

*Road Transport Facilitation in Southern  
Asia along the Asian Highway Corridors  
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*ESCAP Regional Frameworks and Transport  
Facilitation Tools-  
To strengthen cross-border and transit  
transport connectivity*

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# Outline

1. ESCAP initiatives on regional transport connectivity
2. Regional Road Facilitation Framework and Facilitation Models
3. Way forward- Master Plan on Transport Connectivity

# I. ESCAP initiatives to enhance regional connectivity- Background

Inter Governmental Agreements on Asian Highway, Trans-Asian Railway Networks and the Dry Ports of international importance

Transport facilitation is inherently challenging:

- Involves numerous government agencies and countries
- Different institutional environment
- Implementation capacities

Increasing importance of non- physical and need for a comprehensive approach. ESCAP member countries adopted a road framework in 2012



## *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**

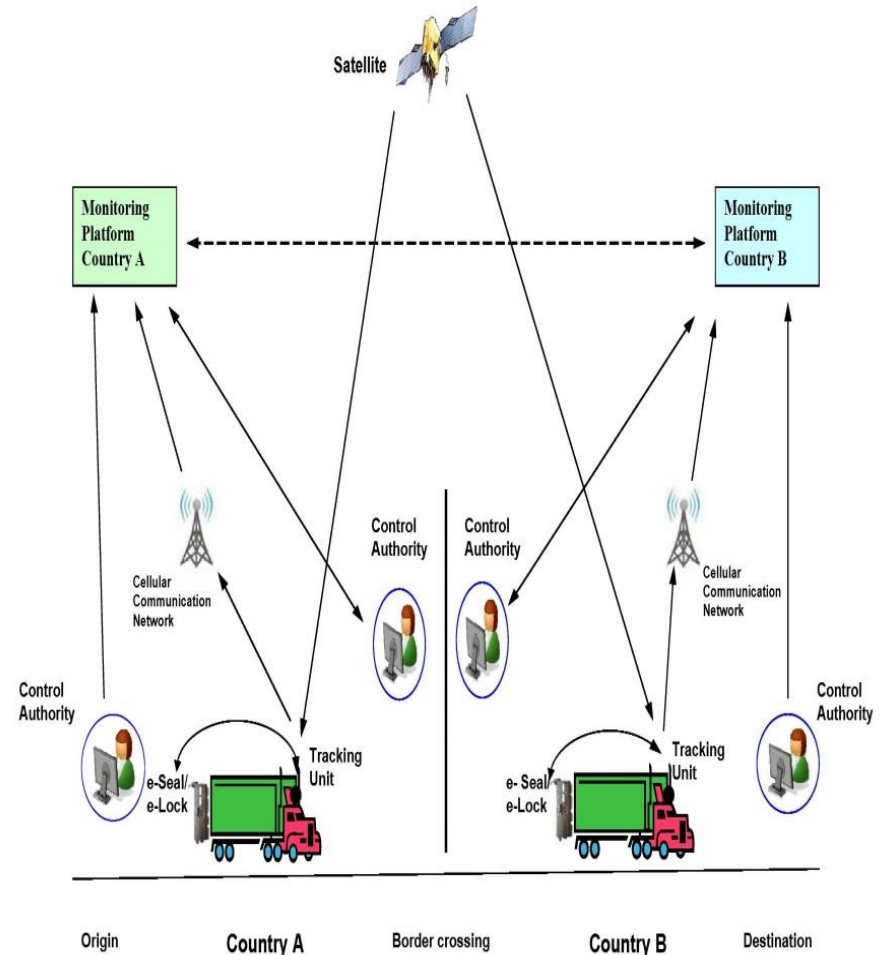
- I. Building an effective legal regime
- II. Wider application of new technologies
- III. Development of professional training
- IV. Establishment and strengthening of national coordination mechanisms
- V. Promotion of joint controls at border crossings
- VI. Promotion of economic zones at border crossings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



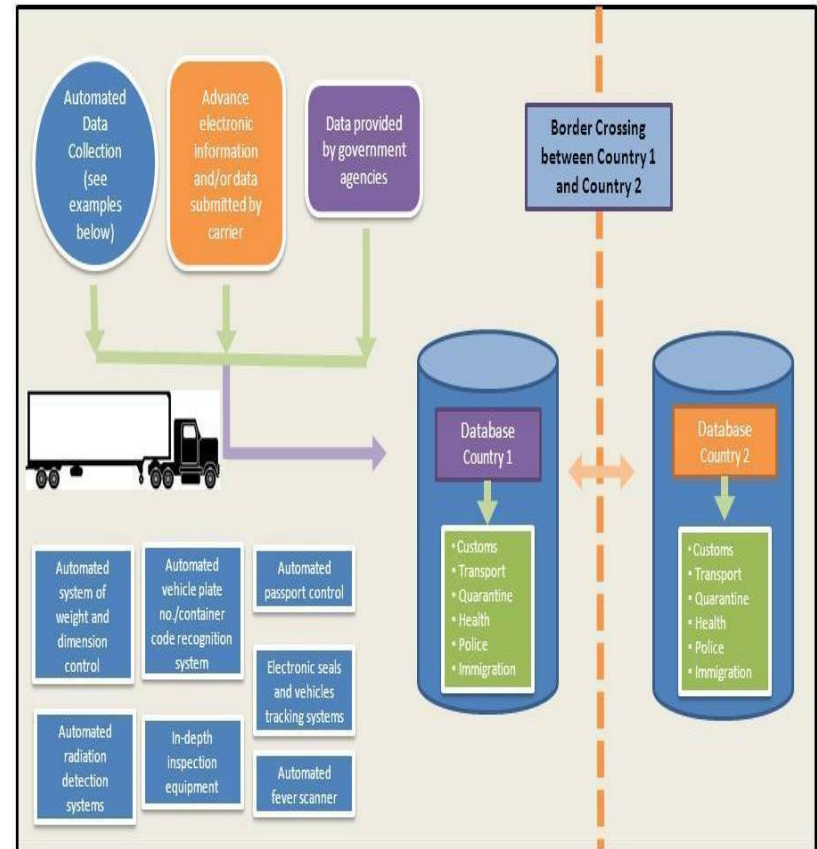
**Manual transloading**



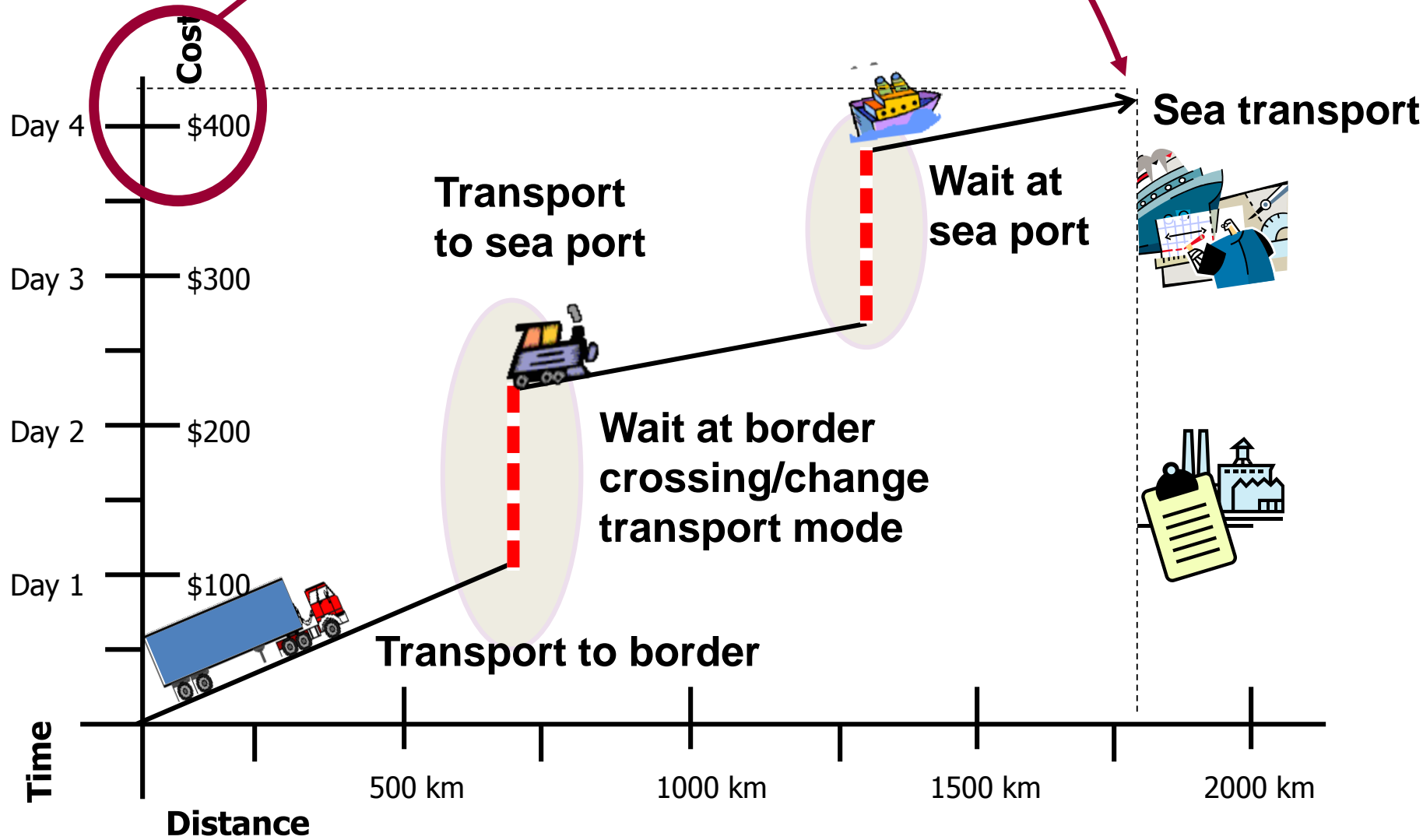
**Prime-mover and trailer**

## 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. Model Subregional Agreement on Transport Facilitation

### *Objectives of the Model Agreement*

- Propose a common framework for harmonizing the provisions of these agreements for their easier implementation and enforcement
- Provides a checklist of issues typically contained in the subregional agreement
- Proposes a structure and brief description of structural elements and specific issues to be covered by the agreement
- Reference for drafting new as well as bringing amendments to the existing ones

### *Recommendations*

- Have a plan for implementation of the agreement
- To avoid legal conflicts and ensure compatibility among the legal instruments consider the existing bilateral agreements concluded on traffic rights and permits
- Identify issue that are best settled through additional subregional agreements

## F. Model Bilateral Agreement on Transport Facilitation

### *Objective of the Model Agreement*

- Identify the common elements and propose ways to harmonize their provisions for use while negotiating new bilateral agreements or amending the existing ones

### *Findings and recommendation*

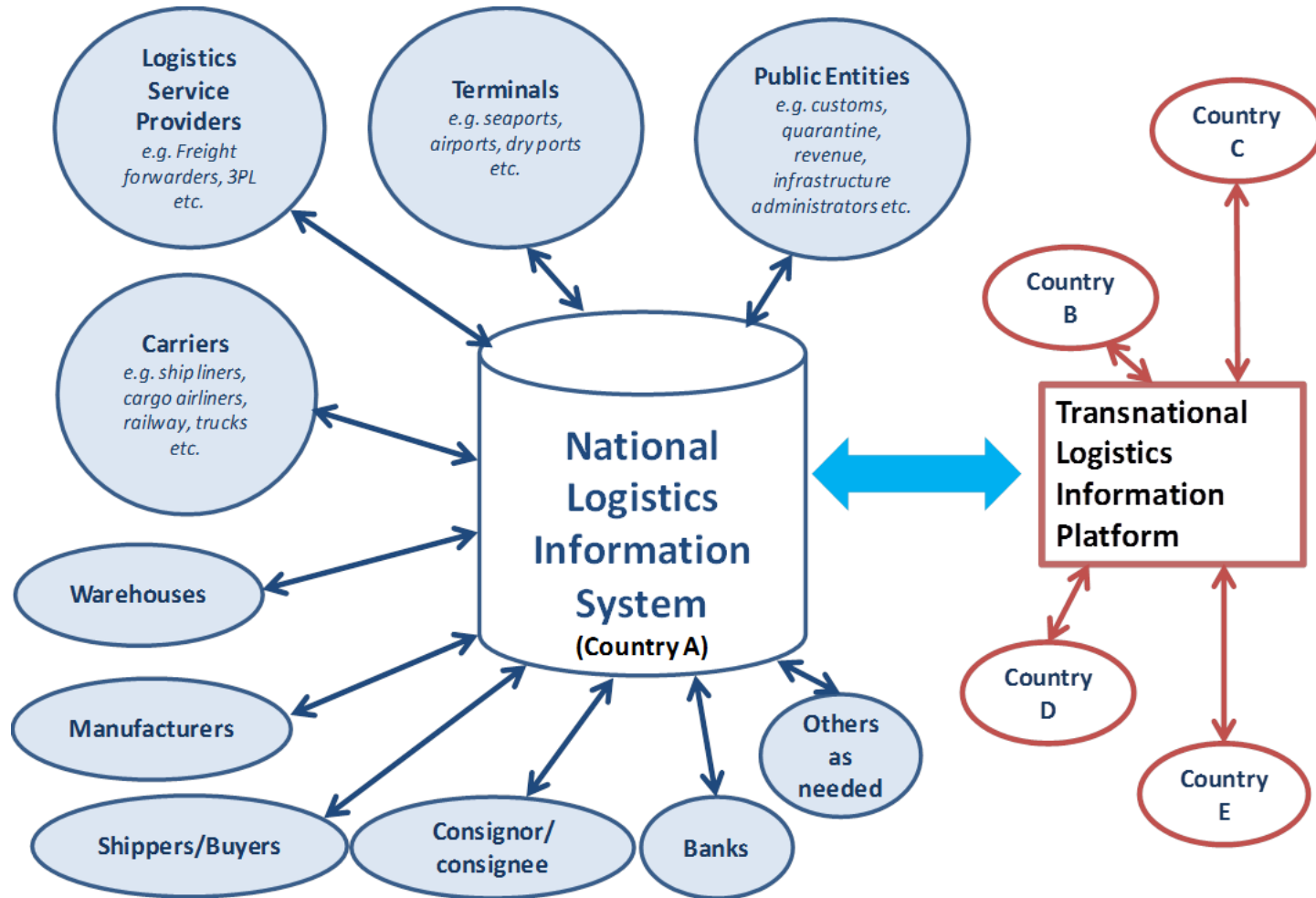
- Different approaches for arranging traffic rights from granting complete freedom to limiting the routes to border areas
- No uniform prescription over short term
- Over long term replace quantitative restrictions (quotas and permits) by qualitative ones
- Accordingly the Model Agreement has three options:
  - ✓ Countries that grant limited access (designated routes and border crossings)- with the use of permits
  - ✓ Countries that provide permits with quantitative restriction(quotas) most common in the region
  - ✓ Third permit free legal regime for occasional and permit requirement only for regular transport of passenger and goods

## Model Multilateral Permit

MULTILATERAL PERMIT FOR INTERNATIONAL ROAD TRANSPORT	
VALID FOR ONE SINGLE RETURN TRIP (OUTBOUND AND INBOUND)	
Series No.: (Country code) 00000000	
This permit is issued in conformity with [title of the applicable agreement]. It can be used for single return trip within the period of its validity.	
Valid for the year: [calendar year]	
This permit is valid for freight transport by road between [names of countries] and in transit through their territories.	
Signature and Seal of Issuing Authority  (Signature of Competent Authority of the Party concerned and stamp of the authority)  Date:                      Place:	
Name and address of Carrier	
Truck/tractor plate No./country	
Truck/tractor model/weight(kg)	
Trailer plate No./country/weight (kg)	
Brief description of goods and gross weight of goods (kg)  [This information would not be needed in countries where it is contained in other transport or commercial documents which must be kept on-board the vehicle]	- Outbound trip:  - Inbound trip:
Identification number of routes to be used (if prescribed)	- Outbound trip:  - Inbound trip:
Inspection and signature/seal by control authority of the <i>departure</i> country	- Outbound trip: date and place  - Inbound trip: date and place
Inspection and signature/seal by control authority of a <i>transit</i> country  (This section is to be re-entered into the form according to the number of possible transit countries corresponding to the number and composition of the Contracting Parties.)	- Outbound trip: date and place  - Inbound trip: date and place
Inspection and signature/seal by control authority of the <i>destination</i> country	- Outbound trip: date and place  - Inbound trip: date and place
- Elements of security such as alphanumeric number with corresponding barcode, samples of stamps of competent authority of each Contracting Party, watermark, embossed emblem, special paper and ink.	

# Standard Model for Logistics Information System

## Illustrative diagram of overall architecture of Logistics Information System



### **3. Master Plan to strengthen transport connectivity in SSWA**

- Coverage – Transport Infrastructure and facilitation with focus on facilitation measures with minimal investments
- Strategic document as well as action plan for short and medium term
- Process of development of master plan
  - Preliminary draft for country consultation
  - Subregional consultation
  - Adoption by countries
- Partnerships
  - IsDB, AUsAID, JICA, ECO, SAARC
  - Joint ownership, formulation and implementation



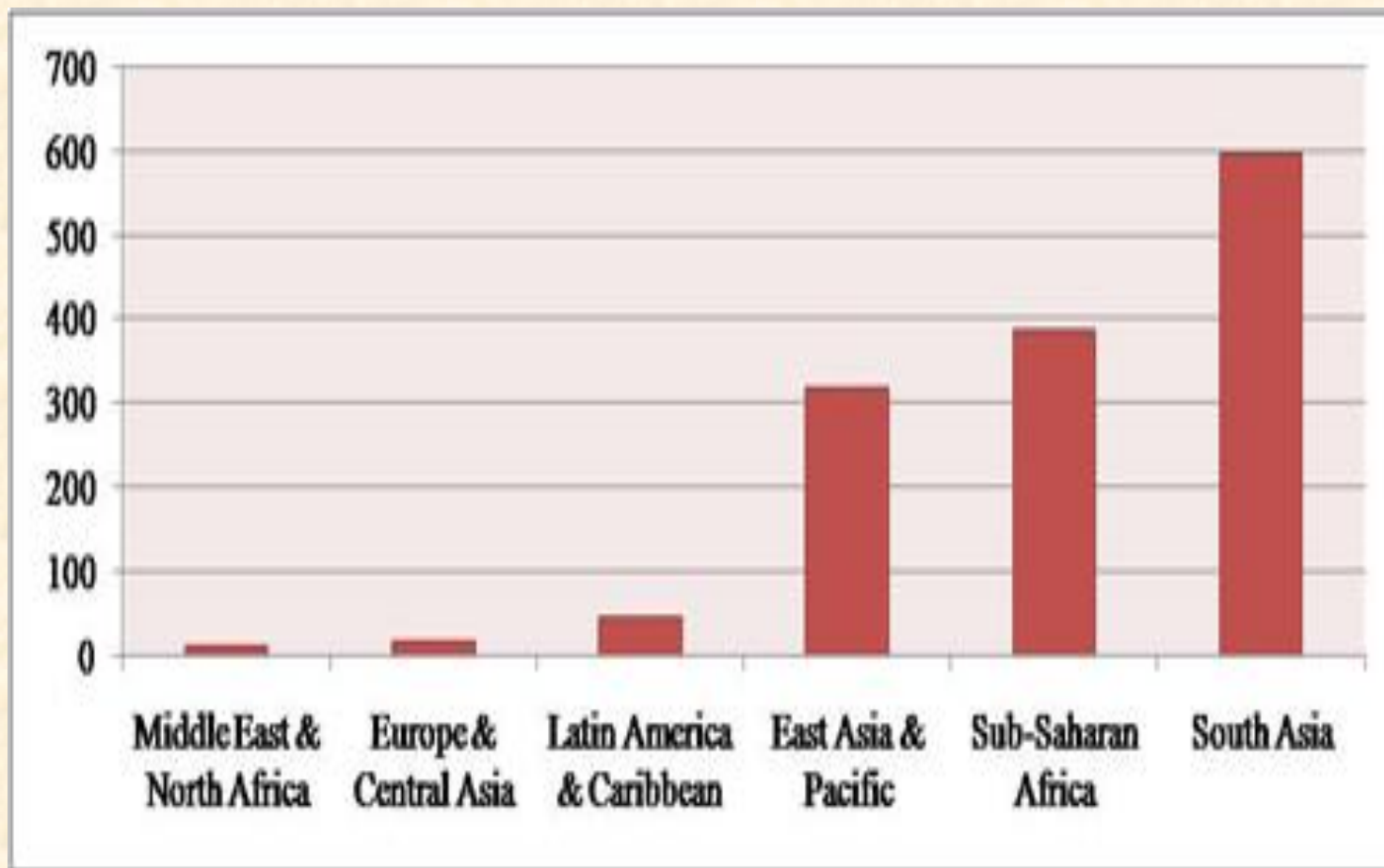


## **Master Plan to strengthen transport connectivity in SSWA**

- ESCAP tools for developing Master Plan
  - Regional Strategic Framework for Facilitation of International Road Transport
  - Transport Facilitation Models
    - ✓ Efficient cross border Model
    - ✓ Secure cross border Model
    - ✓ Model on integrated controls at the Border
    - ✓ Time- cost distance methodology
- Implementation in phases
- Strong monitoring mechanism
  - ESCAP tools
  - Subregional meetings



## *South Asia is home to 43 per cent of World's Poor*



Thank you  
for  
your attention

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

