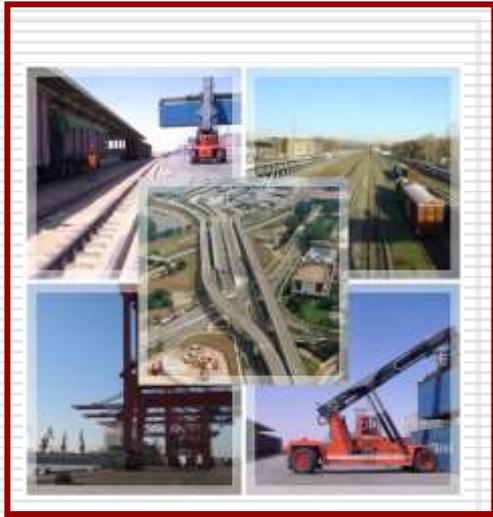


Regional Conference for Logistics Service
Providers
29 June 2017
Bangkok, Thailand



Handbook for Cross-Border Transport on the Asian Highway Network

Ms. Virginia TANASE

*Chief, Transport Facilitation and Logistics Section
Transport Division*



Background

- ❑ Project on “Enhancing efficiency and effectiveness of cross-border transport on the Asian Highway Network”
 - ❑ **Output 1: a handbook to document the requirements for cross-border road transport;**
 - ❑ Output 2: a set of performance indicators to assess efficiency of cross-border transport by road and propose measures for improvements;
 - ❑ Output 3: detailed handbook for AH3 and AH4.

Background (cont'd)

- ❑ The handbook was developed on the basis of responses from transport and Customs authorities, and transport associations of the Asian Highway Network member countries to the survey conducted by ESCAP Transport Division in December 2015 – April 2016
- ❑ The questions in the questionnaire were based on the common targets/strategies for essential issues in the Regional Strategic Framework for the Facilitation of International Road Transport
- ❑ The questionnaire were sent to 26 member countries if the Asian Highway Network which have land borders between each other
- ❑ Survey responses, field visits and desk research by the secretariat allowed preparing the Handbook with information covering 24 countries along Asian Highway

Background (cont'd)

- ❑ The handbook describes only bilateral transport relations, based on bilateral transport agreements or arrangements. Arrangements under multilateral agreements are not reflected in the handbook.
- ❑ The handbook only describes the bilateral transport of general cargo. Special cargoes (dangerous, perishable goods etc.) as well as passenger transport are outside the scope of this document.
- ❑ Only border crossing points which are on the Asian Highway Network are covered in the handbook.
- ❑ Transit and other types of transport (e.g. third-country) are not included in this handbook.
- ❑ The maximum permissible weights and dimensions standards are for rigid vehicles (lorries) and articulated vehicles (a combination of the prime mover and semi-trailer) only. Other types of vehicles (e.g. auto trains, controlled temperature vehicles) have not been included in the current handbook.

Regional Strategic Framework for the Facilitation of International Road Transport

- ❑ Long-term common targets/strategies for member countries and their development partners, to help them increase
 - ❑ effectiveness of facilitation policies, measures, projects
 - ❑ coordination and consistency among different facilitation measures, projects, efforts, initiatives, agreements
- ❑ Direction of future possible development
- ❑ Reference and guide
 - ❑ Not legally binding like a treaty/agreement
 - ❑ Sets objectives but leaves implementation with member States

Regional Strategic Framework for the Facilitation of International Road Transport (cont'd)

- ❑ Common targets/strategies for essential issues
 1. road transport permits & traffic rights
 2. visas for professional drivers & crew
 3. temporary importation of road vehicles
 4. insurance of vehicles
 5. vehicle weights & dimensions
 6. vehicle registration & inspection certificates
- ❑ Common approaches for key modalities for facilitation
 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

FINDINGS

Road transport permits and traffic rights

- ❑ Cross-border transport permits are required at 44 borders; at 28 of these borders, the number of permits is limited (quota). At other additional approx. 20 borders no cross-border transport permit is required; in some of the cases the situation is not clear;
- ❑ In 28 cases, countries have designated routes on which cross-border transport is allowed; in 36 cases, countries do not impose fixed routes;
- ❑ There are 18 countries-members of the Asian Highway Network- which do not have bilateral road transport agreements with one or more neighboring countries therefore cargo is transshipped at the border between them. There are also a number of countries which do not have any transport relation with each other.

Insurance of vehicles and driving license

- ❑ Only four Asian Highway Network member-countries participate in an international system (the Green Card). Two countries have no requirements for insurance of vehicles. It appears, therefore, that third party insurance of vehicles remains the most common scheme used, however responses were not detailed enough to allow us to have a clear picture. For example, we do not know if there are cases where national third party liability insurance is mutually recognized.
- ❑ Asian Highway member countries most commonly require national or international driving license in English language. Few countries require only national driving license with translation into English or only international driving license.

Vehicle weights and dimensions

- There is a significant diversity in terms of weights and dimensions requirements by the countries. The following tables summarize the variety of requirements for weights and dimensions in the countries along Asian Highway.
- Also, the way standards are defined in national legislations (or reported for the Handbook purposes) is very different in a number of cases.

Maximum permissible dimensions

Maximum Dimensions	Type of Vehicle	Parameters (meters)	No of countries
Length	Rigid	12.00	12
		12.20	7
	Articulated	16.00	6
		17.40	1
		18.00	1
		20.00	11
Width	All types	2.50	10
		2.55	8
		2.60	1
Height	All types	3.80	1
		4.00	12
		4.20	5
		4.50	1
		4.75	1

Maximum permissible weights

Type of vehicle	Maximum permissible weights (tons)	No. of countries
Rigid	12.00	1
	24.00	1
	25.00	3
	30.00	2
	32.00	4
	34.00	2
	35.00	1
	44.00	1
Articulated	36.00	1
	38.00	4
	40.00	5
	43.00	1
	44.00	6
	48.00	1
	50.00	1

Weight per axle

Weight per axle	Maximum permissible weights (tons)	No. of countries
Single axle (leading)	6.00	2
	8.00	1
	10.00	7
	11.50	6
	13.00	2

Example: Country A

Maximum Dimensions	Type of Vehicle	Parameters
Length	Rigid	12.00 meters
	Articulated	20.00 meters
Width	All types	2.50 meters
Height	All types	4.00 meters

Maximum gross weight	44 tons
-----------------------------	----------------

Per axle weight	10 tons
Driven axle	11.5 tons

Example: Country B

Maximum permissible dimensions

Maximum Dimensions	Type of Vehicle	Parameters
Length	Rigid	12.00 meters
	Articulated	20.00 meters
Width	All types	2.55 meters
Height	All types	4.00 meters

Maximum permissible weights

Type of vehicle	Weight
2 Axle Rigid	18.00 tons
3 Axle Rigid	25.00 tons
4 Axle Rigid	32.00 tons
5 Axle Rigid	38.00 tons
6 Axle (&onwards) Rigid	44.00 tons
4 Axle Articulated	36.00 tons
5 Axle Articulated	40.00 tons
6 Axle Articulated	40.00 tons
7 Axle Articulated	44.00 tons
8 Axle Articulated	48.00 tons

Maximum axle load

Type of axle	Weight	
Single Axle	10.00 tons	
Trucks, trailers and semi-trailers		
Tandem Axle with Single Tyres	With distance between axle from 0.5 to 1 meters	12.00 tons
	With distance between axle from 1 to 1.3 meters	14.00 tons
	With distance between axle from 1.3 to 1.8 meters	16.00 tons
	With distance between axle from 1.8 to 2 meters	17.50 tons
Tandem Axle with Dual Tyres	With distance between axle from 0.5 to 1 meters	14.00 tons
	With distance between axle from 1 to 1.3 meters	16.00 tons
	With distance between axle from 1.3 to 1.8 meters	16.50 tons
	With distance between axle from 1.8 to 2 meters	18.00 tons
Tridem Axle with Single Tyres	With distance between axle from 0.5 to 1 meters	16.50 tons
	With distance between axle from 1 to 1.3 meters	19.50 tons

Tridem Axle with Dual Tyres	With distance between axle from 1.3 to 1.8 meters	22.50 tons
	With distance between axle from 1.8 to 2 meters	24.50 tons
	With distance between axle from 0.5 to 1 meters	17.50 tons
	With distance between axle from 1 to 1.3 meters	21.00 tons
More than 3 Axles with Single Tyres	With distance between axle from 1.3 to 1.8 meters	24.00 tons
	With distance between axle from 1.8 to 2 meters	26.50 tons
	With distance between axle from 0.5 to 1 meters	5.00 tons
More than 3 Axles with Dual Tyres	With distance between axle from 1 to 1.3 meters	6.10 tons
	With distance between axle from 1.3 to 1.8 meters	7.00 tons
	With distance between axle from 1.8 to 2 meters	7.50 tons
More than 3 Axles with Dual Tyres	With distance between axle from 0.5 to 1 meters	5.50 tons
	With distance between axle from 1 to 1.3 meters	6.50 tons
	With distance between axle from 1.3 to 1.8 meters	7.50 tons
	With distance between axle from 1.8 to 2 meters	8.00 tons
Weight on the leading axle of a truck or articulated vehicle must not be less than 25% of the total weight		

Conclusion

- ❑ Transport operations on Asian Highway Network continue to remain fragmented due to various historical, political, and economic reasons as well as lack of cooperation among the member countries.
- ❑ The handbook is expected to help to understand current situation in cross-border road transport requirements and formalities along Asian Highway, identify major bottlenecks and existing challenges to cross-border road freight transport and serve as a practical tool for decision-makers, transport operators and other stakeholders.
- ❑ Going forward, effective regional transport will require political will and commitment, and institutionalization of the integration processes, including removal of non-physical barriers to transport and ensuring harmonization of regulations, standards, norms and practices.

Way forward

- ❑ Foundation is established for an integrated intermodal transport and logistics system in our region, with stepping stones for seamless cross-border transport and transit by road (e.g. AHN, TARN, intergovernmental agreements, facilitation models);

However,

- ❑ Doors are not open to move all types of goods where needed. Our region's diversity is a strength but we could do much better together and individually if our standards, regulations and practices were not as diverse as they are, but harmonized;
- ❑ Regional transport operational connectivity is yet to be achieved.



Th@nk you

Any feedback?

rakhmatov@un.org

<http://www.unescap.org/our-work/transport>

Info.: escap-ttd@un.org