The Belt and Road Initiative

for

Seamless Connectivity and Sustainable Development in Asia and the Pacific

UNITED NATIONS
ESCAP
Economic and Social Commission for Asia and the Pacific

BRI

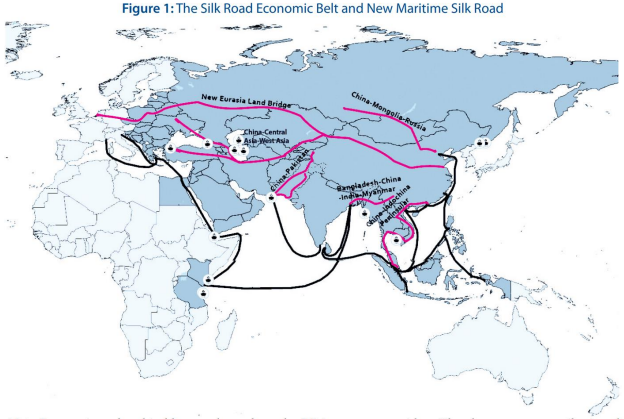
- BRI Introduction to its major corridors
- BRI and Connectivity in the Asia-Pacific region
- BRI Impacts and the SDGs
- Challenges faced including COVID-19 pandemic

BRI

- Long-term corridor-based transcontinental development strategy (President Xi in 2013)
  - Asian, African, and European countries

- Unprecedented height in terms of geographical coverage and long-term vision for wider development
  - Enhanced connectivity
  - Unimpeded trade
  - Financial Integration

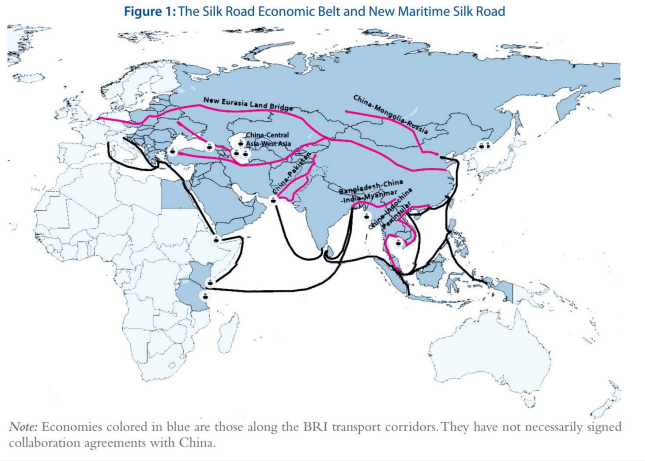
Figure 1: The Silk Road Economic Belt and New Maritime Silk Road



Note: Economies colored in blue are those along the BRI transport corridors. They have not necessarily signed collaboration agreements with China.

BRI

- Corridors broadly defined
- Not every countries have identified actual road and rail routes that may form part of the corridors
- China is actively engaged in substantive coordination and cooperation related to the BRI
- Building on existing multilateral cooperation initiatives such as GMS, APEC, CAREC, SCO



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BRI

INVOLVES:

70

PARTICIPATING COUNTRIES

6

ECONOMIC CORRDIORS

65%

OF THE WORLD'S POPULATION

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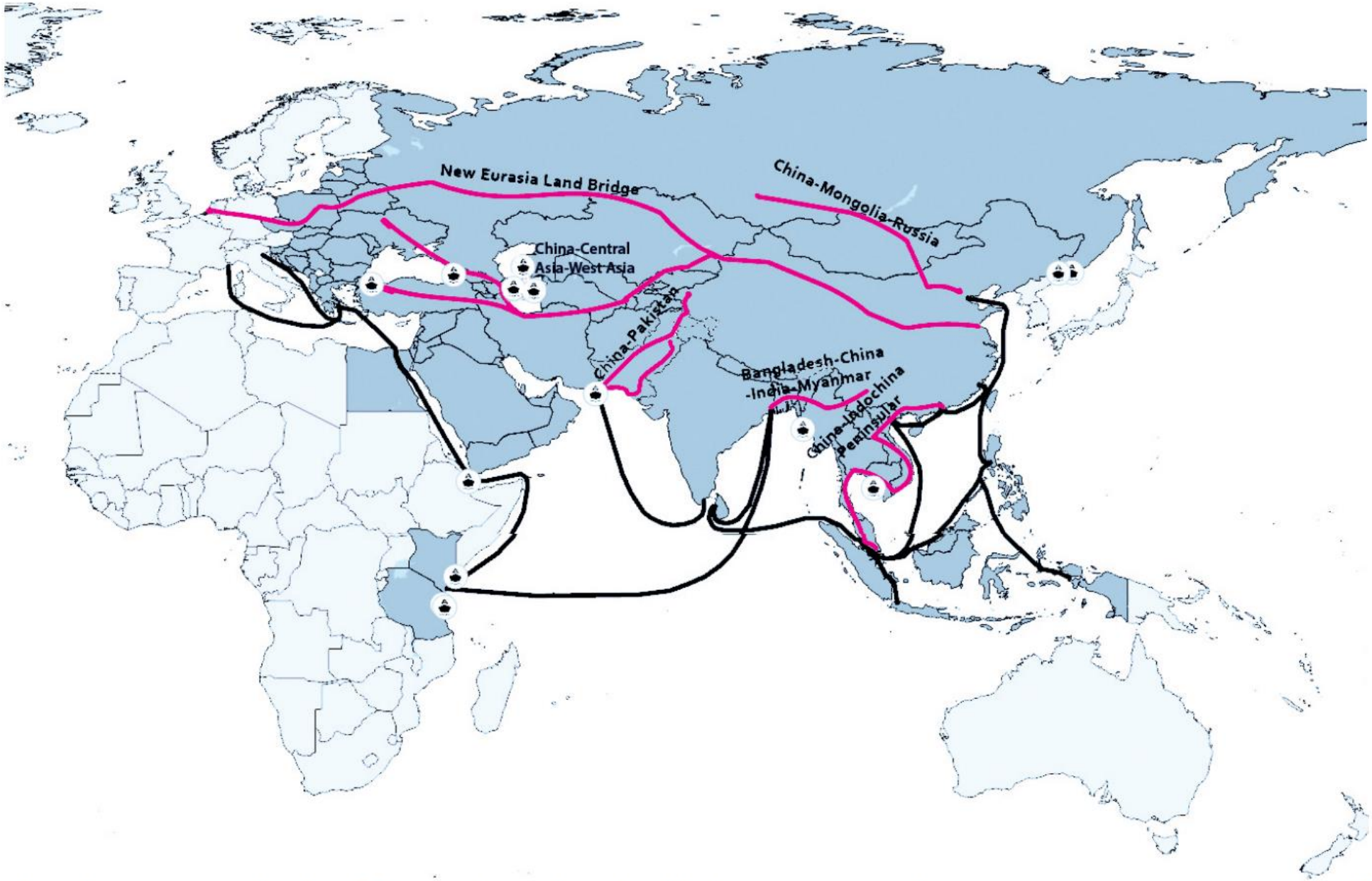

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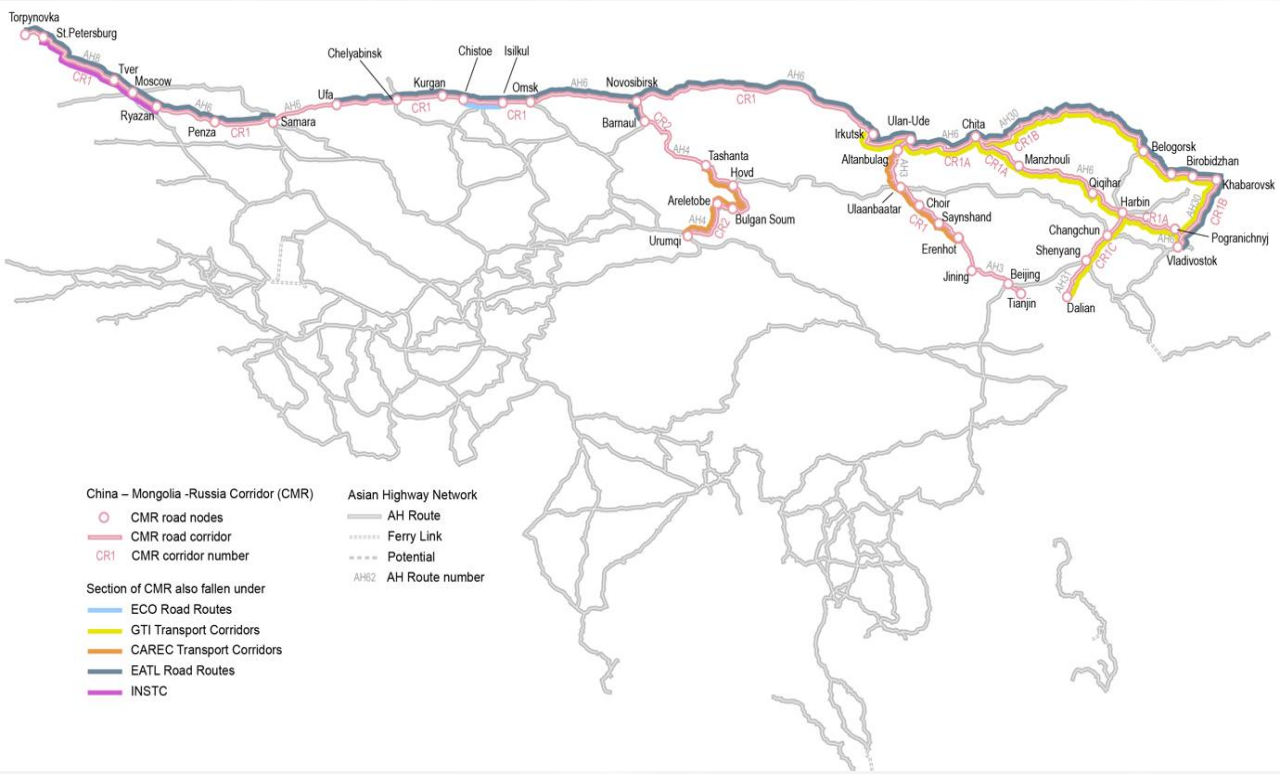
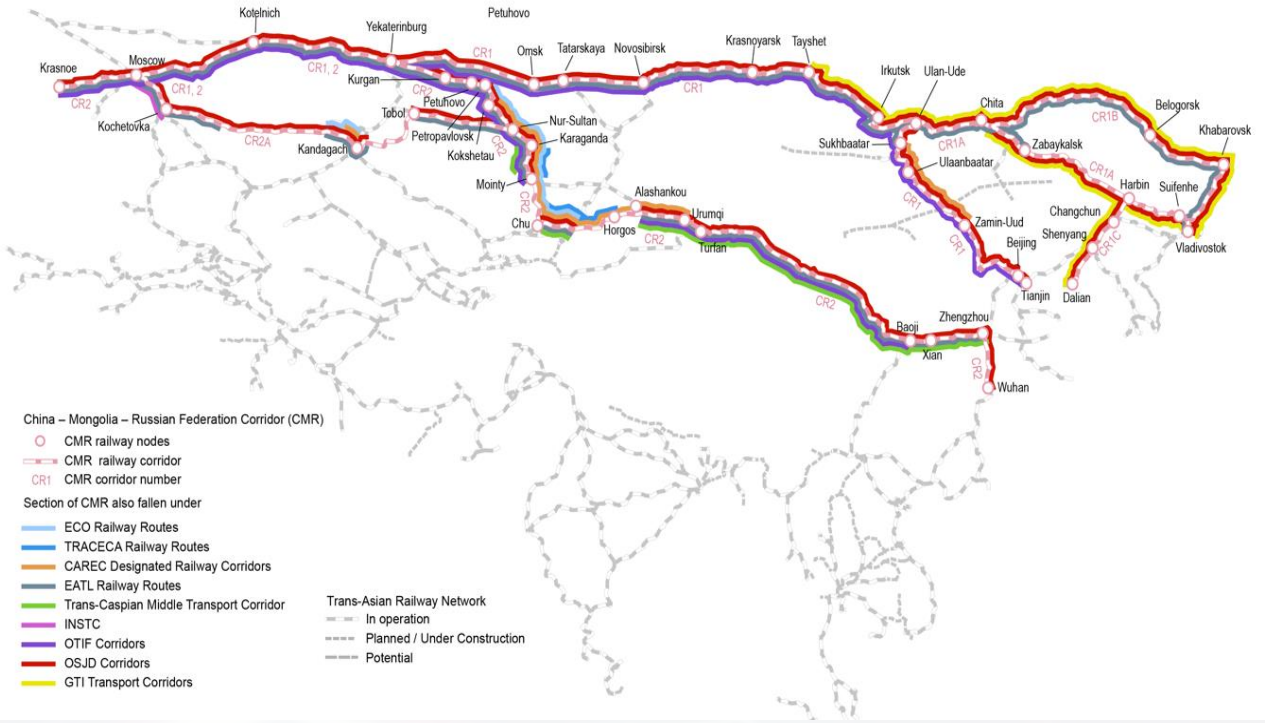
BRI

Map Source:
Belt and Road Economics, World Bank
EEC website (https://www.eeco.or.th/)

China –Mongolia –Russian Federation Corridor (CMR)

potential important highway and railway routes along each of the six BRI corridors



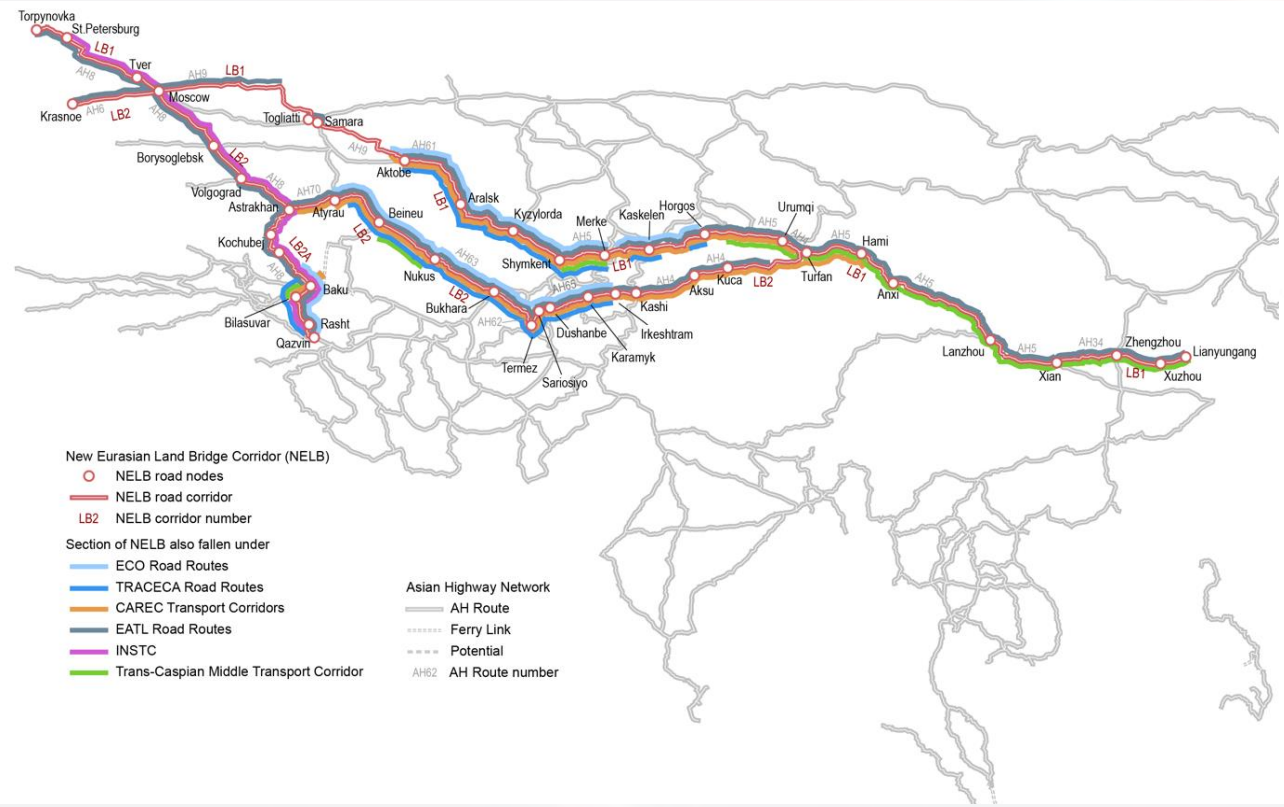


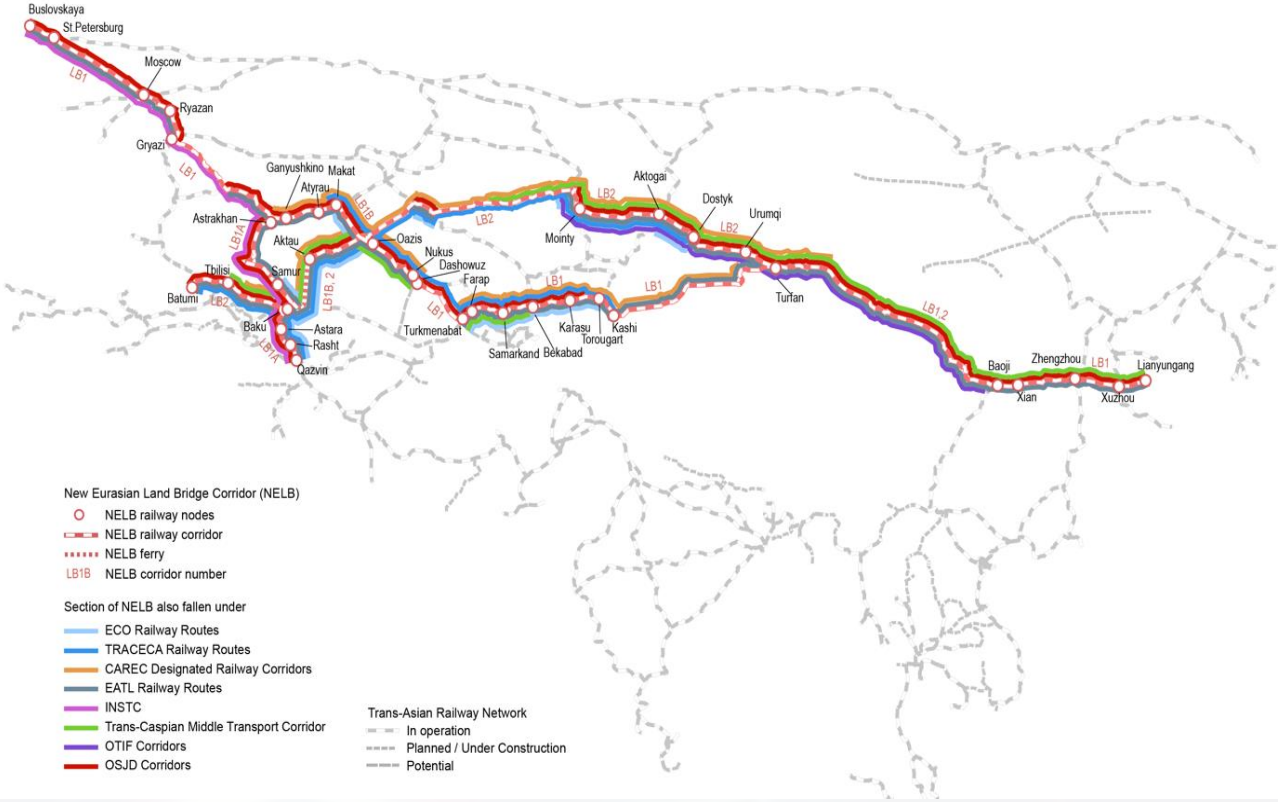
Road

Rail

New Eurasian Land Bridge Corridor (NELB)

potential important highway and railway routes along each of the six BRI corridors



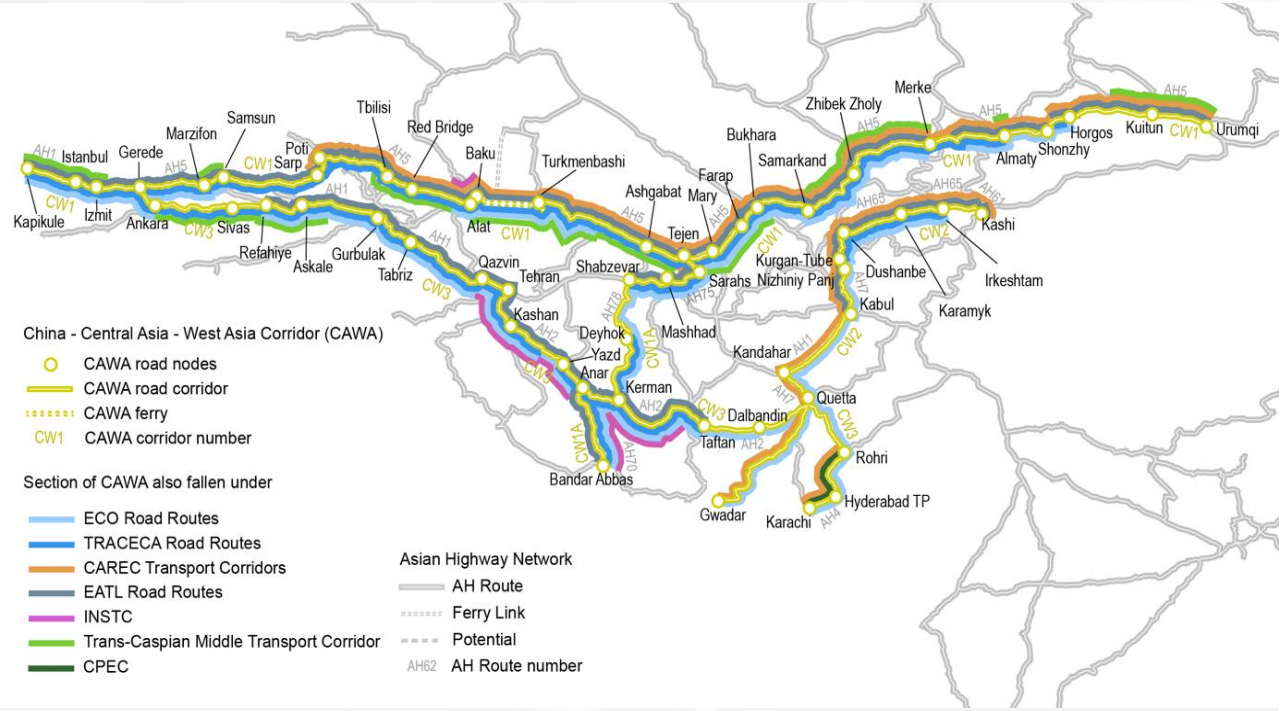


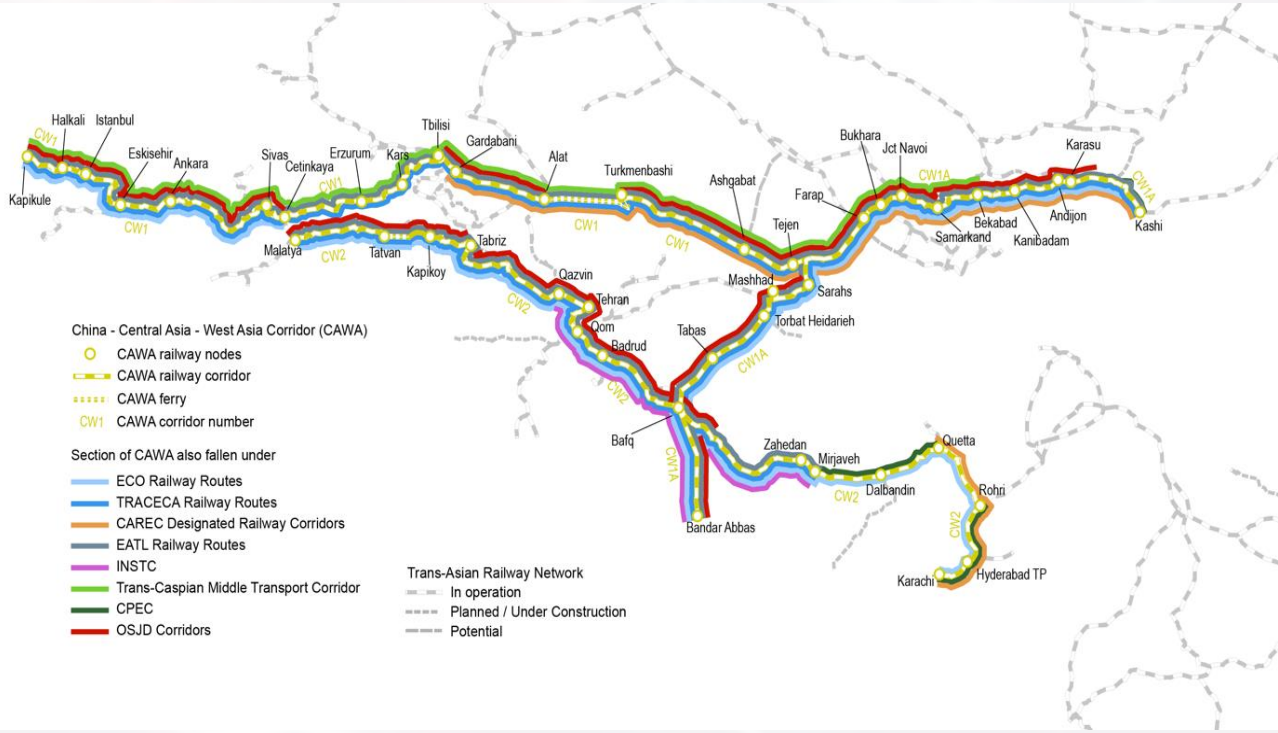
Road

Rail

China - Central Asia - West Asia Corridor (CAWA)

potential important highway and railway routes along each of the six BRI corridors

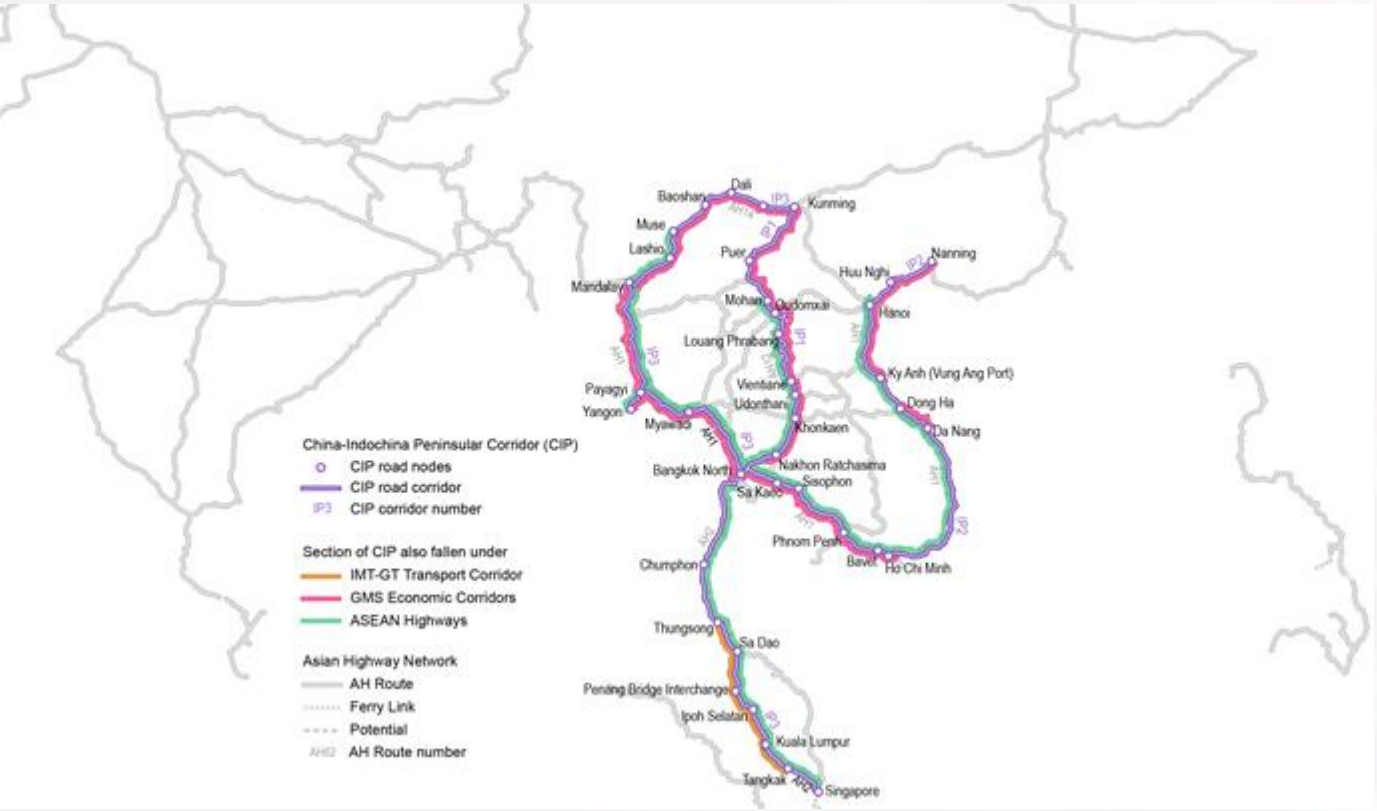


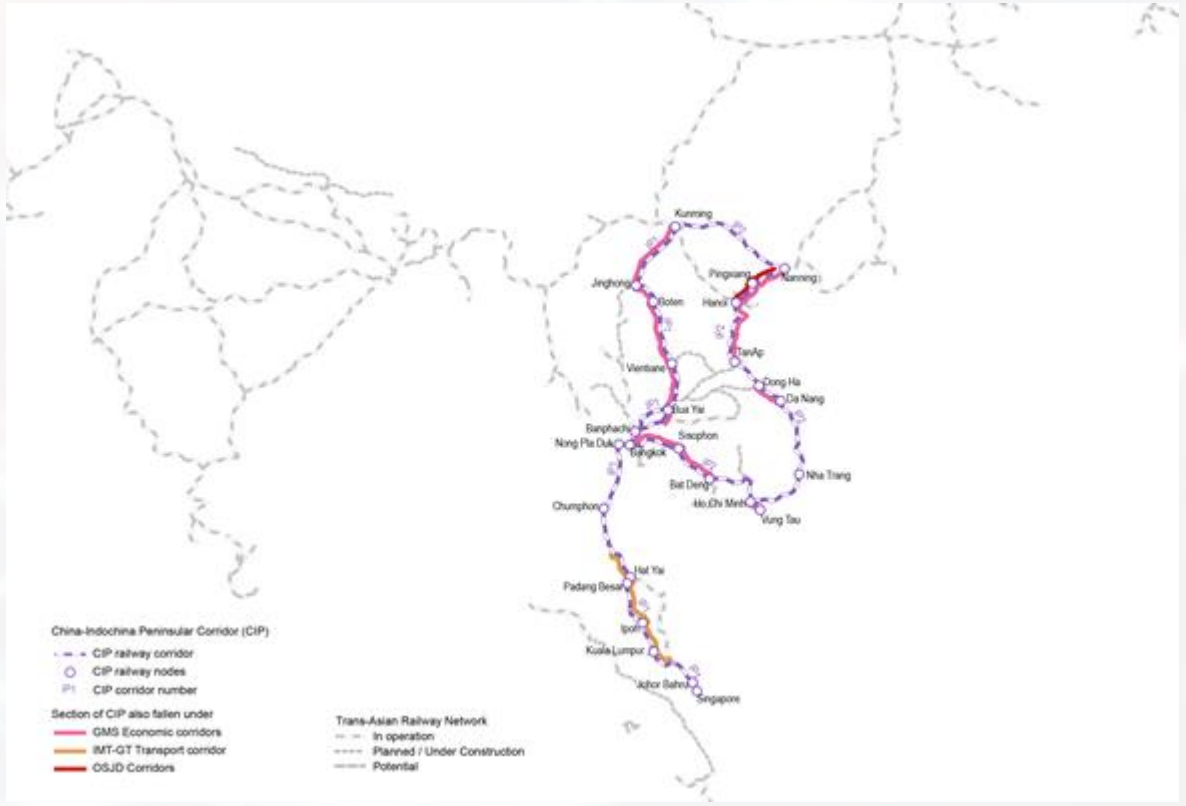


Road **Rail**

China – Pakistan Corridor (CP)

potential important highway and railway routes along each of the six BRI corridors



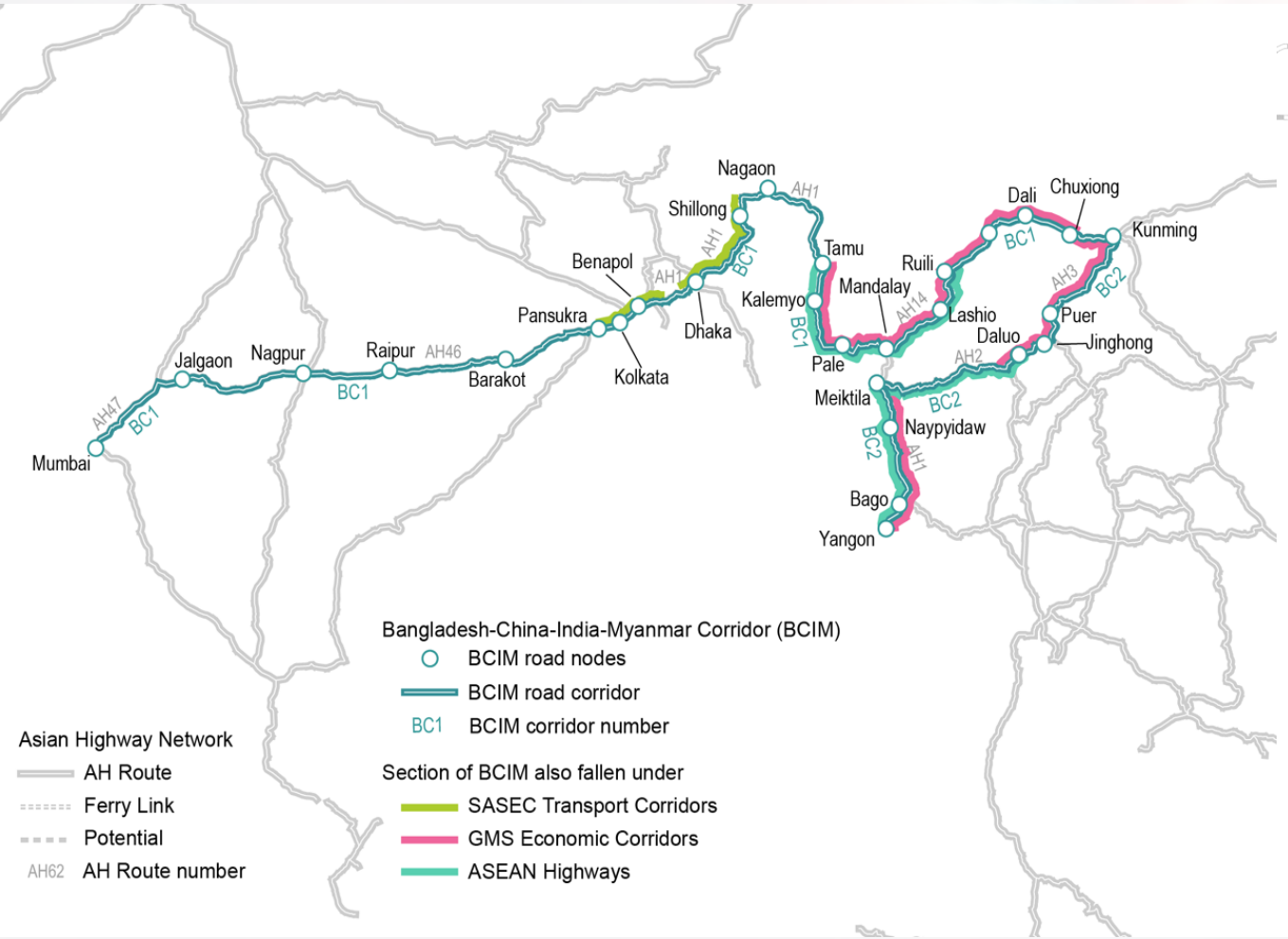


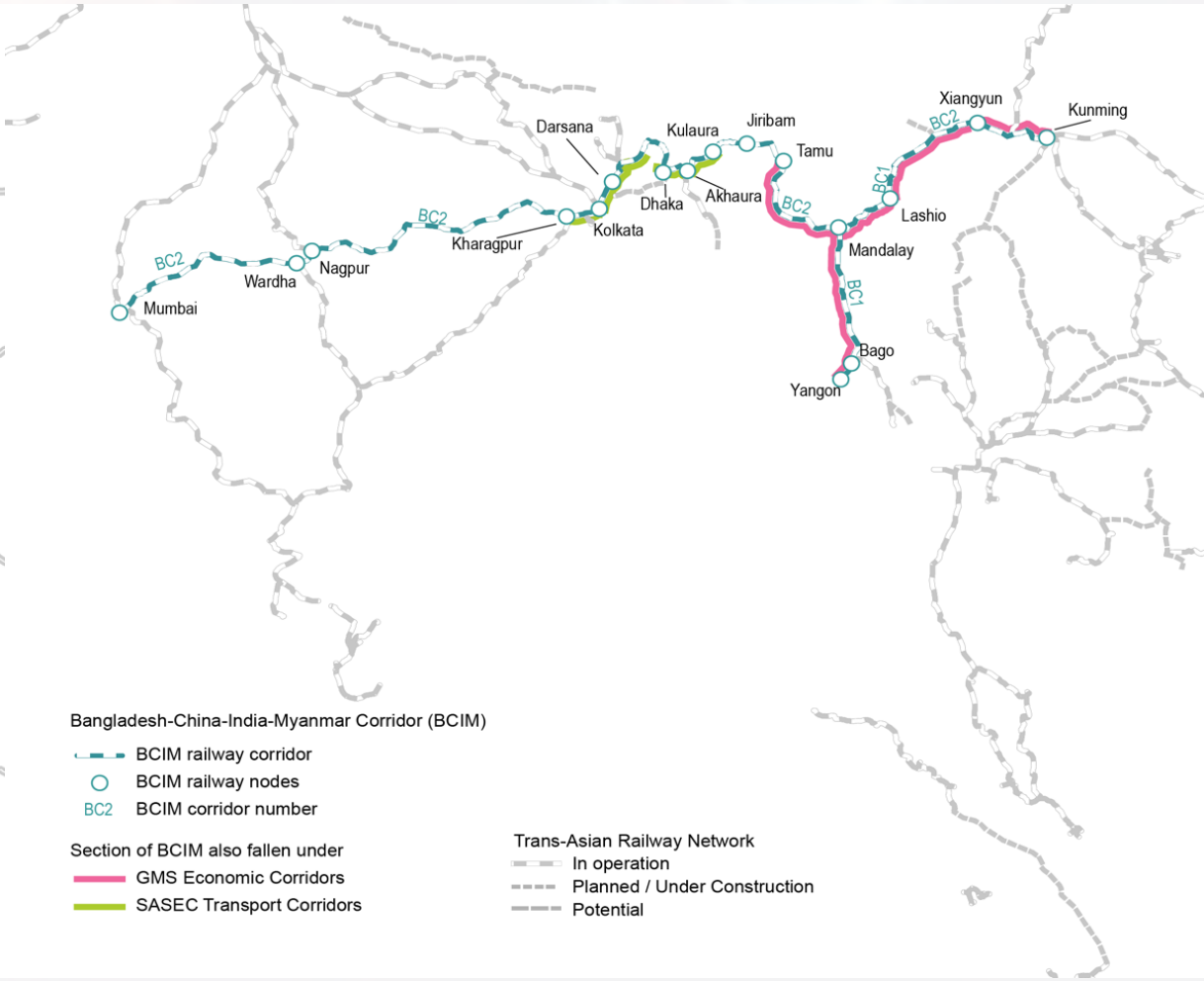
Road

Rail

Bangladesh- China-India-Myanmar (BCIM)

potential important highway and railway routes along each of the six BRI corridors



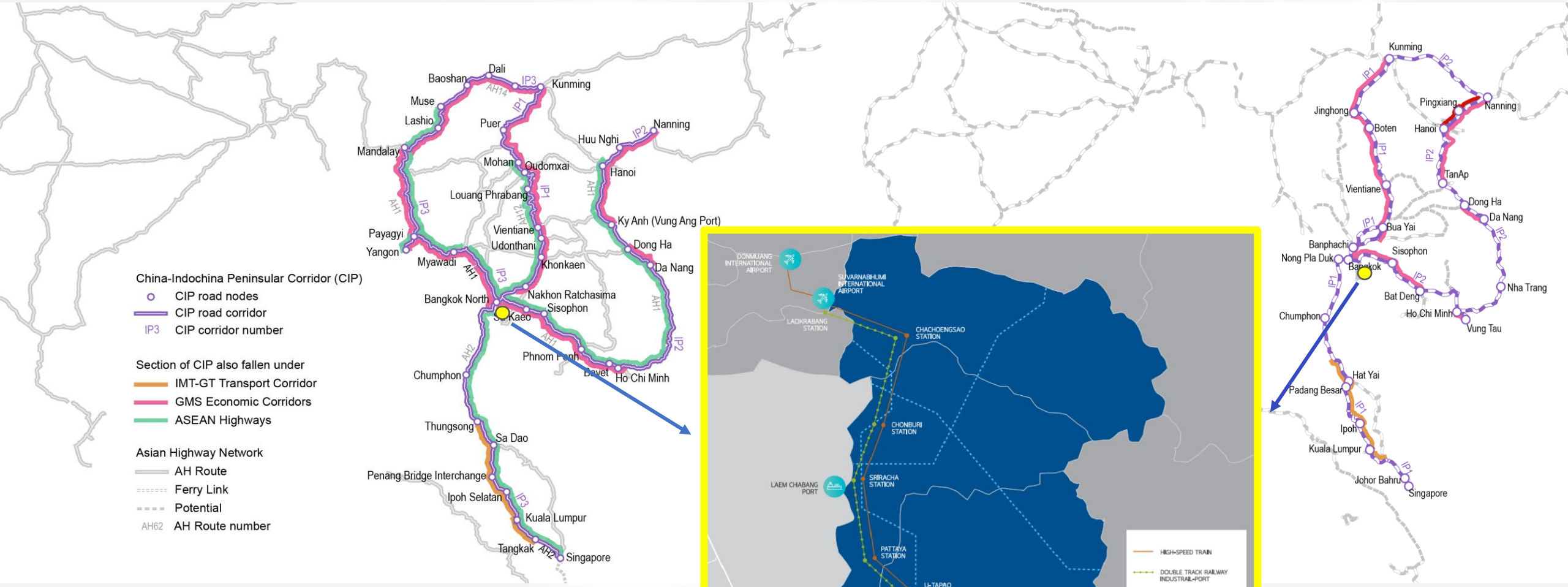


Road

Rail

China-Indochina Peninsular (CIP)

potential important highway and railway routes along each of the six BRI corridors



Road

Source: EEC website
https://www.eeco.or.th/

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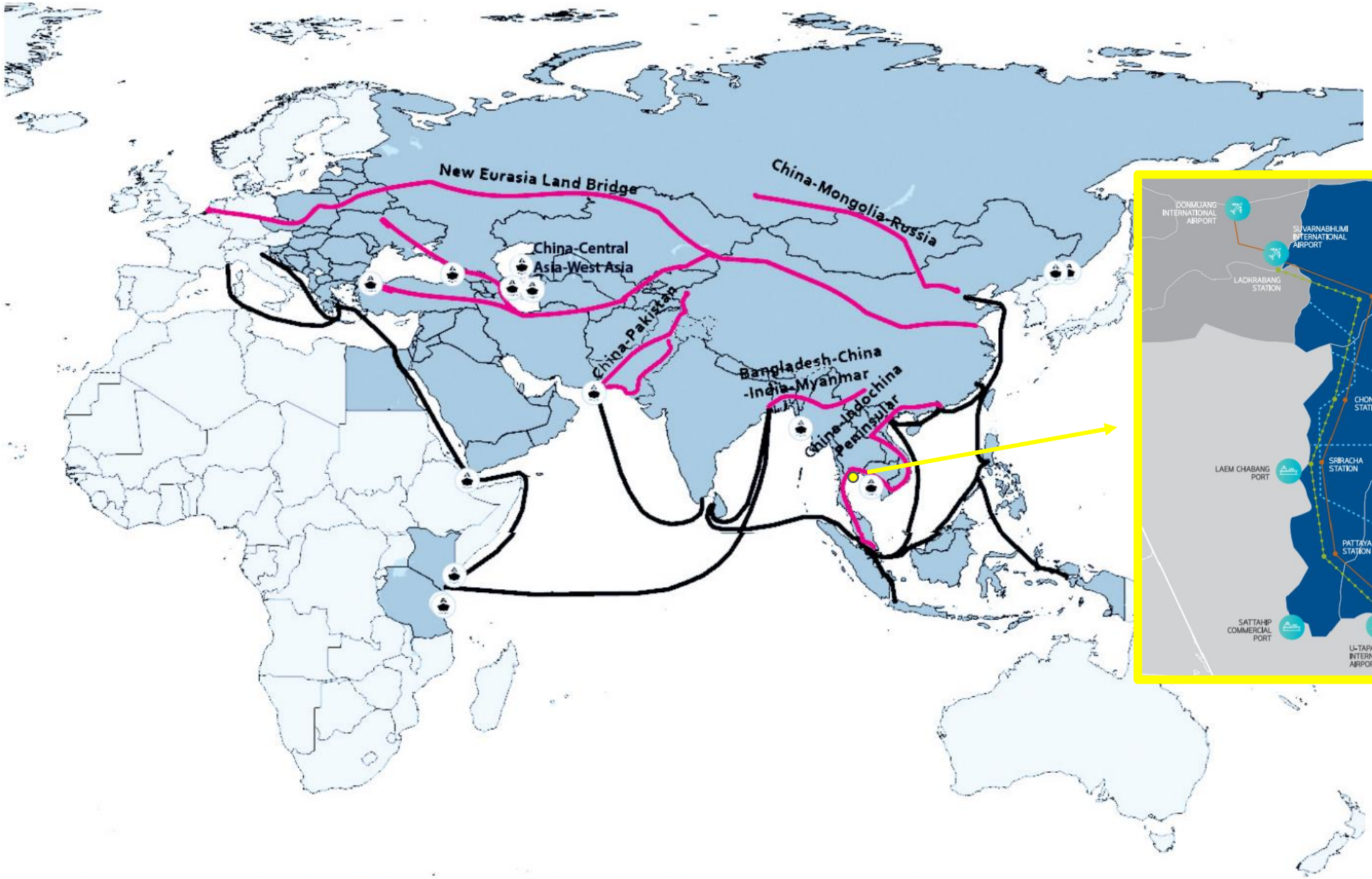

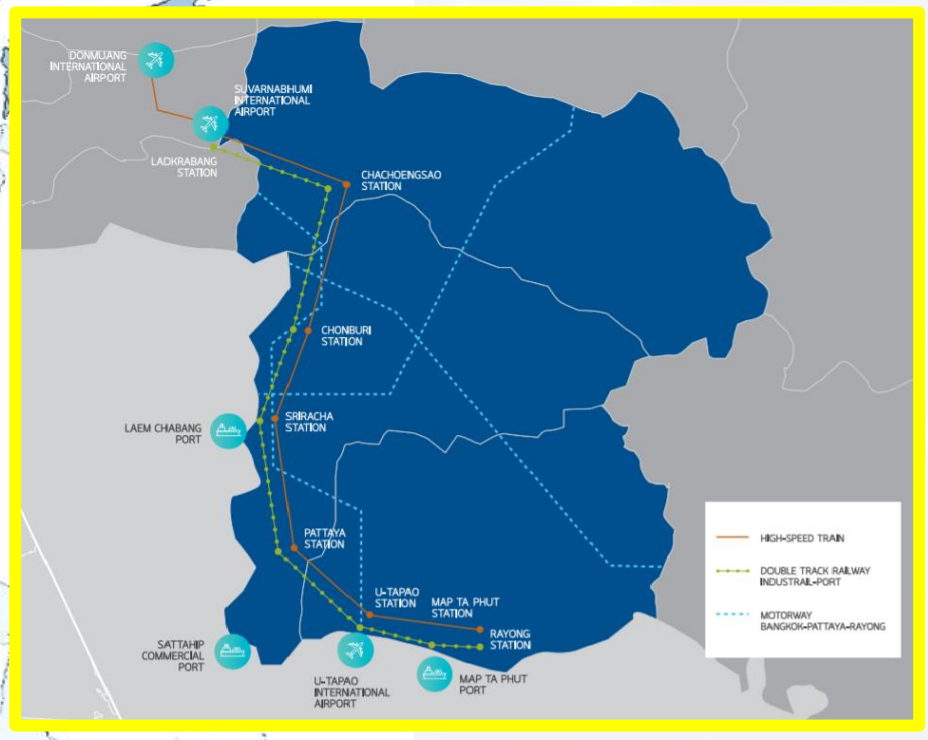

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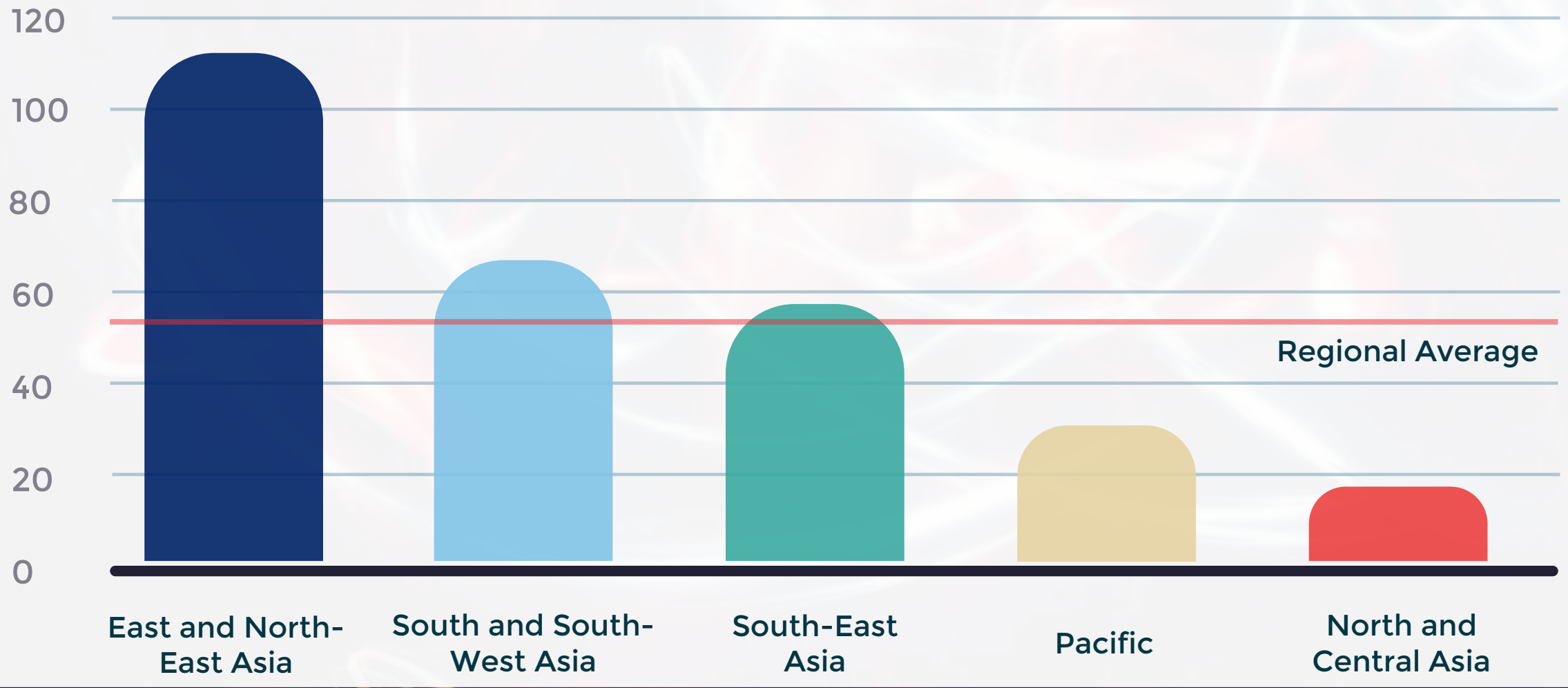
CONNECTIVITY : UN ESCAP INDEX



ROAD CONNECTIVITY IN THE BRI CORRIDORS: HIGWAYS

Name	Location	Roads Quality	Notes
CMR	China – Mongolia – Russian Federation	Mix of Primary and Class I/ Class I and Class II	Small part of the roads are Class III and higher types
NELB	New Eurasian Land Bridge Corridor	Mix of Primary and Class I/ Class I and Class II	CW, KZ, RF/Western Europe is almost complete
CAWA	China - Central Asia - West Asia Corridor	Most of the road are a mix of Primary and Class I/ Class I and Class II	Some parts are Class III and bellow / some parts in the Central Asia need repairs
CP	China – Pakistan Corridor	Overall quality is good, but some parts are mix of Class III and higher types	Pakistan is implementing projects to upgrade roads
BCIM	Bangladesh – China – India – Myanmar	Primary or Class I type or a mix of Primary and Class I	India upgrading some roads/ Road quality in Myanmar is mixed
CIP	China – Indochina Peninsular	Primary or Class I type or a mix of Primary and Class I	Viet Nam is implementing upgrades/Lao PDR is improving bridge's safety

RAILWAY CONNECTIVITY IN THE BRI CORRIDORS:

BRI

Name	Location	Railways Quality	Notes
CMR	China – Mongolia – Russian Federation	Undergoing modernization and electronification at some parts	Break of gauge happens at four places/Differences in electrification cause delays
NELB	New Eurasian Land Bridge Corridor	Different gauges are used along the route, different electronification	Break of gauge between China, Russian Federation and Kazakhstan
CAWA	China - Central Asia - West Asia Corridor	Three track gauges are used along the corridor: 1,435 mm, 1,520 mm, 1,676 mm	Four break of gauge points and a ferry link
CP	China – Pakistan Corridor	1,675 mm gauge used in Pakistan and 1,435 in China and Iran	Limited connectivity/ no direct connection with China
BCIM	Bangladesh – China – India – Myanmar	Different gauges are used, some parts are not electrified	Missing links/ ongoing upgrades
CIP	China – Indochina Peninsular	Different gauges are used. Missing links between every route within the corridor	Missing links/ ongoing upgrades

DRY PORTS AND INTERMODAL FACILITIES:

BRI

Name	Location	Dry Port Quality	Notes
CMR	China – Mongolia – Russian Federation	Russian Federation has planned 20 terminals along the corridor. There are 4 terminals in Mongolia	In China, Kazakhstan and the Russian Federation there are public and private sector initiatives for the development of dry ports
NELB	New Eurasian Land Bridge Corridor	The main terminals are along the CR2 route are in Kazakhstan (Astana and Petropavlovsk)	"Khorgos Eastern Gateway" is continuously developed. In China port in Lanzhou is planned. Another port is in Xian
CAWA	China - Central Asia - West Asia Corridor	Terminal network is not complete, constructions are ongoing	Development of terminals in Afghanistan, Turkmenistan, Uzbekistan, Tajikistan and Kyrgyzstan is needed
CP	China – Pakistan Corridor	Many terminals in Pakistan are already operational	Pakistan is planning a major dry port at Hevelian near its border with China
BCIM	Bangladesh – China – India – Myanmar	Most established network of terminals is in India, but more ports are needed	Myanmar has limited terminal facilities, and the existing ones require modernization and expansion
CIP	China – Indochina Peninsular	Many terminals are in China, Cambodia, Lao PDR, Viet Nam but they need further development.	Dry ports in Cambodia, Lao PDR and Viet Nam are at early stage of development.

Quantitative estimates of impacts

- reduce travel times up to 12% and trade costs by up to 10.2%;
- increase trade: between 2.8% - 9.7% for corridor countries and between 1.7 - 6.2% globally
- effect on GDP: BRI countries: 3.4%, non-BRI countries 2.61% and for the world 2.87%
- annual global welfare gains: about US$1.6 trillion in 2030 – 1.3% of global GDP
- cumulative gains of transport investment from less than 1% to more than 10% of GDP
- lifting 7.6 m people from extreme poverty and another 32 m from moderate poverty, mostly in corridor economies

Impacts of BRI transport corridor

- positive on economy, income, poverty, employment, equity, and social wellbeing
- uneven impacts across geographical locations and segments of population
- adverse impacts on environmental quality and some groups and other cross-border transport externalities
- Facilitation arrangements is required to significantly affect trade
- management structure is needed for effective development and operation of transnational corridors

THE BRI AND SUSTAINABILITY:

- 2.a : Increase investment, including through enhanced international cooperation, in rural infrastructure, …..in order to enhance agricultural productive capacity in developing countries, particularly least developed countries.

- 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents;

- 3.9: By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination

- 9.1 : Develop quality infrastructure, including regional and trans-border infrastructure

- 9.a : Facilitate sustainable infrastructure development in developing countries

- 9.c : Increase access to ICT and strive to provide universal and affordable access to the Internet to the least developed countries

- 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Challenges of financing BRI projects

- Large funding gaps in most BRI countries
- Financing mainly by China's State-owned-Banks and State-Owned enterprises, with limited private investment. SOEs are playing a major role in financing; account for some 50% of BRI projects
- Other projects financed mostly by external sources - development banks (WB, ADB, AIIB etc.)
- only 4% private-financed projects took place in low-income countries, and globally private investment has declined in recent years.
- COVID-19 pandemic

BRI in COVID-19 Times: Key Trends

The pandemic led to severe bottlenecks at the borders in all subregions and put immense pressure on customs and other institutions. Quarantine imposed on crews and drivers created congestion at the borders.

The pandemic accelerated innovation and digitalization of transport procedures. Some countries established contactless “green lines”, automated and digitalized customs procedures.

To respond to the pandemic, many countries introduced new policies and special measures to their regular cross-border transport procedures.

The COVID-19 Lessons:

BRI

Reliable transport is vital during pandemics – medical supplies have to move fast and continuously

Digitalization can substantially improve and quicken movement of freights. It must be kept, improved and widely implemented

The BRI system must be flexible and resilient to risks. Standard emergency protocols across the corridors must be developed to ensure that freights go smoothly

Efficient governance of the corridors can help to alleviate risks and add value to the corridors

BRI

Thank You
and
Stay Healthy

https://www.unescap.org/our-work/transport

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