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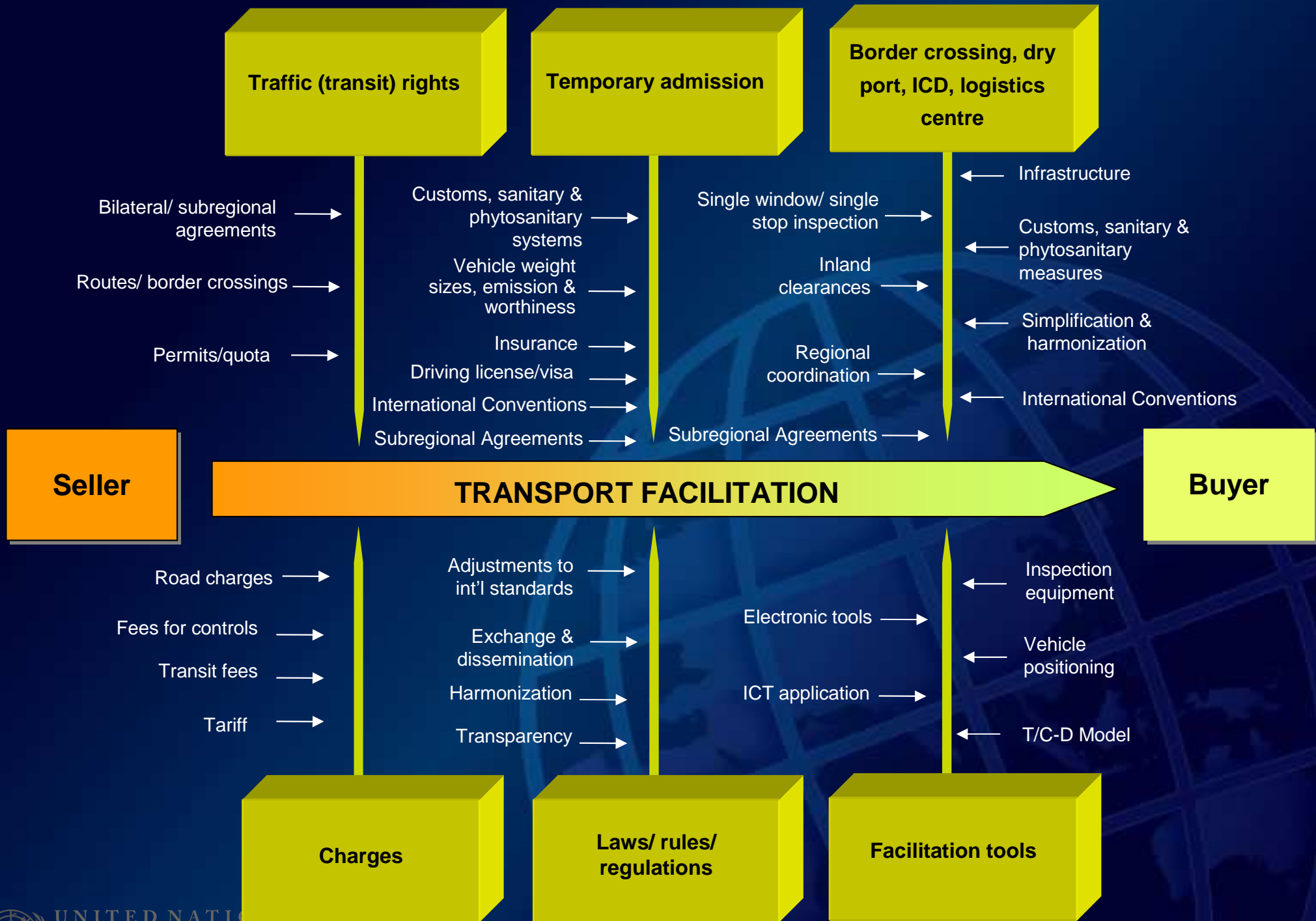


Transport Facilitation in the UNESCAP Region

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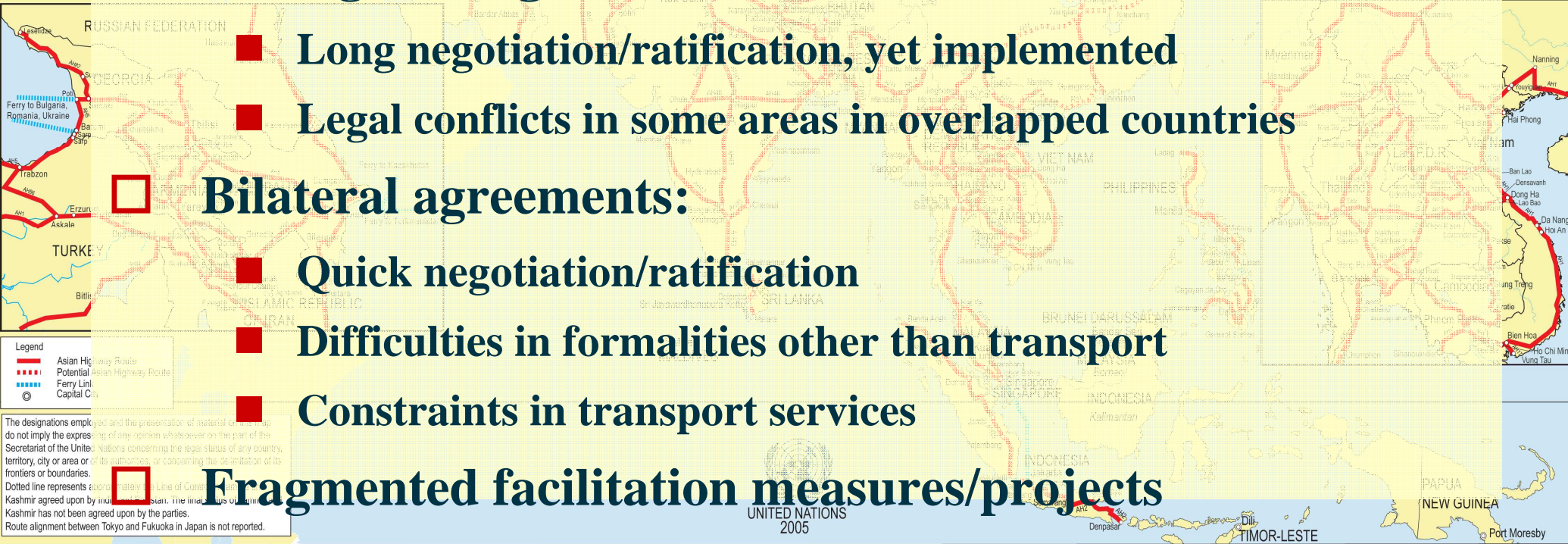
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Challenges in transport facilitation

- **Results of facilitation efforts in 20 years**
 - Findings in latest UNESCAP study and other studies
 - Some progress but limited and slow
 - Int'l land transport still very difficult due to numerous non-physical barriers
- **International conventions: limited participation**
- **Subregional agreements:**
 - Long negotiation/ratification, yet implemented
 - Legal conflicts in some areas in overlapped countries
- **Bilateral agreements:**
 - Quick negotiation/ratification
 - Difficulties in formalities other than transport
 - Constraints in transport services
- **Fragmented facilitation measures/projects**



Most common non-physical barriers in int'l land transport in the UNESCAP region

- **Inconsistent and complicated border-crossing formalities and procedures**
- **Large numbers of documents required**
- **Repeated inspections by different authorities and countries**
- **Long waiting times for inspection and clearance of documents**
- **Many inspections at borders rather than at loading/unloading points**
- **Different technical standards, sets of documents and regulations between countries**
- **Less transparent rules and regulations**
- **Restrictive visa requirements for drivers and crews**
- **High and numerous charges for entry or transit**
- **Non-conformity with conventions to which the countries are parties**
- **Incompatible working hours at borders**
- **Different locations of various controls**
- **Lack of coordination among control authorities**
- **Lack of coordination among various stakeholders**
- **Lack of training facilities for managers and road vehicle drivers**
- **Requirements for escorts or large cash (bond) deposits for transit of goods**
- **Lack of simplified insurance arrangements for road vehicles**
- **Lack of automatic document processing**
- **Restrictive requirements for temporary importation of transport means**

What the Regional Strategic Framework can do?

- Long-term common targets/strategy for member countries and their development partners (incl. UNESCAP)
 - To increase effectiveness of facilitation measures/projects
 - To increase coordination among different facilitation measures/projects
 - To avoid inconsistency in facilitation efforts
 - To avoid conflict between different facilitation agreements/measures
- Direction of future possible development
- Reference and guide
 - Not legally bound like agreement
 - No commitment required for implementation
 - No timetable for implementation

Proposed Regional Strategic Framework (1)

□ Long-term common targets 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

Proposed Regional Strategic Framework (2)

□ Key modalities

1. Building an effective legal regime
 - Establishment of a regional network of legal experts on transport facilitation
 - Accession to selected international facilitation conventions
 - Subregional agreements
 - Bilateral agreements
2. Wider applications of new technologies
3. Development of professional training for international road transport
4. Establishment/strengthening of national facilitation 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

Thank you.