

Transport Connectivity in South and South-West Asia

Dr. Arbind Prasad

Director General

Federation of Indian Chambers of Commerce & Industry (FICCI)

New Delhi, India



Transport Connectivity in SSWA



- **Transport infrastructure development has played a key role in the growth of world trade**
- **Many Asian countries have substantially expanded their transport infrastructure; yet, in most Asian countries transport densities and effective network access levels are still much lower than in Europe or North America**
- **Poorly developed land transport linkage constrains regional economic integration in the South and South-West Asia (SSWA) region**
- **The SSWA region is better connected with Europe and North America than with itself. As a result, the trade costs are high and the benefits of geographical proximity and contiguity are not available to the region's trade**



Transport Connectivity in SSWA

- **The non-tariff costs for intra-region trade are higher than exporting to the United States of America and Europe, thus effectively denying to intra-regional trade the advantage of geographical proximity and contiguity**
- **With its geographical contiguity, South and South-West Asia has great potential for cooperation in the area of connectivity**
- **It emerges among the least integrated regions in the world and has the bulk of its potential for regional economic integration to be exploited**
- **Enhancing transport connectivity is essential for economic and trade development, closing development gaps, and economic and social integration in the region**

Regional Integration



The benefits of regional integration are mutual for all participating countries, as the value of the networks of even the larger countries and coastal areas will increase as networks/markets in hinterlands and neighbouring smaller economies get connected. An increased network size will make the combined network more useful and competitive, even when a newly connected economy does not significantly participate in the Regional Production Networks

Source: Toward an Asian Integrated Transport Network; UNESCAP & AITD

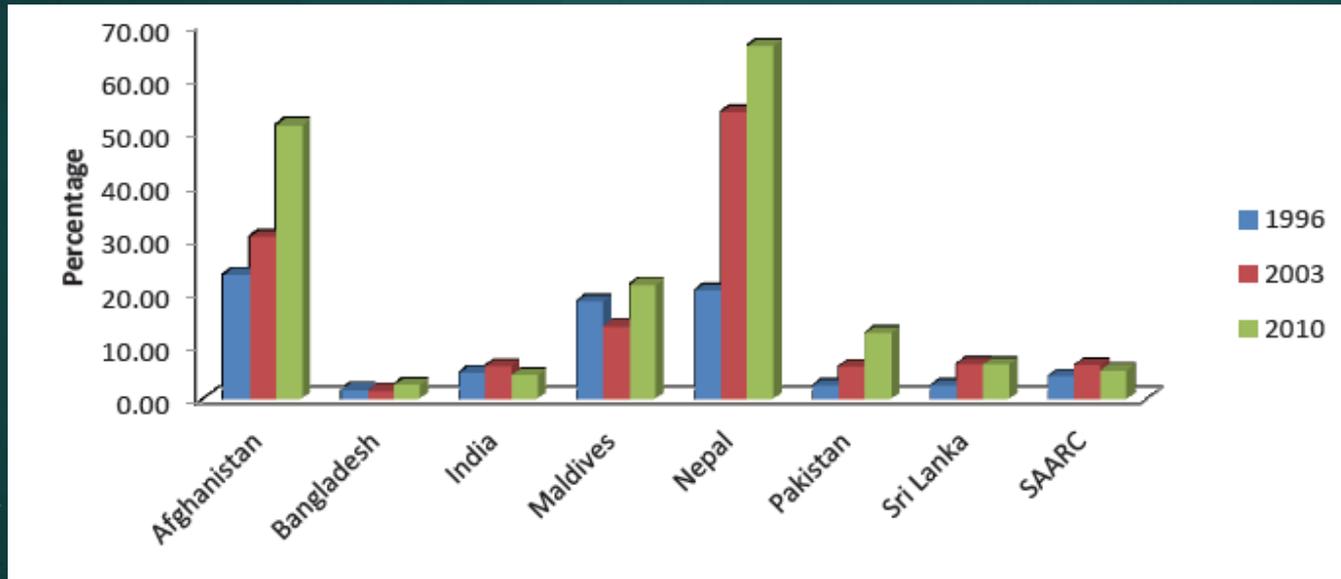
Benefits of Regional Integration

- **Reduced transportation costs and enhanced intra-regional trade from increased regional integration**
- **Higher level of economic activity and social development**
- **Boost to lagging regions from improved and low cost connectivity with regional & global markets**
- **Facilitates industrial transport and thus crucial for larger production, cost effectiveness, and reliability of supply**
- **Inclusive trade and economic growth**
- **Advantages of network externalities with expansion of networks and integration of transport corridors**
- **Greater synergies from connecting regional frameworks**
- **Emerge as a hub of East-West trade**

Growing Trade in the Region

Intra-regional trade in South Asia has begun to grow and has doubled in absolute terms in recent years. The South Asian region has also remained attractive to individual South Asian countries as an export destination vis-à-vis the rest of the world.

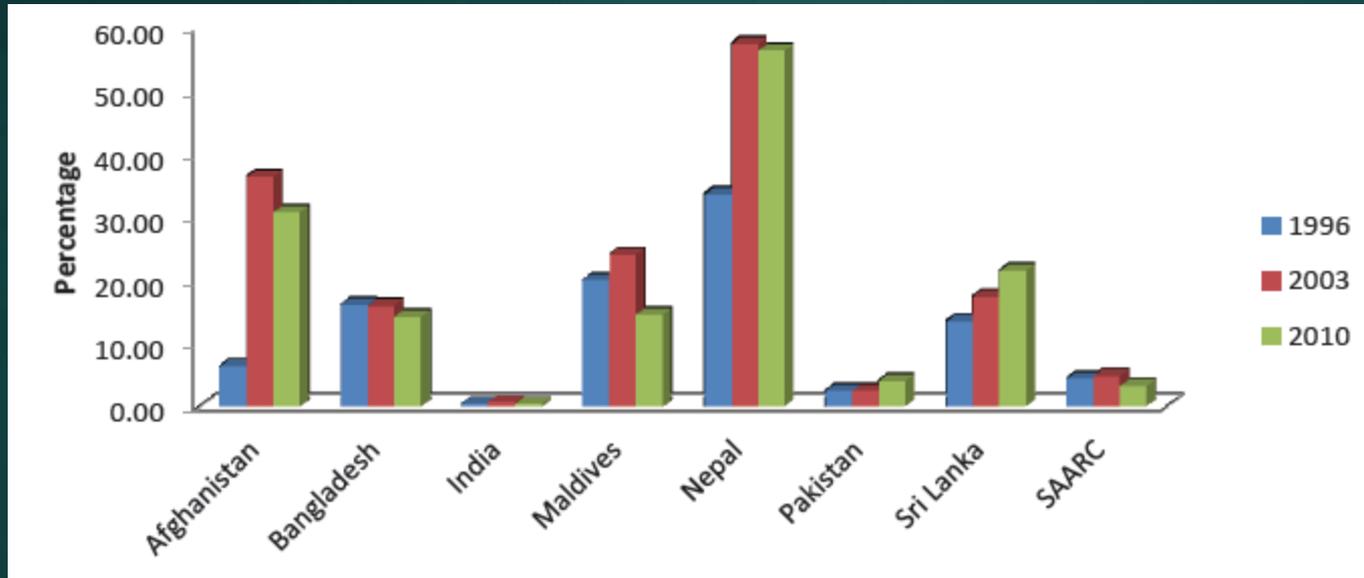
Intra-SAARC exports (as percentage of total exports)



Source: IMF, *Direction of Trade Statistics*, 2012

Growing Trade in the Region

Intra-SAARC imports (as percentage of total imports)



Source: IMF, *Direction of Trade Statistics*, 2012

Cross Border Connectivity in South Asia



Sector	Particular
Road transportation (passenger bus services)	Delhi-Lahore, Amritsar-Nankana Sahib, Amritsar-Lahore, Poonch-Rawalakot, Srinagar-Muzaffarabad, Kolkata-Phuentsholing, Agartala-Dhaka, etc
Rail transportation (passenger train services)	Delhi-Lahore, Kolkata-Dhaka, etc
Shipping Links	Mumbai-Karachi, Colombo-Kolkata, Colombo-Chittagong, etc

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_5956

