



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

**Bekhzod Rakhmatov
Transport Division
ESCAP**

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Sustainable Transport , Transit and Connectivity**

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Third Session of the Ministerial Conference on Transport

1. Third Session of the Ministerial Conference on Transport was held on 5-9 December 2016 in Moscow, Russian Federation.
2. The Conference:
 - Exchanged views on emerging issues in developing sustainable transport connectivity, and discussed ways to make transport systems in the region integrated, safe, affordable, inclusive and environmentally sound.
 - Assessed implementation of the Regional Action Programme for Transport Development in Asia and the Pacific, phase II (2012-2016) and adopted Ministerial Declaration on Sustainable Transport Connectivity in Asia and the Pacific, including a Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017-2021)
 - Adopted the model bilateral agreement on international road transport, the model subregional agreement on transport facilitation, the model multilateral permit for international road transport and the standard model of logistics information systems.

Ministerial Declaration

- Adopted by the third Ministerial Conference on Transport (5-9 December 2016, Moscow)
- Endorsed by Resolution 73/4 (May 2017) on Implementation of the Ministerial Declaration on Sustainable Transport Connectivity in Asia and the Pacific,
- Includes the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017-2021)

Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific

- Includes seven thematic areas, immediate objectives in each area, outputs and indicators of achievement for the period 2017-2021:
 - Regional transport infrastructure connectivity
 - **Regional transport operational connectivity**
 - Euro-Asian transport connectivity
 - **Transport connectivity for least developed countries, landlocked developing countries and small island developing States**
 - Sustainable urban transport
 - Rural transport connectivity to wider networks
 - Improving road safety

Intergovernmental Agreement on International Road Transport Along the Asian Highway Network

1. During the Ministerial Conference, China, Mongolia and the Russian Federation signed the Intergovernmental Agreement on International Road Transport Along the Asian Highway Network.
2. First agreement to formalize the use of the Asian Highway for international road transport operations.
3. Enhances transport connectivity between the Russian Federation and China through the central and western parts of Mongolia, and provides sea access to landlocked Mongolia.
4. Under the agreement, each party will grant carriers of the other two parties the rights to undertake international road transport on their respective national territories along Asian Highway routes 3 and 4.
5. Will be open for accession by other Asian Highway Network member countries to further enhance regional connectivity.

Cross-border railway transport

1. SPECA countries are making efforts to improve railway transport and numerous projects are underway to provide connectivity between Asia and Europe through Central Asia and the South Caucasus. However, challenges persist, many related to the complexity of formalities and procedures.
2. ESCAP project on the harmonization of rules and regulations for the facilitation of international railway transport. The project aims to develop (a) commonly agreed technical standards and harmonized operational procedures for efficient international railway transport and (b) a model/manual of railway border crossings practices to reduce time for regulatory controls for international railway transport operations.
3. Technical and operational interoperability of railways is not clear and there appears to be a divergence in various technical standards and operational procedures
4. Critically important to increase the reliability and predictability of freight train services. Railway border crossing procedures need to be streamlined to reduce administrative burdens and delays.
5. ESCAP is also undertaking a study on railway border crossings to enhance understanding of the processes involved with a view to suggesting streamlining of procedures.

ESCAP activities for cross-border transport facilitation

1. Regional Meeting on Handbook for Cross-Border Transport along the Asian Highway, Multilateral Permit System and International Road Organization 23-24 June 2017 in Bangkok, Thailand
2. Reviewed the Handbook on Cross-Border Transport along the Asian Highway and a set of cross-border road transport performance indicators developed under the project “Enhancing Efficiency and Effectiveness of Cross-Border Transport on the Asian Highway Network”.
3. Discussed current challenges related to road transport permits and traffic rights, and explored opportunities for launching a multilateral permit system for international road transport in the region.
4. Discussed a recent study report on the establishment of an International Road Organization to help ensure safe, efficient, affordable and environmentally sound use of road for sustainable development

ESCAP activities for cross-border transport facilitation (cont'd)

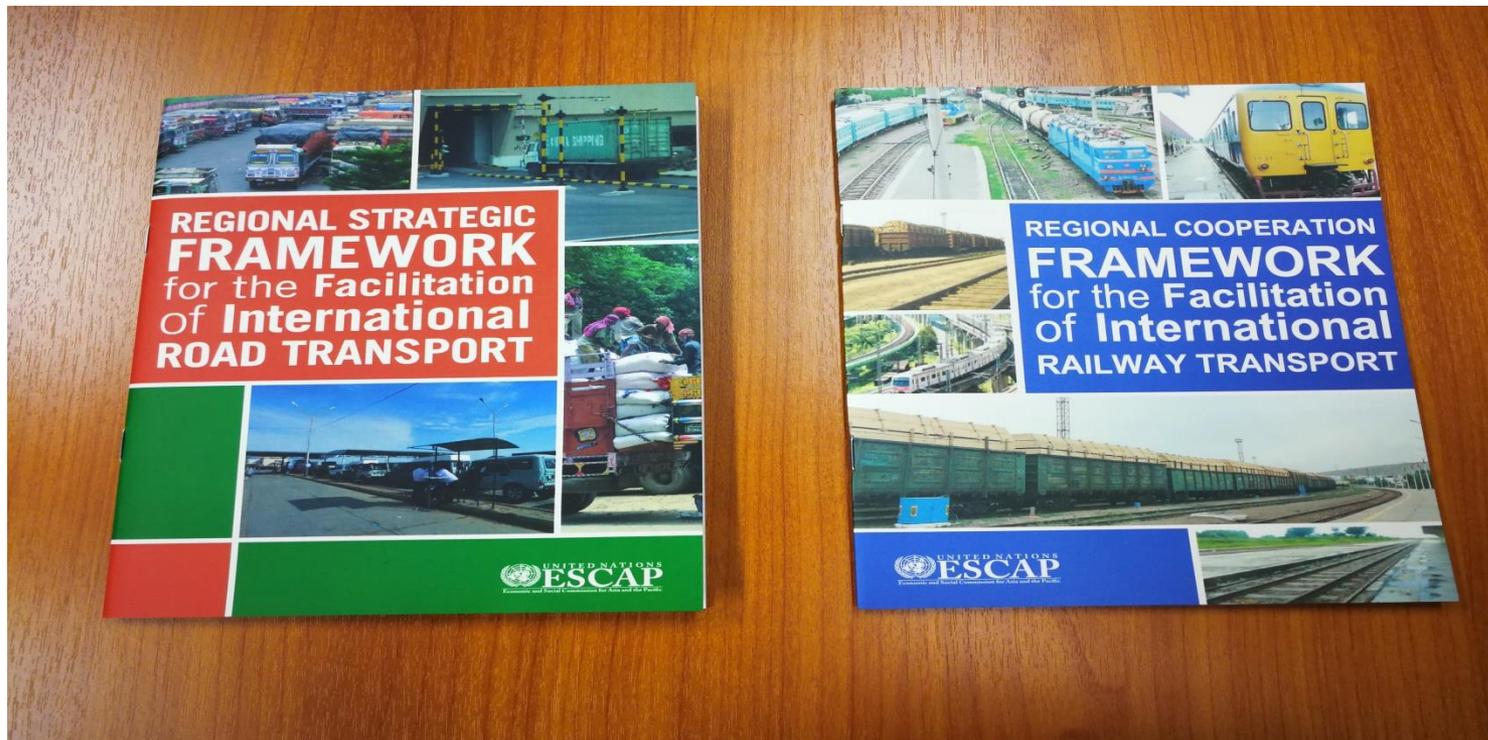
1. A study under the project “Comprehensive planning of Eurasian Transport Corridors”.
2. Expert Group Meetings in Beijing, China on 5-6 July 2017 and in Istanbul, Turkey on 20-21 September 2017
 - First meeting was organized to share preliminary findings of the study and review the quality of existing infrastructure network along major corridors; identify major economic centers along the corridors as well as short-term and long-term national transport development plans and strategies; share experience in methodologies for investment prioritization of transport related projects; and assess operational status along the corridors.
 - Second meeting was organized to share findings of the study on infrastructure network and the operationalization of the Eurasian Central Transport Corridor connecting Asia and Europe; share initial assessment of the operational status along the selected corridor, including border-crossing issues; identify remaining infrastructure gaps and facilitation challenges along the corridor and national/transnational initiatives to mitigate the challenges; consider requirements for setting up institutional mechanisms for the effective operationalization of the corridor.

ESCAP activities for cross-border transport facilitation (cont'd)

1. Subregional Meeting on Rail-based Intermodal Transport in Northeast and Central Asia from 18 to 19 September 2017 in Bangkok, Thailand under a project “Development of seamless rail-based intermodal transport services in Northeast and Central Asia for enhancing Euro-Asian transport linkages”.
2. Study reports on “Documentation and Procedures for the Development of Seamless Rail-Based Intermodal Transport Services in Northeast and Central Asia” and on “Information Technology for Seamless Rail-Based Intermodal Transport Services in Northeast and Central Asia to Enhance Euro-Asian Transport Linkages”.
3. The meeting summarized the project, presented the final recommendations of the studies, discussed intermodal transport operations from the perspectives of governments, research institutes and private sector, and identified further steps towards streamlining rail-based intermodal transport operations in Northeast and Central Asia.

ESCAP Transport Facilitation Tools

- Two Regional Frameworks
 - Regional Strategic Framework for the Facilitation of International Road Transport (2012);
 - Regional Cooperation Framework for Facilitation of International Railway Transport (2015).



ESCAP Transport Facilitation Frameworks

Regional Strategic Framework for the Facilitation of International Road Transport (2012)	Regional Cooperation Framework for Facilitation of International Railway Transport (2015)
<p>Common fundamental elements</p> <ol style="list-style-type: none"> 1. Road transport permits & traffic rights 2. Visas for professional drivers & crews 3. Temporary importation of road vehicles 4. Insurance of vehicles 5. Vehicle weights & dimensions 6. Vehicle registration & inspection certificates <p>Key modalities for facilitation</p> <ol style="list-style-type: none"> 1. Building an effective legal regime 2. Wider application of new technologies 3. Development of professional training 4. Establishment/strengthening of national coordination mechanisms 5. Promotion of joint control at border crossings 6. Promotion of economic zones at border crossings, dry ports and logistics centres 7. Further application of facilitation tools 	<p>Four fundamental issues</p> <ol style="list-style-type: none"> 1. Standards for railway infrastructure, facilities and equipment 2. Break-of-gauge 3. Different legal regimes for railway transport contracts 4. Coordination of regulatory controls and inspections at border-interchange stations <p>Areas for cooperation among the member countries for the facilitation of international railway transport</p> <ol style="list-style-type: none"> 1. Participate in international railway organizations 2. Formulate subregional and bilateral agreement 3. Collaborate to standardize cross-border railway operations 4. Use of advance passenger/cargo information systems 5. Arrangement for exchange of wagons 6. Use of new technologies in train operations as well as in container tracking 7. Develop human resources for cross-border railway operations 8. Establish logistics centres/dry ports and maintenance hubs at or near the border interchange stations 9. Simplify intermodal interface of railway with other modes of transport 10. Promote and encourage corridor approach in facilitation of international railway transport 11. Work towards paperless railway freight transport

Model Subregional Agreement on International Road Transport

1. Elaborated on the basis of comparative studies between major sub-regional agreements on transport facilitation.
2. Intended to serve as a common framework for agreements on transport facilitation.
3. Can be used for drafting and negotiating new agreements and bringing amendments to existing ones, which will help to expedite the negotiation process of a subregional agreement and to facilitate its subsequent practical implementation.
4. Provides a checklist of issues typically addressed in sub-regional agreements on transport facilitation. The focus of the model has been on international road transport; hence is related to a large extent to road transport.
5. Proposes a structure and a brief description of the main elements and specific substantive issues that would be covered by a sub-regional agreement but does not contain uniform wording to be used for all issues.
6. Includes a list of recommendations for issues to be settled through additional sub-regional agreements, due to their complexity or specific nature.

Model Bilateral Agreement on International Road Transport

1. Elaborated based on comparative studies of existing bilateral agreements concluded between the countries of the Asia-Pacific region.
2. Proposes ways to harmonize the provisions of existing bilateral agreements which ESCAP member States could follow while negotiating new bilateral agreements or amending the existing ones.
3. Proposes three options for traffic rights
 - **Option 1:** Designated routes, border crossings and permits
 - **Option 2:** No designated routes and border crossings, permits with quotas in respect of most types of international transport operations
 - **Option 3:** Permit-free legal regime for occasional transport of passengers and for bilateral and transit transport of goods
4. The wording of other provisions of the Model is uniform in all the three options, to provide the countries with a reference guide that could be followed during negotiations of new bilateral agreements.

Model Multilateral Permit for International Road Transport

1. Recommended at a time when insufficient transport facilitation measures are still a serious issue in the region.
2. Helps to eliminate the existing inefficient trans-loading practices at borders, which currently increases transport and logistics costs. Transport operations would be accomplished directly which would contribute equally to an
3. Uninterrupted and clear line of contractual responsibility for the final delivery of the cargo in time and in an undamaged state.
4. Full control from the point of loading to the point of unloading at final destination.

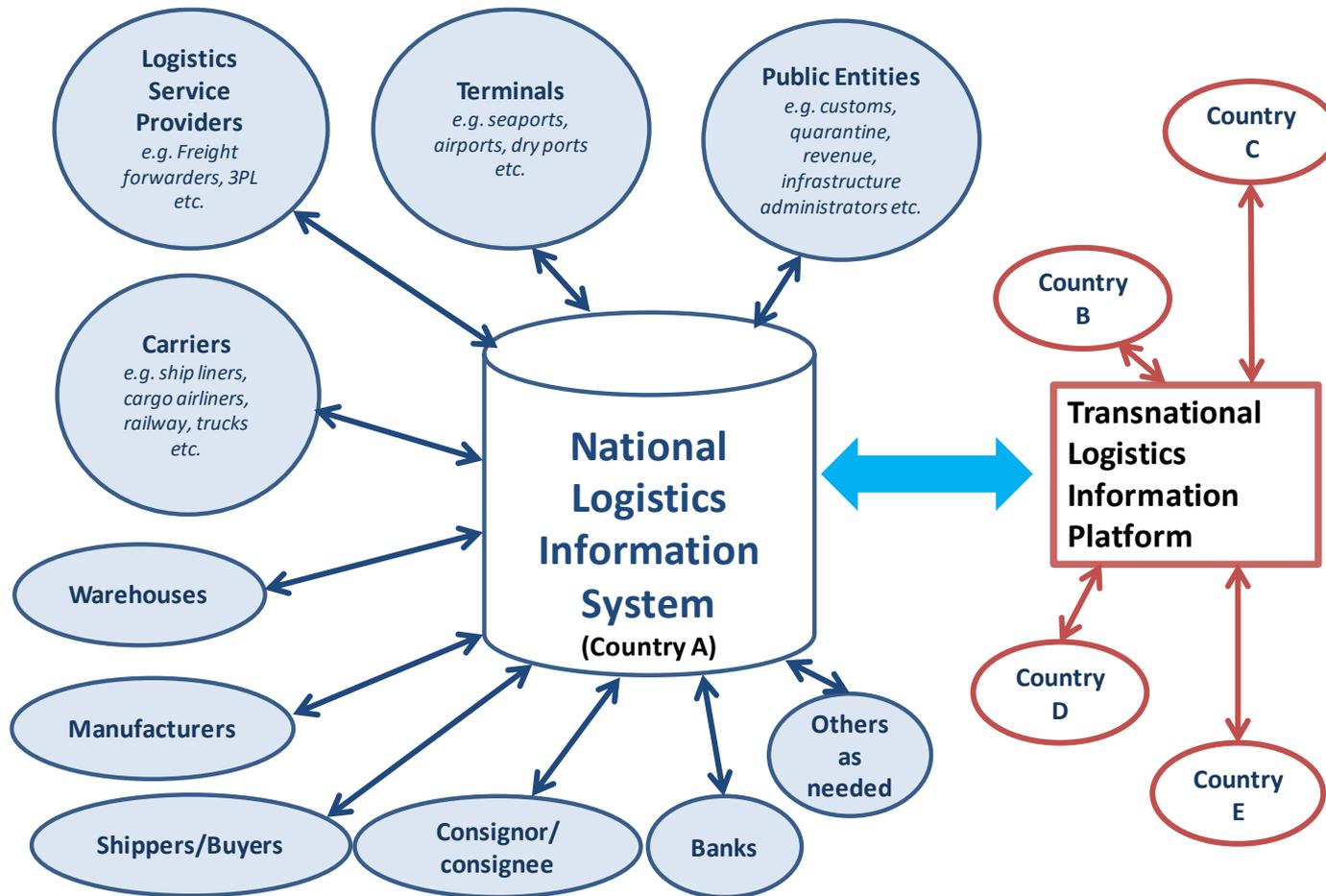
Model Multilateral Permit for International Road Transport

1. Creates a virtuous circle: solving the traffic rights problems translates into enhanced access to international road freight transport markets along the Asian Highway Network and beyond. Permits as transport facilitation measures may
2. Gives impetus to vehicle fleet modernization, improved 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.
3. Full control by the governments of issuing permits to domestic and foreign transport operators.

Standard Model of Logistics Information Systems

- Provides a comprehensive list of relevant technical standards, proposes common technical standards for the establishment of logistics information systems that would enhance operational connectivity across the ESCAP region, and outlines practical guidance in the overall architecture of logistics information systems.
- Developed as part of the “Regional Study: The use of Logistics Information Systems for increased efficiency and effectiveness” which aimed at promoting good practices on the use of logistics information systems and to support capacity building in member countries to increase the efficiency and effectiveness in the movement of goods.
- The study reviews the technical aspects of selected existing national and transnational logistics information systems and identifies good practices, proposes a Standard Model of Logistics Information Systems and provides recommendations on technical standards in the establishment and operation of such systems.

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

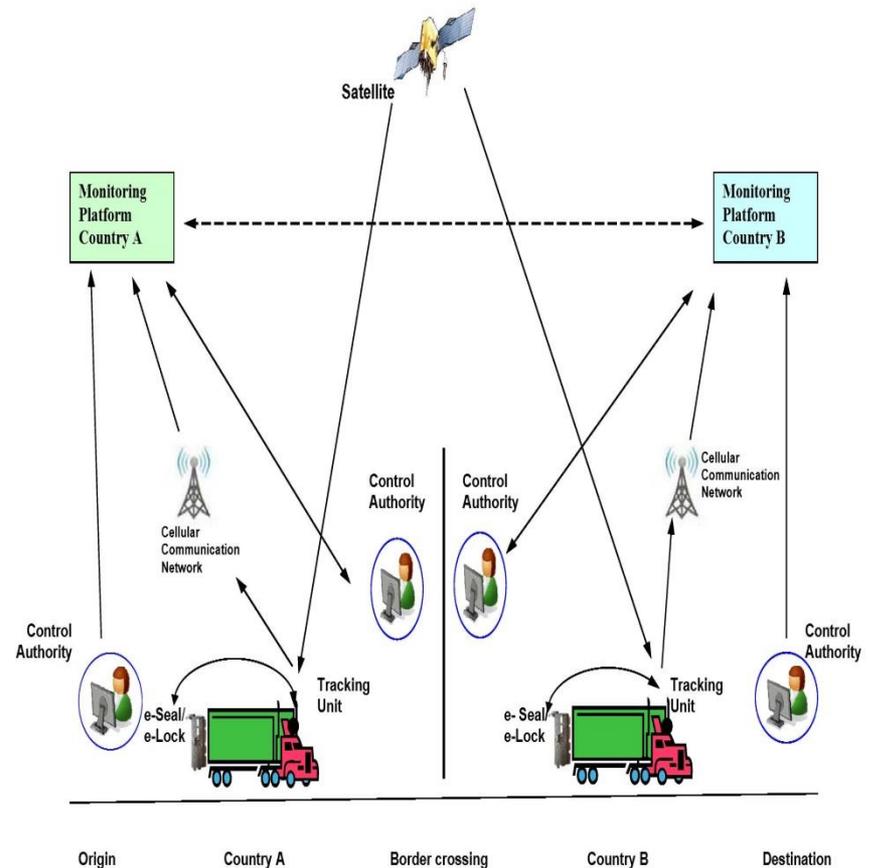
- To utilize logistics information technology systems or other ICT resources related to logistics services, in order to establish national logistics information systems as a public platform providing effective and efficient information services as well as future transnational interchange
- To establish 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



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

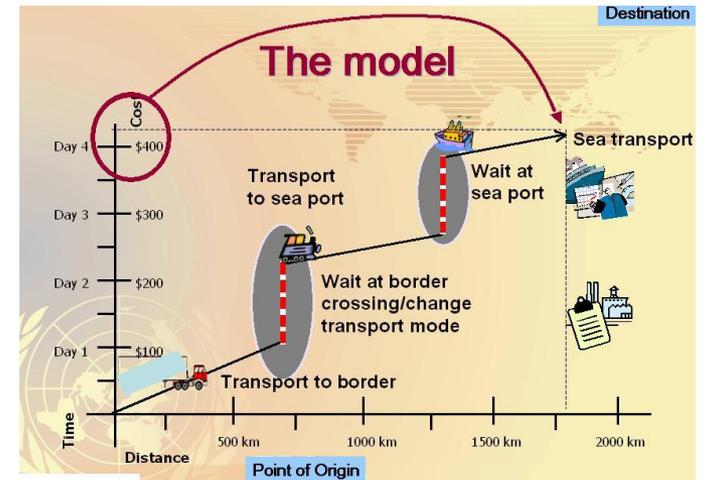
Model on Integrated Controls at Border Crossings



- 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.



Thank you!

Email: rakhmatov@un.org