



# Economic and Social Council

Distr.: General  
17 August 2020  
English  
Original: Russian

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Intermodal Transport and Logistics

##### Sixty-third session

Geneva, 28–30 October 2020

Item 5 (b) of the provisional agenda

#### Policies and measures in support of intermodal transport:

#### National policy measures to promote intermodal transport

## Updated information on measures to promote intermodal transport

Transmitted by the Governments of Belarus and the Russian Federation\*

### I. Introduction

This document contains information on measures to promote intermodal transport received through the questionnaire on the promotion of intermodal transport submitted by the Governments of Belarus in 2019 and the Russian Federation in 2020 respectively.

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\* The present document contains the text submitted to the secretariat reproduced without any changes.



## II. Proposed updates\*\*

<i>Objectives and issues</i>	<i>Explanations</i>	<i>Comments</i>
	<b>Belarus</b>	<b>Russian Federation</b>
1. <b>Importance of intermodal transport in national transport policy</b>	Since Belarus exports large volumes of mineral fertilizers and industrial products by rail and then by sea, intermodal transportation is important for the country's economy.	<p>The development of intermodal transport is one of the important areas of the transport policy of Russia, which is set out in the Transport Strategy of the Russian Federation for the period up to 2030 (approved by order of the Government of the Russian Federation, as amended by the Government order No. 1032-r of 11 June 2014).</p> <p>Goal 1: The transport strategy to establish a single Russian transport area based on balanced rapid development of effective transport infrastructure provides for the development of infrastructure of the different modes of transport involved in intermodal transport.</p> <p>Goal 2: The transport strategy to ensure the availability, volume, competitiveness and quality of transport services for cargo interests with a view to meeting the need for innovation-based development of the country's economy provides for the development of intermodal freight transport technologies.</p> <p>Goal 4: The transport strategy for integration into the international transport network and the realization of the country's transport potential is aimed at developing intermodal transport in international service. As part of the Transport Strategy of the Russian Federation for the period up to 2030, the Federal Act on Combined Freight Transport was adopted.</p>
2. <b>National and international bodies</b>		
2.1 Take measures to improve national policy coordination (environment, land use, transport)	Insufficient attention is paid to the impact of transport on the environment in Belarus. Nevertheless, there is a State Programme on Environmental Protection and Sustainable Natural Resource Use for the period 2016–2020.	As part of the implementation of the Comprehensive Plan for the Modernization and Expansion of Main Infrastructure for the period up to 2024, work is being done to create a network of transport and logistics centres in the Russian Federation for coordinating the plans of various government agencies and business entities in the Russian Federation on logistics development, including intermodal transport (wholesale and distribution centres of the Ministry of Agriculture, logistic centres of the Russian Post, terminal and logistic complexes of Russian Railways etc.).

\*\* For a detailed description of the issues and objectives covered in the ECMT Consolidated Resolution, see document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the resolution have been consolidated by the secretariat, as appropriate (for example, the issues of “fair competition” and “transparent and competitive pricing” that are mentioned in various paragraphs of the ECMT resolution).

<i>Objectives and issues</i>	<i>Explanations</i>	<i>Comments</i>
<p>2.2 Take measures to improve international policy coordination (environment, land use, transport)</p>	<p><b>Belarus</b></p> <p>Belarus seeks to support activities to coordinate international policies on environmental protection, land use and transport.</p>	<p><b>Russian Federation</b></p> <p>Work to coordinate international policy in the field of international intermodal transport is carried out within the framework of OSJD, the ECE Inland Transport Committee, the Coordinating Council on Trans-Siberian Railway Transport and the International Union of Railways (UIC).</p>
<p>3. <b>Costs and prices</b></p>		
<p>3.1 Establish fair competition between modes of transport</p>	<p>Certain measures are being taken to facilitate fair competition between the modes of transport in Belarus. However, the effectiveness of such measures is low given that rail transport, as well as air transport, is a monopoly.</p>	<p>The objectives of the Transport Strategy of the Russian Federation for the period up to 2030 in achieving Goal 2, “Ensure the availability, volume, competitiveness and quality of transport services for cargo interests to meet the needs for innovation-based development of the country’s economy” are as follows:</p> <p>2.1. Development of a transport services market model to meet the needs of all economic sectors.</p> <p>2.2. Promotion of structural modernization of transport systems to ensure the quality of transport services. Creation of national and international transport companies that are competitive with global companies. Improvement of procedures for freight transport clearance.</p> <p>2.3. Attainment of the latest world standards of service speeds for the movement of goods and reliability of their delivery from door to door (reduction in distribution costs, in terms of large inventories and significant amounts of credit for goods in transit and in storage).</p> <p>2.4. Reduction in cargo handling time in the terminal network, including at sea ports and State border crossing points, to the latest world standards.</p> <p>2.5. Promotion of the use of innovative logistic goods transport technologies and development of freight technologies (including the use of logistics hubs).</p> <p>2.6. Development of freight forwarding services and a system of transport operators.</p> <p>2.7. Development of a system of related services.</p> <p>2.8. Expansion of the use of container transport technologies, including for regional and interregional transport, by small and medium-sized businesses.</p>

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3.2 Develop cheaper and more efficient interfaces between modes of transport	Following an overhaul, the railway logistics centre in Kolyadichi came on the Belarusian transport services market as a dry port. Railway trans-shipment centres in Brest and Hrodna are also important.	<p>2.9. Promotion of the development of rail freight hubs, providing the established criteria for the quantity and quality of transport services at the level necessary for the implementation of the strategy.</p> <p>2.10. Development and experimental testing of highly efficient freight transport technologies that provide quality criteria for a whole range of transport services and increase the productivity of the transport system.</p> <p>2.11. Use of modern information and telecommunication technologies to ensure the quality of transport services.</p> <p>Within the framework of the Transport Strategy of the Russian Federation until 2030, comprehensive projects for the development of transport hubs and transport control centres that ensure the operation of transport corridors are being implemented.</p> <p>A new type of transport infrastructure is being created: integrated warehousing and goods transport complexes, which form a unified system for cooperation, including cargo interests.</p> <p>See also comment on question 2.1.</p>
<b>4. Networks, terminals and logistics centres</b>		
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Belarus acceded to the European Agreement on Main Inland Waterways of International Importance pursuant to Presidential Decree No. 133 of 28 February 2008.	<p>The Russian Federation advocates the creation of international standards and recommended practices in the field of international intermodal transport and logistics, including on the basis of:</p> <ul style="list-style-type: none"> <li>• European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)</li> <li>• Intergovernmental Agreement on Dry Ports, adopted in the framework of ESCAP</li> <li>• Customs Convention on Containers of 1972</li> <li>• Convention on Customs Treatment of Pool Containers Used in International Transport</li> </ul>

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<p>4.2 Integrate terminal planning into national, regional or cross-border transport and land use</p>	<p><b>Belarus</b></p> <p>An example of integration is the creation of the Great Stone Industrial Park near Minsk.</p>	<p><b>Russian Federation</b></p> <p>The development of technical support and transport sector technologies in order to achieve the general economic, social and general transport targets under the Transport Strategy entails creating a single, balanced infrastructure that is technically compatible and technologically integrated with all modes of transport and cargo interests with a view to ensuring the necessary quantity and quality of transport services, in the fields of both freight and passenger transport.</p> <p>The main objectives in this area are:</p> <ul style="list-style-type: none"> <li>• Development of rail freight hubs comparable in technical and economic terms with the latest world standards, including modern well wagons for container transport</li> <li>• Development of systems providing fast and high-speed transport of goods</li> <li>• Expansion of the use of container transport technologies, including for regional and interregional transport, by small and medium-sized businesses</li> <li>• Creation of an integrated system of logistics hubs in the country as the basis for the formation of a modern distribution network</li> <li>• Creation of an interconnected integrated system of freight transport technology infrastructure for all modes of transport and cargo interests, ensuring the quantity and quality of transport services</li> <li>• Development and experimental testing of highly efficient freight transport technologies that provide quality criteria for a whole range of transport services and increase the productivity of the transport system</li> <li>• Promotion of the use of innovative logistic goods transport technologies and development of freight technologies (including the use of logistics hubs)</li> <li>• Development of innovative technologies for the construction, reconstruction and maintenance of transport infrastructure</li> </ul>

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4.3 Take administrative measures to improve terminal access	Such work is carried out by local authorities and State unitary enterprises. One such enterprise is the logistics service Beltamozhservis.	In the Russian Federation, there are no restrictions on user access to terminals or transport and logistics centres.
4.4 Take administrative measures to improve terminal operations and facilities	Such work is carried out by national unitary enterprises and owners of terminals, for example Beltamozhservis, Belmagistralavtotrans open joint-stock company and the Belintertrans Transport and Logistics Centre of Belarusian Railways.	There are no restrictions on equipment and facilities for terminals and transport and logistics centres in the Russian Federation.
<b>5. Interoperability</b>		
5.1 Ensure compatibility of railway information and signalling systems	The issue is unclear.	<p>One of the priority areas of work related to improving the information and information management system is the introduction of satellite technologies. At the same time, “satellite technologies” means an interconnected system of modern technological solutions, which includes global navigation systems for remote sensing of the Earth using various optoelectronic, radar and laser imaging systems and modern satellite digital communication systems.</p> <p>There are plans to fully equip Russian rail transport with satellite navigation systems integrated into a single grid reference system.</p>
5.2 Introduce electronic information systems	Systems for electronic declarations and advance information on rail and road transport have been introduced as has an electronic data interchange system in document management in rail and other transport.	An important area of development in information and telecommunication technologies in transport is providing vehicles, facilities and systems with GLONASS or GLONASS/GPS satellite navigation equipment, including aircraft of state, civil and experimental aviation, seagoing and inland river and combined sea-river vessels, road and rail vehicles used for the transport of passengers and special and dangerous goods and others.
5.3 Other Measures		
<b>6. Financial and fiscal support measures</b>		
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	Important facilities for various sectors of the economy receive considerable financial support from the State. Often	

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6.2 Financial support for operations (specific, initial operations, etc.)	such facilities are created entirely with public funding. Initial operations to establish logistics centres were publicly funded.	
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	The state has established tax incentives for the residents of the Great Stone Industrial Park: they are exempt from all taxes for the first 10 years and pay taxes at a reduced rate of 50% for the subsequent 10 years.	
<b>7. Regulatory support measures</b>		
7.1 Exemption from restrictions and traffic bans	There are no exemptions from restrictions and traffic bans.	
7.2 Liberalization of initial and terminal hauls	There is no liberalization of initial and terminal hauls.	
7.3 Higher weight limits for road vehicles transporting intermodal loading units	There are no higher weight limits for intermodal loads.	
7.4 Facilitation of documentary controls	There are no difficulties with documentary controls.	
7.5 Bonus systems for using intermodal transport	There are no bonus systems for using intermodal transport.	
7.6 Strict enforcement of road haulage regulations	Carriers must strictly observe road haulage regulations.	
7.7 Other regulatory support measures	There are various regulatory documents of the Ministry of Transport and Communications, the Council of Ministers, the Ministry of Internal Affairs and the Ministry for Emergency Response.	To minimize the adverse effects of transport on the environment and the resulting damage, it is necessary to: <ul style="list-style-type: none"> <li>• Reduce its impact on air, water and human health by using more environmentally friendly modes of transport</li> <li>• Expand the use of fuel-efficient vehicles up to the latest world standards</li> </ul>

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8. <b>Transport operations</b>		<ul style="list-style-type: none"> <li>• Promote the use of vehicles operating on alternative (non-fossil) fuel and energy sources</li> </ul>
8.1 Liberalize access to the rail networks	Access to rail transport is the same for all carriers.	
8.2 Liberalize access to inland water transport	Access to inland water transport is the same for all carriers.	
9. <b>Market monitoring</b>		
9.1 Ensure availability of coherent and reliable data	Coherent and reliable data in the transport of goods are determined by national and international regulations.	<p>A single automated information analysis transport management system is to ensure that information analysis is provided for all of the above-mentioned activities and functions. With the growing scale and complexity of the challenges facing the industry, improving management efficiency requires the use of modern information and telecommunication technologies. Increasing the manageability and verifiability of transport development requires fundamental improvements in information support and the level of automation in the transport management system, above all at the level of transport management bodies. The single automated information analysis transport management system should help to increase the quantity and quality of analytics for balanced development of efficient transport infrastructure, control over the development of a competitive market for transport services and their quality, the development of transport service export and fulfilment of transit potential, an increase in programme and project management effectiveness, a lowering of the cost of cooperation between transport management bodies and organizations involved in transport and also monitoring of the safety and sustainability of the transport system and emergency and crisis management.</p>

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9.2 Establish inventories of bottlenecks	The transport services market is regularly monitored and appropriate measures to overcome bottlenecks are taken accordingly.	Simulations are carried out to test investment projects for the development of transport infrastructure, particularly large-scale transport hub development projects, including: developing methodologies for conducting simulations; creating simulation systems that allow for various modes of transport to be simulated; developing detailed models of projected transport systems; developing dynamic simulation models of transport flows to assess the efficiency of transport infrastructure development options; conducting a comprehensive study of models of the functioning of projected transport facilities, including throughput, bottlenecks and performance indicators; and developing proposals for updating projects on the basis of simulations.
9.3 Establish short-sea shipping information offices	As the country is landlocked, no such special offices have been established. However, there are many private organizations that organize transport by sea, including short-sea shipping.	
<b>10. Foster innovations in intermodal transport chains</b>	It is difficult to provide examples.	<p>Among the priorities for research development is the re-establishment of the system of research organizations (or their specialized branches) whose work is focused on the prospects for the development of the country's transport system and the collection, examination, certification and introduction of the most innovative solutions in advancing the transport system.</p> <p>The development of an effective State system of long-term planning requires the creation of a system of innovative research centres in each of the transport subsectors of existing sectoral research institutes. In addition, a general transport centre for innovation, research and implementation should be developed with regional branches that ensure the full development of transport as a single system and the technological, economic, legal and organizational interconnections between related modes of transport.</p>
<b>11. Operators in intermodal transport chains</b>		
11.1 Promote cooperation and partnership agreements	Organizations themselves have an interest in entering into cooperation and partnership agreements. At the same time, the State promotes export activities.	The railways of Germany, Belarus, Poland, Russia, Kazakhstan, Mongolia and China have concluded and are implementing a multilateral agreement to deepen cooperation in organizing container trains in service between China and Europe.

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11.2 Promote use of intermodal transport for the transport of dangerous goods	The use of intermodal transport for the transport of dangerous goods is dependent on transport technology. Such transport is not promoted.	
11.3 Promote use of international pools of rail wagons	The United Transport and Logistics Company (Russian Federation, Kazakhstan, Belarus) has been established and operates the wagon fleet of the participating countries.	Work on the joint use of the wagon fleet is carried out in accordance with the OSJD Agreement on the Rules for the Use of Wagons and also within the framework of the Railway Transport Council of the CIS member states, the Baltic countries and Finland.
11.4 Promote operation of rail block trains between terminals	There are 21 specialized container trains that cross Belarus.	
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Belarus promotes the use of the system of electronic declarations and advance information in rail and road transport and of the EDI system in the electronic document flow in rail transport as well as tracking transit transport movements and dangerous goods within the country.	The Russian Railways open joint-stock company has introduced a system of electronic seals and marks to track the location of goods and vehicles in transit. Experiments on the use of electronic navigation seals are being carried out on motor vehicles.