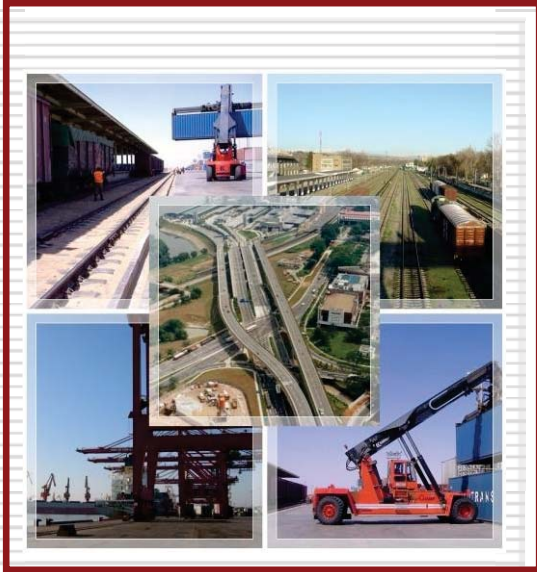


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UNESCAP
Secure Cross-border Transport Model

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Backgrounds

➔ Existing problems in cross-border transport in Asia

- ➔ Concerns over activities of foreign vehicles
- ➔ Security/safety risks of drivers, vehicles and goods in some countries
- ➔ Possibility of duty/tax lose on vehicles and goods with duties in transport
- ➔ Possibility of smuggling utilizing cross-border transport
- ➔ Difficulties of control over foreign vehicles
- ➔ Demand for reduction of inspections and escort
- ➔ Need for better management of fleet

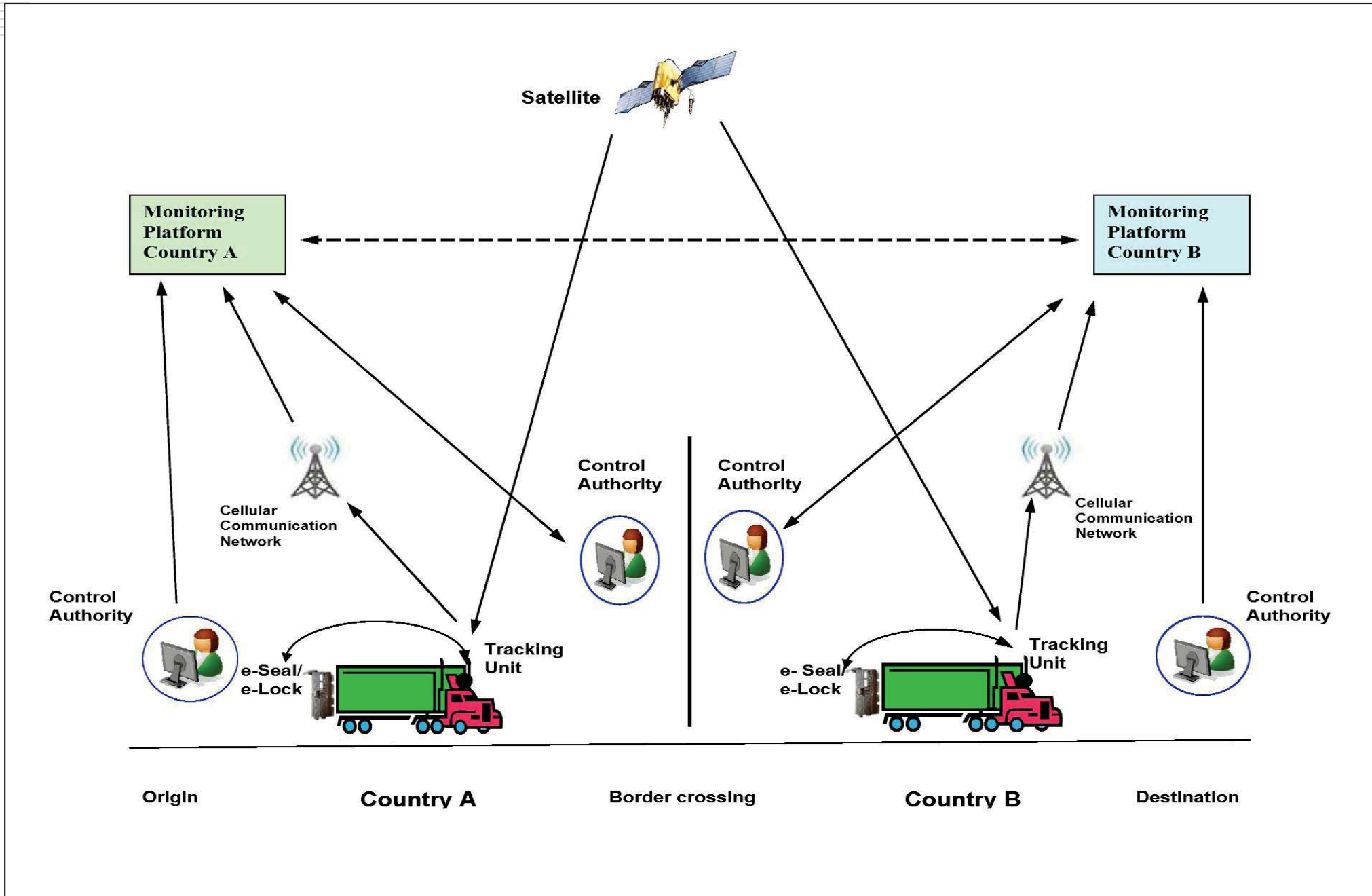
➔ Objectives of the Model

- ➔ Promote effective management of cross-border vehicles/goods with modern technologies
- ➔ Promote balance of security/controls and facilitation
- ➔ Promote the use of harmonized systems
- ➔ Provide more tools for controls of cross-border transport

Cases Studied in Development of the Model

- ➔ **Trans-Customs system in Shenzhen, China**
- ➔ **Sea-Land transport system in Hong Kong, China**
- ➔ **Maritime container tracing system for transport between Canada and China**
- ➔ **Vehicle satellite monitoring system, Yunnan Province, China**
- ➔ **Electronic monitoring system for transport between free trade zones in Thailand**
- ➔ **Electronic transit monitoring system in Jordan**
- ➔ **Policy on satellite monitoring of road vehicles in Viet Nam**
- ➔ **Design of integrated cross-border/transit control system in Kazakhstan**
- ➔ **Electronic transport monitoring system in Africa**

Secure Cross-border Transport Model (Option 1)



Major features

- **Conceptual design for cross-border transport**
 - Workflow, elements, key requirements, design principles, ways for application and cooperation
- **Standardized key elements**
 - Tracking unit (satellite positioning/mobile communication, Internet communication), electronic seal, monitoring platform, mobile devices
- **Higher security**
 - Separated tracking unit and multiple electronic seals
 - Warning signals on monitoring platform and email messages
- **Economical solutions**
 - Satellite positioning/mobile communication, electronic seal
- **Flexible institutional arrangements**
 - Workable with high/low inter-country cooperation
- **Practical ways for implementation**
 - Optional, voluntary use, reserve of inspection rights, not applicable for special goods, multi-purpose (e.g. transport company, Customs and Police)

Potential Benefits

➔ Overall regional benefits

- ➔ Removed concerns over activities of foreign vehicles to increase opening of routes for transport
- ➔ Enhanced transport security and safety
- ➔ Reduced possibility of smuggling utilizing transport
- ➔ Increased trade/transport facilitation

➔ Benefits for Customs/Authorities

- ➔ Reduced lose of duties and smuggling utilizing transport
- ➔ Enhanced capacity to manage foreign vehicles
- ➔ Reduced workload for inspections and escort of vehicles and goods
- ➔ Reduced traffic congestion at border crossings and destinations

➔ Benefits for transport operators

- ➔ Enhance security and safety
- ➔ Reduced transport time and increased efficiency
- ➔ Reduced transport cost
- ➔ Increased reliability of transport time
- ➔ Increased transport routes and geographical scope

How to apply the Model in CAREC

- ➔ **Select two countries as a pilot project**
- ➔ **Organize national workshops to create awareness and build basic consensus on the application**
- ➔ **Organize inter-country consultation meeting(s)**
- ➔ **Sign inter-country agreement (MOU) on principle issues for joint use**
- ➔ **Undertake technical design in consultation with stakeholders**
- ➔ **Install the system**
- ➔ **Further apply in other CAREC countries**

Thank you!