



Development of the Common Standard Curricula on International Transport and Logistics Basic Training for ASEAN Member States under Sustainable Human Resource Development in Logistics Services

Road Transport





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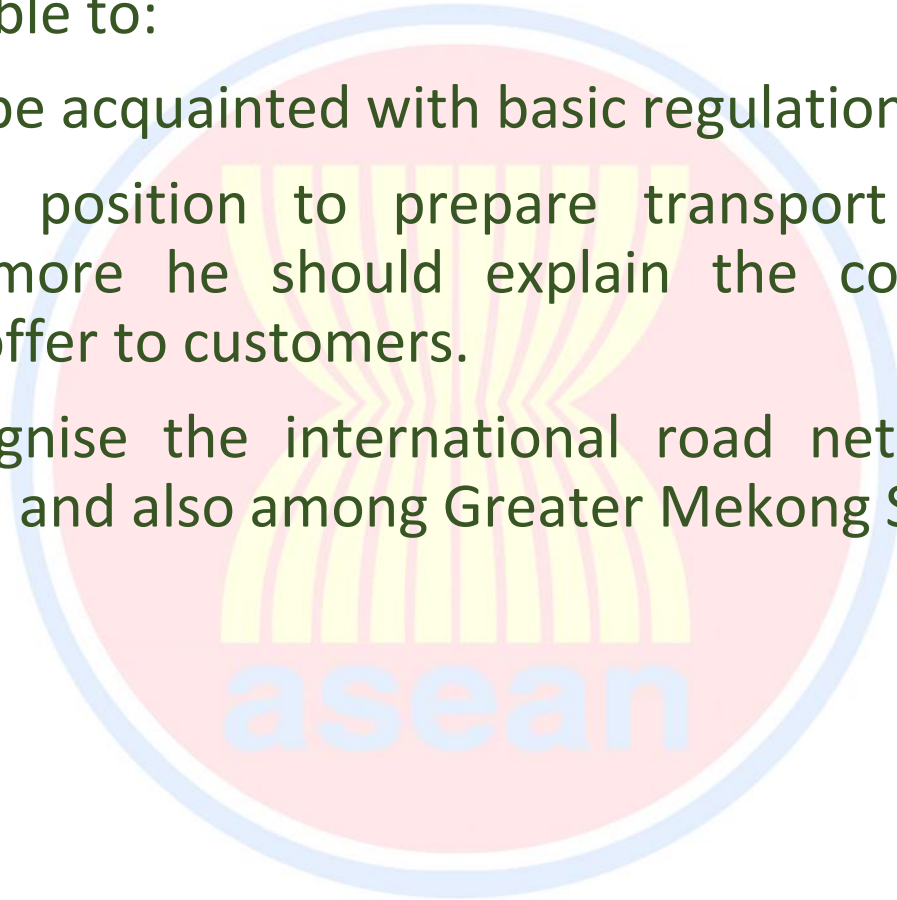
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International Transport and Logistics Basic Training Program
For ASEAN Member States**

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MODULE OBJECTIVES

The learner should be able to:

- The applicant should be acquainted with basic regulations of road transport.
- He should be in a position to prepare transport documents for road movements. Furthermore he should explain the cost structure and give example and how to offer to customers.
- He should also recognise the international road network (most important routes) in Europe-Asia and also among Greater Mekong Sub-regions countries.



MODULE CONTENTS

Chapter 1: Introduction to International Road Transport

Chapter 2: Types of Road Vehicle in ASEAN Context

Chapter 3: Legal Requirements for International Road Transport

Chapter 4: Pricing in Road Transport

Chapter 5: International Road Transport Network

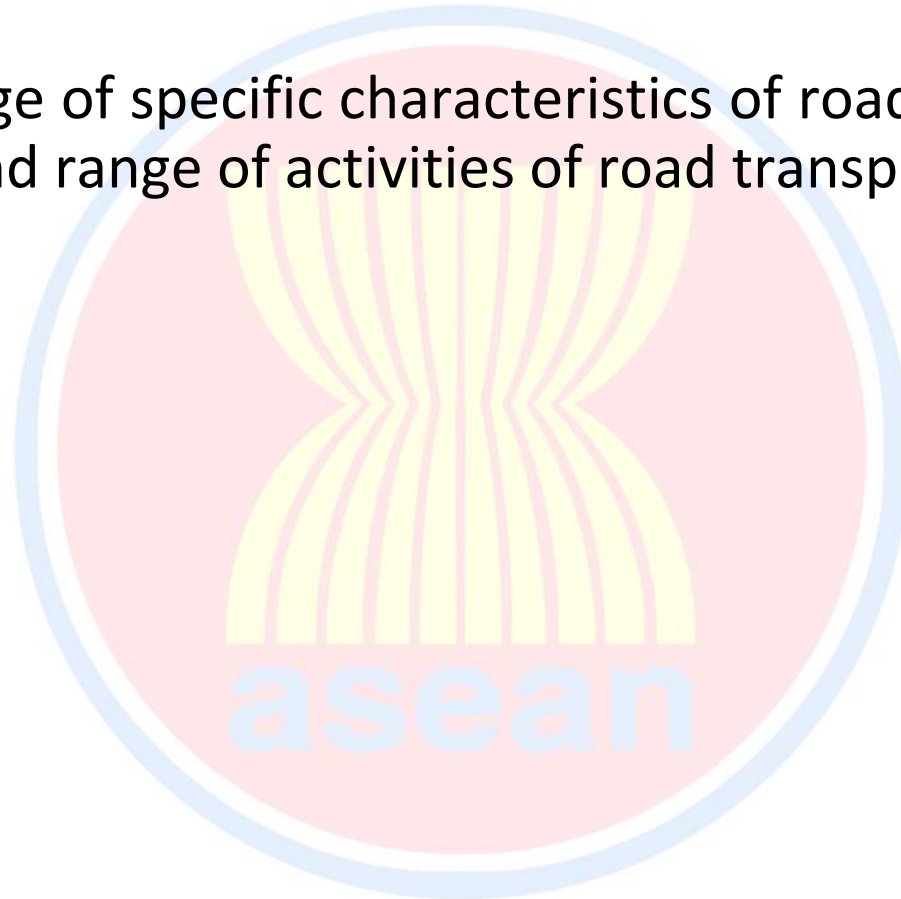


CHAPTER 1. INTRODUCTION TO INTERNATIONAL ROAD TRANSPORT

Learning Objective:

- Memorize knowledge of specific characteristics of road freight forwarding, of the pros and cons and range of activities of road transportation.

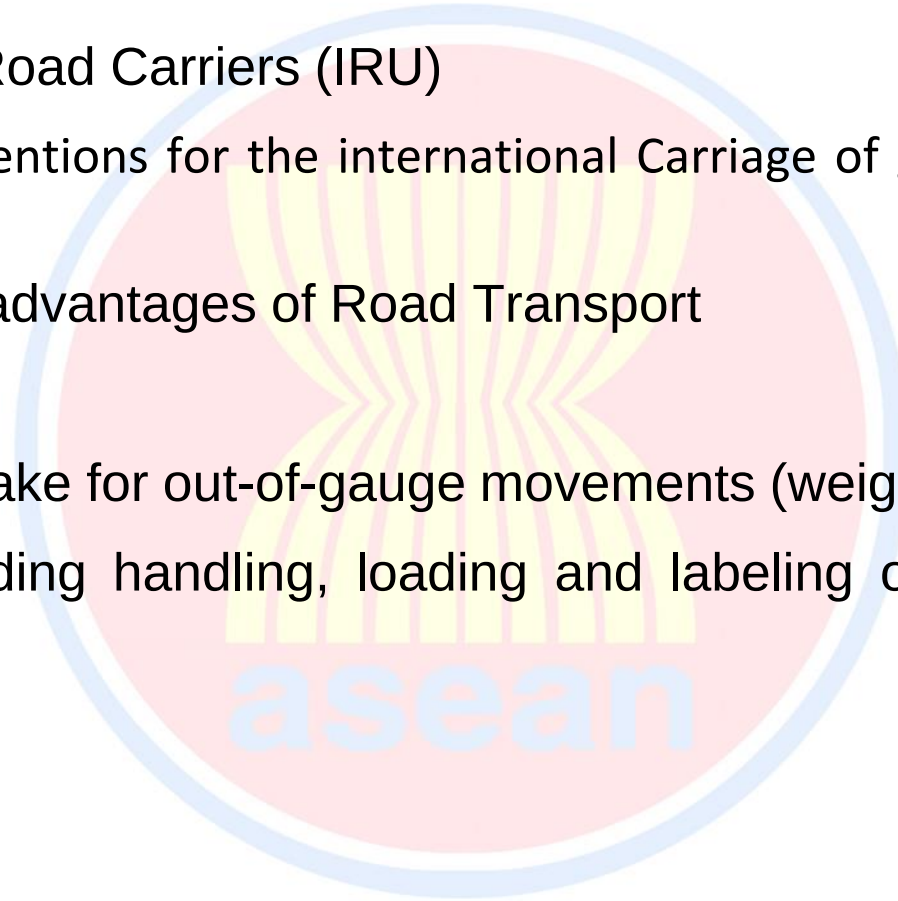
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CHAPTER 1. INTRODUCTION TO INTERNATIONAL ROAD TRANSPORT

Contents

- ❖ Organization of the Road Carriers (IRU)
- ❖ Agreements and conventions for the international Carriage of goods (Merchandise) by Road (CMR)
- ❖ Advantages and Disadvantages of Road Transport
- ❖ Liability of the carrier
- ❖ Necessary steps to take for out-of-gauge movements (weight or dimensions)
- ❖ Requirements regarding handling, loading and labeling of Dangerous Goods (DGR regulations)



ORGANIZATION OF THE ROAD CARRIERS

- ❖ IRU - International Road Union
- ❖ UNECE - United Nations Economic Commission for Europe
- ❖ UNESCAP - United Nations Economic and Social Commission for Asia and the Pacific



ORGANIZATION OF THE ROAD CARRIERS

IRU - International Road Union

- ❖ The IRU represents the entire road transport industry world-wide.
- ❖ The IRU's task is to ensure the mobility of people and goods.

*Working together
for a better future*

IRU

since 1948

Evolution of IRU Membership

**Created
1948**

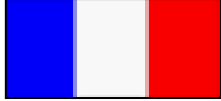
8 Founder States:



Belgium



Denmark



France



Netherlands



Norway



Sweden

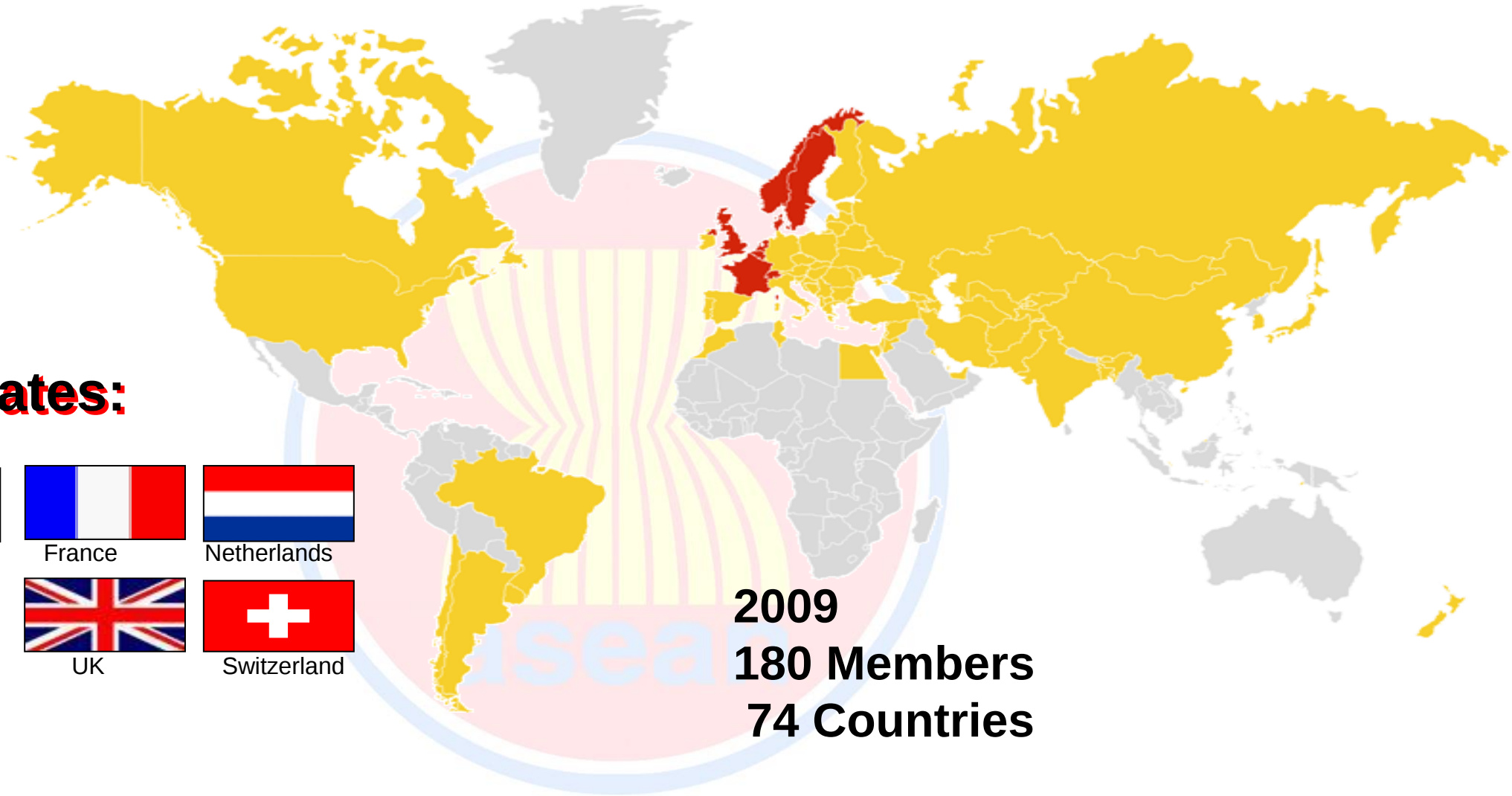


UK



Switzerland

**2009
180 Members
74 Countries**



ORGANIZATION OF THE ROAD CARRIERS

IRU - International Road Union

Mission

- ❖ Takes the initiative in making sure that vehicles are safe, clean, efficient, and economical in fuel consumption;
- ❖ Encourages sound fleet management, strict vehicle maintenance and good working conditions for drivers;
- ❖ Helps to make roads safer and less congested;
- ❖ Seeks improvements in the environmental performance of vehicles;
- ❖ Maintains close working relationships with the competent national, inter-governmental and non-governmental organizations;

ORGANIZATION OF THE ROAD CARRIERS

IRU - International Road Union

Mission

- ❖ Works for harmonization and simplification of procedures affecting road transport;
- ❖ Alerts the industry to changes in national and international legislation;
- ❖ Strives to lift the barriers to international transport and trade.



ORGANIZATION OF THE ROAD CARRIERS

IRU - International Road Union

❖ IRU Goods Transport Council

Objective

- Advance the facilitation and security of road goods transport by eliminating barriers and difficulties hindering the progress of the industry, as well as oppose any discriminatory measures against this transport mode.
- Promote the economic, social and environmental objectives of sustainable development in the road goods transport sector.



ORGANIZATION OF THE ROAD CARRIERS

IRU - International Road Union

❖ IRU Goods Transport Council

Permanent and long term working programme

- Contribute to the facilitation of road goods transport
- Foster the economic, social and environmental objectives of sustainable development in the road goods transport sector
- Expand co-operation among regions of the World.
- Promote high-standard road infrastructure requirements. Promote the idea of revitalizing the Silk Road.
- Co-operate with authorities to increase the level of security in the supply chain.

ORGANIZATION OF THE ROAD CARRIERS

UNECE - United Nations Economic Commission for Europe

- ❖ **Created:** UNECE was set up in 1947 by ECOSOC.
- ❖ **Major aim:** promote pan-European economic integration
- ❖ **Actions:**
 - Provides analysis, policy advice and assistance to governments
 - Sets out norms, standards and conventions to facilitate international cooperation within and outside the region.



ORGANIZATION OF THE ROAD CARRIERS

UNECE - United Nations Economic Commission for Europe

❖ Evolution of UNECE Membership

- In 1991: 34 States
- Nowadays:
 - ↩ 56 countries located in the European Union, non-EU Western and Eastern Europe, South-East Europe and Commonwealth of Independent States (CIS) and North America.
 - ↩ Over 70 organizations take part in UNECE activities.
 - ↩ All interested UN member States may participate

ORGANIZATION OF THE ROAD CARRIERS

UNECE - United Nations Economic Commission for Europe

❖ Programmes

- Economic Cooperation and Integration
- Environmental Policy Housing and Land Management
- Statistics
- Sustainable Energy
- Timber
- Trade
- Transport: The UNECE has establish more than 50 transport agreements and conventions



ORGANIZATION OF THE ROAD CARRIERS

UNESCAP - United Nations Economic and Social Commission for Asia and the Pacific

- ❖ **Created:**

Established in 1947

- ❖ **Objective :**

The overall objective of ESCAP is to promote inclusive and sustainable economic and social development in the Asia-Pacific region.



ORGANIZATION OF THE ROAD CARRIERS

UNESCAP - United Nations Economic and Social Commission for Asia and the Pacific

❖ Programme

- Macroeconomic Policy and Development
- Trade and Investment
- Transport
- Environment and Development
- Information and Communications Technology and Disaster Risk Reduction
- Social Development
- Statistics
- Subregional activities for development



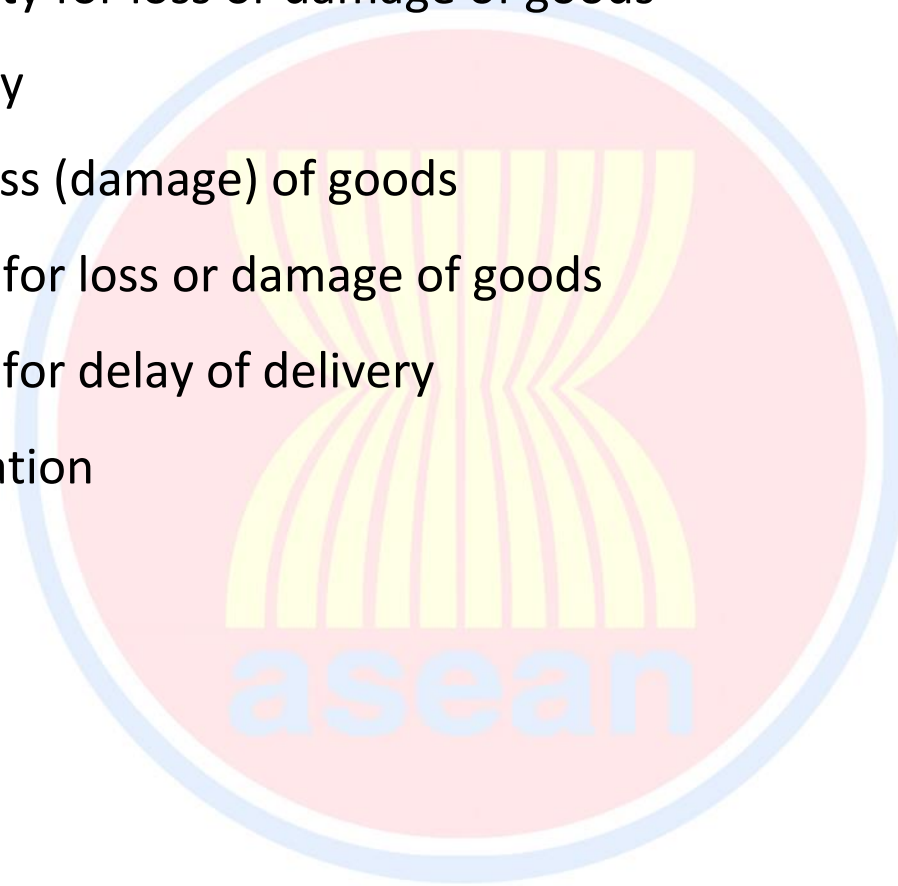
Advantages & Disadvantages of Road Transport

Advantages	Disadvantages
• door to door • flexible (compared to rail) • JIT • flexible prices & price negotiation • lower prices than air, rail • good for small consignments • sometimes is the only available solution (some countries are land locked or there is no continuity in rail networks) • low cost per cargo of not bulky goods	• arrival may vary (depends on the road conditions) • freight costs of bulky goods are progressive • using of public roads • lot of borders to cross and need for VISAS for drivers (visa issuing delays), border delays • convoys for security of cargo and driver • not appropriate for big consignments, valuable, perishable, over long distance

LIABILITIES OF THE CARRIER

❖ Liabilities of the carrier in case of loss (damage) of goods or delay of delivery

- ↳ Period of liability for loss or damage of goods
- ↳ Relief of liability
- ↳ Definition of loss (damage) of goods
- ↳ Compensation for loss or damage of goods
- ↳ Compensation for delay of delivery
- ↳ Period of limitation



Liabilities of the carrier in case of loss (damage) of goods or delay of delivery

Period of liability for loss or damage of goods	The time between the time that the carrier takes over the goods and the time of deliver, as well as for any delay in delivery
Relief of liability	When the loss or damage of goods was caused by • the wrongful act or neglect of the claimant • the instructions of the claimant given otherwise than as the result of a wrongful act or neglect on the part of the carrier • inherent vice of the goods or through circumstances which the carrier could not avoid and the consequences of which he was unable to prevent
Definition of loss (damage) of goods	The goods are lost when they are not delivered • after 30 days after the end on the term of delivery • after the 60 days after the taking over of goods by carrier
Compensation for loss or damage of goods	The carrier has to pay the total amount with the customs duties and other charges, but not exceeding 8,33 SDR ³ per kilo gross weight short
Compensation for delay of delivery	The carrier has to pay the compensation for such damage not exceeding the carriage charges.
Period of limitation	One year from the date of taking over in case of delay; from the 30 th day after the end of the term of delivery or from the 60 th day after date of taking over of goods. Nevertheless, in the case of wilful misconduct, or such default as in accordance with the law of the court or tribunal seized of the case, is considered as equivalent to wilful misconduct, the period of limitation is three years.

FIATA Rules

FIATA rules.pdf - Adobe Acrobat Reader DC (64-bit)

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Home Tools

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129%



8.3. Monetary limits

8.3.1. Loss of or damage to the Goods

The provisions of Art. 7.3. notwithstanding, the Freight Forwarder shall not be or become liable for any loss of or damage to the Goods in an amount exceeding the equivalent of 2 SDR per kilogram of gross weight of the Goods lost or damaged unless a larger amount is recovered from a person for whom the Freight Forwarder is responsible. If the Goods have not been delivered within ninety consecutive days after the date when the Goods ought to have been delivered, the claimant may, in the absence of evidence to the contrary, treat the Goods as lost.

8.3.2. Limitation of liability for delay

If the Freight Forwarder is liable in respect of loss following from delay, such liability shall be limited to an amount not exceeding the remuneration relating to the service giving rise to the delay.

8.3.3. Other type of loss

The provisions of Art. 7.3. notwithstanding, the Freight Forwarder's liability for any type of loss not mentioned in 8.3.1. and 8.3.2. shall not exceed the total amount of SDR¹ for each incident unless a larger amount is received from a person for whom the Freight Forwarders is responsible.

NECESSARY STEPS TO TAKE FOR OUT – OF - GAUGE MOVEMENTS

❖ Definition of OOG:

Oversized cargo has dimension:

- ✓ Length > 20 m
- ✓ Width > 2,5 m
- ✓ Height > 4,2 m

Overweight cargo > 32 MT

❖ Carriers must follow regulations:

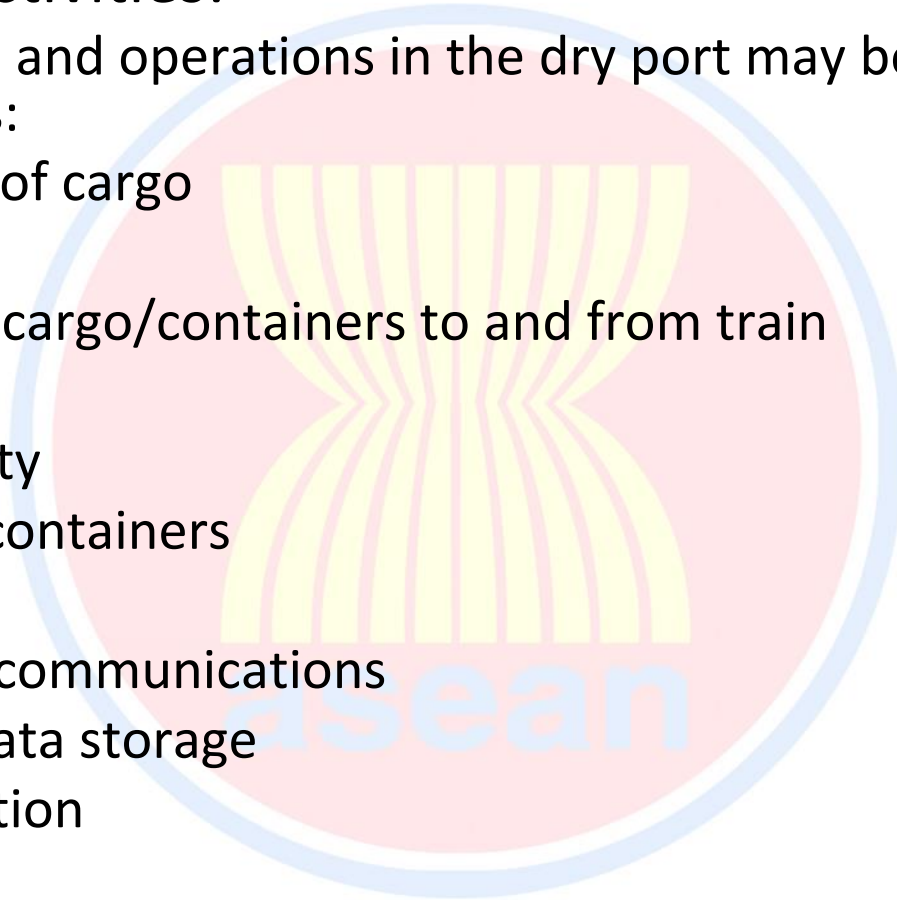
- ✓ Have specialized vehicle for OOG
- ✓ Apply for operating License of the specialized vehicle from authorities
- ✓ License is valid within 60 days
- ✓ Must follow strictly regulations in the License





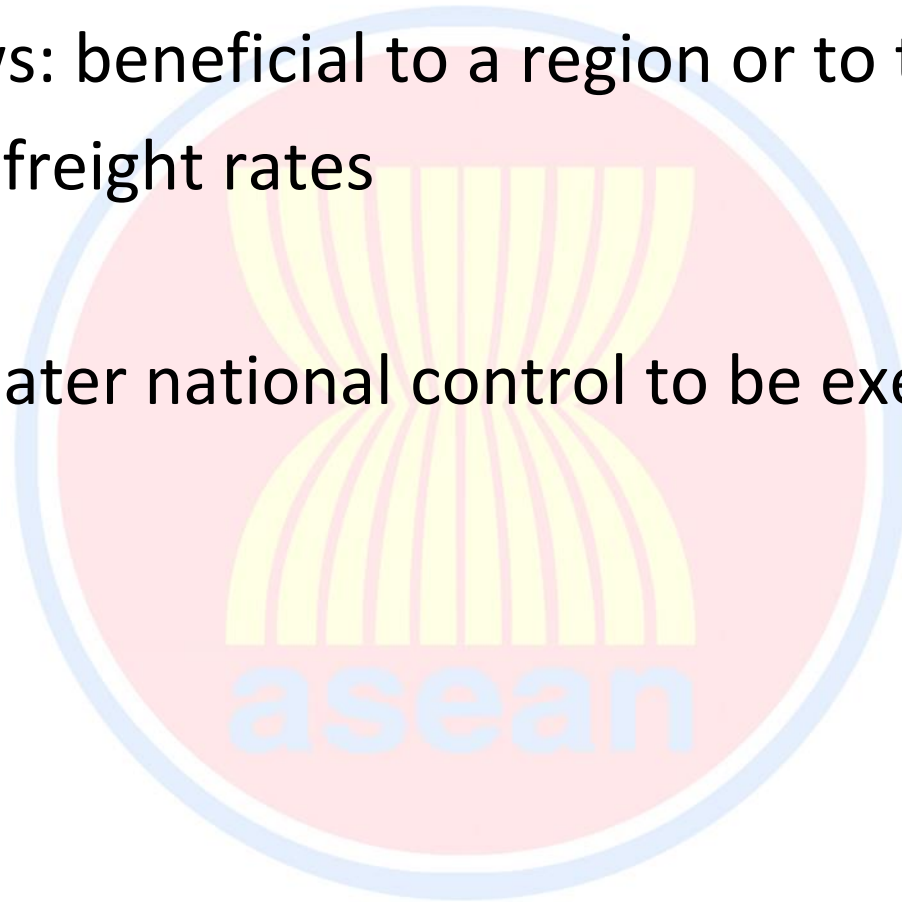
Dry port - ICD

- Basic Functions and Activities:
 - Activities , procedures and operations in the dry port may be divided into the following main groups:
 - Receipt and despatch of cargo
 - Truck operations
 - Loading/Unloading of cargo/containers to and from train
 - Customs clearance
 - Gate check and security
 - Storage of cargo and containers
 - Container repair
 - Information flow and communications
 - Record keeping and data storage
 - Billing and cash collection



Benefits of Dry port

- Increased trade flows: beneficial to a region or to the country as a whole
- Lower door-to-door freight rates
- Inventory savings
- Dry ports enable greater national control to be exercised over transit operations



CHAPTER 2 .TYPES OF ROAD VEHICLES IN ASEAN CONTEXT

Learning objectives:

- ❖ The participants should Identify the specific technical characteristics (vehicle dimensions and loading weights) of road vehicles and of the operating systems available for road freight forwarding in ASEAN
- ❖ The participant should be able to classify the main types of vehicles and to describe the forwarder techniques of chartering full load vehicles and consolidation of parcel loads.
- ❖ He should measure the main technical requirements of refrigerated cargo / dangerous goods

CHAPTER 2

TYPES OF ROAD VEHICLES IN ASEAN CONTEXT

Contents

- ✓ Vehicle Dimensions, loading and total weight of the most used trucks (inland and border crossing traffic)
- ✓ Transport of refrigerated cargo
- ✓ Transport of dangerous goods
- ✓ Heavy lift cargo
- ✓ Swap-bodies (similar to containers)
- ✓ Various Types of Container



VEHICLE DIMENSIONS, LOADING AND TOTAL WEIGHT OF THE MOST USED TRUCKS

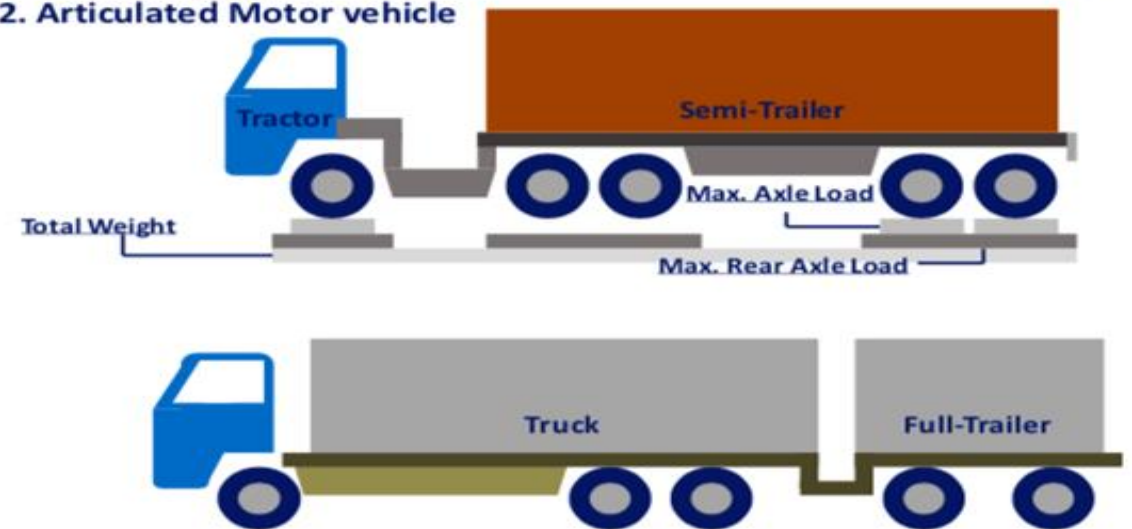
Trailers

- ✓ **Semi-trailer:** A towed vehicle, in which the axle(s) is (are) positioned behind the centre of gravity of the vehicle (when uniformly loaded), and which is equipped with a connecting device permitting horizontal and vertical forces to be transmitted to the towing vehicle. One or more of the axles may be driven by the towing vehicle.
- ✓ **Full trailer:** A towed vehicle having at least two axles, and equipped with a towing device which can move vertically (in relation to the trailer) and controls the direction of the front axle(s), but which transmits no significant static load to the towing vehicle. One or more of the axles may be driven by the towing vehicle.

1. Rigid Motor vehicle



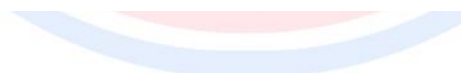
2. Articulated Motor vehicle



Technical Standards Stipulated in CLMVT and in the AFAFGIT

	Cambodia	Laos	Myanmar	Vietnam	Thailand	AFAFGIT
Maximum Length						
<i>Rigid vehicle</i>	12.2	12.2	12.2	20	12	12.2
<i>Articulated vehicle</i>	16	19	15.2		16	16
Maximum Width	2.5	2.5	2.5	2.5	2.5	2.5
Maximum Height	4.2	4.5	4.6	4.2	4	4.2
Maximum Number of Axles	5	6	6	No restriction		
Maximum Axle Load	10	No restriction		10		

AFAFGIT= ASEAN Framework Agreement for Facilitation Goods in Transit



Length measure in Cambodia



Regulations of different vehicle types in comparison among GMS

Vehicle Type	Cambodia	Laos	Myamar	Vietnam	Thailand	AFAFGIT
 Semi-Trailer (6axles)	Permission	49.6	50	48	50.5	38
 Semi-Trailer (5axles)	40	45	41	42	45	36
 Semi-Trailer (4axles)	35	36	33	34	35	32
 Single Rigid Vehicle (4axles)	30	29.5	28	30	30	25
 Single Rigid Vehicle (3 axles)	25	25	23	24	25	21
 Single Rigid Vehicle (2 axles)	15	15	15	16	15	15 – 16

(Source: AFAFGIT – Protocol 04: Technical Requirement of Vehicles)

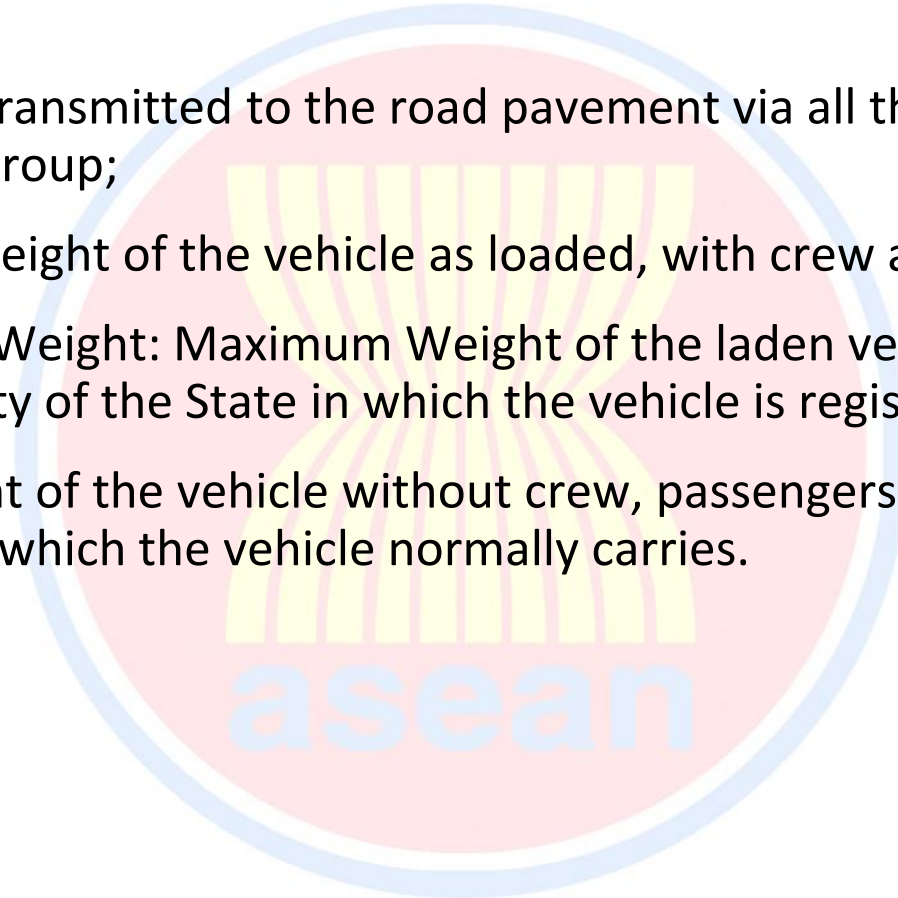
Note: In Cambodia, use of vehicles with more than five axles requires a permission letter from the Ministry of Public Works and Transport

LEGAL REQUIREMENTS ON ROAD TRAFFIC REGARDING MAXIMUM WEIGHT

❖ Legal requirements regarding maximum weight of vehicles

Definitions:

- Axle load: Actual load transmitted to the road pavement via all the wheels connected to a particular axle or axle group;
- Laden weight: Actual weight of the vehicle as loaded, with crew and passengers on board;
- Permissible Maximum Weight: Maximum Weight of the laden vehicle, declared permissible by the competent authority of the State in which the vehicle is registered;
- Unladen weight: Weight of the vehicle without crew, passengers or load, but with full supply of fuel and with the tools which the vehicle normally carries.

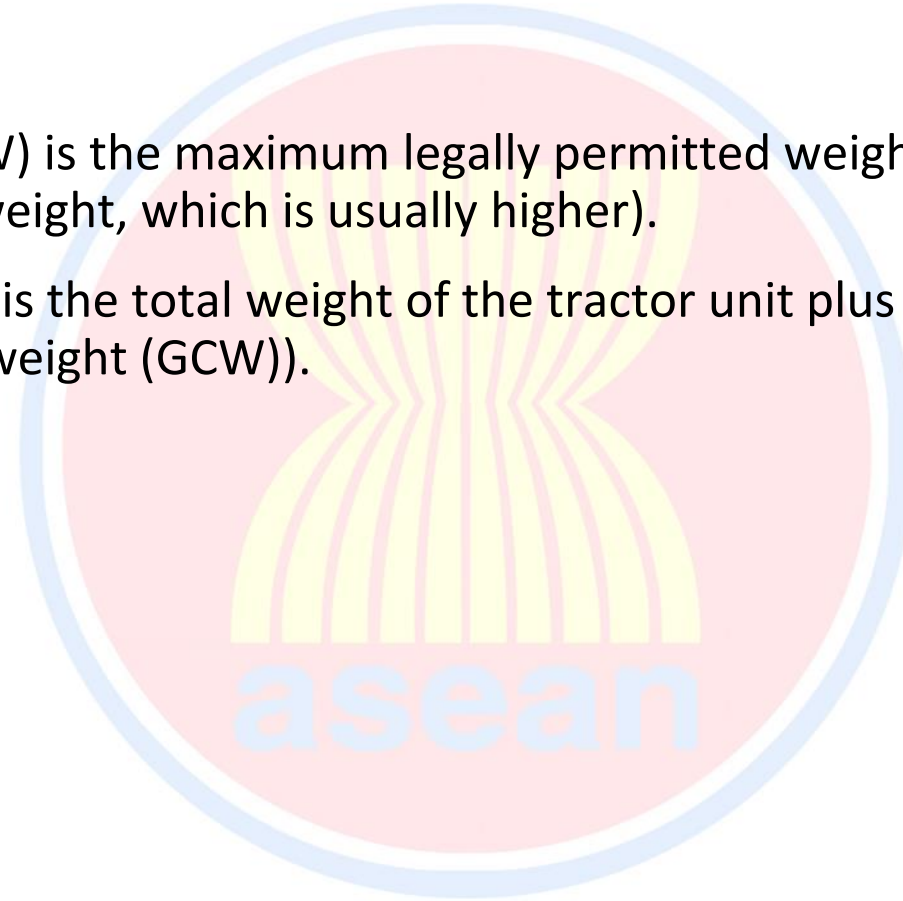


LEGAL REQUIREMENTS ON ROAD TRAFFIC REGARDING MAXIMUM WEIGHT

❖ Legal requirements regarding maximum weight of vehicles

Definitions:

- Gross vehicle weight (GVW) is the maximum legally permitted weight of the vehicle plus load (not to be confused with design weight, which is usually higher).
- Gross train weight (GTW) is the total weight of the tractor unit plus trailer plus load (sometimes called gross combination weight (GCW)).



Trailer differentiation

Semi-trailer



Full trailer = Drawbar



LENGTH, WIDTH, HEIGHT, LOADING AND TOTAL WEIGHT OF THE MOST USED TRUCKS

Trailers (including semitrailers)

- ❖ Trailers of categories O2, O3 and O4 are of one of the three following types:

- ✓ **Centre-axle trailer:** A towed vehicle, equipped with a towing device which cannot move vertically (in relation to the trailer) and in which the axle(s) is (are) positioned close to the centre of gravity of the vehicle (when uniformly loaded) such that only a small static vertical load, not exceeding 10 per cent of that corresponding to the maximum mass of the trailer or a load of 1,000 daN (whichever is the lesser) is transmitted to the towing vehicle. One or more of the axles may be driven by the towing vehicle.



LENGTH, WIDTH, HEIGHT, LOADING AND TOTAL WEIGHT OF THE MOST USED TRUCKS

Rolling chassis

Rolling Chassis: The chassis now has to be given wheels; the wheels are mounted on axles and the axles are mounted to the chassis with a suspension.

There are various types of axles:

- Driven axles
- Non-driven axles
- Steering axles
- Driven steering axles

In most countries, the maximum weight that an axle may put on the road is limited. In most cases, this limit is around ten tons. The technical limit of the axle may be more, but may also be less. A basic vehicle will have two axles: a driven axle in the rear and a steering (non driven) axle in the front. This is referred to as a 4x2 (4 wheels, two of them are driven). This

configuration will limit the lorry to a GVW of 20 tons. The GVW can be increased, by using a non-driven axle in the rear; it may be placed behind the driven axle or in front of it. This will increase the load capacity dramatically, the GVW of such a vehicle will add up to 30 tons. To avoid tire wear when the vehicle is empty and the load capacity is unused, the non-driven extra axle may be utilised with a so-called bogie lift. This enables the driver to lift the non-driven axle, thus avoiding tire wear and saving fuel. The suspension makes the axles able to

absorb bumps and unequal surfaces, without transposing these to the chassis, the load and the cabin. There are various suspension types:

1. Multiple leaf springs: Leaf springs are rigid and capable of high (technical) load capacities on axles. They are uncomfortable when driving without a load and make the suspension itself heavy.
2. Air suspension: Air suspension adjusts itself to the load, it is a so-called progressive suspension; a loaded vehicle has higher pressured cushions. This makes the vehicle comfortable to drive in both loaded and unloaded situations, and suitable for lorries carrying more fragile loads.

Bogie Lift



Most used trucks in Vietnam

- China (Howo, Foton)

- Advantages:

- Low investment
 - Easy to find spare parts

- Disadvantages:

- Frequent repair cost
 - Faster downgrading
 - High fuel consumption

- USA (Freighliner; Maxforce)

- Advantages:

- Stable “life span”
 - Low fuel consumption

- Disadvantages:

- High investment
 - Some spare parts are rare

China vs USA – what's your choice?



Freightliner



Maxforce

TRANSPORT OF REFRIGERATED CARGO

- Following the GMS Cross-Border Transport Facilitation Agreement (CBTA) under Annex 3, the transport of perishable goods shall mean organic substances or living organisms that are vulnerable to easy deterioration beyond marketability or to death under the combined effect of duration and conditions of transport such as temperature (heat or cold), humidity or draught, or movement.
- Furthermore, this Annex 3 also indicated various conditions that Contracting Parties has to agreed mutually such as Inspection Arrangement; Transport time; Temperature...etc. The Article 27 implies that “The Annex will enter into force on the day that at least two Contracting Parties have ratified or accepted it and will become effective only among the Contracting Parties that have ratified or accepted it. The same applies to an amendment to the Annex, if any.

LENGTH, WIDTH, HEIGHT, LOADING AND TOTAL WEIGHT OF THE MOST USED TRUCKS

Special Purpose Vehicle

- ↳ Motor caravan
- ↳ Armoured vehicle
- ↳ Ambulance
- ↳ Hearse



Special Purpose Vehicle



TRANSPORT OF REFRIGERATED CARGO

❖ Temperature conditions to be observed for the carriage of quick-frozen

	Maximum temperature
Ice cream	-20 °C
Frozen or quick (deep)- frozen fish, fishproducts, molluscs and crustaceans and all other quick (deep)-frozen foodstuffs	-18 °C
All frozen foodstuffs (except butter)	-12 °C
Butter	-10 °C

TRANSPORT OF REFRIGERATED CARGO

❖ Temperature conditions to be observed for the carriage of quick-frozen

	Maximum temperature
I. Raw milk	+ 6° C
II. Red meat and large game (other than red offal)	+ 7° C
III. Meat products, pasteurized milk, fresh dairy products (yoghurt, kefir, cream and fresh cheese), ready cooked foodstuffs (meat, fish, vegetables), ready to eat prepared raw vegetables and vegetable products and fish products not listed below	Either at + 6° C or at temperature indicated on the label and/or on the transport documents

TRANSPORT OF REFRIGERATED CARGO

❖ Temperature conditions to be observed for the carriage of quick-frozen

	Maximum temperature
IV. Game (other than large game), poultry and rabbits	+ 4° C
V. Red offal	+ 3° C
VI. Minced meat	Either at + 2° C or at temperature indicated on the label and/or on the transport documents
VII. Untreated fish, molluscs and crustaceans	On melting ice or at temperature of melting ice

Types of Refrigerated cargo

Type 1



Type 2





TRANSPORT OF DANGEROUS GOODS

- ❖ Introduction to ADR Regulations
- ❖ Appendix 1 (Transport of dangerous goods) of Agreement to facilitate transportation of goods and people through border between the Royal Government of Cambodia, the Government of the People's Republic of China, the Government of the Democratic People's Republic of Laos, the Government Kingdom of Thailand and the Government of the Socialist Republic of Vietnam - So called "GMS – CBTA Annex 1: Carriage of Dangerous Goods



B. Introduction to ADR

ADR Agreement

ADR originally from French

Accord européen relatif au transport

international des marchandises

dangereuses par

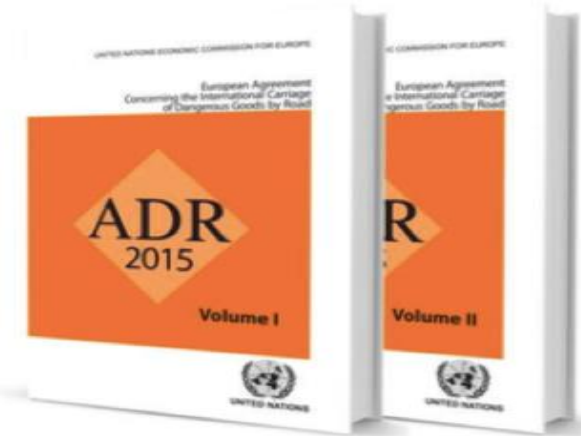
Route

In English:

EUROPEAN **A**GREEMENT CONCERNING THE
INTERNATIONAL CARRIAGE OF

DANGEROUS GOODS BY **R**OAD (ADR)

First draft was made in 30 September
1957 at Geneva, Switzerland and
effective in 29 January 1968



1957

1968

2001

2003

2005

2015

Enter into force

Restructured ADR



Capacity Development for Regional Cooperation and Integration

B. Introduction to ADR



B. Introduction to ADR

Structure of ADR

Annex A

Part 1: General Provisions

Part 2: Classification

Part 3: **Dangerous goods list**, special provisions and exemptions related to limited and excepted quantities

Part 4: Packing and tank provisions

Part 5: Consignment procedures

Part 6: Requirements for the construction and testing of packagings, intermediate bulk containers (IBCs), large packagings, tanks and bulk containers

Part 7: Provisions concerning the conditions of carriage, loading, unloading and handling

Annex B

Part 8: Requirements for vehicle crews, equipment, operation and documentation

Part 9: Requirements concerning the construction and approval of vehicles

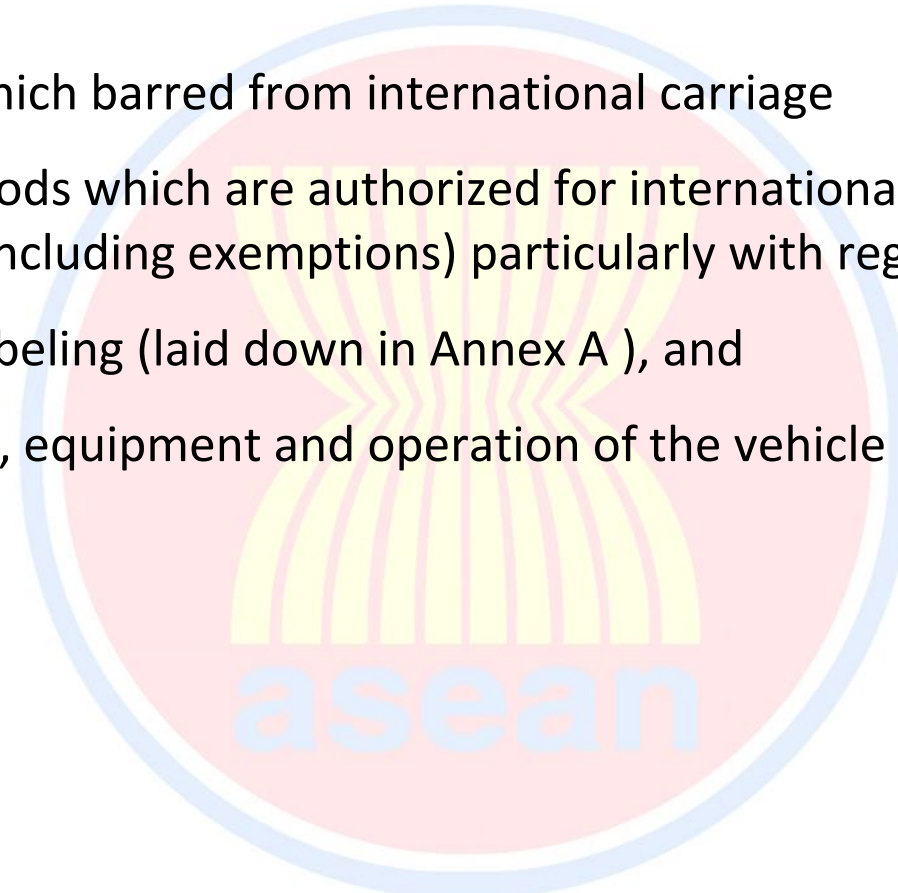


TRANSPORT OF DANGEROUS GOODS

Regulations

Subjects of ADR

- ❖ Dangerous goods which barred from international carriage
- ❖ Other dangerous goods which are authorized for international transport and the conditions attaching to them (including exemptions) particularly with regard to:
 - Packaging and labeling (laid down in Annex A), and
 - The construction, equipment and operation of the vehicle carrying the goods (laid down in Annex B)



TRANSPORT OF DANGEROUS GOODS

Regulations

Objectives of ADR

- Protecting operator and others from harmfulness of dangerous goods to one's health during the process of manufacture, handling, storage, transport, distribution or consumption
- Training of persons involved in the carriage of dangerous goods
- Assigning safety obligations of the participants, requirements for transport equipments and transport operations



TRANSPORT OF DANGEROUS GOODS

For dangerous goods		Special requirements
FL	Flammable liquids (including subsidiary risks) and flammable gases	• Special electrical equipment (e.g. Battery master switch, wiring, etc.), • protection of heat from devices (e.g. exhaust pipe), • Endurance Braking System
OX	Hydrogen peroxide (Oxidizing substance)	• a metal shield at the rear of the driver's cab • Endurance Braking System
AT	Dangerous goods other than above classes	• Endurance Braking System

LIST OF DANGEROUS GOODS

Ordinal number	Names of goods	The UN numbers	Goods types and groups	Danger numbers
1	Acetylene, in decomposition form	1001	3	239
2	Air, in compression form	1002	2	20
3	Air, refrigerated	1003	2 + 5	225
4	Ammonia, anhydrous	1005	6.1 + 8	268

TRANSPORT OF DANGEROUS GOODS

Appendix 1 (Transport of dangerous goods) of Agreement to facilitate transportation of goods and people through border between Cambodia, China, Laos, Thailand and Vietnam

- ❖ Definitions of dangerous goods
- ❖ Classification of dangerous goods
- ❖ Depending on their chemical and physical properties, dangerous goods are classified into the following 9 types and type groups



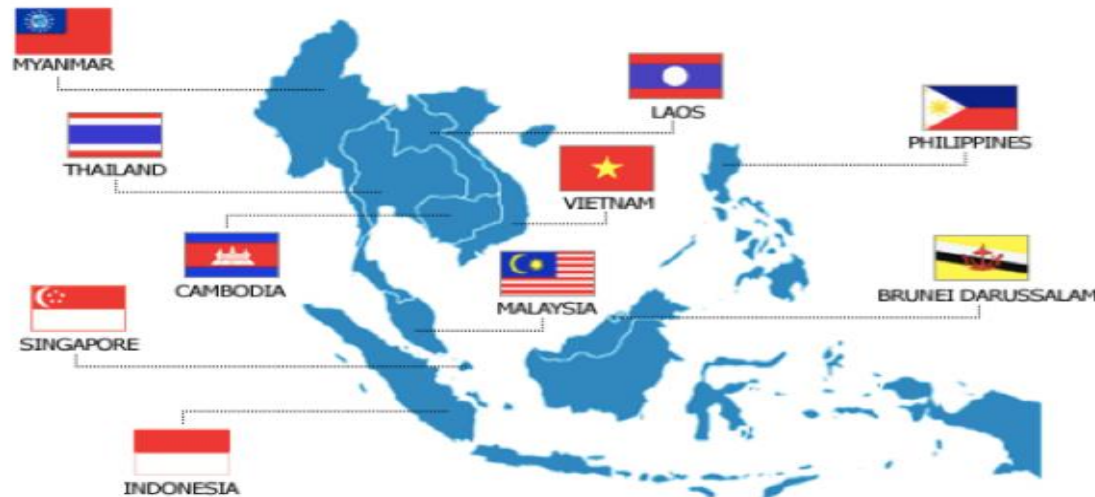
TRANSPORT OF DANGEROUS GOODS

Appendix 1 (Transport of dangerous goods) of Agreement to facilitate transportation of goods and people through border between Cambodia, China, Laos, Thailand and Vietnam

❖ Requirement of transport operation

- Packing of dangerous goods for transport
- Packages and tanks containing dangerous goods
- Goods labels, danger symbols and danger signs
- Loading and unloading of dangerous goods
- Technical requirements on dangerous goods transport means
- Drivers of dangerous goods-transporting means
- Training of persons involved in the carriage of dangerous goods

A. Regional agreements on the transport of dangerous goods



ASEAN Framework Agreement on the Facilitation of Goods in Transit: **AFAFGT**



GMS - Cross Border Transport Agreement: **CBTA**

A. Regional agreements on the transport of dangerous goods



ASEAN - Protocol 9

7 Articles as follows

1. **Definition** – e.g. Dangerous Goods, UN Recommendations, ADR, Transit Transport Operators
2. **Scope of Application** – apply the provisions of this Protocol to the movement of dangerous goods in transit transport on designated road
3. **Classification** – DG classified into 9 classes as UN Rec.
4. **Adoption of the UN Model Regulations, ADR, esp. on**
 - (i) detailed classes and divisions of dangerous goods;
 - (ii) packaging and labeling of dangerous goods;
 - (iii) vehicle marking and method of packaging;
 - (iv) transport document and declaration;
 - (v) training; and
 - (vi) precautions against Fire and/or Explosions.



GMS – Annex 1

12 articles as follows

1. **Definition** – Dangerous goods
2. **Classification** – DG classified into 9 classes as UN Rec.
3. **Standards Governing the Cross-Border Movement of Dangerous Goods** – the full application of the measures under the ADR and/or the UN Model Regulations in particular relating to
 - (a) packing and labeling of dangerous goods;
 - (b) vehicle marking, handling, stowing, and lashing;
 - (c) transport documentation and declaration;
 - (d) crew training; and
 - (e) precaution against fire and/or explosions.
4. **Amendment**
5. **Ratification or Acceptance**

A. Regional agreements on the transport of dangerous goods



ASEAN - Protocol 9

- 5. **Permit** – DG transit transport operators must have a permit to carry DG from all transit countries
- 6. **Institutional Arrangements** – Roles of Senior Transport Officials Meeting
- 7. **Final Provisions** - subject to ratification or acceptance by the Contracting Parties.



GMS – Annex 1

- 6. **Entry into Force** - on the day that at least two Contracting Parties have ratified or accepted it, and will become effective only among the Contracting Parties that have ratified or accepted it
- 7. **Conforming National Law**
- 8. **Reservations**
- 9. **Suspension of the Annex**
- 10. **Relationship with the Agreement**
- 11. **Dispute Settlement**
- 12. **Denunciation**

HEAVY LIFT CARGO ROAD VEHICLES

- ❖ A special road vehicle and platform which are designed to transport heavy lift and oversized cargo.
- ❖ This is cargo which exceeds the legal limitations in weight and/or in dimension or which exceeds the capacities of usual road vehicles or handling equipment
- ❖ The heavy lift transport requires special traffic permissions



HEAVY LIFT CARGO ROAD VEHICLES



Eurocombi

HEAVY LIFT CARGO ROAD VEHICLES



Flatcombi

HEAVY LIFT CARGO ROAD VEHICLES



Intercombi

HEAVY LIFT CARGO ROAD VEHICLES



asean

HEAVY LIFT CARGO ROAD VEHICLES



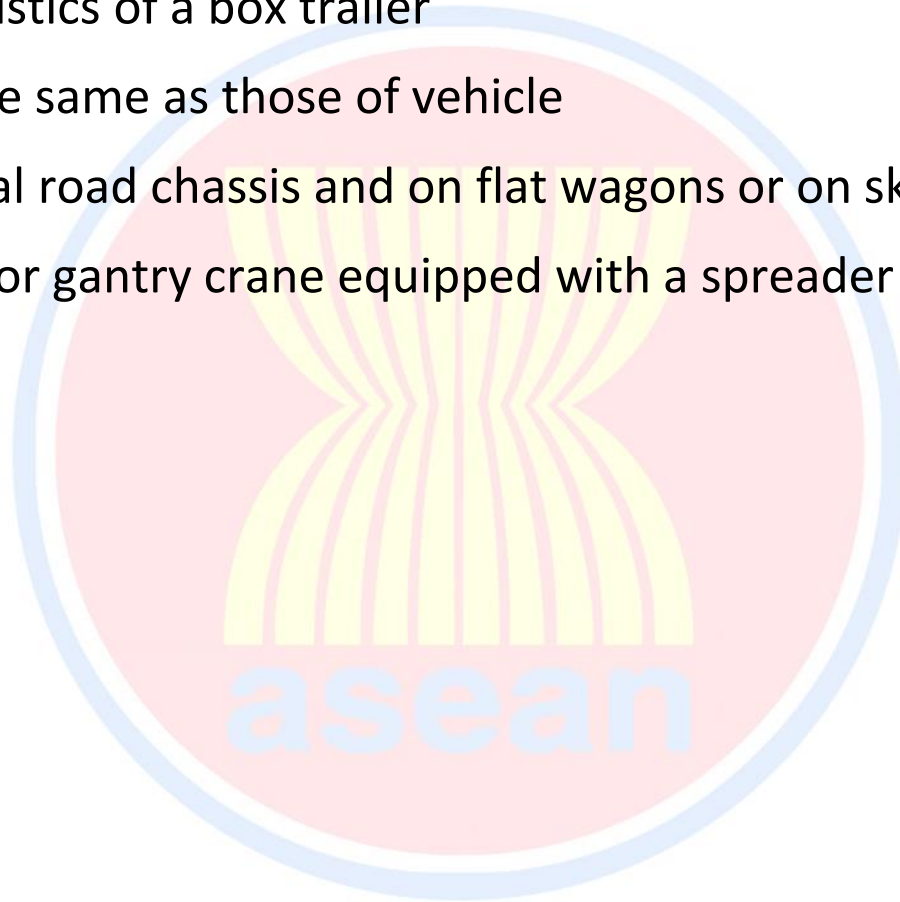
HEAVY LIFT CARGO ROAD VEHICLES



asean

SWAP-BODIES

- ❖ A loading unit, which is independent of a lorry or semi-trailer
- ❖ Having the characteristics of a box trailer
- ❖ Its dimensions are the same as those of vehicle
- ❖ Traveling on a skeletal road chassis and on flat wagons or on skeletal wagons
- ❖ Is handled by trolley or gantry crane equipped with a spreader with twist locks, or by a gantry crane with tongs



SWAP-BODIES

FRC Swap Bodies

Length (m): 7,15; 7,45; 7,82

Height (m): Up to 3,30

Width (m): 2,60

Max Gross Weight (t): 18,0

Tare Weight (t): 3,9 - 4,3

Loading openings

can be provided with:

- Swinging rear doors
- Side doors
- Other custom made solutions

Cargo lashing

- Dependant on the customer needs swap bodies can be equipped with various cargo lashing equipment, such as lashing rings, lashing rails, restraint tracks, second decking systems rails etc.



SWAP-BODIES



CONTAINER DIMENSIONS

		Millimetres	Feet
Internal Dimensions	Length	5'900	19'4"
	Width	2'350	7'8"
	Height	2'390	7'10"
Door Opening	Width	2'340	7'8"
	Height	2'280	7'6"
		Kilograms	Lbs
Weight	Max. Payload	21'800	48'060
	Container-Tare	2'200	4'850
	Max. Gross Wt.	24'000	52'910
		Cube Metres	Cube Feet
Volume Capacity	Max. payload	33,2	1



Dry Van / General



Open Top



Flat



Reefer



High Cube



Bulk



Open Side



Iso Tank

TYPE OF	GENERAL	SIZE	WEIGHT*			INTERNAL DIMENSIONS*			DOOR OPENINGS*		VOL.	
			Kilograms	Lbs		mm	ft./inches		mm	ft./inches	m ³	ft. ³
			Max		Max	Length	Width	Height	Width	Height	Capacity	
		Feet	Gross Wt.	Tare Wt.	Payload							
Dry Van / General	Suitable for commodities in bundles, cartons, boxes, loose cargo, furnitures, etc.	20	24,000	2,200	21,800	5,902	2,350	2,392	2,341	2,280	33.2	
			52,910	4,850	48,060	19'4 ^{23/64}	7'8 ^{33/64}	7'10 ^{11/64}	7'8 ^{11/64}	7'54 ^{9/64}	1,172	
		40	30,480	3,800	26,680	12,032	2,350	2,390	2,338	2,280	67.6	
			67,200	8,380	58,820	39'5 ^{45/64} "	7'8 ^{33/64} "	7'10 ^{7/64} "	7'8 ^{3/64} "	7'5 ^{49/64} "	2,387	
High Cube	Same as dry containers, but higher volume capacity	40	30,480	3,900	26,580	12,033	2,350	2,695.50	2,338	2,585	76.2	
			67,200	8,600	58,600	39'5 ^{47/64} "	7'8 ^{33/64} "	8'10 ^{1/8} "	7'8 ^{3/64} "	8'5 ^{49/64} "	2,690	

Container reform



Curtain sider

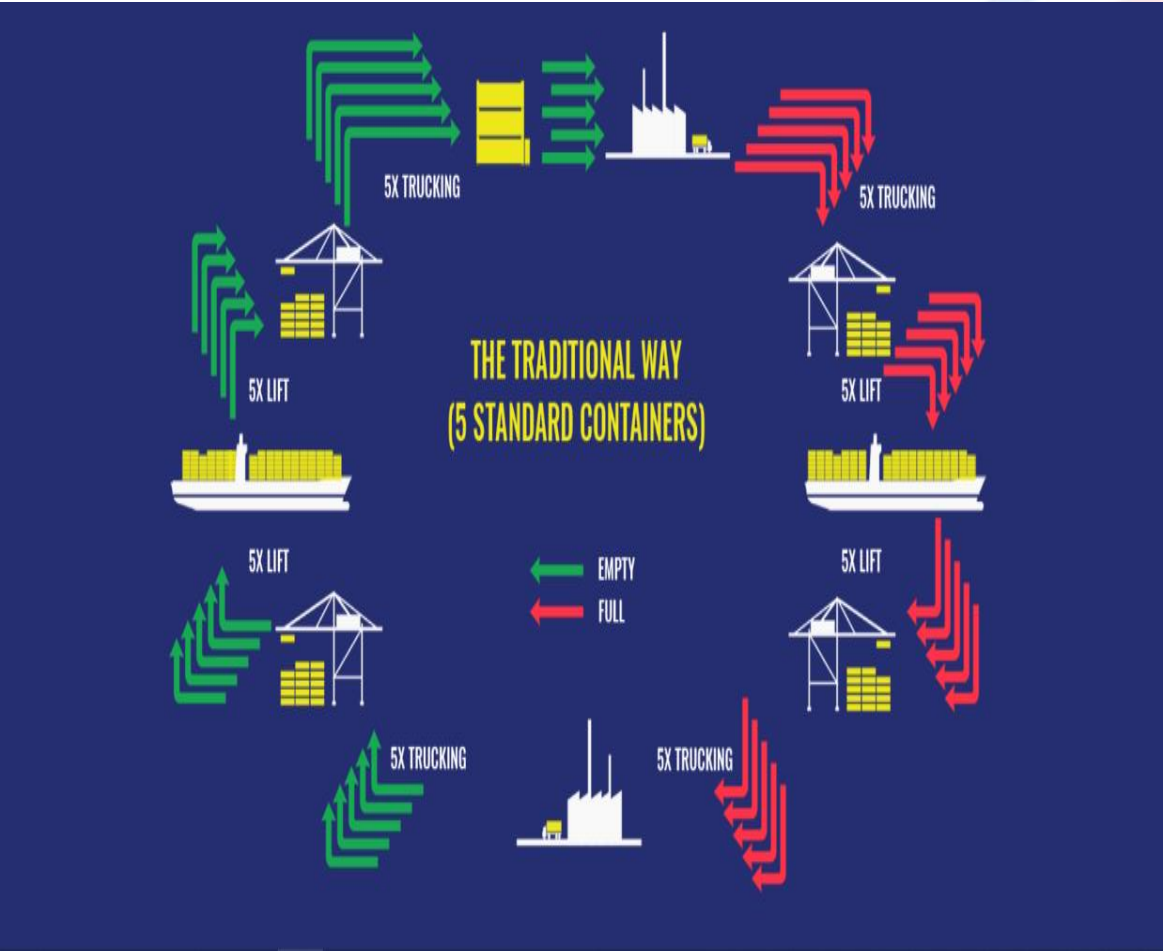


Innovation Container: Folding Container

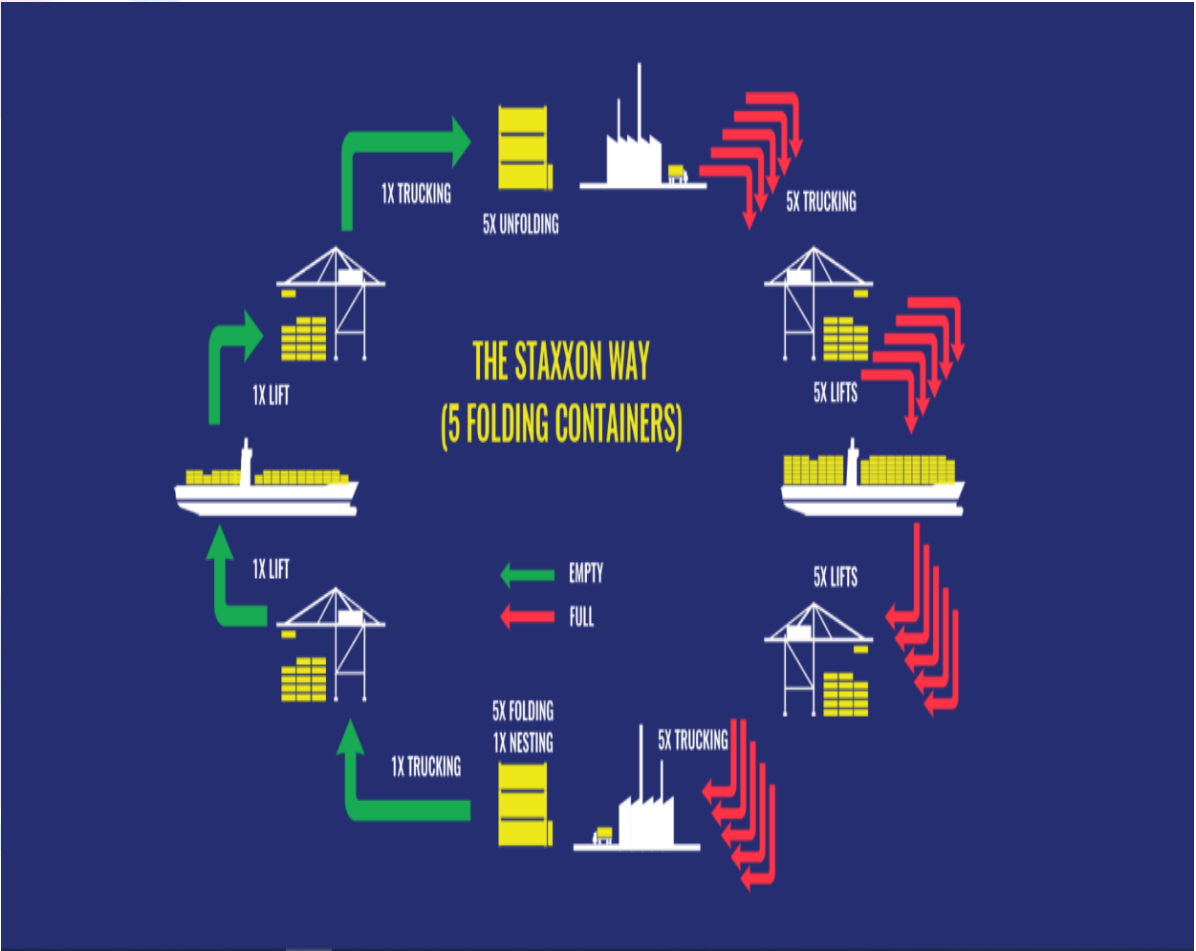


Innovation Container: Folding Container

Traditional way

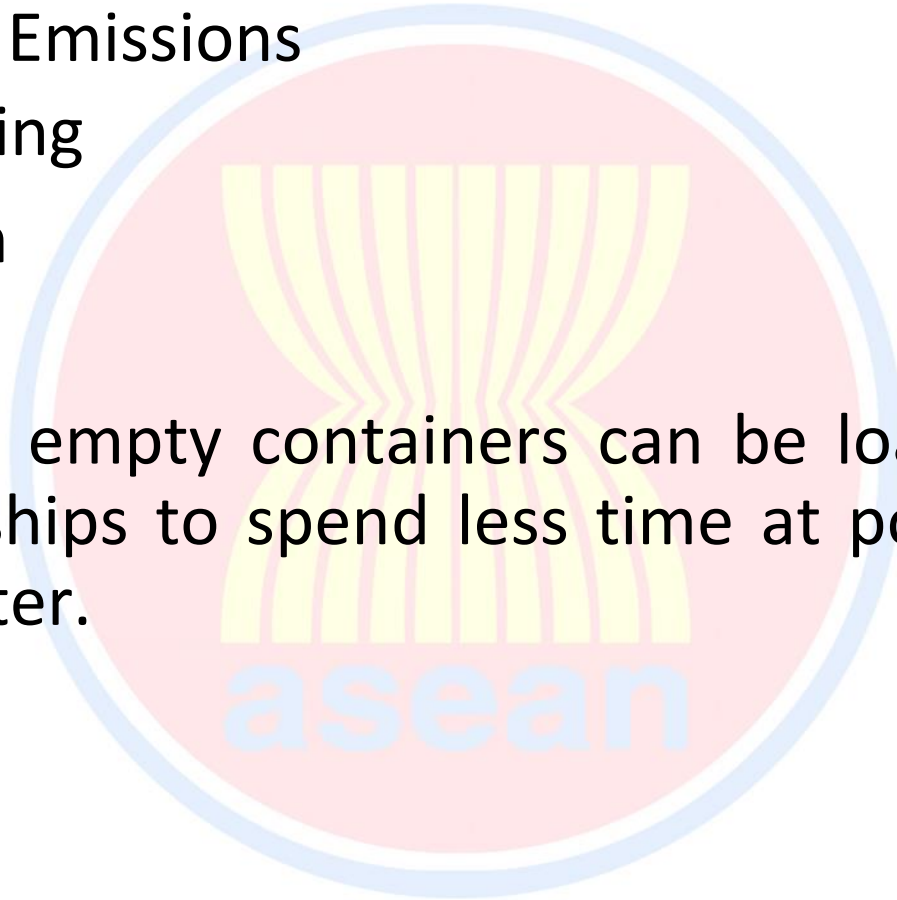


The Innovation Way



Folding Container Benefits

- Environmental Benefits
 - Reducing Carbon Emissions
 - Empty repositioning
- Less Port Congestion
- Slow Steaming
 - Fewer lifts mean empty containers can be loaded and unloaded faster, allowing ships to spend less time at ports and more time sailing on the water.
- Need Fewer Trucks



Palletization

- **Standard Pallet Size**

Pallet sizes still vary considerably between different countries although much progress has been made in terms of standardization and reusability. This was crucial as increased global trade necessitated the need for standard pallet dimensions which are now reflected in the ISO Pallet list below.

- **ISO Pallet Sizes**

Of the many different pallet sizes available, the International Organization for Standardization (ISO) has approved six pallet dimension which are now widely used as standard pallet size around the globe.

This information is a good starting point when considering exporting your goods to a different country and don't want to incur the extra expenses and time delays of transferring your goods to local pallets upon arrival. It also enables you to calculate just how many pallets you can fit into a container for shipping.

ISO Pallets

EUR-Pallet



Industrial Pallet



Asia Pallet



Four-way-entry-pallet	Four-way-entry-pallet	Four-way-entry-pallet
DIMENSION		
800 x 1200 mm	1000 x 1200 mm	1100 x 1100 mm
LOAD-BEARING CAPACITY		
1500 kg	1500 kg	1300 kg
EXTRA LOAD		
6000 kg	6000 kg	5200 kg
DEAD LOAD		
25 kg	30 kg	30 kg
TECHNICAL STANDARDS		
UIC – data sheet 435-2	UIC – data sheet 435-5	not available in the UIC programme
APPLICATION		
Exchange pallet	Exchange pallet	Export

ISO Pallets

Dimensions mm (WxL)	Dimensions inches (WxL)	Wasted floor, ISO container	Region Most Used In
1016 x 1219	40 x 48	3.7% (20 pallets in 40 ft ISO)	North America
1000 x 1200	39.37 x 47.24	6.7%	Europe, Asia, similar to 40" x 48"
1165 x 1165	45.9 x 45.9	8.1%	Australia
1067 x 1067	42.00 x 42.00	11.5%	North America, Europe, Asia
1100 x 1100	43.30 x 43.30	14%	Asia
800 x 1200	31.50 x 47.24	15.2%	Europe; fits many doorways

CARGO HANDLING TECHNIQUES SPECIFIC TO FREIGHT FORWARDERS

❖ Chartering full load vehicles

- Applied cases of using chartering
- Strong points of the service

❖ Groupage (Consolidation)

- Applied cases of using groupage
- Operating groupage



CARGO HANDLING TECHNIQUES SPECIFIC TO FREIGHT FORWARDERS

❖ Chartering full load vehicles

- **Applied cases of using chartering**
 - ✓ Diverse and widespread geographical coverage
 - ✓ Irregularity of goods flow: seasonal nature, various sized shipments, emergency shipments
 - ✓ A large number of part shipments which cannot fill a vehicle: LTL = “less than a truck load”
- **Strong points of the service**
 - ✓ Economical, reliable and fast forwarding to varied geographical points through the use of carriers who are returning to their home bases and therefore have good knowledge of the destination region
 - ✓ Rapid forwarding to all destinations of small quantities of goods without any need for intermediate handling

CARGO HANDLING TECHNIQUES SPECIFIC TO FREIGHT FORWARDERS

❖ Groupage

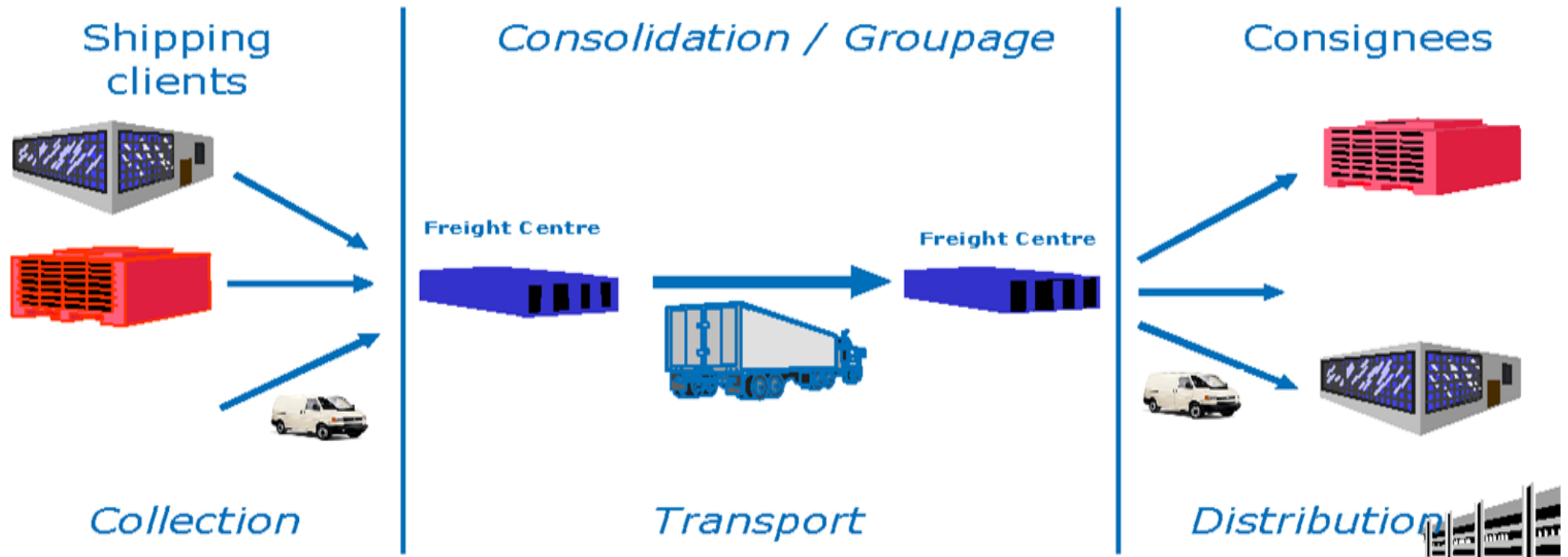
- Definition: Technical groupage is the activity of grouping several shipment from several different contractor on a single vehicle, which carries out several collections and deliveries without intermediate handling
- Applied cases of using groupage:
 - ✓ The number of clients is high in a given area
 - ✓ The goods are of small size
 - ✓ There are a large number of goods

CARGO HANDLING TECHNIQUES SPECIFIC TO FREIGHT FORWARDERS

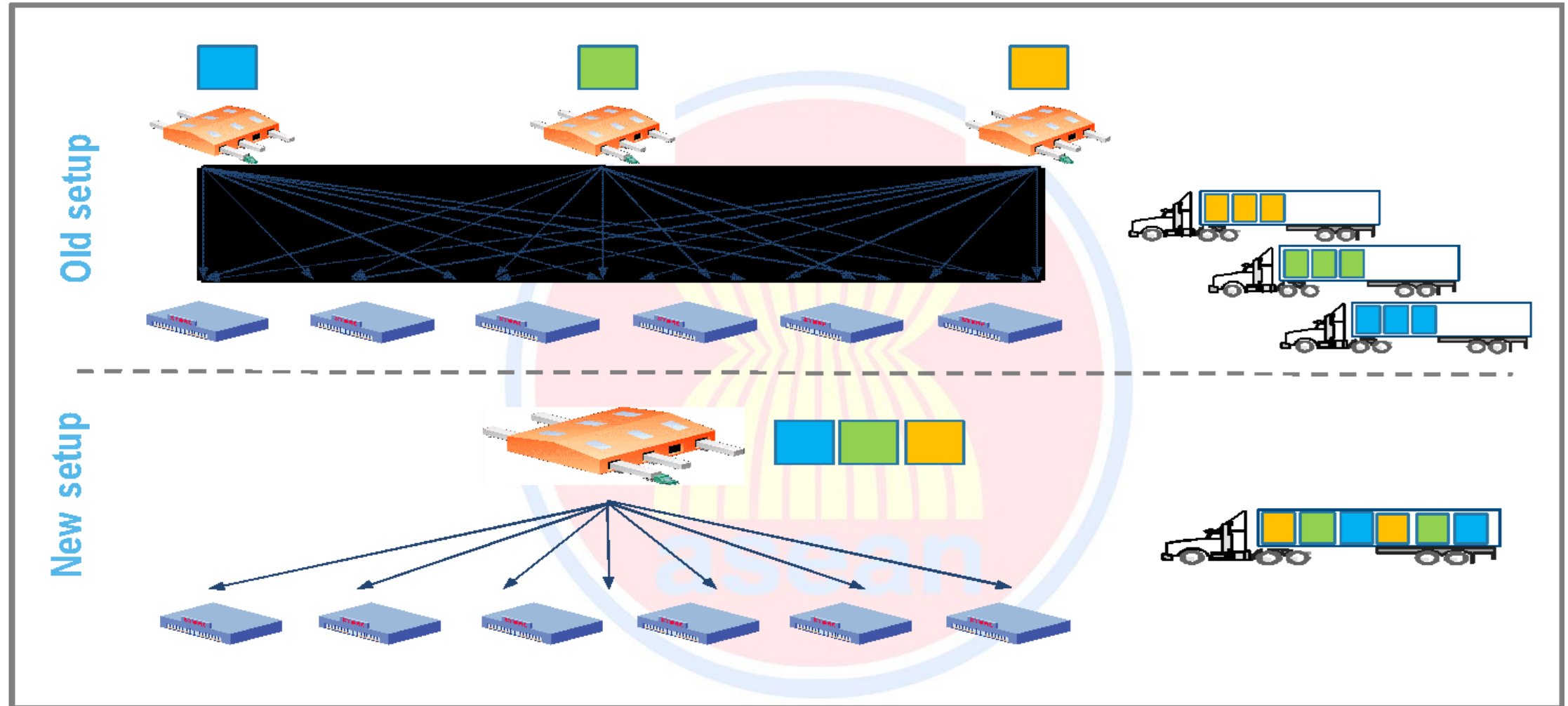
❖ Groupage

Operating groupage

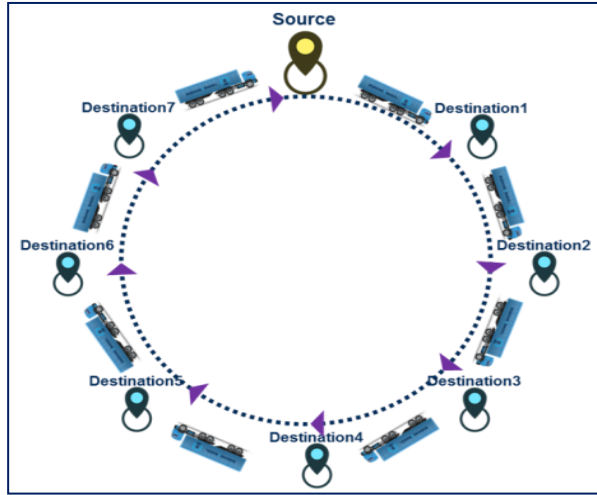
Separating pickups and deliveries from the main carriage



Distribution Technique



CARGO HANDLING TECHNIQUES SPECIFIC TO FREIGHT FORWARDERS



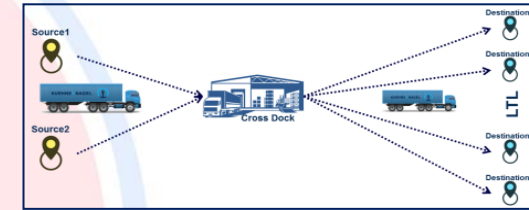
Milk Run



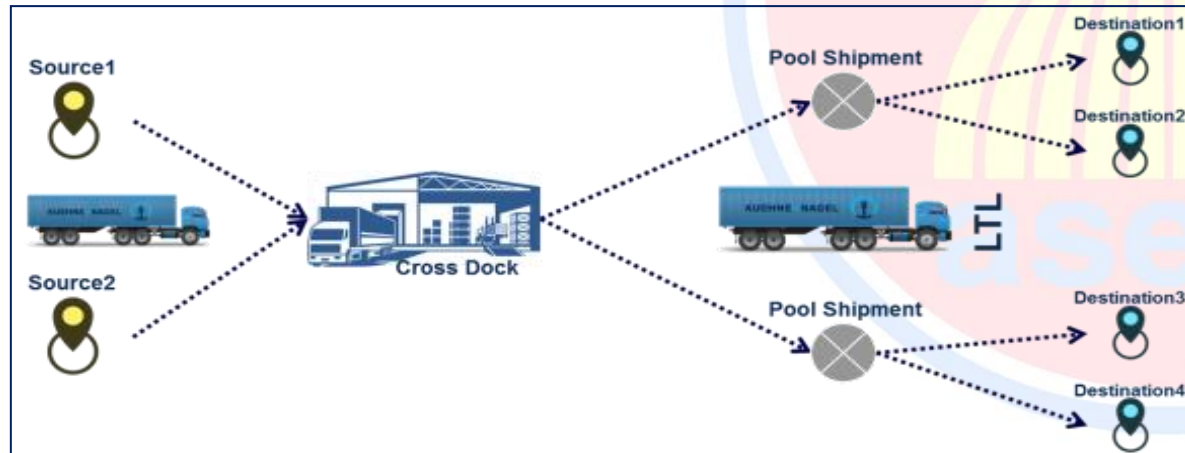
Continuous Move



Direct Route



Cross-Dock



Pool Shipment



Additional Stop Enroute



Multi-Leg Route

eTrucknow

Digital Trucking Ecosystem

- Instant Quote & Book
 - Track and Trace with Real-time visibility
 - Manage complex operations with ease thro SaaS solution
 - Integrate with our qualified truck vendors
- ... Asia Pacific

Transportation Management System (TMS)

A transportation management system is a software system that helps companies manage logistics associated with the movement of physical goods – by land, air, sea, or a combination of transportation modes.

Part of the larger supply chain management system, TMS logistics software helps:

- Ensure timely delivery of goods by optimizing loads and delivery routes.
- Tracking freight across local and global routes, and
- Automating previously time-consuming tasks, such as trade compliance documentation and freight billing.

A TMS system reduces costs for both businesses and end customers.

TMS Operations

- **Transportation planning and execution:** Streamline procurement and freight shipment with automated carrier rate comparison and booking. Choose the mode of shipment – air, ocean, truck, or rail freight – and plan the most efficient route for the transport of goods. Optimize loads and take advantage of real-time track and trace capabilities to monitor progress.
- **Freight management:** Streamline the quote-to-contract process. Efficiently manage freight costing, order management, rate determination, and freight billing and settlement for both multimodal and intermodal transportation.
- **TMS dashboards, reporting, and analytics:** Forecast transportation demand, analyze rates and profitability, and adapt quickly to adjust to unforeseen circumstances. With real-time visibility into all aspects of the transportation process, you can make immediate, data-driven decision

Benefits of TMS



Grow margins

Utilise the reporting insights to optimise your fleet operations. Improve supplier coordination and have a positive impact on your bottom line profitability.



Boost productivity

No more paperwork and manual work. You can manage all your shipment documents all in one place, at any time.



Make insight-led decisions

With full visibility on your shipments, you always know what is coming next and be able to make faster decisions.



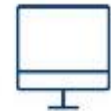
Stay in control

With event time stamps and alert notifications, your planning team gets informed with no surprises.



Scale your business

Empower your team to automate their work, so that they can focus on your company's core business.



One central platform

With our intelligent and innovative dashboard, you have a bird's eye view of all your shipments.

eTrucknow

A private cloud solution designed to **simplify your road logistics**



Information System for Trucking

- Smartlog
- Abivin
- Logivan
- Ecotruck
- eTrucknow by KN



CHAPTER 3:

LEGAL REQUIREMENTS FOR INTERNATIONAL ROAD TRANSPORT

Learning objectives:

- ❖ Identify the waybills used in road transportation (inland and international), the liabilities of the actors involved, the international transit document (TIR carnet) and the conclusion of road transport contracts



CHAPTER 3:

LEGAL REQUIREMENTS FOR INTERNATIONAL ROAD TRANSPORT

Contents:

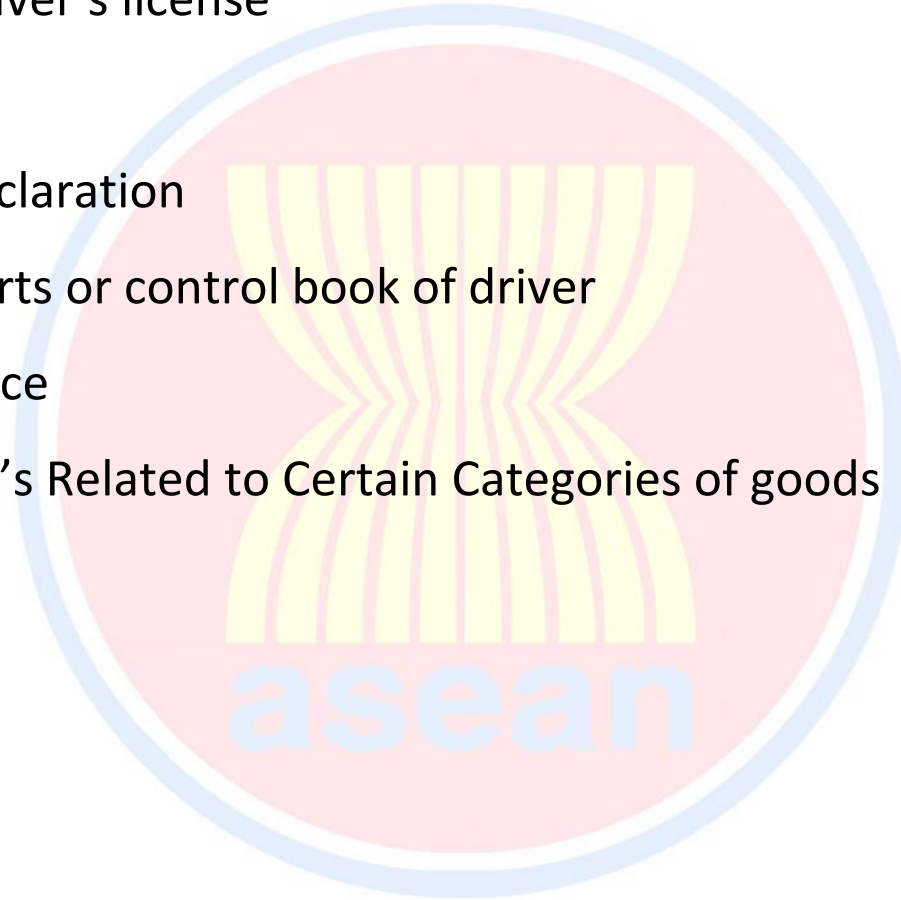
- ✓ Waybill for Inland Transportation
- ✓ Waybill for Cross Border Traffics
- ✓ Liability of the Carrier
- ✓ Conclusion and Fulfilment of the Transport Contract
- ✓ International Customs Transit Document (e.g. carnet TIR)



WAYBILL FOR INLAND TRANSPORTATION

❖ Documents concerning the driver

- ✓ International driver's license
- ✓ Identification
- ✓ Employment declaration
- ✓ Tachograph charts or control book of driver
- ✓ Medical Insurance
- ✓ Drivers Diploma's Related to Certain Categories of goods



WAYBILL FOR INLAND TRANSPORTATION

❖ Documents concerning the vehicle

- ✓ Vehicle registration documents
- ✓ Technical inspections
- ✓ Permission for entry to the country (or transit through)
- ✓ Proof of insurance
- ✓ TIR certificate
- ✓ Carnet de passage
- ✓ ATP certificate



WAYBILL FOR INLAND TRANSPORTATION

❖ Documents concerning the Shipment

- ✓ CMR consignment note
- ✓ TIR carnet
- ✓ Customs documents for shipment
- ✓ ATA carnet (if temporary admission)

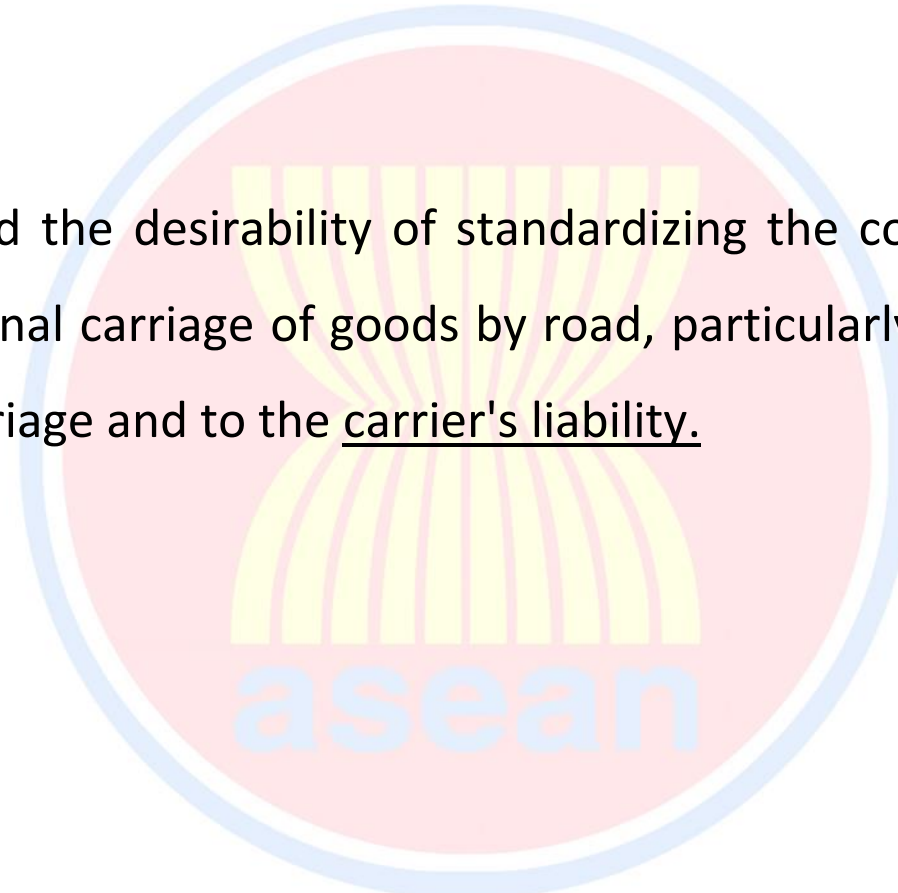


CONTRACT FOR THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD (CMR)

The Convention dates from 19 May 1956 and became effective on 2 July 1961. CMR has 8 chapters (51 articles)

Objective:

- Having recognized the desirability of standardizing the conditions governing the contract for the international carriage of goods by road, particularly with respect to the documents used for such carriage and to the carrier's liability.



AGREEMENTS AND CONVENTIONS FOR THE INTERNATIONAL CARRIAGE OF GOODS (MERCHANDISE) BY ROAD

CMR

❖ Scope of Application

- Every contract for the carriage of goods by road in vehicles for reward between different countries of which at least one is a party to the Convention, even when the vehicle containing the goods is carried over part of its journey by sea, rail or inland waterway.
- Almost every country in Europe has signed the CMR Convention.

AGREEMENTS AND CONVENTIONS FOR THE INTERNATIONAL CARRIAGE OF GOODS (MERCHANDISE) BY ROAD

CMR

❖ CMR Convention shall not apply:

- To carriage performed under the terms of any International Postal Convention;
- To funeral consignments;
- To furniture removal;
- To own-account operations involve international journeys';

AGREEMENTS AND CONVENTIONS FOR THE INTERNATIONAL CARRIAGE OF GOODS (MERCHANDISE) BY ROAD

CMR

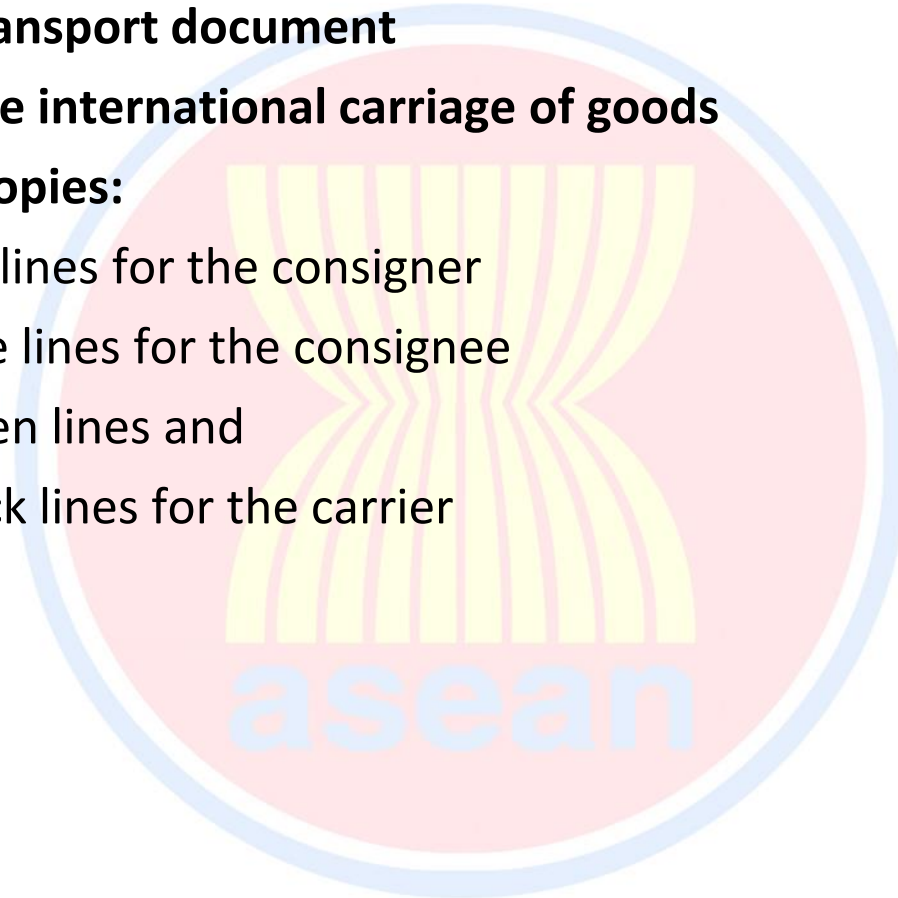
Liabilities of the Actors Involved

Buyer	Purchases goods and pays the purchase price
Seller	Sells goods and has to deliver the goods
Consignor	Sends the goods
Consignee	Receives the goods
Shipper	Is responsible for delivery of the goods
Carrier	Carries the goods, is responsible for loss, damage of delay
Forwarder	Organizes the carriage in his own name but on account of the shipper as intermediary

AGREEMENTS AND CONVENTIONS FOR THE INTERNATIONAL CARRIAGE OF GOODS (MERCHANDISE) BY ROAD

CMR note:

- ❖ Is the key road transport document
- ❖ Is a contract of the international carriage of goods
- ❖ Consists of four copies:
 - One with red lines for the consigner
 - One with blue lines for the consignee
 - One with green lines and
 - One with black lines for the carrier



AGREEMENTS AND CONVENTIONS FOR THE INTERNATIONAL CARRIAGE OF GOODS (MERCHANDISE) BY ROAD

CMR note:

❖ Information needs to be covered in the CMR note, including:

- The date and place at which the CMR note has been completed.
- The name and address of sender, carrier and consignee (the person to whom the goods are going).
- A description of the goods and their method of packing. The description should be acceptable to the consignor and consignee. For security reasons, you do not always want the carrier to be able to identify valuable goods.
- The weight of the goods.
- Any charges related to the goods, such as customs duties or carriage charges.
- Instructions for customs and any other formalities.

CONCLUSION AND FULFILMENT OF THE TRANSPORT CONTRACT

Completing the CMR waybill

- ❖ The parties may include in the consignment note any particulars, which they consider.
- ❖ Needed particulars:
 - ✓ A statement that transshipment to another vehicle is allowed
 - ✓ The charges that the sender undertakes to pay
 - ✓ The amount of cash on delivery charges
 - ✓ A declaration of value of goods
 - ✓ The sender's instructions to the carrier regarding insurance of goods
 - ✓ The agreed time limit which the carriage is to be carried out
 - ✓ A list of documents handed to the carrier

CONCLUSION AND FULFILMENT OF THE TRANSPORT CONTRACT

CMR Note:

- ❖ Information needs to be covered in the CMR note, including:
 - ✓ The date and place at which the CMR note has been completed.
 - ✓ The name and address of sender, carrier and consignee (the person to whom the goods are going).
 - ✓ A description of the goods and their method of packing. The description should be acceptable to the consignor and consignee. For security reasons, you do not always want the carrier to be able to identify valuable goods.
 - ✓ The weight of the goods.
 - ✓ Any charges related to the goods, such as customs duties or carriage charges.
 - ✓ Instructions for customs and any other formalities.

Transport Documents

Consignment Note / Truck Waybill

- GMS CBTA has demonstrated the sample of Consignment Note, but still no one use.
- In the Early Harvest, there is no sample of consignment note, but CMR can be applied

CMR Consignment Note

1

Exemplaire de l'expéditeur
Copy for sender

LETTRE DE VOITURE INTERNATIONALE

CMR

INTERNATIONAL CONSIGNMENT NOTE

Pays/Country

No 24382

1 Expéditeur (nom, adresse, pays) Sender (name, address, country)		6 Transporteur (nom, adresse, pays, autres références) Carrier (name, address, country, other references)			
2 Destinataire (nom, adresse, pays) Consignee (name, address, country)		7 Transporteurs successifs / Successive carriers Nom / Name Adresse / Address Pays / Country Prise et acceptation Receipt and Acceptance Date Signature			
3 Prise en charge de la marchandise / Taking over the goods Lieu / Place Pays / Country Date Heure d'arrivée / Time of arrival Heure de départ / Time of departure		4 Réserves et observations du transporteur lors de la prise en charge de la marchandise Carrier's reservations and observations on taking over the goods			
4 Livraison de la marchandise / Delivery of the goods Lieu / Place Pays / Country Heure d'ouverture du dépôt / Warehouse opening hours		9 Documents remis au transporteur par l'expéditeur Documents handed to the carrier by the sender			
10 Marques et numéros Marks and nos	11 Nombre de colis Number of packages	12 Mode d'emballage Method of packing	13 Nature de la marchandise Nature of the goods	14 Poids brut, kg Gross weight in kg	15 Cubage m3 Volume in m3
16 Conventions, prescriptions entre l'expéditeur et le transporteur Special agreements between the sender and the carrier		17 Récapitulatif To be filled in by: Expéditeur Carrier Destinataire Consignee Pays / Country Heure d'arrivée / Time of arrival Heure de départ / Time of departure		18 Récapitulatif To be filled in by: Expéditeur Carrier Destinataire Consignee Pays / Country Heure d'arrivée / Time of arrival Heure de départ / Time of departure	
19 Subindications utiles Other useful particulars					
20 Ce transport est soumis, notwithstanding toute clause contraire, à la Convention relative au contrat de transport international de marchandises par route (CMR) This carriage is subject, notwithstanding any clause to the contrary, to the Convention on the Contract for the International Carriage of Goods by Road (CMR)					
21 Signature / Endorsed by		22 Signature / Endorsed by			
23 Signature / Endorsed by		24 Signature / Endorsed by			
Partie non contractuelle réservée au transporteur / Non-contractual part reserved for the carrier					

No 24382

CMR-2000-001-0001

1

Exemplaire de l'expéditeur
Copy for sender

LETTRE DE VOITURE INTERNATIONALE

CMR

INTERNATIONAL CONSIGNMENT NOTE

Pays/Country

No 24382

1 Expéditeur (nom, adresse, pays) Sender (name, address, country)		6 Transporteur (nom, adresse, pays, autres références) Carrier (name, address, country, other references)			
2 Destinataire (nom, adresse, pays) Consignee (name, address, country)		7 Transporteurs successifs / Successive carriers Nom / Name Adresse / Address Pays / Country Prise et acceptation Receipt and Acceptance Date Signature			
3 Prise en charge de la marchandise / Taking over the goods: Lieu / Place Pays / Country Date Heure d'arrivée / Time of arrival Heure de départ / Time of departure		8 Réserves et observations du transporteur lors de la prise en charge de la marchandise Carrier's reservations and observations on taking over the goods			
4 Livraison de la marchandise / Delivery of the goods: Lieu / Place Pays / Country Heure d'ouverture du dépôt / Warehouse opening hours		9 Documents remis au transporteur par l'expéditeur Documents handed to the carrier by the sender			
10 Marques et numéros Marks and Nos	11 Nombre de colis Number of packages	12 Mode d'emballage Method of packing	13 Nature de la marchandise Nature of the goods	14 Poids brut, kg Gross weight in kg	15 Cubage m3 Volume in m3

No 24382

CMR-2000-001-0001

Les parties avant et après la ligne pointillée doivent être remplies par l'expéditeur.
The parts before and after the dotted line must be filled in by the sender.

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The parts before and after the dotted line must be filled in by the sender.

Les parties avant et après la ligne pointillée doivent être remplies par l'expéditeur.
The parts before and after the dotted line must be filled in by the sender.

(ADR) - En cas de marchandises dangereuses indiquées, à la dernière ligne
- In case of dangerous goods mentioned on the last line of the consignment note

CMR Consignment Note

Les parties encadrées
The boxed parts will

A remplir sous la responsabilité de l'expéditeur
To be completed on the sender's responsibility

1 - 5, 9 - 16, 18 + 22

Numéro ONU UN Number		Nom voir 13 Name see 13		Numéro d'étiquette Label Number		Groupe d'emballage Packing Group		(ADR*) (ADR*)			
16 Conventions particulières entre l'expéditeur et le transporteur Special agreements between the sender and the carrier						17 A payer par To be paid by:		Expéditeur Sender		Destinataire Consignee	
						Prix de transport Carriage charges					
						Frais accessoires / Supplementary charges					
						Droits de douane / Customs duties					
						Autre frais / Other charges					
16 Autres indications utiles Other useful particulars						19 Remboursement Cash on delivery					
20 Ce transport est soumis, nonobstant toute clause contraire, à la Convention relative au contrat de transport international de marchandises par route (CMR) This carriage is subject, notwithstanding any clause to the contrary, to the Convention on the Contract for the International Carriage of Goods by Road (CMR)											
21 Etablie à / Established in						le / on		20..		24 Marchandises reçues / Goods received	
22						23		Heure d'arrivée / Time of arrival		Heure de départ / Time of departure	
Signature ou timbre de l'expéditeur Signature or stamp of the sender								Lieu Place		le on	
										20.. 20..	
Signature ou timbre du transporteur Signature or stamp of the carrier								Signature et timbre du destinataire Signature and stamp of the consignee			
Partie non contractuelle réservée au transporteur / Non-contractual part reserved for the carrier											

No 24382

Modèle IRU 2307

Numéro ONU, Marchandises classes 1 et 2, voir demande spéciale dans ADR, Partie 5, Numéro d'étiquette et Groupes d'emballage
1 et 2, Goods from class 1 and 2 see special documentation demands in ADR, Part 5, The also number and Packing Group

1 Izvod za pošiljatelja Exemplaire de l'expéditeur

Izpisano na odgovornost pošiljatelja od 1-15
A remplit sous la responsabilité de l'expéditeur 1-15

Veljavnost z 19-21-22
Valabilité de 19-21-22

Z debelim črtam uokvirjen del mora izpisati prevoznik; 16-18-20-23
Les parties encadrées de lignes grasses doivent être remplies par le transporteur. 16-18-20-23

1 Pošiljatelj (popolni naslov)
Expéditeur (nom, adresse, pays)

TPG LOGISTICS FOR:
EDOM U.K., TOYOTA HOUSE 65
YIGAL ALON ST. TEL AVIV
ISRAEL

1a) Država

2 Pojemnik (popolni naslov)
Destinataire (nom, adresse, pays)

GLINWELL MARKETING PLC
SMALLFORD NURSERIES, HATFIELD ROAD
ST. ALBANS, HERTS AL4 0HD
UNITED KINGDOM

2a) Država

3 Pročivideno razkladalšče v namembnem kraju (popolni naslov)
Lieu prévu pour la livraison de la marchandise (lieu, pays)

GLINWELL MARKETING PLC
SMALLFORD NURSERIES, HATFIELD ROAD
ST. ALBANS, HERTS AL4 0HD
UNITED KINGDOM

3a) km do meje naše države

4 Nakladalšče (odhodni kraj, popolni naslov, datum)
Lieu et date de la prise en charge de la marchandise (lieu, pays, date)

PORT OF KOPER - SLOVENIA

4a) km do meje naše države

5 Priložene spremne listine + nalog za naklad. št.:
Documents annexés

PROF. INVOICE: PRO1501045
INSPECTION CERTIF.: 73861
PHYTO CERTIF.: 113681
ORGANIC CERTIF.: IL 38307/1

6 Oznake in številke tovorkov
Marques et numéros

7 Število tovorkov
Nombre des colis

8 Vrsta ovojnine
Mode de l'emballage

9 Vrsta blaga
Nature de la marchandise

1.129 KARTONOV / CARTONS
NAJON 12 PALET/PALLETS

9 pt/988 ct PAPRIKA / PEPPERS
3 pt/161 ct BIO PAPRIKA / ORGANIC PEPPERS

13 Pošiljateljeva navodila (za carinske in druge postopke)
Instructions de l'expéditeur

TEMP. TRANSPORTA: +8° C
CARINA/CUSTOMS:
Drivers must ask for PORT SHIPPING Ltd.
PORT SHIPPING LTD c/o MENTFIELD UK
FREIGHT CLEARANCE CENTRE
WESTERN DOCKS, DOVER CT17 9DN
GOODS IN TRANSIT!!! GLIN

14 Voznina plača
Prescriptions d'affranchissement

☐ pošiljatelj/franco
☐ prejemnik/non franco

21 Izstavljen v kraju
Etablie à

KOPER 2-1-2016

22 Naložen tovarniški odprel dne ob uri
Départ du véhicule chargé (lieu, le à (heure)

T.P.G. LOGISTIKA d.o.o.
Vojkovo nabrežje 36/a, 8000 Koper

Podpis in žig pošiljatelja
Signature et timbre de l'expéditeur

MEDNARODNI TOVORNI LIST LETTRE DE VOITURE INTERNATIONALE

CMR 0015636

Za ta prevoz velja:
1. Sporazum o pogodbi v mednarodnem režimu prevoza blaga (CMR), brez sklica na kakršnokoli drugo pogodbo.
2. Splošni pogoji navedeni na tretnji strani tega potrdila o prevozu blaga.

Ce transport est soumis, nonobstant toute clause contraire à:
1. La Convention relative au contrat de transport international de marchandises par route (CMR).
2. Conditions générales de transport international par route - imprimées au verso du cet document.

10 Prevoznik (popolni naslov)
Transporteur (nom, adresse, pays)

16a) ID št. za DDV / ID Nr. (TVA):

VŽ. 220 LJ / VŽ 970 LE

Reg. št. vozila in prikolice

17 Zaporedni (pod)prevozniki (popolni naslov)
Transporteurs successifs (nom, adresse, pays)

Reg. št. vozila in prikolice

18 Zadržki in pripombe prevoznika (glej opomnik na tretnji strani 3. izvoda)
Réserves et observations du transporteur

10 Carinska tarifa št.:
No. de tarif:

11 Košata teža, kg
Poids brut, kg

12 Prostornina v m³
Cubage en m³

6.995,11 kg
5.323,48 kg
1.671,63 kg

19 Posebni dogovori
Conventions particulières

ARRIVAL:
4.1.2016

20 Proje A payer par
Provozniki stroški
Proje de transport
Réductions

Projeek
Sobes
Dodatek
Suppléments
Projeek stroškov
Frais accessoires

SKUPAJ
TOTAL

15 Proje
Remboursement

23

24 Pošiljko prejel na razkladalšču v:
Marchandises reçues à (lieu):

dne/le

Podpis in žig prevoznika
Signature et timbre du transporteur

Podpis in žig prejemnika
Signature et timbre du destinataire

* V primeru prevoza novim avtomobilom po večkratni potrditvi v zadnji vsli predica za upo pošiljke: razred, težo blaga; na zahtevu pa tudi črno ADR.
* En cas de marchandises dangereuses indiquées la dernière ligne du cadre: la classe, le chiffre et le cas échéant, la lettre ADR.

Consignment Note GMS CBTA Sample

Copy nr. [1 (consignor)] [2 (consignee)] [3 (carrier)]

1 Consignor (name, address and contact data: phone, fax, email)		International Consignment Note (This carriage is subject notwithstanding any clause to the contrary to Annex 10 to the Agreement between Cambodia, PRC, Lao PDR, Myanmar, Thailand, and Viet Nam for the Facilitation of Cross-Border Transport of Goods and People)								
2 Consignee (name, address and contact data: phone, fax, email)		16 Contracting Carrier (name, address and contact data: phone, fax, email)								
3 Place of delivery of the goods		17 Subcontracting actual carrier (name, address and contact data: phone, fax, email)								
4 Place and date of taking in charge of the goods		18 Carrier's remarks								
5 Documents attached										
6 Marks and numbers	7 Number of Packages	8 Method of packing	9 (Dangerous) nature of the goods	10 Other particulars: - Customs value - Other	11 Gross weight in kg	12 Volume in m³				
ADR Class		ADR Number		ADR Letter						
13 Consignor's instructions: - for Customs formalities: - for other formalities: - transshipment is/is not allowed - other:			19 Special Agreements: - cargo insurance to be arranged by the carrier: - period/latest day for performance of carriage: - declared value and/or special interest in delivery of goods:							
			20 To be paid by:		Consignor		Currency		Consignee	
			Carriage charges:							
Reductions:										
Balance:										
Supplemental charges:										
Other charges:										
TOTAL:										
14 Instructions on payment of carriage charges: ☐ prepaid ☐ collect										
21 Done at		on		20		15 Cash on Delivery:				
22 Consignor's signature/stamp		23 Carrier's signature/stamp			24 Goods received: - at (place) - on (date) Consignee's remarks: Consignee's signature/stamp:					

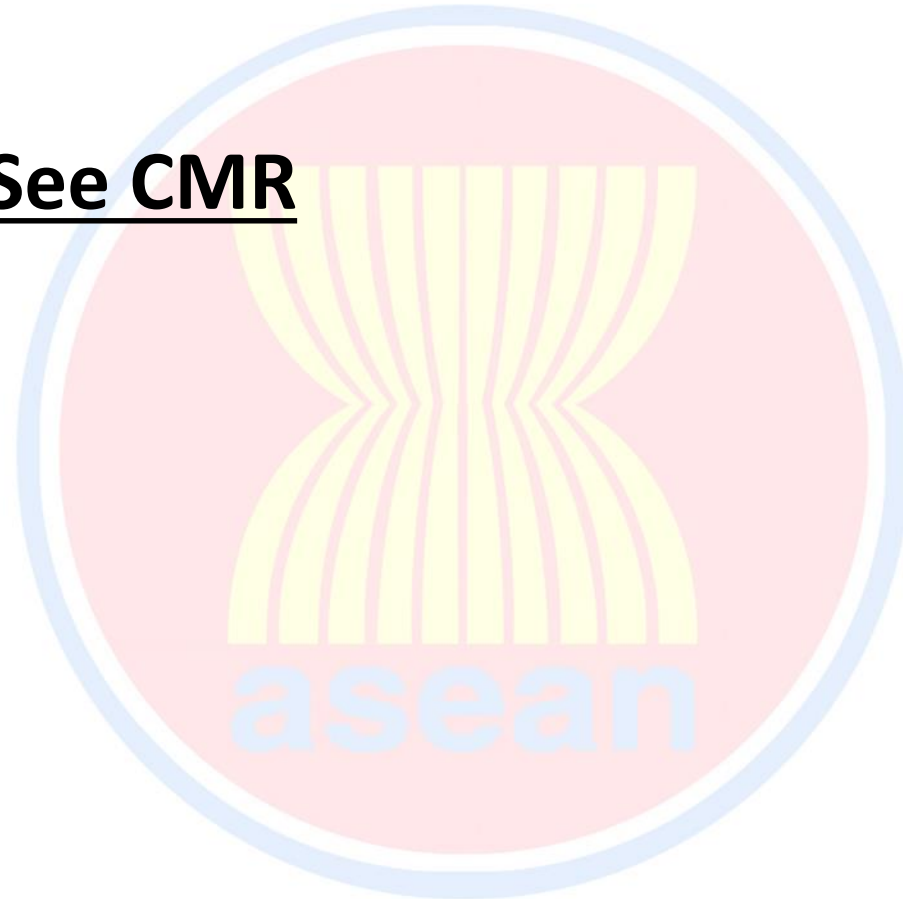
Copy nr. [1 (consignor)] [2 (consignee)] [3 (carrier)]

1 Consignor (name, address and contact data: phone, fax, email)		International Consignment Note (This carriage is subject notwithstanding any clause to the contrary to Annex 10 to the Agreement between Cambodia, PRC, Lao PDR, Myanmar, Thailand, and Viet Nam for the Facilitation of Cross-Border Transport of Goods and People)					
2 Consignee (name, address and contact data: phone, fax, email)		16 Contracting Carrier (name, address and contact data: phone, fax, email)					
3 Place of delivery of the goods		17 Subcontracting actual carrier (name, address and contact data: phone, fax, email)					
4 Place and date of taking in charge of the goods		18 Carrier's remarks					
5 Documents attached							
6 Marks and numbers	7 Number of Packages	8 Method of packing	9 (Dangerous) nature of the goods	10 Other particulars: - Customs value - Other	11 Gross weight in kg	12 Volume in m³	

CONCLUSION AND FULFILMENT OF THE TRANSPORT CONTRACT

CMR Note:

See CMR



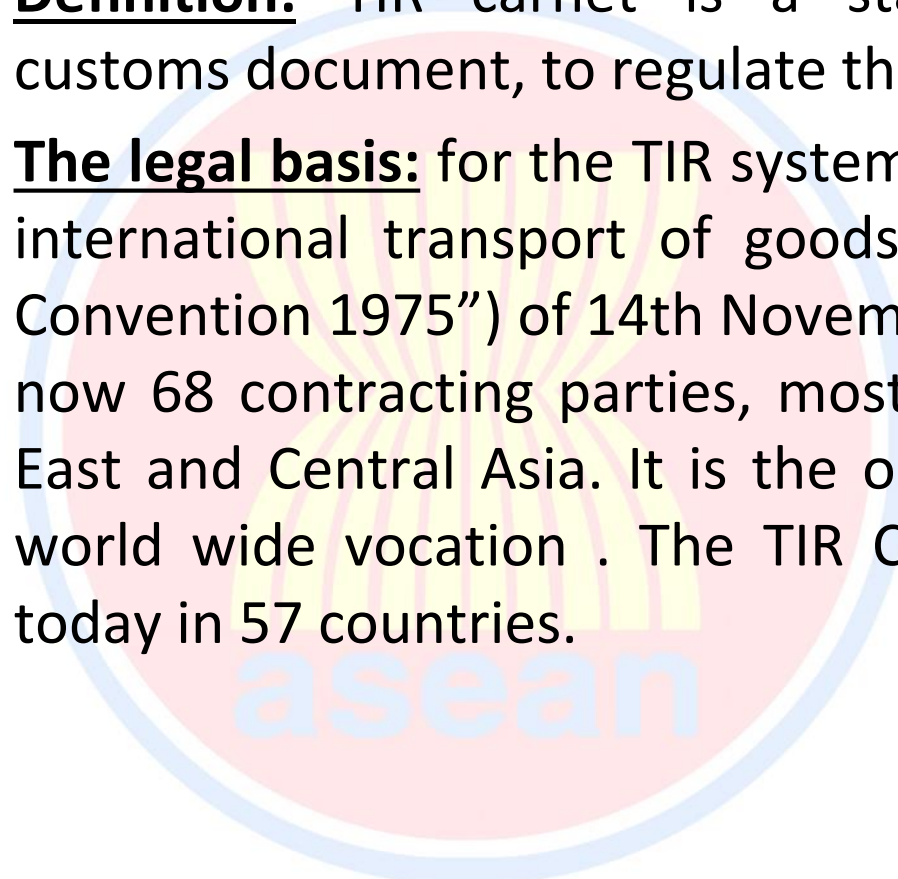
INTERNATIONAL CUSTOMS TRANSIT DOCUMENT



❖ TIR carnet

Definition: TIR carnet is a standardized international customs document, to regulate the transport of goods.

The legal basis: for the TIR system is the convention on the international transport of goods using TIR carnets (“TIR Convention 1975”) of 14th November 1975. The system has now 68 contracting parties, mostly in Europe, the Middle East and Central Asia. It is the only transit system with a world wide vocation . The TIR Convention is operational today in 57 countries.



INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ TIR carnet

Initiated: The TIR (“Transports Internationaux Routiers”) customs convention is initiated by IRU and under the auspices of the United Nations Economic Commission for Europe (UNECE)

Goal:

- ✓ To facilitate the international transport of goods by road;
- ✓ To speed up border
- ✓ Crossing
- ✓ Goods can be transported through any number of countries who have signed up to the convention

How: A vehicle must have a certificate of approval, which is issued by customs (accompanied by two photos of the vehicle)

INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ TIR carnet

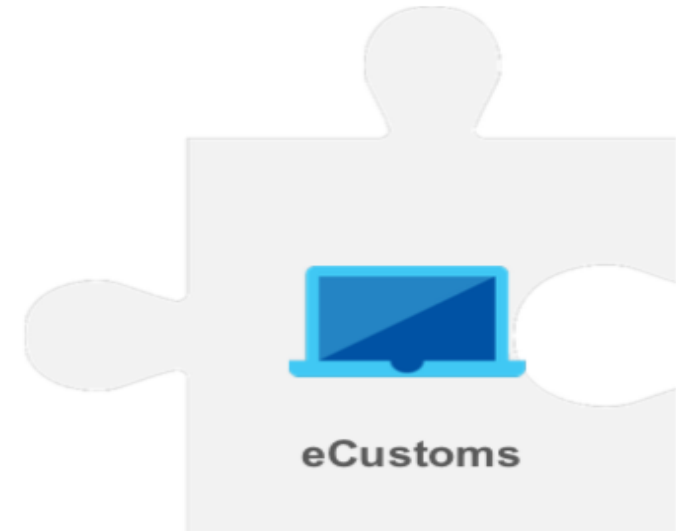
- The approval is issued by customs after thorough inspection concerning
 - ✓ The ability to seal the vehicle
 - ✓ No hidden compartment
 - ✓ Materials used (canvas trailer)
 - ✓ Applying TIR signs
- Inspection is done every two years by CO in the country of origin
- Guarantee for TIR carnet is 50,000 USD



Electronical TIR



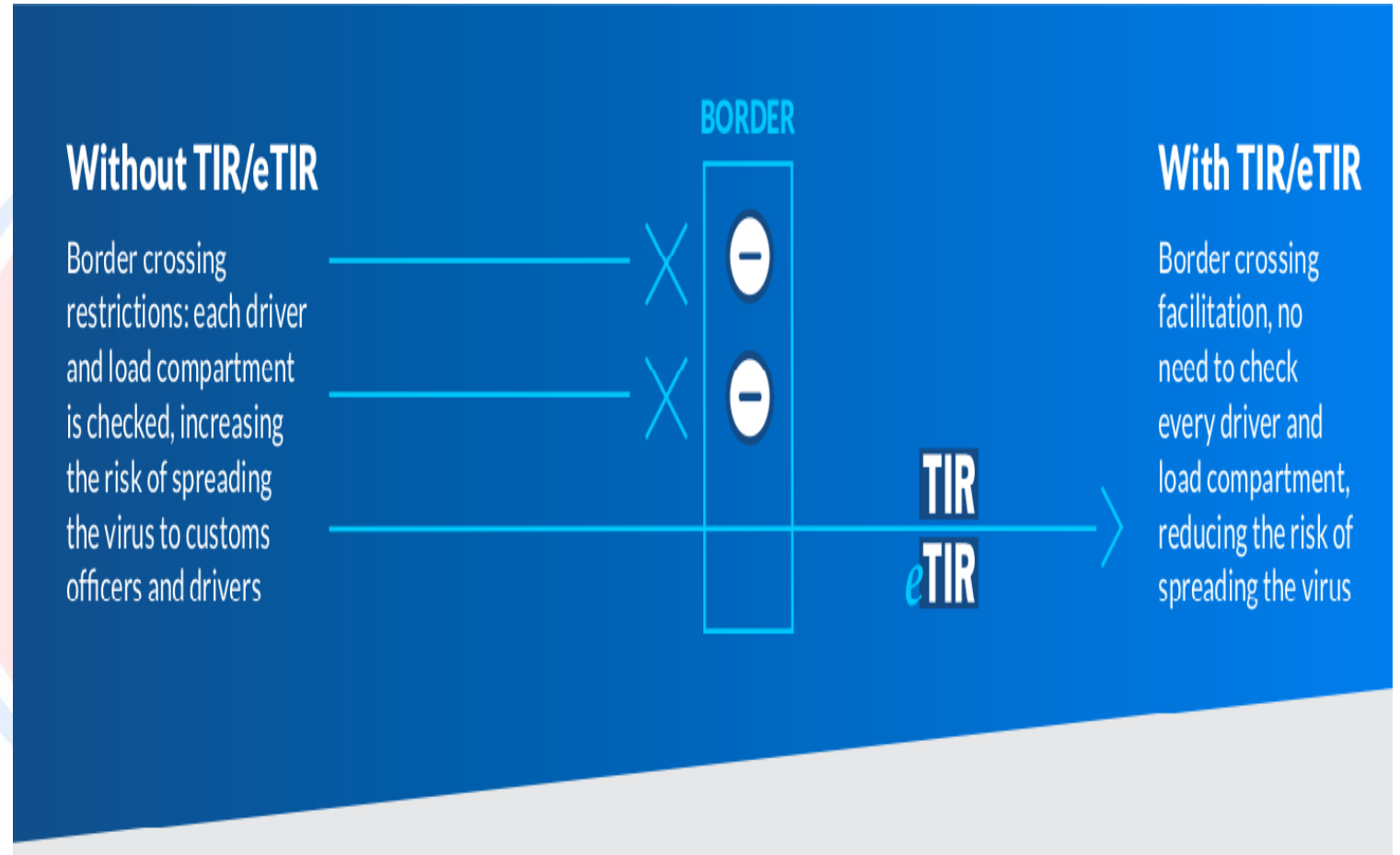
Background information
on electronic guarantee and its
purpose



Electronic TIR guarantees can be used in the framework of digital TIR – a computerised procedure put in place for the transport of goods under TIR, thanks to interconnected IT tools for all the actors involved in the transport.

Benefits of TIR/eTIR

- Protects drivers
- No disruption of supply chains
- Seamless, contactless border crossing operations
- Electronic exchange of data
- Protects custom officers
- No cargo handling en route
- Continuous cargo flows

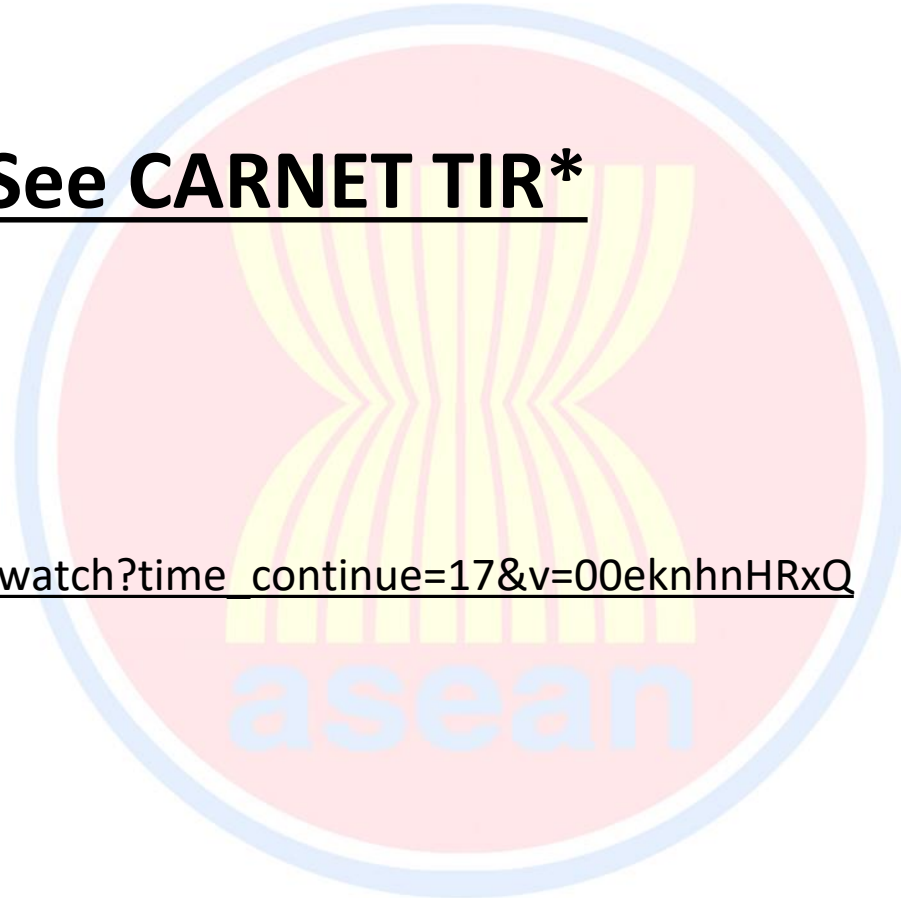


INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ TIR carnet

See CARNET TIR*

https://www.youtube.com/watch?time_continue=17&v=00eknhnHRxQ



INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ TIR convention and TIR carnet

TIR in operation

Country of Departure

Custom office of departure

- Check carnet validity
- Control goods and truck
- Seal truck
- Fill and stamp carnet
- The first page of TIR booklet remains at the CO

Country of Departure

Custom office of exit

- Fill and stamp carnet
- Send certificate of termination
- The first page (green) is taken out and remains at the CO
- A voucher remains in the booklet

INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ TIR convention and TIR carnet

TIR in operation

Country of Transit

Custom office of entry

- Check seals and truck
- Fill and stamp carnet
- The next page (white) remains at the CO

Country of Transit

Custom office of exit

- Fill and stamp carnet
- Send certificate of termination
- The next page (green) is taken out and remains at the CO
- A voucher remains in the booklet

INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ TIR convention and TIR carnet

TIR in operation

Country of Destination

Custom office of entry

- Check seals and truck
- Fill and stamp carnet
- The next page (white) remains at the CO

Country of Destination

Custom office of Destination

- Check seals and truck
- Break seals
- Control goods and carnet goods manifest
- Send certificate of termination
- Transmit safe TIR termination data to IRU

(Name of International Organization)

CARNET TIR*

.....vouchers

No

1. Valable pour prise en charge par le bureau de douane de départ jusqu'au _____ inclus
Valid for the acceptance of goods by the Customs office of departure up to and including

2. Délivré par _____
Issued by
_____ (nom de l'association émettrice / name of issuing association)

3. Titulaire _____
Holder
_____ (nom, adresse, pays / name, address, country)

4. Signature du délégué de l'association
émetteur
et cachet de cette association.
*Signature of authorized official of the
issuing association and stamp of that
association:*

*Signature of the secretary of the international
organization:*

(A remplir avant l'utilisation par le titulaire du carnet. To be completed before use by the holder of the carnet.)

6. Pays de départ _____
Country of departure

7. Pays de destination (¹) _____
Country/Countries of destination (¹)

8. No(s) d'immatriculation du (des) véhicule(s) routier(s) (¹)
Registration No(s), of road vehicle(s) (¹)

9. Certificat(s) d'agrément du (des) véhicule(s) routier(s) (No et date) (¹)
Certificate(s) of approval of road vehicle(s) (No. and date) (¹)

10. No(s) d'identification du (des) conteneur(s) (¹)
Identification No(s), of container(s) (¹)

11. Observations diverses _____
Remarks

12. Signature du titulaire du carnet
Signature of the carnet holder:

(¹) Différer la mention inutile
Strike out whichever does not apply

* Voir annexe 1 de la Convention TIR, 1975, éditée par les services de la Commission économique des Nations Unies pour l'Europe.
* See annex 1 of the TIR Convention, 1975, prepared under the auspices of the United Nations Economic Commission for Europe.

TIR Carnet

Pages of a traditional paper TIR Carnet

(Name of International Organization)	
CARNET TIR*	
.....vouchers No	
1. Valable pour prise en charge par le bureau de douane de départ jusqu'au _____ inclus Valid for the acceptance of goods by the Customs office of departure up to and including _____	
2. Délivré par _____ Issued by _____ (nom de l'association émettrice / name of issuing association)	
3. Titulaire _____ Holder _____ (numéro d'identification, nom, adresse, pays / identification number, name, address, country)	
4. Signature du délégué de l'association émettrice et cachet de cette association: Signature of authorized official of the issuing association and stamp of that association:	
5. Signature du secrétaire de l'organisation internationale: Signature of the secretary of the international organization:	
(à remplir avant l'utilisation par le titulaire du carnet / To be completed before use by the holder of the carnet)	
6. Pays de départ Country/Countries of departure (*)	
7. Pays de destination Country/Countries of destination (*)	
8. No(s) d'immatriculation du (des) véhicule(s) routier(s) (*) Registration No(s) of road vehicle(s) (*)	
9. Certificat(s) d'agrément du (des) véhicule(s) routier(s) (No et date) (*) Certificate(s) of approval of road vehicle(s) (No. and date) (*)	
10. No(s) d'identification du (des) conteneur(s) (*) Identification No(s) of container(s) (*)	
11. Observations diverses Remarks	
12. Signature du titulaire du carnet Signature of the carnet holder:	

(*) Rayer la mention inutile.
Strike out whichever does not apply.

VOUCHER N° 1 PAGE 1		1. TIR CARNET No	
2. Customs office(s) of departure 1. _____ 2. _____ 3. _____		3. Name of the international organization	
For official use		4. Holder of the carnet (identification number, name, address and country)	
5. Country/Countries of departure		6. Country/Countries of destination	
7. Registration No(s) of road vehicle(s)		8. Documents attached to the manifest	
GOODS MANIFEST			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles, description of goods	11. Gross weight in kg	12. Sealer identification marks applied (number, identifier)
13. Total number of packages entered on the manifest Destination: 1. Customs office 2. Customs office 3. Customs office		14. I declare the information in items 9, 10 above to be correct and complete 15. Place and date 16. Signature of holder or agent	17. Customs office of departure, Customs official's signature and Customs office date stamp
18. Certificate for goods taken under control (Customs office of departure or if entry on road) ☐ 19. Seals or identification marks found to be intact		20. Timed out forward	
21. Received by the Customs office at _____ under No. _____		22. Miscellaneous (drawings, labels, Customs office sketch the last must be enclosed, etc.)	
23. Customs office's signature and Customs office date stamp			
COUNTERFOIL N° 1 PAGE 1 of TIR CARNET No			
1. Accepted by the Customs office at _____		2. Under No. _____	
3. Seals or identification marks applied		4. _____	
5. Miscellaneous (route pre-scribed, Customs office at which the last must be produced, etc.)		6. Customs office's signature and Customs office date stamp	

 International Road Transport Union		
CARNET TIR *		
4 volets		
MX95000242		
1. Valable pour prise en charge par le bureau de douane de départ jusqu'au _____ 21/06/2019 _____ inclus Valid for the acceptance of goods by the Customs office of departure up to and including _____		
2. Délivré par _____ Issued by _____ XXX (nom de l'association émettrice / name of issuing association)		
3. Titulaire _____ Holder _____ XXX (numéro d'identification, nom, adresse, pays / identification number, name, address, country)		
4. Signature du délégué de l'association émettrice et cachet de cette association: Signature of authorized official of the issuing association and stamp of that association:		
5. Signature du secrétaire de l'organisation internationale: Signature of the secretary of the international organization:		
(à remplir avant l'utilisation par le titulaire du carnet / To be completed before use by the holder of the carnet)		
6. Pays de départ Country/Countries of departure (*) Turkey (TUR)		
7. Pays de destination Country/Countries of destination (*) Iran (IRN)		
8. No(s) d'immatriculation du (des) véhicule(s) routier(s) (*) Registration No(s) of road vehicle(s) (*)		
9. Certificat(s) d'agrément du (des) véhicule(s) routier(s) (No et date) (*) Certificate(s) of approval of road vehicle(s) (No. and date) (*)		
10. No(s) d'identification du (des) conteneur(s) (*) Identification No(s) of container(s) (*)		
11. Observations diverses Remarks		
12. Signature du titulaire du carnet: Signature of the carnet holder:		

(*) Rayer la mention inutile.

INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

ATA Carnet

❖ Options for temporary importation:

➤ **Duty & Tax Deposit:**

- EU, minimum 20% - 30% of goods value (refund 2-6 months after departure)
- China, minimum 17% of value
- Mexico, minimum 16% of value

➤ **Temporary importation under Bond (TIB)**

- Importers purchase and secure the TIB from a custom house broker at the time of entry into the foreign country. Often the deposit and payment has to be made in cash in the currency of the country being entered.
- The purchase of a TIB is required for each country visited on every trip and the cash deposits securing TIB's often take **many months** to get returned once the goods have been exported

➤ **ATA Carnet**

➤ **Smuggling**



INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

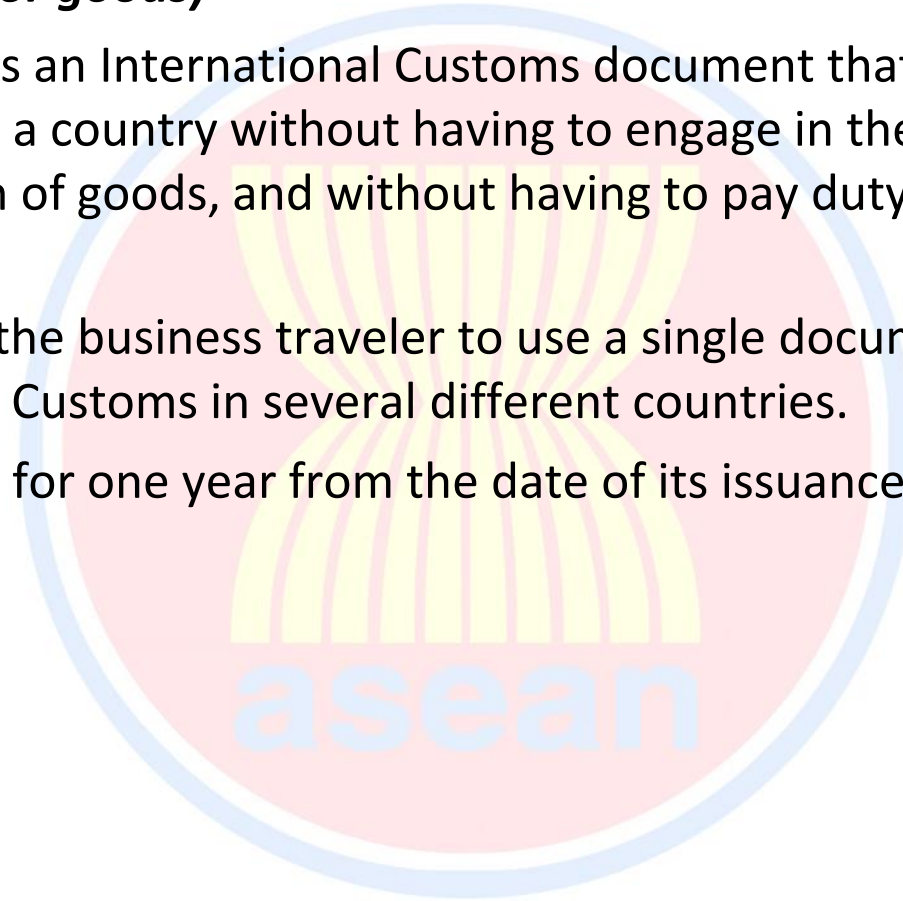
Why use an ATA carnet?

❖ ATA carnet (*Your passport for goods*)

Definition: The ATA Carnet is an International Customs document that a traveler may use temporarily to import certain goods into a country without having to engage in the Customs formalities usually required for the importation of goods, and without having to pay duty or value-added taxes on the goods.

Purpose: The carnet allows the business traveler to use a single document for clearing certain categories of goods through Customs in several different countries.

Valid: An ATA carnet is valid for one year from the date of its issuance



INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ ATA carnet

Kinds of products are covered by carnets:

- ✓ Extraordinary items
- ✓ Ordinary goods
- ✓ Virtually all goods
- ✓ Carnets DO NOT cover: consumable or disposable goods (e.g., food and agriculture products) giveaways, or postal traffic.

User: Parties to the ATA convention (over 100 country). Vietnam began issuing ATA carnets in 2006.

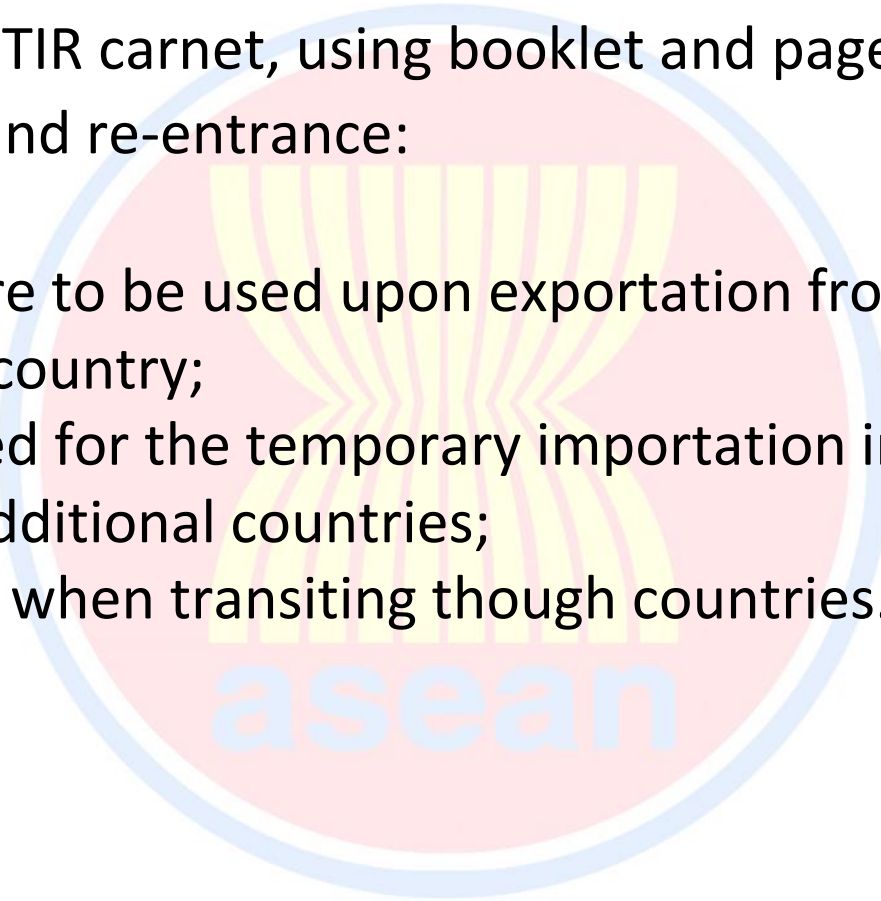


INTERNATIONAL CUSTOMS TRANSIT DOCUMENT

❖ ATA carnet

Operation: works like the TIR carnet, using booklet and page with various colors to indicate exit, entrance and re-entrance:

- ✓ A green cover page;
- ✓ Two yellow sheets: are to be used upon exportation from and re-importation back into the issuing country;
- ✓ White sheets: are used for the temporary importation into and re-exportation from the second or additional countries;
- ✓ Blue sheets: are used when transiting through countries.



Benefits and advantages of ATA Carnet

Established under the ATA Convention and the Istanbul Convention as a trade facilitation tool, ATA Carnet cut red tape by simplifying and unifying customs border crossing regulations for temporary import and export.

- travel through customs without paying import duties, taxes at each customs border office
- use one unified document for all declarations at home and abroad
- use one document for multiple destinations and trips throughout its one-year validity
- make advanced customs arrangements at predetermined costs

Electronic ATA Carnet

- ❖ The eATA Carnet project aims to digitalize ATA Carnets and their lifecycle management process – from issuance and declarations to transactions and claims.
- ❖ ICC (International Chamber of Commerce) first developed its eATA concept in 2016. With the support of the World Customs Organization, a pilot project was launched to move from academic research to development and implementation. A brand-new ATA Carnet system has now been developed, comprising various digital tools tailored for a range of stakeholders.
- These eATA tools include:
 - A smartphone application, the [ATA Carnet app](#), enabling Carnet holders to carry and declare digital versions of their customs documents
 - The [ATA Carnet Customs Portal](#), enabling customs officers to verify Carnets and approve digitally declared transactions.

CHAMBER MANAGEMENT SERVICES

Preferred supplier of international trade
services to Chambers of Commerce

Devere House
Vicar Lane
Little Germany
Bradford BD1 5AH
Tel: 0845 034 7200
Fax: 01274 771587
info@chamber-international.com
www.chamber-international.com

ATA CARNET APPLICATION FORM & UNDERTAKING: PLEASE READ THE ENCLOSED COMPLETION INSTRUCTIONS CAREFULLY To be completed by the Carnet holder

PLEASE NOTE IT NORMALLY TAKES 24 HRS TO PROCESS YOUR
CARNET. IF YOU REQUIRE THIS CARNET TO BE POSTED BACK
PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE.
EXPRESS & COMPLETION SERVICES ARE AVAILABLE.

(To be completed by CMS)
ATA Carnet No.

(This form should be typed or completed by hand in ink and block capitals)

To: CHAMBER MANAGEMENT SERVICES (CMS)

I, for and on behalf of
(name and address of the Carnet Holder i.e. the company that is depositing the security with CMS).....

..... Tel No:..... Fax:..... E-Mail:.....

The company is a member of Chamber of Commerce, and our membership No. is

apply for an ATA Carnet in the name(s) of
(insert the name of the person(s) who will be presenting the Carnet to customs or courier /shipping agents name)

for use in the following countries (please indicate the number of VISITS being made to each country and those
countries being crossed in TRANSIT). Number of EXITS from the EC: **Yellow** ('exp' and 're-imp')

Visits White ('imp' 're-exp')	Country	No. of visits	Country	No. of visits	Country	No. of visits	Country	No. of visits
Transits Blue ('tra' 'tra')	Country	No. of transits	Country	No. of transits	Country	No. of transits	Country	No. of transits

The Carnet is required for:
(a) ***Commercial Samples**
(b) ***International Trade Fair / Exhibition** (please give name and place).....

*Delete as
appropriate*

.....
Ensure that you have sufficient pairs of blue/transit vouchers (check with the exhibition organisers or CMS)
(c) ***Professional Equipment**
Is solely for use by, or under the personal supervision of, the holder or his nominated representative and
excludes equipment to be used for construction, repair or maintenance of buildings or for earthmoving and like
projects.
(a), (b) and (c) are the main categories for which a Carnet can be used
IMPORTANT: The reverse side of this form MUST also be completed

ASEAN Customs Transit System (ACTS)

Background

The ASEAN Leaders' decision to create an Economic Community (AEC) is intended to introduce free flow of goods, services, investment and skilled labour into the region. For the AEC to take root, the establishment of a fully facilitated Customs and trading environment is of the highest priority.

Customs transit is one of the cornerstones of ASEAN integration and of vital interest to ASEAN businesses. It enables goods to move more freely and facilitates Customs clearance formalities from point of departure through transit and ending at point of destination. It does so by temporarily suspending duties and taxes that are applicable to goods at import into the region, or between the ASEAN Member States.

The ACTS supports the realisation of the AEC 2025 vision in making ASEAN a highly integrated and cohesive economy. It will facilitate the seamless movement of goods to enhance ASEAN's trade and production networks as well as establishing a more unified market for its firms and consumers. ACTS will be a catalyst for greater people to people, institutional and infrastructure connectivity.

Legal Basis

The legal basis for the implementation of the ACTS is the ASEAN Framework Agreement on Facilitation of Goods in Transit (AFAFGIT) and its nine supporting Protocols;

Protocol 7 gives the headline structure for the Customs procedures and requirements of ACTS;

The technical appendix of Protocol 7 gives more detailed legal information towards the implementation of ACTS; and

The technical annexes and procedural manuals give detailed information on the processes of ACTS implementation.

Main Objectives of the ASEAN Customs Transit System (ACTS)

- to increase the efficiency and effectiveness of moving good across land based transport routes;
- to improve both the prevention and detection of fraud; and
- to reduce transaction cost and movement time for the trading community.

ACTS Basic Principles

Access

All qualifying traders will have access to the ACTS. The qualifying criteria will be a national decision set by the relevant competent authority. The following may participate in ACTS:

- Importers, exporters
- Freight forwarders
- Transporters and sub-contractors
- Customs agents of the above

Subject to national criteria, reliable traders can be selected to be Authorised Transit Traders (ATT). ATT traders will be given some privileges by the competent authorities including loading at their own premises.

Guarantees

- Flexible Secure Guarantee System
- Approved Guarantors (Financial Institutions)
- Guarantees based on actual consignment values and levels of risk
- Reduced or waived for Authorised Transit Traders

Facilitation

- Maximise efficiency for legitimate trade
- Availability of simplified procedures
- Applying common risk management technique
- Mutual recognition by AMS of vehicle inspection certificates for trucks
- No movement restrictions on permitted transport/drivers



one vision
one identity
one community

ASEAN Customs Transit System

ICT Enabled

- Comprehensive Computerisation, linking:
 - All Customs Offices in transit movement
 - Traders to Customs Offices of Departure
 - To manage movements and guarantees;
 - To identify irregularities fast, and
 - To provide detailed management information.

Main Features to Assist Customs and the Trade:

- A single electronic goods declaration from departure through transit to destination;
- A single guarantee valid for the entire journey;
- A secure and efficient system through;
- Full end-to-end computerization of operations;
- Proven operators authorised to use simplified procedures;
- Complete Customs to Customs and Customs to Business network;
- Free movement for permitted trucks and drivers.



Additional information on ACTS is available on the ASEAN website <https://acts.asean.org>.

ACTS Development Plan

Phase 1 (completed) – North – South Corridor - Thailand, Malaysia and Singapore:

- Registered traders to use the ACTS system with access to Trader Portal
- Connect Thailand, Malaysia and Singapore Customs offering
 - Advance Movement Notification
 - Movement tracking
 - Automated write off facilities

Phase 2 – East – West Corridor - Cambodia, Laos, Myanmar, Vietnam

ACTS Information Portal

A specific Information Portal has been developed to provide relevant information for users. The information portal gives you access to all ACTS related information including a comprehensive guide for traders to access and make declarations in the ACTS. Helpdesk information for pilot countries are also available for users. The Publications section provides a list documents and the relevant agreement for the operationalisation of the ACTS. The portal also provides a set of Frequently Asked Questions for easy reference of users and can be accessed using the following weblink: <https://acts.asean.org>.



ASEAN Customs Transit System (ACTS)

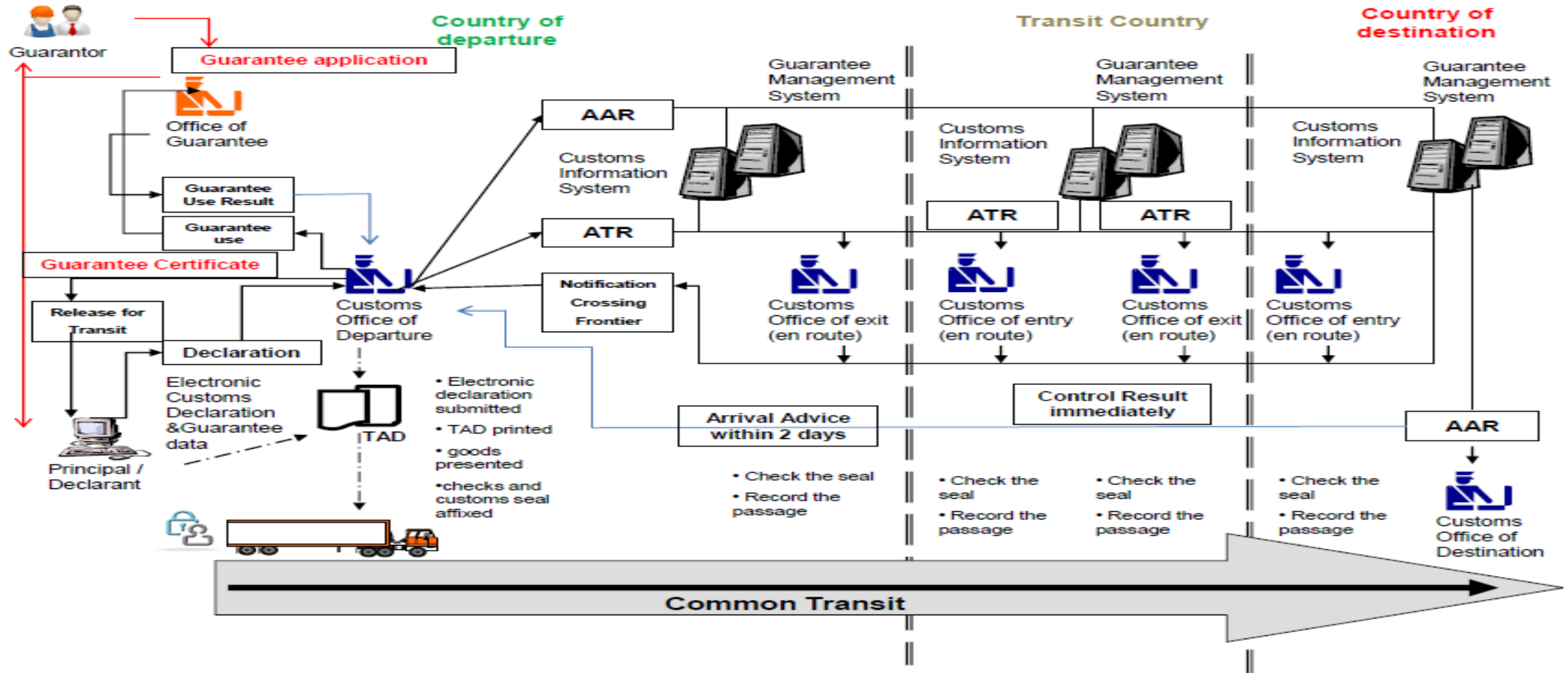


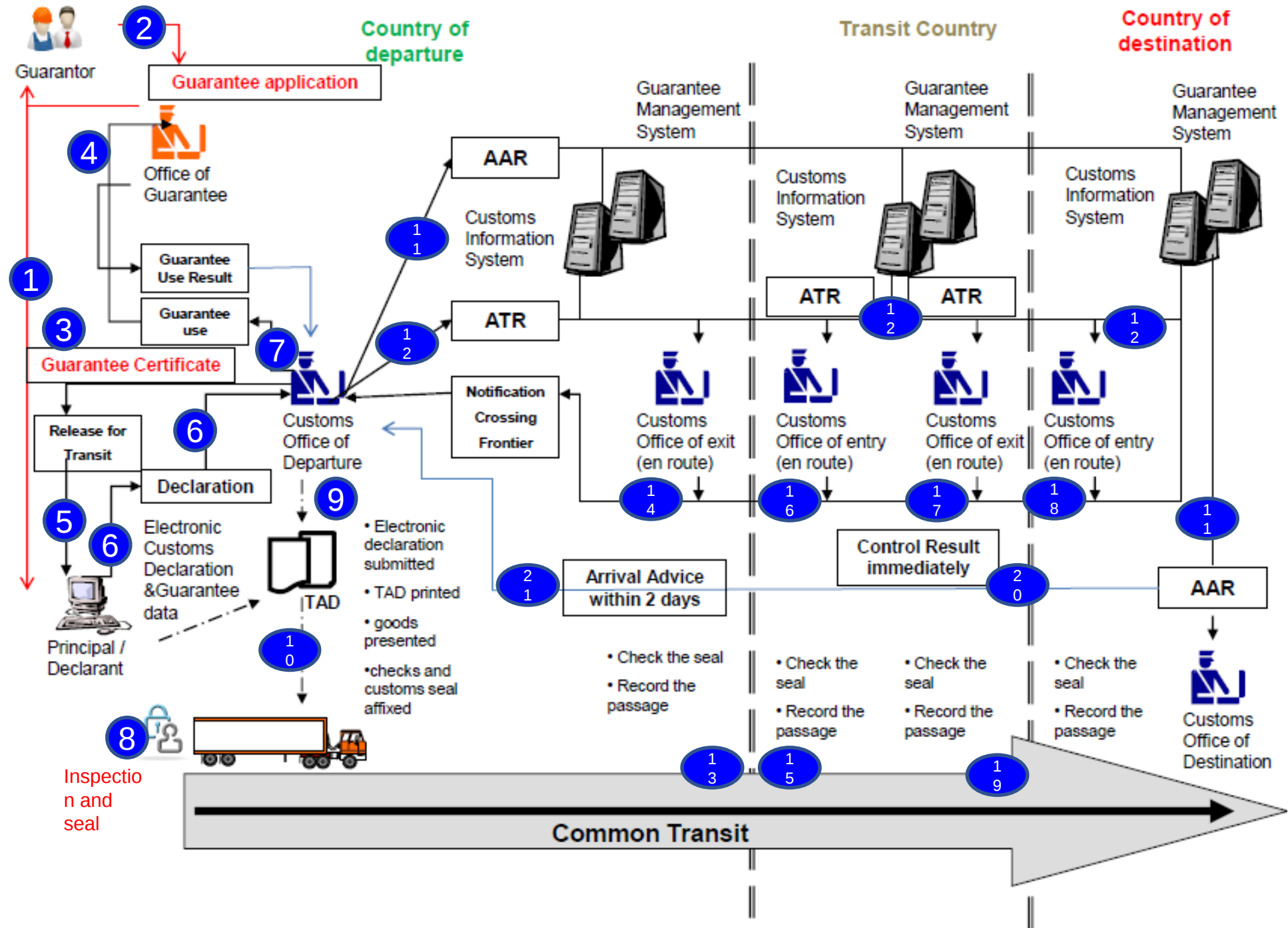
ACTS | ASEAN CUSTOMS TRANSIT SYSTEM

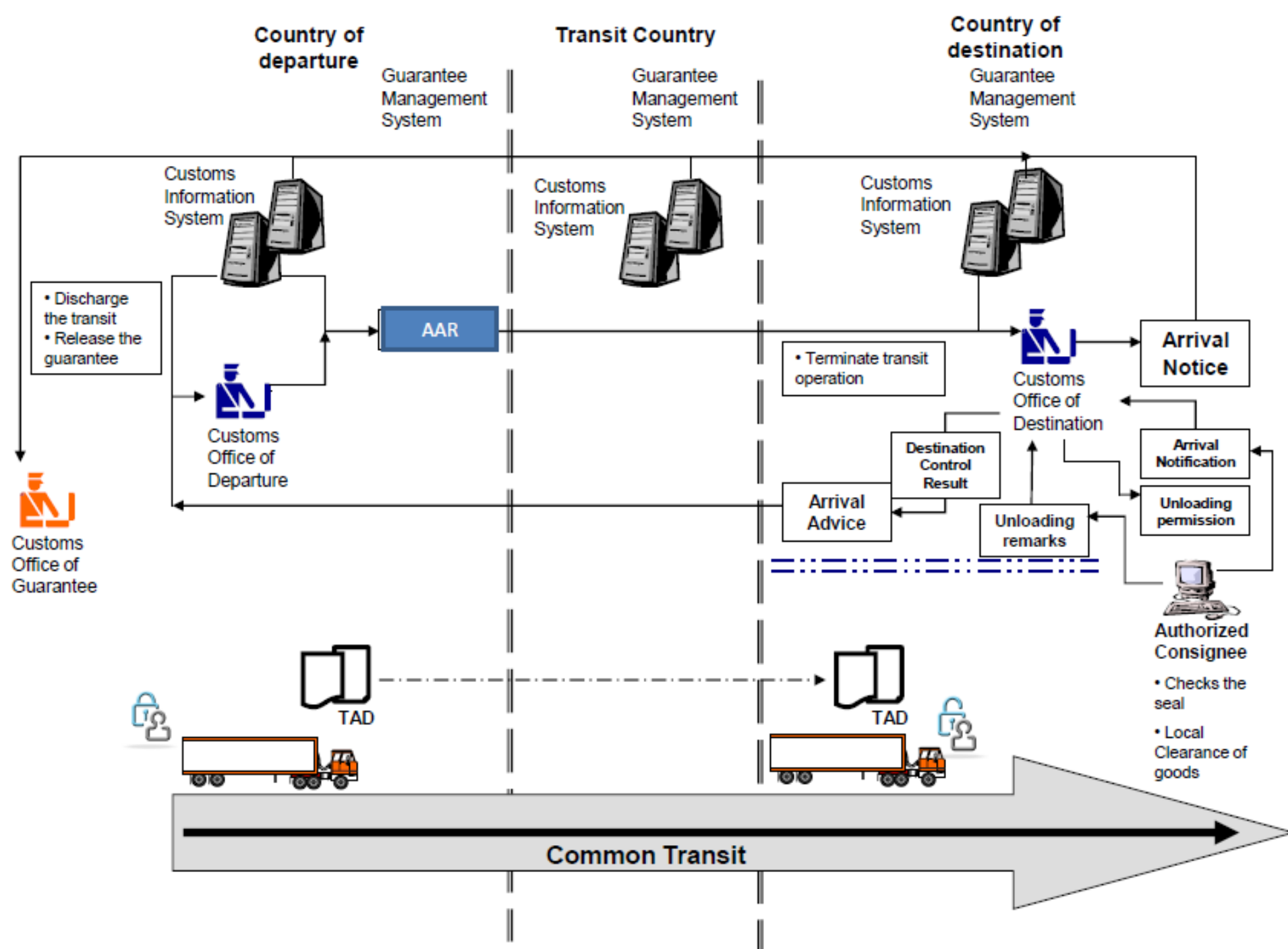


This Brochure is supported by the European Union through the ASEAN Regional Integration Support from the EU (ARISE).

ACTS (Draft image)







Transit Accompanying Document

Bar code on Transit Accompanying Document

ASEAN TRANSIT - ACCOMPANYING DOCUMENT (TAD)	1 REGIME		ARN 0000000000089678145 (Example)	
	2 Exporter/Consignor Number		3 Forms	
	5. Total items		6 Total packages	
	7. LRN			
	8 Importer/Consignee Number			
	15 Country of dispatch/exportation		17 Country of destination	
	18 Identification and nationality of means of transport at departure		19 Ctr.	
	27 Place of loading		C OFFICE OF DEPARTURE	
	31 Container identifier, marks and number packages, number and type of packages and description of goods		32 Item No	
			33 Commodity Code	
		35 Gross weight (kg)		
		38 Net weight (kg)		
		40 Summary declaration/Previous document		



Monitoring the Transit

**Development of the Common Standard Curricula on International Transport and Logistics Basic Training for
ASEAN Member States under Sustainable Human Resource Development in Logistics Services**

Topic of Cross border

Current Practice of Traders Documents and Liability of carrier

Transloading

- Transloading is one of the method of Cross border Transport by transferring the goods from one vehicle of origin country to another vehicle of destination country or transit country.
- Mostly found at:
 - Mukdaharn/Savannakhet (Thail/Lao border)
 - Mea Sot/ Myawwadee (Thai/Myanmar)
 - Dansavan/Lao Bao (Lao/Vietnam)
 - Sao Dao/Bukit Kayu Hitam (Thai/Malaysia) and Padang Besar
 - Nakorn Phanom/Thakhek (Thai/Lao)



Double Plate Truck

- Double Plate Truck is the truck which is registered in two countries similar as to two nationalities.
- The truck can run across both territories by changing the registered plate.
- Mostly found between Thailand/Malaysia border
- Using the gap of laws, double plate truck can run anyway in both countries.

Container Swap

- Container Swap is one of the method of cross border transport by lifting off container from origin country's truck to destination or transit country's truck
- Mostly found at:
 - Bavet/Moc Bai of Cambodia and Vietnam
 - Savannakhet Lao PDR. From Thai truck to Vietnam truck
 - Dansavan Lao PDR.
 - Myawaddy
 - Padang Besar

Trailer Swap

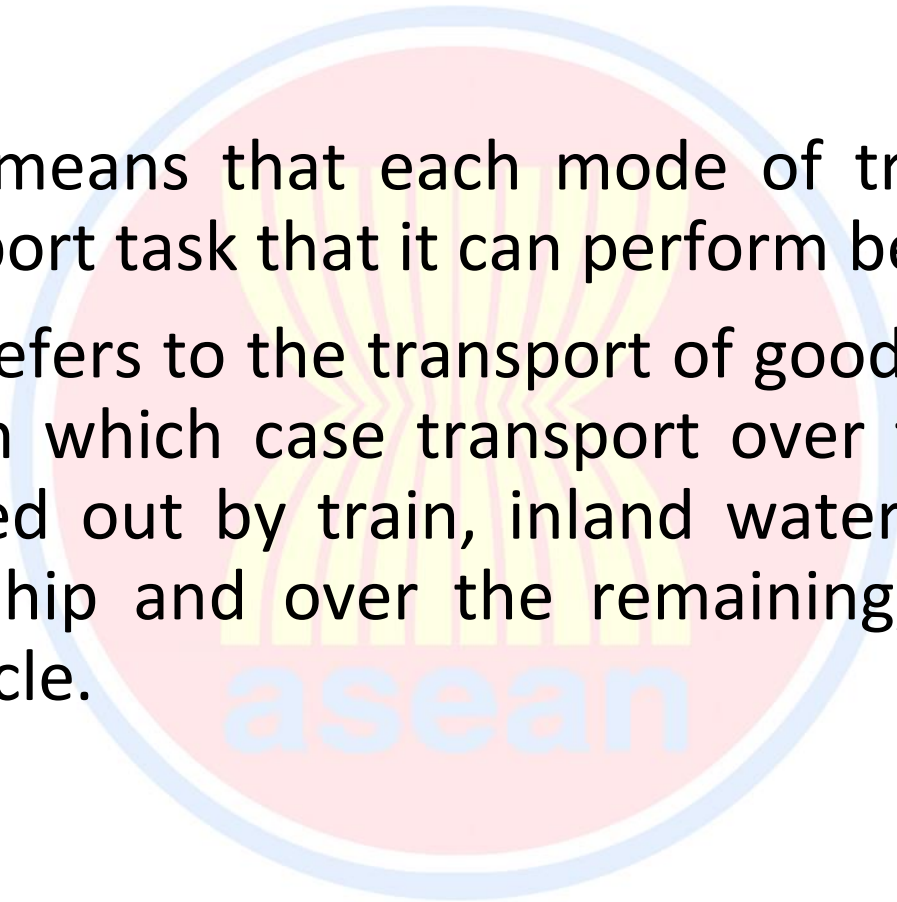
- Trailer Swap is the method that switches prime mover of origin country to destination or transit country's prime mover, no cargoes handling or container lifting.
- Mostly found at:
 - Myawaddy Myanmar
 - Savannakhet
 - Bavet/Moc Bai of Cambodia and Vietnam

Combined Movement

❑ Definition:

Combined transport means that each mode of transport takes over that part of the transport task that it can perform best.

Combined transport refers to the transport of goods in a goods vehicle or in loading units, in which case transport over the majority of the overall route is carried out by train, inland waterway vessel, coastal vessel or sea-going ship and over the remaining, shortest possible, section by motor vehicle.



Advantages vs Disadvantages of CM

❖ **Advantage of Combined movements**

- Combined transport offers a possibility to improve the efficiency of a transport system by combining the various modes of transport in a way that each mode takes over that part of the total transport service that it can serve most efficient.
- Today, combined transport road/rail carries alone in Central Europe more than 30 million tons of cargo per year. This volume can and will continue to grow. Possibly, the combined transport volume will triplicate until the year 2010. So, combined transport could accommodate a considerable part of the future growth of transport volume - but by far not all.
- Main condition for this development: Combined transport must be competitive in quality and price. Furthermore, considerable investments into the traffic infrastructure are needed.

❖ **Disadvantage of Combined movements**

- The requirement of special vehicle chassis, suitable for hauling such containers. Large cranes are required to load and unload containers.

Combined Movements Techniques

- **Road – Rail: Piggyback**

Advantage of system:

- ✓ Block trains will often be a more efficient solution when large volumes of cargo can be concentrated and carried over longer distances.
- ✓ Making maximum use of the loading capacity of a vehicle.
- ✓ The rail rate for the transport of one vehicle may be less than the vehicle operating cost over the route

- **Road – Sea: RoRo**

In this system:

- ✚ The cargo is simply “rolled on” the vessel at the port of loading and “rolled off” the vessel at the overseas destination. Everything is handled by the port workers.
- ✚ Road vehicles and sometimes even the train carriage are carried by ships
- ✚ The difference between RoRo and ferry is the fact that in RoRo vehicles that cannot move themselves are shipped
- ✚ This system offers speed and efficiency in loading and unloading and minimizes the risks of loss and damage to goods through transshipment

Chapter 4:

PRICING IN ROAD TRANSPORT

Learning objectives:

- Recognise the components of a cost calculation for a road freight transport.
- The participant should recognise the components of a cost calculation for a road freight transport.
- He should be able to identify the basic concept of road freight tariffs and should be able to calculate road freight costs.

Contents

- ✓ The principles of pricing
- ✓ Pricing in haulage operations

THE PRINCIPLES OF PRICING

Principle	Definition
Cost plus	The basis are the costs of the operator plus a standard margin for profit
Single pricing	A flat rate or a fixed rate per mile. This pricing can be based on the marked information
Differential pricing of price discrimination	Different rates may be charged to different segments on the market

THE PRINCIPLES OF PRICING

Main cost components to be calculated in road transport

- ❖ The allocation of costs
- ❖ Total operating costs
- ❖ The advantage of an effective costing system:
 - ✓ Easy identification of profitable operations and activities
 - ✓ Relative profit abilities between different operations and activities are highlighted
 - ✓ Any areas of waste or loss are clearly pinpointed
 - ✓ Information for management planning and Control

THE PRINCIPLES OF PRICING

Main cost components to be calculated in road transport

Variable costs per journey	
Driver cost	£/hour
Fuel	£/liter
Tolls (road user charges)	£/km
Visa of driver	£

THE PRINCIPLES OF PRICING

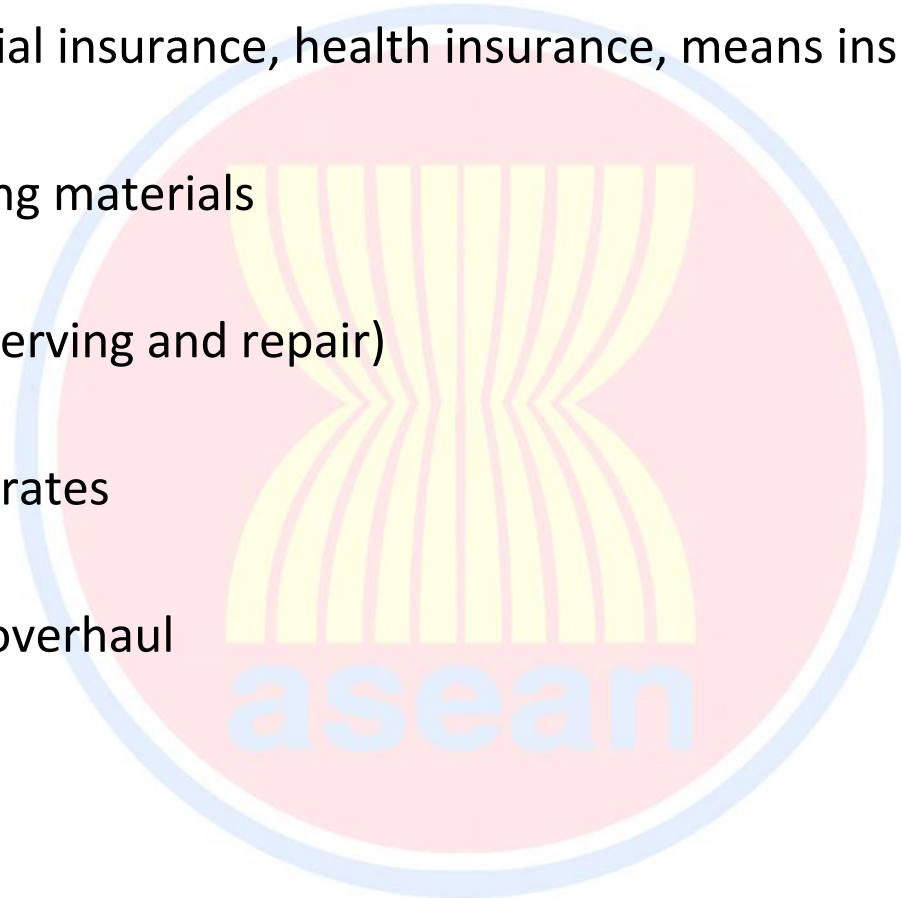
Main cost components to be calculated in road transport

Fixed cost per truck (depending on mileage/year)	
Truck trailer depreciation (leasing costs)	£/year
Tyres	
Maintenance (repair)	
Vehicle Taxes	
Truck liability Insurance	
Fixed cost per company	
Administration	£/year

PRICING IN HAULAGE OPERATIONS

❖ Method of calculating costs by terms of expenditure

- ✓ Employment cost of crew (wages and employer social contributions)
- ✓ Insurances: social insurance, health insurance, means insurance, etc.
- ✓ Cost of fuel
- ✓ Cost of exploiting materials
- ✓ Cost of tyres
- ✓ Maintenance (serving and repair)
- ✓ Depreciation
- ✓ Tolls and other rates
- ✓ Administration
- ✓ Cost of means overhaul



PRICING IN HAULAGE OPERATIONS

❖ Method of calculating costs by terms of expenditure

Total costs

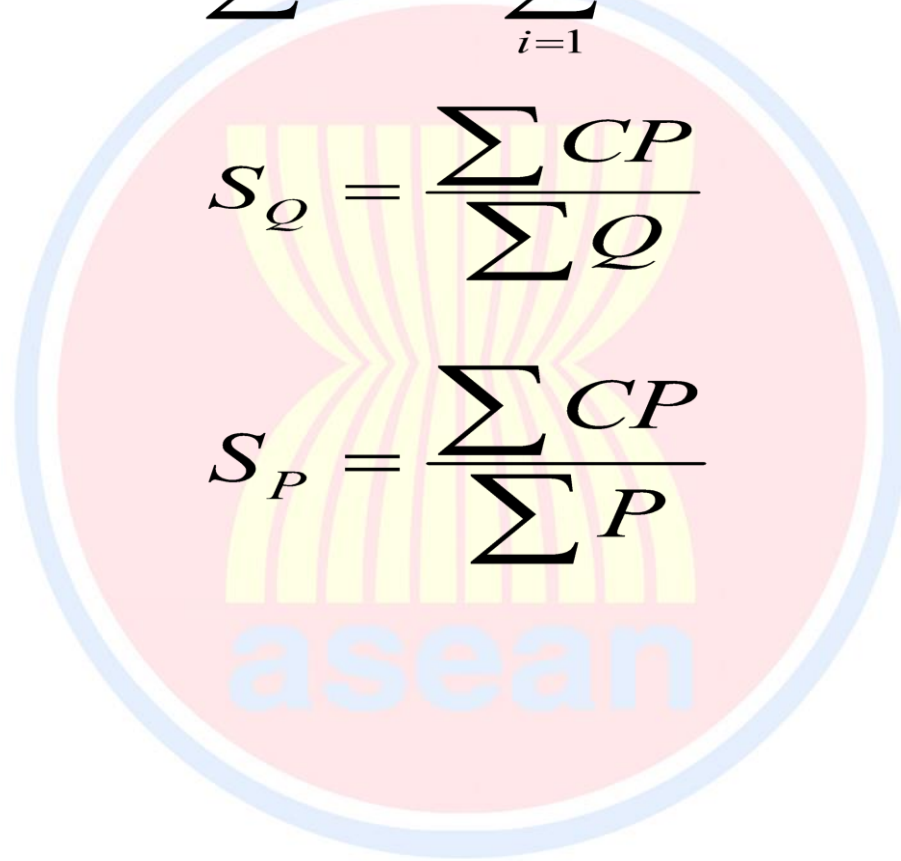
$$\sum CP = \sum_{i=1}^n CP$$

Cost per tone

$$S_Q = \frac{\sum CP}{\sum Q}$$

Cost per ton.km

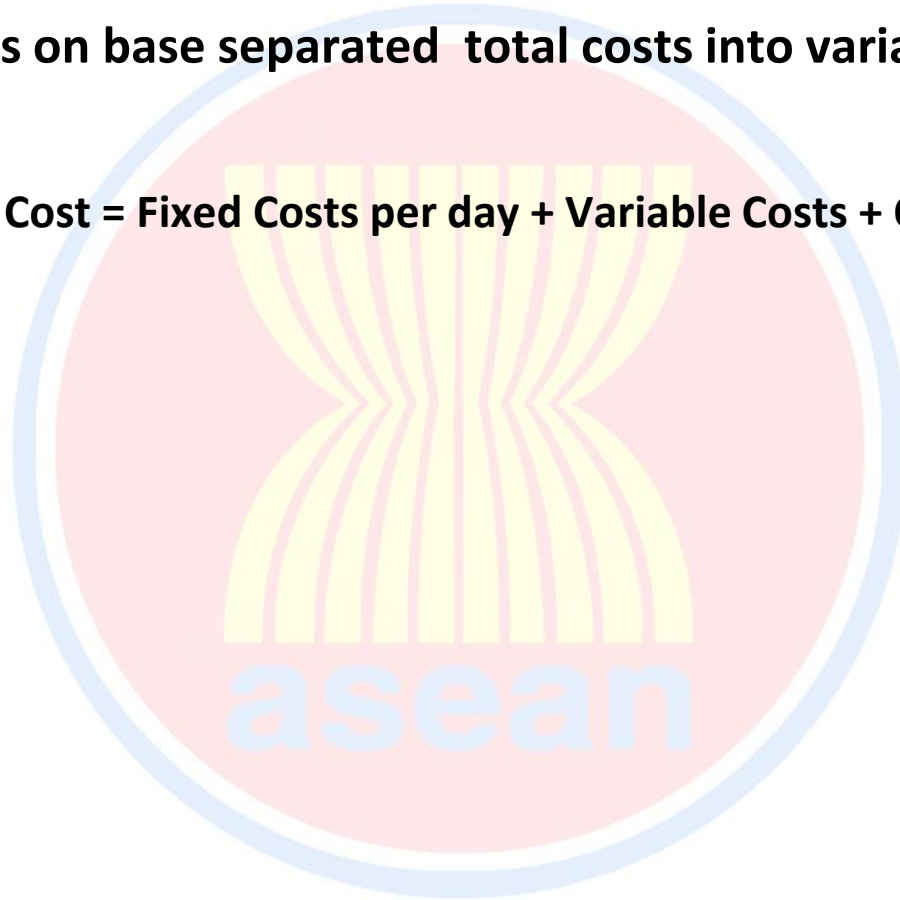
$$S_P = \frac{\sum CP}{\sum P}$$



PRICING IN HAULAGE OPERATIONS

- ❖ **Method of Calculating costs on base separated total costs into variable and fixed costs**

Total Vehicle Operating Cost = Fixed Costs per day + Variable Costs + Overhead costs (if any)



PRICING IN HAULAGE OPERATIONS

Pricing principles:

- ❖ FTL :
 - ❖ Per cont
 - ❖ Per truck
- ❖ LTL:
 - ❖ Per CBM
 - ❖ Per Ton
 - ❖ Per pallet
- ❖ Combined transport
 - ❖ Road/Sea
 - ❖ Road/Air
 - ❖ Road/Rail

Price fluctuation depends on services provided

- ❖ Basic transport:
 - ❖ Direct route: Cost + % mark up
 - ❖ Additional stop: surcharge per stop
- ❖ Special transport:
 - ❖ Weekends or Night
 - ❖ Express
- ❖ Value Added Service:
 - ❖ Custom clearance
 - ❖ LO/LO

Methods of proving quotation in road transportation

❖ **Category 1: Long haulage transportation = FCL: *Pricing to be quoted by a container or a truck***

The rate applied to all kinds of commodities loaded in the size/type/weight of container

For example: From POL to POD = USD\$1,000/ per container or truck

❖ **Category 2: Long/Short Haulage distribution: *Pricing to be quoted by T/Km***

Weight = 1,000 KGS (1 metric ton) and Measure = 1 km (payload distance)

For example:

- *POL – POD: in the range of 50km – 99km*
- *Price = 15,000KGS x 50km x \$5 (calculated by carrier from total cost) = \$3,750*
- *It might have min charge for distance km and tonnage in case of very short distance and very small payload shipment.*

Method of proving quotation in road transportation

- **Category 3: LCL or Break Bulk: *Pricing to be quoted by Weight or Measure basis (w/m)***

Weight = 1,000 KGs (1 metric ton) and Measure = 1 CBM (Cubic Meter)

For example:

- *By weight: actual shipped MT x \$\$/1MT (\$\$/1MT is calculated by carrier from total cost)*
- *By CBM: actual shipped CBM x \$\$/1CBM (\$\$/1CBM is calculated by carrier from total cost)*

- **Pricing for additional services:**

- Carrier might have additional charges on special transport and added service provided:
- Weekend or night delivery
- Express delivery
- Custom clearance: rate per Custom Declaration Sheet (CDS)
- Escorted High-Value Transports

CATEGORY 2: SINGLE PRICING

From WH	From Province	=< 10	> 10 - 49	50 - 99	100 - 149	150 - 199	200 - 249	250 - 299	300 - 399	400 - 499	500 - 599	600 - 699	700 - 799	800 - 899	900 - 999	1000 up
CU CHI	HCM	5.323	3.140	2.040	1.585	1.429	1.283	1.182	1.160	1.137	1.089	1.066	1.037	999	968	837
BEN TRE	Bến Tre	6.265	3.436	2.211	1.720	1.552	1.393	1.282	1.258	1.234	1.181	1.156	1.126	1.081	1.051	907
VINH LONG	Vĩnh Long	3.606	2.933	1.990	1.546	1.398	1.253	1.157	1.135	1.113	1.064	1.040	1.014	975	945	819
TAY DO	Cần Thơ	3.924	3.080	2.089	1.625	1.466	1.316	1.215	1.193	1.167	1.117	1.093	1.064	1.024	992	859
SOC TRANG	Sóc Trăng	4.240	3.080	2.089	1.625	1.466	1.316	1.215	1.193	1.167	1.117	1.093	1.064	1.024	992	859
BAC LIEU	Bạc Liêu	4.747	3.058	2.071	1.611	1.452	1.304	1.200	1.178	1.156	1.107	1.081	1.055	1.014	983	849
KIEN GIANG	Kiên Giang	3.606	3.080	2.089	1.625	1.466	1.316	1.215	1.193	1.167	1.117	1.093	1.064	1.024	992	859

Payment term & methods

- Payment terms and methods may vary depends on mutual agreement between Carrier and Buyer/Shipper. These terms and conditions should be mentioned in Contract of Carriage
- Credit terms may vary from 7 days; 15 days, 30 days; 60 days thereafter
- Prepayment: Carrier may request for a deposit bases on contract value in prior business to be implemented. The outstanding payment shall be paid after the transportation was fully completed.

Transport cost demonstration

Trip 1: Ho Chi Minh City to Ha Noi:

- Distance: 1,735 km
- Mobilized distance: 20 km

Total distance: 1,755 km

Lead time: 4 days approx.

Table 4.3 Estimated cost component per day on a single trip from HCMC to Ha Noi (VND)

Item	Type of Vehicle		
	8 Ton (truck)	15 Ton (truck)	28 Ton (tractor)
Loading weigh			
<i>Fuel</i>	8,178,827	10,717,083	12,973,311
<i>Wayside expenses (included toll roads)</i>	2,256,000	2,675,000	3,620,000
<i>Depreciation</i>	109,589	273,973	666,258
<i>Wages</i>	442,666	442,666	442,666
<i>Insurance</i>	109,589	164,384	224,656
<i>Inspection registration</i>	7,671	12,274	13,370
<i>Roadway maintenance tax</i>	35,507	77,589	186,667
<i>Ordinary Repairs</i>	526,500	526,500	526,500
<i>Tires</i>	621,691	1,243,382	3,474,900
Total cost	12,288,040	16,132,851	22,128,328
Fuel cost/total cost	67%	66%	59%

Trip cost calculations

Appendix 7: Trip's cost detailed calculations

- Fuel: Standard Fuel Rate: 46 liter/100 km with the price of 16,070VND/liter
$$\frac{180 \times 46}{100} \times \text{fuel price}$$
- Depreciation: $\frac{\text{vehicle value}}{\text{registration years}} \times \text{number of trip days}$
- Wages: $\frac{\text{monthly salary}}{30 \text{ days}} \times \text{number of trip days}$
- Insurance: $\frac{\text{Insurance payment}}{365 \text{ days}} \times \text{number of trip days}$
- Safety inspection: $\frac{\text{inspection price} \times 2 \text{ times}}{365 \text{ days}}$
- Roadway maintenance: **vehicles fee x number of trip days**
- Basic Repairs: $\frac{\text{distance km} \times 300,000}{1000 \text{ km}}$
- Tires: $\frac{\text{Tire unit price} \times \text{number of tires} \times \text{distance km}}{50,000 \text{ km}}$

Case study

QUESTION:

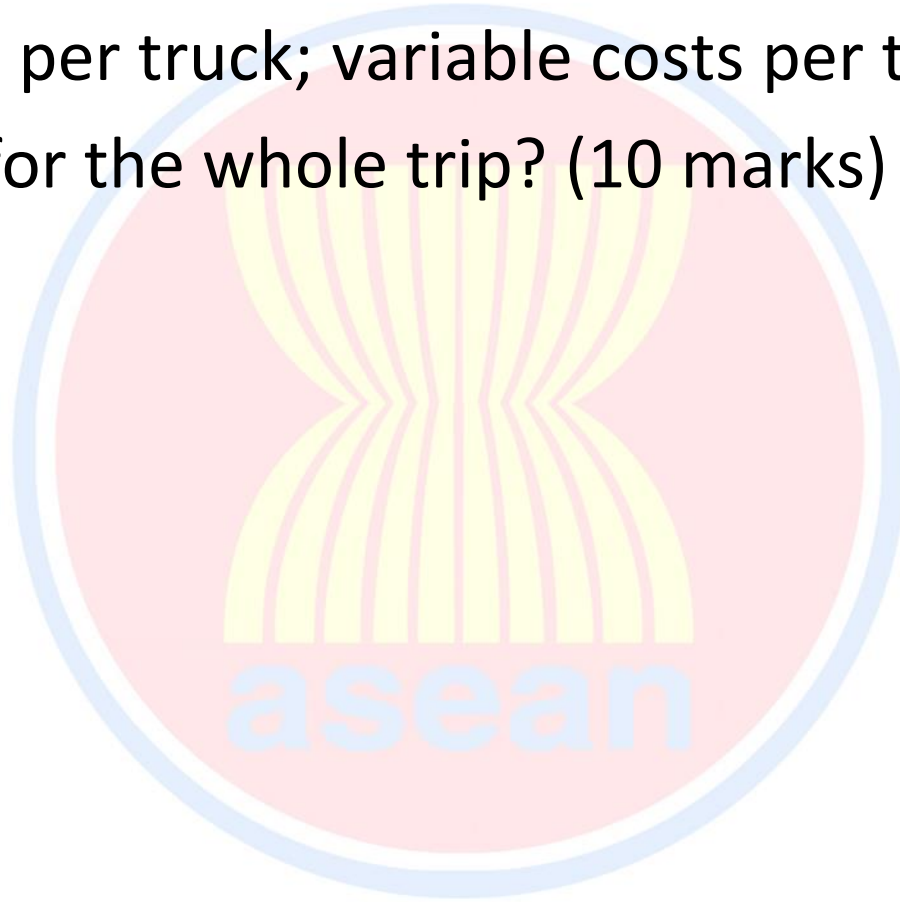
Your client A wants a quotation to transport a cargo of a machine which have to carried by Road from Laem Chabang, Thailand to Vientiane, Laos. Your boss required you to provide cost analysis in order to make up for **1 way pricing** (hint: one way has a cargo to Laos and stay back to wait for another cargo)

Some information was given:

- Distance: 672 km (Laem Chabang – Laos)
- Lead time: 3 days (Laem Chabang – Laos)
- Fuel consumption:
 - 46 litres per 100 km with cargo (US\$2 per litre)
- Toll fees: US\$100 (Laem Chabang – Laos)
- Wayside expenses: \$200 (Laem Chabang – Laos)
- Depreciation: US\$50,000/10 years (straight line method)
- Insurance: US\$1,000/1 year
- Vehicle + trailer inspection: US\$250/1 year
- Tires: US\$300 x 22 pieces (replacement distance: 50.000 km)
- Driver wage: \$500 per trip
- Truck loan interest: \$2,000/1 year

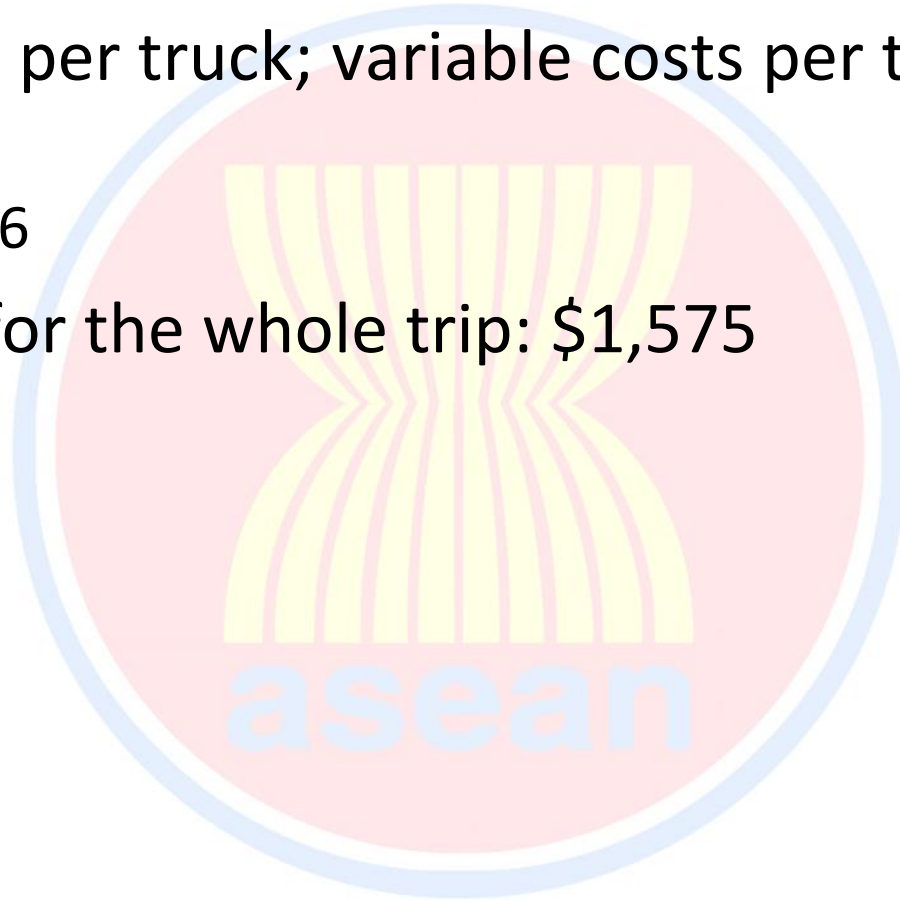
Questions

- What are fixed costs per truck; variable costs per trip? (5 marks)
- Calculate total cost for the whole trip? (10 marks)



Answers

- What are fixed costs per truck; variable costs per trip?
 - Fixed Cost: \$68.49
 - Variable Cost: \$1,506
- Calculate total cost for the whole trip: \$1,575



Chapter 5.

INTERNATIONAL ROAD TRANSPORT NETWORK

Learning objectives:

- ❖ Identify the existing main road transport routes in the Euro-Asian region, of their main characteristics (permitted weights, tolls, allowed speeds, driving hours, missing links, border delays, etc.) and of some road market share figures.

Contents

- ✓ The most important transit points
- ✓ The most important international traffic routes in the Euro-Asian region
- ✓ Ferryboat connections in the TRACECA countries
- ✓ Cross border transport in GMS

THE MOST IMPORTANT TRANSIT POINTS

- ❖ Tran-siberian corridor
- ❖ TRACECA corridor
- ❖ Southern corridor
- ❖ North-South corridor



THE MOST IMPORTANT TRANSIT POINTS

Identified: on the basis of the Declaration adopted by the Second International Euro-Asian Conference on Transport (St.Peterburg, 12-13 September 2000)

Goal:

- Development of eventually integrated Euro-Asian land transport and multimodal networks will follow with significant ramifications for trade and economic development of countries concerned.
- Put on the identification of modal routes within each Corridor and the undertaking of related activities and tasks.



THE MOST IMPORTANT TRANSIT POINTS

Trans-siberian corridor

is a network of railways connecting Moscow with the Russian Far East.

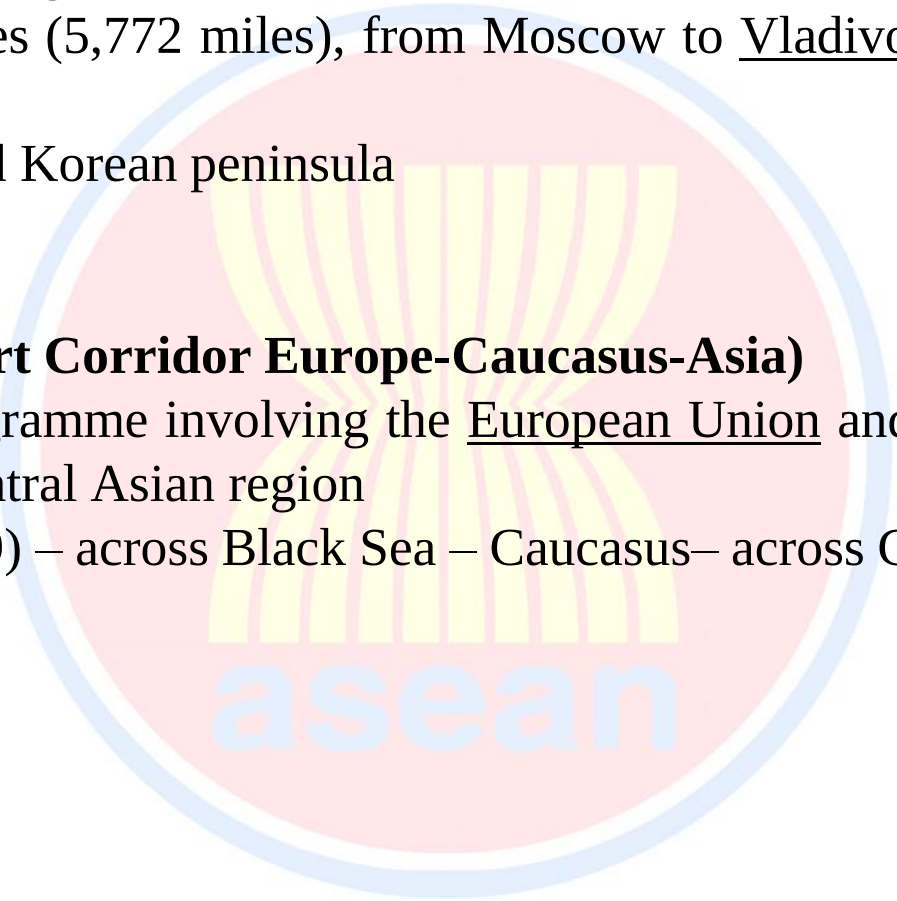
With a length of 9,289 kilometres (5,772 miles), from Moscow to Vladivostok, it is the longest railway line in the world.

- ✓ Kazakhstan – China and Korean peninsula
- ✓ Mongolia – China;

TRACECA corridor (Transport Corridor Europe-Caucasus-Asia)

is an international transport programme involving the European Union and 14 member States of the Eastern European, Caucasian and Central Asian region

Eastern Europe (PETCs 4, 7, 8, 9) – across Black Sea – Caucasus– across Caspian Sea – Central Asia;



THE MOST IMPORTANT TRANSIT POINTS

North-South corridor

is a 7,200-km-long multi-mode network of ship, rail, and road route for moving freight between India, Iran, Afghanistan, Armenia, Azerbaijan, Russia, Central Asia and Europe

- ✓ Caucasus – Persian Gulf
- ✓ Central Asia – Persian Gulf
- ✓ Across the Caspian Sea – Islamic Republic of Iran – Persian Gulf.

Southern corridor

South-eastern Europe (PETC 4) – Turkey – Islamic Republic of Iran, with branches from Iran to:

- ✓ Central Asia – China
- ✓ South Asia – South-East Asia/Southern China

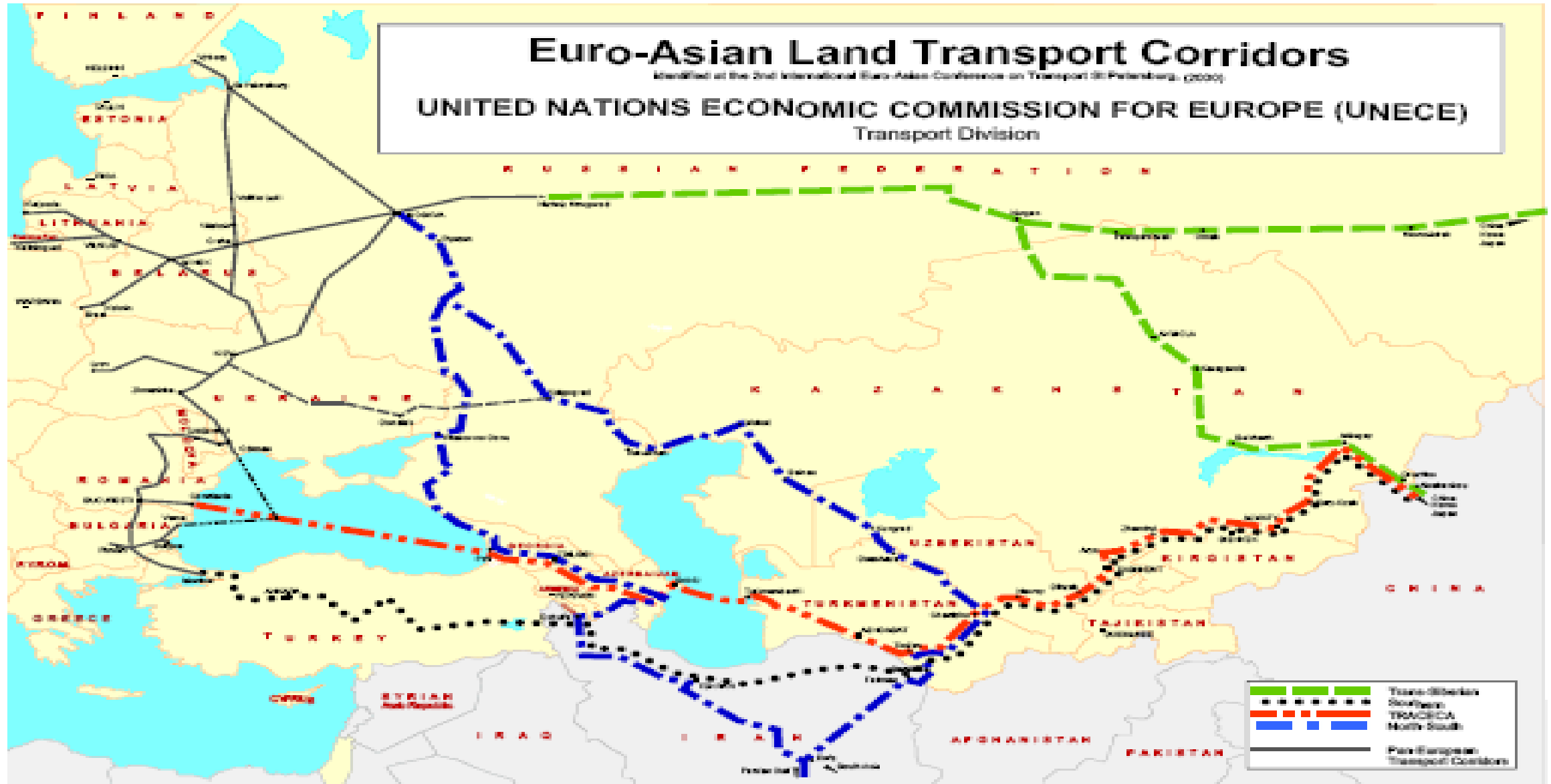


Euro-Asian Land Transport Corridors

Identified at the 2nd International Euro-Asian Conference on Transport (St. Petersburg, 2000)

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE (UNECE)

Transport Division



THE MOST IMPORTANT INTERNATIONAL TRAFFIC ROUTES IN THE EURO-ASIAN REGION

- ❖ The international road routes along Euro-Asian and transport corridors
- ❖ Asian Highway network
- ❖ Operational characteristics at selected road links



THE MOST IMPORTANT INTERNATIONAL TRAFFIC ROUTES IN THE EURO-ASIAN REGION

❖ The international road routes along Euro-Asian and transport corridors

- ✓ St. Petersburg (Port)– Moscow – Nizhnly Novgorod – Ekaterinburg – Omsk –Vladivostock (Port)/Vostochny (Port)
- ✓ Brest – Moscow – Nizhnly Novgorod – Ufa - Chelyabinsk – Kurgan – Petropavlovsk – Astana – Almaty
- ✓ Almaty – Sary-Ozek – Khorgos – Urumqi – Xi'an – Lianyungang (Port)/Shanghai (Port)
- ✓ Kiev - Moscow – Ryazan – Samara – Uralsk – Shymkent – Almaty Lvov – Kiev – Kharkov – Kamensk – Shahtinskiy – Volgograd – Kara-Ozek - Beineu – Nukus – Gazli – Termez – Mazar-i-Sharif



THE MOST IMPORTANT INTERNATIONAL TRAFFIC ROUTES IN THE EURO-ASIAN REGION

❖ The international road routes along Euro-Asian and transport corridors

- ✓ Lvov – Kiev – Kharkov – Kamensk – Shahtinskiy – Volgograd – Kara-Ozek - Beineu – Nukus – Gazli – Termez –Mazar-i-Sharif
- ✓ Masshad – Sarakhs – Mary – Bukhara – Tashkent – Shymkent – Merke – Kara Balta – Bishkek – Georgievka – Kordai – Kaskelen – Almaty
- ✓ Tashkent – Andijon – Osh – Sary-Tash – Irkesthtam – Kashi – Urumqi
- ✓ Bukhara – Termez – Dushanbe – Irkeshtam
- ✓ St. Petersburg – Moscow – Volgograd – Astrakhan (Port) – Anzari (Port) – Tehran – Bandar Abbas (Port)

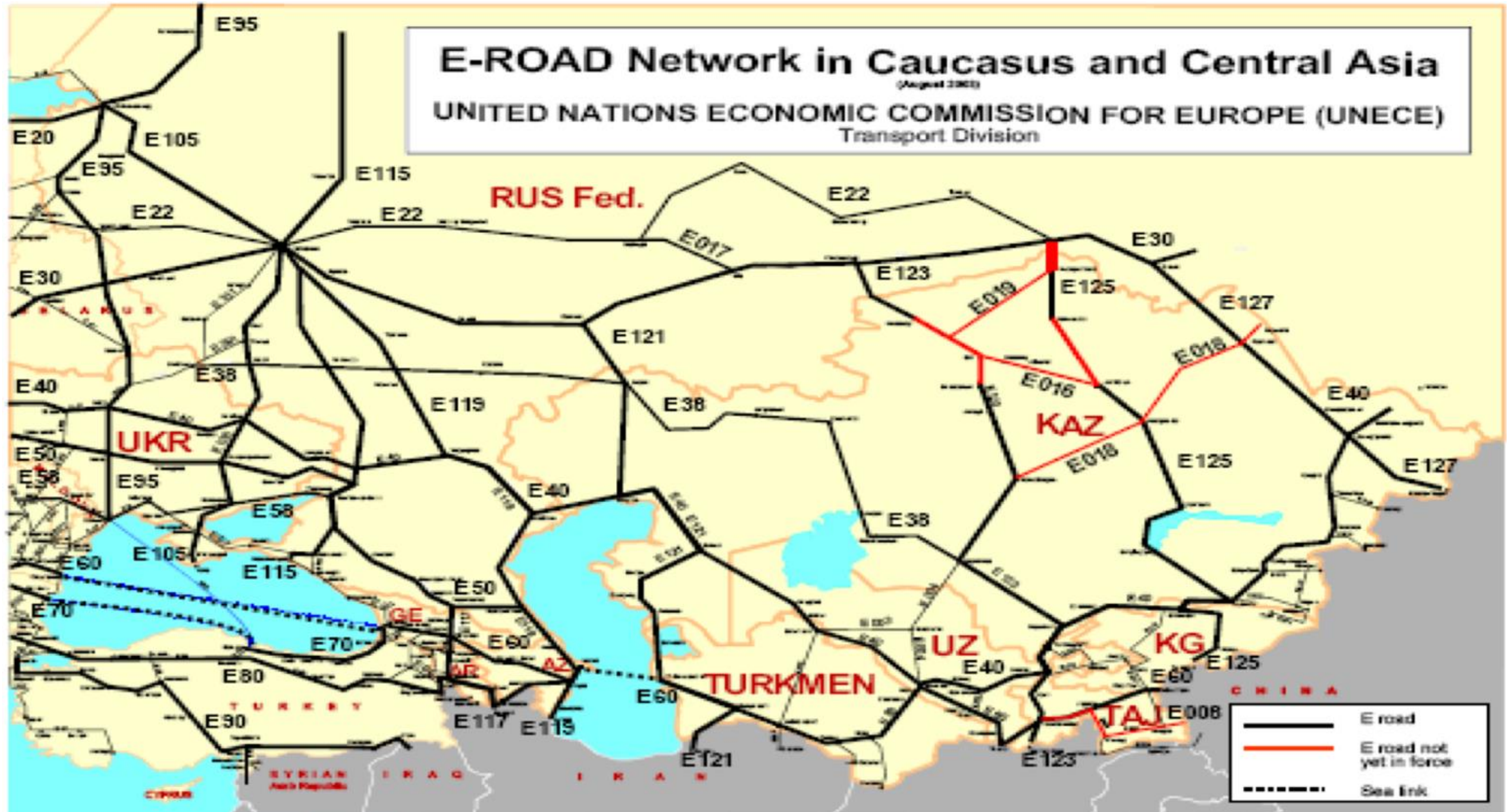


THE MOST IMPORTANT INTERNATIONAL TRAFFIC ROUTES IN THE EURO-ASIAN REGION

❖ The international road routes along Euro-Asian and transport corridors

- ✓ Astrakhan – Samara – Baku – Astara (Azerbaijan) – Astara (Iran) – Tehran
- ✓ Sofia – Kapikule – Merzifon – Burbulak – Qazvin – Tehran – Mashhad – Heart
- ✓ Poti (Port) – Tbilisi - Alat – Baku (Port) – Turkmenbashi (Port) – Ashgabat – Mary
- ✓ Tbilisi – Sadakho – Yerevan
- ✓ Kiev/Kishinev – Odessa (Port) – Poti (Port)
- ✓ Arad – Bucharest – Constanta (Port) – Poti (Port)
- ✓ Bucharest – Russe – Varna (Port) – Poti (Port)
- ✓ Merzifon – Samsun (Port) – Sarp (Turkey) – Sarpi Georgia) – Tbilisi

Road Network in Caucasus and Central Asia



THE MOST IMPORTANT INTERNATIONAL TRAFFIC ROUTES IN THE EURO-ASIAN REGION

❖ Asian Highway Network

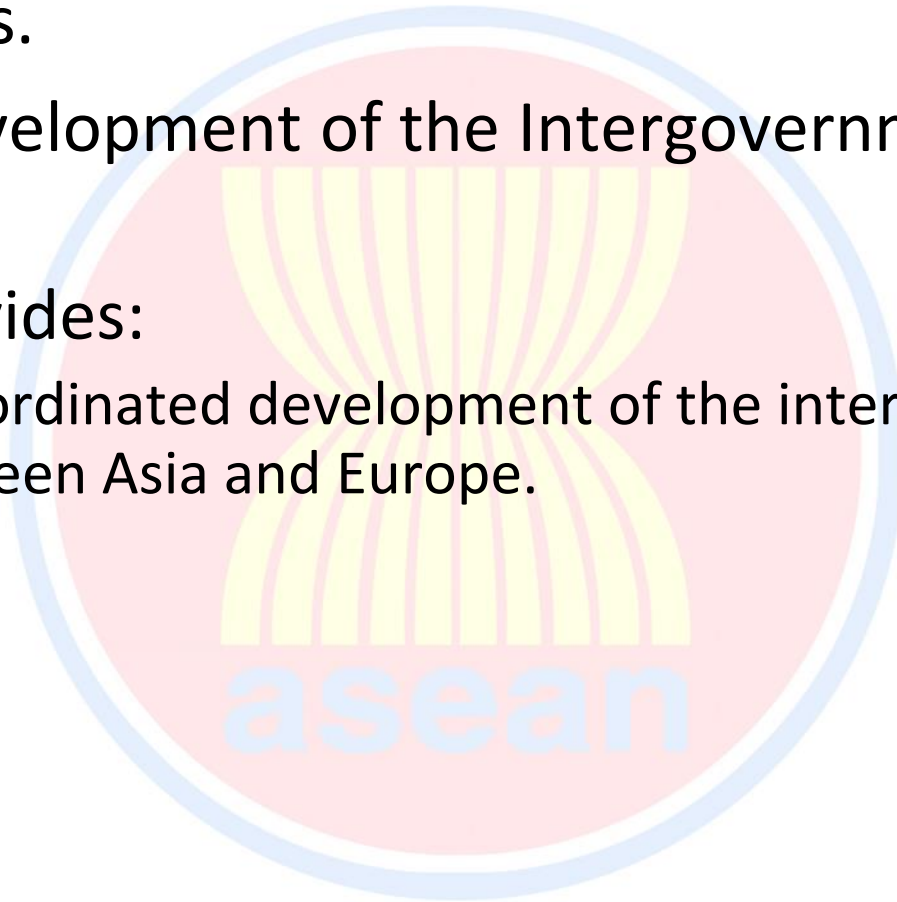
- ✓ Conceived: in 1959 by United Nations
- ✓ Revitalized: in 1992
- ✓ Goal: To promote regional cooperation/trade
- ✓ Criteria for identification of routes:
 - Capital to capital links
 - Industrial and agricultural centers
 - Sea, river and air ports
 - Container terminals & depots
 - Tourism attractions
- ✓ Maximize use of existing infrastructure
- ✓ Coordinated plan for development



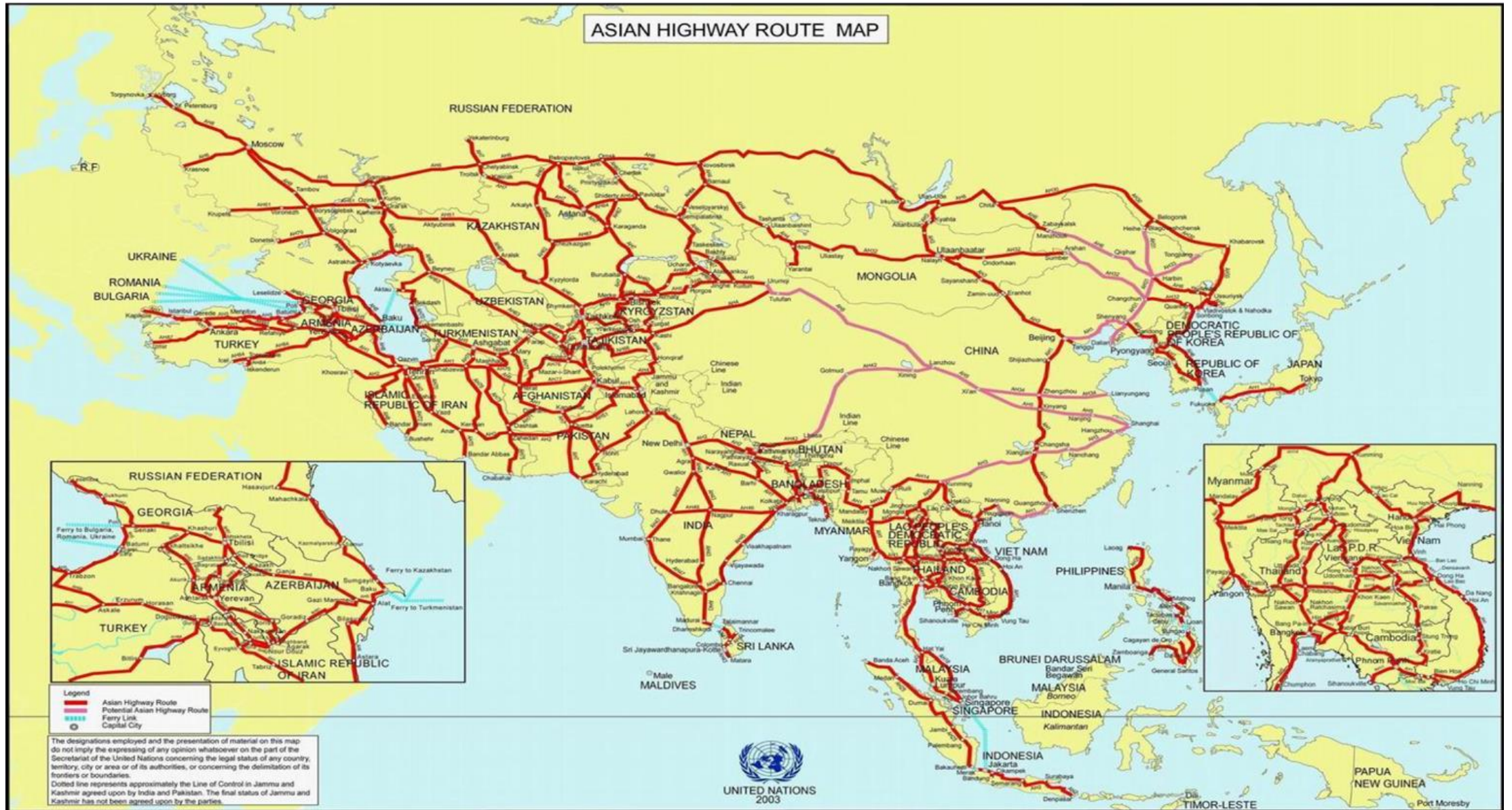
Asian Highway 2 sign near [Ratchaburi](#), Thailand

❖ Asian Highway Network

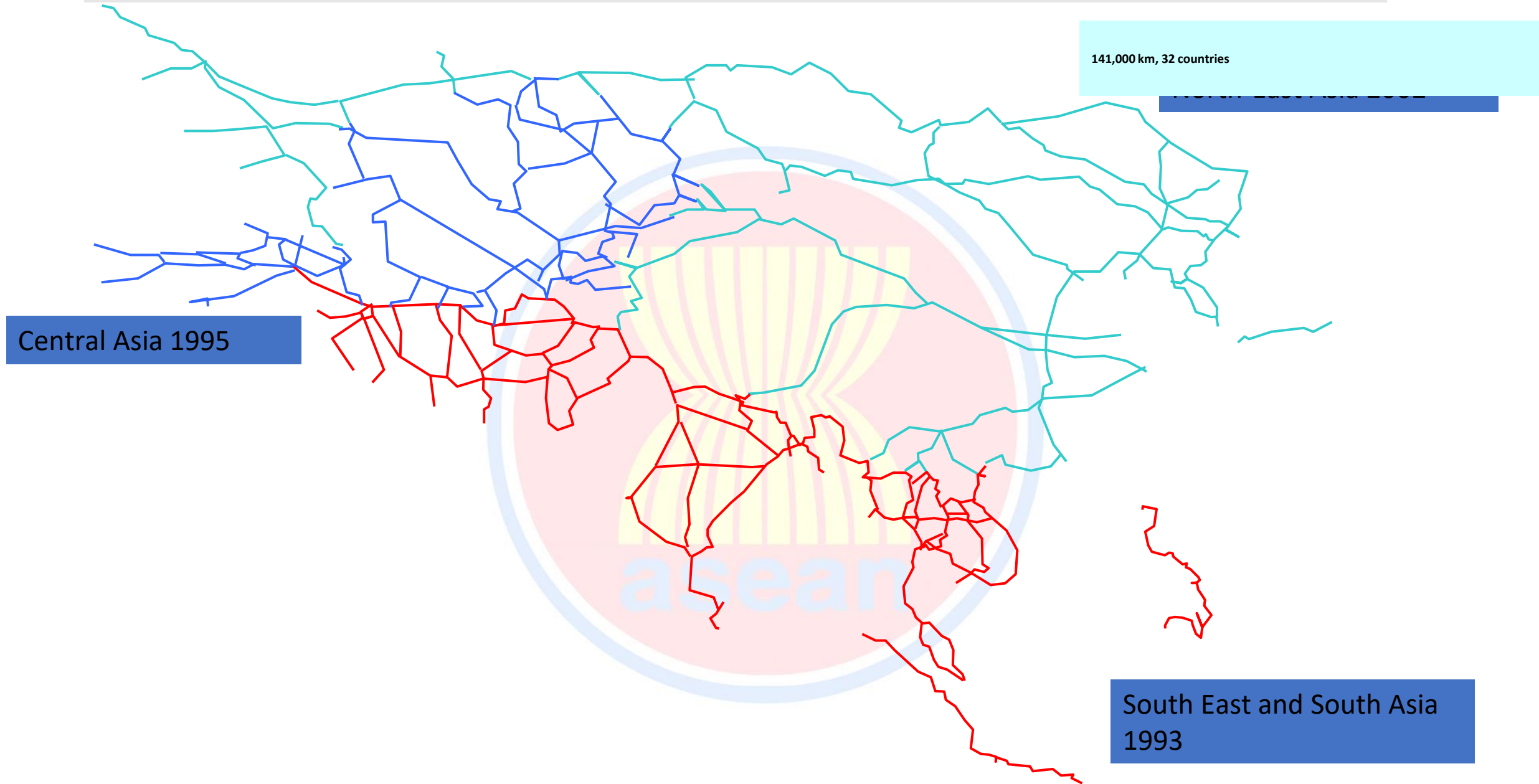
- The AH network now comprises over 145,000km of roads passing through 32 countries.
- It resulted in the development of the Intergovernmental Agreement on the AH network.
- The Agreement provides:
 - A framework for coordinated development of the international highways in Asia as well as between Asia and Europe.



Asian Highway Route



Formulation of the Asian Highway





Asian Highway 1; 2 and 3 (AH1; AH2 and AH3)

AH1 is the longest route of the Asian Highway Network, running 20,557km from Tokyo, Japan via Korea, China, SEA, Bangladesh, India, Pakistan, Afghanistan and Iran to the border between Turkey and Bulgaria.

AH2 running 13,107km from Denpasar, Indonesia to Merak, a bit in Thailand and Singapore to Khosravi, Iran.

AH3 running 7,331km from Russia to Tangu, China to Chiang Rai, Thailand and Kengtung, Myanmar.



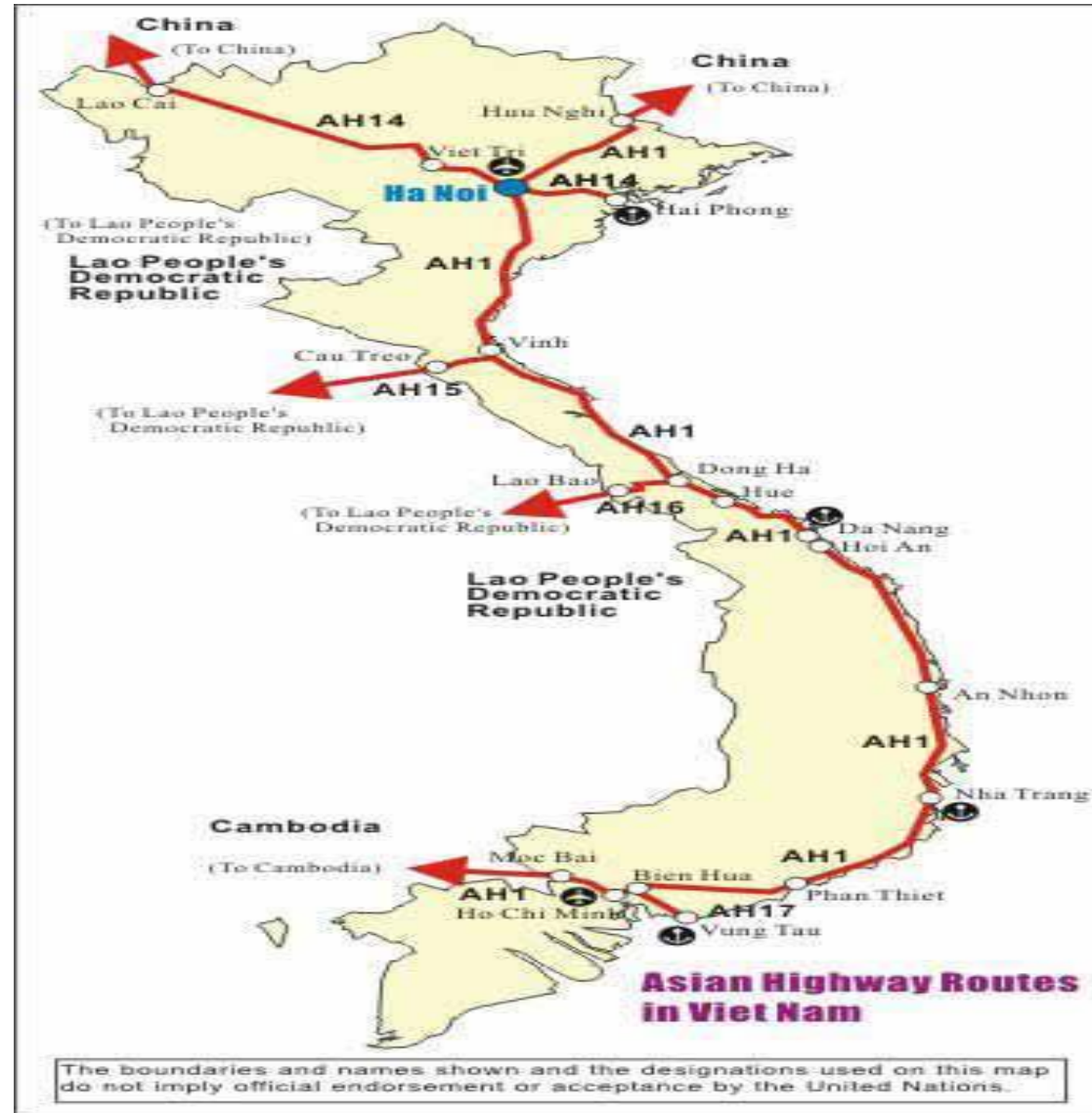
THE MOST IMPORTANT INTERNATIONAL TRAFFIC ROUTES IN THE EURO-ASIAN REGION

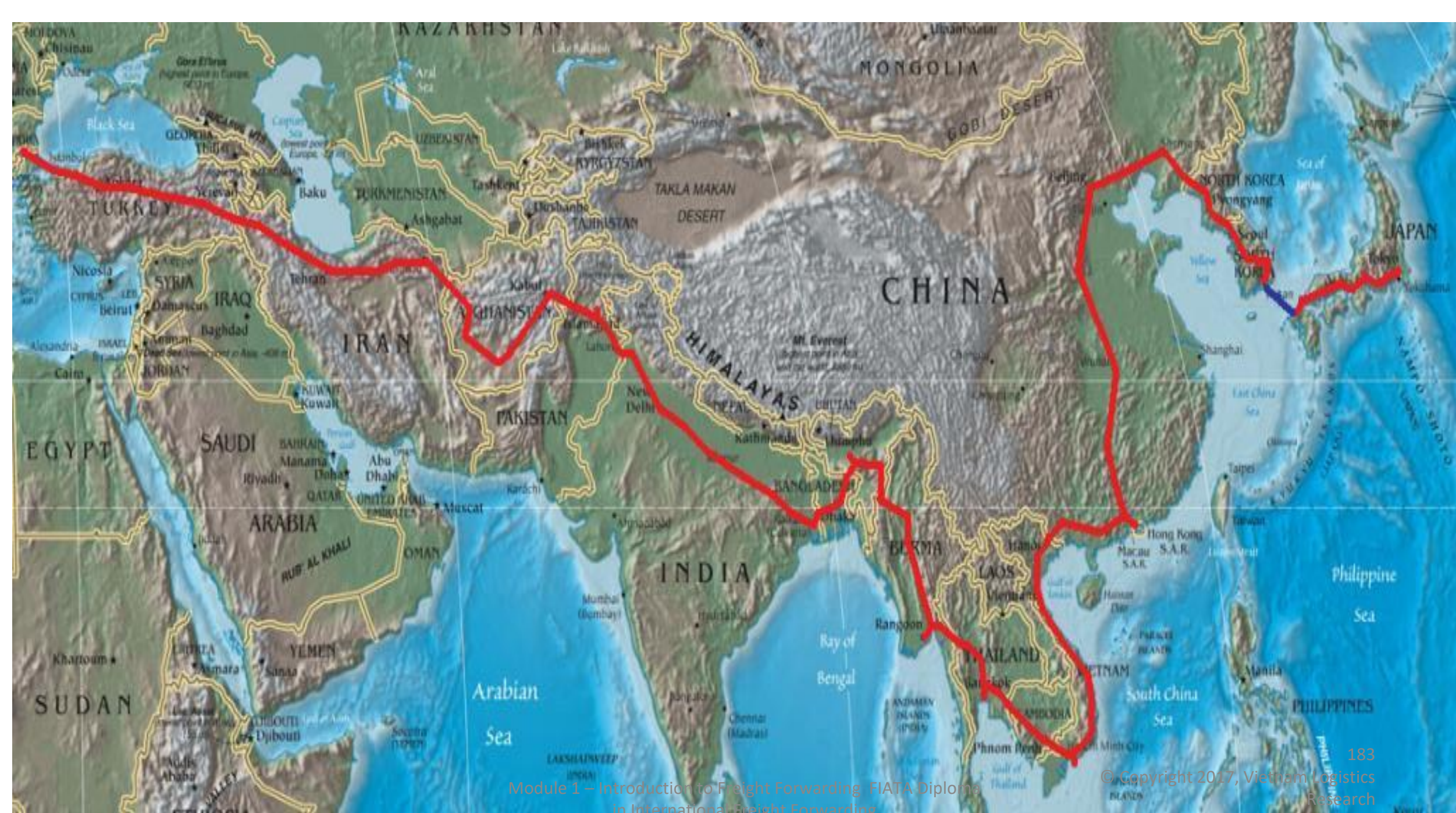
❖ Asian highway network

Asian Highway Design Standards

Primary Class	Access controlled highway, Design Speed of 60-120 km/hr, 4 lanes or more
Class I	Design speed of 50-100 km/hr, 4 lanes or more (divided)
Class II	Design speed of 40-80 km/hr, 2 lanes (wide:7m)
Class III	Design speed of 30-60 km/hr, 2 lanes (narrow: 6m), Surface Treatment (DBST) can be used for pavement

AH1 run through Vietnam





China One Belt, One Road



One Belt, One Road Initiative

- The Chinese government calls the initiative "a bid to enhance regional connectivity and embrace a brighter future". But some observers see it as a push for Chinese dominance in global affairs with a China-centered trading network.
- The project has a targeted completion date of 2049



Roundtable meeting of leaders at [Belt and Road Forum](#) in 2017

GREATER MEKONG SUBREGION (GMS)



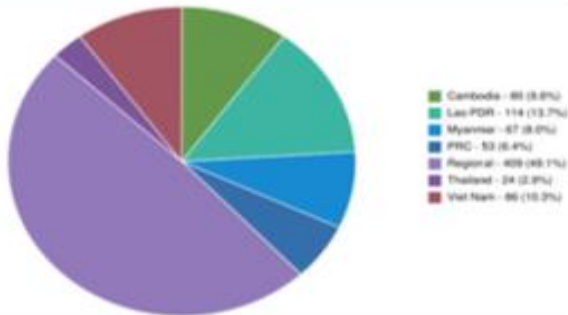
* The Greater Mekong Subregion is a natural economic area bound together by the Mekong River, covering 2.6 million square kilometers and a combined population of around 326 million.

* GMS countries are Cambodia, P.R. China (Yunnan Province and Guangxi Zhuang Autonomous Region), Lao PDR, Myanmar, Thailand and Vietnam.

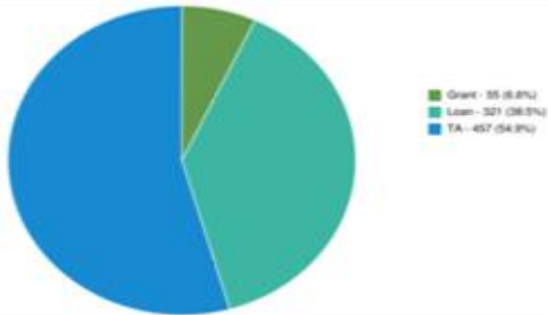
Dashboard

Portfolio At a Glance

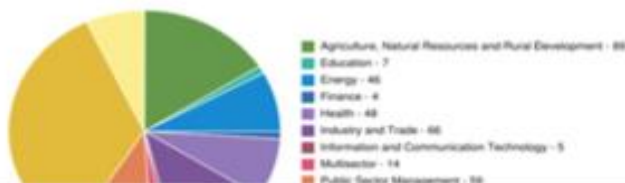
Number of Projects by Country



Number of Projects by Type



Number of Projects by Sector



Regional Indicators

\$27.7 billion
mobilized for GMS projects since 1992

12,000 km
of roads constructed, upgraded, or improved

660 km
of railways constructed, upgraded, or improved

2,600 km
of power transmission and distribution lines built/added

nearly **3,000 MW**
of electricity generated

Annual Tourist arrivals increased

10 M to 15.6 M
(1995)(2020)
Annual Trade between GMS countries increased

\$5 B to \$639 B
(1992) (2020)

CROSS BORDER TRANSPORT (CBT)

- **CBT definition:** *“which are activities, infrastructures and flows that insure the passage of passengers and freight across international borders”*
 - CBT in Europe
 - Schengen Agreement (19/06/1990)

[Schengen testimonies Cross-Border Transport.mp4](#)



CBT IN GMS

Cross Border Transport Agreement:

The Cross-Border Transport Agreement (CBTA) was originally a trilateral agreement between and among the governments of the Lao People's Republic, the Kingdom of Thailand, and the Socialist Republic of Viet Nam signed on November 26, 1999 at Vientiane. The Kingdom of Cambodia acceded to the CBTA in 2001, the People's Republic of China in 2002, and the Union of Myanmar in 2003

[Asean connect Episode Chiang Rai Gate to Greater Mekong Subregion.mp4](#)



AGREEMENT OBJECTIVES

The objectives of the Agreement are:

- (a) to facilitate the cross-border transport of goods and People between and among the Contracting Parties;
- (b) to simplify and harmonize legislation, regulations, procedures, and requirements relating to the cross-border transport of goods and People; and
- (c) to promote multimodal transport.



CBTA COVERAGE

The CBTA provides a practical approach to streamlining regulations and reducing nonphysical barriers. It covers the following areas:

- single-stop/single-window customs inspection
- cross-border movement of persons (i.e., visas for persons engaged in transport operations)
- transit traffic regimes, including exemptions from physical customs inspection, bond deposit, escort, and agriculture and veterinary inspection
- requirements that road vehicles will have to meet to be eligible for cross-border traffic
- exchange of commercial traffic rights (500 permits) and
- CTS Documents for Temporary Admission transit

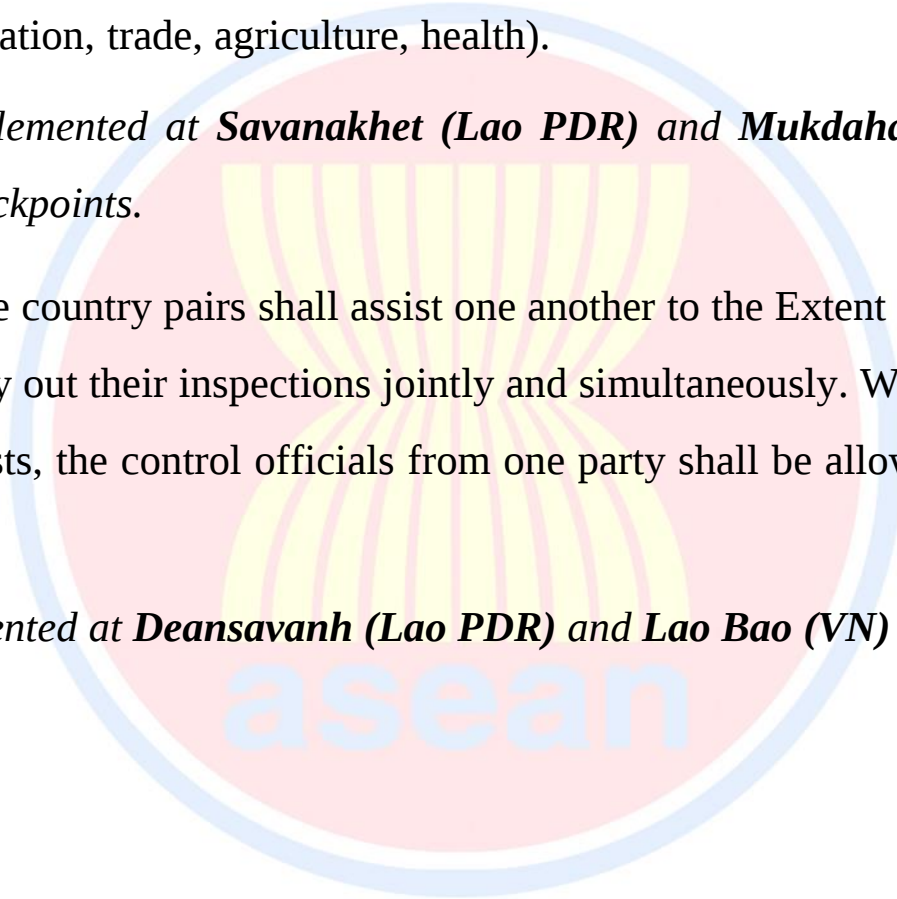
SINGLE-WINDOW and SINGLE-STOP INSPECTION

(a) **Single-window inspection:** The different inspections and controls of people passport/ visa, driving license, Vehicles (registration, roadworthiness, insurance), and goods (Customs, plant, veterinary) shall be carried out jointly and simultaneously by the respective Authorities involved (Customs, police, immigration, trade, agriculture, health).

- *Single-window inspection being implemented at **Savanakhet (Lao PDR)** and **Mukdahan (Thailand)** border checkpoints, and at **Hekou (China) – Lao Cai** border checkpoints.*

(b) **Single-stop inspection:** The officials of the country pairs shall assist one another to the Extent possible in the performance of their duties. The two adjacent national authorities will carry out their inspections jointly and simultaneously. Where the local configuration does not allow the installation of adjacent frontier control posts, the control officials from one party shall be allowed to perform their duties on the territory of the other Party.

- *Single stop inspection: being implemented at **Deansavanh (Lao PDR)** and **Lao Bao (VN)** border checkpoints.*



SUPPORTED FACILITATION



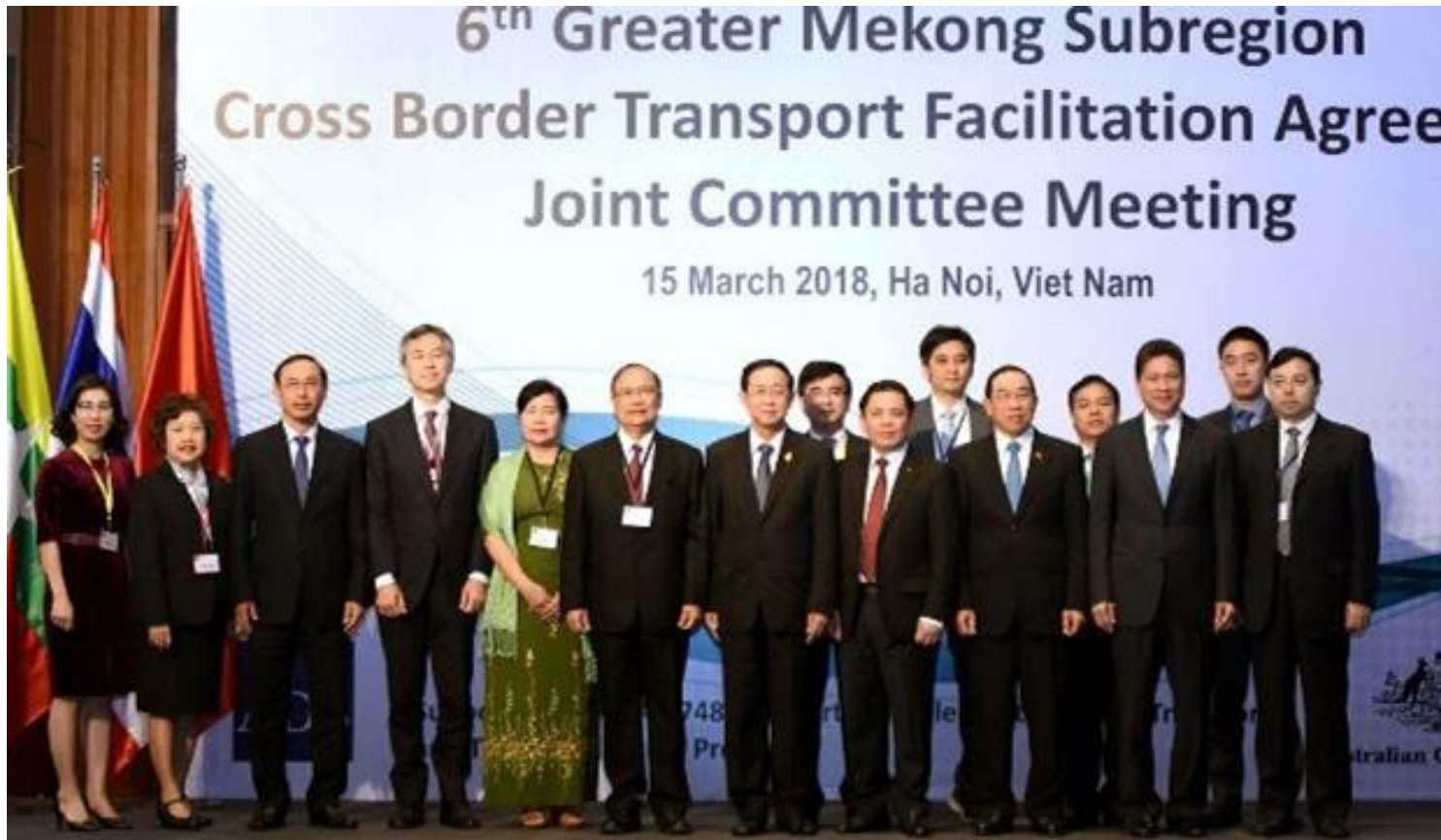
- ACTS (ASEAN Customs Transit System)
- AFAFGIT (ASEAN Framework Agreement on the Facilitation of Goods in Transit) – 1998
 - is a core instrument for the realization of these objectives and provides for nine high level Protocols that set out generic standards to be put into place for the implementation of an international transit system
- AFAFIST (ASEAN Framework Agreement on the Facilitation of Interstate Transport) – 2009

❖ Objective of these agreements:

- To facilitate transportation of goods in transit, to support the implementation of the ASEAN Free Trade Area, and to further integrate the region's economies;
- To simplify and harmonies transport and customs procedures for goods in transit and inter-state transport of goods
- To establish an effective, efficient, integrated and harmonized transit transport system in ASEAN.

Protocols under AFAFGIT

- The practical objective of the AFAFGIT is the creation of a regional environment in which a vehicle operating under the transit system can move goods by road from a point of departure in any ASEAN Member State (AMS) to a point of destination in any other Member State via any number of transit countries without intermediate unloading and with minimal procedures at borders.
- **Protocols Under AFAFGIT**
 - Protocol 1: Establishment of Transit Transport Routes and Facilities
 - Protocol 2: Establishment of Frontier Posts
 - Protocol 3: Types and Quantity of Road Vehicles
 - Protocol 4: Technical Requirements of Vehicles
 - Protocol 5: ASEAN Scheme of Motor Vehicle Insurance date of birth
 - Protocol 6: Railways Border and Interchange Stations
 - Protocol 7: Customs Transit Systems
 - Protocol 8: Sanitary and Phytosanitary Measures
 - Protocol 9: Dangerous Goods



“Early Harvest” Implementation of the CBTA

- The GMS Transport Ministers, as members of the joint committee responsible for managing the CBTA, agreed in 2016 to launch the Early Harvest implementation of the CBTA in 2018, and to complete the revision process by 2019.
- The CBTA Early Harvest is expected to operate from 1 August 2018 to 31 May 2019. Myanmar will join the Early Harvest and/or full implementation of the CBTA in 2020.
- The ‘Early Harvest’ is based on a Memorandum of Understanding (MOU) signed by the 6 GMS countries in the period to March 2018.
- The MOU allows each GMS country to issue up to 500 GMS Road Transport Permits and Temporary Admission Documents (TADs) for goods and passenger vehicles registered, owned and/or operated in that country

“Early Harvest” Implementation of the CBTA (Cont’d)

- Vehicles can travel on any of the routes and across any of the border crossings listed in CBTA Protocol 1.
 - For Lao PDR, movements in and out of the country will be limited initially to the Boten, Huayxay, Dansavanh and Savannakhet border crossings along national Routes 3, 9 and 13.
 - Myanmar will join the ‘Early Harvest’ in 2020
- Vehicles must carry with them the original Permit and TAD issued by the competent authorities in their Home country (i.e. the country the vehicle is registered in) and can remain in any other participating GMS country for up to 30 days on each journey.
- The TAD can be thought of as a vehicle ‘passport’ and must be stamped by the Customs department of each Host (i.e. the other GMS) country visited on entry and on exit, to ensure the 30-day time limit is observed.

Exchange of traffic rights among GMS countries

	Permit quota
Viet Nam - Cambodia	500
Viet Nam - China	500
Viet Nam - Lao PDR	No quota
Viet Nam - Lao PDR - Cambodia (trilateral)	150
Cambodia - Thailand	150
Cambodia - Lao	40
Thailand - Lao PDR	No quota
*Thailand - Myanmar	*100
GMS	500
<i>Myanmar - India / Bangladesh</i>	<i>Transshipment at the borders</i>

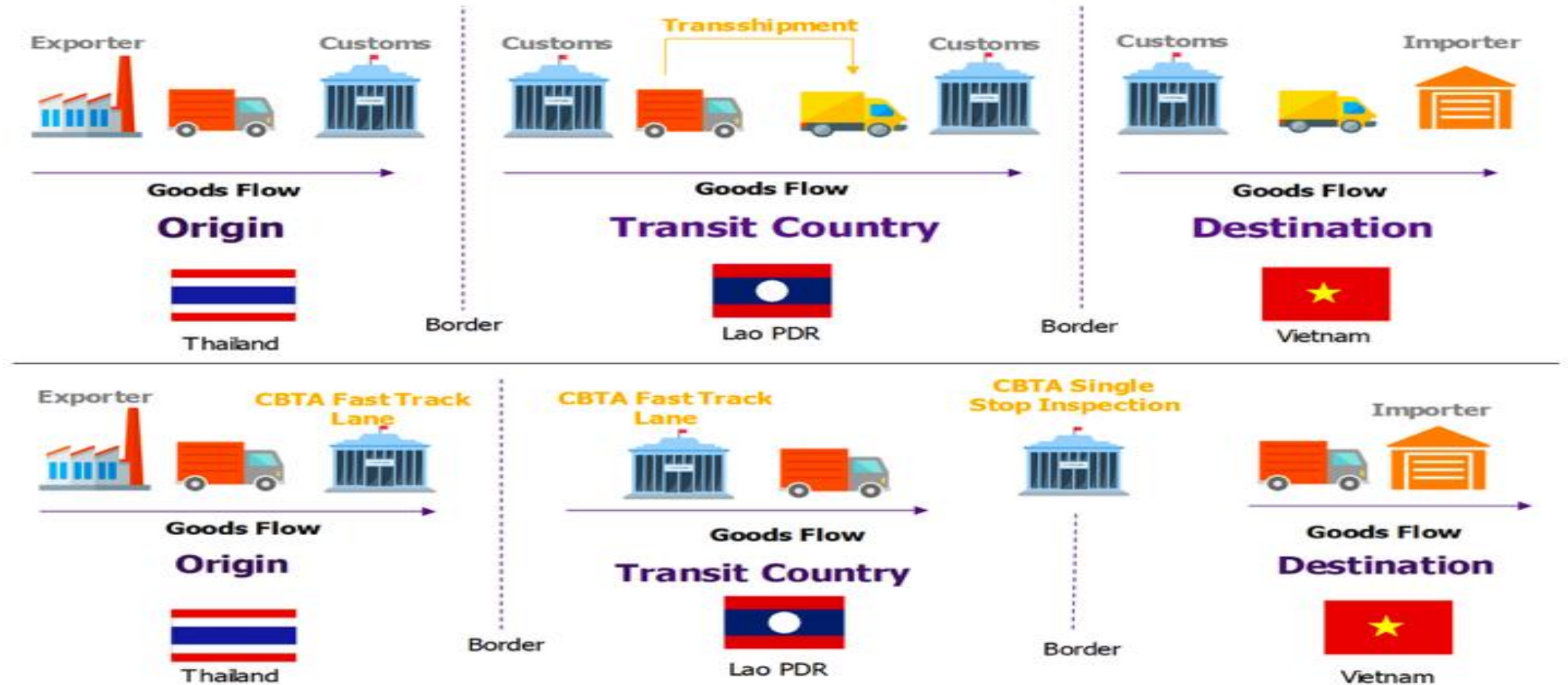
“Early Harvest” Implementation of the CBTA

- With "early harvest" implementation of the Cross-Border Transport Agreement ("CBTA") adopted in December 2016 by the GMS countries, GMS RTPs have been issued for 500 vehicles in Thailand.
- With 25 passenger vehicles included within this 500-vehicle allotment, 475 permits have been issued for cargo vehicles used by the logistics industry, and Nippon Express has obtained permits for 12 vehicles, the largest number of any Japanese company.



(Vehicles operating between Thailand and Cambodia)

Comparison between Cross-Border Transport with transshipment and GMS-CBTA



How can international transport operators obtain GMS Road Transport Permits and TADs?

- These authorities will keep a list of Permits and TADs issued. Each document has a unique reference number, providing GMS officials with a joint record of eligible vehicles.
- In order to obtain Permits and TADs, the vehicle operator must fulfil the conditions described in Articles 2, 3, 4, 5 and 6 of Annex 9 of the CBTA, i.e. the operator must be:
 - a) a licensed cross-border transport operator in the Home country in which the Permit/TAD is issued, at least 51% owned and directed by citizens of this country;
 - b) free from issuing country convictions or sanctions, with a clean legal record and no current and/or unresolved bankruptcy proceedings;
 - c) professionally competent to operate (i.e. with respect to legality, operational management, knowledge of road safety and technical issues relevant to the road transport business in the countries in which it plans to operate); and
 - d) financially solvent and insured for any operational and/or contractual liability.
- Permits and TADs will be issued free of charge in 2018. Charges thereafter will be set by the issuing authority(ies).

ความตกลงว่าด้วยการขนส่งข้ามพรมแดน
ในอนุภูมิภาคลุ่มแม่น้ำโขง

Greater Mekong Subregion
Cross-Border Transport Facilitation
Agreement



หนังสือสำหรับการนำเข้ายานพาหนะชั่วคราว
Motor Vehicle
Temporary Admission Document

รัฐบาลแห่งราชอาณาจักรไทย
Government of the Kingdom of Thailand
กรมศุลกากร
The Customs Department, Thailand

หมายเลขหนังสือสำหรับการนำเข้ายานพาหนะชั่วคราว TAD No. _____

หมายเลขใบอนุญาตขนส่งทางถนนภายใต้ความตกลงว่าด้วยการขนส่งข้ามพรมแดน
ในอนุภูมิภาคลุ่มแม่น้ำโขง GMS Road Transport Permit No. _____

หนังสือสำหรับการนำเข้ายานพาหนะชั่วคราว
Greater Mekong Subregion
Motor Vehicle
Temporary Admission Document (TAD)

ประเภทยานพาหนะ Type of Vehicle:

- ☐ รถขนส่งผู้โดยสาร Passenger Transport Vehicle
☐ รถขนส่งสินค้า Goods Transport Vehicle

หมายเลขทะเบียนและปีที่ผลิต
Vehicle Registration Number/Year of Production

หมายเลขทะเบียนรถกึ่งพ่วง (กรณีใช้กับรถลากจูง)

Semi-Trailer Registration Numbers (For Use With The Main Vehicle)

1. _____	2. _____	3. _____
4. _____	5. _____	6. _____

เครื่องหมายแสดงประเทศ Distinguishing Sign



รายละเอียดของยานพาหนะ

Particulars of the Vehicle

1. ข้อมูลทางเทคนิค Technical Data

ประเภทยานพาหนะ Vehicle Category _____

ยี่ห้อ Brand _____

รุ่น Model _____

สี Colour _____

พวงมาลัย Steering Wheel

☐

ซ้าย Left

☐

ขวา Right

หมายเลขเครื่องยนต์ Engine No. _____

หมายเลขตัวถัง Chassis No. _____

ขนาด Dimensions

กว้าง _____ มม., ยาว _____ มม., สูง _____ มม.

Width _____ mm Length _____ mm Height _____ mm

จำนวนที่นั่ง Number of Seats _____

น้ำหนักรวมสูงสุด Maximum Gross Weight _____

น้ำหนักสุทธิ Net Weight _____

ราคายานพาหนะ

(สกุลเงินท้องถิ่นขณะออกหนังสือสำหรับการนำเข้ายานพาหนะชั่วคราว)

Vehicle Value (in Local Currency at Time of TAD Issuance) _____

2. สิ่งของหรืออุปกรณ์เพิ่มเติม (ถ้ามี)*

Additional Articles and Equipment (if any)*

☐ ชิ้นส่วนอะไหล่ Spare Parts

☐ อุปกรณ์เพื่อการบำรุงรักษา Maintenance Supplies

☐ อื่นๆ Others

• ในปริมาณที่เหมาะสม โปรดกาเครื่องหมาย

In reasonable quantities. Please tick.

3. ข้อมูลเพิ่มเติม Additional Data

ชื่อบริษัท/เจ้าของยานพาหนะ

Name of Company/Vehicle Owner _____

โทรศัพท์มือถือ Mobile Phone _____

ที่อยู่ Address: _____

ถนน Street _____

เมือง City _____

เขต (อำเภอ) County (District) _____

จังหวัด Province _____

Record
page

บันทึก
RECORD

ขาเข้า (วันที่ ผ่านขาเข้า)
Arrival (date, point of entry)

ขาออก (วันที่ ผ่านขาออก)
Departure (date, point of exit)



National Transport Facilitation Committee, Viet Nam

GMS Road Transport Permit¹

This document is issued in accordance with Protocol 3 and Article 23 of the Agreement between and among the Governments of the Kingdom of Cambodia, the People's Republic of China, the Lao People's Democratic Republic, the Union of Myanmar, the Kingdom of Thailand, and the Socialist Republic of Viet Nam for the Facilitation of Cross-Border Transport of Goods and People.

Permit No.

Country code	Permit number	Barcode

Type of Permit/Transport Operation:² ☐ Scheduled passenger ☐ Non-scheduled passenger ☐ Cargo

1. Issuing Authority:

- 11 Name: Directorate for Roads of Viet Nam
12 Address: D20 Ton That Thuyet Street, Cau Giay District, Ha Noi, Viet Nam
13 Contact Data:³ Tel: +84 24 38571647 • Fax: +84 24 38571440 • Email: khcn@drv.vn.gov.v

2. Beneficiary of the Permit:⁴

- 21 Name: _____
22 Address: _____
23 Contact Data: _____
24 Road Transport Operator's National License Number:⁵ _____

3. Particulars for Scheduled Passenger Transport Operations Only:

- 31 Itinerary: _____
32 Frequency of operations for the beneficiary: _____
33 Maximum Capacity (number of seats/persons): _____
34 Other Restrictions:⁶ _____

4. Period of Validity:⁷ from _____ until _____

5. Allocated Vehicle Registration Number:⁸

Prime mover/Truck/Bus		Semi-trailer	
1		5	
2		6	
3		7	
4		8	

Place and Date of Issuance: _____ Authentication (Seal/Stamp, Signature): _____

¹ Warning: Counterfeiting is a criminal offence. This permit entitles its holder to perform cross-border road transport operations in the GMS region, subject to compliance with national laws of the Host Country, and the other conditions of the Agreement. The transport operator shall keep the original of this permit on board the vehicle at all times during cross-border transport operations for inspection and control purposes by authorities. This permit shall be valid only for the vehicle of which the registration number is entered on the permit form. Except for scheduled passenger transport operations, the itineraries are restricted to the exit/entry point, routes, and corridors defined in Protocol 1 to the Agreement.

² Please tick the type of transport operation.

³ Contact data may include: telephone number, fax number, email address, etc.

⁴ This permit is nominative and non-negotiable and non-transferable.

⁵ The validity of this permit shall be subject to the validity of the holder's transport operator license.

⁶ Other restrictions on this type of transport operations flowing from the arrangements on terms and conditions by the Country whose territory is traversed as per Article 5(b) of Protocol 3 to the Agreement.

⁷ Provided the permit was used before the expiry of its validity date by entering the territory of another GMS country than that of its holder transport operator, it shall remain valid until the completion of the transport operation by the return of the vehicle to its Home Country. A cross-border transport operation shall be completed by the exit of the vehicle from the Host Country territory within a period of 30 days from the date of entry in the Host Country territory. If the transport operator is unable to timely leave the Host Country territory, he/she shall inform the Host Country Competent Authority and may be required to file a request for extension.

⁸ Type of vehicle should be entered. Only the number(s) entered in the last box per row(s). If the form has become full within its validity period, the issuing authority shall upon a simple request from its holder forthwith replace the original form.

GMS ECONOMIC CORRIDORS



Major Routes Connecting GMS Countries

GMS Economic Corridors	Connecting Countries	Total Length
East-West Economic Corridor	Myanmar–Thailand–Laos– Vietnam	1,320 km
North-South Economic Corridor	Thailand–Laos–China (Kunming)	2,000 km
Southern Economic Corridor	Thailand– Cambodia–Vietnam	1,030 km

Source: Asian Development Bank

THE NORTH-SOUTH ECONOMIC CORRIDOR (NSEC)

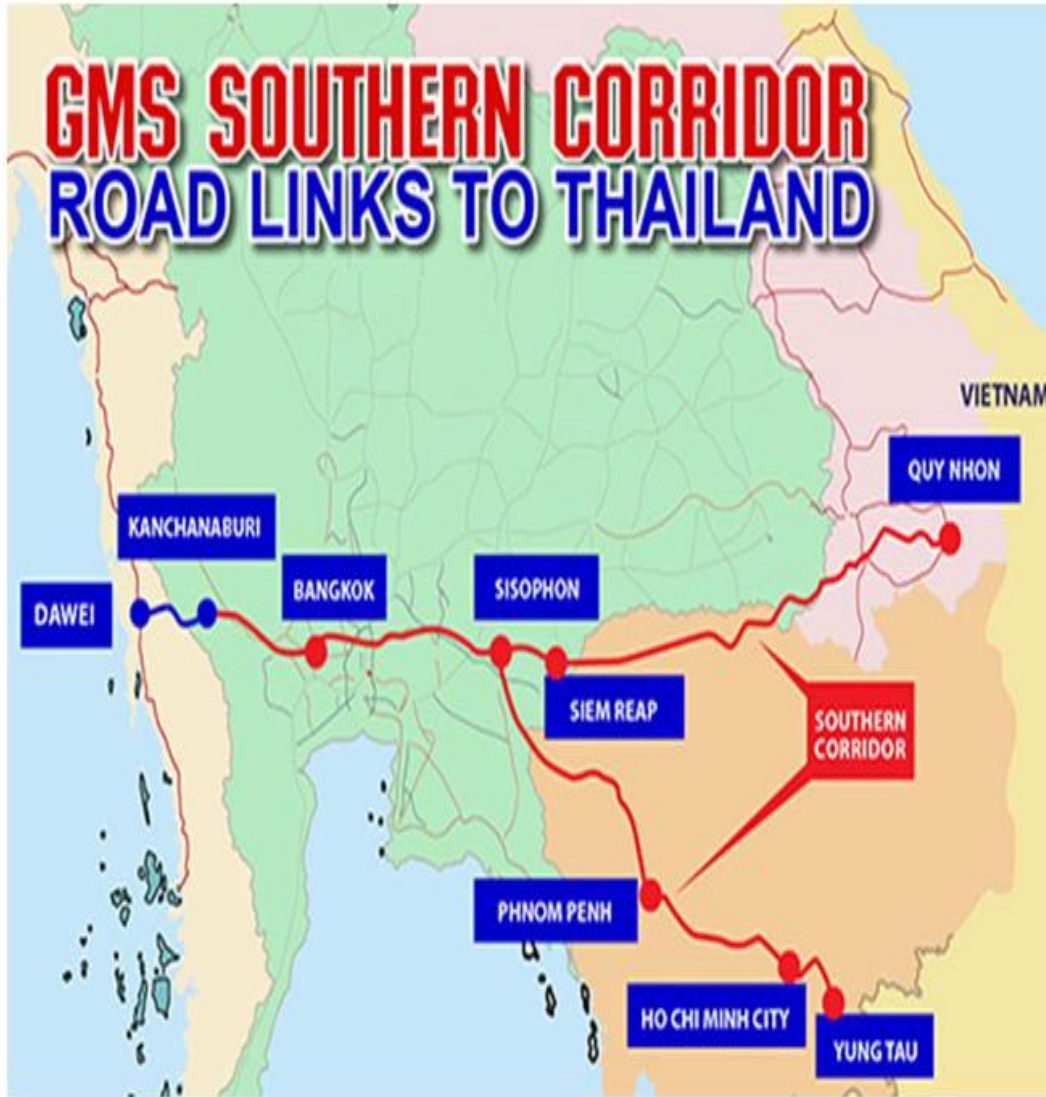


The North-South Economic Corridor (NSEC):

- The Western Subcorridor: Kunming (PRC) – Chiang Rai (Thailand) – Bangkok (Thailand) via LAO PDR or Myanmar
- The Central Subcorridor: Kunming (PRC) – Ha Noi (Viet Nam) – Hai Phong (Viet Nam) which connects to the existing Highway No. 1 running from the northern to the southern part of Viet Nam
- The Eastern Subcorridor: Nanning (PRC) – Ha Noi (Viet Nam) via the Youyi Pass or Fangchenggang (PRC) – Dongxing (PRC) – Mong Cai (Viet Nam) route.

The NSEC will play a critical role in providing Yunnan Province and northern Lao PDR access to important sea ports. Potential market coverage is extensive, given the existing road network from Singapore via Malaysia to Chiang Rai, and from Kunming to Beijing.

THE SOUTHERN ECONOMIC CORRIDOR

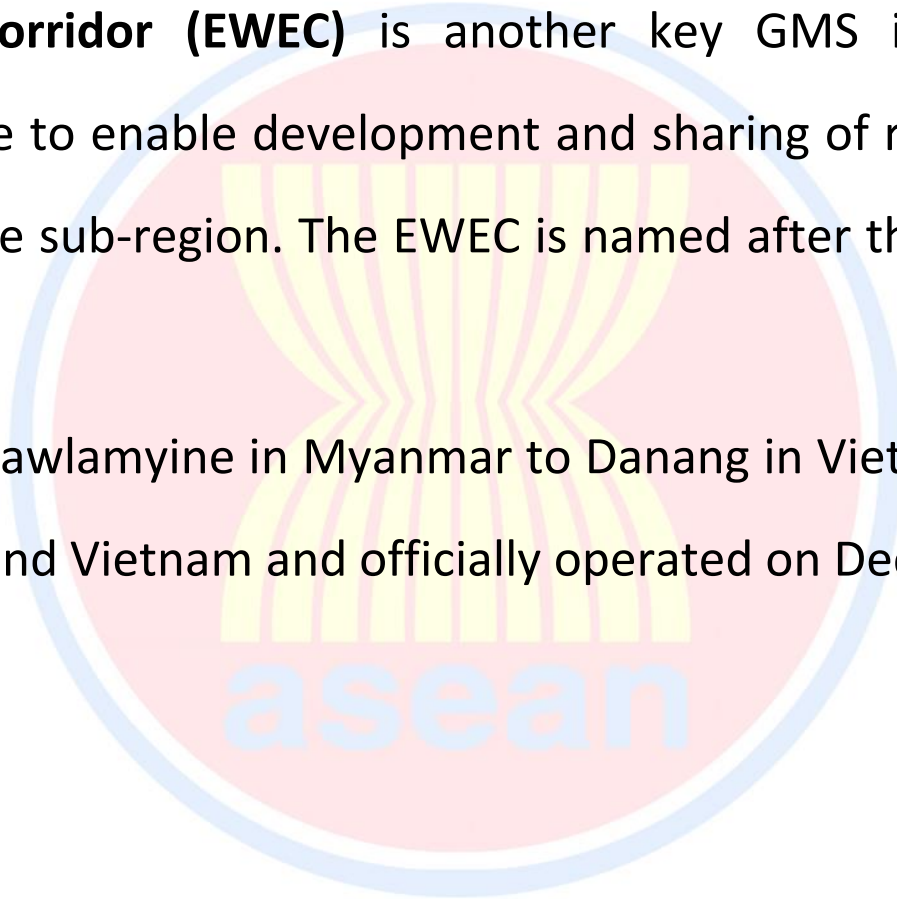


The Southern Economic Corridor (SEC) comprises the following sub-corridors and inter-corridor link connecting major towns and cities in the southern part of GMS:

- The Central Sub-corridor: Bangkok-Phnom Penh-Ho Chi Minh City-Vung Tau;
- The Northern Sub-corridor: Bangkok-Siem Reap-Stung Treng-Rattanakiri-O Yadov-Pleiku-Quay Nhon;
- The Southern Coastal Sub-corridor: Bangkok-Trat-Koh Kong-Kampot-Ha Tien-Ca Mau City-Nam Can; and
- The Intercorridor Link: Sihanoukville-Phnom Penh-Kratie-Stung Treng-Dong Kralor (Tra Pang Kriel)-Pakse-Savannakhet, which links the three SEC subcorridors with the East-West Economic Corridor.

THE EAST WEST ECONOMIC CORRIDOR

- ❑ **The East West Economic Corridor (EWEC)** is another key GMS initiative in 1998, aimed at enhancement of infrastructure to enable development and sharing of resources, promoting the flow of goods and people within the sub-region. The EWEC is named after the physical linkage connecting four GMS nations.
- ❑ The corridor stretches from Mawlamyine in Myanmar to Danang in Vietnam, through several cities in Myanmar, Thailand, Lao PDR and Vietnam and officially operated on December, 12, 2006.



East-West Economic Corridor (EWEC)



Length: 1,450 km
Through 4 countries

GREATER MEKONG SUBREGION EAST-WEST ECONOMIC CORRIDOR



Thai-Myanmar border gate



The bridge connected Northeast Thailand and Southern Laos



Lao Bao border gate



Hai Van tunnel

The extended GMS EWEC Route



On 21 February 2013, Lao PDR, Thailand, and Viet Nam signed a memorandum of understanding to expand the operational route of the Greater Mekong Subregion (GMS) East West Economic Corridor (EWEC) to GMS capitals (Bangkok, Vientiane, Hanoi) and deep-sea ports (Laem Chabang and Hai Phong)

EXPECTATION V.S. LIMITATION FROM GMS ECONOMIC CORRIDORS

❖ Expectations:

- Enhancing economical cooperation among nations along corridors. Open up to trade, investment and economic development opportunities
- Reducing transportation cost in order to make efficient in goods and passengers transport.
- Reducing poverty along corridors by gaining access to markets, jobs, and social services.

❖ Limitations:

- Incomplete cross border and infrastructure: the feeder road network connecting the production and trade hubs is not yet fully developed. Transport in these areas have to rely on small and low capacity trucks due to underdeveloped road infrastructure.
- Limitation in goods trading along corridors which leading to low transport demand.
- Customs procedures

Challenges

- ❖ Unbalance transportation leads to high transportation cost
- ❖ High gateway costs:
 - Im-export: US\$350-US\$450/container (customs, lift on – off, parking...)
 - Transit: US\$600-US\$700/container
- ❖ Seems monopolized by few of companies or agents and still not open market of border services. Infrastructures at the border is limited such as narrow entrance gate, long waiting car, not enough warehouses and yards...
- ❖ Insurance service is still not implemented for transshipment. Trucking companies have to bare all risks.
- ❖ Lack of harmonized standards on weights and dimensions for road freight vehicles



Repairing the EWEC

The main road to Yangon

Seamless connectivity ??



	Maximum Width, mm	Maximum Height, mm	Maximum Length, mm		Maximum Gross Weight, ton		Maximum Axle Load, ton	
			Rigid truck	Articulated Vehicle/Road Train	Rigid Vehicle, ton	Articulated Vehicle/Road Train, ton	Group Axles, ton	Single Axle Load, ton
Viet Nam	2,500.0	4,200.0	..	20,000.0	34.0	45.0	24.00i	10.0
Lao PDR	2,500.0	4,500.0	12,200.0	19,000.0	27.2	49.6	20.4	9.1
Thailand	2,550ii	4,000.0	12,000.0	16,000.0	30.0	50.5	25.50i	11.0
Myanmar	2,500.0	4,600viii	12,200.0	..	21.0	38.0	..	10.0

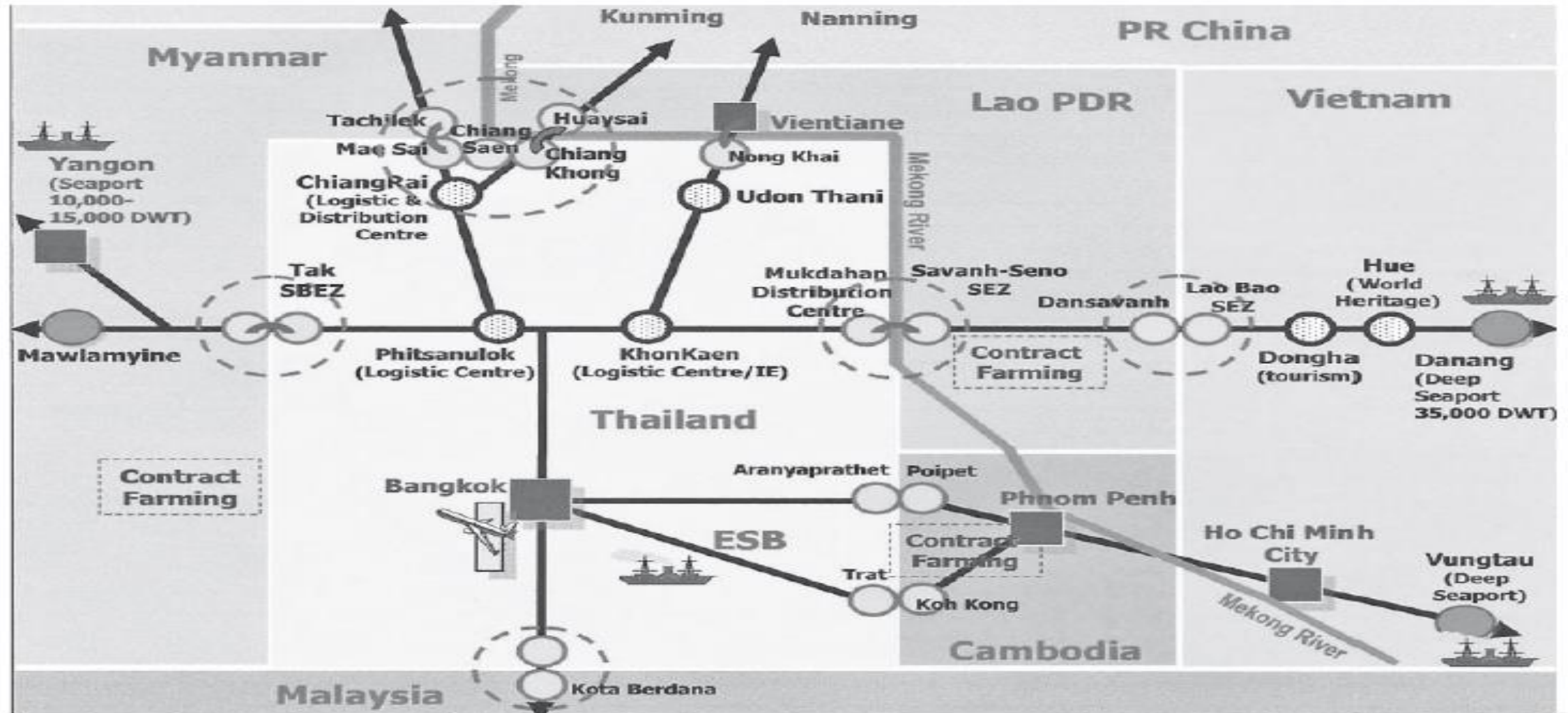
Lack of harmonized standards on weights and dimensions for road freight vehicles

	Maximum Width, mm	Maximum Height, mm	Maximum Length, mm		Maximum Gross Weight, ton		Maximum Axle Load, ton	
			Rigid truck	Articulated Vehicle/Road Train	Rigid truck	Articulated Vehicle/Road Train	Group Axles	Single Axle
China ¹	2,550	4,000	12,000	20,000	31.00	49.00	24.00 ⁱ	11.50 ⁱⁱⁱ
Viet Nam ²	2,500	4,200	..	20,000	34.00	45.00	24.00 ⁱ	10.00
Cambodia ³	2,600	4,100	9,100	16,700	30.00	40.00	24.00 ⁱ	10.00
Thailand ⁴	2,550 ⁱⁱ	4,000	12,000	16,000	30.00	50.50	25.50 ⁱ	11.00
Malaysia ⁵	..	..	..	25,000	27.00	51.00	21.00	12.00
Singapore ⁶	2,600	4,500	..	..	..	..	..	..





FOSTER THE DEVELOPMENT OF ECONOMIC ALONG CORRIDORS



Commodities for cross border transporting

1. **Electronics:** Samsung Electronic, LG Electronics & Subsidiaries's suppliers, Foxconn, Canon, Foster & Subsidiaries 's supplier
2. **Textiles and garments:** Lear/ Adidas/ Nike/ Levis.
3. **Automobile:** GMV, Honda, Toyota, Yamaha, TMT
4. **Agriculture commodities:** fruits; sea foods...



Agreement on road transport between the Government of the Socialist Republic of Vietnam and the Royal Government of Cambodia

- ❖ Application range
- ❖ Forms of operation
- ❖ Responsibility of vehicles owners
- ❖ Rules on means of transport
- ❖ Accompanying documents.
- ❖ Conditions of drivers and vehicles Files and procedures for international transport licenses.



Vietnam – Cambodia borders



Bilateral agreement on Goods in Transit signed in 2013

Bilateral Agreement on Road Transport signed in 1998, Protocol to implement the Agreement signed in 2005

Ministry of Transport issued the Circular No. 39/2015/TT-BGTVT dated 31/7/2015 guiding the implementation of the Bilateral Road Agreement and its Protocol

- 1) Oyadav (Andong Pich, Ratanakiri) - Lệ Thanh (Gia Lai)
- 2) Dak Dam (Mundulkiri) - Bu Prang (Đắk Nông)
- 3) Trapeang Sre (Snoul, Kratie) - Hoa Lư (Bình Phước)
- 4) Trapeang Phlong (Kampong Cham) - Xa Mát (Tây Ninh)
- 5) Bavet (Svay Rieng) - Mộc Bài (Tây Ninh)
- 6) Phnom Den (Takeo) - Tịnh Biên (An Giang)
- 7) Prek Chak (Lork, Kam Pot) - Hà Tiên (Kiên Giang)
- 8) Dinh Bà (Tân Hồng, Đồng Tháp) / Banteay Chakrei (Prey Veng)
- 9) Thường Phước (Đồng Tháp) - Koh Roka (Prey Veng)
- 10) Bình Hiệp (Mộc Hóa, Long An) / Prey Vohr (Svay Rieng)
- 11) Vĩnh Xương (An Giang) – Kaam Samnor (Kandal) (inland waterway)



Commercial vehicles can perform cross-border transport through 7 border-crossing pairs: Xa Mát, Mộc Bài, Tịnh Biên, Hà Tiên, Lệ Thanh, Hoa Lư, Bu Prang.

CBT ACTIVITIES IN VIETNAM – CAMBODIA



- **Alternative route ex PNP i/o Sin/Sihanoukville**
 - Barge, with dedicated barging services connecting HCM (Cat Lai), Baria- Vung Tau (Cai Mep), including consolidation;
 - Land trucking, 7 border gateways, main route is HCM-Moc Bai | Ba Vet-Phnompenh
- **Border trade** is operated by private enterprises as well as passenger buses about unofficially import-export
- Trucking company or LSP is operated the officially import-export and cargo in transit
- Common practice for FTL model: trans-loading, **truck-change** at the border at ICDs in Bavet area;
- Consolidation HCM to PNH: LCL by barge, consolidation of LTL mainly as buyer's consolidation from Catlai and ICD Long Binh;
- **No real LTL consolidation CFS-CFS via overland;**

CBT Permit (Vietnam – Cambodia)



STDPT-XNC-XNB

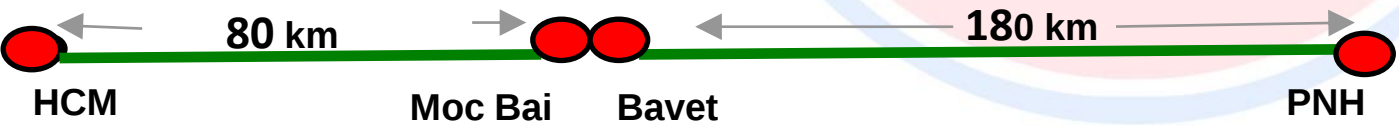
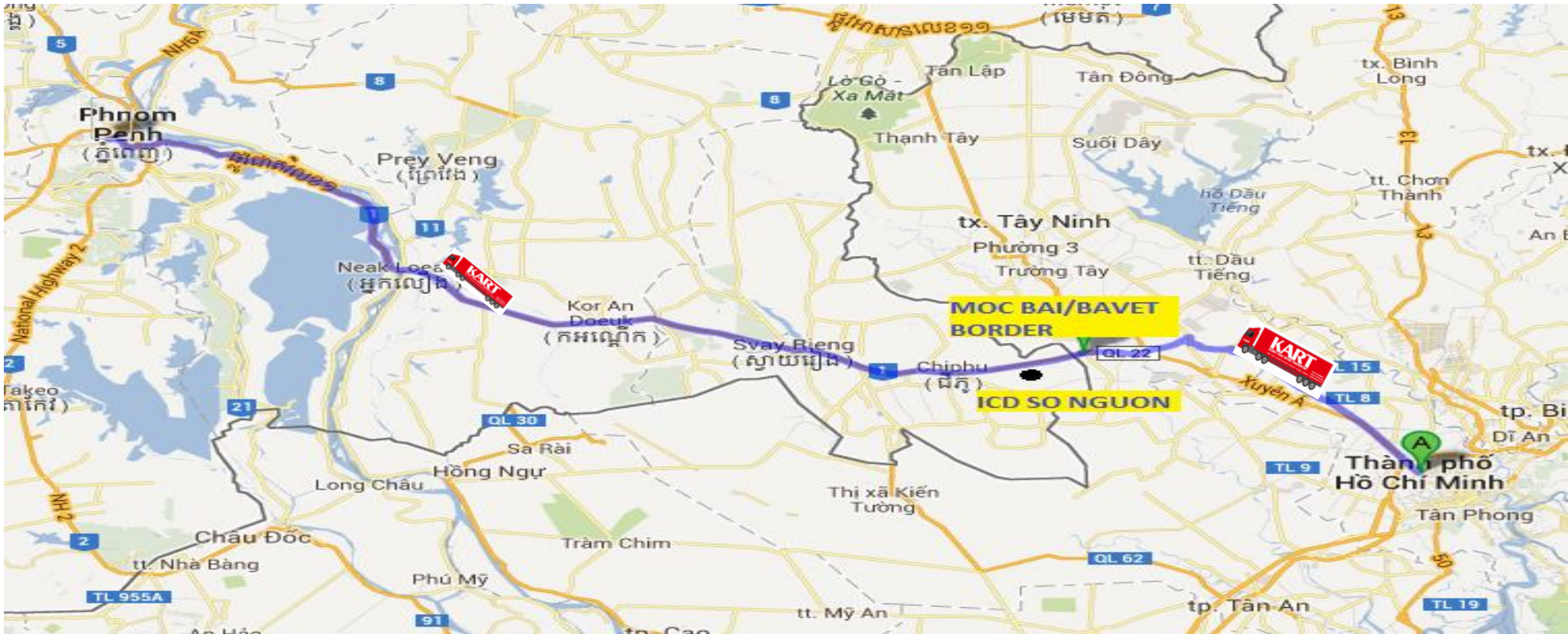
**SỞ THEO DÕI GIÁM SÁT PHƯƠNG TIỆN
XUẤT NHẬP CẢNH, PHƯƠNG TIỆN XUẤT BIÊN, NHẬP BIÊN**

SỐ TT	Họ tên người Đ/K phương tiện	Địa chỉ thường trú	Số CMT hoặc Hộ chiếu, Giấy phép của người đăng ký P/T	Loại Phương tiện (Xe, tàu thuyền XC, NC / XB, NB)	Biển số của Phương tiện	Ngày giờ nhập cảnh, nhập biên	Ngày giờ xuất cảnh, xuất biên	Số hiệu container hoặc số tờ khai của lô hàng	Ghi chú
1	Lưu Quang Thạch	Tiểu Vĩnh	334047197	Xe ba gác	6021 5273				

CQHQS XUẤT CQHQS NHẬP CQHQS NHẬP

LAI XE CQHQS ĐĂNG KÝ VU HON

CBT VIETNAM TO CAMBODIA: MOC BAI



Total Distance	260 KM
Total Driving Time	05 Hours

AGREEMENTS AND CONVENTIONS FOR THE INTERNATIONAL CARRIAGE OF GOODS (MERCHANDISE) BY ROAD

Agreement on road transport between the Government of the Socialist Republic of Vietnam and the Government of the Democratic People's Republic of Laos.

- ❖ Scope of Application
- ❖ Conditions of automobiles
- ❖ Waybill and accompanying documents
- ❖ Conditions of border transit



BORDER GATES BETWEEN VIETNAM - LAO

NO.	VIET NAM	LAO
1	Tây Trang (Điện Biên)	Sop Hun
2	Na Mèo (Thanh Hóa)	Nam Xôi
3	Nậm Cắn (Nghệ An)	Nam Khan
4	Cầu Treo (Hà Tĩnh)	Nam Phao
5	Cha Lo (Quảng Bình)	Na Phao
6	Lao Bảo (Quảng Bình)	Daen Savanh
7	Pờ Y (Kon Tum)	Phou Keua

CROSS BORDER VN- LAOS

Cross Border – Laos service

❖ Inland transport:

- Vietnam ⇔ Laos
- Third country ⇔ Laos
⇔ Vietnam

❖ Receipt/Delivery place in Laos:

- North Laos: Luang Prabang, Vientiane, Bolikhamxay (**Border: Cau Treo, Cha Lo**)
- Central Laos: Khammouane, Savannakhet (**Border: Lao Bao**)
- South Laos: Salavan, Champasak, Attapeu (**Border: Bo Y, La Lay**)



Cross Border – Laos - Documentation

Thông tin phê duyệt khai báo vận chuyển

1 / 5

Cơ báo yêu cầu xác nhận/nhiệm phong - Cơ quan Hải quan CAUTREOHT

Số tờ khai vận chuyển 500009955731 Cờ báo nhập khẩu/xuất khẩu C Ngày lập tờ khai 08/06/2015

Người khai H5227 - NGUOI DAI DIEN

Địa chỉ TẦNG 2, 421 TRẦN HUNG ĐẠO

Nhà vận chuyển 0400459020- Công Ty Cổ Phần Asiatrans Vietnam

Địa chỉ 421 Trần Hưng Đạo, P. An Hải Tây, Q. Sơn Trà, TP. Đà Nẵng

Số hợp đồng vận chuyển / giấy tờ tương đương 147-15/HD

Ngày hợp đồng vận chuyển / giấy tờ 01/06/2015 Ngày hết hạn hợp đồng vận chuyển / giấy tờ 31/12/2015

Phương tiện vận chuyển 31 - TRUCK

Mục đích vận chuyển CTR - Hàng quá cảnh

Loại hình vận tải KS - Vận chuyển hàng hóa với thủ tục đơn giản

Địa điểm xếp hàng

Mã	(Khu vực chịu sự giám sát Hải quan)	30BBGBB	(Vị trí xếp hàng)	(Cảng / cửa khẩu / ga xếp hàng)	VNCAO
Tên	CCHQCK CAU TREO HT	Đi (dự kiến)	08/06/2015		

Địa điểm trung chuyển cho vận chuyển (Khai báo gộp)

Đến (dự kiến)	Đi (dự kiến)
1 - / /	/ /
2 - / /	/ /
3 - / /	/ /

Địa điểm dỡ hàng

Mã	(Khu vực chịu sự giám sát Hải quan)	03EES01	(Nơi chất hàng)	(Cảng / cửa khẩu / ga dỡ hàng)	VNDVU
Tên	CANG DINH VU	Đến (dự kiến)	13/06/2015		

Tuyến đường CAU TREO - QL8-QL1-QL10-QL5-DINH VU

Loại bảo lãnh Số tiền bảo lãnh VND

Số lượng cột trong tờ khai 1 Số lượng container 11-06-2015

Ghi chú 1

Route:

- **Vientiane**
- **CAUTREO BORDER**
- **Hai Phong port**
- **Inchon port, Korea**

#056

ASIATRANS VIETNAM
Shipping Agency- Forwarding-Logistic

421 Trần Hưng Đạo
Tel : (84) 511 388 1
Fax : (84) 511 388 2
Email : vietnam@asiatrans.vn
Website : http://www.asiatrans.vn

GIẤY KIỂM TRA TÌNH TRẠNG CONTAINER
CONTAINER CHECKLIST

SỐ BOOKING: DDDU SIN ASOAA7	HÀNG TÀU: PFL
SỐ CONTAINER: 40'HC	LOẠI: Type
NGÀY NHẬN CONTAINER RỎNG: 01/07	NGÀY DỰ KIẾN ĐÓNG HÀNG: 03/07
KHO BÃI: Tien Son	SỐ XE: NHÀ XE: ASV
Terminal	Truck No. Vendor

I. Kiểm tra tình trạng bên trong container / Make sure you have checked inside container :

- Bên trong container phải sạch sẽ, khô ráo, không có vết dầu rõ ràng.
The inside of container must be clean and dry. No oil marks. ☒
- Mặt sàn phẳng, cứng cáp.
The floor surface must be smooth, strong. ☒
- Các vách container không bị móp vào trong quá 4cm.
The walls of container does not be sunken over 4cm. ☒
- Không có vết rách, thủng hoặc miếng vá phía trên, dưới và các vách container.
No tears, holes or the mends at all sides of container. ☒
- Không có mùi hôi bên trong container.
No bad smell. ☒

II. Kiểm tra tình trạng bên ngoài container/ Make sure you have checked outside container :

- Đúng loại container yêu cầu, số container rõ ràng.
Correct container type. Clear container numb. ☒
- Các cửa container đóng / mở / khóa dễ dàng. Gioăng cửa kín, không bị rách.
Rear doors easily close/open/lock. Door gasket is tight. ☒
- Bề mặt bên ngoài không bị hoen rỉ có khả năng gây thấm nước.
Outside surfaces were not rusted which can cause wet inside. ☒

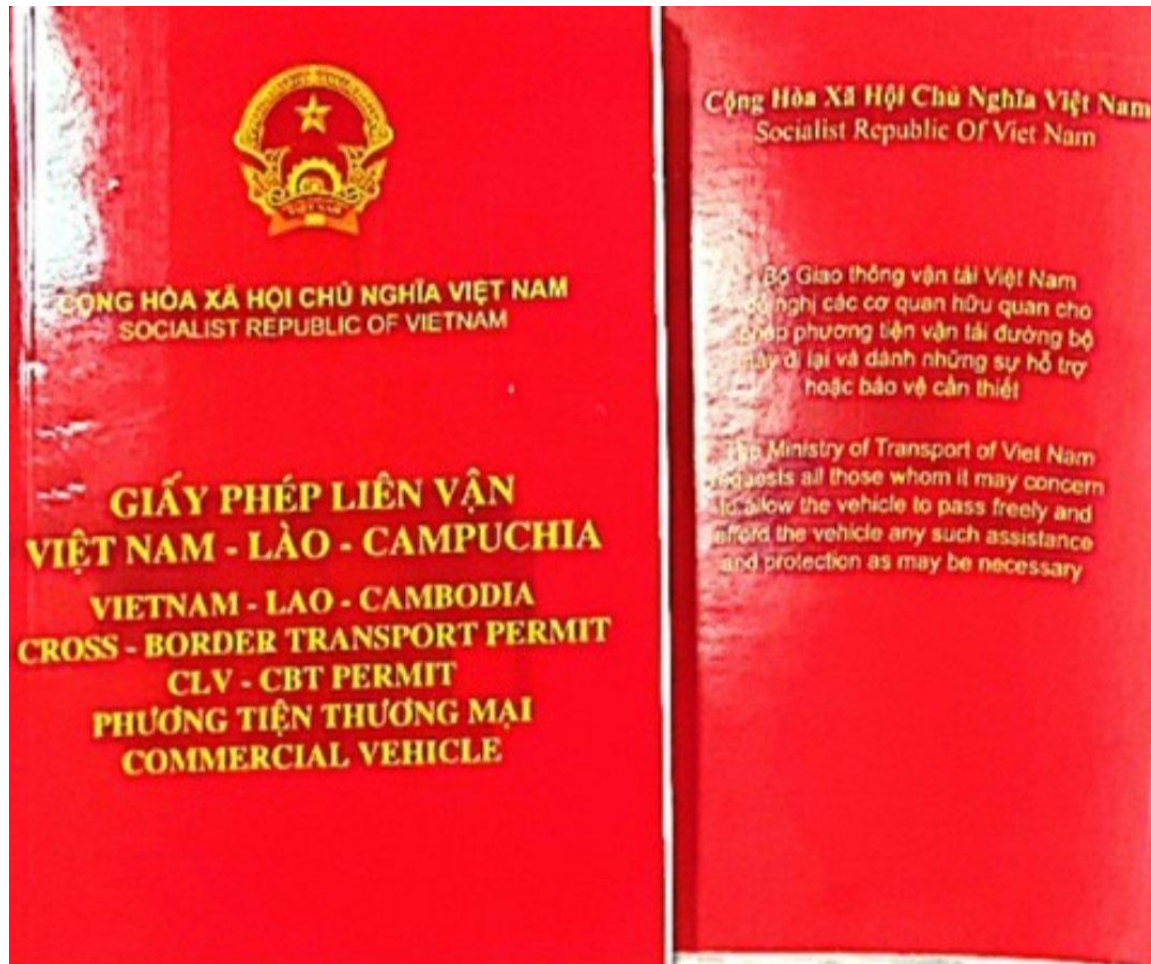
Ghi chú : ☒

Nhân viên kiểm tra

CBT Permit (Vietnam – Laos)

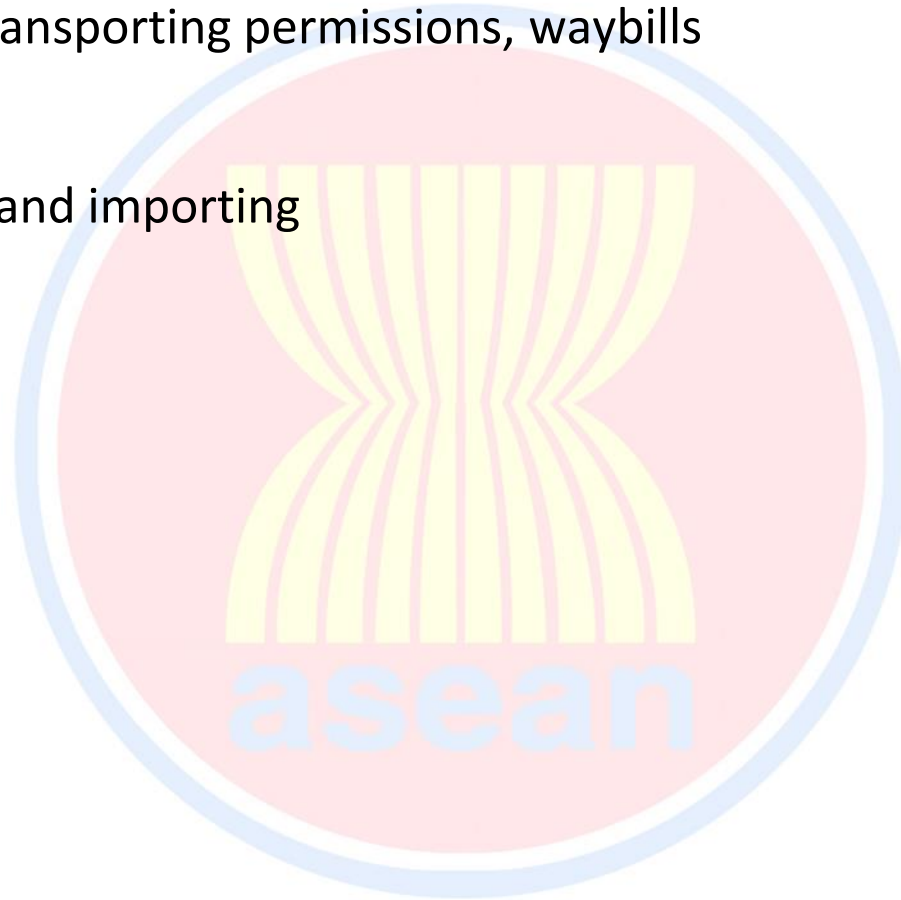


CBT Permit (C – L – V)



Agreement on road transport between the Government of the Socialist Republic of Vietnam and the Government of the People's Republic of China.

- ❖ Transport modes.
- ❖ Necessary documents: transporting permissions, waybills
- ❖ Conditions of payments
- ❖ Procedures of exporting and importing



BORDER GATES BETWEEN VIETNAM - CHINA

NO.	VIET NAM	CHINA
1	Mong Cai (Quang Ninh)	Đông Hưng (Guangxi)
2	Huu Nghi (Lang Son)	Hữu Nghị Quan (Guangxi)
3	Tra Linh (Cao Bang)	Long Bang (Guangxi)
4	Tà Lùng (Cao Bang)	Thủy Khẩu (Guangxi)
5	Ma Lù Thàng (Lai Chau)	Kim Thủy Hà (Yunnan)
6	Thanh Thuy (Ha Giang)	Thiên Bảo (Yunnan)
7	Lao Cai (Lao Cai)	Hà Khẩu (Yunnan)



ASEAN Economic Impact of the COVID-19

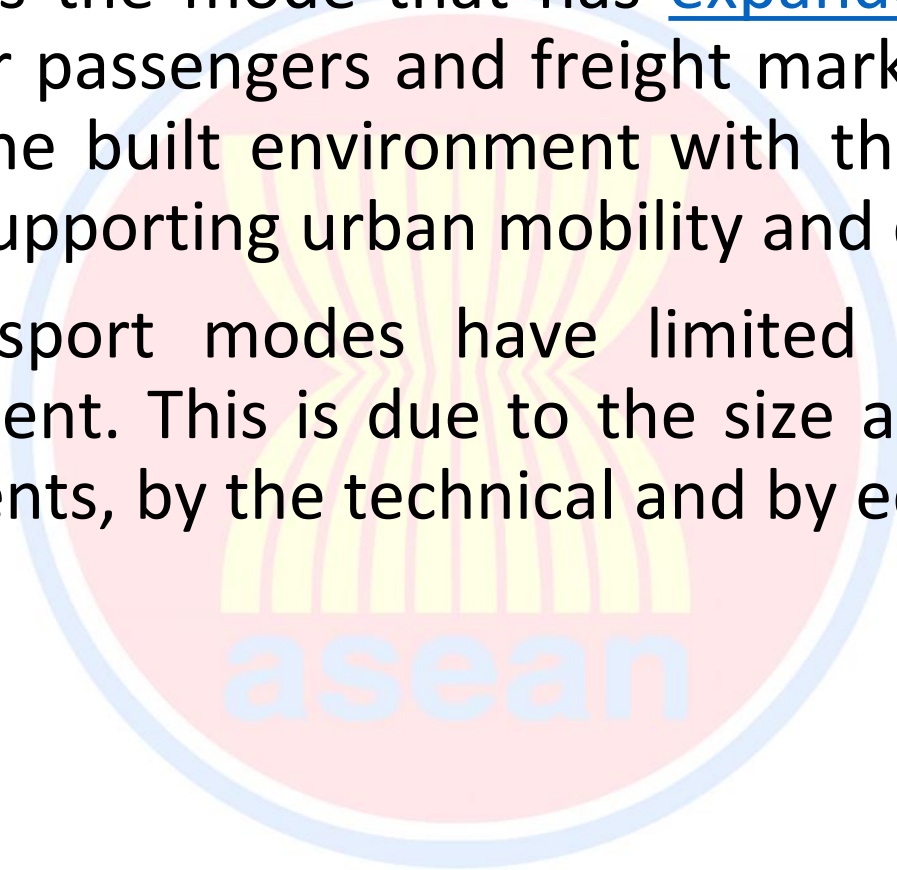
- The Asian Development Bank (ADB) report “Economic Impact of the COVID-19 Outbreak on Developing Asia” outlines how the COVID-19 outbreak will affect economic activity in developing Asian economies, including countries in the Greater Mekong Subregion (GMS) by assessing factors including:
 - temporary decline in domestic consumption and investment
 - declines in tourism and business travel
 - spillovers of weaker demand to other sectors and economies through trade and production linkages
 - supply-side disruptions to production and trade; and
 - effects on health, such as increased disease and mortality as well as shifts in health care spending

Road Infrastructure Limitations

Road transportation is the mode that has expanded the most over the last 50 years, both for passengers and freight markets. This represents a dramatic change in the built environment with the massive addition of road infrastructures supporting urban mobility and connecting cities.

However, Road transport modes have limited potential to achieve sustainable development. This is due to the size and weight constraints imposed by governments, by the technical and by economic.

- Government
- Technical
- Economic



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