

*Fourth Meeting of the
CAREC Railway Working Group
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***Strengthening international railway
transport in the ESCAP region***

*Sandeep Raj Jain
Economic Affairs Officer
Transport Connectivity and Logistics Section
Transport Division*

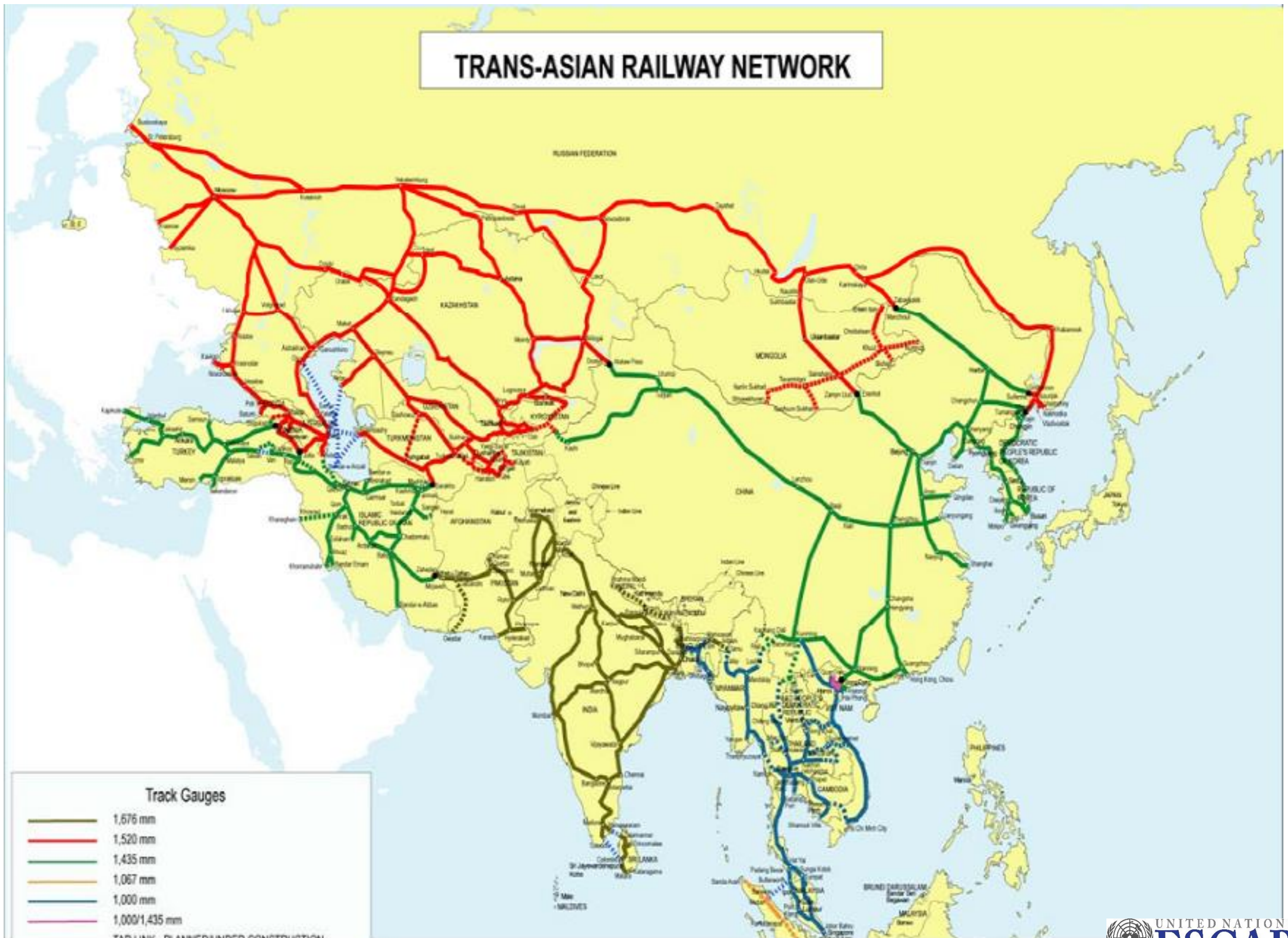


Outline

1. Overview of ESCAP work on strengthening international railway transport
2. Framework on enhancing efficiency of railway border crossings



TRANS-ASIAN RAILWAY NETWORK





Overview of ESCAP work to strengthen international railway transport

- ✓ Intergovernmental Agreement on the Trans-Asian Railway Network entered in to force in 2009 currently has 24 (19) states as party
- ✓ For facilitation of international railway transport, ESCAP members in 2015 adopted a resolution 71/7 on Adoption of Regional Cooperation Framework for Facilitation of International Railway Transport
- ✓ The framework identify four fundamental issues and eleven areas for cooperation among member states to foster railway transport in the region
- ✓ Following on the resolutions ESCAP developed jointly with OSJD a Framework on enhancing efficiency of railway border crossings
- ✓ Identify among other electronic exchange of information and harmonization of customs transit formalities
- ✓ MOUs with UIC, OSJD and OTIF



ESCAP studies on harmonization of rules and regulations for facilitation of international railway transport

1. *Border crossing practices in railway transport*
(<https://www.unescap.org/resources/study-border-crossing-practices-international-railway-transport>)
2. *Enhancing interoperability to facilitate international railway transport*
(<https://www.unescap.org/resources/enhancing-interoperability-facilitation-international-railway-transport>)
3. *Electronic information exchange systems for international railway transport*
(<https://www.unescap.org/resources/electronic-information-exchange-systems-rail-freight-transport>)

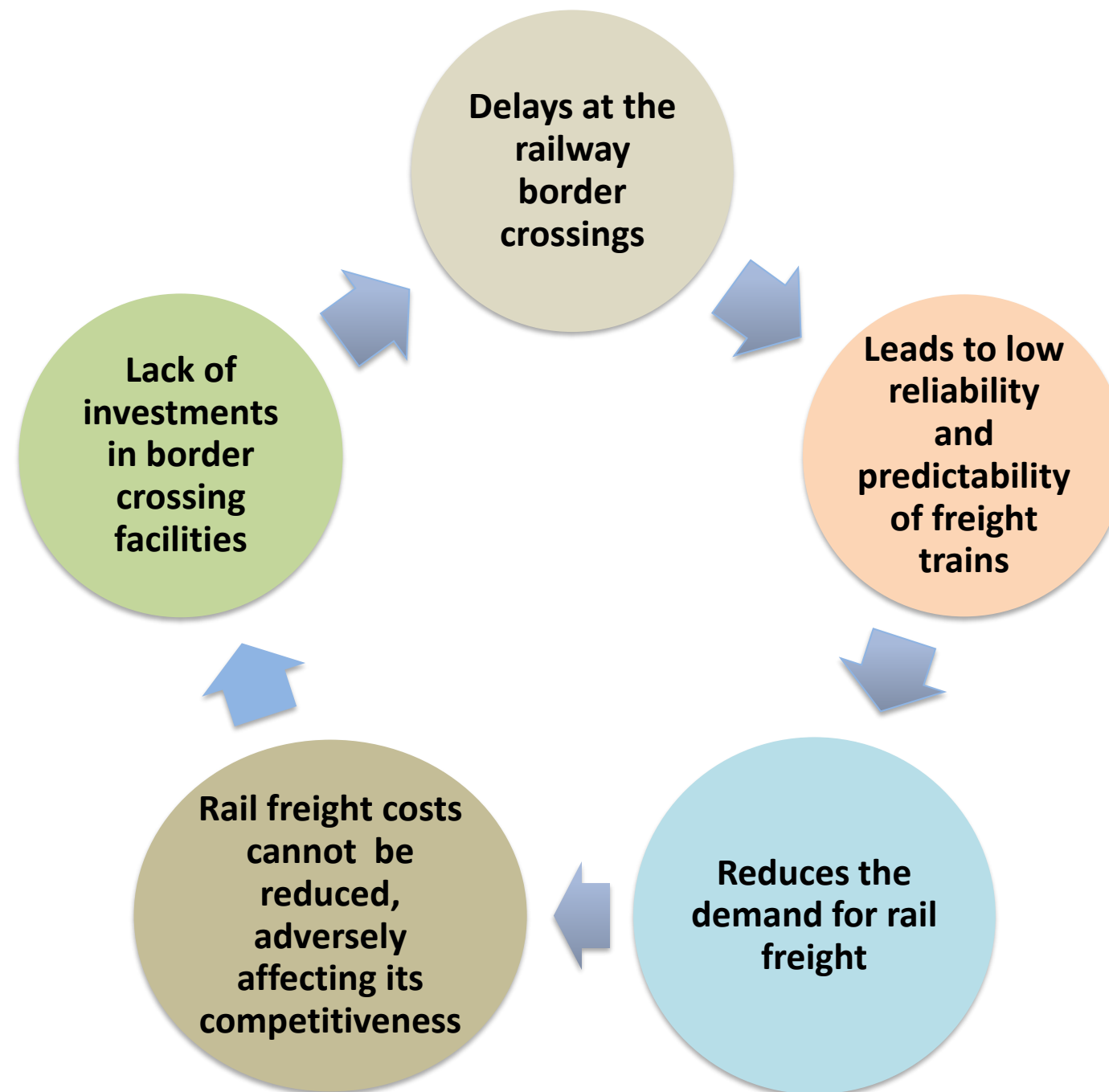


Enhancing efficiency of railway border crossings

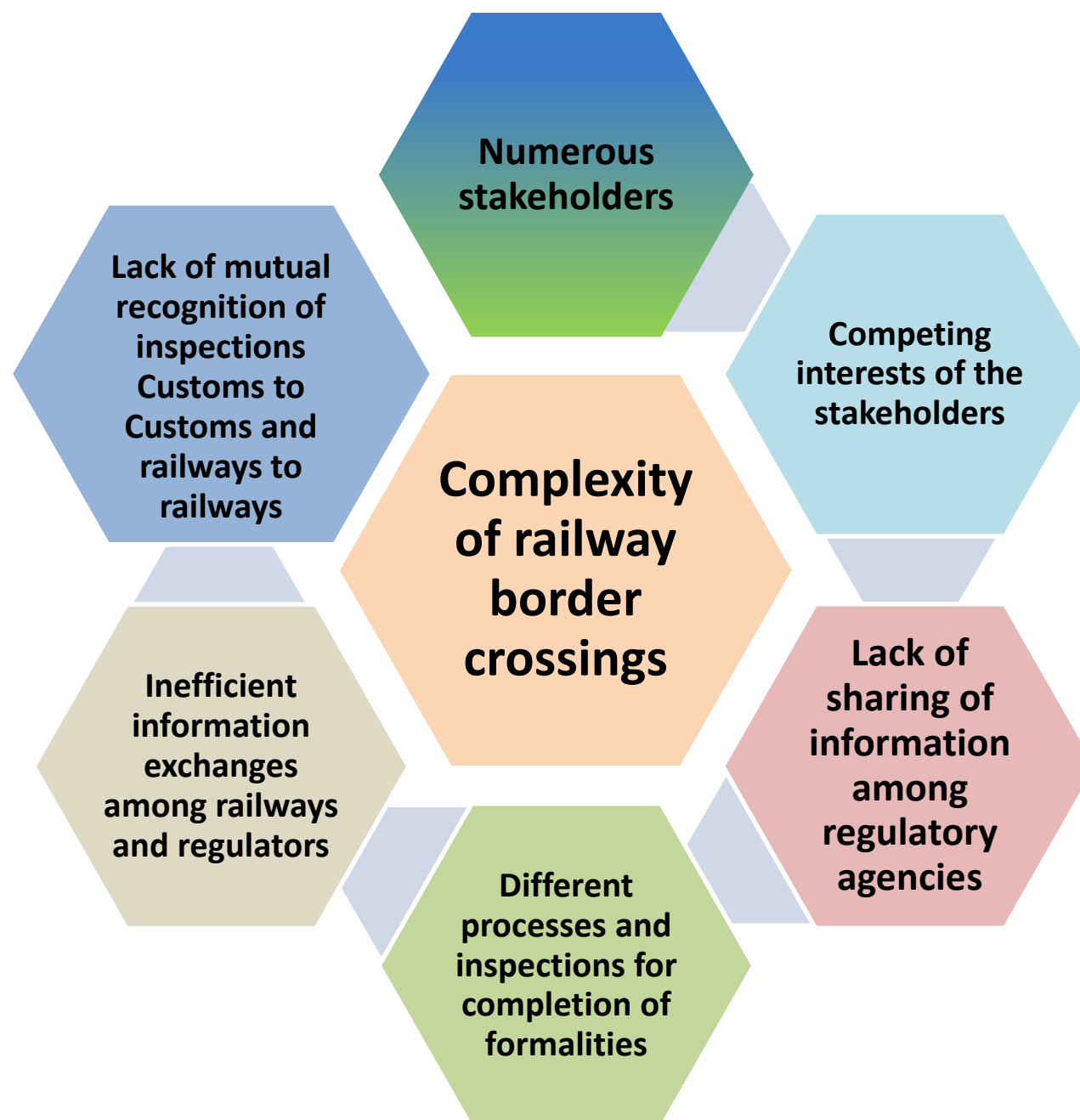
1. *Electronic information exchange* between railways and among railways and control agencies
2. *Harmonizing customs formalities* for transit by rail through appropriate arrangement among the member countries
3. *Dealing efficiently with the break of gauge* for different possible situations
4. Developing comprehensive indicator(s) to *measure the performance of railway border crossings* and using a **standardized methodology** to identify challenges and recommend solutions



Vicious cycle created by delays at railway border crossing



Complex environment of railway border crossing

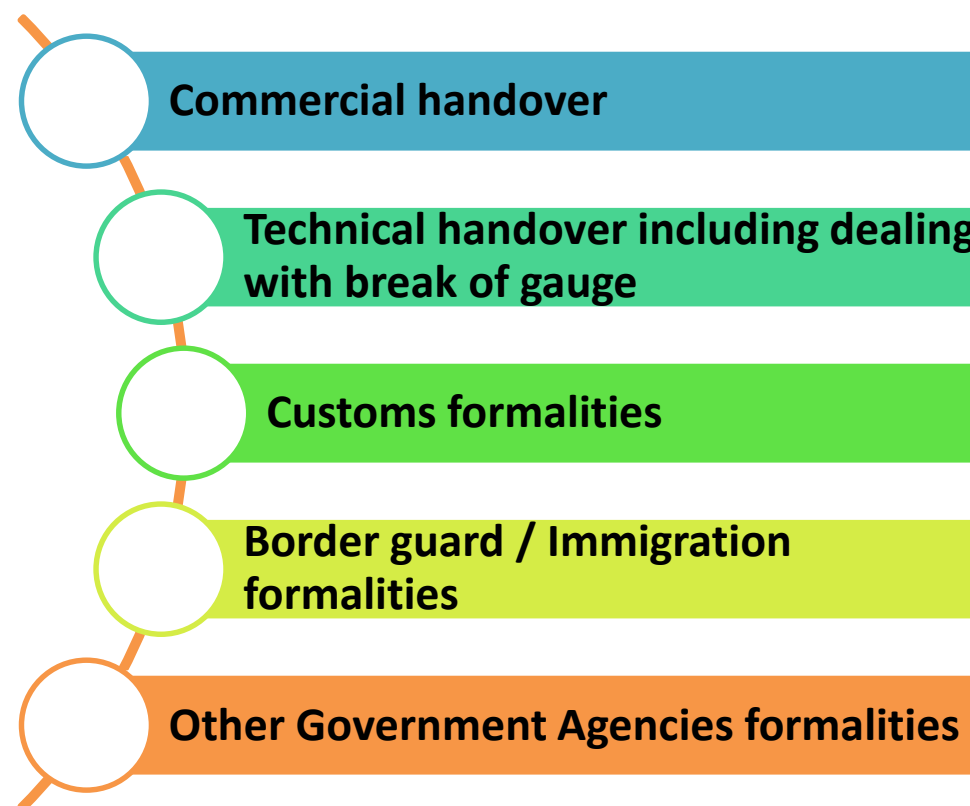




Key issues at the railway border crossings

I. Electronic information exchange among the railways

The main processes undertaken at the railway border crossing can be grouped as follows:



Initiation and completion of these processes require information. The flow of this information has a crucial impact on the efficiency of border crossing processes



Railway to railway electronic exchange of information

- ✓ Electronic exchange of information among railways could further enhance efficiency.
- ✓ Some countries in the region already have advance systems
- ✓ Railway organizations such as OSJD through their leaflets provide details on various aspects of electronic information exchange among railways; there is TAF-TSI that is used in the railways of EU countries; CIS CRT MESPLAN system
- ✓ Many countries are developing their international railway transport are not members of any railway organization.
- ✓ To support development of electronic information exchange systems for these countries the ESCAP recommends developing guiding principles



2. Customs and other government agencies formalities

Customs and other government agencies formalities differ among the countries and is among main reason for delays at the border crossings

Railway electronic transit transport system

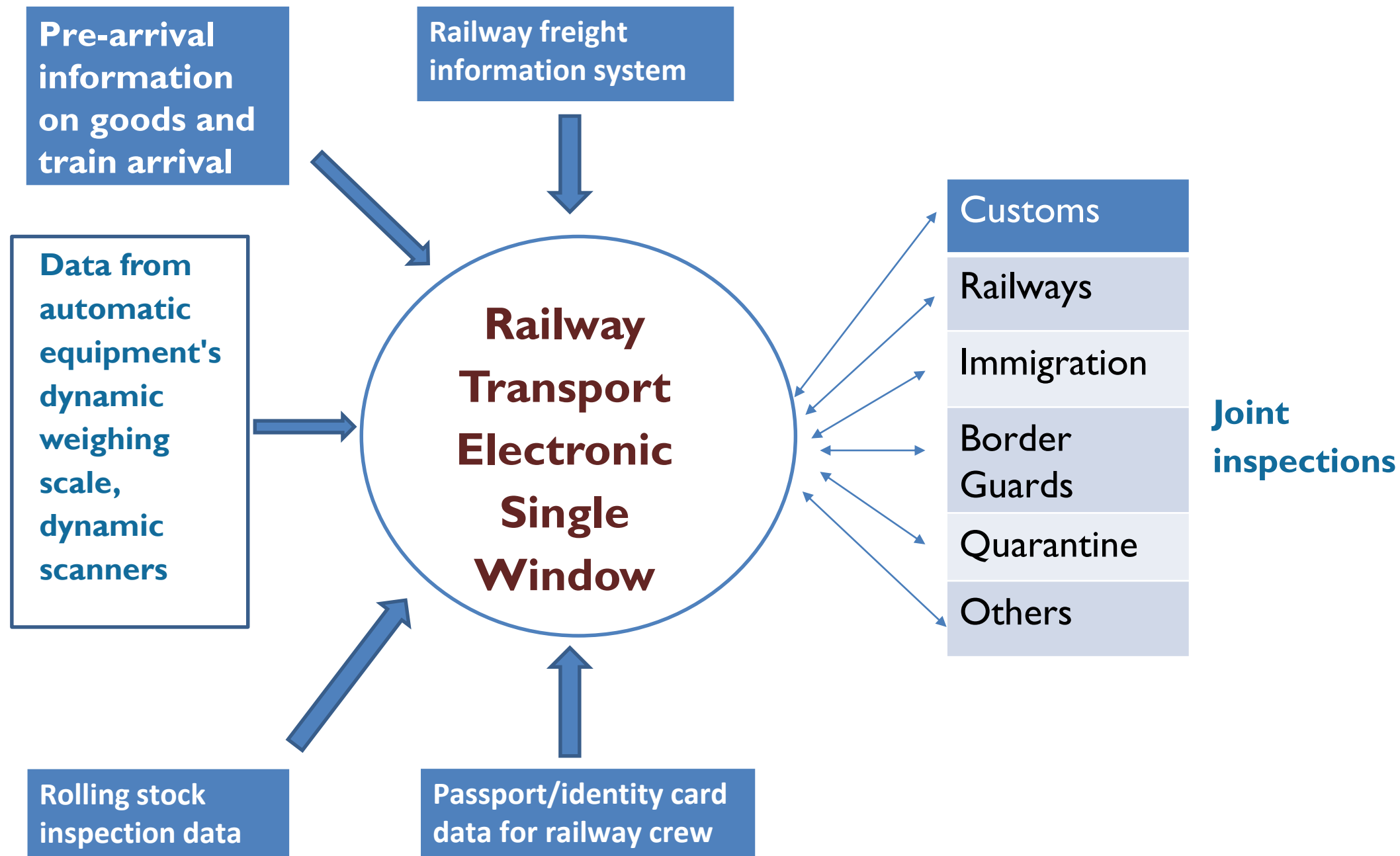
- 🚂 Pre-arrival information on goods in electronic form
- 🚂 Harmonization of message exchanges for transit by railways
- 🚂 Reduced guarantees for transit by railway
- 🚂 Recognition of *railway consignment note as customs declaration*

- 🚂 *Single window facility* for railway transport at the railway border crossings
- 🚂 *Use of new technologies* such as dynamic scanners and non intrusive inspections
- 🚂 *Selective joint controls* based on risk assessment
- 🚂 *Standardization and harmonization documents* for customs transit formalities

Target

To harmonize customs formalities for transit by rail through an appropriate arrangement

Customs and Other Government Agencies formalities *Railway Transport Single Window for completion of formalities*



3. Break of gauge

- 🚂 Break of gauge is reality along the Trans-Asian Railway Network but this should not become reason for excessive delays
- 🚂 Trains anyway stop at the border crossings for completion of regulatory and operational controls
- 🚂 Advance information, well designed facilities and streamlined operational procedures organized in parallel can make it possible to deal with break of gauge efficiently

Target

To frame standard operating procedures to efficiently deal with the break of gauge

4. Measurement of the performance of railway border crossings

- 🚂 Each railway border crossing is unique in terms of challenges and specific issues that need to be addressed
- 🚂 Such a complex and demanding analysis needs a systematic approach and a methodology to do is provided
- 🚂 Comprehensive indicators to assess and compare the performance of railway border crossings periodically

Target

To develop a comprehensive indicator(s) to measure the performance of railway border crossings



Commercialization of KTI railway corridor

- ✓ Project objective: To improve *capacity of railway and border officials* along the KTI corridor to commercialize the corridor to foster sustainable transport
- ✓ Expected outcome: Government officials and policy makers in transport ministries, railway companies and border agencies *establish operational measures* to commercialize the corridor (**corridor management mechanism and marketing plan**)
- ✓ Expected outputs: *Increase awareness, knowledge and understanding of railway and border officials to commercialize the corridor*



**Thank you
for
your attention
Questions?
Comments?
jain@un.org**

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

