OSJD/FIATA Workshop
New Possibilities for Europe - Asia - Europe
Multimodal Transportations

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UNESCAP ’s activities on intermodal (multimodal) transport in the traffic between Asia and Europe

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Study on Comprehensive planning of Eurasian transport corridors to strengthen the intra- and inter-regional transport connectivity
SCOPE OF THE STUDY

Infrastructure:

- Review the infrastructure status along the corridors
- Identify gaps: missing links, substandard infrastructure and cross-borders deficiencies
- Compile information on financing options for infrastructure investments
- Perform analysis on land corridors competitiveness vs. sea route

Operational:

- Compile information on operational gaps and cross-borders challenges
- Review current institutional mechanism and legal instruments for cross-border transport operation
- Provide recommendations on transport facilitation
- Propose a more effective and efficient institutional mechanism for smooth operation of the corridors
- Intercontinental & multimodal routes
- On the Asian Highway and Trans-Asian Railway networks
- 23 countries
- 47 inland border crossing points
- 36 seaports
# Overview of Study Findings

<table>
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<tr>
<th><strong>Northern Corridor</strong></th>
<th><strong>Central Corridor</strong></th>
<th><strong>Southern Corridor</strong></th>
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<tr>
<td><strong>Infrastructure gaps</strong></td>
<td>Missing railway links</td>
<td>Low rate of electrified and double-tracked railway lines</td>
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<td>Railway sections in poor condition</td>
<td>Out-dated railway rolling stock</td>
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<td>Multiple railway gauges</td>
<td>Road sections of Asian Highway Class III and below</td>
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<td>Lack of modern inland logistics intermodal facilities</td>
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<td><strong>Operational gaps</strong></td>
<td>Railways interoperability</td>
<td>High railway tariffs</td>
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<td>Mismatch in bilateral regulations for international road transport</td>
<td>Some border crossings are closed for international or bilateral road transport</td>
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<td>Delays at border crossings due to infrastructure or procedures</td>
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<td>Cabotage is usually forbidden</td>
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“One of the main challenges is to come to good governance and management of the transport corridors, which require optimal coordination and cooperation amongst all countries involved, and the integration of planning mechanism and information systems related to the corridors”

- Examples of institutional structure for the governance and management of transport corridors:
  - Transport Corridor Authority
  - Transport Corridor Coordination Committee
  - Transport Corridor Observatory

- All stakeholders should be involved: government officials of countries along the corridor (central and local level), private sector (e.g. transport and logistics service providers and relevant business/trade associations), financing institutions, knowledge institutions etc.
Study on documentation and procedures for intermodal transport in North-East and Central Asia
The study identified main international intermodal transport routes in the participating countries

- 1A (Republic of Korea to Europe via China and Kazakhstan)
- 1B (Republic of Korea to Central Asia via China)

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- 2 (Republic of Korea to Europe via China, Mongolia and Russian Federation)

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- 3A (Republic of Korea to Europe via Russian Federation)
- 3B (Republic of Korea to Kazakhstan (Almaty) via Russian Federation and further to Tashkent)
Comparative analysis of transport documents

- Comparison of 9 international cargo transport documents made in order to identify common and mode specific elements, to be taken into account in developing a unified multimodal transport document

- Comparison groups various data fields within 9 categories:
  - **Common elements**
    - Document serial number
    - Agent/carrier details
    - Consignor/consignee details
    - Cargo acceptance place and time
    - Port/place of loading/unloading; place of delivery
    - Cargo details (number and ID marks of packages; weight and type of cargo)
  - **Mode specific elements**
    - Vessel/voyage details
    - Wagon and route section details
    - Payment of freight charges
## Proposed unified multimodal transport document

**Draft Unified Multimodal Consignment Note/Bill of Lading**

### A. CONSIGNOR/CONSIGNED NOTIFY DETAILS
- 1. Consignor/Shipper
- 2. Consignee
- 3. Address of consignee
- 4. Marks and Numbers
- 5. Number and kind of packages

### B. CARGO DETAILS
- 6. Description of goods
- 7. Gross weight (kg)
- 8. Cubic measurements (cu m)

### C. PLACE OF RECEIPT AND DELIVERY
- 9. Place of receipt
- 10. Place of delivery

### D. OCEAN CARRIER DETAILS
- 11. Vessel and voyage number
- 12. Port of loading
- 13. Port of discharge

### E. MAIL CARRIER DETAILS
- 14. Departure station
- 15. Arrival station
- 16. Border station(s)
- 17. Wapper code

### F. ROAD CARRIER DETAILS
- 18. Place of loading
- 19. Place of delivery
- 20. Border crossing point(s)
- 21. Carrier
- 22. Deceptive carrier
- 23. Number plates of vehicle(s)

### G. ACCORDING TO THE DECLARATION OF THE CONSIGNOR

Takes in charge in apparent good order and condition, unless otherwise noted herein, at the place of receipt for transport and delivery as mentioned above.

One or more Multimodal Transport Bills of Lading must be surrendered or endorsed in exchange for the goods referred to in this Multimodal Transport Bill of Lading. All of the times and dates have been signed in the spaces indicated, one of which being accomplished, the others to be void.

**Freight amount**
- Freight payable at
- Place and date of issue

**Cargo insurance through the underwriter**
- Insured
- Insured according to attached policy
- For delivery of goods please apply:

**Acting as a Carrier**
Features of the proposed unified multimodal transport document

• document generated at place from which container or cargo dispatched
• document transmitted electronically to all entities involved in cargo transport and border clearance throughout entire routes
• various entities key in data to their relevant sections of the document and then transmit to all other entities in transport chain
• document to be recognized by customs and other border control authorities, as well as tax authorities as a document accompanying goods
• document can also be accepted by shippers, consignees and transporters as evidence of title in the goods and for purpose of transfer to consignees
Study on information systems for intermodal transport in North-East and Central Asia
Recommendations on development of information systems for intermodal/multimodal transport operations

- Develop interaction between information systems of the actors of intermodal/multimodal transport operations

- Types of interaction:
  - Interaction between information systems of railways of different countries
  - Interaction between information systems of different modes of transport within one country
  - In the longer perspective: interaction between information systems of different modes of transport in different countries
Ways to achieve information systems interaction

- Establishment of an independent information platform to enable interaction (multilateral cooperation)
Ways to achieve information systems interaction

- Set of bilateral arrangements on information system interaction  
  (Country A – Country B)+ (Country B – Country C) +(Country A – Country C)
Way forward: Enhancing efficiency of intermodal transport operations in Asia

- Focused on increasing efficiency of operation of intermodal transport routes in Northeast and Central Asia with extensions to South and Southeast Asia, it will:

  - discuss and develop institutional arrangements for the implementation of the recommendations of the previous projects;
  
  - assist in development of the identified major transport routes into multimodal transport corridors or in enhancing inter-country coordination along the existing corridors.
Thank you

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