

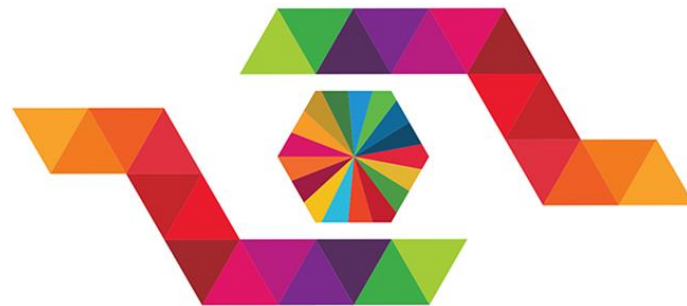
ESCAP-ARTNET/ITD

Regional Workshop on Trade Facilitation for

Sustainable Development

7–10 August 2018

Bangkok, Thailand



*ESCAP Initiatives
for
Trade and Transport Facilitation
in
Landlocked Developing Countries*

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Outline

1. Trade and Transport Facilitation in Vienna Programme of Action
2. ESCAP initiatives for transport and transit facilitation in LLDCs
3. Key take away messages





Trade and transport facilitation in VPoA

VPoA successor of APoA has six priorities

- Priority 1 is fundamental transit policy issues
- Priority 3 on international trade and trade facilitation

Key Issues

High trade and transport costs due to:

- Non-physical barriers
- Delays and inefficiencies due to border crossing formalities (customs procedures and cumbersome documentation)
- Inadequate logistics services
- Weak institutional and human capacity





Trade and transport facilitation in VPoA

Some of action suggested for LLDCs and transit developing countries in the VPoA

- Harmonization, simplification and standardization of rules, document requirements and of border crossing and customs procedures
- Collaboration among border crossing agencies
- Use of electronic information exchange
- Authorized economic operator programmes
- Joint customs controls and inspection at border sites
- Use tools developed by international organization to build national capacity

2. Regional Strategic Framework for Facilitation of International Road Transport

Fundamental issues in facilitation of international road transport

- I. Road transport permits and traffic rights
- II. Visa issues
- III. Temporary importation of road vehicles
- IV. Insurance of vehicles
- V. Vehicles weight and dimensions
- VI. Vehicle registration and inspection certificate



2. Regional Strategic Framework for Facilitation of International Road Transport

Key modalities for facilitation international road transport

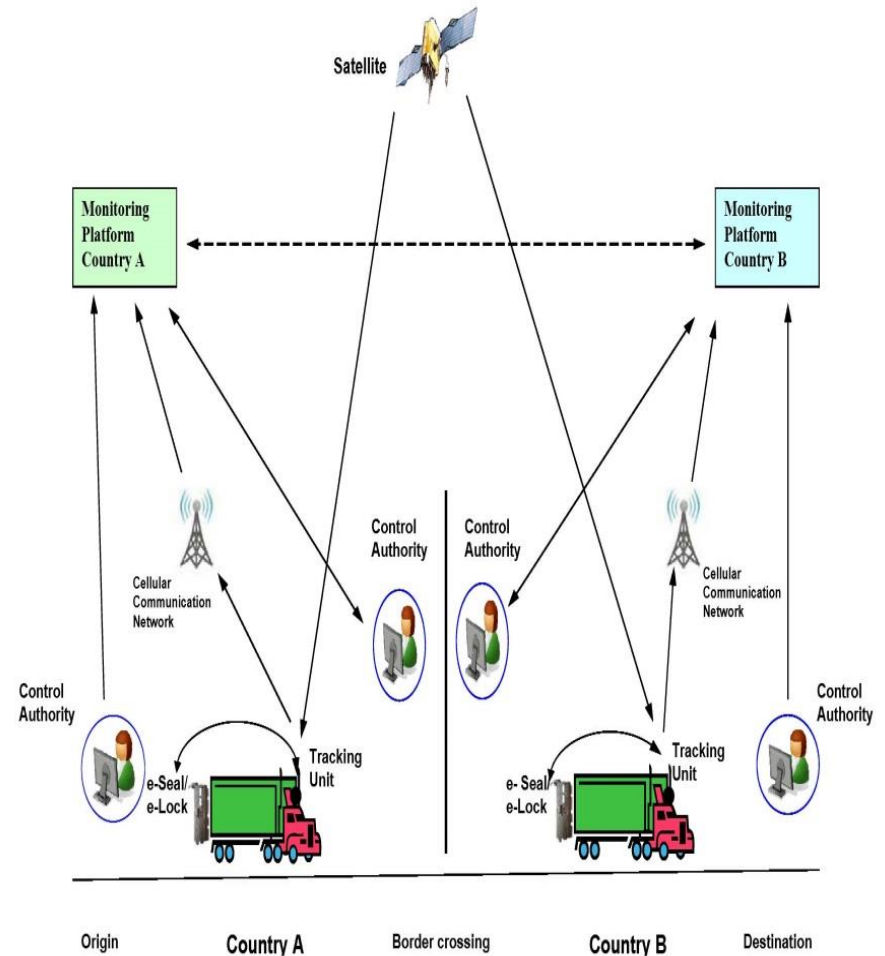
- I. Building an effective legal regime
- II. Wider application of new technologies
- III. Development of professional training
- IV. Establishment and strengthening of national coordination mechanisms
- V. Promotion of joint controls at border crossings
- VI. Promotion of economic zones at border crossings
- VII. Application of facilitation tools



ESCAP transport facilitation models

A. Secure cross border transport model

- Provides concept for vehicle tracking system using new technologies such as SPS, RFID, CCS, Electronic Seals
- Balances control requirements and facilitation
- Physical inspection at origin/destination addresses concerns of security, diversion of goods
- Flexible institutional arrangements
- Practical ways for implementation
- Facilitates cooperation among border agencies both behind and across the border



B. Efficient cross-border transport model

- Evaluates the alternatives with respect to difficulty, cost, efficiency and reliability; encourages B2B and B2G cooperation
- Trailer swap: Trailer is detached from the prime mover and attached to another prime mover
- Container swap: Container is moved from one trailer to another, with cargo inside
- Manual transloading: Cargo transferred by hand or equipment from container or truck to another
- No transloading: Cargo carried by the same trailer and prime mover in both countries



Prime-mover and container



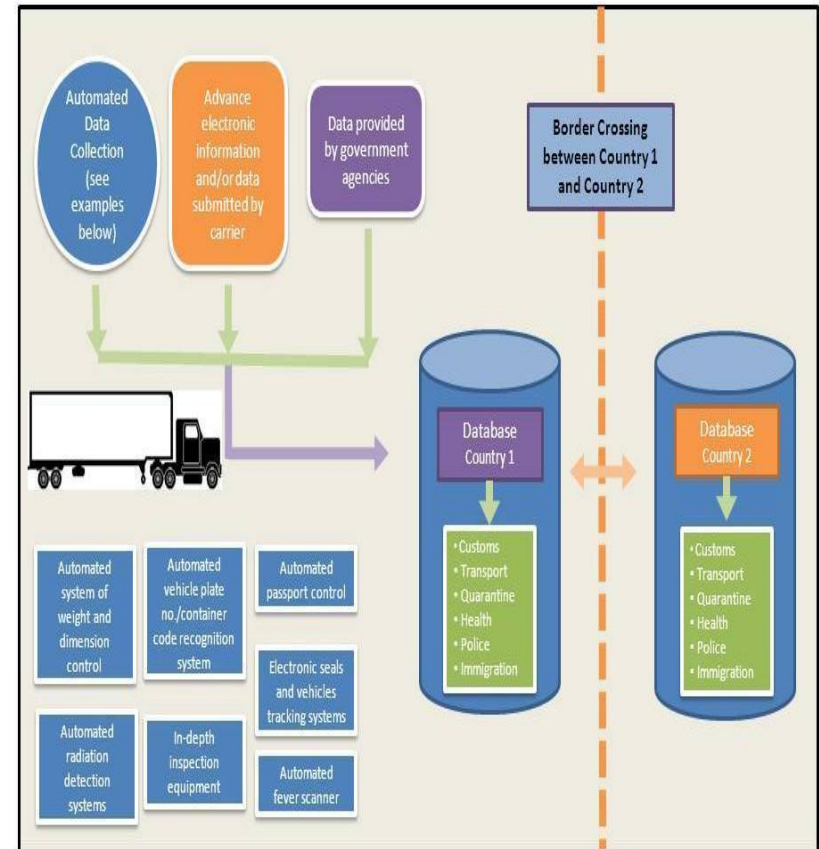
Manual transloading

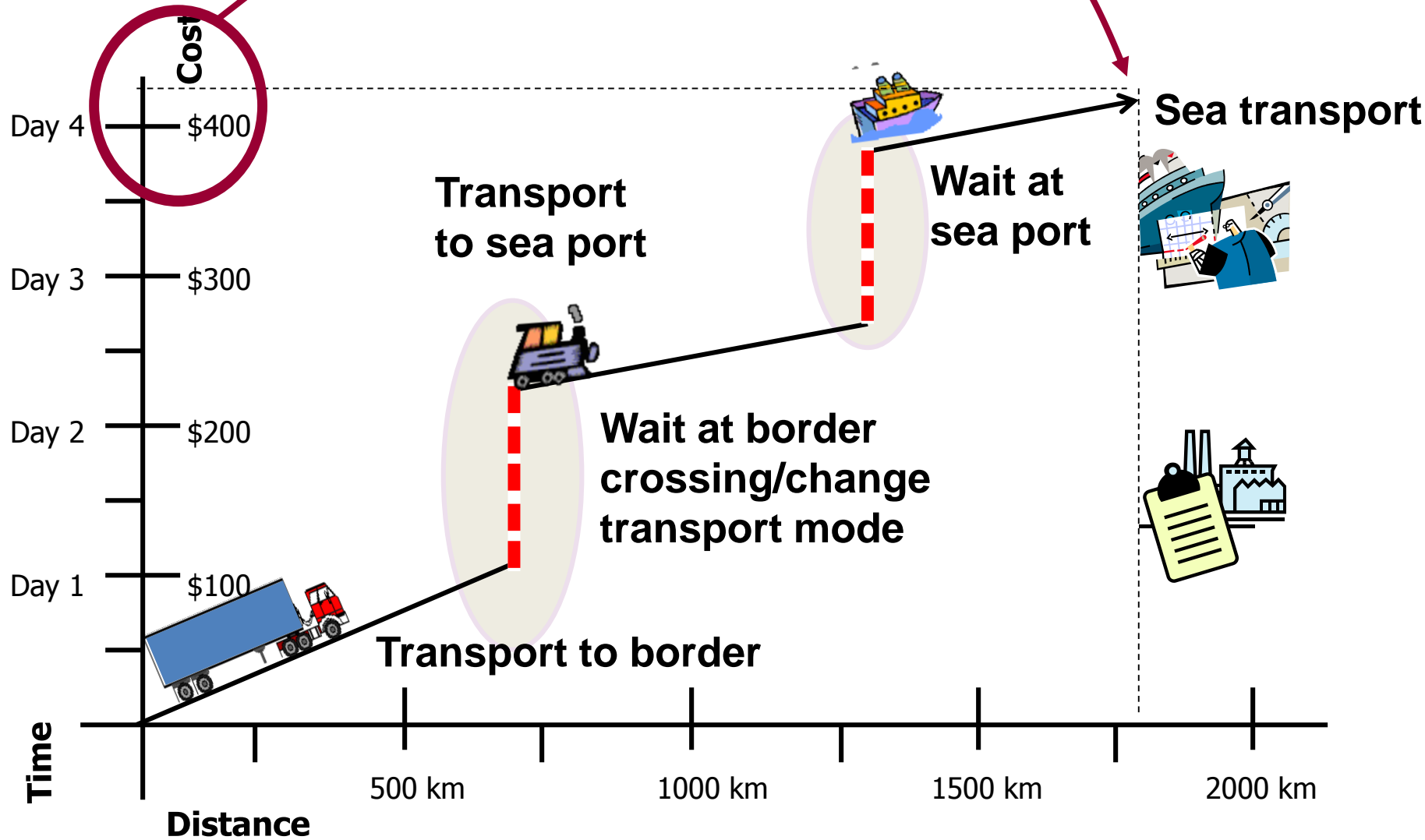


Prime-mover and trailer

C. Model on Integrated Controls at Border Crossings

- Provides for **efficient information flow and sharing** among various agencies at border crossings by application of modern technologies
- Promotes optimum use of modern **equipment** by different agencies
- Multiple use of the inspection results at border crossing
- Help in streamlining and simplifying formalities and procedures for crossing border with **re-aligned integrated scheme** for a border crossing
- Prevents duplication by **aligning the inspection schemes** for different agencies at the same border crossing



D. Time-cost-distance model



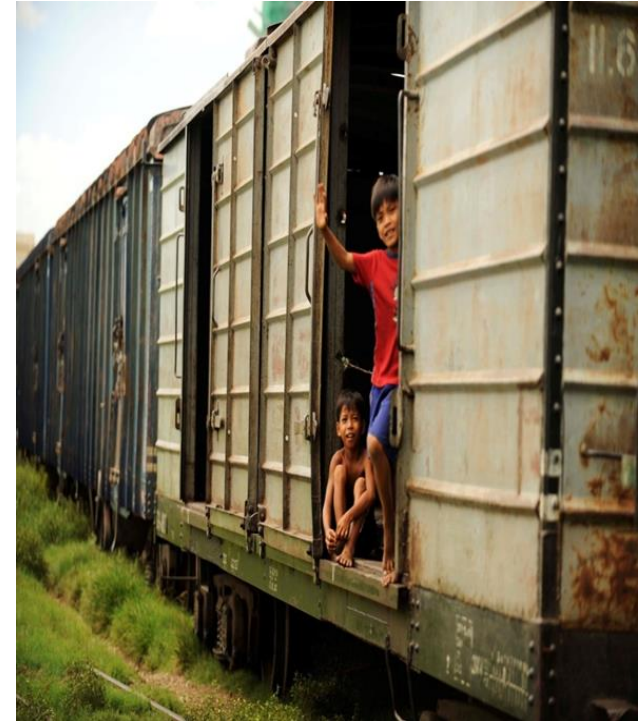
E. Paperless transit transport system

- ✚ Strengthening Capacities of Asian Developing Countries to Increase Intra-regional Trade by Implementing Paperless Trade and Transport Facilitation Systems- project undertaken by ESCAP
- ✚ Study on paperless transit under the project found that the only operational paperless systems were:
 - New Computerized Transit System (NCTS) used for common and community transit in Europe
 - ASEAN Customs Transit System (ACTS) designed on the basis of NCTS (under pilot implementation)
- ✚ Guide on paperless transit systems to expand the knowledge of stakeholders in designing and implementing such systems
- ✚ Guide on establishing an automated customs transit transport system

Regional Cooperation Framework for Facilitation of International Railway Transport

Fundamental issues in facilitation of international railway transport

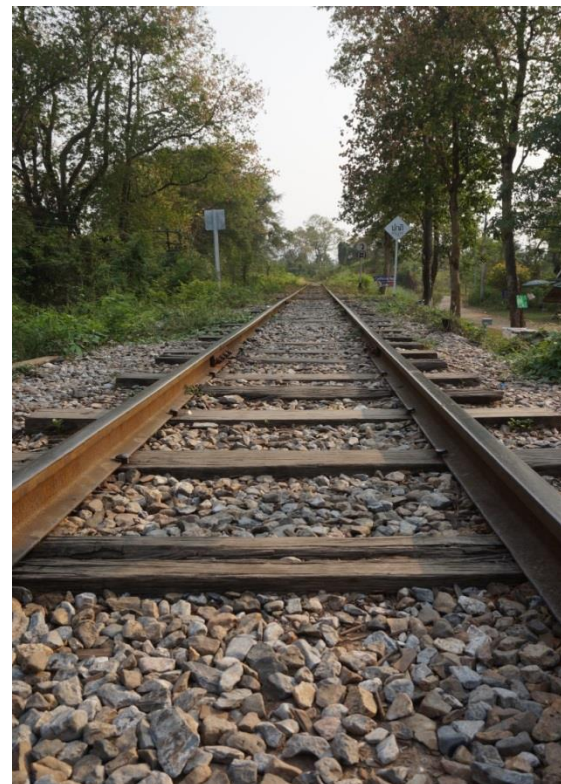
- I. Standardisation of Railway infrastructure and rolling stock
- II. Break –of –gauge
- III. Different legal regimes for railway transport contracts
- IV. Coordination of regulatory controls



Regional Cooperation Framework for Facilitation of International Railway Transport

Potential areas for cooperation

1. Participate in international railway organizations
2. Formulate bilateral/subregional agreements
3. Collaborate to standardize cross border railway operations
4. Use advance cargo information systems
5. Arrangement for exchange of wagons
6. Use new technologies in train operations and in container tracking



Regional Cooperation Framework for Facilitation of International Railway Transport

Potential areas for cooperation

7. Develop human resources for cross border railway operations
8. Establish dry ports/logistics centers and maintenance hubs near border interchange stations
9. Simplify intermodal interfaces of railway with other modes
10. Promote and encourage corridor approach to facilitation of international railway transport
11. Work towards paperless freight





Framework for enhancing efficiency of railway border crossings

Electronic information exchange among the railways

The main processes undertaken at the railway border crossing can be grouped as follows:



Initiation and completion of these processes require information. The flow of this information has a crucial impact on the efficiency of border crossing processes



Customs and Other Government Agencies formalities

Customs have a major role in facilitating movement of goods and to complete formalities they need information.

Recommendations in the framework:

- *Pre-arrival information* on goods in electronic form
- *Harmonization of messages* for railway transit (for railway operations and completion of regulatory measures)
- *Selective and joint physical inspections based on risk assessment*
- *use of railway consignment note as custom transit declaration*
- *Use of new technologies* such as dynamic scanners and weigh bridge, electronic seals and non intrusive inspections and sharing of inspection results- *no duplication of inspections*
- *Reduced guarantees* for transit by rail

Conclusions and takeaway

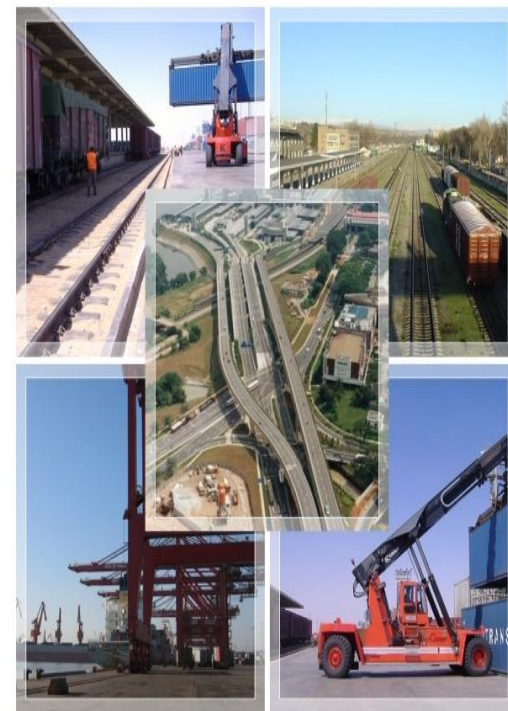
1. Trade and transport facilitation is inherently challenging:

- Involves numerous government agencies and countries
- Institutional environment different
- Implementation capacities differs

2. VPoA provides a road map secure, reliable and efficient transit transport system for LLDC is key to address the challenges of landlocked

3. Countries need to persist for coordination and cooperation behind and across the borders to achieve objectives of VPoA.

4. ESCAP can provide the forum for capacity building, experience sharing support and establishment of international transit agreements



Thank you
for
your attention

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

