



## ***ESCAP update on recent work***

*of relevance to freight forwarders, multimodal transport operators and logistics service providers*

*ESCAP Regional Forum of Freight Forwarders,  
Multimodal Transport Operators and Logistics service providers*

*Negombo, Sri Lanka, 6 June 2013*

Heini Suominen

ESCAP Transport Division

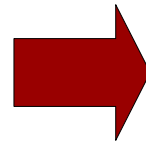
# *Intergovernmental Agreement on Dry Ports*

---

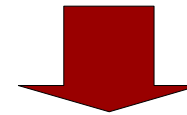
## *Background*

The Intergovernmental Agreement  
on the Asian Highway Network  
July 2005

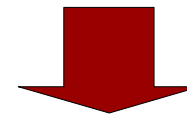
The Intergovernmental Agreement  
on the Trans-Asian Railway Network  
June 2009



Aim:  
International integrated intermodal  
transport and logistics system



Logistics centre, freight village, inland terminal, inland  
clearance depot, dry port, inland freight terminal,  
inland container depot, intermodal freight hub....



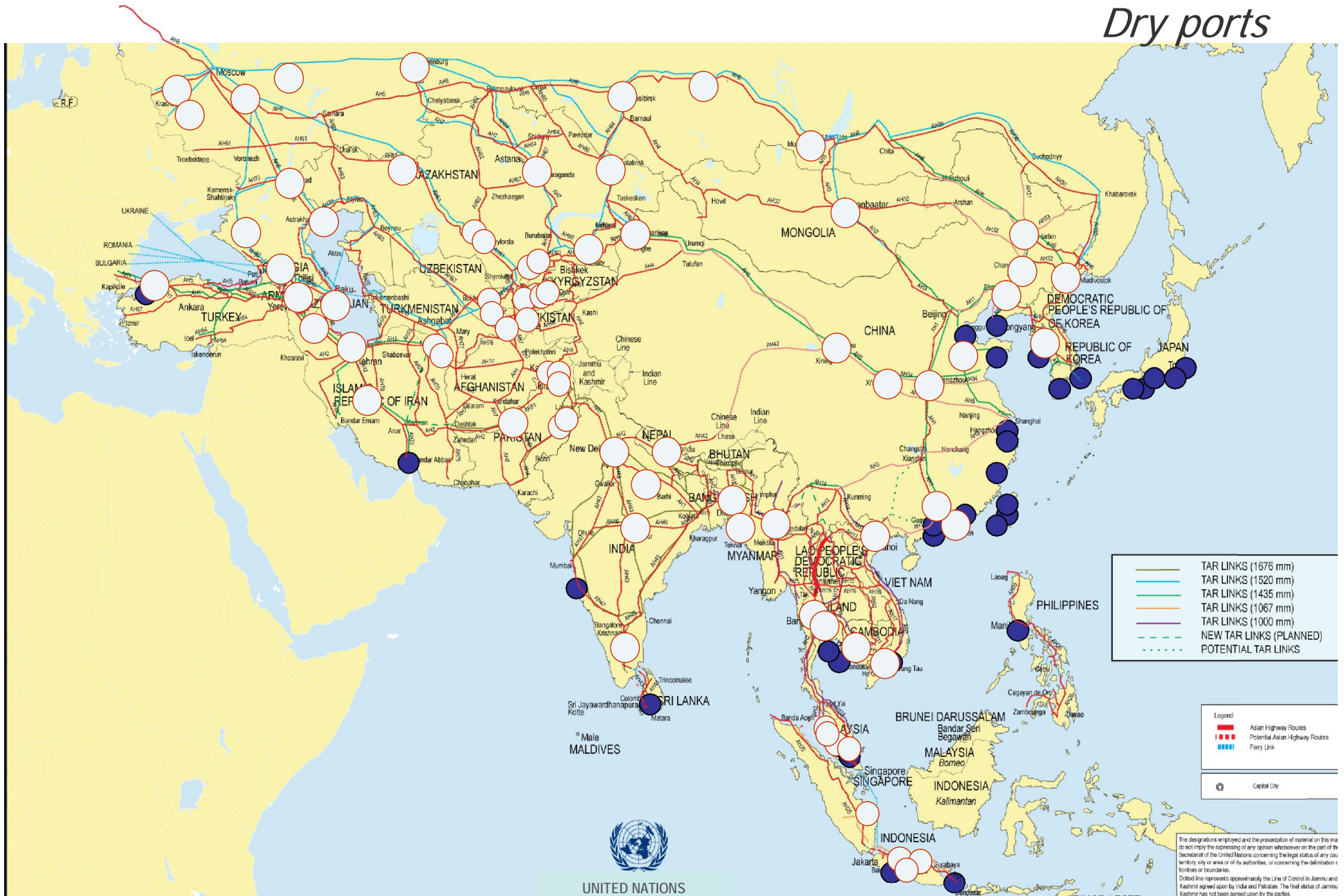
"A secure inland location connected to one or more  
modes of transport for the handling, temporary  
storage and regulatory inspection of goods moving in  
international trade and the execution of applicable  
customs formalities."



**Formalization of regional network of dry ports**

# An international integrated intermodal transport system

Dry ports



The designations employed and the presentation of material on this map do not imply the expressing of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of frontiers or boundaries. Dotted lines represent approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not been agreed upon by the parties.

# *Intergovernmental Agreement on Dry Ports*

---

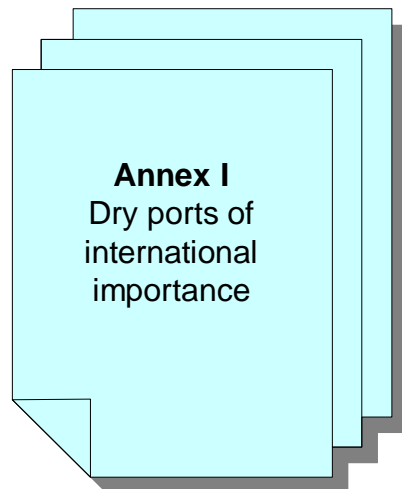
## *Legislative process*

- May 2010** ESCAP Resolution 66/4 mandates the secretariat to work towards the development of an intergovernmental agreement on dry ports
- November 2010** Proposed structure of intergovernmental agreement on dry port Submitted to and supported by the Committee on Transport at its second session
- July – December 2011** Working draft of an intergovernmental agreement on dry ports discussed at three subregional meetings on dry ports  
*South-East Asia, Vientiane, July;*  
*South and South-West Asia, Dhaka, September;*  
*Central and North-East Asia, Dushanbe, December.*
- 2012** Revised draft further discussed at legislative meetings, and Ad hoc Intergovernmental Meeting on an Intergovernmental Agreement on Dry Ports, Bangkok, 20-22 June
- 25 April – 1 May 2013** Adopted by 69th session of the Commission, Bangkok
- 4-8 November 2013** Open for signature at Forum of Asian Ministers of Transport, Bangkok

# *Intergovernmental Agreement on Dry Ports*

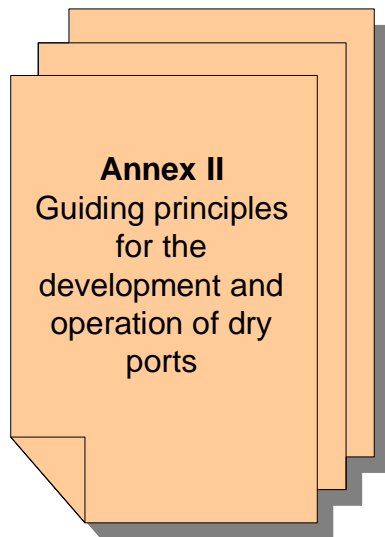
---

## *Benefits*



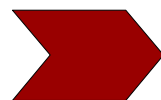
**Annex I**  
Dry ports of  
international  
importance

International recognition of dry ports  
*For use in B/L as origin/destination*



**Annex II**  
Guiding principles  
for the  
development and  
operation of dry  
ports

Better understanding of the minimum technical and  
operational requirements  
*Promotion and facilitation of the development of facilities*

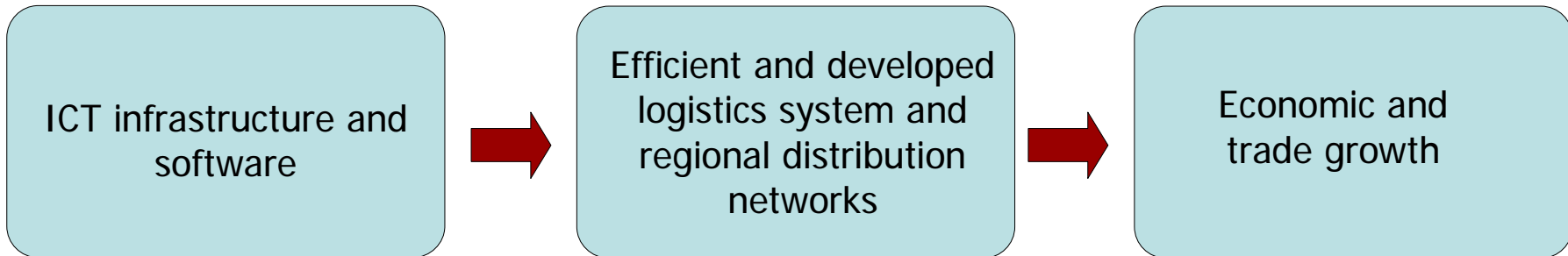


More efficient and cost-effective transport, which will  
enable dry ports to better capture business and  
investment opportunities.

# *Regional Development of Efficient and Effective Logistics Systems*

---

*Background*



Regional Seminar on Development of Efficient and Effective Logistics Systems  
Hangzhou, China 7-8 May 2013

## **Agenda**

Developing national logistical capacity

Improvement of infrastructure

Development of information systems for the use of the logistics sector

Enhancement of national policy framework for logistics

Cooperation with the private sector

Field visits to Northeast Asia Logistics Information Service Network (NEAL-NET) and China Transport and Logistics Public Information Sharing Network (LOGINK)

# Regional Development of Efficient and Effective Logistics Systems

---

## *Seminar conclusions*

A comprehensive **national logistics policy** is required to promote the development of the logistics industry.

Countries in the region are at **very different stages of development**, and some, like landlocked countries, have **special needs**.

Development of **unified data and also data interchange standards** is the most time-consuming and costly phase of implementation of integrated information systems.

Implementation needs to include **capacity building** to fully benefit from development of information systems

Balance is needed between **facilitation and security**.

预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/report?reportId=5\\_6972](https://www.yunbaogao.cn/report/index/report?reportId=5_6972)

