



GMS LOGISTICS FORUM 2021

Pattaya 25-26 March 2021

Logistics and Transport Network: ESCAP Initiatives and Countries' Policy Responses to the COVID-19 Pandemic

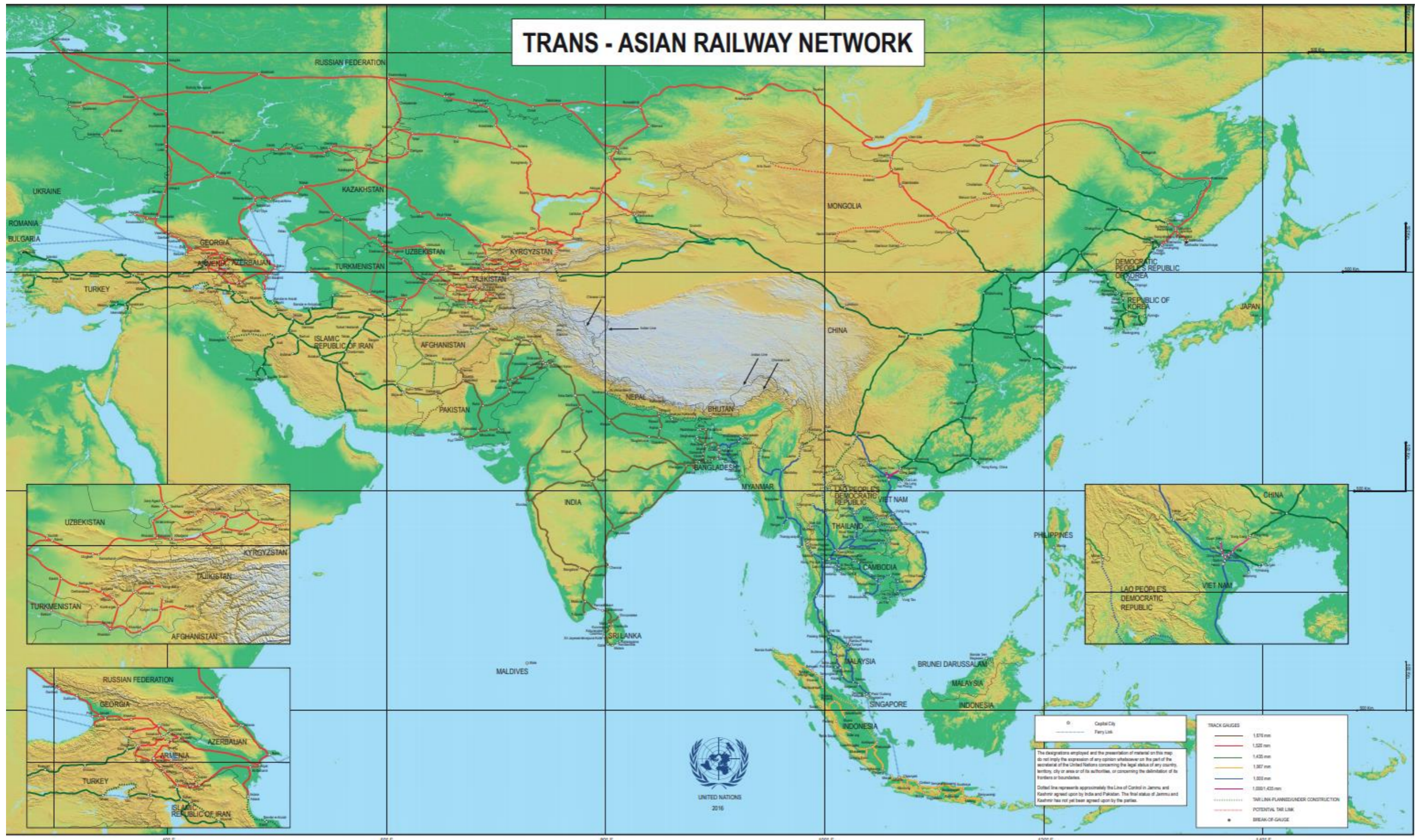
Edouard Chong

Economic Affairs Officer
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Trans-Asian Railway Network





Trans-Asian Railway Network: overview

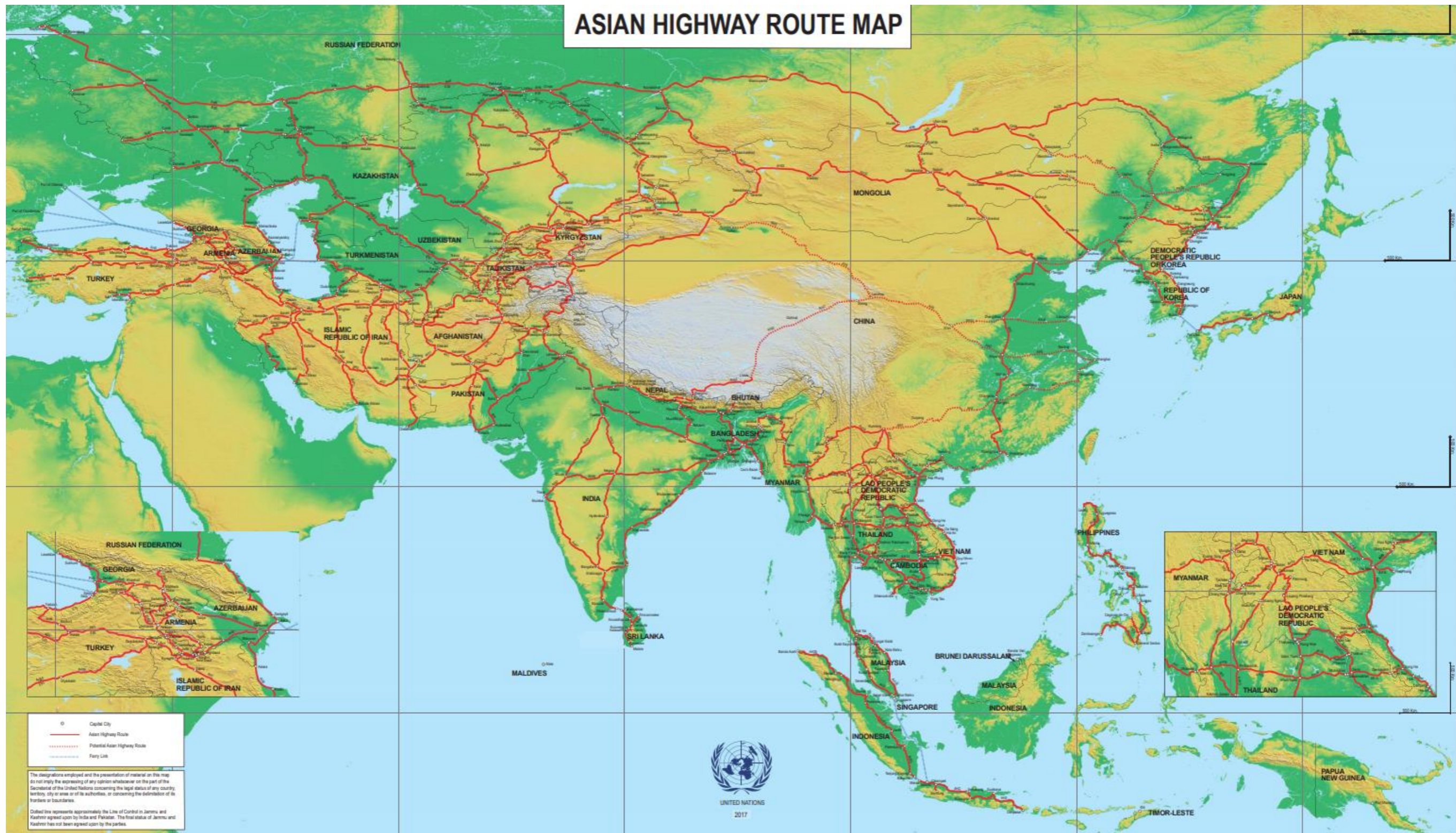
Participant	Signature
Armenia	10 Nov 2006
<u>Azerbaijan</u>	10 Nov 2006
Bangladesh	9 Nov 2007
<u>Cambodia 1</u>	10 Nov 2006
<u>China 2</u>	10 Nov 2006
Democratic People's Republic of Korea	
Georgia	18 Dec 2007
<u>India</u>	29 Jun 2007
<u>Indonesia</u>	10 Nov 2006
<u>Iran (Islamic Republic of)</u>	10 Nov 2006
Kazakhstan	10 Nov 2006
<u>Lao People's Democratic Republic</u>	10 Nov 2006
Mongolia	10 Nov 2006
Nepal	10 Nov 2006
Pakistan	28 Jan 2008
<u>Republic of Korea</u>	10 Nov 2006
Russian Federation	10 Nov 2006
Sri Lanka	10 Nov 2006
Tajikistan	10 Nov 2006
<u>Thailand</u>	10 Nov 2006
Turkey	10 Nov 2006
Turkmenistan	
Uzbekistan	10 Nov 2006
<u>Viet Nam</u>	10 Nov 2006

- Intergovernmental Agreement on the Trans-Asian Railway Network
- 117,500 km of rail routes
- 28 countries
- Promotes the development of the Trans-Asian Railway network as part of its overall goal to see the development of an international, integrated, intermodal transport and logistics system for the region, along with the Asian Highway, dry ports and facilitation measures.
- 17 articles and 2 annexes on routes and guiding principles relating to technical characteristics, e.g. railway gauge, standards for container terminals etc.
- Working Group Meeting once every 2 years



Asian Highway Network

ASIAN HIGHWAY ROUTE MAP





Asian Highway Network: focus in the subregion

- Intergovernmental Agreement on the Asian Highway Network
- 141,000 km of roads
- 32 countries
- Promotes the development of the Trans-Asian Railway network as part of its overall goal to see the development of an international, integrated, intermodal transport and logistics system for the region, along with the Asian Highway, dry ports and facilitation measures.
- 19 articles and 3 annexes on routes, technical characteristics of road class requirements and signages.
- Working Group Meeting once every 2 years

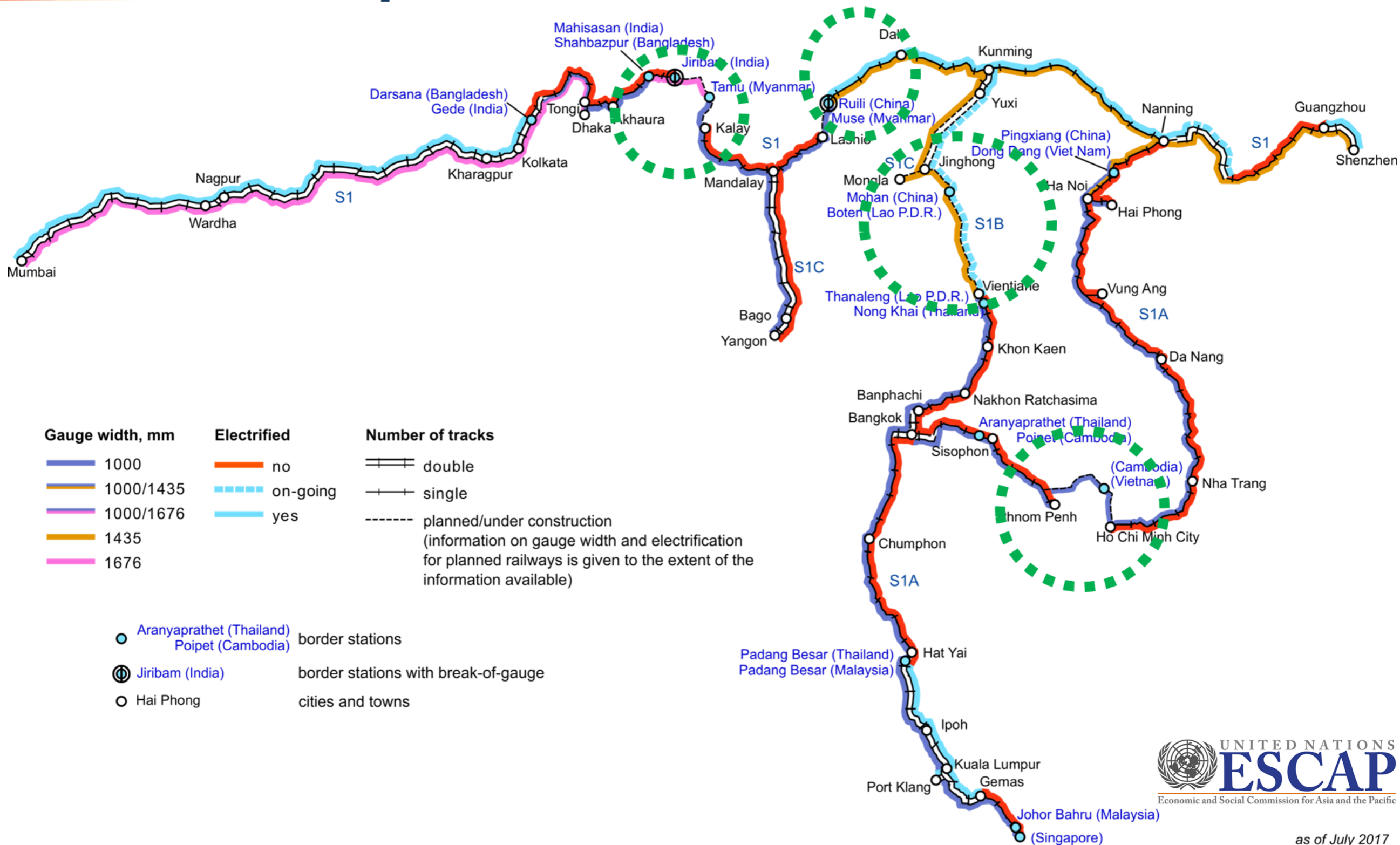
Highway classification		Primary (4 or more lanes)				Class I (4 or more lanes)				Class II (2 lanes)				Class III (2 lanes)			
Terrain classification		L	R	M	S	L	R	M	S	L	R	M	S	L	R	M	S
Design speed (km/h)		120	100	80	60	100	80	50		80	60	50	40	60	50	40	30
Width (m)	Right of way	(50)				(40)				(40)				(30)			
	Lane	3.50				3.50				3.50				3.00 (3.25)			
	Shoulder	3.00		2.50		3.00		2.50		2.50		2.00		1.5 (2.0)		0.75 (1.5)	
	Median strip	4.00		3.00		3.00		2.50		N/A		N/A		N/A		N/A	
Min. radii of horizontal curve (m)		520	350	210	115	350	210	80		210	115	80	50	115	80	50	30
Pavement slope (%)		2				2				2				2 - 5			
Shoulder slope (%)		3 - 6				3 - 6				3 - 6				3 - 6			
Type of pavement		Asphalt/cement concrete				Asphalt/cement concrete				Asphalt/cement concrete				Dbl. bituminous treatment			
Max. superelevation (%)		10				10				10				10			
Max. vertical grade (%)		4	5	6	7	4	5	6	7	4	5	6	7	4	5	6	7
Structure loading (minimum)		HS20-44				HS20-44				HS20-44				HS20-44			



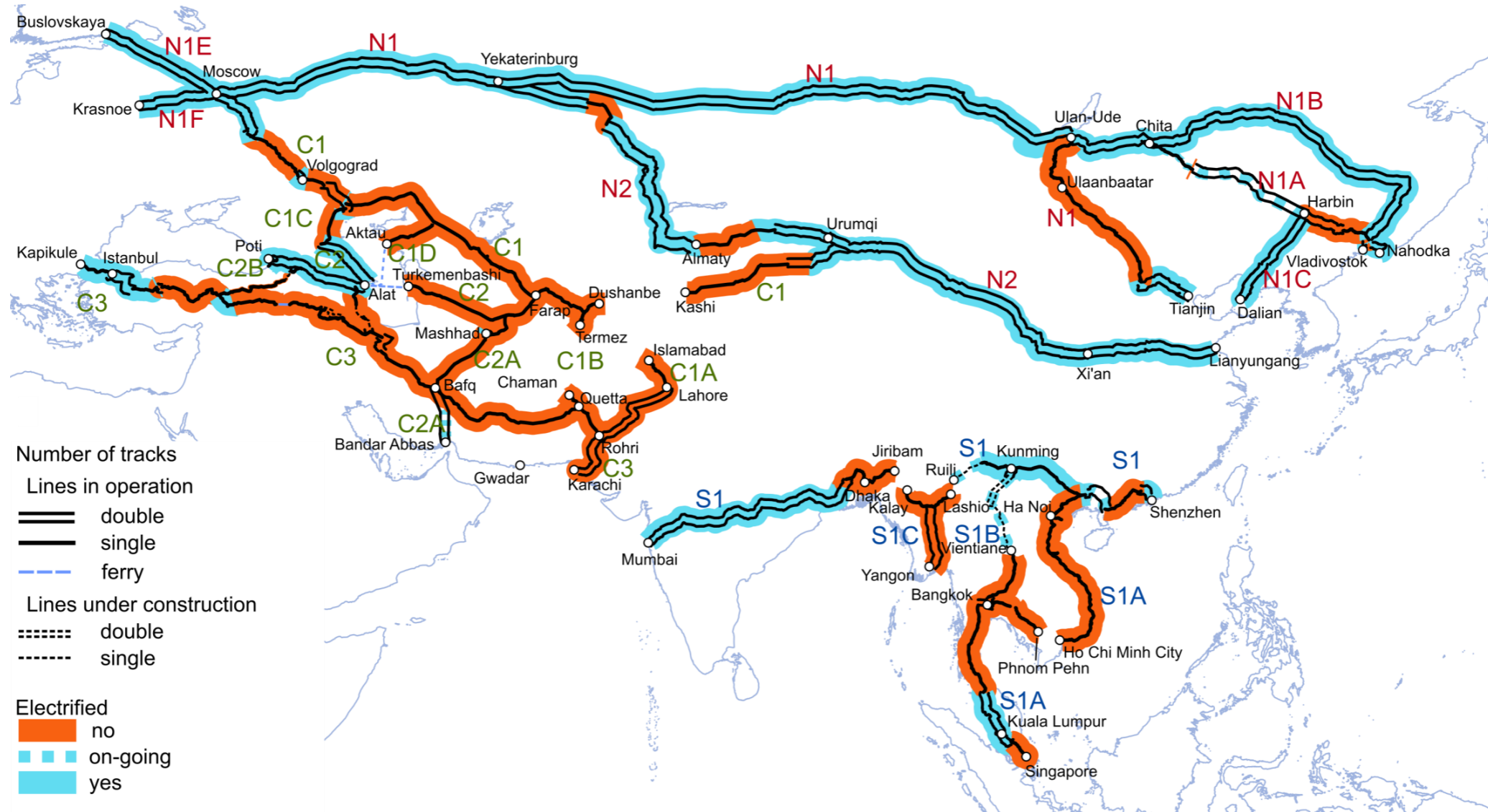
Logistics connectivity in the subregion



Rail infrastructure in ESCAP Southern Transport Corridor

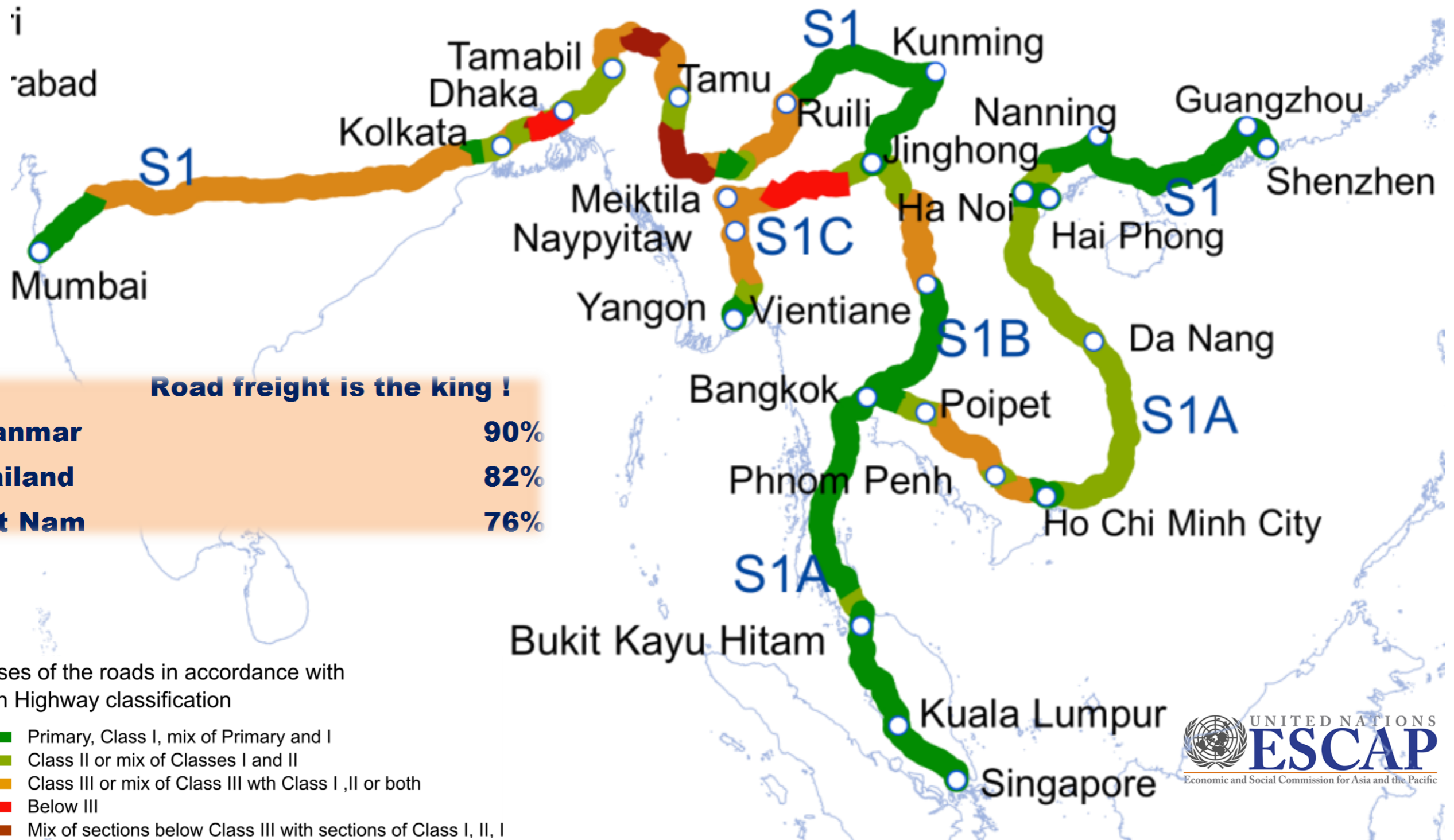


Single track, unelectrified, standard vs. meter gauge

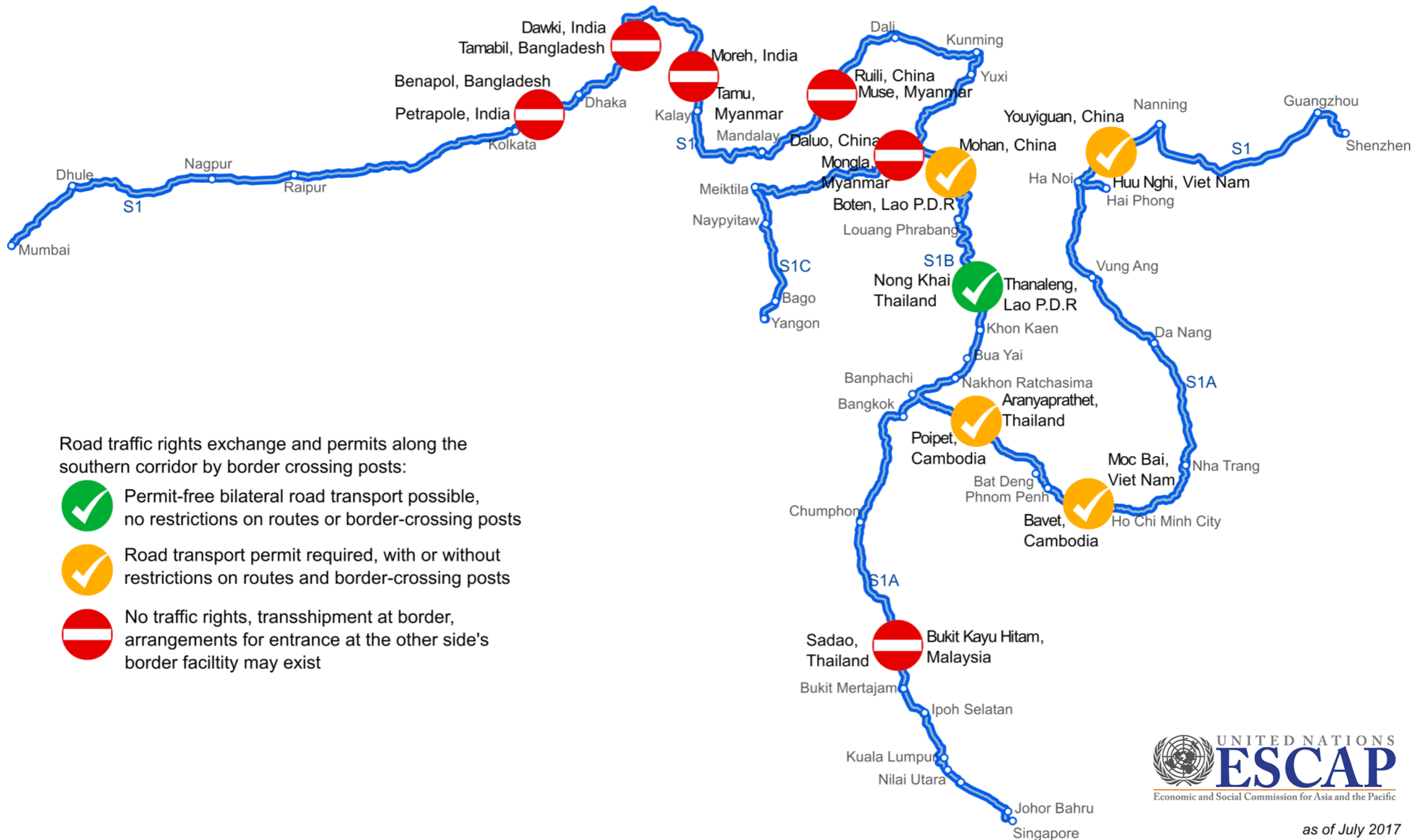


Limited capacity and bottlenecks ??

Road infrastructure along ESCAP Southern Transport Corridor



Traffic rights: permits limitations





Exchange of traffic rights along GMS subregion

	Permit quota
Viet Nam - Cambodia	500
Viet Nam - China	500
Viet Nam - Lao PDR	No quota
Viet Nam - Lao PDR - Cambodia (trilateral)	150
Cambodia - Thailand	150
Cambodia - Lao	40
Thailand - Lao PDR	No quota
*Thailand - Myanmar	*100
GMS	500
<i>Myanmar - India / Bangladesh</i>	<i>Transshipment at the borders</i>

Different documentations requirements at border crossing points

Thailand

Required documents by transport authority

- Vehicle Registration Certificate
- Valid road tax payment document
- Vehicle Inspection Certificate
- Transport Operator License
- Vehicle Insurance Certificate
- National Vehicle Registration Plate and the Distinguishing Sign.
- Valid Driving License

Documents must be in English

Required documents for goods (cargo)

- Customs import declaration form
- Commercial Invoice
- Packing List
- Bill of Lading (Optional)
- List of necessary equipment, tools, spare parts, such as fuel, engine lubricant which shall be reported to the customs of the other contracting party at the border crossing point in order to request tax exemptions.

Documents must be in English

Lao PDR

Required documents by transport authority

- Vehicle Registration Certificate
- Transport Operators License
- Vehicle Insurance Certificate
- National Vehicle Registration Plate and the Distinguishing Sign.
- Valid Driving License

Required documents for goods (cargo)

- Good Manifest
- Commercial Invoice
- Packing List
- Customs Declaration Form for cargo

Customs requirements for vehicles

China	Viet Nam	Viet Nam	Cambodia	Cambodia	Thailand
Filing Form for International Road Transport Vehicle	Customs Declaration for Temporary Importation of Vehicle	Customs Declaration for Temporary Importation of Vehicle	Customs Declaration for Temporary Importation of Vehicle	Customs Declaration for Temporary Importation of Vehicle	Customs Declaration Form for temporary admission of the vehicle
Customs Vehicle Inspection Report	No guarantee for vehicle required	No guarantee for vehicle required	Information on routes and duration of trip	Information on routes and duration of trip	No guarantee for vehicle required
Four color pictures of the vehicle			TAD (Vehicle's Passport)	TAD (Vehicle's Passport)	
Guarantee for vehicle required			No guarantee for vehicle required	No guarantee for vehicle required	
Advance electronic information about vehicle and cargo at least one hour before arrival to the border crossing point					

Lack of harmonization ... seamlessness?



	Maximum Width, mm	Maximum Height, mm	Maximum Length, mm		Maximum Gross Weight, ton		Maximum Axle Load, ton	
			Rigid truck	Articulated Vehicle/Road Train	Rigid Vehicle, ton	Articulated Vehicle/Road Train, ton	Group Axles, ton	Single Axle Load, ton
Viet Nam	2,500.0	4,200.0	..	20,000.0	34.0	45.0	24.00i	10.0
Lao PDR	2,500.0	4,500.0	12,200.0	19,000.0	27.2	49.6	20.4	9.1
Thailand	2,550ii	4,000.0	12,000.0	16,000.0	30.0	50.5	25.50i	11.0
Myanmar	2,500.0	4,600viii	12,200.0	..	21.0	38.0	..	10.0

Divergence in emissions standards for road freight vehicles

Country	Reference	Equivalent to Euro standards
Cambodia	National	incompatible to Euro standard series
China	China V	Euro V
Indonesia	National, Euro IV, United Nations Regulations No.49 (revision 3)	Euro IV
Lao PDR	National	incompatible to Euro standard series
Malaysia	Euro I, II	Euro II
Myanmar	AFAGIT Protocol 4	incompatible to Euro standard series
Singapore	Euro IV, V, VI	Euro VI
Thailand	United Nations Regulations No.49(revision 5); Euro III	Euro III
Viet Nam	Euro IV	Euro IV



**Initiatives to enhance transport and logistics
operational connectivity
(ESCAP Frameworks and Models)**





UNESCAP transport facilitation frameworks, tools and models

Regional Frameworks

- Regional Strategic Framework for the Facilitation of International Road Transport
- Regional Cooperation Framework for Facilitation of International Railway Transport

Eight mutually complementary models

- Time/Cost-Distance Methodology
- Secure Cross-border Transport Model
- Model on Integrated Controls at Border Crossings
- Efficient Cross-border Transport Model
- Standard Model for Logistics Information System
- Model Bilateral Agreement on International Road Transport
- Model Subregional Agreement on Transport Facilitation
- Model Multilateral Permits for International Road Transport

Information available at the following webpage:

- <https://www.unescap.org/resources/transport-facilitation-tools>



Regional Cooperation Framework for the Facilitation of International Railway Transport

Identifies 4 fundamental issues for facilitation of international railway transport

1. Standards for railway infrastructure, facilities and equipment
2. Break of gauge
3. Different legal regimes for railway transport contracts
4. Coordination of regulatory controls and inspections at border-interchange stations

Identifies 11 priority areas for cooperation among member countries to facilitate railway transport in the region



Regional Cooperation Framework for the Facilitation of International Railway Transport

Priority areas for cooperation among member countries to facilitate railway transport in the region

1. participation in international railway organizations (OSJD, OTIF)
2. formulation of subregional and bilateral agreements on the facilitation of railway transport
3. cooperation to standardize cross-border railway operations
4. use of advance passenger/cargo information system(s)
5. arrangements for the exchange of wagons
6. use of new technologies in train operations as well as in container tracking
7. developing human resources for cross-border railway operations (visas, training, conditions of service)
8. establishment of logistics centers/dry ports and maintenance hubs at or near border interchange stations, particularly along railway freight corridors
9. simplification of the intermodal interface of railways with maritime, air and road transport
10. promotion of the corridor approach in the facilitation of international railway transport
11. work towards paperless railway freight transport



Regional Strategic Framework for the Facilitation of International Road Transport

Common fundamental 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

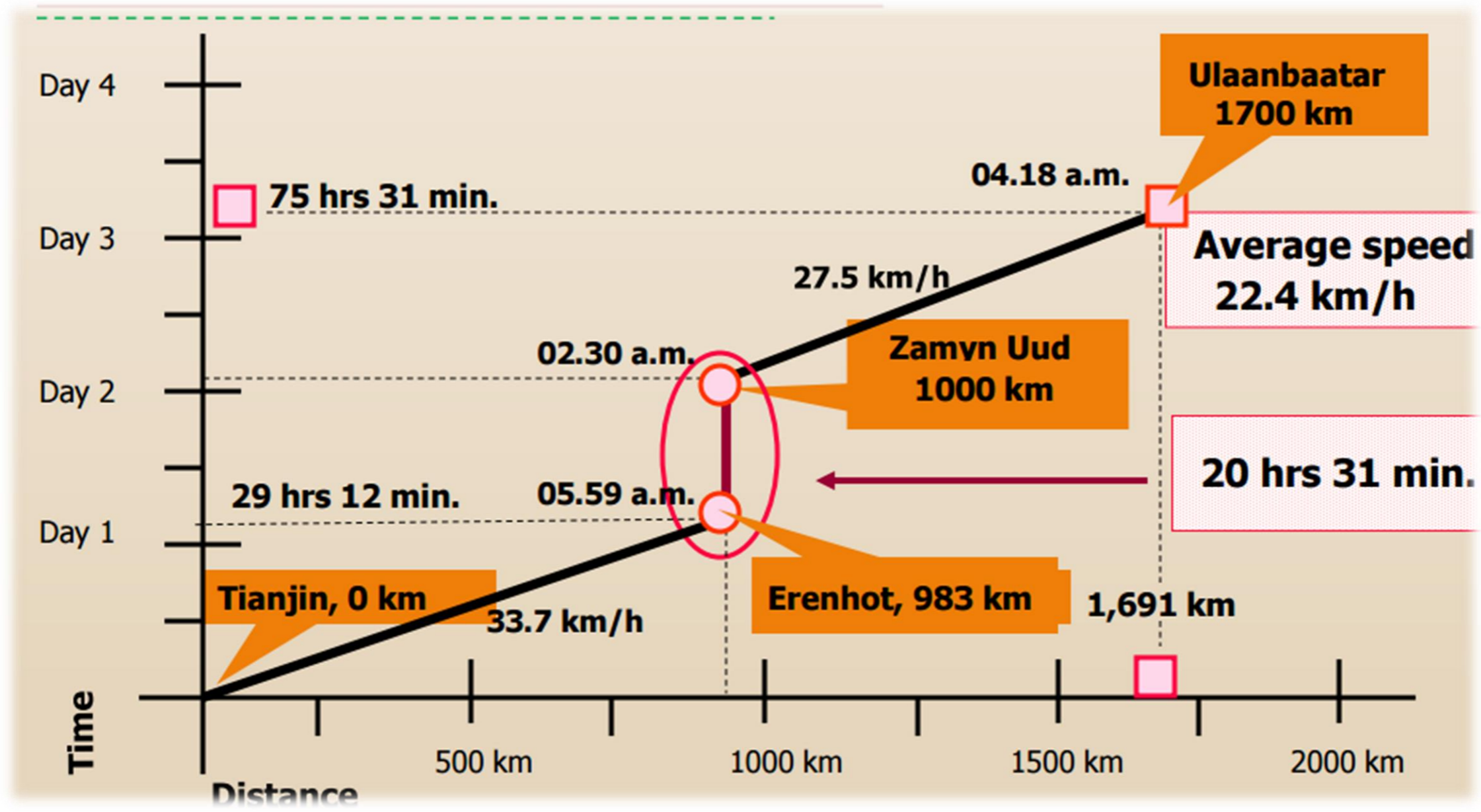
Common approaches for key modalities for facilitation

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*



Time-Cost-Distance Model

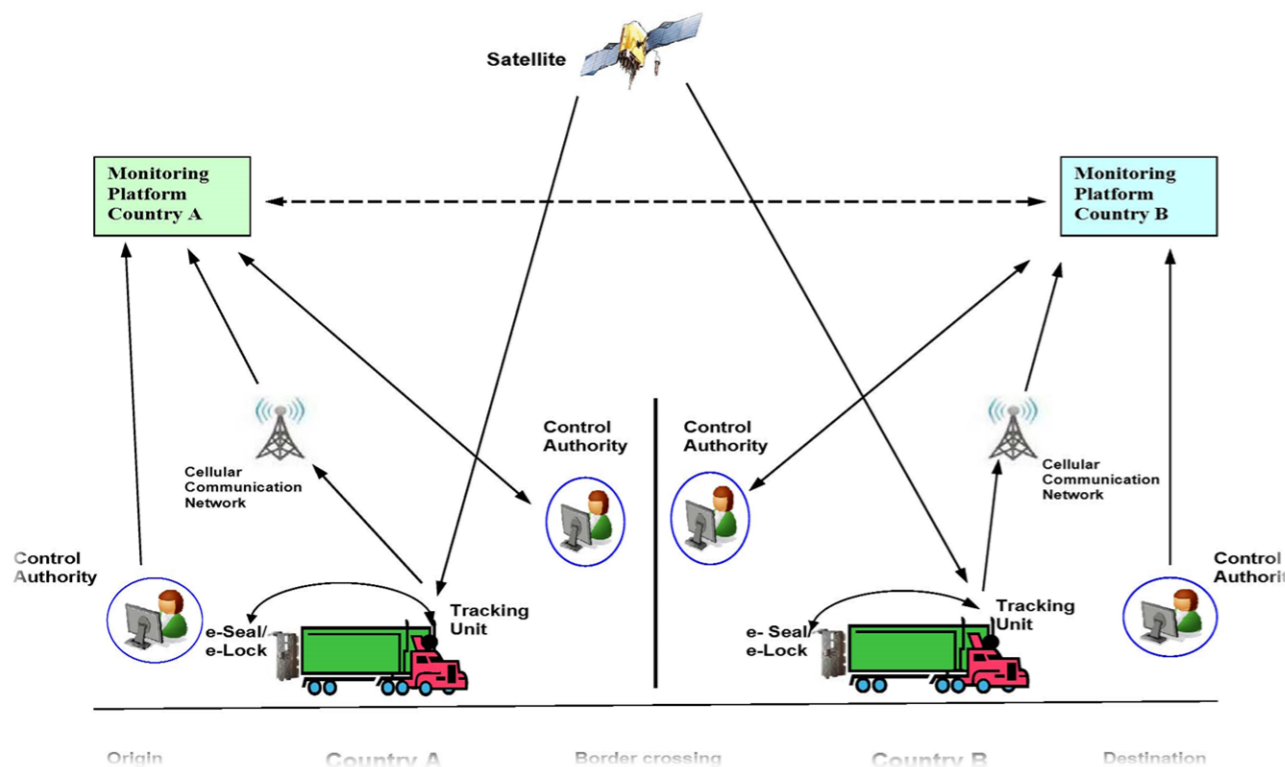
Example: Tianjin – Ulaanbaatar Railway Link





Secure Cross-border Transport Model

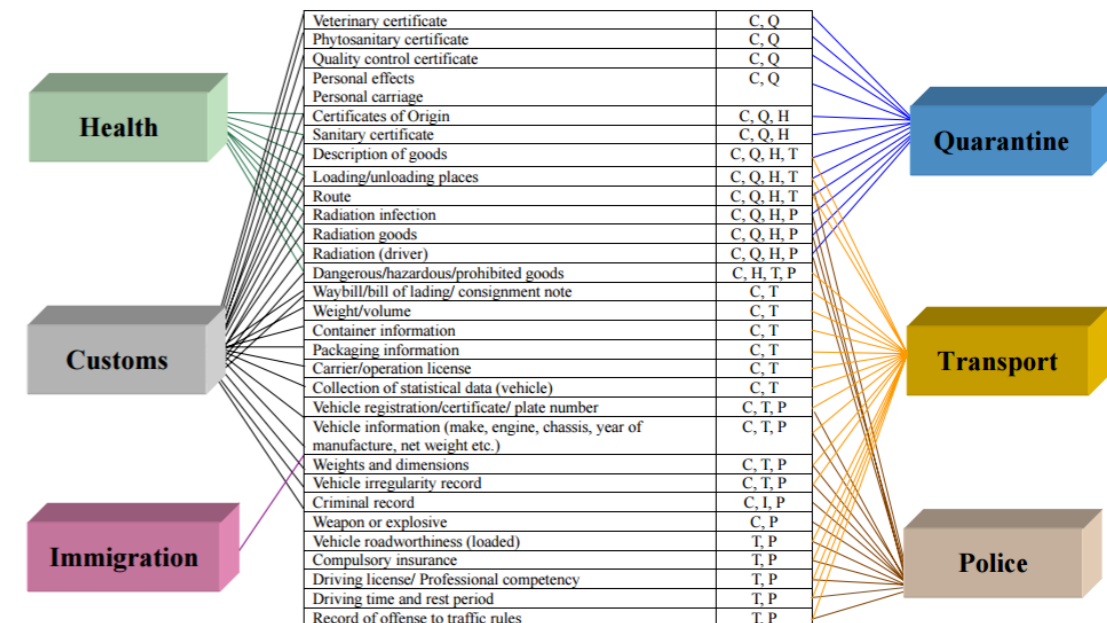
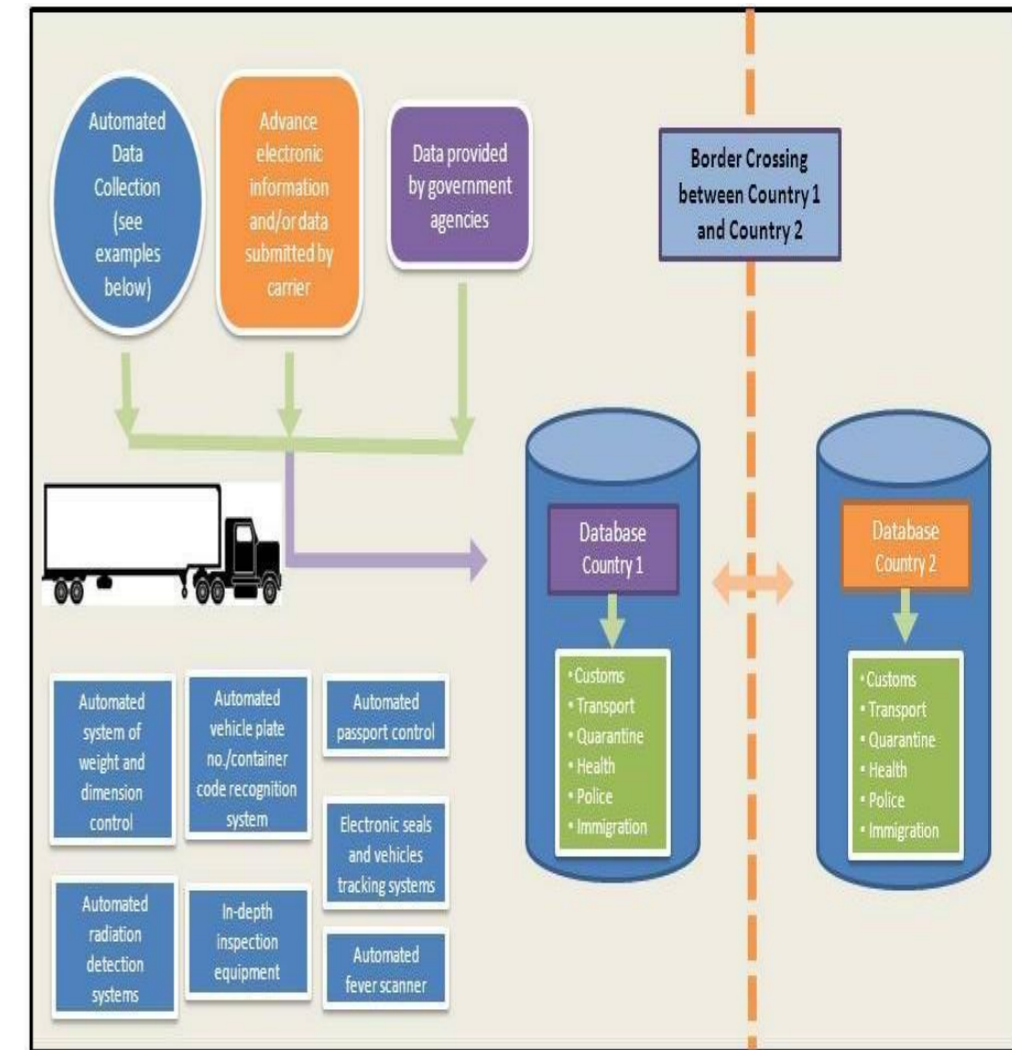
- ❖ Provides concept for vehicle tracking system using new technologies, e.g. RFID, e-Seals
- ❖ Balances control requirements and facilitation
- ❖ Physical inspection at origin/destination addresses concerns of security, diversion of goods
- ❖ Flexible institutional arrangements
- ❖ Facilitates cooperation among border agencies both behind and across the border





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
- ❖ Helps in streamlining and simplifying formalities and procedures for crossing border with *re-aligned integrated scheme* for a border crossing
- ❖ Prevents duplication by aligning inspection schemes for different agencies at the same border crossing





Efficient Cross-border Transport Model

- Evaluation Sheet for freight transport arrangement
- Identify best modalities taking into consideration of particularities at border crossing points

Issues	Trailer swap	Container swap	Manual transloading	No transloading	Solution/Arrangement	Difficulty	Cost	
Transport permit for motor vehicle				x	Multilateral agreement	5	5	
					Bilateral agreement	3	3	
Permission for foreign trailer to enter the country	x			x	Multilateral agreement	4	4	
					Bilateral agreement	3	3	
					Double registration	2	3	
Third party liability insurance of vehicle								
For prime mover				x	Subregional or regional insurance scheme	5	5	
					Bilateral insurance scheme	4	4	
					Double insurance	1	3	
For trailer	x			x	Subregional or regional insurance scheme	5	5	
					Bilateral insurance scheme	4	4	
					Double insurance	1	3	
Temporary importation								
Of prime mover				x	Accession to international convention	4	4	
					Bilateral agreement	4	3	
					Double registration	1	3	
Of trailer	x			x	Accession to international convention	4	4	
					Bilateral agreement	3	3	
					Double registration	1	3	
Of container	x	x		x	Accession to international convention	3	3	
						Bilateral agreement	3	3
						Double registration	1	3
Mutual recognition of driving license				x	Accession to international convention	4	4	
					Multilateral agreement	5	5	
					Bilateral agreement	3	3	
					Change of driver	2	2	
Mutual recognition of vehicle certificates/registration				x	Accession to international convention	4	4	
					Multilateral agreement	5	5	
					Bilateral agreement	3	3	
Use of compatible vehicles and equipment	x	x			Agreement between transport operators, taking into account national regulations	2	3	
Compliance with local standards regarding weight and dimension	x	x		x	Harmonization of regulations	5	5	
						Adjustment of fleet/transport equipment	2	2
Compliance with local emission regulations				x	Harmonization of regulations	5	5	
					Adjustment of fleet/transport equipment	2	2	
Side of steering wheel				x	Multilateral agreement	5	5	
					Bilateral agreement	4	4	
					Amendment to domestic law	3	3	
Visa requirement				x	Multilateral agreement	5	5	
					Bilateral agreement	3	3	
					Change of driver	2	3	
Compliance with local laws				x	Exchange of information of laws	3	1	
					Training	2	2	
Requirement for transloading equipment		x			Operator's own facilities	2	4	
Transloading labour		(x)	x		Facilities provided by private company or public sector	2	3	
					Operator's own facilities	2	4	
					Facilities provided by private company or public sector	2	3	
Requirement for local partner	x	x	(x)		Same company, different branch	2	3	
						Two companies	2	2
Risk of damage or loss of goods or container		(x)	x			3	3	
Possible route limitations				x	Multilateral agreement	5	5	
					Bilateral agreement	4	4	
Guarantee for trailer and container	x	(x)			Addressed in cooperation contract, financial guarantee	1	2	
					Addressed in cooperation contract, no financial guarantee	1	1	
Market access				x	Quota of permits	4	4	
Local knowledge throughout route				x		4	3	
Road safety				x		3	3	
Access to local services				x		3	2	
Use of containers		x				2	2	
Total number of issues	8	7.5	2.5	19				
Total difficulty points (min)	14	16	6	46				
Total cost points (min)	20	18.5	7	54				

Note: x = Issue relevant, (x) = Issue relevant to some degree
 1 = low cost/difficulty, 2 = some cost/difficulty, 3 = reasonable cost/difficulty, 4 = high cost/difficulty 5 = considerable cost/difficulty

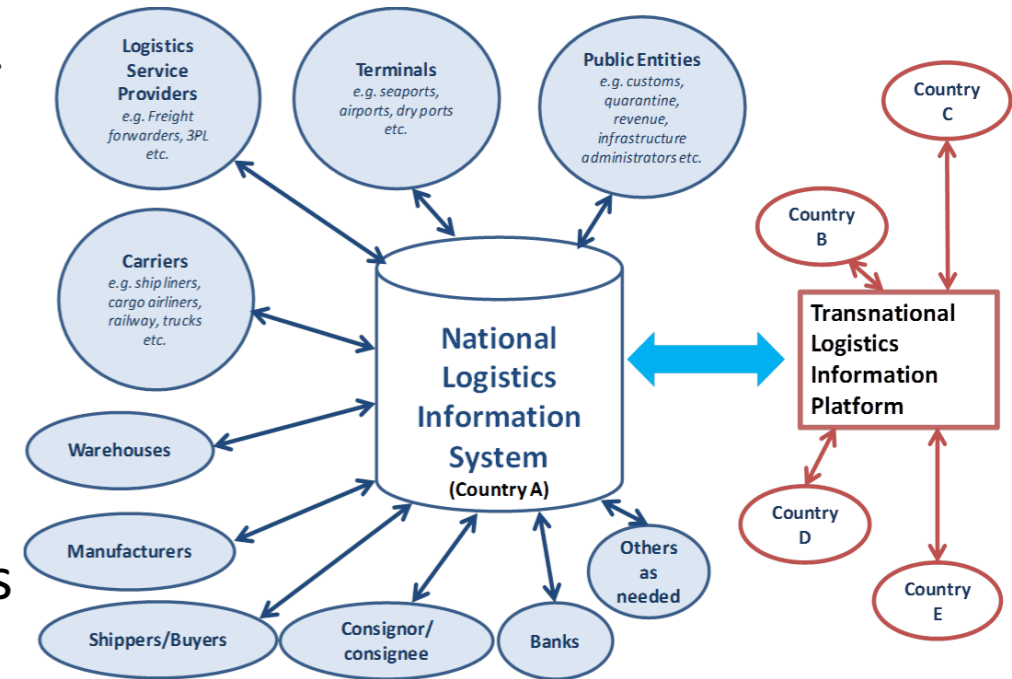


Standard Model for Logistics Information System

The Study includes examples of existing national and transnational systems, national experiences, recommended data and other technical standards and the Standard Model of Logistics Information Systems.

General Recommendations

- To utilize logistics information technology systems or other ICT resources related to logistics services, in order to establish national logistics information systems as a public platform providing effective and efficient information services as well as future transnational interchange
- To establish a regional mechanism promoting cooperation among countries in the development of national logistics information systems; ideally include therein the coordination of standards and the development of cooperation through a legal framework.
- To consider government investment or public-private partnerships to fund the development of logistics information systems.
- To adopt the “Standard Model of Logistics Information Systems” in the development of national system.



Examples: NEAL-NET, LOGINK etc.

<http://www.unescap.org/resources/regional-study-use-logistics-information-systems-increased-efficiency-and-effectiveness>



Standard Model for Logistics Information System

Overview: Functions of existing Logistics Information Systems

Functions	Recommended national system	China		Japan		Republic of Korea				Singapore			Transnational		
		LOGINK	E-Port	Colins	NACCS	PORT-MIS	SP-IDC	GCTS	uTrade	PortNet	Trade Net	TradeXChange	NEAL-NET	ANNA	ASEAN Single Window
User management:															
<i>importers/exporters, shippers, customs brokers</i>	x	x	x		x	x	x	x	x	x	x	x	x		
<i>freight forwarders</i>	x	x	x	x	x	x	x	x	x	x	x	x	x		
<i>warehouse operators</i>	x	x		x	x	x	x		x			x			
<i>carriers inc agents</i>	x	x		x	x	x	x	x		x		x	x	x	
<i>terminal operators</i>	x	x		x	x	x	x			x		x	x	x	
Data interchange and messaging e.g. documents transmission, queries, messages	x	x	x	x	x	x			x	x	x	x	x	x	x
Standardizations e.g. data elements, code set, business doc, business process models	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Imports/exports clearances e.g. customs, quarantine, trade control	link		x		x				x		x				x
Seaport/airport clearance inc. cargo and crew	link				x	x				x				x	
Payment:															
<i>Customs duties, taxes etc.</i>	link		x		x				x		x				
<i>transport related charges</i>	link					x				x					
Track and trace	link	x		x	x	x		x	x	x			x		
B2G	x	x	x		x	x			x	x	x	x		x	
B2B	x	x	x	x	x	x		x	x	x		x	x		
G2G	x	x	x			x			x			x		x	x
Statistical data and data information	x	x	x		x	x	x	x	x	x	x				
M-All modes; A-Air; S-Sea; R-Road; W-Railway	M	M	M	S	AS	S	M	SRW	M	S	M	M	M	S	M



Other initiatives and COVID Response





Other initiatives to support logistics sector

Regional Conference for Logistics Service Providers

- ❖ Annual event held in conjunction with FIATA and national associations
- ❖ The Conference is a platform allowing logistics service providers to discuss issues pertaining to the latest developments in freight forwarding and logistics services in the region; identify challenges, promote good practices and share national experiences
- ❖ Support human resource development through organized 3 Training-of-Trainers Capacity Building Workshops: in collaboration with PMTLAI, MIFFA, TIFFA and ILFA in year 2020.
- ❖ Produce training manuals for the forwarding and logistics sector



Examples of some on-going projects

- ❖ Enhancing efficiency of intermodal transport operations in Asia Through developing coordination arrangements in support of balanced economic, social and environmental impacts
- ❖ Strengthening capacity for operationalizing effective transport connectivity along China-Central Asia-West Asia Economic Corridors to achieve the 2030 Agenda
- ❖ Facilitating the deployment of highly and fully automated vehicles in road traffic along the Asian Highway Network
- ❖ Transport and trade connectivity in the age of pandemics: digital and smart solutions
- ❖ Training of Trainers Capacity Building Workshops for Logistics Service Providers

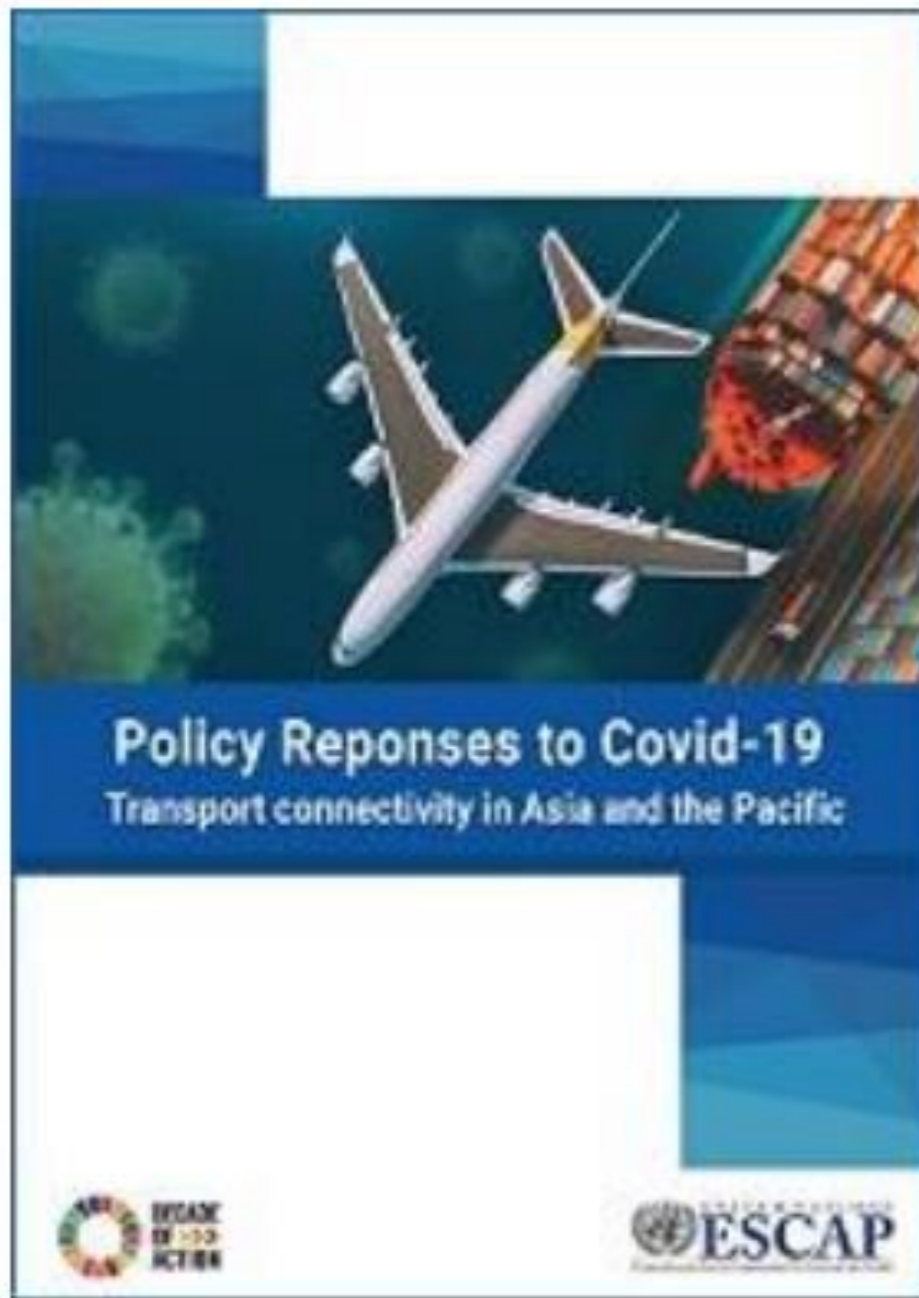


COVID Response

- ❖ Coordinating emergency responses along the Asian Highway Network in face of the COVID 19 pandemics
 - Released policy brief on “Policy Responses to Covid-19: Transport Connectivity in Asia and the Pacific” and set up dedicated informative webpages
 - Organized Virtual Expert Group Meeting on Safe and Seamless Transport Connectivity along the Asian Highway Network
 - Organized Webinar on Preserving Transport Connectivity and Building Freight Transport Resilience in ASEAN
 - Organized UNESCAP - ILFA Training-of-Trainers (TOT) Capacity Building Workshop on COVID-19 implication to Logistics sector: Impact, opportunities and momentum for capacity development in Indonesia
 - Undertaking the UN-wide Rapid Response Project, on “Transport and trade connectivity in the age of pandemics: United Nations solutions for contactless, seamless and collaborative transport and trade”.



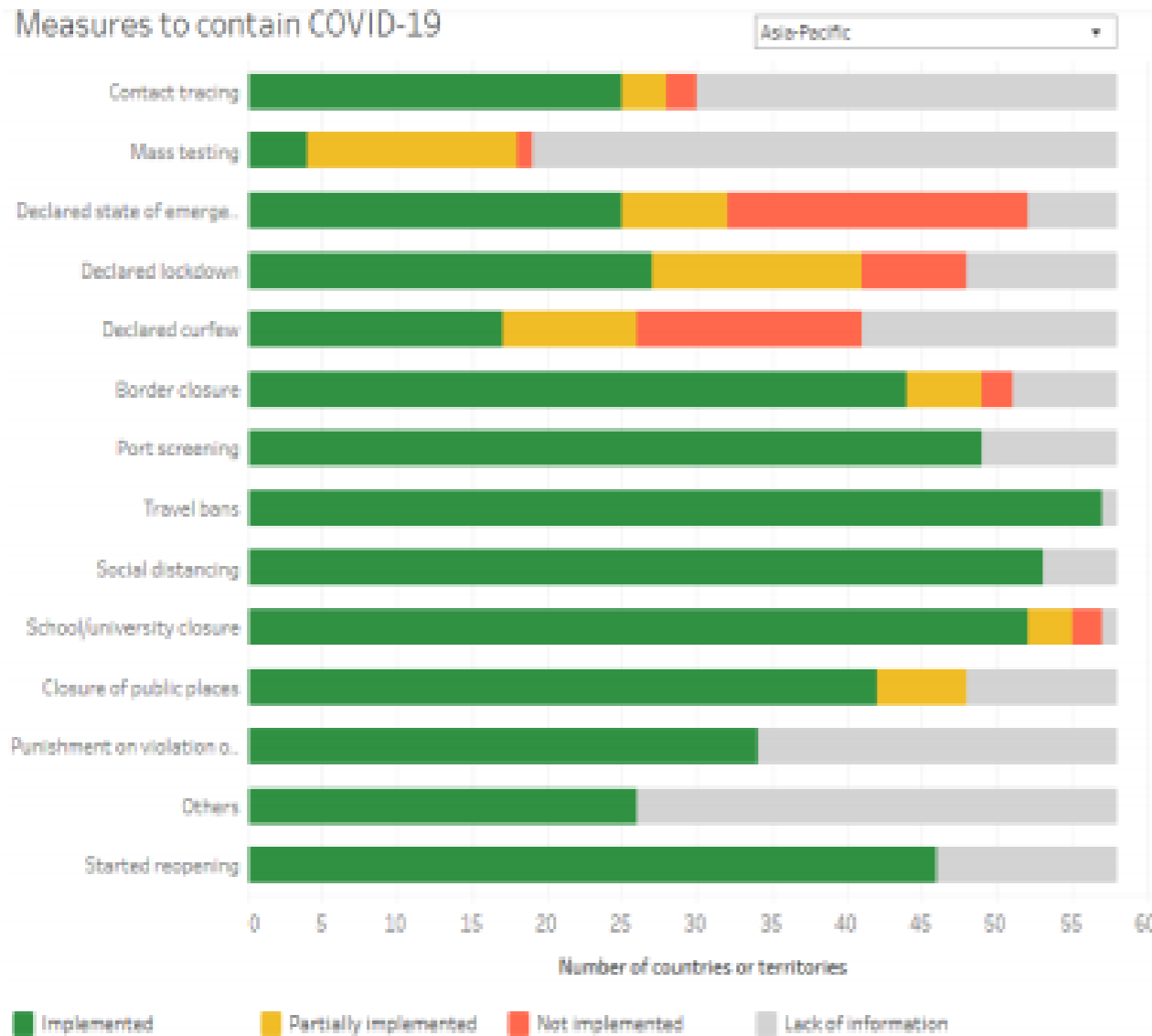
ESCAP Policy Brief on COVID-19 and Transport Connectivity



- ❑ Role of international freight transport as a pandemic vector, but also as a **key component for crisis response and post-crisis recovery**
- ❑ **Difficulty in tracking and monitoring national responses**, affecting freight distribution
- ❑ **Registering concern with transport connectivity** despite the exemption of freight flows from general restrictions
- ❑ Observed **push for innovation and digitalized facilitation of transport processes**
- ❑ **Strong environmental component** of the transport-related response to the outbreak
- ❑ **Limited visible use of transport cooperation mechanisms** in place in Asia and the Pacific



What is the state of regional transport connectivity?



Note: *Implemented* denotes nationwide implementation of the measure, while *partially implemented* represents the implementation only in selected locations.

Source: ESCAP based on information available up to 15 June 2020 from IMF Policy Responses to COVID-19, and various national sources and news.

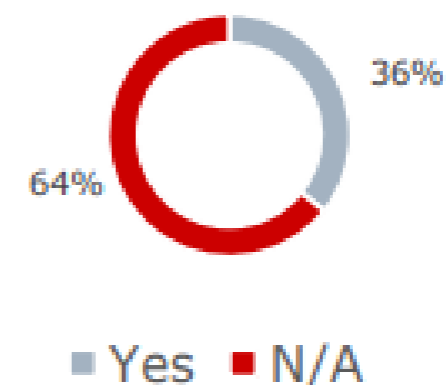
International freight (all goods or essential goods) allowed in AH countries



New health and safety measures along AH routes



Facilitation measures in the AH countries

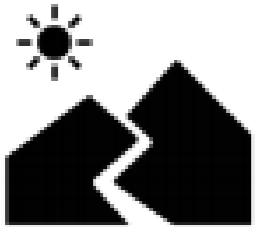


COVID-19 showed an important degree of resilience of the network and agility in responses



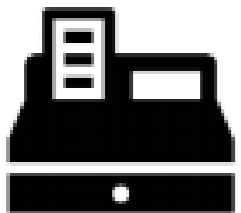
Measures to ensure safe and seamless connectivity during pandemic times

Infrastructure



- Temporary suspension of cross-border freight transport (percent and / or duration)
- Closure of border crossings for freight transport (percent and / or duration)
- Extension/limitation of operating hours for border controls
- Restrictions on number of staff working in ports of entry
- Development of social distancing and safety guidelines at ports of entry for both employees and users
- Availability of personal protective equipment for customs inspectors

Border crossing procedures



- Changes in customs and border-crossing procedures (e.g. increase in flexibility, relaxation of rules)
- Acceptance of electronic transport documents
- Creation of rapid customs clearance lanes for specific goods

Transport Means

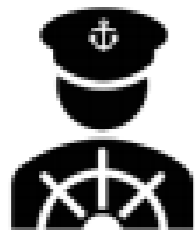


- Authorisation of vehicles, vessels or aircrafts for border crossing
- Disinfection of vehicles, vessels or aircrafts
- Restrictions on vehicles, vessels or aircrafts transiting to third countries
- Waivers for vehicle certificates and other requirements



Making transport safe and seamless during and after the Pandemic

Transport Crew



- Restrictions on the access of transport crew members (e.g. changes in the number of crew members allowed entry)
- New health and other medical checks on transport crew members, i.e. temperature checks, health declaration, virology test results, the length of quarantine or self-isolation, if any, waivers, other measures.
- Change of crew (to local crew) in foreign vehicles or vessels
- Requirements of personal protective equipment
- Restrictions on time spent in destination country

Cargo



- Suspension of exports of medical items or other goods
- Identification of goods that are not restricted (e.g. essential goods)
- Disinfection of goods
- No charges or penalties for storing the cargo

Recovery



- New infrastructure? New Deal?
- Reconfiguration or preservation of global supply chains?
- Fiscal and other measures to support road transport



Pre COVID-19

- ❑ Infrastructure shortages
- ❑ Lack of digitalization
- ❑ Disbalanced freight modal split (road, rail, maritime)
- ❑ Inefficient or fragile transit arrangements
- ❑ Manual practices/checks at the border crossings
- ❑ Continued documentary requirements due to the divergent standards on vehicles, drivers and international transit

During COVID-19

- ❑ Restrictions
- ❑ New controls
- But also**
- ❑ Transit/green corridors
- ❑ Electronic verification of road paper permits
- ❑ Temporary cancelation of special permits for trucks
- ❑ No charges or penalties for storing cargo
- ❑ Emergency Response Center to support shippers and transport operators
- ❑ Higher use of risk management for physical inspections

Aftermath



Thank you



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