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**Thematic Working Group on Sustainable Transport, Transit and  
Connectivity (WG-STTC)**

28th Session  
16-17 November 2023  
(online)

**Transport infrastructure projects, activities and initiatives  
at national and international level in SPECA countries**

*Note by ESCAP/UNECE*

ESCAP

1. ESCAP has played a major role in supporting its member States in their efforts to include an international dimension in the planning of their transport infrastructure.
2. The 7th session of the Committee on Transport<sup>1</sup> was held in Bangkok from 23 to 25 November 2022 in a hybrid format. The Committee discussed matters of strategic importance to regional transport development, regional cooperation and the formulation of regional policies to advance sustainable transport development in the region in line with existing regional and global mandates. The Committee also served as a forum to exchange views and discuss policies to advance economic, environmental and social sustainability of the transport sector in the region.
3. The Committee recognized that three Working Groups established under the Intergovernmental Agreements on the Asian Highway Network, the Trans-Asian Railway Network and Dry Ports as central component of the work on road, rail and dry ports infrastructure development by providing platforms for member countries to coordinate actions, exchange best practices and benchmark progress in the development of transport infrastructure and cross-border operational connectivity.
4. Currently, all SPECA countries are parties to the Intergovernmental Agreement on the Asian Highway Network. However, some SPECA countries are not parties to the intergovernmental agreements on the Trans-Asian Railway Network and Dry Ports (Table 1) and are encouraged to take measures to become parties to respective Agreements.

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<sup>1</sup> <https://www.unescap.org/events/2022/committee-transport-seventh-session>

**Table 1. Status of ESCAP's Intergovernmental Agreements in SPECA member countries\***

	Intergovernmental Agreement on Asian Highway Network	Intergovernmental Agreement on Trans-Asian Railway Network	Intergovernmental Agreement on Dry Ports
Afghanistan	party		party
Azerbaijan	party	signatory	party
Kazakhstan	party	signatory	party
Kyrgyzstan	party		
Tajikistan	party	party	party
Turkmenistan	party	party	party
Uzbekistan	party	party	party

\* Note: an empty box indicates that the country is neither a signatory, nor a party.

5. In the context of the 2030 Development Agenda, these Intergovernmental Agreements continue to be important frameworks assisting member countries in improving intercountry and interregional transport links, as well as by increasing inclusiveness of the regional and global transport networks by addressing the special transport challenges faced by landlocked and transit developing countries in line with the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024.

### **The Asian Highway Network**

6. The Intergovernmental Agreement on the Asian Highway Network<sup>2</sup> has been the basis of ESCAP's work to promote and facilitate the development and upgrading of the international highway network in the region, notably through ten Working Group sessions in which SPECA countries have actively participated.

7. The Intergovernmental Agreement on the Asian Highway Network now counts 30 parties and comprises more than 145,000 km of roads connecting all parts of Asia and all the capitals of the network's members.

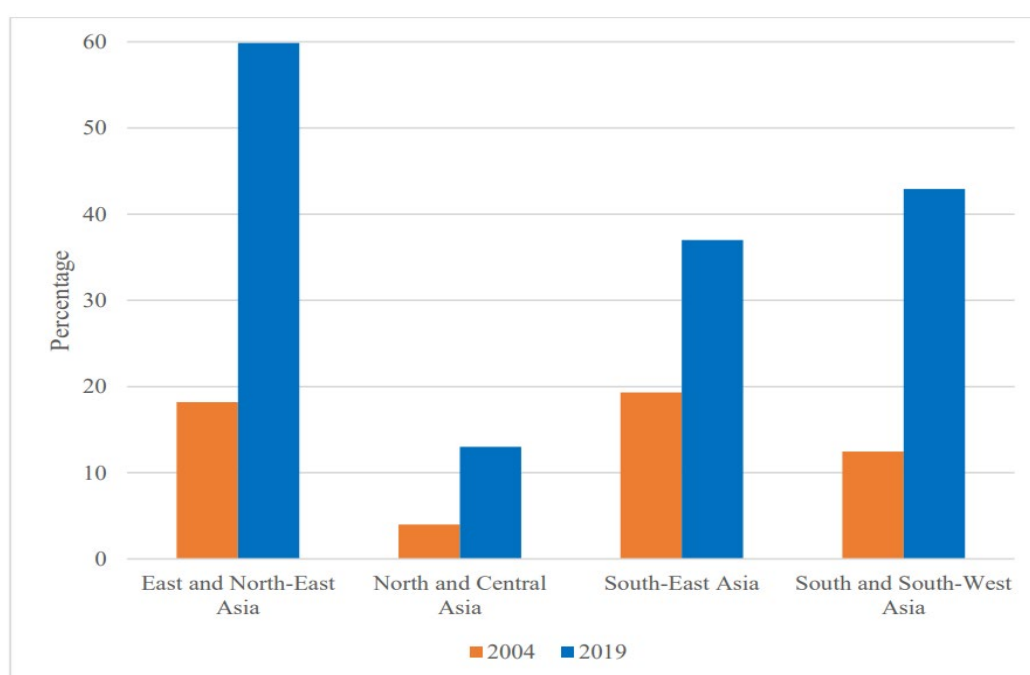
8. The quality of road infrastructure along the Network has improved substantially during the period 2004–2019. During the same period, the combined share of primary and class I roads increased from 12 per cent to 35 per cent. Roads initially classified under lower classes have been steadily upgraded. In addition, the share of Network roads that were recorded in class III and below fell sharply during the period, from 63 per cent to 27 per cent.

9. However, there are notable asymmetries among subregions in terms of quality of roads (Figure I). The highest rate of transition is observed for East and North-East Asia, followed by

<sup>2</sup> United Nations, *Treaty Series*, vol. 2323, No. 41607.

South and South-West Asia and with North and Central Asia showing the lowest rate. Notwithstanding the divergences in the rate of progress, all subregions have been able to reduce the total length of roads in the Network classified as class III and below. Even in North and Central Asia, where the relative share of primary and class I roads appeared to be lowest, about one fourth of roads rated as class III or below were transformed in conformity with higher standards during the period 2004–2019. However, attaining the highest standards across the Network largely remains an unfinished goal, with about two thirds of roads in the Network still classified as class II or below.

**Figure I: Share of primary and class I Asian Highway routes, by subregion**



Source: ESCAP calculations based on data from the Asian Highway database. Available at [www.unescap.org/our-work/transport/asian-highway/database](http://www.unescap.org/our-work/transport/asian-highway/database)

*The Tenth Meeting of the Working Group on the Asian Highway, 14-15 June 2023, Bangkok and online<sup>3</sup>*

10. The Working Group considered the implementation of the Intergovernmental Agreement on the Asian Highway Network and any amendments proposed by the Parties. The meeting also served to advance discussions on progress towards efficient and resilient transport and logistics networks and mobility for economic growth; environmentally sustainable transport systems and

<sup>3</sup> <https://www.unescap.org/events/2023/tenth-meeting-working-group-asian-highway#:~:text=In%20line%20with%20the%20Regional,for%20economic%20growth%3B%20environmentally%20sustainable>

services; and safe and inclusive transport and mobility. In addition, a policy segment on that topic was organized on 15 June 2023, in conjunction with the tenth meeting.

11. The Working Group reiterated the importance of enhancing the infrastructure of the Asian Highway Network including by: a) Promoting an integrated and comprehensive approach to the development of the Network using, where appropriate, a corridor approach; b) Upgrading Network infrastructure on a continuous basis;

12. The Working Group considered the proposals received from the Governments to amend the routes contained in annex I to the Agreement<sup>4</sup>. The Working Group decided to amend route AH26 and to add new Asian Highway routes AH27–AH29 as proposed by the Government of the Philippines. The Working Group also decided to amend route AH43 as proposed by the Government of Sri Lanka.

13. Representatives of the following SPECA countries attended the meeting: Kazakhstan, Tajikistan, Turkmenistan and Uzbekistan.

*Supporting the policies on green and resilient transport infrastructure along the Asian Highway Network*

14. Enhancing infrastructure quality along the Asian Highway network is a significant opportunity to raise the overall sustainability of the road transport sector. With the latest technological progresses, including new designs and construction methods; the construction, maintenance and upgrade of Asian Highways becomes an opportunity to transition to a “green road” design, thereby reducing the road infrastructure’s negative footprint on the environment.

15. Within this context, ESCAP Transport Division is undertaking a study project on “Supporting the policies on green and resilient transport infrastructure along the Asian Highway Network”. The project aims to strengthen sustainable regional transport connectivity by collecting and disseminating best practices in development of green and resilient road infrastructure along the Asian Highway network.

16. This 1<sup>st</sup> Expert Group Meeting on 6<sup>th</sup> December 2022 in Islamabad, Pakistan<sup>5</sup> was organized to present the preliminary study findings of the project. The Meeting reviewed the draft report, noted its importance and requested the secretariat to organize an additional expert meeting.

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<sup>4</sup><https://www.unescap.org/sites/default/d8files/event-documents/ESCAP-AHWG-2023-6-E.pdf>

<sup>5</sup><https://www.unescap.org/events/2022/1st-expert-group-meeting-supporting-policies-green-and-resilient-transport>

17. In addition, the national capacity building workshops on Supporting the Policies on Green and Resilient Transport Infrastructure along the Asian Highway Network was held in Bishkek, Kyrgyzstan<sup>6</sup> on 5 July 2023 and in Astana, Kazakhstan<sup>7</sup> on 6 September 2023.

18. The workshops were informed of the final study finding of the study project with the “inventory of best practices” shared and other technical aspects of the road transport sector, notably development of roadside services and road safety, road funding issues, sustainable modes of transport and samples of national development strategies to achieve sustainable and resilient transport sector discussed. The workshops also highlighted the importance of seamless international transport corridors, notably for landlocked developing countries such as Kyrgyzstan and Kazakhstan and recognized the importance of digitalization using ICT and ITS in facilitating seamless connectivity.

19. Similarly, the national capacity building workshop is planned to be held in Baku, Azerbaijan on 30 November 2023<sup>8</sup>.

### **The Trans-Asian Railway Network**

20. The Trans-Asian Railway network counts 21 parties, and the network consists of nearly 134,000 km of railway lines, spanning over 28 countries. Becoming a party to the Intergovernmental Agreement on Trans-Asian Railway Network would support efforts of SPECA countries in further developing and operationalizing the network with significant consequences for the transport connectivity at national and regional levels.

21. To enhance the competitiveness of railway transport, it is imperative to address railway infrastructure challenges. The network still has missing links posing a clear challenge to connectivity over the network. In the member countries in which these lines fall, efforts have been under way to construct the missing links, but there are massive gaps between actual and required investments. Rough estimates suggest that \$75 billion is required to complete missing links along the network, indicating that this going to be a long-term task for railways in the region.

22. In addition to missing links, the network has to contend with a break-of-gauge challenge. The future development of rail transport in SPECA member countries needs to address the gauge break and reach a better match between new infrastructure and important trade patterns involving

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<sup>6</sup><https://www.unescap.org/events/2023/national-capacity-building-workshop-supporting-policies-green-and-resilient-transport>

<sup>7</sup><https://www.unescap.org/events/2023/national-capacity-building-workshop-supporting-policies-green-and-resilient-transport-0>

<sup>8</sup><https://www.unescap.org/events/2023/national-capacity-building-workshop-supporting-policies-green-and-resilient-transport>

key partners, namely China and the Islamic Republic of Iran which operate on networks of a 1,435-mm gauge configuration. These countries are important for transit to essential international maritime ports offering access to markets in other regions of the world.

*The Eighth Meeting of the Working Group on the Trans-Asian Railway Network<sup>9</sup>, 14-15 September 2023, Bangkok and online.*

23. The Working Group considered the implementation of the Intergovernmental Agreement on the Trans-Asian Railway Network and any amendments proposed by the Parties. It also served to advance discussions on progress towards an efficient and resilient railway network.

24. The Working Group considered and adopted the amendments proposed by the governments of the Russian Federation and Thailand.

25. The Working Group also adopted a strategy on accelerating rail digital transformation in the Asia-Pacific region as mandated by the Working Group at its seventh meeting and reaffirmed by the Committee on Transport at its seventh session, held in November 2022.

26. The Working Group concluded that efforts to implement the Agreement and support efficient and resilient operations along the Trans-Asian Railway Network could be strengthened by identifying the missing links with higher potential for regional transport connectivity and prioritizing their construction.

27. In addition, a policy segment on enhancing regional cooperation for more sustainable railway transport in Asia and the Pacific was held on 15 September 2023, in conjunction with the eighth meeting.

28. Representatives of the following SPECA countries attended: Azerbaijan, Kazakhstan, Kyrgyzstan, Turkmenistan and Uzbekistan.

### **Development of dry ports of international importance**

29. As of 30 June 2023, 17 ESCAP member States were parties to the Intergovernmental agreement on Dry Ports, and the number of dry ports in the region that were contained in annex I to the Agreement totaled 268, including 182 existing and 86 potential dry ports.

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<sup>9</sup> <https://www.unescap.org/events/2023/eighth-meeting-working-group-trans-asian-railway-network#:~:text=The%20eighth%20meeting%20of%20the,14%20and%2015%20September%202023>

30. In terms of the location of dry ports, the subregion with the highest number of existing and potential dry ports is South and South-West Asia (119), followed by North and Central Asia (78), East and North-East Asia (61) and South-East Asia (48).

31. ESCAP member States continue to experience challenges and issues in the development and operation of dry ports. This is caused by a range of factors, from infrastructural insufficiencies to institutional matters, as well as lack of deployment of modern technological solutions for dry ports. The development and operation of dry ports, especially dry ports of international importance, can be more efficiently addressed if considered holistically alongside and as an integral part of matters relating to international intermodal transport corridors.

32. The Agreement further contains, in its annex II, guiding principles for the development and operation of dry ports. Since the facilities identified by member States as dry ports under the Agreement fall within a wide range of types, infrastructure links and service functions, the guiding principles were further developed in the Regional Framework for the Planning, Design, Development and Operation of Dry Ports of International Importance as a regional guideline to assist in the development of the network of dry ports. The Regional Framework aims to assist ESCAP member states and associate members in their efforts to realize the vision of a sustainable integrated intermodal transport and logistics system, and its promotion has been supported by the ESCAP Commission through resolution 74/2 adopted in May 2019.

*The fifth biennial meeting of the Working Group on Dry Ports<sup>10</sup>, 12 and 13 September 2023, Bangkok and online.*

33. At the fifth meeting, the Working Group considered the implementation of the Agreement and any amendments proposed by the parties. The fifth meeting will also serve to advance discussions on progress towards efficient and resilient transport and logistics networks.

34. The Working Group reiterated the importance of enhancing the infrastructure and operational environment for dry ports of international importance, including by:

- Continuing to develop the capacity of countries in the region to plan, design, build and operate dry ports.
- Developing information tools on dry ports.
- Enhancing the integration of dry ports into multimodal transport corridors and supply chains.

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<sup>10</sup> <https://www.unescap.org/events/2023/5th-meeting-working-group-dry-ports#:~:text=The%20fifth%20meeting%20will%20be,amendments%20proposed%20by%20the%20parties>

35. The Working Group also considered the proposals received from the Governments of Iran (Islamic Republic of), Mongolia and Thailand to amend the list of dry ports in their territories contained in annex I to the Agreement and decided to adopt them.

36. Representatives of the following SPECA countries participated: Kyrgyzstan, Turkmenistan and Uzbekistan.

### **Initiatives in SPECA countries**

37. SPECA countries have put significant efforts on the development of transport infrastructure on international routes. For instance, one of the significant developments in recent years along the Trans-Asian Railway Network was the continued growth in the number of freight trains travelling between Asia and Europe despite the twin challenges posed by the pandemic and the geopolitical crisis. Countries are taking steps to address capacity constraints by building new rail infrastructure. The Government of Kazakhstan started work on the construction of a second railway track along the Moyinty-Dostyk railway section of the Trans-Asian Railway Network. The addition of a second track along the 836-km railway line will contribute to uninterrupted exports and increase transit potential in Kazakhstan, which has already seen a greater than fourfold increase in volume in the past five years. In addition, the Government of Tajikistan opened a new multimodal transport corridor, which passes through Uzbekistan and Turkmenistan, traverses the Caspian Sea and the Black Sea by ferry, and then continues to Türkiye and Europe.

38. SPECA countries have started focusing more attention on the trans-Caspian international transport route, also known as the “Middle Corridor”, which traverses the Caspian Sea. However, compared with the northern route, the Middle Corridor presents numerous challenges. To address these challenges, efforts are being made by the Governments of Azerbaijan and Kazakhstan to expand the capacity of the ports of Baku and Aktau, respectively.

39. Furthermore, in September 2022, the Governments of China, Kyrgyzstan and Uzbekistan signed an agreement to conduct a feasibility study on the construction of a 280-km railway line with potential links to Iran (Islamic Republic of) and Türkiye, and eventually to Europe.

### **Asia-Pacific Transport Network**

40. ESCAP has developed interactive Asia-Pacific Transport Network platform based on the intergovernmental agreements on the Asia Highway, Trans-Asian Railway and Dry ports networks. APTN will serve as a useful tool to highlight and monitor the progress made in moving towards more efficient and resilient road and rail transport as well as dry and sea ports in Asia and the Pacific, building on the data provided by the parties to the intergovernmental agreements, and other members and associate members of ESCAP as primary sources of information. SPECA countries



are encouraged to utilize APTN, as well as work closely with the secretariat on validating and updating their respective information.

UNECE

### **UNECE infrastructure-related Agreements**

41. Five infrastructure Agreements<sup>11</sup> are open to accession to all the member States of the United Nations Economic Commission for Europe through which their contracting parties, ie. those States who accede to these Agreements, can coordinate a development and operation of uniform international road, rail, inland waterway and intermodal networks. Such networks are key to creating seamless and efficient road, rail, inland waterway and intermodal transport operations internationally.

42. So far, in the SPECA region: (i) Azerbaijan acceded to the AGR (1996), (ii) Kazakhstan to the AGR (1995), and AGTC (2002), and (iii) Turkmenistan to the AGR (2020), AGC (2020) and AGTC (2020).

43. UNECE stands ready to provide technical assistance to SPECA countries in acceding to and efficiently implementing the infrastructure-related Agreements. In that sense SPECA countries would be able to define and operate international transport networks which would offer seamless and efficient movement for both passenger and freight within and between SPECA countries and beyond.

### **Euro-Asian Transport Links**

44. In the field of transport infrastructure, UNECE is currently responsible for the development of several transport infrastructure Master Plans, including the Trans-European North-South Motorways (TEM) and Trans-European Railway (TER) masterplans<sup>12</sup>; the Pan-European Cycling Infrastructure Master Plan<sup>13</sup> (in cooperation with THE PEP) and the Euro-Asian Transport Linkages (Phases I, II and III)<sup>14</sup>.

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<sup>11</sup> These Agreements are: the European Agreement on Main International Traffic Arteries (AGR), the European Agreement on Main International Railway Lines (AGC), the European Agreement on Main Inland Waterways of International Importance (AGN), the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)

<sup>12</sup> Website: <http://www.unece.org/transport/areas-of-work/ter/about-us/tem-and-ter-master-plan.html>

<sup>13</sup> Website: [https://www.unece.org/trans/main/wp5/special\\_project\\_pan\\_european\\_cycling\\_infrastructure\\_master\\_plan.html](https://www.unece.org/trans/main/wp5/special_project_pan_european_cycling_infrastructure_master_plan.html)

<sup>14</sup> Website: <http://www.unece.org/trans/main/eafl.html>

45. The **Euro-Asian Transport Links Project (EATL)** is the most relevant in the context of SPECA as it is a long-term endeavour and gathers many Landlocked Developing Countries (LLDCs) and transit countries in Europe and Asia<sup>15</sup>.

46. At its annual session in September 2022, the UNECE Working Party on Transport Trends and Economics (WP.5), upon request of several member States decided to establish an Economic Commission for Europe (ECE) – Economic Cooperation Organization (ECO) “Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors” which convenes periodically in the format of an informal Group of Friends of the WP.5 Chair.

47. The Coordination Committee gathers representatives of ministries of transport, railway agencies and customs administrations from seven countries: Azerbaijan, Georgia, Islamic Republic of Iran, Kazakhstan, Kyrgyzstan, Türkiye, and Uzbekistan. The Coordination Committee has so far convened on three occasions: Geneva (December 2022); Istanbul/ Türkiye (June 2023) and Baku/ Azerbaijan (July 2023). At its session in Istanbul, it endorsed its Terms of Reference and a 2023–2025 biennial programme of work structured along five thematic clusters of work:

- Evaluation and prioritization of transport infrastructure construction and renewal requirements including for rolling stock and pool containers as well as missing infrastructure links.
- Digitalization, harmonization, and standardization of transport documents in use on the corridors (cover both uni- and multi-modal documentation).
- Assessment of the availability of reliable corridor-wide agreed timetables and tariffs.
- Evaluation of en-route border crossing efficiency on both corridors as well as identification, prioritization, and implementation of border crossing facilitation initiatives.
- Strengthening of the economic viability and resilience as well as environmental performance of the corridors.

48. The upcoming fourth session of the Coordination Committee will take place in hybrid format in the final quarter of 2023 with additional in-person sessions scheduled for 2024.

***International Transport Infrastructure Observatory (ITIO-GIS.org)***

49. Under the auspices of UNECE, in cooperation with ESCWA, Islamic Development Bank (IsDB) and ECO an International Transport Infrastructure Observatory (ITIO-GIS.org) has been

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<sup>15</sup> Phase III was supported by 38 countries: Afghanistan, Armenia, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, China, Croatia, Cyprus, Finland, France, Georgia, Germany, Greece, Iran (Islamic Republic of), Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Malta, Mongolia, Pakistan, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Spain, Tajikistan, Republic of North Macedonia, Turkey, Turkmenistan, Ukraine and Uzbekistan.

developed and was launched in a test phase at the 75th Anniversary Session of the UNECE Inland Transport Committee (Geneva, February 2022). ITIO is a multi-stakeholder, web-based Geographic Information System (GIS) platform which hosts data on a large variety of transport infrastructure networks and nodes across different modes including road, rail, inland waterways, ports, airports, intermodal terminals, logistics centres and border crossing points. Core ITIO user categories include Governments, Multilateral Development Banks (MDBs), Regional Cooperation Organizations (RCOs), and the broader public. It is devised as an online platform where (a) governments find the data to prepare, benchmark and present their transport infrastructure projects and (b) Multilateral Development Banks (MDBs) can consider, analyse, and compare projects from a regional/international perspective and identify those they wish to finance. Bearing in mind that along European and Asian corridors there are currently many different regional initiatives all having transport and border crossing facilitation as their main objective ITIO also aims to enhance cooperation among those different initiatives, create economies of scale, maximize efficiency, and provide concrete and tangible inputs to Governments.

50. As of October 2023, ITIO contains transport infrastructure data from 79 United Nations Member States (including all SPECA countries) to be expanded with a further 27 United Nations Member States by 2024. It currently accommodates over 20 accredited users from Government institutions, regional organisations, and multilateral development banks. An ITIO follow-up extrabudgetary project is under preparation to improve and expand ITIO functionalities and scope for geographical outreach.

51. At its annual session in 2023, WP.5 which serves as the parent body to ITIO, noted with interest the latest developments surrounding the use of ITIO-GIS.org in a test phase and encouraged more countries to work with the secretariat in further developing this platform to reach its full potential as a regional transport infrastructure modelling, planning and fundraising tool.

### **E-mobility**

52. As part of the thirty-sixth annual session of the Working Party on Transport Trends and Economics (WP.5) which took place in September 2023, a thematic discussion was held on a draft publication covering general trends and developments surrounding electric vehicles and their charging infrastructure. Presentations on national good practice examples surrounding e-mobility and EV charging were provided from across the ECE region, including from SPECA countries Azerbaijan and Tajikistan. The Working Party requested that the presented case studies and best practice examples be included in the final version of the publication. Furthermore, the Working Party recognized that to facilitate progress in electric mobility, a dedicated informal task force focused on driving and coordinating efforts related to electric vehicle developments and their

charging infrastructure both within ECE (and across its different sub-programmes) and in collaboration with other institutions should be established. In this regard it requested the WP.5 secretariat together with the Chair to develop draft terms of reference for such a task force in close consultation with other relevant Working Parties and relevant intergovernmental groups in the ECE Sustainable Energy Division and submit this to ITC for discussion and possible adoption at its next annual session. SPECA countries are invited to actively participate in the work of this informal task force once it assumes its activities.

### **Vienna Programme of Action/ landlocked developing countries**

53. A High-Level Euro-Asia Regional Review Meeting of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 was co-organized by ECE, OHRLLS and ESCAP in Bangkok on 22-23 August 2023.

54. The meeting gathered around 75 participants from 29 Euro-Asian LLDCs/ transit and/or donor countries (including 7 ECE member States, 8 ECE-ESCAP common member States and 11 ESCAP member States) as well as representatives of close to 20 UN system entities and international and regional organizations. SPECA countries Kazakhstan, Kyrgyzstan Uzbekistan and Turkmenistan participated. The conference led to the adoption of a substantive outcome document titled “Euro-Asia Call for Action” including a regional progress assessment and a set of specific recommendations that will serve as substantive inputs into the preparations of the Third United Nations Conference for Landlocked Developing Countries (LLDCs) which will take place in Kigali, in June 2024.

### **The Thematic Working Group may wish to:**

- Encourage SPECA countries to promote an integrated and comprehensive development of the Asian Highway, Trans-Asian Railway and Dry Ports networks using, where appropriate, a corridor approach to transport connectivity.
- Invite those SPECA countries that have not yet done so to take measures towards ratification, acceptance, approval of or accession to the Intergovernmental Agreement on the Trans-Asian Railway Network and Intergovernmental Agreement on Dry Ports and to actively participate in the secretariat’s activities related to these agreements.
- Take note of the outcomes of the Tenth Meeting of the Working Group on the Asian Highway, the fifth meeting of the Working Group on Dry Ports and the Eighth Meeting of the Working Group on the Trans-Asian Railway Network.

- Call SPECA countries to put efforts in improving the quality of road infrastructure, including by developing policies on green and resilient transport infrastructure along the Asian Highway Network, as well as to give priority to the construction of missing railway links to ensure the development of sustainable transport connectivity.
- Encourage SPECA countries to ensure further development of dry ports of international importance and enable the integration of dry ports into multimodal transport corridors and supply chains.
- Welcome the interactive platform on the Asia-Pacific Transport Network (APTN) and invite SPECA countries to actively participate in the revision and future updates of the information contained.
- Encourage SPECA countries for strengthening regional cooperation on multimodal transport corridors and development of legal frameworks for multimodal transport operations.
- To encourage the SPECA member countries to participate actively in the work of the newly established ECE-ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors and to effectively implement the biennial 2023-2025 programme of work.
- To invite the SPECA member countries that have not yet done so to become accredited ITIO-GIS users and to work with the secretariat in further developing this platform to reach its full potential as a regional transport infrastructure modelling, planning and fundraising tool.
- To encourage SPECA member countries to consider joining the work of the informal e-mobility task force and to stay abreast of latest developments in this important field.
- To encourage SPECA member countries to support the preparatory process of and to actively participate in the Third United Nations Conference on Landlocked Developing Countries, taking place in Kigali, Rwanda, in June 2024.

**Asian Highway Network in SPECA States**

SPECA Country	Primary	Class I	Class II	Class III	Below III	Total	Status Year	AH Agreement	
	Length in km							Signed in	Entry into force
Afghanistan	0	10	2,549	0	1,461	4,020	2015	2004	2006
Azerbaijan	0	843	606	0	0	1,449	2019	2004	2005
Kazakhstan	0	557	5,407	6,389	475	12,828	2010	2004	2008
Kyrgyzstan	0	0	303	1,324	136	1,763	2013	2004	2006
Tajikistan	0	20	978	0	914	1,912	2015	2004	2006
Turkmenistan	0	60	0	2,120	24	2,204	2008		2016
Uzbekistan	0	1,195	1,101	670	0	2,966	2008	2004	2005
<b>Total</b>	<b>0</b>	<b>2685</b>	<b>10944</b>	<b>10,503</b>	<b>3,010</b>	<b>27,142</b>			
<i>Percentage (SPECA States only)</i>	<i>0%</i>	<i>9.89%</i>	<i>40.32%</i>	<i>38.70%</i>	<i>11.09%</i>				
<i>Corresponding percentage in 2004</i>	<i>0%</i>	<i>1%</i>	<i>14%</i>	<i>55%</i>	<i>29%</i>				
<i>Latest percentage for the entire AH network (2019)</i>	<i>11.75%</i>	<i>23.4%</i>	<i>38.2%</i>	<i>19.79%</i>	<i>6.86%</i>				

**Trans-Asian Railway Network in SPECA countries**

SPECA Country	TAR Network		TAR Agreement	
	Gauges (mm)	Route Length (km)	Signed in	Became Party in*
Afghanistan			-	
Azerbaijan	1,520	1,261	2006	
Kazakhstan	1,520	9,548	2006	
Kyrgyzstan	1,520	280	-	
Tajikistan	1,520	527	2006	2008(AA)
Turkmenistan	1,520	1,741	-	2016 (a)
Uzbekistan	1,520	3,484	2006	2009
<b>Total</b>		<b>16,841</b>		

\*Date of Ratification, Acceptance (A), Approval (AA), Accession (a)

**Intergovernmental Agreement on Dry Ports in SPECA countries**

SPECA Country	Signed in	Became Party in*
Afghanistan	-	2016(a)
Azerbaijan	-	2020(a)

Kazakhstan		2016(a)
Kyrgyzstan	-	
Tajikistan	2013	2015(AA)
Turkmenistan	-	2016(a)
Uzbekistan	-	2021 (a)
*Date of Ratification, Acceptance (A), Approval (AA), Accession (a)		