international transport and logistics network in North-East Asia.

The Subcommittee is invited to consider: (a) encouraging the signing and/or ratification of the Intergovernmental Agreement on the Asian Highway Network; and (b) supporting the convening of an intergovernmental meeting to formally negotiate an intergovernmental agreement on the Trans-Asian Railway network. It is also invited to provide guidance on the ongoing work of the secretariat in the area of transport infrastructure as presented in chapter IV, issues for consideration.

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Introduction

1. The secretariat is implementing its work programme in transport infrastructure within the overall framework of phase II of the Regional Action Programme (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific adopted at the Ministerial Conference on Infrastructure, held in Seoul in November 2001. The secretariat is also guided by the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries, adopted at the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, 28-29 August 2003. The strategies for implementing these programmes of action were endorsed by the Commission at its sixtieth session, held in Shanghai, China, in April 2004.

2. The present document reviews the work of member countries and the secretariat in promoting and developing the Asian Highway (AH) and Trans-Asian Railway (TAR), and highlights initial activities and projects that are moving towards the development of an integrated, international intermodal transport network across Asia and to other regions of the world. The secretariat seeks guidance from member countries in further implementing its work programme with a view to addressing their transport requirements.

I. ASIAN HIGHWAY DEVELOPMENT

3. The Asian Highway network now comprises over 140,000 km of roads passing through 32 member countries (see figure I). The most recent member to join the Asian Highway network is Japan with the inclusion of the Tokyo–Fukuoka section as part of Asian Highway Route AH1.

4. The Intergovernmental Agreement on the Asian Highway Network, prepared in line with the refined strategy for the implementation of the Asian Land Transport Infrastructure Development (ALTID) project adopted by the Commission at its fifty-fourth session, in 1998, was adopted by the Intergovernmental Meeting to Develop an Intergovernmental Agreement on the Asian Highway Network in November 2003 and opened for signature during the ministerial segment of the sixtieth session of the Commission, in April 2004. On that occasion, 26 member States signed the Agreement, with three signatures being definitive, namely those of China, Japan and Uzbekistan. Since that time Malaysia has signed the Agreement (in New York on 24 September 2004), Myanmar and Sri Lanka have ratified it and Viet Nam has approved its signature. The signatories to the Agreement, along with signature and date information, are listed in the annex. It is anticipated that the Agreement will come into force in early 2005, that is, 90 days after at least 8 States have consented to be bound by it.

Figure I. Asian Highway route map



5. The signing of the Agreement was widely covered by the international media and the success was recognized as a catalyst for opening wider opportunities for regional integration and cooperation.

6. In accordance with the terms of the Agreement, a Working Group on the Asian Highway will meet biennially to consider the implementation of the Agreement and any amendments proposed. The Working Group will be a forum for members of the Commission to negotiate revisions of AH routes and discuss progress in development policies and issues relating to highway infrastructure. It is anticipated that the first meeting of the Working Group will be held mid-2005.

7. The Agreement is open for signature at United Nations Headquarters in New York until 31 December 2005.

8. At its sixtieth session, the Commission adopted resolution 60/4 of 28 April 2004 on the Intergovernmental Agreement on the Asian Highway Network, in which it invited (a) all the relevant members of the Commission to become parties to the Agreement; (b) international and regional financial institutions and multilateral and bilateral donors to provide financial and technical support for the development of the Asian Highway network; and (c) subregional organizations to promote the Agreement and accord priority to the development of the Asian Highway network.

9. Upgrading and improving the network to satisfy the requirements of international transport is an important consideration underlying the Intergovernmental Agreement on the Asian Highway Network. Currently, 17 per cent of the 140,000 kilometres of the Asian Highway network is below the minimum standard. In addition, infrastructure rehabilitation is needed on a number of routes. However, many countries need assistance from multilateral and bilateral donors as well as international financial institutions, as highlighted by the Almaty Programme of Action, which addresses the special needs of landlocked and transit developing countries (see box 1).

Box 1. Almaty Programme of Action

The International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation held in Alma Ata, Kazakhstan, on 28 and 29 August 2003, was the first high-level event of the United Nations devoted to the special needs and problems of landlocked developing countries in order to integrate them effectively into the world economy by establishing efficient transit transport systems in both landlocked and transit developing countries. The Almaty Programme of Action, adopted at the Conference, addresses the special needs of landlocked developing countries within a new global framework for transit transport cooperation between landlocked and transit developing countries in five priority areas.

In the area of infrastructure development and maintenance, the Almaty Programme of Action highlights the need for landlocked and transit countries to allocate a greater share of public investment to the development of infrastructure supported by, as appropriate, financial assistance and investment from donors, international financial institutions and development assistance agencies. The Almaty Programme of Action also states that particular attention should be given to constructing “missing links” in the regional and subregional transport networks.

The report of the Secretary-General on the implementation of the Almaty Programme of Action (A/59/208), including the road map prepared by the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States in close consultation with organizations of the United Nations system and other relevant international organizations, lists the immediate actions identified in the road map, among which are the identification of major missing links in Africa, Asia and Latin America and the solicitation of funds to complete those missing links. The report states that the Intergovernmental Agreement on the Asian Highway Network has been recognized as the major achievement occurring after the Almaty conference. It states that, significantly, the Agreement will provide a defined network of highways that provides access to and through all landlocked countries of the region. Furthermore, the Agreement will ensure that future development of the network can be undertaken in a regionally coordinated manner. The positive impact of the Asian Highway could be compared to the boost to regional economic cooperation and trade that occurred in Europe after 1975, when the Economic Commission for Europe engineered a similar arrangement.

10. The secretariat is currently working with member countries and subregional organizations to implement a project entitled “Identifying investments needs and development priorities for the Asian Highway network and related intermodal connections and freight terminals”. As part of the project, three subregional expert group meetings are planned for SAARC (with the participation of Afghanistan and the Islamic Republic of Iran); North, Central and South-West Asia; and South-East Asia. The first of these subregional meetings was held in Islamabad from 21 to 23 September. It was attended by representatives of Afghanistan, Bangladesh, Bhutan, India, the Islamic Republic of Iran, Nepal, Pakistan and Sri Lanka as well as representatives of the Asian Development Bank, the World Bank, the Islamic Development Bank, the Japan International Cooperation Agency (JICA), the Japan Bank for International Cooperation (JBIC) and the Economic Cooperation Organization (ECO). The Meeting reviewed the status of the Asian Highway network, identified investment requirements for the development of the network infrastructure, including intermodal connections, and prioritized projects of subregional importance. A similar approach will be taken in the organization of subsequent meetings.

11. The secretariat will now promote the identified priority projects for investment through the media, including the Web, and by facilitating discussion between member countries and potential donors. It will also continue to assist Governments of the region in exploring alternative sources and forms of funding, such as build-operate-transfer (BOT) and public-private partnerships, through awareness-raising and training activities.

12. To further ensure the sustainable development and maintenance of road networks across the region, the secretariat has provided technical assistance for member countries, for example, Viet Nam (December 2003) and Myanmar (July 2004). Such activities provide the opportunity to disseminate “best practices” in the field of road infrastructure development and maintenance, and highlight the benefits of policy reform, including the establishment of road maintenance funds, such as those implemented in India, the Lao People’s Democratic Republic and Nepal. It is evident, however, that a wider exchange of experiences leading to improved road maintenance could be highly beneficial to ESCAP member countries.

13. The secretariat continues to work on updating the Asian Highway database, the Asian Highway route maps and the Asian Highway web page. Recently, it initiated the development of a regional GIS mapping database, including the Asian Highway and other materials.

14. To further promote development of the Asian Highway network, and in addition to its memorandum of understanding with the International Road Federation signed in November 2000, the secretariat signed a memorandum of understanding with the Infrastructure Development Institute of Japan on 1 September 2004. The memorandum outlines cooperative activities, such as joint research and the exchange of trainees, researchers and experts as well as data- and information-sharing between the two organizations.

II. TRANS-ASIAN RAILWAY DEVELOPMENT

15. In line with the recommendation of the Ministerial Conference on Infrastructure, held in Seoul from 12 to 17 November 2001, and with inputs from member countries, the secretariat has revised and updated the Trans-Asian Railway network. The network now integrates 80,000 kilometres of railway lines of international importance in 25 member countries (see figure II).

16. In line with the refined strategy for implementation of the ALTID project, the Commission at its sixtieth session endorsed the development of an intergovernmental agreement on the Trans-Asian Railway network. The secretariat has initiated activities towards this objective as another important step in the definition of an integrated, international intermodal transport network for the region.

Figure II. Draft Trans-Asian Railway map



17. Similar instruments for coordinated planning and development have been established in the ECE region through the European Agreement on Main International Railway Lines (AGC) (1985), and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) (1991). In addition and using the AGTC as its basis, the Organization for Railways Cooperation (OSJD) established the Agreement on Organizational and Operational Aspects of Combined Transport Services between Europe and Asia (1997). More recently, the Agreement on International Railways in the Arab Mashreq (2003) was adopted by the members of ESCWA.

18. Building on experience and the growing demand for efficient intermodal transport, the secretariat has prepared a preliminary draft intergovernmental agreement on the Trans-Asian Railway network (TTD/IATR/1) identifying existing and planned international railway lines, including rail-linked container terminals. Experience with the negotiation of the Intergovernmental Agreement on the Asian Highway Network aided the development of the draft, which is based on the AGTC.

19. Once in place, the intergovernmental agreement on the Trans-Asian Railway network will play a catalytic role in the coordinated construction and upgrading of international railway lines in Asia and will assist member countries in making better use of their rail infrastructure by creating intermodal transport opportunities.

20. A regional meeting to be held at Bangkok on 22 and 23 November 2004 will consider and refine the preliminary draft at the expert level. In addition, to ensure consistency between the agreement and subregional initiatives and to reinforce member countries' ownership, the secretariat is planning expert group meetings for the subregions of North-East and Central, and South Asia. Subject to the recommendation of the Subcommittee and the endorsement of the Commission at its sixty-first session, the secretariat will further refine the agreement with a view to its final negotiation at an intergovernmental meeting to be held at Bangkok in November 2005.

21. Should the drafting process be completed during the course of the proposed intergovernmental meeting, the agreement could be made ready for adoption by the Commission at its sixty-second session and a signing ceremony for the agreement included in the agenda of the Ministerial Conference on Transport to be held in 2006.

III. EURO-ASIAN TRANSPORT LINKAGES

22. Within the framework of phase II of the Regional Action Programme (2002-2006) of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, Programme area 1.3 on Integrated transport network and intermodal linkages, as well as the ALTID project, has the immediate objective of promoting the development of intermodal transport systems at the national, subregional and regional levels to increase efficiency and reduce transport costs.

23. The secretariat has already worked towards this objective through three major projects, namely: “Container transport demonstration project in the northern corridor of the Trans-Asian Railway”; “Capacity-building for the development of interregional land- and land-cum-sea transport linkages”, which focuses on the development of Euro-Asian transport linkages and linkages to the ESCWA region; and “Integrated international transport and logistics system for North-East Asia”.

A. Demonstration runs of container block trains

24. Acting on the mandate from the Seoul Ministerial Conference on Infrastructure and Commission resolution 52/9 of 24 April 1996 on intra-Asia and Asia-Europe land bridges, the secretariat has organized demonstration runs of container block trains along major segments of the Trans-Asian Railway Northern Corridor.

25. The implementation of the joint ESCAP-OSJD project is guided by a memorandum of understanding of November 2001 already signed by seven participating countries as well as the secretariat, OSJD and the International Union of Railways.

26. In October 2003, the Ministry of Railways of the Democratic People’s Republic of Korea expressed an interest in the project activity and their agreement in principle with the memorandum of understanding on project implementation. In June 2004, the Government of the Democratic People’s Republic of Korea indicated its readiness to sign the memorandum subject to a review of the Trans-Asian Railway linkages in the Korean Peninsula to include the east coast main line (the Donghae line), reflecting the inter-Korean negotiations on reconnection of railways in the Peninsula.

27. In this connection, the secretariat has initiated discussions with the relevant authorities in the Republic of Korea and noted the progress already achieved by both countries in the construction of the reconnection through the Gyeongui line, which is expected to be completed in 2004.

28. Under the memorandum of understanding, a steering committee is entrusted with the task of coordinating the planning and implementation of the demonstration runs. The Government of the Russian Federation hosted the first steering committee meeting in Vladivostok in June 2002 and the Government of Mongolia hosted the second meeting in Ulaanbaatar in October 2003. In accordance with the recommendations of the second meeting, four demonstration runs have been organized from: (a) Tianjin, China, to Ulaanbaatar, in November 2003; (b) Lianyungang, China, to Alma Ata, Kazakhstan, in April 2004; (c) Brest, Belarus, to Ulaanbaatar, in June 2004; and (d) Vostochny, Russian Federation, to Malacewicz, Poland, in July 2004.

29. As a result of the demonstration runs and discussions on the linking of runs from Tianjin through Mongolia to Europe, freight forwarders have expressed an interest in making greater use of railways and are offering volumes in the order of an additional 300 TEUs per week. In this regard, negotiations among the concerned railways and other interested parties are planned to be hosted by Mongolia.

30. In parallel with the demonstration project, participating countries are implementing policies to improve services. For example, Kazakhstan and Mongolia are developing policies to attract transit traffic through their territories, thereby contributing to shorter transit distances and reduced costs. Meanwhile, in the Russian Federation, Russian Railways have been corporatized to form the Russian Railways Joint Stock Company, with one of its four corporate objectives being to make the Company an integral part of the Eurasian transport system.

31. The outcome of the demonstration runs and future implementation of the project will be reviewed at the third steering committee meeting, which the Government of China has generously offered to host.

32. Another encouraging result of the success of the demonstration runs is the prospect of increased private sector participation in the provision of transport services. Most significantly, some freight forwarders have indicated their readiness to invest in container rolling stock if adequate rate incentives are offered.

33. As an extension of the current series of demonstration runs of container block trains, the Subcommittee may wish to consider similar runs on the North-South corridor connecting the Northern corridor and the sea through Central Asia and the Caucasus as well as in South and South-West Asia.

34. The implementation of demonstration runs of container block trains along the Trans-Asian Railway Northern Corridor received further acceptance when the related activities were fully endorsed by the nineteenth OSJD Conference of Directors General (Astana, 19-23 April 2004). This endorsement is significant for the implementation of the project as many of the railway organizations participating in the project are members of OSJD. Building on the progress achieved under the above project, the secretariat is currently developing a joint project with OSJD on the operationalization of Euro-Asian rail routes, as described in box 2.

Box 2. Joint ESCAP-OSJD project on the operationalization of Euro-Asian rail routes with particular reference to landlocked countries of Asia and the Caucasus

The joint project was first proposed in 2003 in line with the ESCAP-OSJD memorandum of understanding (1999), ESCAP resolution 52/9 of 24 April 1996 on Intra-Asia and Asia-Europe land bridges and the Almaty Programme of Action (2003). The project was endorsed as a part of the revised Action Plan for the implementation of the ALTID project for 2004-2005 by the Commission at its sixtieth session, held in Shanghai, China, in April 2004. It was also endorsed as a part of the OSJD Work Programme for 2005 and beyond by the nineteenth Conference of OSJD Directors General (Astana, April 2004).

The objective of the project is to assist in improving the operational performance of the Euro-Asian railway routes constituting a part of the OSJD Agreement on Organizational and Operational Aspects of combined transport between Europe and Asia and the ESCAP Trans-Asian Railway network. In view of the increasing containerization of foreign trade, the main emphasis of the project will be placed on the transport of containers and, in line with the Almaty Programme of Action, the needs of landlocked and transit countries to increase the competitiveness of products in world markets.

The project will deal with the operational performance indicators of international railway routes, which are of direct interest to users and shippers. Such an approach will require close and constructive cooperation between ESCAP, OSJD and shippers.

B. Interregional transport linkages project

35. In 2001, the General Assembly approved a project entitled "Capacity-building for the development of interregional land- and land-cum-sea transport linkages" under the United Nations Development Account. The project had been jointly proposed by the five regional commissions following the First Meeting of Directors of Transport of the Regional Commissions, held in Cairo in 1999. That meeting recognized that, while progress in transport development had been steadily achieved in the respective geographic regions covered by the regional commissions, the establishment of interregional transport linkages to support international trade and tourism development required further attention.

36. The project has the objective of assisting the member countries of ECA, ECE, ESCAP, ESCWA and ECLAC in strengthening their national capacities for developing interregional land and land-cum-sea transport linkages. ESCAP is actively involved in two important components of this project related to the development of Euro-Asian transport linkages (with ECE) and interregional transport linkages between Asia, Western Asia and Europe (with ESCWA and ECE).

37. The ongoing project incorporates activities related to Commission resolution 48/11 of 23 April 1992 on road and rail transport modes in relation to facilitation measures and resolution 52/9 of 24 April 1996 on intra-Asia and Asia-Europe land bridges. ECE and ESCAP presented a paper

entitled “Basis for a joint UN/ECE and UN/ESCAP programme on the development of Euro-Asian land transport links” at the second International Euro-Asian Conference on Transport (Saint Petersburg, Russian Federation, 12-13 September 2000). Discussions initiated through the paper resulted in the conference identifying four main Euro-Asian transport corridors. The joint ECE-ESCAP document was subsequently merged with a separate ECE document on Euro-Asian transport links (TRANS/WP.5/2000/9) to become the “Common ECE/ESCAP strategic vision for Euro-Asian transport links” (TRANS/WP.5/2001/14). The document was adopted by both the ECE Working Party on Transport Trends and Economics at its fourteenth session (2001) and the ECE Inland Transport Committee at its sixty-fourth session (2002). Drawing on that document, and in line with the strategy for the Euro-Asian transport system development recommended by the third International Euro-Asian Conference on Transport (Saint Petersburg, Russian Federation, 11-12 September 2003), the secretariat prepared a strategy for the further implementation of the project. That strategy, to be implemented in three phases over the period 2004 to 2006, as shown in box 3, was presented at the first Expert Group Meeting on Developing Euro-Asian Transport Linkages, hosted by the Government of Kazakhstan in Alma Ata in March 2004, where initial discussions on the corridors and project implementation were held.

38. The Governments participating in the project have identified national focal points that are currently in the process of proposing Euro-Asian transport linkages with particular reference to the main Euro-Asian transport corridors, as well as collecting relevant technical, operational and investment information related to those linkages. As part of a longer-term strategy of developing an integrated intermodal transport network, participating countries have been asked to consider, among others, the Asian Highway and Trans-Asian Railway networks of ESCAP, the E-Road and E-Rail networks of ECE, the ECO road and rail networks, TRACECA, OSJD’s Euro-Asian Rail Corridors, and the networks identified by the coordinating transport meeting of CIS. The proposed linkages will be reviewed at the second Expert Group Meeting, to be hosted by the Government of Ukraine and held in Odessa from 3 to 5 November 2004.

Box 3. Capacity-building for the development of interregional land- and land-cum-sea transport linkages

1. *Phase I: Formulation of interregional transport linkages between Europe and Asia (2004):*
 - 1.1 Identification of routes;
 - 1.2 Route inventory;
 - 1.3 Consolidation and analysis of data;
 - 1.4 Presentation of results and prioritization of investment projects.
2. *Phase II: Facilitation of transport along the Euro-Asian transport linkages (2005):*
 - 2.1 Analysis of transit times and costs along routes;
 - 2.2 Strengthening the implementation of major international transport agreements and conventions by countries;
 - 2.3 Capacity-building related to the formulation and implementation of national action plans on transport facilitation and development.
3. *Phase III: Information dissemination and institutional networking (2006):*
 - 3.1 Establishment of a database with contact details of responsible experts and institutions involved in Euro-Asian transport development;
 - 3.2 Creation of a web site for the project (see <http://www.unece.org/trans/main/eatl/intro.html>);
 - 3.3 Organization of workshop for sharing lessons learned in the regional commissions.

C. Integrated international transport and logistics network in North-East Asia

39. The rapid economic development in the North-East Asian subregion has led to an increase in the demand for maritime container traffic that has placed great stress on the hinterland transport interface. Although most countries in North-East Asia have already invested heavily in infrastructure, missing links and areas of inadequate capacity continue to impede the efficient flow of goods among the countries and to wider markets, thereby adding time and cost to the transport process.

40. As with other subregions, in North-East Asia there has been a general tendency towards a unimodal approach to transport infrastructure development, thereby restricting intermodal transport opportunities and logistics, which in turn inhibits the capacity of ports to reach wider hinterlands. In particular, the development of logistics facilities, such as inland container depots, for consolidation and distribution of goods and efficient transshipment between road and railway is only just beginning.

41. The Governments of North-East Asian countries are recognizing the need for effective planning for an integrated transport network that combines the different transport modes of railways, roads and maritime shipping. Such a network will facilitate trade flows and, in turn, economic growth in areas away from the maritime coastlines.

42. To assist countries in addressing this issue, the secretariat jointly with the UNDP Tumen Secretariat has prepared a proposed integrated transport network in North-East Asia with infrastructure linkages, as shown in figure III. This network is based on previous ESCAP studies on the Trans-Asian Railway and the Asian Highway, including recent studies on a priority road network and an integrated shipping and port system in North-East Asia. For more details on the project, see document E/ESCAP/STIFT/2.

IV. ISSUES FOR CONSIDERATION

43. The Subcommittee may wish to encourage those member States that have signed the Intergovernmental Agreement on the Asian Highway Network to take the necessary steps towards ratification, acceptance or approval, and encourage those member States that have not yet signed the Agreement to do so. In this regard, representatives may wish to inform the Subcommittee of the progress with respect to the signing of the Agreement as well as major infrastructure developments related to the Asian Highway.

44. The Subcommittee may wish to recommend the convening of an intergovernmental meeting in lieu of a second expert group meeting to formally negotiate the proposed intergovernmental agreement on the Trans-Asian Railway network, to be held around the end of 2005.

45. The Subcommittee may wish to provide advice with respect to the ongoing work on transport linkages, including the demonstration runs of container block trains along the Trans-Asian Railway Northern Corridor, the Joint ESCAP-OSJD project on operationalization of Euro-Asian rail routes and the development of Euro-Asian transport linkages.

46. In particular, representatives may wish to express the interest of their Governments in participating in an extension of the project on demonstration runs of container block trains.

47. The Subcommittee may wish to express support for an initiative on the management and financing of road maintenance rehabilitation and development. Guidance may also be provided with respect to inviting other interested organizations and donors to join in disseminating and advocating its importance, and encouraging member States to share policy experiences in the sustainable development, maintenance and management of road infrastructures.

48. As cooperation with such subregional organizations as the Association of Southeast Asian Nations, ECO, the Forum Secretariat, the South Asian Association for Regional Cooperation and the Shanghai Cooperation Organization is crucial for the efficient development of the infrastructure of the region, the Subcommittee may wish to encourage further cooperation.

Figure III. Proposed integrated transport network in North-East Asia



Annex

**SIGNATORIES TO THE INTERGOVERNMENTAL AGREEMENT
ON THE ASIAN HIGHWAY NETWORK AS AT 1 OCTOBER 2004**

No.	SIGNATORY	TYPE OF SIGNATURE	DATE OF SIGNATURE
1.	Afghanistan	Simple, reservation Article 11	26 April 2004
2.	Armenia	Simple	26 April 2004
3.	Azerbaijan	Simple	28 April 2004
4.	Bhutan	Simple	26 April 2004
5.	Cambodia	Simple	26 April 2004
6.	China	Definitive	26 April 2004
7.	Georgia	Simple	26 April 2004
8.	India	Simple	27 April 2004
9.	Indonesia	Simple	26 April 2004
10.	Iran (Islamic Republic of)	Simple	26 April 2004
11.	Japan	Definitive	26 April 2004
12.	Kazakhstan	Simple	26 April 2004
13.	Kyrgyzstan	Simple	26 April 2004
14.	Lao People's Democratic Republic	Simple	26 April 2004
15.	Malaysia	Simple	24 September 2004 at New York
16.	Mongolia	Simple	26 April 2004
17.	Myanmar	Simple, reservation Article 11 Ratified on 15 September 2004	26 April 2004
18.	Nepal	Simple	26 April 2004
19.	Pakistan	Simple	26 April 2004
20.	Republic of Korea	Simple	26 April 2004
21.	Russian Federation	Simple	27 April 2004
22.	Sri Lanka	Simple Ratified on 24 September 2004	26 April 2004
23.	Tajikistan	Simple	26 April 2004
24.	Thailand	Simple	26 April 2004
25.	Turkey	Simple	26 April 2004
26.	Uzbekistan	Definitive	26 April 2004
27.	Viet Nam	Simple Approved on 3 August 2004	26 April 2004

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