

## Progress in the implementation of the VPoA

### PRIORITY AREA 1: FUNDAMENTAL TRANSIT POLICY ISSUES.

Despite significant progress made in improving transport operational connectivity in the Asia-Pacific region, transport connectivity remains uneven across the region, with a widening gap between high-performing countries and those that are lagging behind, which are often landlocked developing countries. There a numerous effort to facilitate access of LLDCs to international maritime connectivity with various multilateral agreements finalized including: (a) the intergovernmental agreement on international road transport along the Asian Highway Network among China, Russian Federation and Mongolia; (b) Bangladesh, Bhutan, India and Nepal Motor Vehicle's Agreement; and (c) Trilateral transit agreement among Afghanistan, India and Islamic Republic of Iran. Another example is Uzbekistan attempting to join the Quadrilateral Traffic in Transit Agreement (QTTA)<sup>1</sup> to facilitate the passage of goods to Karachi and Gwadar ports.

An unprecedented scale of disruptions to operational connectivity of both passenger and freight transport was seen in 2020 because of the coronavirus disease (COVID-19) pandemic. With the aim of supporting member States in ensuring continuous transport operational connectivity, ESCAP developed a framework to support the socioeconomic response of Asia and the Pacific to the COVID-19 pandemic which identifies



for the Asia-Pacific region were 47.9% and 52.4%. However, the extent to which these LLDCs in the Asia-Pacific region trade with their PTA partners varies considerably.

The trend in PTA coverage of imports follows that of exports, particularly for countries on the higher end.

However, more interestingly, the LLDCs with the lowest PTA export shares, i.e. Azerbaijan, Kazakhstan and Turkmenistan, have PTA import shares over twice as large (40%-Pu5 ( 1-4 (.)-0.6 371(P)-n)-0.6g 8POJ10.t0.081 s,(v

## SECTION V: RECOMMENDATION

Asian LLDCs are recommended to accede to the Framework Agreement at the earliest to improve their connectivity in the region and beyond, and development partners are requested to extend their support to LLDCs in their accession to the Framework Agreement and implementation of cross-border paperless trade. To assist Asian LLDCs in their accession, ESCA3 (n)TJ0.002 Tc -0.002 T9



