

4.4 Identification, isolation and elimination major bottlenecks along international transport routes

21th Session of SPECA Thematic Working Group on Sustainable Transport , Transit and Connectivity

7-8 September 2016 –Ashgabat, Turkmenistan

Implementation of a United Nations Development Account Project on transport facilitation in Central Asia

- National Workshop on Facilitation of Border Crossing in International Transport at the request of the State Customs Committee (SCC) of Azerbaijan during 10-11 November 2015 in Baku, Azerbaijan.
- The Policy Dialogue on Strengthening Transport Connectivity in Southern and Central Asia was organized on 20-21 December 2015 in Tehran, Islamic Republic of Iran.
- The 2nd meeting of CAREC Railway Working Group was convened in Bangkok, on 18-19 April 2016.
- ESCAP and World Bank jointly organized a Workshop on Legal Instruments for Subregional Connectivity on 5 and 6 May 2016 in Bangkok.

Regional Strategic Framework for the Facilitation of International Road Transport

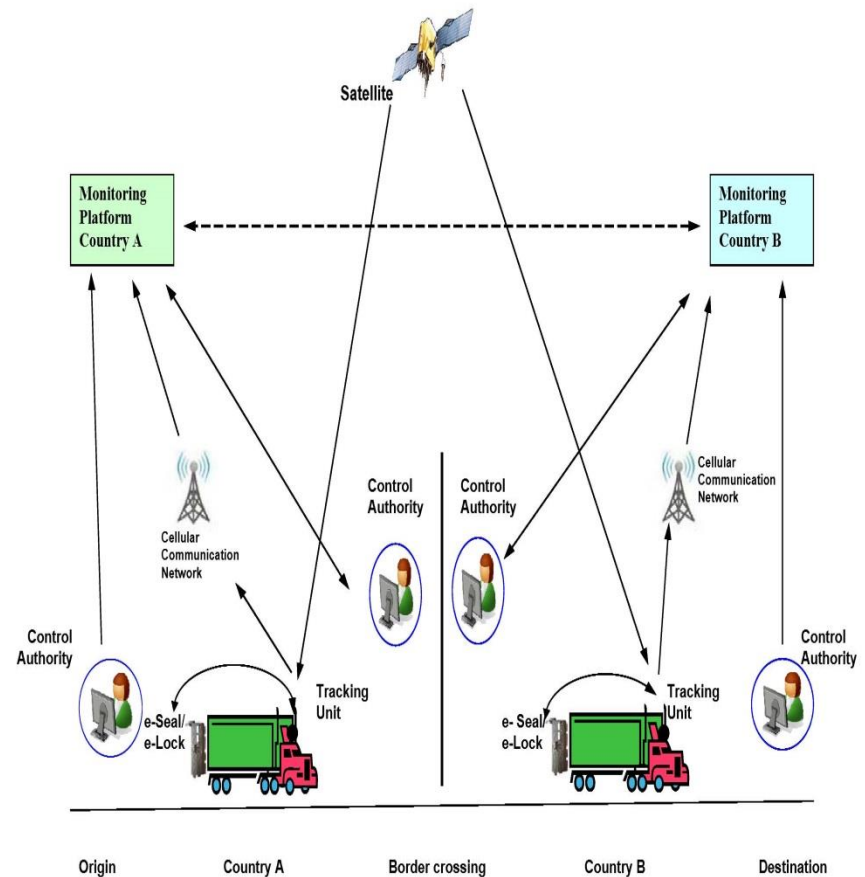
- ESCAP member states adopted the Regional Strategic Framework for the Facilitation of International Road Transport (RSF) to provide a strategic vision and common approach to address challenges to international road transport in the region.
- The RSF identifies six fundamental issues for the facilitation of international road transport and provides long-term targets along with the process to achieve them. It also provides for seven modalities for addressing the challenges to smooth and efficient transport by road in the region.
- The RSF serves as a primary policy document on transport facilitation initiatives for member countries and their development partners to increase coordination among different facilitation agreements, projects and measures and thereby increase the effectiveness of facilitation efforts.
- This will provide synergistic effect of facilitation measures benefiting member countries and their development partners.

Regional Cooperation Framework for the Facilitation of International Railway Transport

- ESCAP at its seventy-first session, held in Bangkok, Thailand from 25 to 29 May 2015, adopted the Regional Cooperation Framework for the Facilitation of International Railway Transport (RCF).
- RCF identifies four fundamental issues and eleven potential areas for cooperation to promote international railway transport aimed to:
 - Increase effectiveness of facilitation measures/projects
 - Increase coordination among different facilitation measures/projects
 - Avoid inconsistency in facilitation efforts
 - Avoid conflict between different facilitation agreements/measures
 - Provide direction of future possible development
 - Serve as reference and guide

Secure Cross-border Transport Model

- Provides concept for the cross border vehicle monitoring system is instrumented, interconnected and intelligent.
- Uses Satellite Positioning System, Cellular Communication System and RFID technologies.
- Will enhance confidence of control authorities.
- Detail technical design including Institutional arrangements required.



Efficient Cross-Border Transport Models

- Removal of non-physical barriers is a long term aim, keeping this in mind, the model provides for practical operational solutions
- Examines current options available for dealing with non-physical barriers: *Trailer swap, container swap, manual trans-loading and no trans-loading*
- Evaluates the options with respect to difficulty, cost, efficiency and reliability



Factor	Trailer Swap	Container swap	Manual transloading	No transloading
Difficulty	2	2.25	1.25	4.5
Cost	2.5	2.5	1.5	5
Efficiency	1	3	5	1
Reliability	1	2	3	1
Total	6.5	9.75	10.75	11.5

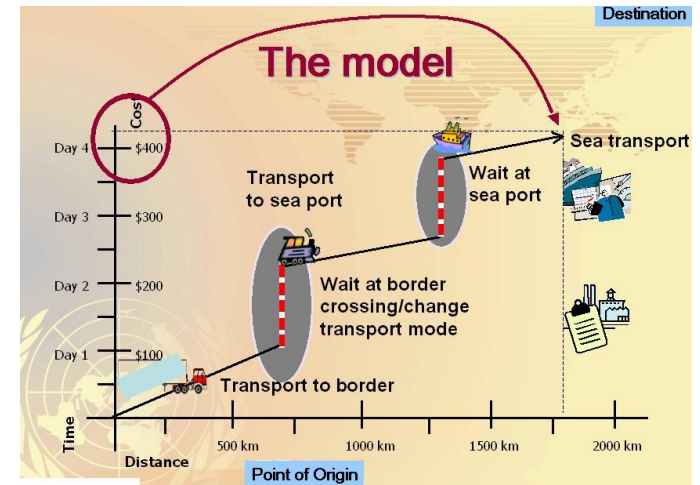
Model on Integrated Controls at Border Crossings



- Provides for efficient information flow and sharing among various agencies at border crossings by application of modern technologies
- Promotes optimum use of modern equipment by different agencies
- Multiple use of the inspection results at border crossing
- Help in streamlining and simplifying formalities and procedures for crossing border with re-aligned integrated scheme for a border crossing
- Prevents duplication by aligning the inspection schemes for different agencies at the same border crossing

Time/Cost-Distance Methodology

- Provides graphical representation of cost and time data associated with transport processes
- Can help identify inefficiencies and isolate bottlenecks along a particular route by looking at the cost and time characteristics of every section along a transport route
- Includes a detailed breakdown of cost and time spent
- Enables policy makers to compare the changes of cost and/or time required for transportation on a certain route over a period of time; and
- Helps evaluate competing modes of transport operating on the same route and assess alternative transport routes.



Draft Model Bilateral Agreement on International Road Transport

- The model bilateral agreement on international road transport has been elaborated on the basis of comparative studies of the existing bilateral agreements in Asia and the Pacific.
- Discussed at two Regional Meetings on Harmonization of Legal Instruments and Documentation for Cross-border and Transit Transport by Road - in Bangkok on 16-17 December 2015 and in Dushanbe on 25 to 26 May 2016.
- Proposes three options for traffic rights
 - Model 1: routes and permits
 - Model 2: permits for most types of operations
 - Model 3: permit exemption for occasional transport of passengers and for bilateral and transit transport of goods
- Maximum uniformity for other provisions.
- Will be submitted it for adoption at the Ministerial Conference on Transport to be held from 5 to 9 December 2016 in Moscow, Russian Federation.

Draft Model Subregional Agreement on International Road Transport

- The draft Model Subregional Agreement can be applied for drafting and negotiating new subregional agreements and for planning amendments to existing agreements.
- Covers all major issues which should be reflected in a subregional agreement.
- Serves:
 - as a useful tool for the establishment of legal regime favorable for development of international transport
 - for gradual harmonization towards a regional transport facilitation agreement and
 - as a template to follow while negotiating subregional agreements
- Discussed at the Regional Meeting held in Bangkok on 16-17 December 2015 and agreed to be submitted it for adoption at the Ministerial Conference on Transport to be held from 5 to 9 December 2016 in Moscow, Russian Federation.

Model Multilateral Road Freight Transport Permit

Challenges

- The level of harmonization of technical standards for vehicles or qualification standards for drivers is still low,
- Administrative/bureaucratic obstacles such as the lack of transport and transit rights.
- Trans-loading from vehicles of a foreign country to vehicles of the country of destination or transit at border posts of exit/entry.
- Transport permits (if any) are issued for one single trip along one designated route by one specified individual vehicle. As a consequence of these complex issues, long-term interests of trade and economic cooperation suffer.

Model Multilateral Road Freight Transport Permit

- The Regional Strategic Framework for the Facilitation of International Road Transport targets a wider application of multiple-entry transport permits valid for one year and multiple routes or road networks, issued to a carrier for any compliant vehicle in its fleet, used both for inter-state and transit transport operations.
- The Framework suggests that multilateral transport permits should be promoted for wider applications in parallel with bilateral transport permits.
- ESCAP developed a Model Multilateral Road Freight Transport Permit which is recommended at a moment when insufficient transport facilitation measures are still one of the most serious issues.

Model Multilateral Road Freight Transport Permit

The immediate benefits include:

- abandonment of existing inefficient trans-loading practices at border
- contributes equally to an uninterrupted and clear line of contractual responsibility for the final delivery of the cargo in time and in undamaged state.
- driver of the originally contracted carrier remains in full control from the point of loading to the point of unloading at final destination.
- transport security increases and the relationship of trust between business partners is considerably improved.
- enhanced access to international road freight transport markets along Asian Highway Network and beyond.
- impetus to vehicle fleet modernization,
- application of higher vehicle technical, environmental and safety standards,
- reduced exposure to border crossing bureaucracy and possible illegal activities (rent-seeking, bribes, etc.), and
- increased physical cargo security.

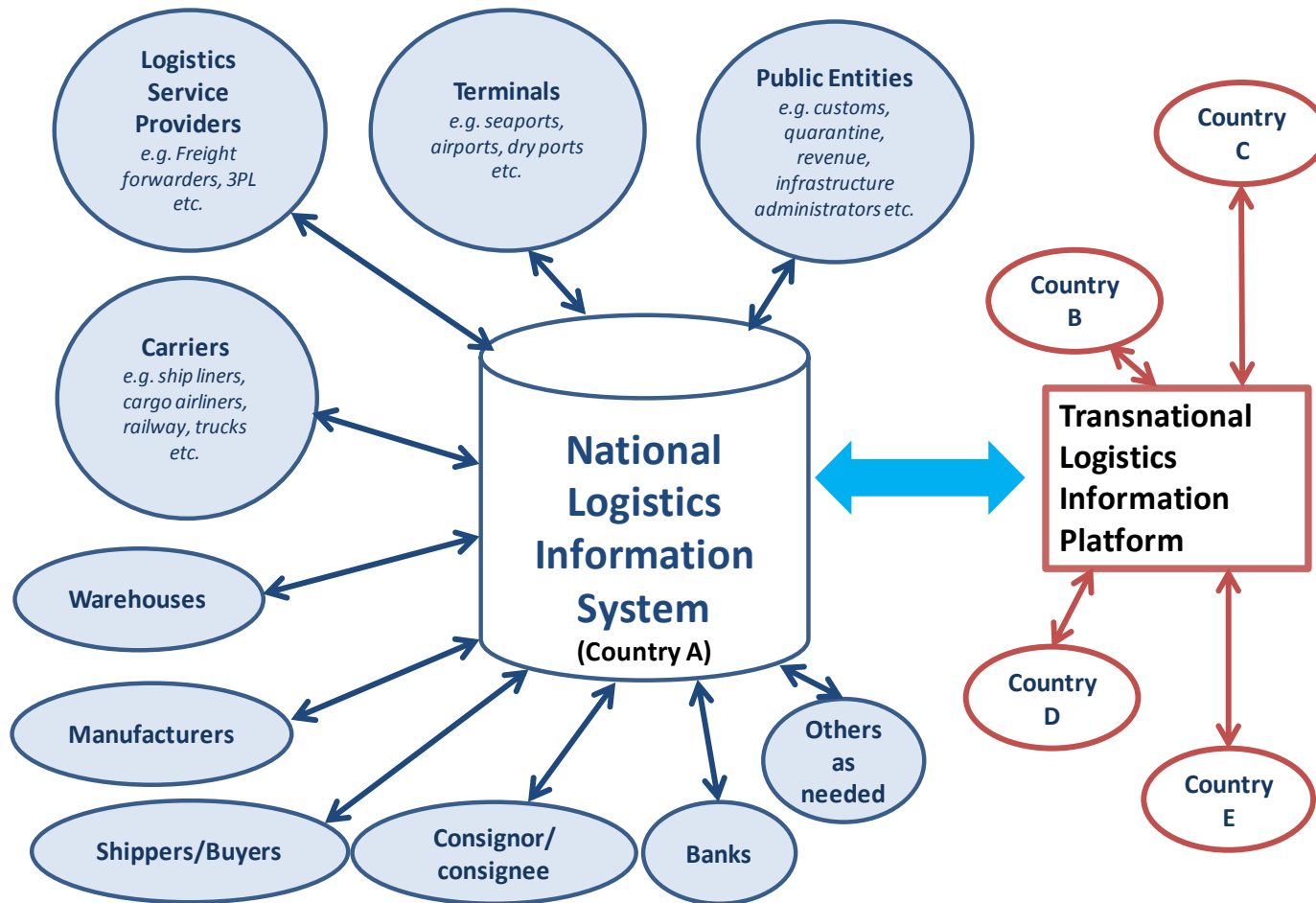
Model Multilateral Road Freight Transport Permit

- Governments will continue to keep full control of issuing permits to domestic and foreign transport operators; they have the right to carry out regular checks of permit use and apply specific disciplinary action against non-complying operators.
- In the first phase, until trust among partners and self-confidence are built, it may be a good solution to introduce multilateral single return trip permits in order to familiarize all stakeholders with the new conditions and requirements.
- The second phase of introduction of multilateral permits consists of introducing and exchanging permits valid for multiple trips. the permit could be applicable for transport of goods on prescribed routes for a limited, short period of time (for example six months) after its introduction, and cabotage would be prohibited.
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Logistics Information System

- A public platform that allows for harmonized and simplified information exchanges between transport and logistics service providers, relevant government agencies and private stakeholders at national and transnational level.
- B2B, B2G, G2G for all modes of transport
- Functions:
 - Data interchange: documents and messages transmissions etc.
 - Information queries: database on service providers, track and trace etc.
 - Information service: information on regulations, rules, vessels schedules, statistics etc.
 - Administrative service: payment of duties, import export clearance etc.
- Main benefits: transparency, traceability, efficiency, reduced cost
- Existing national and transnational systems in the ESCAP region: LOGINK, COLINS, NACCs, Port-MIS, TradeXChange, NEAL-NET etc.

Illustrative diagram of overall architecture of a Logistics Information System



Standardized national logistics information systems will allow for easy linkage to transnational logistics information platform(s)

Regional Study “The use of Logistics Information Systems for increased efficiency and effectiveness”

- The Study includes examples of existing national and transnational systems, national experiences, recommended data and other technical standards and the Standard Model of Logistics Information Systems.

General Recommendations

- To utilize logistics information technology systems or other ICT resources related to logistics services, in order to establish national logistics information systems as a public platform providing effective and efficient information services as well as future transnational interchange
- To establish a regional mechanism promoting cooperation among countries in the development of national logistics information systems; ideally include therein the coordination of standards and the development of cooperation through a legal framework
- To consider government investment or public-private partnerships to fund the development of logistics information systems
- To adopt the “Standard Model of Logistics Information Systems” in the development of national system.

Regional Study: The use of Logistics Information Systems for increased efficiency and effectiveness



Thank you!