XV. LOGISTICS AND MULTIMODAL TRANSPORT

A. Framework for the optimal integration of different transport modes

The European Common Transport Policy has as one of its main objectives the development of “Intermodal Freight Transport, that is, an optimal integration of different transport modes enabling an efficient and cost-effective use of the transport system through seamless, customer-oriented door-to-door services, whilst favouring competition between transport operators.” Effectively, such a policy would give transport users maximum flexibility to decide for themselves on the optimum use of the different modes. The contribution of policy would then be merely to establish the regulatory and economic pricing environment that would influence these decisions (largely by governing the level of competition between operators within the same mode).

While this would also seem to be a desirable policy to be implemented by the governments of the ESCAP region, the region does not have the benefit of the level of integration of markets enjoyed by the European Union. As a result, the problems associated with promoting complementarity between transport modes within the region tend to be complex and pervasive.

Nevertheless, it is possible to identify a list of the most serious of these problems and to suggest possible measures to resolve them. The list crosses the boundary of responsibility between transport policy and administrative organisations on the one hand, and customs and immigration authorities on the other. The effective resolution of many of the problems identified will therefore require coordinated actions by both groups. Included in the list of generic problems requiring resolution are the following items (which are not necessarily listed in any priority order):

a) Excessive dwell times for containers and cargo, both within ports and at inland border checkpoints, resulting either from slow customs inspection, slow document transmission, intermodal transfer delays, operational delays, or all four;

b) Congestion of the land transport accesses to ports, resulting from retention in ports of certain container handling/processing activities, such as container stuffing/stripping and customs inspection;

c) Poor rail (and sometimes road) access to ports, often resulting in extra container or cargo handling;

d) Poor coordination of rail and road loading/unloading activities in ports;

e) Institutional blockages to the free flow of transit vehicles and cargo in the hinterland (for example, between borders);

f) Incompatible customs and immigration procedures on either side of land borders;


g) Inefficient and costly methods for transhipping containers or cargoes between different railway gauges;

h) Lack of a single transport authority document for door-to-door consignments involving more than one mode; and

i) A fragmented approach to railway tariff-setting in international transport corridors, putting rail at a competitive disadvantage with other transport modes and encouraging the use of less efficient modes.

There is also evidence that, while the provision of integrated logistics is generally a new concept in Asia, Governments have been focusing on improving the management and efficiency of the transport sector.

B. Governments and industry

Governments are now recognising the value of integrated logistics to domestic companies in improving their profit performance. It is recognized that in utilising logistics to create value, domestic firms will also improve their international competitiveness. This is critical to underpinning a country’s planned future economic growth.

One example of this increasing importance is from China, where a China Daily article of 6 June 2000 reported a government official as stating that China’s logistics industry had not kept pace with the country’s rapid economic development and the shift to a market economy. The article stressed the importance of a rapid development of the logistics industry to improve the quality and structure of the national economy. It put forward the view that the development of the logistics industry was necessary to meet the expected demands of growth in international trade expected from China’s entry to the World Trade Organization.

Similar concerns exist in Viet Nam: “Seamless transport services at reasonable cost to make the transport sector more competitive have become an increasingly critical objective, both for international and interprovincial transport of goods. The multimodal transport concept is being recognized as important in Viet Nam but services are still very much constrained due to various factors such as lack of guaranteed scheduled services, lack of cargo information systems, lack of modern cargo handling methods, poor access links to ports and restrictions on truck movements through cities and over weak bridges”.155

There is also recognition of the emergence of e-commerce, which is expected to expedite the growth of modern logistics. One cannot pick up a logistics magazine or look at a conference agenda without seeing it in a pre-eminent position. Other technology initiatives such as the Global Positioning System and intelligent transport technology systems for toll collection and systems for monitoring and charging are other rapidly developing areas of interest to Governments.

In order to accelerate the development of efficient multimodal transport and logistics operations, governments in a number of countries are working with the private sector on capacity building in multimodal transport operation, management and operation of container terminals, and increased road haulage and multi axle freight vehicles in the transportation of containers between ICDs and inland destinations/origins. An integral component of the Nepal

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154 The following section on logistics is adapted from Powell, Des, “Governments and industry working together to implement modern logistics”, ESCAP, Transport and Communications Bulletin for Asia and the Pacific No. 70 (United Nations publication, Sales No.E.02.II.F.13).

Multimodal Transport and Trade Facilitation Project (NMTTFP) is providing private sector freight forwarders with the opportunity to learn about the practices and principles of freight forwarding and multimodal transportation through training workshops and seminars. The project has also established a consultative mechanism - the National Trade and Transport Facilitation Committee (NTTFC) – to advise the Government of Nepal in implementing trade and transport facilitation measures including policy reform.

C. Simplified streamlined documentation

In moving towards multimodal transport and logistics, a key issue is simplified/streamlined documentation. Some ESCAP member countries are moving towards providing customs services outside the port premises and electronic lodging of documents through electronic data interchange (EDI), which was used since the 1980s before the World Wide Web was available. More cost-effective, accessible, and viable, particularly for smaller companies, are the new Internet-based electronic solutions. Several countries in the Pacific region have also begun to introduce the automated system of customs data (ASYCUDA), developed by UNCTAD. However, there still remains considerable work to be done to standardize and computerize documents. This is particularly relevant across borders, where incompatible customs and immigration procedures impose additional costs on shippers.

In Nepal, implementation of multimodal transport and trade facilitation measures has been another important aspect of the NMTTFP. The project includes the simplification, harmonisation and standardisation of trade and transport related documents. ASYCUDA has been operational in Tribhuvan International and in the land customs stations of Biratnagar, Birgunj and Bhairahawa. Preparations are underway to install and operationalize ASYCUDA at three more land customs points, namely, Kakarvitta, Krishna Nagar and Tatopani as well as to create an IT Division in the Department of Customs. Moreover, the Birgunj ICD will also be equipped with this system making this the only modern multimodal terminal in Nepal.

The flow of information on the transit movement of cargo is also a vital aspect in the rationalisation of the transit transport system. Considering this, the project is implementing the Advance Cargo Information System (ACIS) in a limited form, which has been provisioned for exchange of information between gateway port and the Birgunj ICD, and physical monitoring of cargo vehicles in the Biratnagar and Bhairahawa ICDs. The Border Pass Monitoring System (BPMS) part of ACIS has been introduced in the road based ICDs for the monitoring the gate pass and movement of freight vehicles inside the customs. This has been envisaged to introduce the Freight Transit Monitoring System (FTMS) at the Birgunj ICD as well as Kolkata port with a view to generating cargo information for traffic moving by rail. The implementation of the designated ACIS components is supposed to significantly improve the efficiency and effectiveness of information flow to and from the Birgunj ICD, thereby laying groundwork for enlarging the EDI system under the ACIS. Table XV.1 summarizes electronic data interchange and electronic commerce applications in selected ESCAP countries.

D. Liability regimes

In addition, many countries in the ESCAP region still need to determine whether liability rules and limits should be established through a mandatory or voluntary regime of liability. ASEAN countries, opting for a mandatory regime have formulated the ASEAN framework agreement on multimodal transport, which incorporates the basis of liability in the UNCTAD/ICC rules.

The lack of suitable and affordable liability insurance cover for multimodal transport operators in the region has been a serious constraint on the growth of multimodal transport. The insurance scheme arranged by the Thai International Freight Forwarders Association on
behalf of its members is a model that is being examined by other associations in the ASEAN subregion.

In Nepal, the NMTTFP is supporting the development of an appropriate legal regime defining clearly the carrier’s liability and the insurance coverage where by all the stakeholders are assured of their respective rights and obligations: “For the purpose, the project has been instrumental in drafting the legislation for, (a) rail carriage of goods, (b) carriage of goods by road, and (c) multimodal transportation of goods. Moreover, the project proposed revision of the existing insurance act, and drafted a separate marine insurance act. The project has come up with recommendations for eliminating unnecessary documents, merging of documents, cutting down lengthy procedures and standardizing some documents according to the United Nations Layout Key (UNLK).”\textsuperscript{156}

Table XV.1. Electronic data interchange and electronic commerce applications in selected countries of the ESCAP region (status as of 2001)

<table>
<thead>
<tr>
<th>Country</th>
<th>Port procedure computerized</th>
<th>Traders can input data electronically (Port EDI)</th>
<th>Customs procedure computerized</th>
<th>Traders can input data electronically (Customs EDI)</th>
<th>All parties electronically linked</th>
<th>Electronic trade in transport services</th>
</tr>
</thead>
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<tr>
<td>Bhutan</td>
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<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
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<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Fiji</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Being implemented</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Indonesia</td>
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<td>Yes</td>
<td>Yes</td>
<td>Being implemented</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Japan</td>
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<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Lao People’s Democratic Republic</td>
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<td>-</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Nepal</td>
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<td>Being implemented</td>
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<td>No</td>
</tr>
<tr>
<td>Papua New Guinea</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Being implemented</td>
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<td>No</td>
</tr>
<tr>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Republic of Korea</td>
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<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Singapore</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Sri Lanka</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Thailand</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Viet Nam</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Source: Data collected by the ESCAP secretariat and based on replies to questionnaires, country reports presented at ESCAP seminars and workshops, and findings from field missions.

E. Industry standards and the legal status of intermediaries

Another issue arising has been the lack of mandatory standards for the multimodal transport industry. A few countries, including India, Philippines, Republic of Korea and Viet Nam have standards imposed by Government. National associations established in the majority of ESCAP member countries thus play an important role in the self-regulation of the sector. Table XV.2 summarizes the regulation of the freight forwarding and multimodal transport in selected ESCAP countries.

\textsuperscript{156} Purushottam Ojha, “Development of Transit Transport System in Nepal”, ESCAP, country paper delivered at the Subregional Seminar on Transit Transport Issues of Landlocked and Transit Developing Countries (South Asia), Kathmandu, 2-4 April 2003.
Table XV.2. Regulation of the freight forwarding and multimodal transport industry in selected countries of the ESCAP region (status as of 2001)

<table>
<thead>
<tr>
<th>Country</th>
<th>Department</th>
<th>Government imposed standards</th>
<th>Business association</th>
<th>Minimum requirements</th>
<th>Affiliation to the International Federation of Freight Forwarders’ Associations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangladesh</td>
<td>Ministry of Shipping</td>
<td>No</td>
<td>Yes - International Freight Forwarders’ Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Brunei Darussalam</td>
<td>Ministry of Communication (Ports Department)</td>
<td>No</td>
<td>Yes - Brunei Freight Forwarders’ Association</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Cambodia</td>
<td>Ministry of Public Works and Transport</td>
<td>No</td>
<td>In progress</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>India</td>
<td>Ministry of Surface Transport</td>
<td>Yes</td>
<td>Yes - Federation of Freight Forwarders’ Association and Association of Multimodal Transport Operators</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Indonesia</td>
<td>Ministry of Transportation and Communications</td>
<td>No</td>
<td>Yes - Indonesian Freight Forwarders’ Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Lao People’s Democratic Republic</td>
<td>Ministry of Communications, Transport, Post and Construction</td>
<td>No</td>
<td>Yes - Lao International Freight Forwarders’ Association</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Papua New Guinea</td>
<td>Ministry of Transport</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Philippines</td>
<td>-</td>
<td>Yes</td>
<td>Yes - Philippines International Seafreight Forwarders’ Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Republic of Korea</td>
<td>Ministry of Construction and Transport</td>
<td>Yes</td>
<td>Yes - Korea International Freight Forwarders’ Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Singapore</td>
<td>Ministry of State for Trade and Industry and Communications and Information Technology</td>
<td>No</td>
<td>Yes - National Logistics Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Sri Lanka</td>
<td>Ministry of Shipping</td>
<td>No</td>
<td>Yes - Sri Lanka Freight Forwarders’ Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Thailand</td>
<td>Ministry of Transport and Communications</td>
<td>No</td>
<td>Yes - Thai International Freight Forwarders’ Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Viet Nam</td>
<td>Ministry of Transport</td>
<td>Yes</td>
<td>Yes - Viet Nam Freight Forwarders’ Association</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Source: The information was derived from replies to questionnaires and country papers presented at the ESCAP/ AFFA (Association of Southeast Asian Nations Freight Forwarders Association) Subregional Workshop on Training of Trainers in Freight Forwarding, Multimodal Transport and Logistics Management, Bangkok, 17-21 July 2000.
The draft ASEAN framework agreement on multimodal transport will provide legislative support for establishing minimum qualifications and certification for multimodal operators, in terms of asset requirements, skills and liability cover. Recognition of appropriate industry associations is also essential, and the majority of countries have moved to embrace registered associations of freight forwarders and multimodal transport operators.

F. Development of intermodal facilities and networks

One of the major impacts of globalization is the increasing spatial concentration of economic activities in agglomeration cities and areas owing to their advantages of economies of scale. In ensuring that countries and regions within countries are not “marginalized” there is a need to develop both transport infrastructure and transport logistics facilitation.

1. ICD development

Transport infrastructure developed rapidly in many (though not all) ESCAP member countries in the 1990s. However, linkages between road, rail, inland waterways and seaports need to be upgraded and complemented with the development of inland container depots (ICDs). The positive initiatives in China, India and Thailand have set a benchmark for what can be done. The ICD facility at Lard Krabang in Thailand reflects the effectiveness of policy implementation, combined with financial incentives in implementing new infrastructure. Part of the Lard Krabang ICD is operated by the Thai Freight Forwarders Association as a common user facility.

The Tulkakabad ICD near New Delhi and the rapid growth of the Container Corporation of India Limited (Concor), which from 1989 has developed 31 export/import terminals and nine domestic terminals handling over 900,000 TEU in 1999, demonstrate the impact of effective ICDs. Other ICDs in India are located at Chakeri, Kanpur, where since 1995 containers are stuffed and sent to the port of exit from Kanpur, Juhi Railway Yard also in Kanpur from which containerized cargo is transhipped by road and rail to all major ports and airports in India, and Agra, from which customs and banking services as well as shipping lines operate. Concor operates all three of these depots.

In July 2003, Concor announced the opening of another ICD, this time with Maersk India. The 1 million TEU depot, one of Asia's largest, is at Dadri near New Delhi. When fully developed the depot will operate as an intermodal logistics hub that will be serviced by six railway lines. With the Dadri operation, Concor is taking a landlord position and providing space to other logistics firms, container freight station (CFS) operators and shipping lines to set up their own facilities within the premises. Concor and Maersk have already formed a 49.51 JV firm called Star Track Terminals with an equity of Rs 160 million to set up an independent CFS on the premises. The Dadri development is part of Concor’s plans to establish container-handling terminals also at Dhappar, Mirzapur, Kota, Agra, Ankleshwar, Gandhidham, Tirupur, Raipur and Bhopal.

In Nepal, the increasing containerisation of trade and the need for streamlining transit trade, necessitated the implementation of Multimodal Containerisation Project. Accordingly detailed studies were undertaken in 1994-95. One of the major components of the trade facilitation project was the construction of three Inland Clearance Depots ICDs in the bordering towns of Biratnagar, Bhairahawa and Birgunj, which are key land customs points. The first two are road based and the third one is a rail-based facility. The ICDs are designed

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to offer the complete range of modern infrastructure with a view to facilitate expeditious clearance of import and export cargo movement by containers.

The Biratnagar ICD is spread over an area of 2.86 ha and the Bhairahawa covers 3.23 ha. The Birgunj ICD, located at Sirsiya, 4 km west of Birgunj town, is the biggest of all the three, stretching over an area of 38 ha. It is connected by broad gauge rail line with the Indian border town of Raxaul. Six full-length railway tracks inside the ICD were constructed with the grant assistance of the Government of India. The Birgunj ICD is equipped to provide rail/road transshipment, storage and customs facilities for containerized, break-bulk and bulk cargo moving by rail.

The construction of the Birgunj ICD was completed by the end of December 2000 with rail line construction completed in March 2001. In addition, the construction of a 4-km long link road from the ICD to the main highway was also completed in April 2001. Under the NMTTFP, three reach stackers of 45 ton and one reach stacker of 7.5 ton were made available at the ICD for handling empty and loaded 20-ft and 40-ft ISO containers.

In March 2002 management and operation of the road based facilities at Biratnagar and Bhairahawa were handed over to a Nepal-India joint venture company selected through competitive bidding on a 10-year lease contract. The operation of the Birgunj ICD, however, is awaiting the finalisation of a bilateral Rail Services Agreement between India and Nepal. Once this happens it is anticipated that the new land-based port will lead to improved efficiencies and cost savings in the movement of Nepal’s containerized exports and imports.\(^\text{159}\)

An independent regulatory authority named ‘Nepal Intermodal Transport Development Board’ (NITDB) has also been created to oversee ICD operation. NITDB is authorized to enforce the leasehold agreements with terminal operators as well as monitor tariff rates and performance of ICDs and to facilitate transit transport of merchandise.

Hutchison Port Holdings operates an inland container depot at Guanlan in the Baoan district of China, about 32 km northwest of Yantian International Container Terminals. The Guanlan depot is strategically located in the middle of Shenzhen’s major cargo gateways, Yantian Port, Huanggang border crossing, Shekou and Huangtian airport. The depot is also near a number of large industrial areas allowing consolidators and freight forwarders to provide supply chain services including quality inspection and customs clearance to their customers. Its position also provides empty container storage services for shipping lines. To take further advantage of the depot, in September 2003, Hutchison Whampoa subsidiary, Logistics Network Enterprise (LINE) negotiated a license with Guandong and Hong Kong, China authorities that allows Guanlan Inland Depot to provide truckers with full export containers in return for empties. Prior to this about half the 13,000 container trucks that cross the Hong Kong, China- Shenzhen border daily are empty because mainland regulations have prohibited them from taking cargo back out of China.\(^\text{160}\)

An inland container terminal is being developed at Kewdale, Western Australia as part of the state government’s Freight Network Strategy, developed in 2001/02 as a way of moving freight through the southern metropolitan area to and from Fremantle Port in a more sustainable way.\(^\text{161}\) Pacific National won the competitive tender to operate a rail shuttle

\(^{159}\) Purushottam Ojha, op. cit.


between Kewdale and the North Quay terminal of Fremantle Port and to develop the Kewdale Terminal. In early 2003 Pacific National began the preparation of the lay-out plan for the new terminal, which will not be operational for several years. In the meantime a temporary inland container terminal is also planned to meet the Freight Network Strategy timelines.  

In September 2003 the Victorian Government announced plans for a third major suburban Melbourne intermodal terminal, at Greens Road, Dandenong in the burgeoning south-eastern growth corridor of the state. The proposed facility will be linked to the Melbourne port precinct using existing and extended lines, as part of the government’s push to shift 30 per cent of container traffic to rail. Two other intermodal terminals are at Altona in the west and Somerton in the northern outskirts of Melbourne.

2. Inland waterways in an intermodal network

In China, the volume of containers moved on the inland waterway system has grown at a significantly faster rate than the container volumes carried by other modes serving port hinterlands. In 1999, the volume of containers transported by inland waterway transport (IWT) in China totalled 1.88 million TEU in 1999, up from 100,000 TEU in 1990 (a rate of growth averaging nearly 40 per cent per annum).

On the Yangtze River alone, nearly 1.35 million TEU per annum (or 71 per cent of the national IWT total) are carried by IWT vessels of up to 100 TEU capacity, linking container terminals in Shanghai port with up-river destinations as far as Wuhan (1,125 km by river from Shanghai). Apart from Shanghai port, the Yangtze has nine container ports along its navigable length of 2,813 km. Some, like Nanjing Port, have annual container-handling capacities in excess of 200,000 TEU. Container traffic generated upstream of Nanjing Port is almost wholly transhipped in Shanghai, whereas downstream of Nanjing, inland ports are directly receiving and dispatching container traffic from or to short-sea destinations such as Japan and the Republic of Korea.

The ports generating transshipment traffic for Shanghai rely extensively on the local collection and delivery of de-consolidated cargo by road, with a smaller proportion being received or dispatched by waterway. Comparatively little container cargo is fed to or from these ports by rail, although all are linked to the railway system. Some inland ports, notably Wuhan, are implementing comprehensive development plans, of which the improvement of linkages with both road and rail, are key features. These plans are an output of a bilateral cooperation programme, under which the Government of the Netherlands is assisting China in the further development of an intermodal transport network on the Yangtze, similar to that on the Rhine.

3. Integration of sea and rail movements

While both the infrastructure and facilitation aspects of other modes of transport need to be developed, there are initial positive signs that the importance of railways is being recognized. An article published in a Containerisation International supplement on the Kowloon and Canton Railway Company notes that “putting more of Hong Kong’s containerized freight traffic on the railways is a strategic objective of the Kowloon and Canton Railway Company”.  


The intermodal service network is also being expanded. Over recent years, the Kowloon and Canton Railway Company has extended the scope of its container shuttles, in conjunction with the Chinese Ministry of Railways, and now operates to 23 locations in mainland China from Hong Kong, China.

In addition, the Company is offering a new international rail container service to the Russian Federation and the Commonwealth of Independent States, providing 15-day transit times between Hong Kong, China/South China and Ulaanbaatar, 20 days for Almaty, 28 days for Moscow and 30 days for Kiev.

While the Company has made important strides towards developing the intermodal side of the business, one of the factors constraining the growth of its container traffic is the reluctance on the part of ocean carriers to allow their containers to go deep into mainland China on the rail system. This can involve lengthy delays and periods of unproductive idle time for their container assets, which the lines are naturally keen to avoid.

Cargo crosses the border stations between Malaysia and Thailand every day in Padang Besar, Perlis and Rantau Pahjang, Kelantan without having to be unloaded and with only a brief pause for customs clearance via the cooperative efforts of customs and immigration officials of both countries, and the freight services provided by the State Railway of Thailand and KTM Berhad. In 1999, Malaysia’s national rail operator KTM Berhad and the State Railway of Thailand (SRT) launched their joint landbridge project. Designed to promote import and export traffic moving between the two countries, the landbridging arrangement has extended Port Klang’s hinterland beyond Malaysia’s border into Thailand and South-East Asia. With the 1999 agreement the two parties utilized compatible rail networks to make Bangkok a land hub and Port Klang a sea hub, via more than thirty weekly routes other landbridge services operate between Singapore and Bangkok (via Malaysia) and between Singapore and Port Klang.164