Expert Meeting on Dry Ports and Multimodal Transport
6 and 7 December 2023, Bangkok and online

ESCAP training course on Fundamentals of Transport Connectivity and Logistics in Asia and the Pacific. Module on dry ports.

by Fedor Kormilitsyn, Economic Affairs Officer, ESCAP Transport Division
Module 4 will help us to understand:

I. Dry Ports as part of the regional integrated intermodal system in Asia and the Pacific

II. Intergovernmental Agreement on Dry Ports;

III. Selected issues of dry ports development in Asia and the Pacific:
   • Regional Framework for Dry Ports - inserted
   • Institutional determinants for dry port development
   • Digital solutions for dry port operations
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Dry ports and International transport and logistics

- Growth in the global economy over the past two decades, increased manufacturing and agricultural production, and new marketing techniques creating more demand, have resulted in the need for more efficient transport infrastructure and services.

- In this context, inland intermodal facilities or dry ports have attracted much attention because of their potential to improve transport efficiency and meet supply chain requirements by grouping access to highways and railways together with customs processing, warehousing, consolidation and distribution, manufacturing and clustering of economic activities along domestic and cross-border economic corridors.

- The dry port concept initially emerged from the idea of a seaport directly connected by rail to inland intermodal terminals, where shippers can leave and/or collect standardized units as if they are at the seaport. This was a response to the problems posed by the growth of containerized transport and the corresponding lack of space at seaport terminals and growing congestion on the access routes serving their terminals.

- Seaports can generate economies of scale economies to operate cost effective intermodal transport with high frequency to different destinations beyond their traditional hinterland, namely, to use rail to enlarge their hinterland and at the same time to stimulate intermodal transport. In contrast to a seaport, which is an integral link between the maritime and land transport systems, dry ports can be considered as an essential part of inland trade distribution system, providing an inter-modal link between inland transport modes (for example, road and rail, rail and inland waterway, etc.)
Inland intermodal transport facilities

Inland intermodal transport facilities are terminals for freight modal interchanges:

- which allow transfer of freight from one transport mode to another – usually from road to rail;

- can handle all types of freight except bulk, but mostly handle containers or other types of unitized freight (e.g. pallets; steel bundles);

- if equipped and authorized for border clearance of cargo, they are called “dry ports”, alternatively “inland container depots”, or “inland clearance depots”
International definition of dry port

• “an inland location as a logistics centre connected to one or more modes of transport for the handling, storage and regulatory inspection of goods moving in international trade and the execution of applicable customs control and formalities” (Article 1 of the Intergovernmental Agreement on Dry Ports)

• as name implies, a “Dry Port” provides all of the services of a port except for the loading of cargo to and from seagoing ships.

• may be distinguished from an ICD in that it can accommodate all types of cargo (though usually not bulk cargo), whereas an ICD specializes in the handling of containers and containerized cargo
Functions of dry ports

- Dry ports have the following functions:
  - Container handling and storage
  - Container stripping and stuffing
  - Breakbulk cargo handling and storage
  - Customs and other border controls inspection and clearance
  - Container light repairs
  - Freight forwarding and cargo consolidation services
  - Banking/insurance/financial services
  - Transport booking/brokerage
  - Value added services (e.g. packaging, labelling, long term warehousing)

- A dry port as an element of hinterland transport is a part of many supply chains and, therefore, affect supply chain performance. Dry ports can also play a significant role in inducing a modal shift, as they are designed to allow the diversion of cargo movement from inefficient to efficient combinations of transport, mainly from all road to rail plus road, but also from all road to inland water transport, where applicable, plus road.

- For example, dry ports close to the cargo sources (or trade-generating locations) and far from a seaport could optimize transport costs by employing small-medium trucks for transport of breakbulk cargo between the cargo source and the dry port and rail or inland water transport, if available for the transport of containers between the dry port and a seaport. In turn, this shift and the corresponding cost reduction would contribute towards an increase in trade volumes.
Benefits of Dry Ports of international importance

- **Economic aspect:**
  - Contribute to reduced transport cost of moving freight inland.
  - Bring down road maintenance costs.
  - Generate other economic activities in the vicinity.

- **Environmental aspect:**
  - Reduce GHG emissions levels.

- **Social aspect:**
  - Help to meet supply chain requirements by grouping road and railway access together with the processing of customs formalities, warehousing, consolidation and distribution, manufacturing and other economic activities along transport corridors.
  - Increase in public safety (reduced accident costs)
  - Facilitate greater integration of transport into the supply chain.
  - Contribute to time reduction in congested roads and seaports
Potential for net reduction in transport operating costs

Cargo origins/destinations

Dry Port

Or

Seaport

Either...
Sample scheme of cargo transport between cargo origin/destination and seaport with and without dry port

1. Pre-dry port

- Transport of breakbulk cargo by truck (320 km)
- Cargo origin/destination → Seaport

   Truck operating cost, per tonne-km: $0.055

   Total cost to transport ~1 TEU (11 t) with truck payload of 7 tonnes: $205.70

   Total transport cost for ~1 TEU: $205.70

2. Post dry port

- Transport of breakbulk cargo by truck (20 km)
- Dry port → Seaport

- Transport of containers by rail (300 km)

   Truck operating cost, per tonne-km: $0.15

   Total cost to transport ~1 TEU (11 t) with truck payload of 7 tonnes: $33.00

   Rail operating cost, per tonne-km: $0.045

   Total cost to transport 1 TEU: $149.95

   Total transport cost for 1 TEU: $182.95

   Net saving in total transport cost per TEU (1-2): $22.75
Dry ports and seamless and sustainable connectivity

By its very nature and function, which to enable intermodal connections, dry ports are at the core of the seamless and sustainable transport connectivity.

Seamless and sustainable connectivity

- **Concept of seamless connectivity** conjures up the vision of an integrated transport system that allows goods and people to travel efficiently and sustainably across modes and national borders.

- It supports market integration and economic dynamism that aligns with economic growth with a wider distribution of prosperity and greater environmental protection, helping to realize the 2030 Agenda.

- It **entails**:
  - Infrastructure to be provided
  - Policies to be coordinated
  - Technical standards to be harmonized
  - Cross-border legal and regulatory frameworks to be aligned
  - Information and communication systems to be deployed
Institutional framework in support of seamless transport connectivity in Asia and the Pacific

- **Asian Highway Network**
  - Intergovernmental Agreement on Asian Highway network
  - Entered into force in July 2005
  - 30 Parties

- **Trans-Asian Railway Network**
  - Intergovernmental Agreement on Trans-Asian Railway network
  - Entered into force in June 2009
  - 21 Parties

- **Dry Ports**
  - Intergovernmental Agreement on Dry Ports
  - Entered into force in April 2016
  - 17 Parties
Asia-Pacific Regional Transport Network
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The Intergovernmental Agreement on Dry Ports was developed in line with the ESCAP’s overall strategy is the development of an international integrated intermodal transport and logistics system in Asia and the Pacific, with its building blocks being the Asian Highway and Trans-Asian Railway networks with dry ports of international importance as intermodal interfaces.

Dry ports, which serve as efficient cross-over points where freight can switch transport modes without delays or damage, extend the reach of the Asian Highway and Trans-Asian Railway networks as well as facilitate their integration with other modes.

ESCAP worked with national governments to develop the Intergovernmental Agreement on Dry Ports. The Agreement was opened for signature on 7 November 2013 and entered into force on 23 April 2016.

A Working Group was established to implement this Agreement and meets biennially. ESCAP is also implementing capacity-building activities to assist countries in establishing and operating dry ports as part of a region-wide effort to develop an efficient logistics industry. Dry ports and their corresponding transport connections are systematically identified elements of the logistics policy in countries.
Scope of the Agreement

The Intergovernmental Agreement on Dry Ports:

▪ provides a uniform definition of a dry port of international importance (Article 1)
▪ identifies the network of existing and potential dry ports of importance for international transport operations (Article 2)
▪ confirms the intention of the Parties to the Agreement to develop these dry ports within the framework of their national programmes and in accordance with national laws and regulations (Article 2)
▪ proposes guiding principles for their development and operation (Article 3).
Annexes to the Agreement

Annex I of to the Agreement details its Article 2 and provides a list of existing and potential dry ports. The dry ports are normally located in the vicinity of: (a) inland capitals, provincial/state capitals; and/or (b) existing and/or potential production and consumption centres with access to highways and/or railways including the Asian Highway and/or Trans-Asian Railway, as appropriate. Dry ports have transport connections to other dry ports, border posts/land customs stations/integrated check posts, seaports, inland waterway terminals and/or airports.

Annex II to the Agreement details its Article 3 and sets out principles for guidance in developing and opening dry ports. A summary of its main elements below:

• Functions
  - Basic: Handling, storage and regulatory inspection
  - Others: Receipt and dispatch, consolidation and distribution, warehousing, and trans-shipment
• Institutional, administrative and regulatory frameworks
  - Initiation of frameworks favourable to development and operation of dry ports
  - Designation of dry ports as points of origin or destination in customs documents
  - Ownership permitted may be public, private, or public private partnership
• Design, layout, capacity
  - Sufficient to support secure and smooth flow of cargo, containers and vehicles and to allow for expected future cargo and container volumes
• Infrastructure, equipment, facilities
  - Provision of infrastructure, equipment and manpower commensurate with existing and expected freight volumes (recommended list)
To date, the Intergovernmental Agreement on Dry Ports has 17 Parties and covers 269 dry ports in Asia, as of year 2022.

The Agreement covers both existing and potential dry ports. Out of 269 dry ports listed in the Agreement, 181 are existing and 88 are potential.

The majority of dry ports, potential and existing, are located in South and Southwest Asia.

The agreement is particularly of interest to the Asian landlocked developing countries, most of whom have joined the agreement.

Dry ports coverage, by subregion, as of 2019
### Participation in the Intergovernmental Agreement on Dry Ports and amendments

**ESCAP member States which are Parties to the Agreement as of 2022**

<table>
<thead>
<tr>
<th>ESCAP member States which are Parties to the Agreement as of 2022</th>
<th>Date of becoming a Party</th>
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<tbody>
<tr>
<td>Afghanistan</td>
<td>1 Aug 2016</td>
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<tr>
<td>Azerbaijan</td>
<td>24 Apr 2020</td>
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<tr>
<td>Bangladesh</td>
<td>8 Mar 2016</td>
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<tr>
<td>China</td>
<td>24 Mar 2016</td>
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<tr>
<td>India</td>
<td>17 Dec 2015</td>
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<tr>
<td>Iran (Islamic Republic of)</td>
<td>10 Apr 2017</td>
</tr>
<tr>
<td>Kazakhstan</td>
<td>8 Apr 2016</td>
</tr>
<tr>
<td>Lao People's Democratic Republic</td>
<td>5 Nov 2019</td>
</tr>
<tr>
<td>Mongolia</td>
<td>30 Jun 2016</td>
</tr>
<tr>
<td>Myanmar</td>
<td>15 Sep 2020</td>
</tr>
<tr>
<td>Republic of Korea</td>
<td>22 Apr 2014</td>
</tr>
<tr>
<td>Russian Federation</td>
<td>30 Dec 2015</td>
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<tr>
<td>Tajikistan</td>
<td>20 Nov 2015</td>
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<tr>
<td>Thailand</td>
<td>7 Nov 2013</td>
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<tr>
<td>Turkmenistan</td>
<td>27 Nov 2016</td>
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<tr>
<td>Uzbekistan</td>
<td>18 Oct 2021</td>
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<tr>
<td>Viet Nam</td>
<td>29 Oct 2014</td>
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**Most recent amendments to the Dry Port Agreement**

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>2017</td>
<td>Removal of 1 dry port by Thailand</td>
</tr>
<tr>
<td>2019</td>
<td>Addition of 7 new dry ports by India</td>
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<tr>
<td></td>
<td>Addition of 1 new dry port by the Russian Federation</td>
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<tr>
<td></td>
<td>Update of dry port list by Kazakhstan</td>
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<tr>
<td>2021</td>
<td>Update of dry port list by Myanmar</td>
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<tr>
<td></td>
<td>Addition of 19 dry ports by the Russian Federation</td>
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</tbody>
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The Working Group on Dry Ports

- The Agreement established a Working Group to consider the implementation of this Agreement and to consider any amendments proposed (Art 6.1)
- All States which are members of the United Nations Economic and Social Commission for Asia and the Pacific are members of the Working Group
- The Working Group meets biennially to consider the implementation of the Agreement and adopt the amendments, based on the requests of the Parties to the Agreement.
- It also serves to advance discussions and information exchange on the operationalization of dry ports.
- Since its establishment, the Working Group held four sessions, including the fully virtual meeting in June 2021 during the COVID-19 pandemic.
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The Regional Framework for dry ports of international importance designed to identify main issues in the development, design, planning and operation of dry ports of international importance, suggests targets and ways to achieve them.

1. Basic dry ports requirements
2. Dry port location
3. Transport infrastructure linkages
4. Technical standards for dry ports
5. Container yard capacity and equipment
6. Design of other major facilities
7. Terminal Management IT System
8. Coding of dry ports of international significance
9. Incorporation of dry ports into international transport documents
10. Proposed arrangements for customs clearance at dry ports
11. Policy measures, legislation and solutions for planning dry port development
12. Practical options for financing development and operation of dry ports

Regional framework for development, design, planning and operation of dry ports of international importance, 2018.
Basic requirements and location of dry ports

Basic requirements

- **Description of the issue.** To be able to exchange cargo effectively among themselves, dry ports must satisfy certain requirements as to the basic services they provide and the facilities with which they are equipped in order to provide these services.

- **Target.** Dry Ports should have infrastructure and equipment for the handling, consolidation, storage and modal transfer of containers and other types of unitized cargo. They should also have the authority, capability and facilities for all border clearance of cargo and they should be located within, or close to, concentrations of industry which generate export/import trade with adequate connections to sea ports and other dry ports via rail and road linkages.

- **Process.** Dry ports should adhere to the guiding principles for the development and operation of dry ports (as stated in Annex II to the Intergovernmental Agreement on Dry Ports).

Location

- **Description of the issue.** The location of a dry port is a major determinant of its operational and financial success, as well as of success in minimizing logistics cost (i.e. overall handling, transport and storage cost between an origin and destination). Dry ports should be located as close as possible to cargo sources and trade generating centres.

- **Target.** Dry ports should be connected to cargo sources by short-distance road haulage services (either small breakbulk trucks for de-consolidated cargo or trailer trucks for containers), as transport by road is cost effective for short distances of less than 300 kilometres. For linkages to seaports or dry ports in other countries, dry ports should be connected by long-distance railway container haulage services as cargoes can be delivered cost effectively by rail transport for distances over 300 kilometres.

- **Process.** Transport infrastructure planners should locate dry ports as close to trade generating centres as possible and at adequate distances from seaports and other dry ports to ensure the financial viability of the dry ports and to provide cost effective transport solutions to industry.
Transport infrastructure linkages

❑ **Dry port - seaport linkages**: An important function of dry ports is to facilitate access to the sea for landlocked countries and the hinterland regions by consolidating cargo and by providing cost-effective land transport linkages to seaports. However, few seaports can accommodate full length trains in loading/offloading sidings inside port boundaries. Few, if any, of the region’s seaports locate rail sidings close to container stacks adjacent to berths (in most cases they are 500 metres to 2 kilometres away). This results in multiple handling of rail-delivered containers (typically 3 lifts per container to/from stacks as compared with only a single lift for road-delivered containers) and a significant competitive disadvantage for rail.

❑ **Rail infrastructure within dry ports**: Rail-served dry ports must be connected to the nearest mainline via a short access line which in most cases will be setup by the concerned infrastructure authorities. The rail network within the dry port should have adequate rail infrastructure to accommodate full length trains.

❑ **Road transport linkages**: Dry ports need good quality road linkages to cargo sources and to seaports and/or other dry ports. In case of countries lacking a comprehensive rail network, they also need access to seaports via multi-lane highways. The Asian Highway Network can provide good coverage to the region’s dry ports. However, the quality of roads that make up the Asian Highway network varies across countries which can affect transit times and also contribute to congestion on highways.

❑ **Road infrastructure within dry ports**: The efficient operation of the dry port will depend in large part on the unimpeded circulation of trucks throughout most of the dry port area, except at the intersection with the rail access line, which would need to be protected by automatic level crossing barriers and warning devices.
Example of good rail access planning

- Rail loading/unloading tracks centrally located, permitting working of handling equipment on either side

- Tracks are one km long, permitting full length trains (loco plus 30-40 wagons carrying 60-80 TEU) to arrive and depart directly in/from the terminal
Example of restricted rail access to a seaport

- Satellite image of a major seaport (container berths on left)
- Rail access line (purple) is 1.5 km from container berths
- Off-loaded containers must be transported from rail sidings by prime mover and yard trailer
- Other cargo piers (to right of the container pier) have railway sidings running their full length, off the access line
Technical standards, container yard capacity and equipment, design of other major facilities

Technical standards for dry ports
Adherence to identical design standards is not necessary for dry ports to function effectively as inter-related components of a regional network, but there is a need for some consistency among them as to the basic types of services offered and the design of the infrastructure needed to provide these services.

Container yard capacity and equipment
The layout of the container yard (CY) depends upon the length of the rail siding tracks as well as the type of handling system to be employed.

Design of other major facilities
At some dry ports of the region, the facilities such as container freight station (CFS), the bonded warehouse and of the customs inspection area are designed and built without proper consideration of the capacity and/or factual throughput of a dry port in question. It results in hindering the efficiency of operations of such dry ports.
Possible layout of a dry port

Diagram showing the layout of a dry port with labels for Security Gate, Administration Building, Customs Inspection Area, Bonded Warehouse, and Container Freight Station (CFS). The diagram includes a container yard (CY) 1 and a railway yard with three tracks for loading/unloading and one track for engine escape. The standing length between points is 660 meters (1 DE loco + 40 flat wagons).
Reach stacker in operation

RTG transferring containers rail to road

RMG discharging containers from rail

Straddle carrier moving containers rail to stack
Proposed arrangements for customs clearance at dry ports

- **Description of the issue.** Dry ports must be able to offer the full range of functions (customs, quarantine and health) for the border clearance of international cargo. As already observed, effective interoperability of dry ports within a regional network will require that they have the facilities and full authority to clear international cargo and that intermediate border checks be kept to the minimum necessary for border security.

  Preferably, border inspection staff should be based permanently at dry ports, or alternatively that staff will be available on demand to undertake inspections there. Customs inspection staff are permanently based at many existing dry ports in the region.

- **Target.** To make fully effective the border clearance functions of dry ports, it will be necessary to integrate the different border control processes (customs, quarantine and health) and documentation under a single authority within each dry port. This is the “single window” concept, the adoption of which will be essential to eliminate duplication of procedures and staff, as well as to reduce the volume of document processing, in dry ports.

  The border clearance functions of dry ports will also be enhanced if on-site inspection staff could be provided with the IT systems necessary to carry out risk assessment of import consignments. In some countries of the region, customs authorities have adopted a system of cargo pre-clearance whereby import consignments are risk-assessed 72 hours before vessel arrival in port. Such assessments are carried out with the assistance of online information related to customer (or consignee) profiles to determine whether clearance of consignments poses an acceptable level of risk. There are strong benefits to be realized from such assessments being carried out by border control staff based at dry ports, particularly if the latter will in future have ultimate authority for the clearance of cargo consigned to their facility.

- **Process.** Where necessary, the relevant regulations should be amended to eliminate comprehensive checking of cargo at maritime or land borders and to allow full clearance procedures to be carried out at destination dry ports.
Policy measures, legislation and solutions for planning dry port development

• **Description of the issue.** A generally fragmented authority for the coordination and planning of dry port development in the region has limited the effectiveness and delivery of government policies designed to assist this development. Co-ordination is particularly weak in countries which rely extensively (and sometimes exclusively) on private sector investment in dry port development.

• **Target.** The activities of a proper coordination agency can be usefully directed at developing and applying the following policy initiatives to assist the development and establishment of dry ports:
  - Taxation and other financial measures, including tax holidays or waivers, concessional land rent or public utility rates, etc;
  - Priority development of transport infrastructure connecting to dry ports, including where relevant, provision of investment incentives for private developers of dry ports;
  - Incorporation of dry ports in export processing or other free trade zones (FTZ) (taking care to ensure that such facilities are capable of generating cargo handling volume for dry ports);
  - Regulatory measures to encourage sustainable transport connections to dry ports, including the regulation of truck weights and dimensions to discourage the operation of environmentally damaging vehicles.

• **Process.** Policy measures on taxation and other financial measures do not seem to have been applied widely within the Asia-Pacific region and where it has, seem not to have been very effective. There is evidence that measures on priority development of transport infrastructure connecting to dry ports has been applied successfully in at least one country of the region. Measures on FTZ can be successful in generating sufficient volume to ensure the financial viability of dry ports, but only where the FTZ has a strong manufacturing base. An FTZ located at or near an inland border is unlikely to have this characteristic.
Institutional determinants for dry port development

- ESCAP analysis shows that there is no one single recipe or template for institutional arrangements for dry port development. For instance, selecting a location for a dry port alone could be an overwhelmingly complex issue, as that decision, in principle, needs to be considered in relation to a number of factors that may include inter alia its relative proximity to seaports; connections to other modes of transport; cost of development, operation, and transport; potential for encouraging mode shift; environmental concerns; potential for attracting manufacturing and distribution facilities; and economic stimulus for regional economic development.

- Planning of dry ports should be done with both a medium- and long-term global perspective through a participative process that is public-private and interinstitutional. Platforms should be created for dialogue and analysis, as well as that coordination and cohesion be achieved within the government and beyond.

- Integrated logistics and multimodal transport call for modern legal frameworks and flexible structures. In the case of the cross-cutting nature of dry ports and logistics, this could materialize in the form of the establishment of a legal frame of reference that is clear, cohesive and condensed into a single legal body that will facilitate enforcement.

Digital solutions for dry port operations

There is a need to develop a more comprehensive approach to the development of dry ports as components of intermodal transport corridors. There is also emphasis on the need to include dry port development in the broader context of the international intermodal transport and economic corridors, scaling up the catalytic role of dry ports and expanding the scope of the economic and social benefits of transport connectivity.

To this end, there is high relevance of the application of modern information and communications technologies, digital solutions and innovative business models for increasing the attractiveness of intermodal and multimodal transport operations, as well as of developing a region-wide strategic vision of digital transport corridors.

The dry ports environments have become intricate partner networks that include the authorities, terminals, shipping lines, trucking and logistics companies, and off-dock storage providers. To stay effective, stakeholders have to do more than simply adopt these technologies on their own. Instead, they must embrace platforms and services that make it easier for stakeholders to work together to promote the efficiency of the overall ecosystem.

Digitization is now the first step towards improving the situation with operating a dry port by transforming all relevant information into digital form, making it available for centralized use and management.

Modern digital technologies that can be applied on dry ports and other types of transport and logistical terminals include systems that support basic infrastructure, as well as tools for handling cargo, managing traffic, dealing with customs, assuring safety, and monitoring energy use.

The existing solutions can be divided into several fields of application:

- dry port infrastructure – embedded smart sensors that could transmit real-time data on operations
- cargo handling – reliable monitoring systems
- intermodal traffic and trans-shipment – terminal appointment systems
- safety and security – networked biometric scanners
- maintenance
- energy and the environment – motion-based terminal illumination system
- autonomous vehicles
- warehouse robots
- artificial intelligence
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