

*BBIN Motor Vehicle Agreement – Facilitating
implementation and stakeholder buy-in in the
BBIN sub-region
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Kolkata, India*



*ESCAP Initiatives on
Harmonization of Legal and Operational
Environment for enabling Regional
Transport Connectivity*

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Outline

1. ESCAP initiatives on regional transport connectivity
2. Regional Strategic Framework for Facilitation of International Road Transport
3. ESCAP Transport Facilitation Tools

I. ESCAP initiatives to enhance regional connectivity- Background

- ✚ Inter Governmental Agreements on Asian Highway, Trans-Asian Railway Networks and the Dry Ports of international importance
- ✚ Transport facilitation is inherently challenging:
 - Involves numerous government agencies and countries
 - Different institutional environment
 - Implementation capacities
- ✚ Increasing importance of non- physical barriers and need for a comprehensive approach to tackle them. ESCAP member countries adopted in 2012 a
 - Regional Strategic Framework for facilitation of international road transport;



2. Regional Strategic Framework for Facilitation of International Road Transport

Fundamental issues in facilitation of international road transport

- ✚ Road transport permits and traffic rights
- ✚ Visa issues
- ✚ Temporary importation of road vehicles
- ✚ Insurance of vehicles
- ✚ Vehicles weight and dimensions
- ✚ Vehicle registration and inspection certificate



2. Regional Strategic Framework for Facilitation of International Road Transport

Key modalities for facilitation international road transport

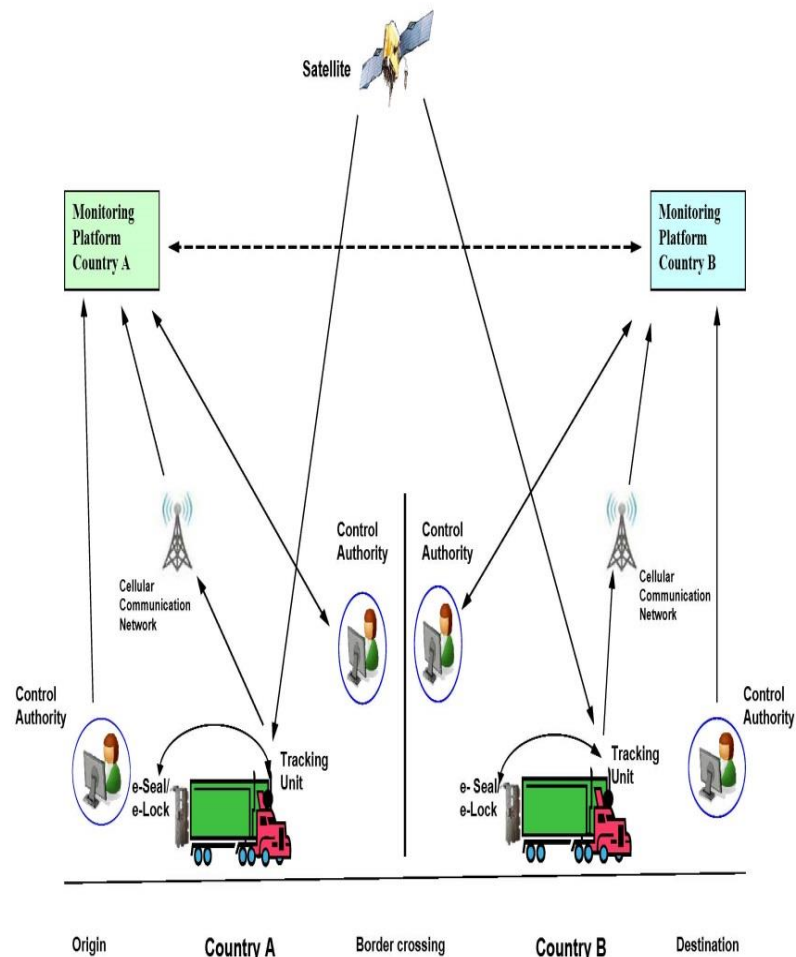
- ✚ Building an effective legal regime
- ✚ Wider application of new technologies
- ✚ Development of professional training
- ✚ Establishment and strengthening of national coordination mechanisms
- ✚ Promotion of joint controls at border crossings
- ✚ Promotion of economic zones at border crossings
- ✚ Application of facilitation tools



3. ESCAP Transport Facilitation Tools

Secure cross border transport model

- ✚ Provides concept for vehicle tracking system using new technologies such as GPS, RFID, CCS, Electronic Seals
- ✚ Balances control requirements and facilitation
- ✚ Physical inspection at origin/destination addresses concerns of security, diversion of goods
- ✚ Flexible institutional arrangements
- ✚ Practical ways for implementation
- ✚ Facilitates cooperation among border agencies both behind and across the border



Model Subregional Agreement on Transport Facilitation

Overarching goal of the Model Agreement

- ✚ Propose a common framework with the aim of harmonizing the provisions of existing and future agreements for easier implementation and effective enforcement

Contents

- ✚ Provides a checklist of issues typically contained in the subregional agreement
- ✚ Proposes a structure and brief description of structural elements and specific issues to be covered by the agreement
- ✚ Identifies issues that are best settled through additional subregional agreements
- ✚ NOT mandatory! Only for reference for drafting new as well as bringing amendments to the existing agreements

Recommendations

- ✚ To undertake a realistic assessment of negotiation and implementation capacity as well as of challenges that need to be solved through the agreement
- ✚ To plan the implementation of the agreement
- ✚ To avoid legal conflicts and ensure compatibility among the legal instruments e.g. consider the existing bilateral agreements concluded on traffic rights and permits

Model Bilateral Agreement on International Road Transport

Overarching goal of the Model Agreement

- ✚ To Propose a common framework with the aim of harmonizing the provisions of existing and future bilateral agreements on international road transport, for easier implementation and effective enforcement

Findings

- ✚ ESCAP countries use different approaches for arranging traffic rights from granting complete freedom to limiting the routes to border areas
- ✚ Given the divergence no uniform prescription is possible especially over short term

Recommendations

- ✚ Over long term replace quantitative restrictions (quotas and permits) by qualitative ones
- ✚ Accordingly the Model Agreement has three options:
 - ✚ First is for countries that grant limited access (designated routes and border crossings)- with the use of permits
 - ✚ Second is for countries that provide permits with quantitative restriction(quotas) most common in the region
 - ✚ Third permit free legal regime for occasional and permit requirement only for regular transport of passenger and goods
- ✚ NOT mandatory! Only for reference for drafting new as well as bringing amendments to the existing agreements

Model Multilateral Permit

MULTILATERAL PERMIT FOR INTERNATIONAL ROAD TRANSPORT	
VALID FOR ONE SINGLE RETURN TRIP (OUTBOUND AND INBOUND)	
Series No.: (Country code) 00000000	
This permit is issued in conformity with [title of the applicable agreement]. It can be used for single return trip within the period of its validity.	
Valid for the year: [calendar year]	
This permit is valid for freight transport by road between [names of countries] and in transit through their territories.	
Signature and Seal of Issuing Authority (Signature of Competent Authority of the Party concerned and stamp of the authority) Date: Place:	
Name and address of Carrier	
Truck/tractor plate No./country	
Truck/tractor model/weight(kg)	
Trailer plate No./country/weight (kg)	
Brief description of goods and gross weight of goods (kg) [This information would not be needed in countries where it is contained in other transport or commercial documents which must be kept on-board the vehicle]	- Outbound trip: - Inbound trip:
Identification number of routes to be used (if prescribed)	- Outbound trip: - Inbound trip:
Inspection and signature/seal by control authority of the <i>departure</i> country	- Outbound trip: date and place - Inbound trip: date and place
Inspection and signature/seal by control authority of a <i>transit</i> country (This section is to be re-entered into the form according to the number of possible transit countries corresponding to the number and composition of the Contracting Parties.)	- Outbound trip: date and place - Inbound trip: date and place
Inspection and signature/seal by control authority of the <i>destination</i> country	- Outbound trip: date and place - Inbound trip: date and place
- Elements of security such as alphanumeric number with corresponding barcode, samples of stamps of competent authority of each Contracting Party, watermark, embossed emblem, special paper and ink.	

Efficient cross-border transport model

- ✚ Evaluates the alternatives with respect to difficulty, cost, efficiency and reliability; encourages B2B and B2G cooperation
- ✚ Trailer swap: Trailer is detached from the prime mover and attached to another prime mover
- ✚ Container swap: Container is moved from one trailer to another, with cargo inside
- ✚ Manual transloading: Cargo transferred by hand or equipment from container or truck to another
- ✚ No transloading: Cargo carried by the same trailer and prime mover in both countries



Prime-mover and container



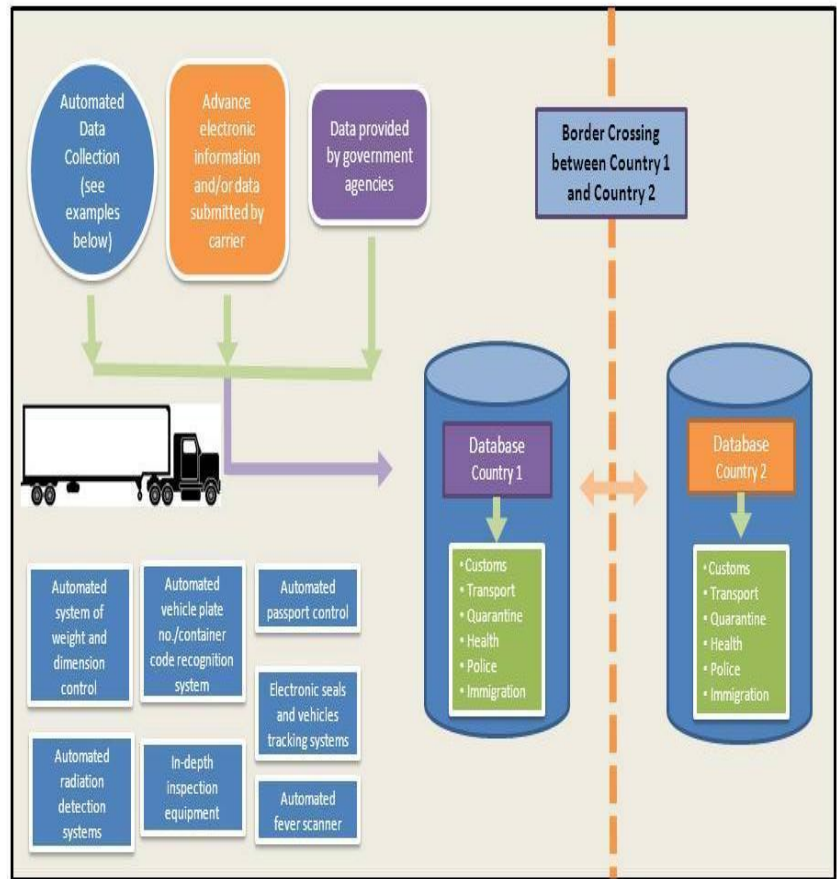
Manual transloading

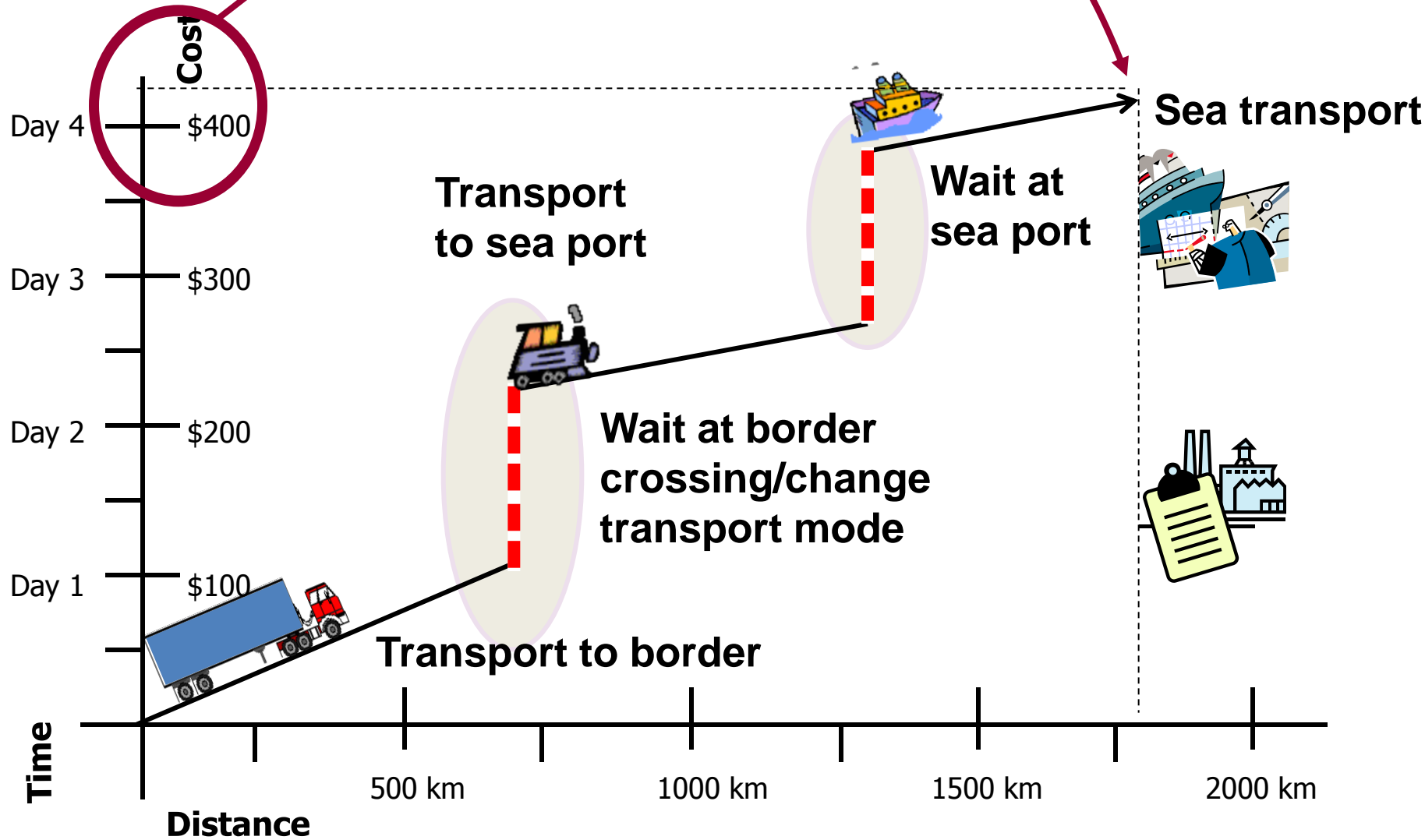


Prime-mover and trailer

Model on Integrated Controls at Border Crossings

- ✚ Provides for **efficient information flow and sharing** among various agencies at border crossings by application of modern technologies
- ✚ Promotes optimum use of modern **equipment** by different agencies
- ✚ Multiple use of the inspection results at border crossing
- ✚ Help in streamlining and simplifying formalities and procedures for crossing border with **re-aligned integrated scheme** for a border crossing
- ✚ Prevents duplication by **aligning the inspection schemes** for different agencies at the same border crossing



Time-cost-distance model

Thank you
for
your attention

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

