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Regional Cooperation Framework for Facilitation of International Railway Transport



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Outline

- ❖ **What** is the Regional Cooperation Framework for facilitation of international railway transport?
- ❖ **Why** do we need a framework?
- ❖ **How** will framework promote railway transport?



1. What is Regional Cooperation Framework for facilitation of international railway transport

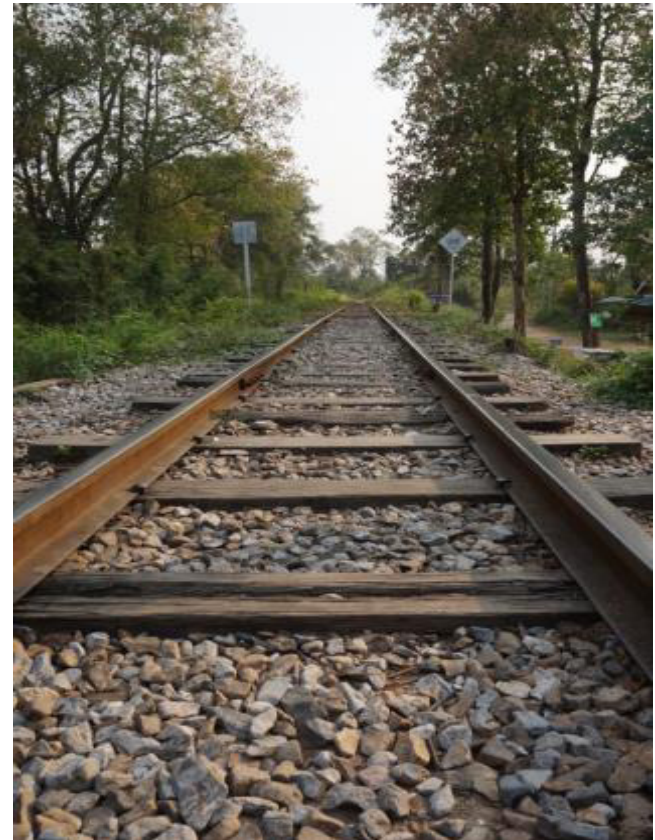
- Identifies **four** fundamental issues for facilitation of international railway transport, indicates target and process
- Provides for **eleven** areas among member countries to further railway transport in the region



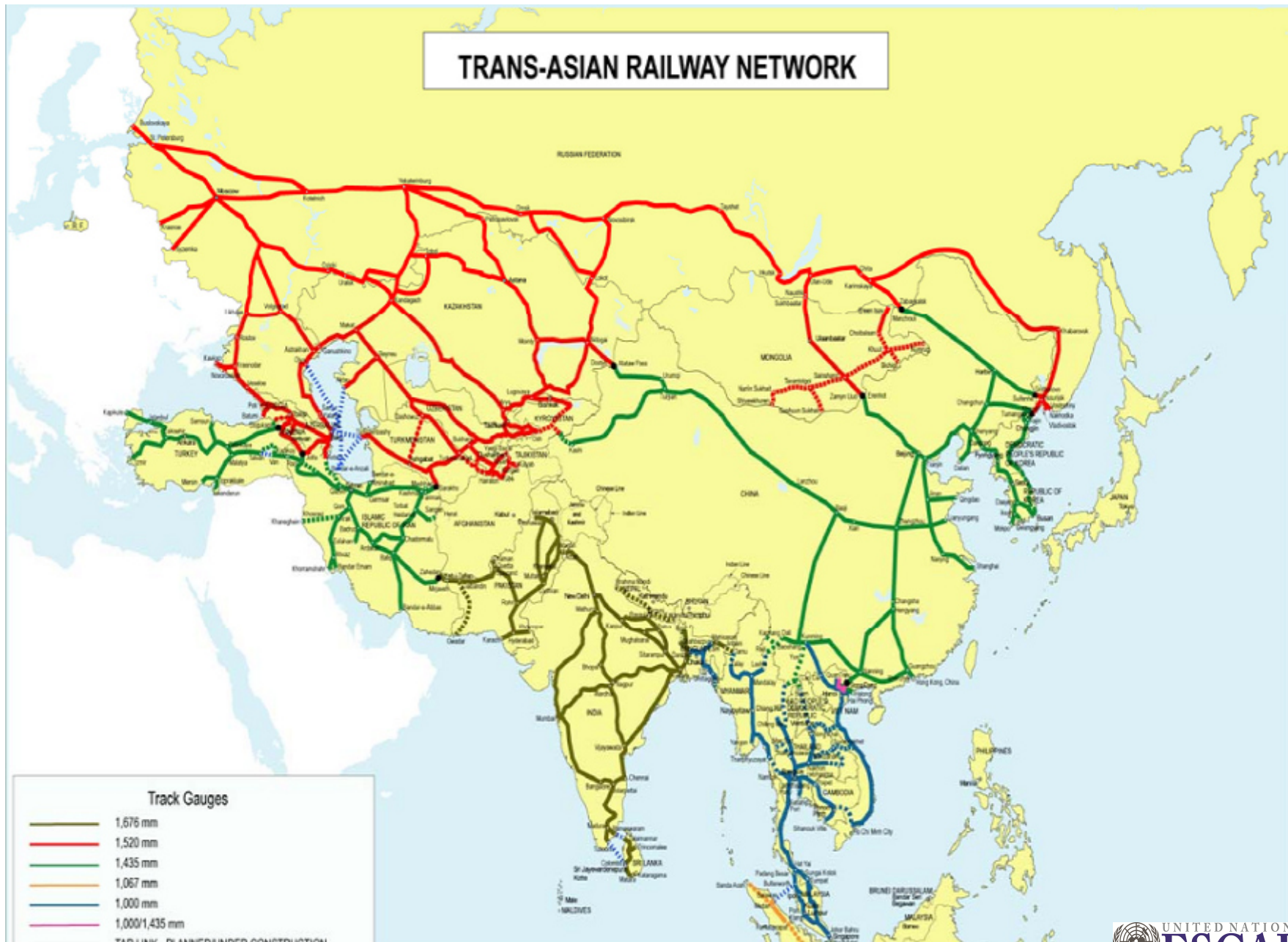
A. Four fundamental issues

1. Standards for railway infrastructure, facilities and equipment

- Need to standardise rolling stock specifications, braking systems, signalling systems, axle weight, clearance space of structures (tunnels, bridges, railway stations)
- Common/minimum standards
- Working group, UIC, railway research facilities and studies

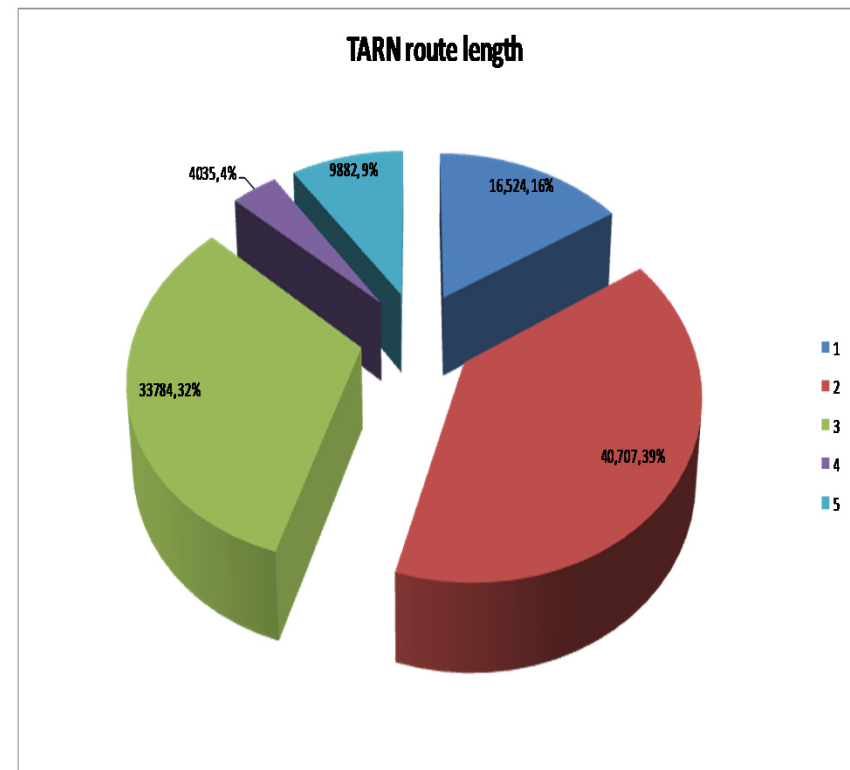


TRANS-ASIAN RAILWAY NETWORK



2. Break of gauge

- 4 major gauges 1676 mm 1520mm 1435mm and 1000mm
- Significant reduction by developing streamlined operating procedures
- Happens mostly at borders, possible ways to deal with: Transshipment; Bogie changing; Variable gauge bogie; Laying additional railway line; ESCAP efficient cross border transport model



3. Different legal regimes for railway transport contracts

- No single intergovernmental organization for railway transport; OSJD and OTIF have different consignment notes SMGS and CIM; re-consignment along Euro-Asian routes led to errors, long delays
- Alignment to common consignment note developed in 2006
- Gradual alignment



4. Coordination of regulatory controls and inspections at border-interchange stations

- Trains are subjected to numerous controls such as customs, immigration, security, sanitary checks, in addition there is also locomotive and crew change, technical inspection of train
- High degree of coordination among border agencies
- Establish standard time for regulatory control; use new technologies; undertake check only at origin/destination



B. Areas for cooperation among the member countries for the facilitation of international railway transport

1. **Participate** in international railway organizations

- Two major organisation OSJD and OTIF
- Both have wide experience in promotion of international railway transport
- Presently among 28 member of TAR 13 are members of OSJD and 6 of OTIF- 3 countries are members of both



2. **Formulate** subregional and bilateral agreements

- Mostly in South Asia and South-East Asia; SAARC regional railway agreement close to finalisation
- ECO TTFA– Annex III provides for minimum technical characteristics for railway transport
- Protocol 6 on Railway Border and Interchange stations to ASEAN Framework Agreement on Facilitation of goods in Transit

3. **Collaborate** to standardise cross-border railway operations

- Railway systems developed independently; acquired different rolling stock and operational systems– interoperability a challenge
- Network of experts on railway transport for Asia and Pacific to share knowledge, discuss on common challenges in standardisation of railway operations and way forward



4. Use of advance cargo information systems

- Advanced or prior intimation can reduce delays required for regulatory controls
- Adoption of common standards for sharing of information
- Compatibility with other modes of transport

5. Arrangement for exchange of wagons

- Common contract on the use of wagons in international railway transport can obviate the need for multiples bilateral arrangements and increase supply of wagons
- The contract can cover
 - ❖ Requirements for technical admission and maintenance of wagons
 - ❖ Obligations and rights of accepting railway including right of refusal
 - ❖ Procedure for ascertainment and damage to wagons
 - ❖ Liability for loss or damage to wagons

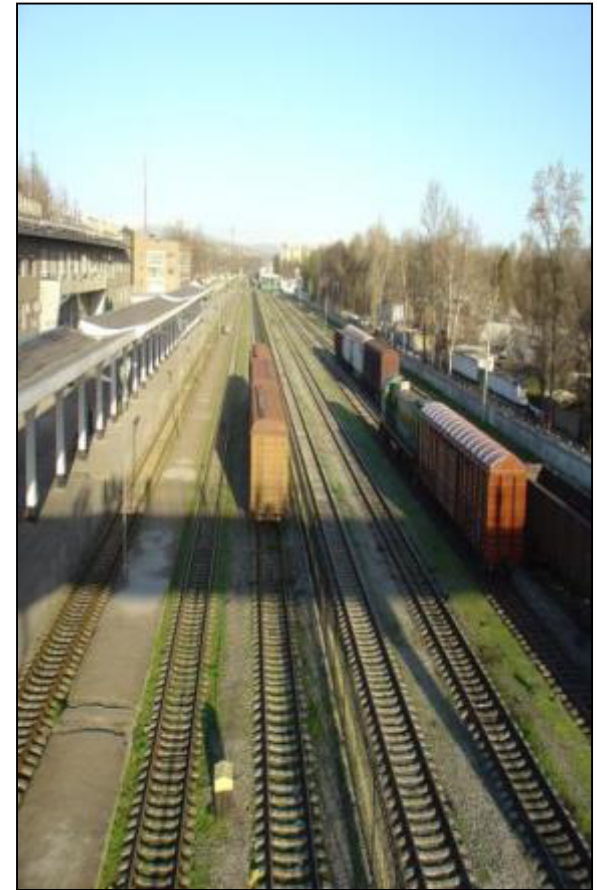


6. Use of new technologies in train operations as well as in container tracking

- Use of SPS, RFID, CCS already being used in train operations needs to be promoted– emerging technologies such as cloud computing, big data
- Tracing and tracking of containers by train operators to schedule container block train, increase asset utilization, reduce dwell time and overheads

7. Develop human resources for cross-border railway operations

- Streamlined procedures for visa for drivers/crew
- Common system for training of drivers will help among others in drivers being knowledgeable about the route, speed restrictions, signalling system
- Accreditation of training institutes
- Regulation of the service conditions for the railway officials



8. **Establish** logistics centres/dry ports and maintenance hubs at or near the border interchange stations

- To exploit low cost advantage of railway transport establish such centres to consolidate LCL cargo
- Arrangements for joint controls and inspection
- Develop maintenance hubs to reduce delays due to breakdown of rolling stock

9. **Simplify** intermodal interface of railway with other modes of transport

- Railways will be part of and integrated with other modes
- Simplify intermodal interfaces that happens at the gateway ports to minimise time
- Specially important for LLDCs as substantial time is consumed in completing transit formalities
- Increase reliability of train operations and optimal utilisation of rolling stock



10. Promote and encourage corridor approach in facilitation of international railway transport

- Around the globe most international traffic on specific railways corridors
- Many organisations have developed corridors ECO, OSJD, European Commission , UN EATL
- Stringent technical and operational requirements call for more collaboration and corridor approach makes possible to bring stakeholders together

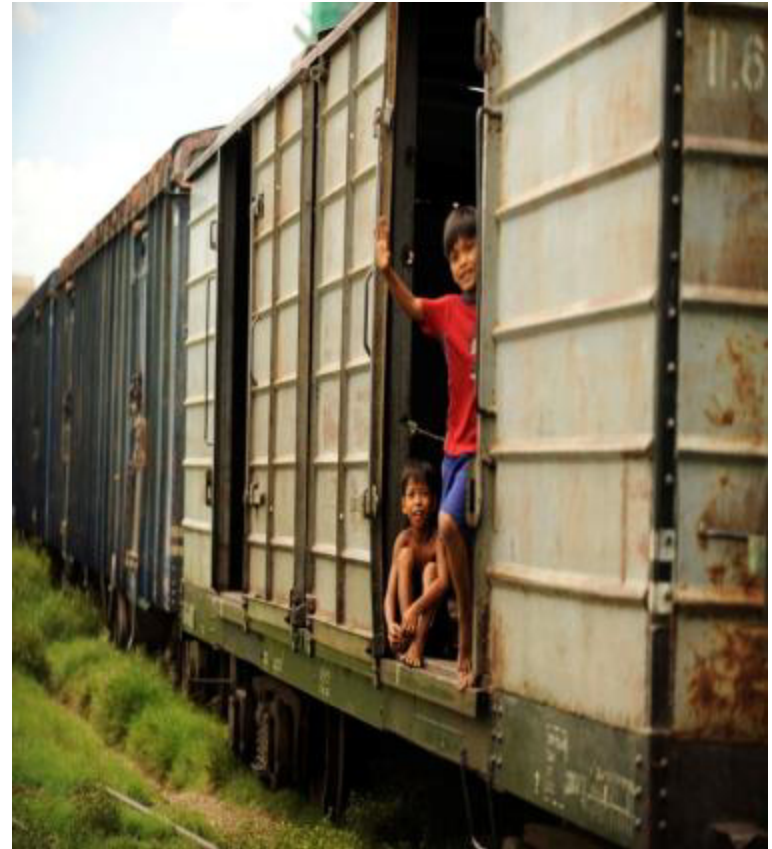
11. Work towards paperless railway freight transport

- Paper documents pose costly and serious limitation for development of railway freight
- Increase speed and reliability of railway transport by rapid exchange of information, avoid duplication and related errors
- Efforts at international level include a joint UIC-CIT project on e-Railway Freight has developed a electronic consignment note

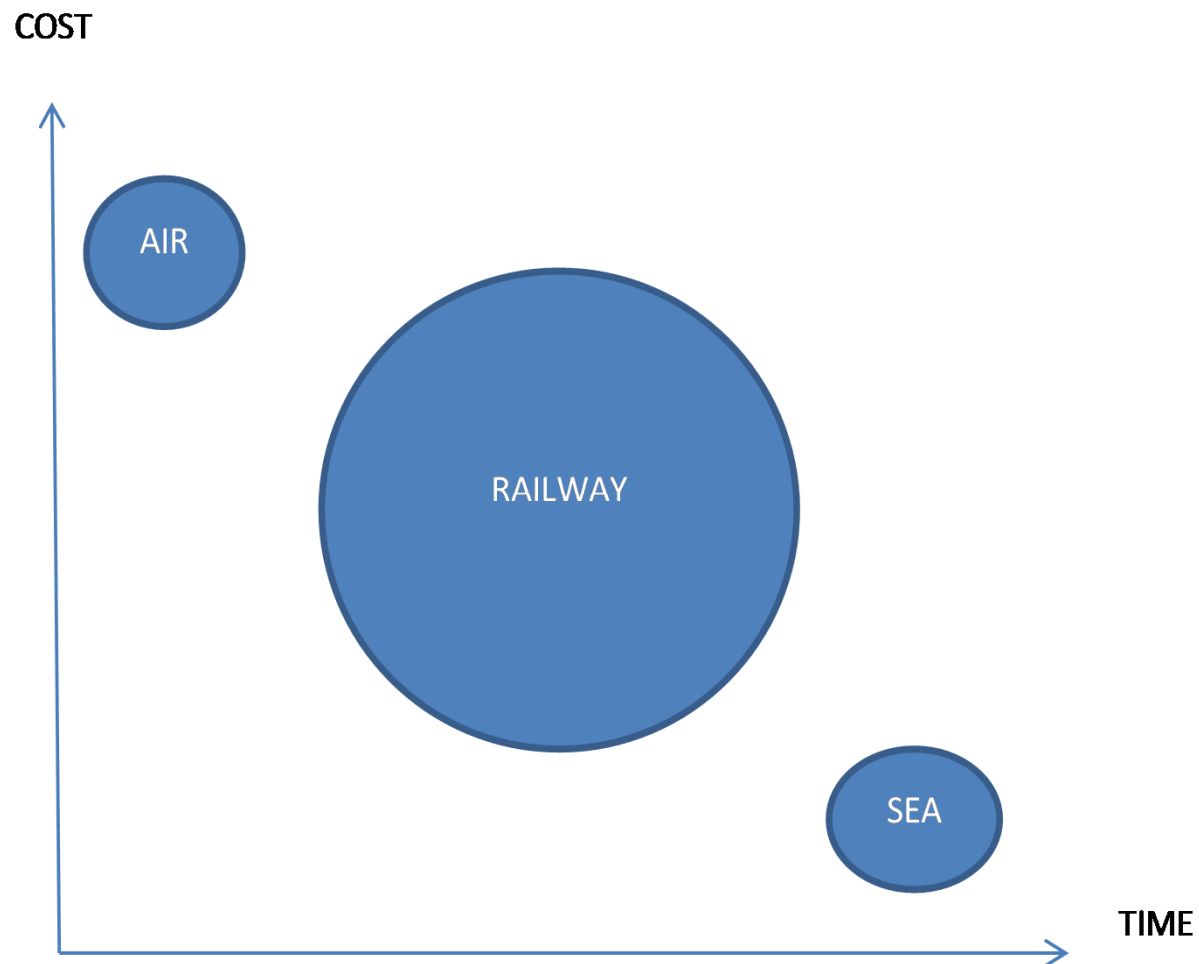


2. WHY do we need a framework

- Rapidly increasing inter-regional trade
- Growing importance of sustainable transport
- Entry into force of an intergovernmental agreement on Trans-Asian Railway Network in 2009
- Increasing importance of inter-modal transport with focus of modal complementary rather on modal competition



Huge potential for railway freight



3. HOW will framework promote railway transport

- Understand the factors that impede development of railway transport and how can they be overcome
- Enhance coordination among various facilitation efforts being made to enhance railway transport
- Provide common direction/targets for critical areas in railway transport
- Provides for a working group to standardize international railway operations
- Subregional and regional plans for implementation

Thank you
for
your attention

Questions/Comments?

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