Asia-Pacific
Economic Cooperation

Sharing best practices for seamless intermodal cargo movement. Phase 1. Physical infrastructure

Final Report

APEC Transportation Working Group

APEC Committee on Trade and Investment

Moscow

November, 2012

APEC PROJECT

Sharing best practices for seamless intermodal cargo movement. Phase 1. Physical infrastructure S TPT 07 11T

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APEC#212-TR-04.1

Content

1. Introduction

APEC plays a leading role in trade facilitation in Asia-Pacific and has made significant contributions to the reduction of trade costs in this region.

APEC Leaders and Transportation Ministers urged economies to identify impediments and find solutions to improve overall connectivity of the supply chain as a key to efficient trade.

Following implementation of two Trade Facilitation Action Plans as well as the Supply-Chain Connectivity Framework endorsed by leaders at the 2009 Ministerial Meeting has provided basis to further reduce of time, cost and uncertainty in moving goods along the entire supply chain. The framework yielded the Supply-Chain Connectivity (SCC) Action Plan, identifying eight key chokepoints limiting trade in the region. The project at its Phase One specifically is aimed at addressing Chokepoint 2: Inefficient or inadequate transport infrastructure and lack of cross border physical linkages (e.g. roads, bridges) and Chokepoint 6: underdeveloped multi-modal transport capabilities; inefficient air, land, and multimodal connectivity.

Thus, trade logistics can be improved through the development of physical transport infrastructure and better coordination of different modes of transport. APEC's role should be shown, first of all, through facilitation of exchange of best practices, positive and negative experience, information exchange and coordination of Member economies' plans on development of transport infrastructure.

2. Objectives of the Project

The project is aimed at trade facilitation through improvement of infrastructure and innovative means to share best practices among for APEC economies on proper infrastructure use.

The key project objectives are:

- to hold the APEC Workshop to discuss the ways of regular information / best practices exchange on transport infrastructure development and modal connectivity in APEC region;
- to develop Workshop conclusions including regular information of best practices in physical infrastructure development and intermodal connectivity in APEC region as well as possible ways of coordination within APEC of transport infrastructure development national plans.

3. Speakers and participants of the APEC Workshop «Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure»

The project executors in cooperation with Transportation Working Group and Ministry of Transport of the Russian Federation invite APEC Member economies, governmental officials, representatives of international organizations, academia to take part and best practices in physical infrastructure development and intermodal connectivity in APEC region as well as possible ways of coordination within APEC of transport infrastructure development.

In accordance with the APEC rules project executors were developed Administrative circular (Annex 1) and Agenda of APEC Workshop "Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure" (Annex 2).

Administrative circular and Agenda were sent to the Workshop participants.

The APEC Workshop "Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure" was held in St. Petersburg, the Russian Federation, on 27-28 July, 2012.

Forty-two participants from the APEC Secretariat, eight APEC Member economies (Canada, China, Malaysia, the Philippines, the Russian Federation, Thailand, the United States and Viet Nam), including the Lead Shepherd of the

APEC Transportation Working Group (TPTWG), Ms. Arlene Turner, and an invited guest from the International Road Transport Union (IRU) attended the Workshop. The delegates represented governmental bodies, as well as private businesses, academia and non-governmental organizations (List of participants – Annex 3).

The Workshop gave an opportunity for APEC economies to network and exchange practices of transport physical infrastructure development as well as seamless intermodal cargo movement among APEC economies and across the Asia-Pacific region more broadly. It proved to be a good occasion for sharing visions before the 36th TPTWG meeting and the Special Transportation Ministerial Meeting on the development of integrated supply chains for innovative growth.

4. The list of presentations of the Workshop participants

During the workshop "Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure" the participants made the following presentations:

№	Name	Economy	Title of Presentation
1	Mr. Thach Van Nguyen	Viet Nam	«Transport development and intermodal cargoes movement in Viet Nam»
2	Ms. Hua Zhang	China	«Introduction on the Development of Rail-Sea Intermodal Container Transport in China»
3	Ms. Noor Aishah Kamarzaman	Malaysia	«Intermodal Transport Infrastructure in Malaysia: Port Klang»
4	Mr. Patrick Sherry	USA	«New Developments Technology and Workforce Development in Intermodal Transportation»
5	MsThanaphon Charanwanitwong	Thailand	«Thailand's Transport Infrastructure and Further Plans for Regional Connectivity»
6	Mr. A. Samodio Wyrlou	the Philippine	«Air Freight Forwarding, an Intermodal Segment-Philippine Experience»
7	Ms. Nannette Villamor-Dinopol	the Philippine	«Best practices: the Philippine RO - RO (ROLL - ON / ROLL - OFF) Experience»
8	Mr. Alexey Sapetko	APEC Secretariat	«Coordination Mechanisms in Place in APEC»

9	Ms. Arlene Turner	Canada	«Canadian experience in intermodal transportation and way of coordinating the efforts within APEC»
10	Mr. Hodgson Ted	USA	«Supply chain / infrastructure development, promotion, best practices and lessons learned»
11	Mr. Steve Zolock	USA	
12	Ms. Olga Frolova	Russia, IRU	«IRU Activities to Facilitate Eurasian Road Transport and Its Latest Initiatives»
13	Mr. Konstantin Tikhonov	Russia	«Key Trends of Transport Infrastructure Development in the Russian Federation »
14	Mr. Tural Rzaev	Russia	«APEC Leaders Summit-2012: Progress of Transport Infrastructure Construction & Reconstruction»
15	Mr. Andrey Boldorev	Russia	«Future Prospects of Maritime Port Infrastructure Development»
16	Mr. Nikolay Tityukhin	Russia	«Possibilities of Effective Intermodal Infrastructure Development of Russia in the Frame of International Trade»
17	Mr. Dmitry Mamaev	Russia	«Organizational and High-Technology Solutions of Infrastructure Problems»
18	Mr. Aleksandr Loschenkov	Russia	«Multimodal Transportation Management System on the Basis of GLONASS Technologies: Olympic Experience»
19	Mr. Igor Zhigora	Russia	«Prospects for the of Asia-Europe Traffic Development. The Strategic Position of Russia as a Promising Consumer Market and a Transit Corridor»
20	Mr. Aleksey	Russia	«Intermodal transport

	Shukletsov		infrastructure in the Baltic Sea: The port Bronk»
21	Mr. Mikhail Golubkov	Russia	

All presentation you may find in Annex 4.

5. Workshop Conclusions

Project executors proposed to discuss the draft Workshop Conclusions, which was prepared on the basis of information received during the final session of the workshop. Participants generally endorsed the draft Workshops Conclusions.

Draft Workshop Conclusions was completed and sent for approval to the Workshop Participants.

Mr. Thach Van Nguyen from Ministry of Transport (Vietnam) and Ms. Arlene Turner from Ministry of Transport (Canada) sent some comments and amendments.

View of these remarks project executors developed the final version of Workshop Conclusions (Annex 5).

In accordance with the contract project executors developed Estimate Form.

Estimate Form contained the following items:

- Topic actuality for your economy
- Topic actuality for APEC in Whole
- Workshop usefulness
- Speakers & presentation
- Delegates & discussions
- Event organization
- Hospitality
- Proposal to the Workshop conclusions

Estimate Form you may find in Annex 6.

6. Annexes.

6.1. List of participants

APEC Funding				
Speakers				
№	**Name**	**Economy**	**Organization, Position**	**Contact information**
1.	Nguyen Van Thach	Vietnam	Ministry of Transport, International Cooperation Department, Deputy Director General	nvthach@mt.gov.vn
2.	Zhang Hua	China	China Waterborne Transport Research Institute, Research&Development Department, Engineer	zhangh@wti.ac.cn
3.	Noor Aishah Kamarzaman	Malaysia	Ministry of Transport, Planning and Research Department, Principal assistant secretary	aishahkamarzaman@mot.gov.my
4.	Patrick Sherry	USA	Intermodal Transportation Institute, University of Denver	psherry@msn.com
5.	Thanaphon Charanwanitwong	Thailand	Ministry of Transport, Office of Transport and Traffic Policy and Planning, Professional Policy and Plan Analyst,	golfotp@gmail.com
6.	Wyrlou Samodio	The Philippines	Regional Office VII - Cebu City, Maritime Industry Authority, Regional Director	wyrlousamodio@yahoo.com
7.	Nannette Villamor-Dinopol	The Philippines	Civil Aeronautics Board, Legal Enforcement Division, Chief Legal Officer	nzvdinopol@gmail.com
	Participants			
8.	**Name**	**Economy**	**Organization, Position**	**Contact information**
9.	Ma Ji	China	Ministry of Transport, Integrated Planning Department, Deputy Director	maji@mot.gov.cn
10.	Yap Kin Sian	Malaysia	Ministry of Transport Malaysia, International Department, Assistant Principal Secretary	
11.	Chanakarn Rungsaritvisarut	Thailand	Ministry of Transport, Office of Transport and Traffic Policy and	Ch.rungsaritvisarut@gmail.com

			Planning, Policy and Plan Analyst	
Self-Funding				
Speakers				
	Name	**Economy**	**Organization, Position**	**Contact information**
12.	Alexey Sapetko		Program Director, APEC Secretariat	
13.	Arlene Turner	Canada	Director General, International Relations and Gateway Initiatives, Transport Canada	Arlene.turner@tc.gc.ca
14.	Hodgson Ted	USA	Technology Management Company, Global Services Division, Deputy Director for Transportation	thodgson@tmcservices.com
15.	Alexeev Alexey	Russia	Ministry of Transport of the Russian Federation, Development Programmes Department	AlexeevAL@mintrans.ru
16.	Karlov Arthur	Russia	Project Overseer, Russian HoD to TPTWG, Ministry of Transport of the Russian Federation	karlovav@mintrans.ru
17.	Frolova Olga	Russia	International Road Transport Union (IRU), Permanent Delegation to Eurasia, Regional Expert	Olga.frolova@iru.org
18.	Tikhonov Konstantin	Russia	Deputy Chief of Logistics of Transport Corridors. Department Development of Programs, Ministry of Transport of the Russian Federation	tikhonovkd@mintrans.ru
19.	Rzaev Tural	Russia	Senior Specialist Expert, Department Development of Programs, Ministry of Transport of the Russian Federation	rzaevTA@mintrans.ru
20.	Boldorev Andrey	Russia	Deputy Head of Department of Investment and Strategic Planning, FSUE Rosmorport	
21.	Tityukhin Nikolay	Russia	President of the Euro-Asian Logistics Association	tityukhin@eala.ru
22.	Mamaev Dmitry	Russia	adviser of the Board of Directors, Novorossiysk commercial sea port (NCSP)	dmamaev@nmtp.info
23.	Loschenkov Aleksandr	Russia	Head of the Interaction with regulators in the transport sector	
24.	Zhigora Igor	Russia	General Director ZAO "Eurosib-Logistics"	
25.	Shukletsov Aleksey	Russia	Executive Director of «Phenix»	

26.	Golubkov Mikhail	Russia	Department of Asia and Africa, Ministry of Economic Development of the Russian Federation	GolubkovMA@economy.gov.ru
	Self-Funding			
	participants			
27.	**Name**	**Economy**	**Organization, Position**	**Contact information**
28.	Бриана Хидман	USA	Национальный центр интермодальных перевозок (NCIT)	
29.	Zolock Stephen	USA	Technology Management Company, Global Logistics Division, Director	szolock@tmcservices.com
30.	Traini Joseph	USA	US Department of Transportation	joseph.traini@dot.gov
31.	Hidirov Sergey	Russia	Ministry of Transport of the Russian Federation Department of International Organizations, transport policy and regional cooperation	
32.	Kondratev Aleksandr	Russia	The International Academy of Transport President	
33.	Chizhkov Yuriy	Russia	The International Academy of Transport Head of the North-Western Branch	
34.	Korolyova Elena	Russia	FGOU VPO "Saint-Petersburg State University of Water Communications" Head of Department of Transport Logistics	
35.	Afanasev Victor	Russia	State Maritime Academy. SO Makarova Deputy Head of the State Maritime Academy. SO Makarov for Education	
36.	Morozov Pavel	Russia	JSC "Russian Railways" Deputy Head of the Centre of freight Transport Service	
37.	Gorodetskiy Andrey	Russia	JSC TransContainer Head of Sector Marketing and Tariff Policy Branch	K_Gorodetskiy@spb.orw.ru
38.	Titov Andrey	Russia	JSC "Sea Commercial Port Ust-Luga " Deputy general director	Anna.rodina@port-ustluga.ru
39.	Tereschenko	Russia	Company "Maritime Trade Port"	

	Yuriy		general manager	
40.	Matvienko Yuriy	Russia	JSC "NCSP" executive director	
41.	Bogatchenko Pavel	Russia	Ltd. "FESCO" Integrated Transport " branch Director	PBogatchenko@fesco.com
42.	Ivanov Victor	Russia	CJSC "Eurosib-transport systems" director	CSivanov@eurosib.biz
43.	Vorontsova Svetlana	Russia	Research and Design Institute for the development of transport infrastructure First Deputy General Director	spb@nipirti.ru
44.	Chernov Vitaliy	Russia	Port news	
	Other Delegates **Organizers**			
	Name	**Economy**	**Organization, Position**	**Contact information**
45.	Margarita Dolmatsih	Russia	Ltd. "VECTOR" project leader	margarita_dolmatskih@mail.ru,
46.	Sergey Kozlyakov	Russia	Association for Cooperation with Nations of Asia and Pacific Region. President	Tel./fax: + 7 495 617-42-38 Mail: Kozlyakov@acn-partnership.ru
47.	Sergey Subbotin	Russia	Association for Cooperation with Nations of Asia and Pacific Region.	Tel./fax: + 7 495 617-42-38 Mail:

6.2. Workshop Agenda

APEC WORKSHOP

Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure

A G E N D A

July 27- 28, 2012

Park Inn Pribaltiyskaya Hotel, St. Petersburg, Russia

Ministry of Transport
Of the Russian Federation

Association for Cooperation with
Nations of Asia and Pacific Region

July 27, 2012

09.00 – 10.15	**Registration**

10.15 – 10.45	**Opening Plenary – Welcome speeches and remarks** • **Mr. Alexey Sapetko**, Program Director, APEC Secretariat • **Ms. Arlene Turner**, Lead Shepherd, APEC Transportation Working Group • **Mr. Arthur Karlov**, Project Overseer, Russian HoD to TPTWG, Ministry of Transport of the Russian Federation • **Ms. Margarita Dolmatskih**, Representative from the "Vector" (project executors) • Representative from CAN (project executors)
10.45-11.00	**Group Photo**
11.00-11.30	**Coffee Break**

Session 1

Moderator: **Alexey Alexeev**, Development Programmes Department, Ministry of Transport of the Russian Federation

11.30-13.45	• Key Trends of Transport Infrastructure Development in the Russian Federation **Mr. Konstantin Tikhonov**, Deputy Chief of Logistics of Transport Corridors. Department Development of Programs, Ministry of Transport of the Russian Federation • APEC Leaders Summit-2012: Progress of Transport Infrastructure Construction & Reconstruction **Mr. Tural Rzaev**, Senior Specialist Expert, Department Development of Programs, Ministry of Transport of the Russian Federation • Future Prospects of Maritime Port Infrastructure Development **Mr. Andrey Boldorev**, Deputy Head of Department of Investment and Strategic Planning, FSUE Rosmorport, Russia • Possibilities of Effective Intermodal Infrastructure Development of Russia in the Frame of International Trade **Mr. Nikolay Tityukhin**, President of the Euro-Asian Logistics Association • Organizational and High-Technology Solutions of Infrastructure Problems **Mr. Dmitry Mamaev,** adviser of the Board of Directors, Novorossiysk commercial sea port (NCSP) • Multimodal Transportation Management System on the Basis of GLONASS Technologies: Olympic Experience **Mr. Aleksandr Loschenkov,**

	Head of the Interaction with regulators in the transport sector • Prospects for the of Asia-Europe Traffic Development. The Strategic Position of Russia as a Promising Consumer Market and a Transit Corridor **Mr. Igor Zhigora**, General Director ZAO "Eurosib-Logistics" • Intermodal Transport Infrastructure in the Baltic Sea^ Port Bronk **Mr. Aleksey Shukletsov**, Executive Director of «Phenix» • Q&A
13.45 – 15.15	**Lunch**

Session 2

Moderator: **Patrick Sherry**, Intermodal Transportation Institute**,**

University of Denver, USA

15.15 – 16.15	• IRU Activities to Facilitate Eurasian Road Transport and Its Latest Initiatives **Ms. Olga Frolova**, International Road Transport Union (IRU), Permanent Delegation to Eurasia, Regional Expert • Canadian experience in intermodal transportation and way of coordinating the efforts within APEC **Ms. Arlene Turner,** Director General, International Relations and Gateway Initiatives, Transport Canada • Transport development and intermodal cargoes movement in Viet Nam **Mr. Thach Van Nguyen**, Ministry of Transport of Viet Nam, International Cooperation Department, Deputy Director General • Q&A
16.15 – 16.45	Coffee Break
16.45 – 17.15	• Supply chain / infrastructure development, promotion, best practices and lessons learned **Mr. Hodgson Ted**, Technology Management Company, Global Services Division, Deputy Director for Transportation, USA • Introduction on the Development of Rail-Sea Intermodal Container Transport in China **Ms. Hua Zhang,** China Waterborne Transport Research Institute, Research & Development Department, Engineer • Discussions
17.30	**Stand-up Reception**

July 28, 2012

Session 3

Moderator: Representative from the *Transportation Working Group*

10.00 – 11.15	• New Developments Technology and Workforce Development in Intermodal Transportation **Mr. Patrick Sherry**, Intermodal Transportation Institute, University of Denver, USA • Intermodal Transport Infrastructure in Malaysia: Port Klang **Ms. Noor Aishah Kamarzaman**, Ministry of Transport of Malaysia, Planning and Research Department, Principal Assistant Secretary • Air Freight Forwarding, an Intermodal Segment-Philippine Experience **Mr. A. Samodio Wyrlou**, Regional Office VII - Cebu City, Maritime Industry Authority, Regional Director, Philippines • Coordination Mechanisms in Place in APEC **Mr. Alexey Sapetko,** Program Director, APEC Secretariat • Q&A
11.15 – 11.45	**Coffee Break**
11.45 – 13.00	• TBD **Mr. Mikhail Golubkov,** Department of Asia and Africa, Ministry of Economic Development of the Russian Federation

	• Thailand's Transport Infrastructure and Further Plans for Regional Connectivity **Ms, Thanaphon Charanwanitwong,** Professional Policy and Plan Analyst, Office of Transport and Traffic Policy and Planning, Ministry of Transport, Thailand • Best practices: the Philippine RO - RO (ROLL - ON / ROLL - OFF) Experience **Ms. Nannette Villamor-Dinopol**, Civil Aeronautics Board, Legal Enforcement Division, Chief Legal Officer, Philippines • Q&A
13.00 – 14.30	**Lunch**

Final Session

(Round Table Discussion, Adoption of the Workshop Conclusions)

Moderator: **Patrick Sherry**, Intermodal Transportation Institute**,**

University of Denver, USA

14.30 – 15.30	1. Discussion of the intermediate results 2. Discussion of the Workshop Outcomes. List of best practices drafting. 3. Adoption of the Workshop Conclusions
15.30-16.00	**Closing plenary**
16.00-19.00	**Tour to the St. Petersburg Passenger Port "Sea Facade"**

6.3. Administrative circular.

ADMINISTRATIVE CIRCULAR

APEC Workshop

“Sharing Best Practices for Seamless Intermodal Cargo Movement: Phase 1, Physical Infrastructure”

27- 28 July 2012

Saint Petersburg, Russia

July 2012

Organized by:
LLC "Vector"
Association for Cooperation with Nations of Asia and Pacific Region (ACN), Russia
Under overseeing of the Ministry of Transport of the Russian Federation

Table of Contents

1. PURPOSE

1.1 The Administrative Circular provides administrative, logistical and general information for two-day APEC Workshop **"Sharing Best Practices for Seamless Intermodal Cargo Movement: Phase 1, Physical infrastructure"**, which will be held in **Saint Petersburg, Russia, on July 27-28, 2012** back-to-back with the 36th TPTWG meeting (29 July – 3 August 2012, St. Petersburg, Russia) and you have the great possibility to visit two APEC events.

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2. BACKGROUND

2.1 APEC plays a leading role in trade facilitation in Asia-Pacific and has made significant contributions to the reduction of trade costs in this region.

APEC Leaders and Transportation Ministers urged economies to identify impediments and find solutions to improve overall connectivity of the supply chain as a key to efficient trade.

Following implementation of two Trade Facilitation Action Plans as well as the Supply-Chain Connectivity Framework endorsed by Leaders at the 2009, Ministerial Meeting has provided basis to further reduce of time, cost and uncertainty in moving goods along the entire supply chain. The framework yielded the Supply-Chain Connectivity (SCC) Action Plan, identifying eight key chokepoints limiting trade in the region. The project at its Phase One specifically is aimed at addressing Chokepoint 2: Inefficient or inadequate transport infrastructure and lack of cross border physical linkages (e.g. roads, bridges) and Chokepoint 6: underdeveloped multi-modal transport capabilities; inefficient air, land, and multimodal connectivity.

Thus, trade logistics can be improved through the development of physical transport infrastructure and better coordination of different modes of transport. APEC's role should be shown, first of all, through facilitation of exchange of best

practices, positive and negative experience, information exchange and coordination of Member economies' plans on development of transport infrastructure.

2.2 The project is aimed at trade facilitation through improvement of infrastructure and innovative means to share best practices among APEC economies on proper infrastructure use. The best samples of intermodal cargo transportation, technical and organizational solutions, etc. are the ways to find solutions to improve overall connectivity of the supply chains and to increase trade efficiency.

2.3 The Workshop "**Sharing Best Practices for Seamless Intermodal Cargo Movement: Phase 1, Physical infrastructure**" is the key event of the project implementation. It will be focused on the discussion of the ways of regular information / best practices exchange on transport infrastructure development and modal connectivity in the APEC region. The positive / negative experience and best practices will be presented by participants from APEC Member economies, International Organization, government authorities and logistic companies.

3. MEETING DATES AND VENUE

3.1 APEC Workshop "**Sharing Best Practices for Seamless Intermodal Cargo Movement: Phase 1, Physical infrastructure**" will be held in St. Petersburg, Russia, from 27 (Friday) to 28 (Saturday) July, 2012.

3.2 The venue of the Workshop is **Park Inn Pribaltiyskaya Hotel, St. Petersburg.**

Address: 14 Korablestroiteley Street - Vasilyevsky Island - 199226 St. Petersburg - Russia

Reservation: tel.: +7(812) 329-26-26

http://www.hotel-pribalt.ru/eng/

4. METHODOLOGY

4.1 The Workshop will address the issues of transport physical infrastructure improvement including innovative means, technical and organizational solutions, best practices, positive and negative experience of infrastructure development in

Asia-Pacific Region, ways and options of transport development national plans coordination.

4.2 Therefore the main sessions of the Workshop are:

- Session 1. Transport Infrastructure in APEC economies
- Session 2. Best Practice of Transport Infrastructure Development and Intermodal Connectivity in the APEC Region
- Session 3. Possible Ways of Coordination within APEC of Transport Infrastructure Development National Plans.

4.3 As one of the results of the Workshop could be the enhancing of collaboration between the APEC economies, business-community and relevant outside organizations. The representatives of all these groups will be invited and actively involved in the discussions at the Workshop.

4.4 The representatives of Russian business society ("Russian Railways", Commercial Port of Vladivostok, Novorossiysk Commercial Sea Port, representatives of Russian North West Region logistics, etc.) will take part in the Workshop.

4.5. We welcome participation of foreign companies interested in intermodal connectivity development in APEC Region.

4.6 Disclosure policy: The Workshop proceedings will be circulated to all TPTWG members and uploaded to the APEC website.

5. LANGUAGE

5.1 APEC Workshop **"Sharing Best Practices for Seamless Intermodal Cargo Movement: Phase 1, Physical infrastructure"** will be conducted in English.

6. EXPENSES AND ALLOWANCE

6.1 Delegates from all APEC member economies are welcomed to participate in the Workshop.

6.2 APEC Secretariat will fund **two participants** from each travel-eligible economy (Chile, People Republic of China, Indonesia, Malaysia, Mexico, Papua New Guinea, Peru, the Philippines, the Russian Federation, Thailand and Viet Nam). Speakers from all APEC economies and active participants from travel-eligible economies funded by APEC will be provided with round trip economy class airfare and per diem covering accommodation, meals and all other incidental expenses. This additional payment for incidental expenses is meant to cover such items as visa fees, travel insurance, bank and currency charges (and other expenses related to reimbursement), and transport to and from airport. Detailed agreements for reimbursement shall be stipulated before arrival.

6.3 Speakers and active participants who are confirmed funded by APEC, must submit their best airfare quotation and detailed travel itinerary from a travel agent (clearly indicating the airfare, taxes, currency, flight duration of each sectors, travel class, arrival & departure dates & times, etc.) to the APEC Secretariat directly (**please indicate S TPT 07 11T)** by e-mail to Ms. Linnus Teo Siow Yen – LTSY@apec.org, or fax: 65-6891 9690 (copying Mr Alexey Sapetko (Program Director) - AS@apec.org, Mr. Arthur Karlov (Project Overseer)- KarlovAV@mintrans.ru, and Ms. Margarita Dolmatskih rita.dolmatskih@acn-partnership.ru -for approval without delay to avoid higher airfares, etc. (before purchase of air tickets). Once approval has been given, the traveler should immediately purchase the ticket at the approved rate. The airfares should be for the MOST DIRECT (nonstop flights highly preferable) & Economical route, excluding Travel Insurance, must be a RESTRICTED / discounted ticket). Participants from the same city of residence should have similar airfares.

7. REGISTRATION

7.1 The Workshop is open to all APEC economies, both public and private sectors and also to international organizations.

7.2 All delegates are to register for the Workshop using the registration form at Annex A. All completed registration forms should be submitted to the organizer of the event - "Association for Cooperation with Nations of Asia and Pacific Region" (ACN). The focal points for registration are:

- Ms. Margarita Dolmatskih

E-mail: rita.dolmatskih@acn-partnership.ru

or Fax: +7 495 617 42 38 by **July 20, 2012**.

7.3 The Registration Desk will operate in the hall of **Park Inn Pribaltiyskaya Hotel**

Friday **27 July 2012 09.00AM - 09.30AM**

7.4 All delegates are to collect their ID badges at the Registration Desk. They will be required to present their identification when collecting the ID badges. The ID badges should be worn at throughout the whole Workshop and will be required for entry into the Workshop venue.

8. ACCOMMODATION

We recommend for accommodation the **"Park Inn Pribaltiyskaya Hotel"** and **"Asimut Hotel".**

8.1 APEC Workshop **"Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure"** will be held in this hotel.
Address: 14 Korablestroiteley Street (Vasilyevsky Island) 199226 St. Petersburg - Russia

Reservation: +7(812)7777-888; +7(495) 664-2214

e-mail: Pilyavec.Daiga@rezidorparkinn.com and rita.dolmatskih@acn-partnership.ru

http://www.hotel-pribalt.ru/eng/

Room Tariff

Room type	In RUB	Approx. in USD
Standard (1 person)	5500	167

Standard (2 persons)	6150	186
Bay view (1 person)	6500	197
Bay view (1 person)	7100	215

8.2. **"Azimut Hotel"**

The hotel is located just in 10 minutes driving distance from Baltie railway station and in 30 minutes from airport Pulkovo-1.

Address: Russia 190103, St. Petersburg, Lermontovsky prospect, 43/1.
Reservation: +7(812) 740-27-14
e-mail: aaleshehenko@azimuthotels.com and rita.dolmatskih@acn-partnership.ru
www. Azimuthotels.ru/en/hotels/st_peterburg/about_hotel/

Room type	In RUB	Approx. in USD
Business (1 person)	3700	112
Business (2 person)	4250	129

9. ARRIVALS AND ENTRY FORMALITIES

9.1 For entry into the Russian Federation a visa is required. The procedure for obtaining a visa is standard. The participants are advised to refer to the Embassies and Consulates of Russia in their economies for visas in advance. Visa requirements to enter Russia can be found in Annex B.

9.2 In case the delegate needs the visa support from the relevant Russian authorities, please send beforehand to the organizers of the Workshop by e-mail (rita.dolmatskih@acn-partnership.ru) the following information:

- scan of the international passport
- place of work, position, address, telephone №, fax

NB: the process of arranging the visa support takes approximately 10-14 days. So please keep in mind that the sooner the organizers get your request for visa support, the better.

10.TRANSPORTATION

10.1 Taxis

Taxi will be available at the airport for transportation to the hotel. The taxi fee from the airport to the Hotels is approximately $40-50USD.

11. DRESS CODE

11.1 The dress code for the Workshop is smart casual.

12. DELEGATES' KIT

12.1 All delegates will be provided with a special kit containing the program, handouts and other materials.

13. GENERAL INFORMATION

13.1 Weather

July is predictably a warm and humid month in St. Petersburg, when temperature often stays around 23°C / 73°F during the daytime, but at times it is a little lower.

13.2 Time

Time zone of St. Petersburg is UTC/GMT +4.

13.3 Tipping

Tips are on average 10% of the total amount but may depend on the quality of the provided service. In restaurants it is common to leave 10% of the total amount. Tips of 30-70 RUB (1-2 USD) per bag are customarily given to baggage handlers

at airports and hotel bellhops who take luggage to a guest room. It is also customary to tip hotel room cleaning staff 30-70 RUB per day (1-2 USD).

13.4 Electricity and Water Supply

The supply voltage in Russia is 220 volts. It is desirable to boil tap water before drinking. We also advise the participants to consume bottled water which can be purchased at the hotel or any nearby grocery store.

13.5 Smoking

In Russia, there is no general prohibition on smoking in public areas. Bars and restaurants are divided into smoking and nonsmoking zones. Inside theaters, museums and other cultural or educational institutions smoking is prohibited (with designated areas usually provided for smokers).

13.6 Useful Telephone Numbers

Emergency (for subscribers of mobile networks): 112

City emergency services:

Emergency: 01

Police: 02

Ambulance: 03

Dialing Russian numbers from outside Russia:

Please dial telephone numbers as indicated: country code (+7), area code (812 – St. Petersburg), telephone number (7 digits)

Dialing Russian numbers from your mobile phone during your visit to Russia:

Please dial telephone numbers as indicated: country code (+7), area code (812 – St. Petersburg), telephone number (7 digits)

Alternatively, to dial telephone numbers with area code 812 you may dial only last 7 digits of the number.

Always dial country code, area code and telephone number when area code is different to 812.

Dialing international telephone numbers from your mobile phone during your visit to Russia:

Please use international standard procedure: dial "+", country code, area code, telephone number.

When making a phone call from the fixed telephone at your hotel room – please follows instructions or asks concierge service for help.

Area code for St. Petersburg - 812

13.7 Credit Cards

Major credit cards are widely accepted at hotels, restaurants, shops, etc. Visa, MasterCard, American Express, can be used at establishments, however, some restaurants and small shops accept cash payments only.

13.8 Currency and ATMs

The official currency of the Russian Federation is Ruble (RUB). All payments on the territory of the Russian Federation must be done in Russian RUB. Credit card payments will also be carried out in RUB.

Currency exchange points are located at Pulkovo Airport, main hotels and banks. Major currencies accepted for exchange are EUR and USD, some bank accept GBP. Currency exchange rates vary depending on the policies of a bank. Banks usually take commission for money exchange and participants are advised to take it into consideration. When making a currency exchange, banks also require to provide a passport. You may exchange RUB into EUR or USD with no limits at any time at currency exchange points.

Exchange rate of the Central Bank of the Russian Federation as of June 27, 2012

USD 32, 838

EUR 41, 082

Relevant information about the currency exchange rate can be found at http://www.cbr.ru/eng/daily.aspx

13.9 Mobile Phones Information

Most modern cell phones can work in several settings that can use roaming services in different networks. Most of the GSM-phones are in use in Russia, supporting the protocols of GSM-900 and GSM-1800, or in networks GSM-850 and GSM-1900. Almost all of the UMTS-phones can work in networks GSM.

For roaming the participants need to contact their mobile network operator.

13.10 **Saint Petersburg** is situated in the North-West of Russia in the Neva River delta on the Eastern coast of the Gulf of Finland and occupies, together with the administratively subordinated territories, the territory of 1439 square kilometers. The city is located on 44 islands formed by the Neva River and 90 more rivers and canals.

It is the northernmost major city of the world. St. Petersburg is the second largest city in Russia after its capital - Moscow, with the population of about 6 million people.

The climate is humid, close to maritime, with a moderately warm summer and a rather long moderately cold winter.

Saint Petersburg has significant historical and cultural heritage and is thus a highly attractive tourist destination. The city is inscribed on the UNESCO World Heritage list as an area with 36 historical architectural complexes, and around 4000 outstanding individual monuments of architecture, history and culture. There are 221 museums, 2000 libraries, more than 80 theaters, 100 concert organizations, 45 galleries and exhibition halls and 80 other cultural establishments in St. Petersburg. The 18th and 19th century architectural ensemble of the city and its environs is preserved in virtually unchanged form. For various reasons (including large-scale destruction during World War II and construction of modern buildings during the

postwar period in the largest historical centers of Europe), Saint Petersburg has now become a unique nature reserve of European architectural styles of the past three centuries.

14. CONTACTS

14.1 For more information, please feel free to contact:

Ms. Margarita Dolmatskih - Association for Cooperation with Nations of Asia and Pacific Region (ACN)

Email: rita.dolmatskih@acn-partnership.ru
Tel. / fax +7 (495) 617-42-38

Project Overseer:

Mr. Arthur Karlov.

Division for International Organizations, Transport Policy and Regional Cooperation

International Cooperation Department

Ministry of Transport of the Russian Federation

Email: KarlovAV@mintrans.ru,

Tel.: +7 (495) 626-95-31

Fax: +7 (495) 626-96-01

ANNEX A

APPLICATION FORM

APEC Workshop "Sharing Best Practices for Seamless Intermodal Cargo Movement: Phase 1, Physical infrastructure"

27-28 July 2012, St. Petersburg, Russia

Title	☐ H.E. ☐ Dr. ☐ Mr. ☐ Ms. ☐ Others:		Photo
Family Name			
Given Name(s)			
Name to appear on ID Badge			
Gender	☐ Female ☐ Male		
Date of Birth	(dd / mm / yy)		
Special Requirements	(dietary / health / physical)		
Passport Type	☐ Ordinary ☐ Official ☐ Diplomatic		
Passport No.			
Date of Issue	(dd / mm / yy)	Place of Issue	
Date of Expiry	(dd / mm / yy)	Citizenship	
Organization			
Department			
Position			
Business Address			
Business Phone			
Business Fax			
E-mail			
Economy			

_____
Signature

All completed registration forms must return to "Association for Cooperation with Nations of Asia and Pacific Region" ACN (Attn: Ms. Margarita Dolmatskih by e-mail: rita.dolmatskih@acn-partnership.ru or Fax: +7 495 61742 38 **by July 18, 2012**.

ANNEX B

VISA REQUIREMENTS TO ENTER RUSSIA FOR APEC ECONOMIES' PASSPORT HOLDERS

Economy	Diplomatic Passport	Official Passport	Ordinary Passport
Australia	Required	Required	Required
Brunei Darussalam	Not required (unless for a stay of more than 14 days)	Not required (unless for a stay of more than 14 days)	Required
Canada	Required	Required	Required
Chile	Not required (unless for a stay of more than 3 months)	Not required (unless for a stay of more than 3 months)	Not required (unless for a stay of more than 90 days)
China	Not required (unless for a stay of more than 30 days)	Required	Required
Hong Kong, China	Not required (unless for a stay of more than 14 days)	Not required (unless for a stay of more than 14 days)	Not required (unless for a stay of more than 14 days)
Indonesia	Not required (unless for a stay of more than 14 days)	Not required (unless for a stay of more than 14 days)	Required
Japan	Required	Required	Required
Korea	Not required (unless for a stay of more than 90 days)	Not required (unless for a stay of more than 90 days)	Required
Malaysia	Required	Required	Required
Mexico	Not required (unless for a stay of more than 90 days)	Not required (unless for a stay of more than 90 days)	Required
New Zealand	Required	Required	Required
Papua New Guinea	Required	Required	Required
Peru	Not required	Not required	Not required (unless for a stay of more than 90 days)
Philippines	Not required (unless for a stay of more than 90 days)	Not required (unless for a stay of more than 90 days)	Required
Singapore	Required	Required	Required
Chinese Taipei			Required
Thailand	Not required (unless for a stay of more than 90 days)	Not required (unless for a stay of more than 90 days)	Not required (unless for a stay of more than 30 days)
United States	Required	Required	Required
Vietnam	Not required (unless for a stay of more than 90 days)	Not required (unless for a stay of more than 90 days)	Required

6.4. Participants presentation.

6.4.1. Presentation Nguyen Van Thach (Viet Nam).

Transport Infrastructure Development in Viet Nam facilitates Intermodal Cargo Movement

Nguyen Van Thach
Ministry of Transport of Viet Nam

Transport development:

- The high demand for economic growth and regional integration, Viet Nam has been investing heavily in transport infrastructure (from 1992- up to now about more than 26 Billion USD);
- In 2008 the government of Viet Nam approved a Master Plan for Transport Development up to 2020, with total investment about 70 Billion USD.

BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

1. Road network

- Total road network is: 225.000km
- National road: 22.000km
- The most important Highway is NH No.1 running from the North to the South: has been improved to class III;
- Ho Chi Minh Highway parallel with NH No1 has been constructed.
- Others: NH8, NH9, NH70, HN22 connecting to neighboring countries have been improved Class III.

BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

2. Expressway Network by 2020

22 sections 5,873km:

- North – South expressway 1,700 km;
- Northern expressways: seven routes around Ha Noi 1,099km;
- The corridor: Hai Phong – Ha Noi – Lao Cai 370 km is under construction (will be completed in 2014)
- Central region, Central Highland expressway: Three routes 264km;
- Southern expressways: seven routes 984km;
- Ho Chi Minh – Nha Trang is under construction (400 km);
- Ring Roads in Ha Noi and Ho Chi Minh City (expressway standards).

The Planned Expressway Network in Vietnam

BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

3. Railway by 2020 & vision 2030

Viet Nam has more than 2.600 km of railway, one meter gauge and mix gauge Lao Cai – Hanoi – Hai Phong railway and Yen Vien – Pha Lai – Ha Long – Cai Lan railway are under improvement;

- Complete construction of the following items by 2020: some North – South railways, Bien Hoa – Vung Tau, Dong Dang – Ha Noi railway;
- Complete construction of the following items by 2030: Coastal Railway Nam Dinh – Thai Binh – Hai Phong – Quang Ninh, Ha Long – Mong Cai;
- Viet Nam is carrying out the feasibility study for Hanoi – Ho Chi Minh City high-speed railway.

Planned Railway Network in Vietnam

BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

4. Sea Ports by 2020

Port system in Viet Nam is divided in to 3 regions: North, Centre and South.

– Hai Phong Port and Cai Lan Port with capacity of 100 million tones.

– Central region: Da Nang Port and Quy Nhon Port .

– Southeastern region:

- Sea port group of HCM city;
- Dong Nai sea port group;
- Ba Ria – Vung Tau sea port group with total capacity of 170 million tones.

– Mekong delta region: Expanding, improving Can Tho to a hub port for Cuu Long delta, 15,000 – 20,000 DWT vessels, the port group's capacity to be 7 million tons/ year.

The Planned Network of Sea Ports in Vietnam

BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

5. Airports by 2020 and vision 2030

- ***Until 2020:*** By 2020, to have 26 airports operational including 10 international airports of Noi Bai, Cat Bi, Phu Bai, Da Nang, Chu Lai, Cam Ranh, Tan Son Nhat, Long Thanh, etc.
- The most important airports are Ha Noi and Ho Chi Minh and Da Nang.
- ***Until 2030:*** (i) Continuing to develop existing airports including 10 international airports, (ii) Study, plan, new construction of small-scale airports to serve for helicopters, air-taxi, general aviation activities in provinces and cities without airports.

The Planned Network of Airports in Vietnam

BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

6. Inland waterway by 2020

Priority projects

- Project for improving the Viet Tri - Lao Cai Route
- Project for improving the Ham Luong River
- Project for improving Dong Nai River
- Project for improving/maintaining the main ports

7. Asian highway

- Viet Nam signed Intergovernmental Agreement on the Asian Highway Network in 2004. We are working with ASEAN countries to formulate ASEAN Highway Network.
- Key actions:

- Upgrade to class III in all network by 2012;
- Install common road signs in all designated routes by 2013;
- Upgrade to class I all sections with high traffic volume by 2020;
- Conduct a F/S on bridging archipelagic countries and main land by 2015;
- Upgrade and extension of AHN to China and India.

Asian Railway Network

- Viet Nam signed the Intergovernmental Agreement on the Trans-Asian Railway Network in 2006;
- Viet Nam is working with ASEAN to implement SKRL project
- SKRL has been a priority agenda in ASEAN transport cooperation. SKRL has two lines

- "Eastern line": Thailand, Cambodia and Viet Nam, with spur line B/W Viet Nam and Lao; Viet Nam and Cambodia are working together on this project.
- "Western Line" Thailand and Myanmar


Greater Mekong
Sub-region
Shenzhen, China
A Vision for
Regional Connectivi
Archipelagic ASEAN
RO-RO Network
Myanmar
Vietnam
Laos
Thailand
Cambodia
Da Nang
Batangas
Sihanoukville
Philippines
Zamboanga
Davao
Kota Bahru
Malaysia
Brunei
Labuan
Sandakan
Singapore
Manado
BIMP-EAGA
Sub-region
Papua New Guinea
Indonesia
East Timor
0
500
1000
km


Greater Mekong
Sub-region
Dongguan, China
A Vision for
ASEAN Regional
Connectivity
Myanmar
Vietnam
Laos
Thailand
Da Nang
Cambodia
Batangas
LEGEND
Existing Route
Proposed Routes
Brookes Pt
Philippines
Zamboanga
Davao
Malaysia
Brunei
Muara
Labuan
Sandakan
Singapore
Bitung
BIMP-EAGA
Sub-region
Papua New Guinea
Indonesia
East Timor
0
500
1000
km

To promote mutimodal transport we pay attention to:

- Increase access to terminals: Railway and road connection to ports;
- Develop railway and inland waterway for goods transport;
- To join study with ASEAN on Ro-Ro network system
- Develop a dry port system in the country as well as coordinate national plan and regional plan on dry port development.

BỘ GIAO THÔNG VẬN TẢI
MINISTRY OF TRANSPORT

Recommendations:

- APEC may have a study on transport infrastructure development in the region;
- Coordinate national and regional transport infrastructure program in key multimodal cargo movement routes
- Developed economies and development partners may have support developing countries in bridging some important missing links in main routes.

6.4.2. Presentation Zhang Hua (China).

交通运输部水运科学研究院
China Waterborne Transport Research Institute

Development of container rail-sea transport in China

海铁联运集装箱运量（万TEU）

	2005	2006	2007	2008	2009	2010
Port throughput (m. TEU)	75.64	93.61	112.58	128.58	122.40	146
Transported by Rail (m. TEU)	2.77	3.16	3.6	3.2	3.35	4.26
Rail-Sea (k. TEU)	592	880	1100	1239	1243	1627

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Major routes for rail-sea container transport

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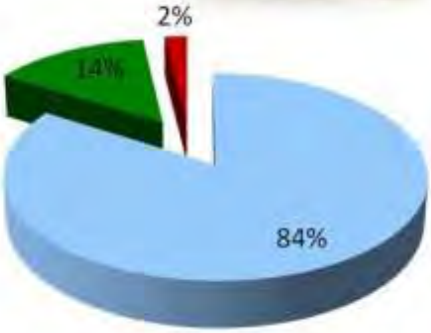
China Waterborne Transport Research Institute

Existing problems



Port container collection, distribution and transportation

交通运输部水运科学研究院
China Waterborne Transport Research Institute

Major constrains

1

- **Physical barriers lead to inadequate capacity, low efficiency, unreliable services and long transport period**

➢ Most of the seaports lacks railway infrastructures and container handling facilities inside the port region.

➢ There is no enough modern inland container yards in the railway system.

➢ It lacks enough railway capacity.

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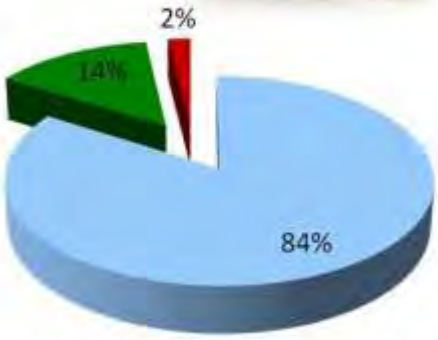
Existing problems



Port container collection, distribution and transportation

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Major constrains

1

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➢ There is no enough modern inland container yards in the railway system.

➢ It lacks enough railway capacity.

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Major constrains

2 • Administrative barriers, information sharing and services barriers hamper rail-sea transport

- Railway service price is inflexible which can't reflect market changes well.
- Low compatibility of the railway system hampered service quality.
- Inland customs have limitation in providing declaration services.
- The data in railway system is relatively closed.
- Container transport demand generated in the inland hinterland is relatively low and scatter.

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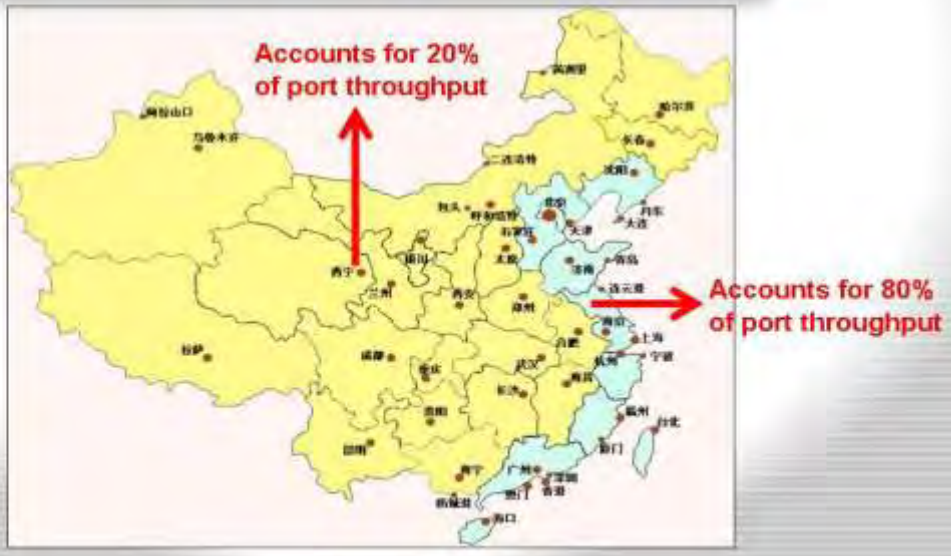
Major constrains

3 • Short/mid-distance container rail-sea intermodal transport service price is relatively high.



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China Waterborne Transport Research Institute

Major constrains

Dumbbell effect of railway transport service price

Unit freight rate: railway < road

However, when considering the fixed costs + transhipment costs, the total cost for rail-sea intermodal transport > road-sea intermodal cost, in case of short/mid haul transportation.

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Development trend

It is estimated that China's port throughput will reach 200 m TEU in 2015, and 280 m TEU in 2020, the conservative estimates for rail-sea transportation will be 5 m TEU and 14 m TEU respectively，optimistic estimates would be 10 m TEU and 24 m TEU respectively.

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Development trend

The next decade

- Rail-sea intermodal transportation is expanding to the west areas.
- 3 major market blocks: West/Middle area: foreign trade containers; North – South: domestic trade containers; Coastal area: foreign / domestic trade containers.
- Rail-Sea transported volume is on the rise, with its share remains relatively low.
- The development of rail-sea intermodal transport in the West/Middle area is critical for the entire market in China.
- Northeast / East Inner Mongolia region with its advantage for developing rail-sea intermodal is expected to gain market shares from traditional pure railway transport between the north and the south.

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Status → Significance → Suggestions

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Significance of developing rail-sea intermodal transportation

A To assure continuous and coordinated dvpt of regional economy

B To promote the development of comprehensive transport system

C To promote an environmental friendly transport system

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A To assure continuous and coordinated development of regional economy

Industry moves from East to West/Middle Region, the port hinterland area becomes vaster

Lead to

High logistics cost

solution

Cost-effective rail-sea intermodal transport

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B To promote the development of comprehensive transport system

- Various mode of transport developed in their own way, with the results of accumulating a series of structural contradictions.
- National 12th five-year plan propose a direction with the content of Co-ordination of various modes of transport, and construction of comprehensive transport system.
- Rail-sea intermodal container transport is a typical case.

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Suggestions in China

1. National level directives, legislations and technical standards
2. Policies to help form sustainable development market mechanism
3. Construction of sophisticated intermodal transhipment hubs
4. Resources integration and construction of public information platforms

Suggestions

1. National level directives, legislations and technical standards

- Guiding opinions on national level should be made.
- Effective mechanism should be established between MOT and MOR and relative ministries.
- Laws and regulations have to be updated.
- Standards should be made.

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suggestions

2. Policies to help form sustainable development market mechanism

- Increase rail-sea intermodal transport capacity
- Develop intermodal transport operators on the policy level.
- Improve business environment

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To promote an environmental friendly transport system and reduce emissions

C

✓ As for land transport, railway transport outperforms road transport in terms of capacity, fuel consumption and emissions.

※ fuel consumption: road transport = 0.25L/TEU.km;
railway transport = 0.1L/TEU km.
(40% of road transport, and 0.4kg less CO2 emission)

If railway undertake 10m TEU containers → Average transport distance=300km → 450m litre fuel consumption be reduced

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Status → Significance → Suggestions

3. Construction of sophisticated intermodal transhipment hubs

- Port planning and railway planning should be well co-ordinated.
- Expand the investment into the construction of supporting systems, such as container handling equipments, yards and storages, MIS etc.
- Accelerate the railway construction in the port area.
- Improve the business environment (customs and inspection services etc).

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Suggestions

4. Resources integration and construction of public information platforms

- Real-time railway transport data should be shared with the operators, to track the containers' information in the railway system.
- Promote the development of third party runned value-added services based on the port-centred platforms, to provide one-stop services.
- Research on the data standards and try to setup related technnical standards for rail-sea intermodal container transport data as soon as possible.

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Plans

- Inter ministry demo projects
- Technical standard development
- Set up the data platform and carry out the tests
- Organize international seminers to discuss issues on the development of rail-sea transport

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Suggestions in APEC Region

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Thank you!

zhangh@wti.ac.cn

6.4.3. Presentation Noor Aishah Kamarzaman (Malaysia).

Location

Location

Westports Malaysia Sdn Bhd is located in Pulau Indah, Port Klang, Malaysia which is accessible by road via Pulau Indah Expressway, connecting to the KESAS Highway

Infrastructure to Port Klang

A well-developed and efficient transportation infrastructure is in place to handle the volume of cargo traffic at Port Klang.

By Road

The North-South Expressway runs from Bukit Kayu Hitam at the Malaysia-Thai border to the Johor Causeway in the south, covering a distance of 900 kilometres.

Infrastructure to Port Klang

By Rail

- Keretapi Tanah Melayu Berhad (KTMB), the corporatised railway company, operates a daily block train service from Port Klang to Penang and Bangkok.

By Air

- The new Kuala Lumpur International Airport commenced operations in late 1998. It is located about 75 km away in Sepang, which is part of an area designated for the Multimedia Supercorridor, Malaysia's answer to Silicon Valley.

Facilities

- Westport is a multicargo port which handles all types of cargoes in containers and conventional cargoes
- Stationed the OGAs includes Customs, Immigration, Malaysia Quarantine and Inspection Services (MAQIS), Health Department, Immigration and Standard and Industrial Research Institute of Malaysia (SIRIM).
- Provides bunkering and other ship related facilities such as supplying bunker fuel to vessel sailing in the Straits of Malacca, provides storage and warehousing and fast connectivity to transport products

Facilities

- **Container Terminal**
  - Berth length 11 berths (16 meter depth)| 3400 meters
  - Terminal capacity 280 acres out of total built up area of 1350 acres | 7.2 million TEU capacity per year
  - Depth : 15-17 metres
  - Ground Slot : 25,036

- **Equipments**
  - 34 Quay Cranes (QC)
  - 101 Rubber Tyred Gantrys (RTG)
  - 273 Prime Movers (PM)
  - 25 Reach Stackers
  - 1,236 Refrigerated Points (Reefers)
  - 25,036 Total Ground Slots

Photos

Facilities

- Conventional Volume on 2010 : 8,866,240 mts
- Conventional
  - Dry bulk
  - Break bulk
  - Liquid bulk
  - RORO

Facilities : Logistics Services and Capacity

- Warehouses : 670,000 sq.ft
- CFS : 120,000 sq.ft
- DG Storage : 3,000 sq.ft
- On Dock Depot : 50 acres
- Fumigation Bay : 50 x 40'
- Inspection Bay : 100 x 40'
- Rail/ITT Staging : 50 x 40'

Facilities : Warehouse/CFS

- Multi-country consolidation
- Regional Distribution Center
- Re-packing and Break-bulking
- Transloading Activities
- Inspection/Survey
- Pre-clearance for console cargo
- Container Delivery within 24hrs KPI
- Extended hours after closing time

Facilities : Container Gate Efficiency

Gate Transactions	2009	2010
Import	447,101	497,898
Export	374,206	471,309
Warehouse/ODD-Import	113,775	158,432
Warehouse/ODD-Export	98,926	137,893
Total	1,034,008	1,265,532

- Average tumaround time (Import) = 28 minute
- Average tumaround time (Export) = 15 minute
- Gate Transaction Time (Import) = 35 secs (Normal lane)
- Gate Transaction Time (Import) = 15 secs (Express lane)
- Gate Transaction Time (Export) = 60 secs

14 lanes of container depot

Infrastructure : Information System (Infostructure)

Smart Card Security System

- Provides security checks at all security points
- Increase efficiency of port operations
- Ensure minimal interruption during documentation or clearance process
- Will be linked to the Customs Information System (SMK) and Gate Security System (GCS)

E-Terminal Plus

- A community based application for the port community that automates interactions between stakeholders
- Emphasis on reducing process time and creating interactive customer relationship
- There are 6 counters at West Port Documentations Office which manage the documents clearance for exports and imports
- One counter is dedicated for document checking

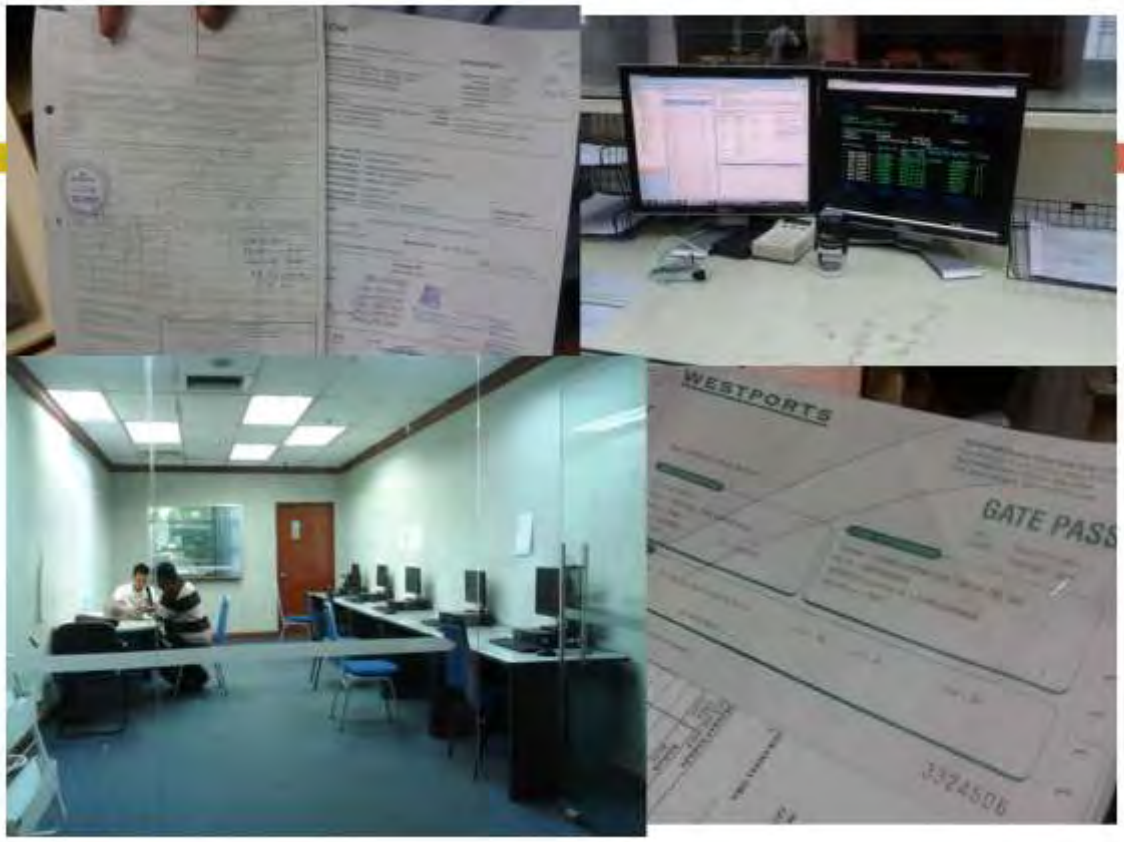
E-Terminal Plus

- Once the documents are all cleared, the agents are given the password to use the e-terminal plus to manage and monitor their containers movement
- This application will be linked to the SMK (Customs Information System)
- This system will be able to prevent the space congestion, and manage storage through the strategic planning and standard of procedures

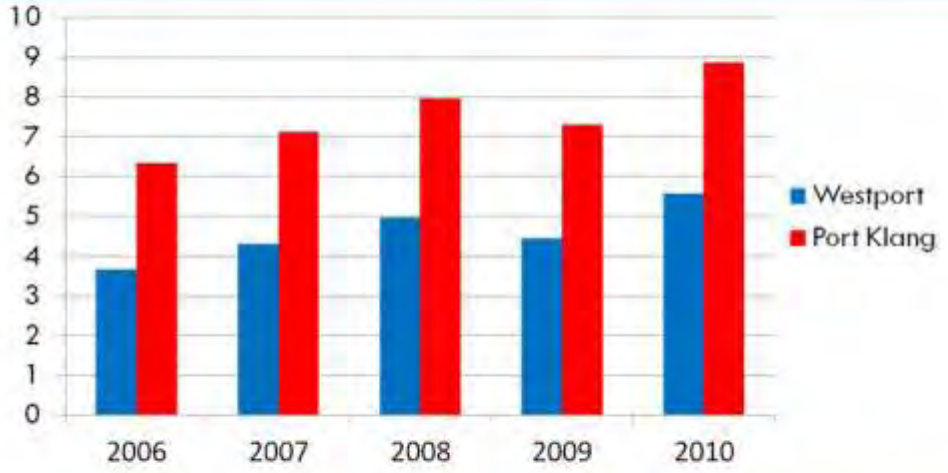
CGSS and NGCCS

- Container Gate Security System (CGSS)
  - Require vehicle authorization and authentication to enter the port
  - Integrated with heavy duty barrier gates and captures detailed information of all exits and entry
- Conventional Cargo System (NGCCS)
  - Management of conventional cargo terminals
  - Facilitates electronic submission of notification of vessel arrival, berth application etc.


WESTPORTS
GATE PASS

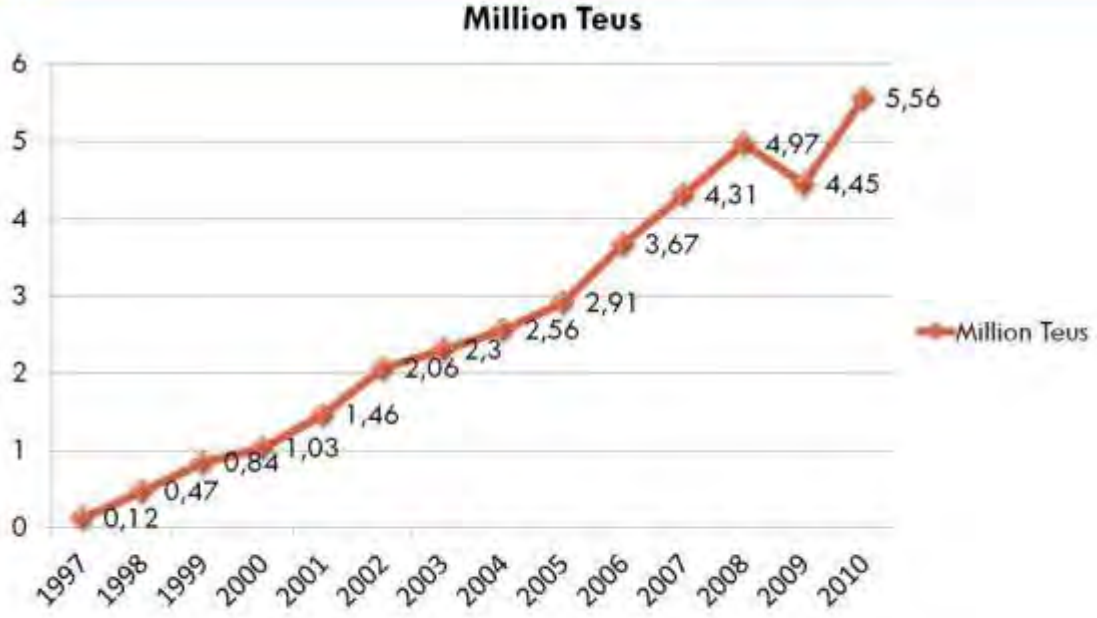

WESTPORTS
GATE PASS

Statistics : Port Klang and Westport Growth

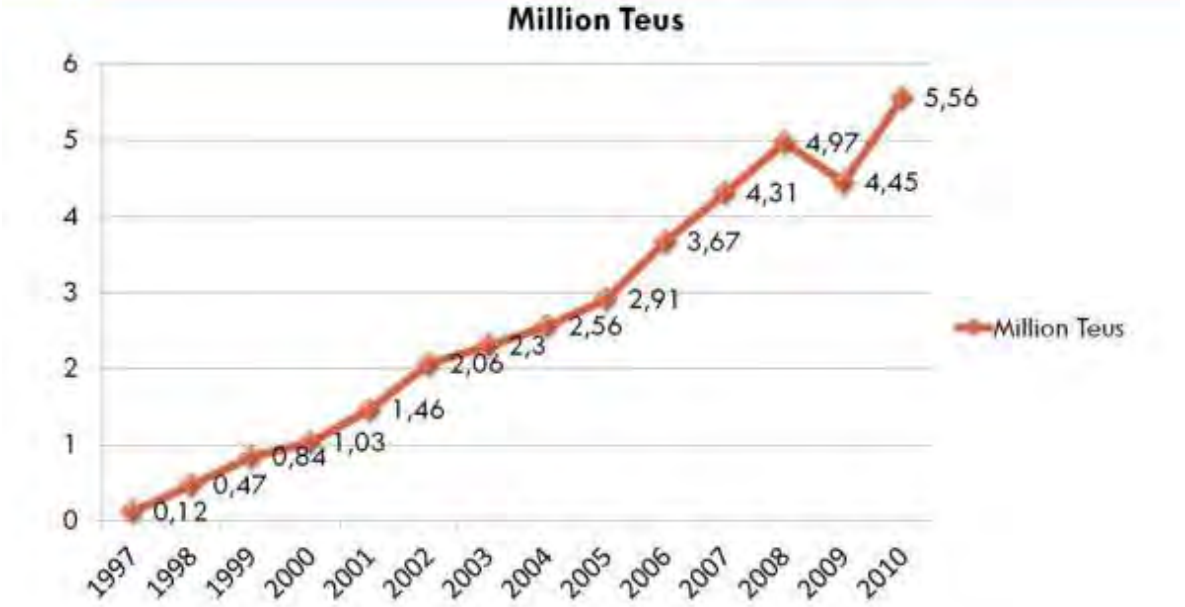


Market Share	2006	2007	2008	2009	2010
Westport	58%	61%	62%	61%	63%

Statistics : Westports Container Volume 1996-2010



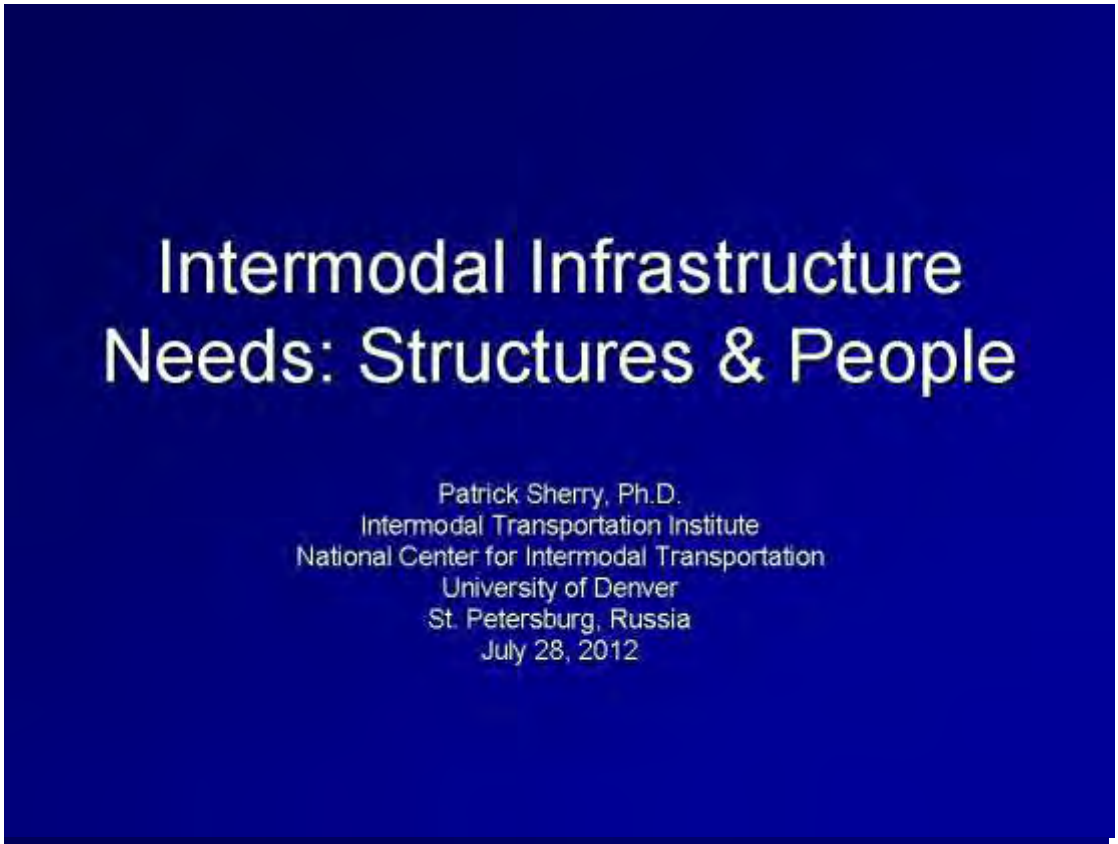
Statistics : Westports Container Volume 1996-2010

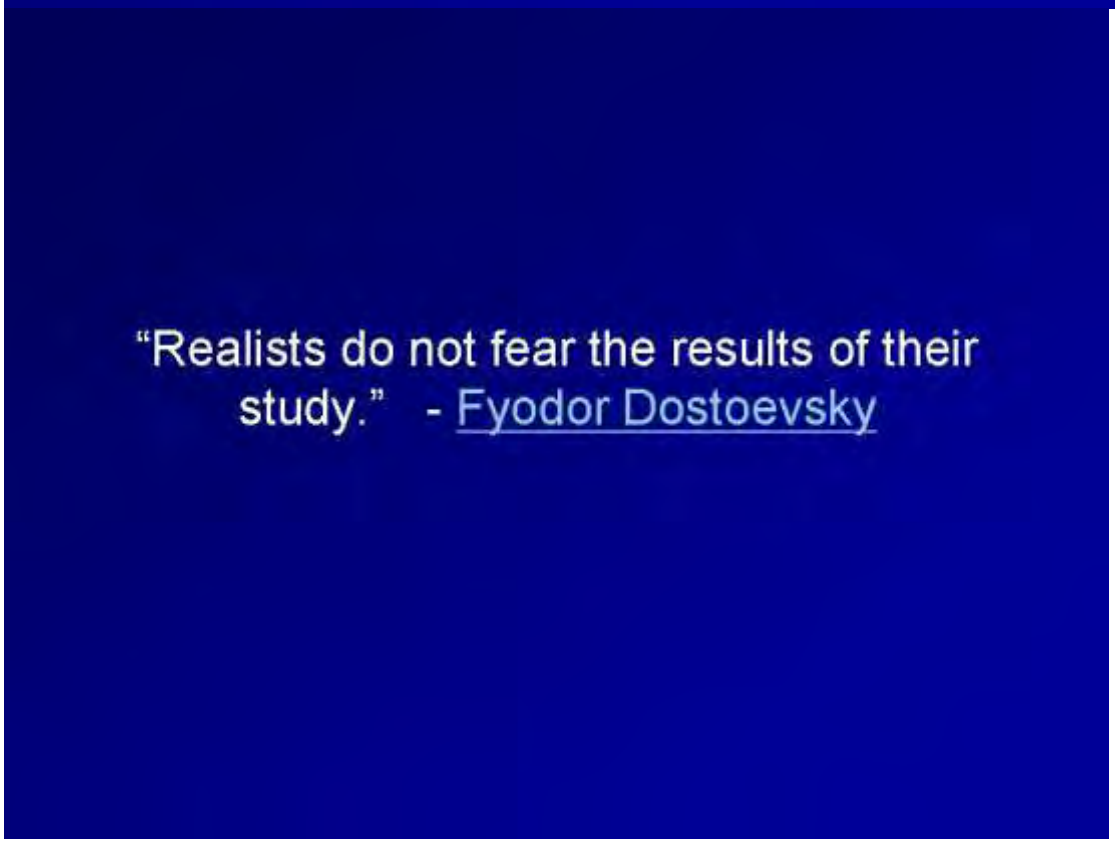


- Thank you

- aishahkamarzaman@mot.gov.my

6.4.4. Presentation Patrick Sherry (USA).





Intermodal Infrastructure

- Ports
  - Coastal
  - Waterway
  - Land
- Rail
- Road
- People

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US Intermodal Network

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INFRASTRUCTURE NEEDS

NCIT

Infrastructure Needs

- Question: **Do you know if there is any report outlining the INTERMODAL INFRASTRUCTURE needs of the US transportation system?**

- The short answer is "no." The long answer is, I don't have any idea what the question means. Does he just mean rail intermodal terminals? The rail network (track) connecting those terminals? Ports? The highways on which the truck legs of rail intermodal shipments move? You get the idea. The number would vary tremendously depending on what was included. In any case, as far as I am aware, we don't follow this stuff and don't have reports on it. For that matter, there would be so much guesswork and assumptions involved that if someone somehow came up with a number (e.g., the infrastructure "report card" from the American Society for Civil Engineers , http://www.infrastructurereportcard.org) it wouldn't mean anything, at least in my view.
  - Dan Keen, AAR, July 26, 2012

NCIT

- Governments will need to spend an extra $2.2 trillion on capital projects nationwide, up from $1.6 trillion in 2005, the Reston, Virginia-based engineering group said in its 2009 edition of "Report Card for America's Infrastructure." State and local governments have sold about $1.3 trillion of debt since 2007 to finance public works rather than re-issue debt at lower interest rates, according to data compiled by Bloomberg. 13 June 2012, Businessweek

NCIT

- In summary, unless there is coordinated public and private action, congestion and capacity constraints on the nation's freight-rail system will weaken the freight industry, the economy, communities, and the environment. –

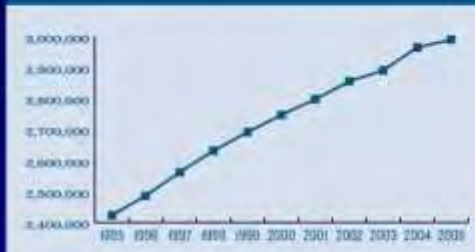
  – Cambridge Systematics, 2009

NCIT

Roads Needs

TRANSPORTATION ROADS 2009 GRADE D-

★ Highway Vehicle Miles Traveled: 1995–2005



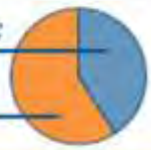
SOURCE Transportation Statistics Annual Report 2007, U.S. Department of Transportation, Bureau of Transportation Statistics, 2008

ESTIMATED 5-YEAR FUNDING REQUIREMENTS FOR **BRIDGES AND ROADS**

Total investment needs
$930 BILLION

Estimated spending
$380.5 BILLION

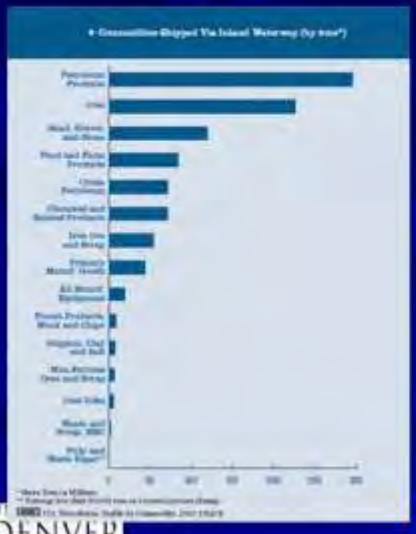
Projected shortfall
$549.5 BILLION



DENVER ASCE American Society of Civil Engineers NCIT ITI

Inland Needs

TRANSPORTATION INLAND WATERWAYS 2009 GRADE D-



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ESTIMATED 5-YEAR FUNDING REQUIREMENTS FOR **INLAND WATERWAYS**

Total investment needs
$50 BILLION

Estimated spending
$29.475 BILLION

Projected shortfall
$20.5 BILLION

Rail Needs

TRANSPORTATION RAIL 2009 GRADE C-

ESTIMATED 5-YEAR FUNDING REQUIREMENTS FOR **RAIL**

Total investment needs
$63 BILLION

Estimated spending
$51.3 BILLION

Projected shortfall
$11.7 BILLION

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Heartland
Create
Gateway

RAIL EXPANSION

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HEARTLAND

UNIVERSITY OF DENVER NCIT ITI

Rail Service to Chicago

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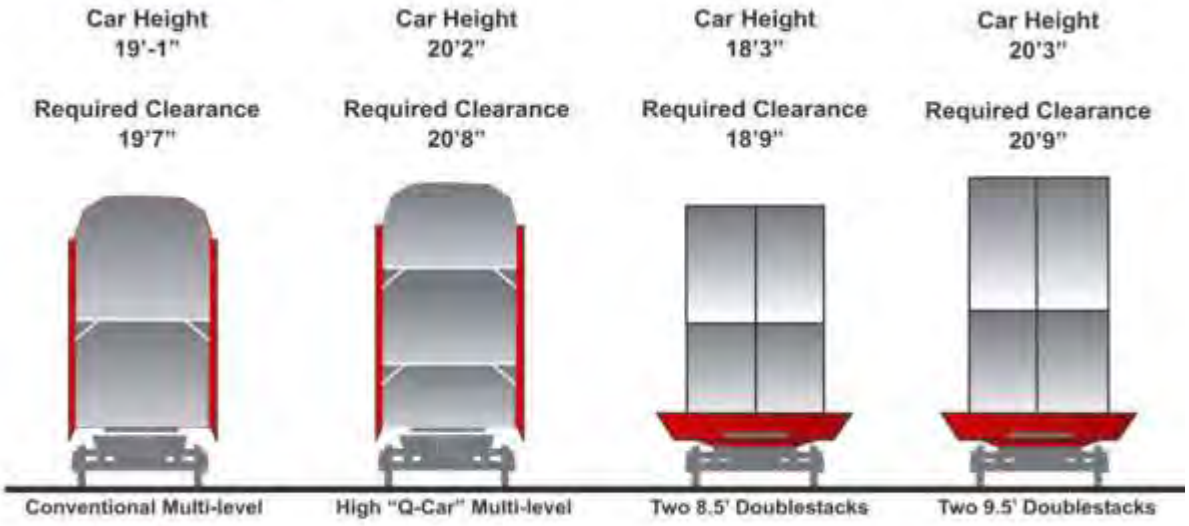
Double-Stack Project

The current clearance envelope through West Virginia only accommodates railcars up to 19'1" multi-levels. No double-stack cars can be accommodated in western Virginia and West Virginia due to the height, as well as the square profile of the conveyance.



Estimated Project Cost

COMPONENT	ESTIMATED COST ($)
Central Corridor Double-Stack Initiative	$ 151 M
Prichard Intermodal Terminal	$ 18 M
Roanoke Region Intermodal Terminal	$ 18 M
Rickenbacker Intermodal Terminal	$ 62 M
Commonwealth Railway Mainline Safety Relocation Project (CRMSRP)	$ 60 M
TOTAL	$ 309 M

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GATEWAY

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CSX connects the nation and the globe

CSX alone includes:

- 30,000 employees
- 21,000 route miles
- 1,200+ trains/day
- 5 million+ carloads
- 4,500+ locomotives
- 120,000+ freight cars
- Serves 70 ocean, lake and river ports

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Demand for freight is growing

- Current predictions from US DOT, AASHTO*, CBO, and others are estimating a 67% growth in freight traffic by 2020
- The nation's freight transportation infrastructure will be challenged

*The American Association of State Highway and Transportation Officials (AASHTO)

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Congestion is getting worse

Today

2020

Source: USDOT FHWA Freight Analysis Framework

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Rail provides sustainable transportation solutions

Rail is one of the safest and most secure modes of surface transportation → Safe and Secure

One Intermodal train can carry the load of 280 trucks → Efficient

A locomotive can haul a ton of freight more than 436 miles on one gallon of fuel → Green

Rail capital investment relies principally on private funds → Sustainable

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- Creates a double stack network along key corridors
- NW Ohio Transfer Yard enables CSX service to new major markets
- Supports long-term growth of Mid-Atlantic ports
- Connects the Mid-Atlantic region, the Midwest, and the nation

CSX National Gateway
CSXT double stack routes
Other CSXT routes

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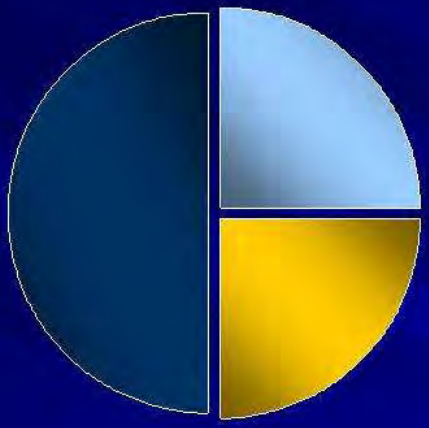
22



Federal	=	$194 Million
State	=	$193 Million
CSX	=	$387 Million
Total	=	$774 Million

$16 in public benefits for every $1 of public funds invested

- **Stimulates the economy.**
  - Creates jobs and provides economic development through terminal construction
- **Positions U.S. to compete in a global economy.**
  - The National Gateway improves the efficiency of our transportation network and saves over $2.7 billion in logistics costs.
- **Reduces highway maintenance costs, congestion and improves safety.**
  - The National Gateway shifts nearly 3 billion freight vehicle miles traveled from the highway to the railway, saving over $550 million in highway maintenance costs and nearly $460 million in safety savings
- **Reduces greenhouse gas emissions and helps improve air quality.**
  - The National Gateway will improve the flow of freight by rail, reducing fuel consumption by 250 million gallons. This improved fuel efficiency saves over 2.5 million tons of CO_2 emissions.

Panama Canal issues
West Coast Issues
Tiger Projects

PORT EXPANSION

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TIGER Grants

- of the $500 million in TIGER 2012 funds available for grants, more than $120 million will go to critical projects in rural areas.
  - 35 percent of the funding will go to road and bridge projects
  - 16 percent of the funding will support transit projects
  - 13 percent of the funding will support high-speed and intercity passenger rail projects
  - 12 percent will go to freight rail projects, including elements of the CREATE (Chicago Region Environmental and Transportation Efficiency) program to reduce freight rail congestion in Chicago
  - 12 percent will go to multimodal, bicycle and pedestrian projects
  - 12 percent will help build port projects
  - Three grants were also directed to tribal governments to create jobs
  - TIGER projects will also improve accessibility for people with disabilities
- Over the next six months, 27 projects are expected to break ground from the previous three rounds of TIGER. In addition, work is under way on 64 capital projects across the country.

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Port Expansion

- The White House identified ports for expansion in:
  - Jacksonville, FL.
  - Miami, FL.;
  - Savannah, GA.;
  - Charleston, S.C.;
  - New York
  - New Jersey

- "In fact, with the widened Panama Canal opening in 2014 to much larger ships, preparing U.S. ports for these Post-Panamax vessels is absolutely essential to the economic activity our ports support," LaHood continued.

LaHood: Expedited port expansions will be 'economic engines for the Eastern seaboard'
By Keith Laing - 07/26/12 03:41 PM ET

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Alabama State Port Authority and Tennessee-Tombigbee Waterway

- "The biggest area where we see potential is in the container sector," says James Lyons, ASPA executive director and CEO. "What we see there is that the Gulf and Atlantic ports will likely gain market share in Asian trade."
- Logistics services from the Canal to the Gulf will become more reliable. The expansion will also allow larger vessels carrying up to 13,000 TEUs and bigger economies of scale to enter the Gulf.
- If Gulf traffic increases, inland waterways could see a corresponding spike. The Tennessee-Tombigbee Waterway begins in Tennessee, traverses Mississippi, and ends in Demopolis, Alabama.
- While no one can predict with certainty the Canal expansion's results, increased activity at the Port of Mobile will popularize inland waterways and ultimately strengthen economic development along the Tennessee-Tombigbee.

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ROAD EXPANSION

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- There are 517 freight-only terminals and 99 major airports that handle both passengers and freight. These 616 intermodal freight terminals are connected to the NHS by 1,222 miles of connectors (Table 1).

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Intermodal Connectors need to be Added and Lengthened

Function Class	Mileage
Total Rural and Urban	**1,222**
Rural	**219**
Interstate	5
Other principal arterial	32
Minor arterial	57
Major collector	88
Minor collector	7
Local	30
Urban[8]	**1,004**
Interstate/Expressway	89
Other principal arterial	438
Minor arterial	294
Collector	117
Local	66

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FINANCIAL CONCERNS

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Funding Options

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Trust Fund Deficits Loom

- Trust fund deficits will precipitate both annual appropriation problems and long-term structural issues
- Strategic Plan must anticipate short-term strategic actions and long-term structural ones

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Energy Crisis

- $4 a gallon gas creates a new dynamic
- Income is down, costs are up
- New fuel taxes become even more difficult
- Our vehicles, our tax structure will change

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What Are Today's Critical Issues?

1. Funding Crisis
2. Construction Costs
3. Highway Safety
4. Congestion and Mobility
5. Project Delivery

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Congestion and Mobility

Year	Population	VMT
1955	145 million	600 billion
2007	300 million	3 trillion
2055	435 million	7 trillion

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Project Management & Workforce Development

- A typical transportation project can take from 10 to 15 years to complete
  - up to six years for the environmental process
  - up to nine years or more for planning, design, and construction.
- Most managers are modal specific and have little intermodal skill and conceptual framework for approaching systems

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Commission Report Highlights: Needs

- US need to spend $225 to $340 billion per year on average through 2055
  - Highway
  - Bridge
  - Public transit
  - Freight rail
  - Intercity passenger rail
- Currently spending less than $90 billion per year

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Commission Report Highlights: Funding

- "There is no free lunch"
- Gas tax likely to remain viable for 20 years
- Take immediate action to keep the Highway Trust Fund solvent
- Increase gas tax between 5 to 8 cents per year over the next five years
- Index the gas tax to inflation after 5 years
- Increase truck sales taxes proportionately
- Expand tolling and pricing options, public-private partnerships
- Develop alternatives to the fuel tax

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FREIGHT STAKEHOLDERS COALITION
Surface Transportation Reauthorization Platform

1. Mandate the development of a National Multimodal Freight Strategic Plan..
2. Provide dedicated funds for freight mobility/goods movement.
3. Authorize a state-administered freight transportation program..
4. If a new freight trust fund is created, it should be firewalled, with the funds fully spent on projects that facilitate freight transportation and not used for any other purpose.
5. Establish a multi-modal freight office within the Office of the Secretary.
6. Form a national freight industry advisory group pursuant to the Federal Advisory Committee Act to provide industry input to USDOT, working in conjunction with the new multi-modal freight office.
7. Fund multi-state freight corridor planning organizations.
8. Build on the success of existing freight programs.
9. Expand freight planning expertise at the state and local levels.
10. Foster operational and environmental efficiencies in goods movement..

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RECOMMENDATIONS

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Increase Federal Leadership in Infrastructure

- America's infrastructure needs bold leadership and a compelling economy level vision. Currently most infrastructure investment decisions are made without the benefit of a national vision.

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Promote Sustainability and Resilience

- America's infrastructure must meet the ongoing needs for natural resources, industrial products, energy, food, transportation, shelter and effective waste management, and at the same time protect and improve environmental quality.
- Sustainability and resiliency must be an integral part of improving the nation's infrastructure.
- Research and development should be funded at the federal level to develop new, more efficient methods and materials for building and maintaining the economy's infrastructure.

UNIVERSITY OF DENVER NCIT ITI INTERMODAL

Develop Federal, Regional, and State Infrastructure Plans

- Infrastructure investment at all levels must be prioritized and executed according to well conceived plans that both complement the national vision and focus on system wide outputs.
- The plans must reflect a better defined set of federal, state, local, and private sector roles and responsibilities and instill better discipline for setting priorities and focusing funding to solve the most pressing problems.
- The plans should also complement our broad national goals of economic growth and leadership, resource conservation, energy independence, and environmental stewardship. Infrastructure plans should be synchronized with regional land use planning and related regulation and incentives to promote non-structural as well as structural solutions to mitigate the growing demand for increased infrastructure capacity.

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Address Life-Cycle Costs and Ongoing Maintenance

- As infrastructure is built or rehabilitated, life-cycle cost analysis should be performed for all infrastructure systems to account for initial construction, operation, maintenance, environmental, safety and other costs reasonably anticipated during the life of the project, such as recovery after disruption from natural or manmade hazards. Additionally, owners of the infrastructure should be required to perform ongoing evaluations and maintenance to keep the system functioning at a safe and satisfactory level. Life-cycle cost analysis, ongoing maintenance, and planned renewal will result in more sustainable and resilient infrastructure systems and ensure they can meet the needs of future users.

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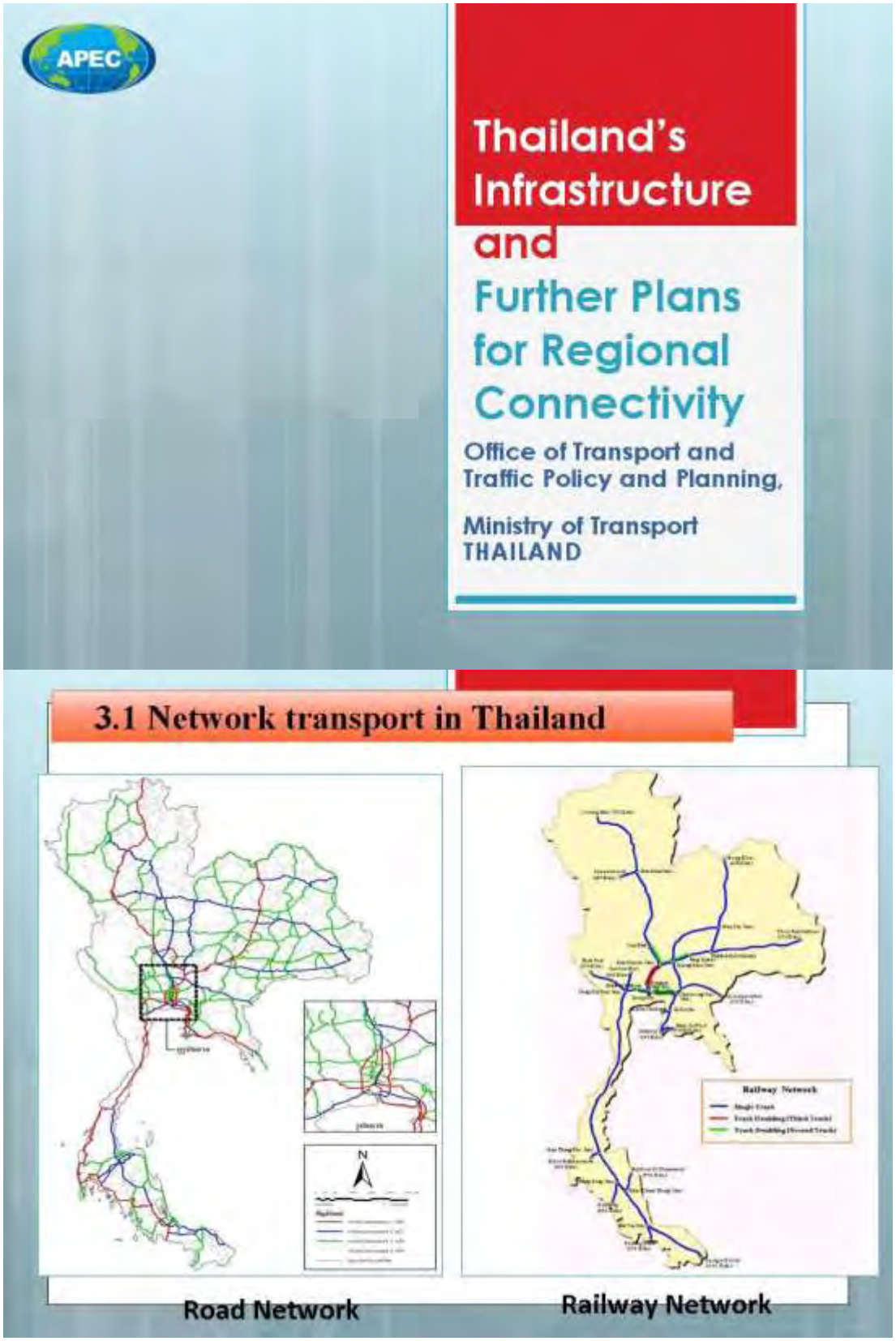
Increase and Improve Infrastructure Investment from All Stakeholders

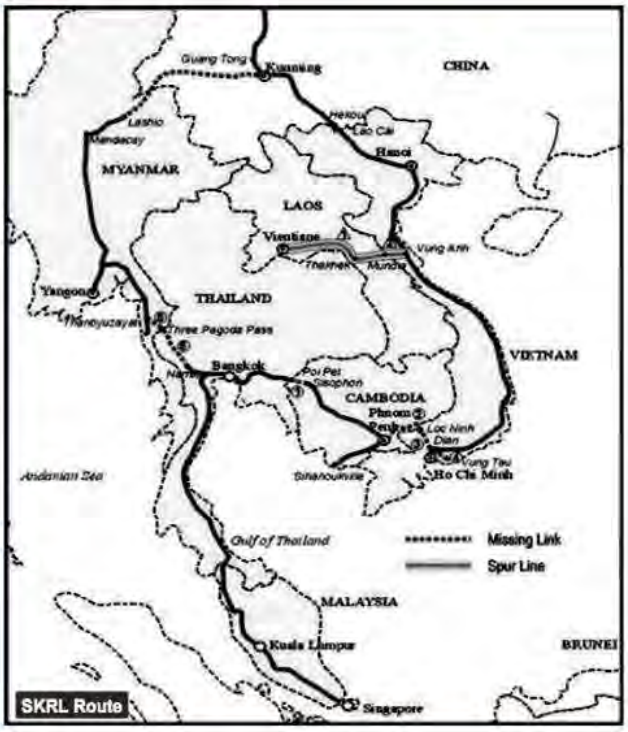
- All levels of government, owners, and users must renew their commitment to infrastructure investments in all categories
- The longer critical investments to improve the operability, safety, and resilience of the nation's infrastructure are withheld, the greater the future cost and risk of failure.

6.4.5. Presentation Thanaphon Charanwanitwong (Thailand).

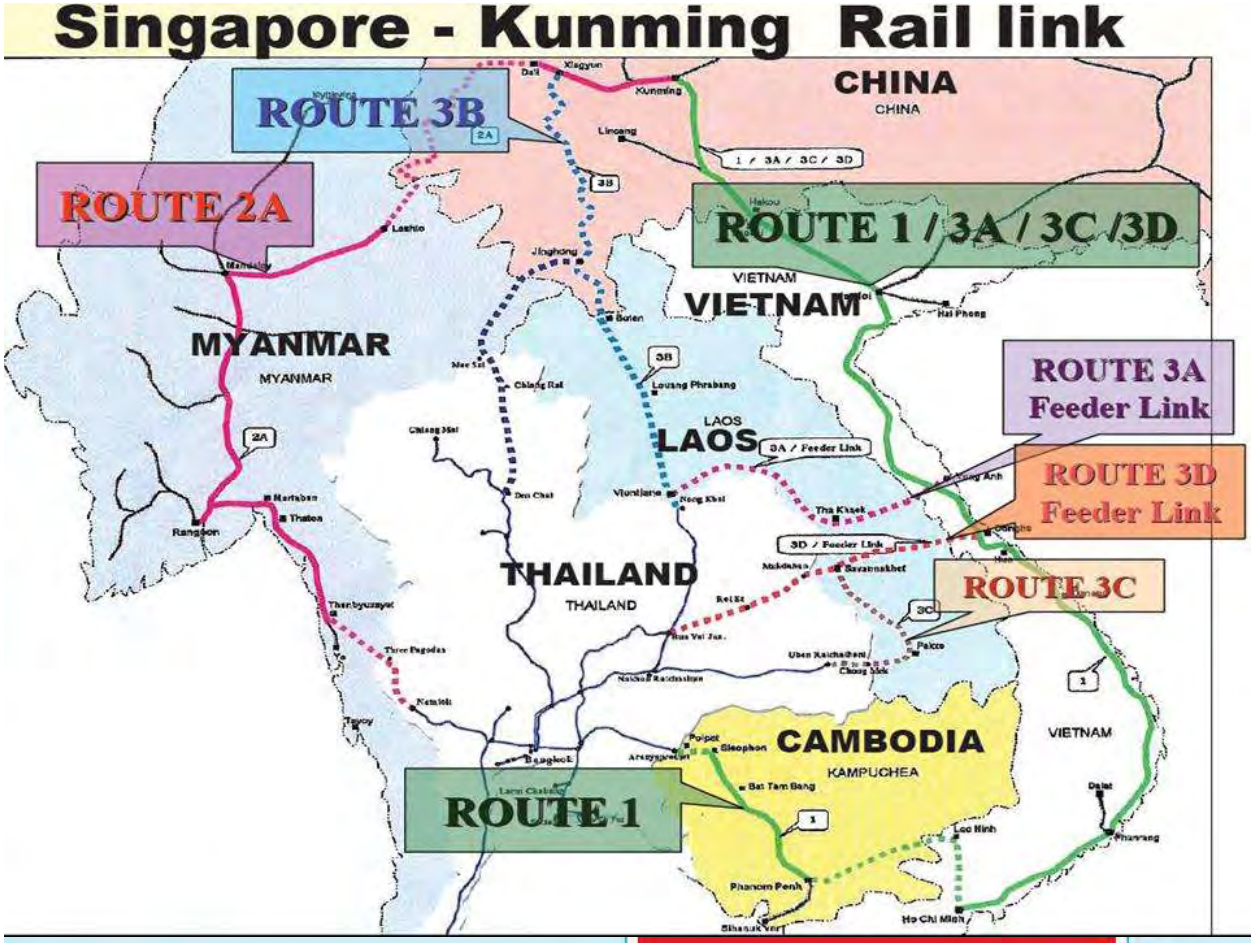


Trans-Asian Railway Network

Singapore-Kunming Rail Link



- The Singapore-Kunming Rail Link (SKRL) Project is being implemented under the ASEAN Mekong Basin Development Cooperation initiative
- The 7,000km railway line is expected to link major cities in eight economies, namely Singapore, Malaysia, Thailand, Cambodia, Viet Nam, Lao PDR, Myanmar, and the PRC
- The priority sections are as follows: the Poipet-Sisophon Railway Link Project (Cambodia); the Ho Chi Minh City-Loc Ninh Railway Link Project (Viet Nam); and the Spur Lines between Three Pagoda Pass and Thanbyuzayat (Myanmar) and Vientiane-Mua Gia-Tan Ap-Vun Ang (Lao PDR/Viet Nam
- ASEAN hopes the link will be ready by 2015


Singapore - Kunming Rail link
ROUTE 3B
ROUTE 2A
ROUTE 1 / 3A / 3C /3D
ROUTE 3A
Feeder Link
ROUTE 3D
Feeder Link
ROUTE 3C
ROUTE 1
CHINA
CHINA
VIETNAM
VIETNAM
MYANMAR
MYANMAR
LAOS
LAOS
THAILAND
THAILAND
CAMBODIA
KAMPUCHEA
VIETNAM

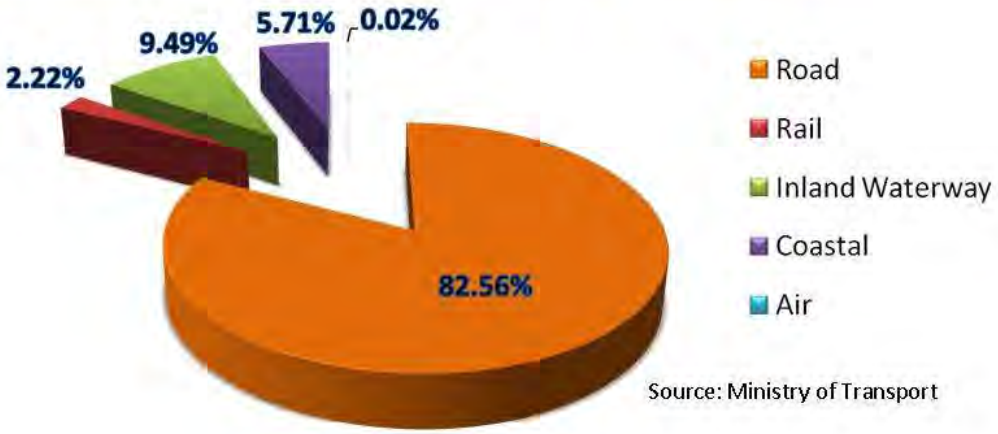

15 Yrs
5 Yrs
10 Yrs
Railway Development Master Plan
Restructuring (urgent Phase: 2010-2014)
Track rehabilitation
Refurbishing Locomotive
Breaking Bottle neck
Reducing intersection between rail and road
Improvement (Phase II: 2015-2029)
Double Track Extension
Sub-Region Connecting
High Speed Train
Enhance Efficiency (Phase III: 2020-2025)
High Seed Train Network extension
New Logistic Routes

Air

- 9 International Airports
  - Aviation Authority of Thailand (6)
  - Department of Aviation (2)
  - Private Sector (1)
- 26 Domestic Airports
  - All in charge of Department of Aviation
- Thailand's main goal for aviation sector is **Aviation Hub**

13

Freight transport volume by mode

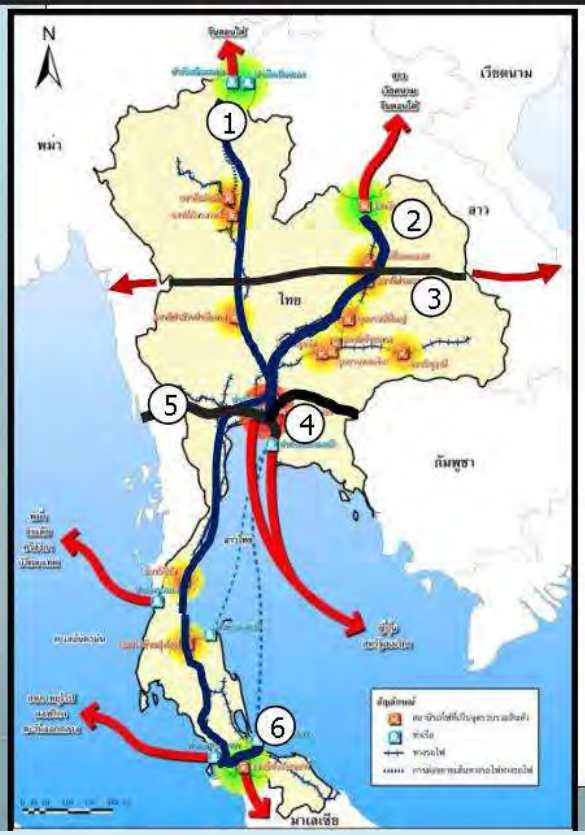


Source: Ministry of Transport

Road transport is the major domestic freight. In 2010, road transport has the highest volume of 419.318 million ton or 82.55% of the total domestic transport. The second is waterway transport which serves 48.18 million ton or 9.48%. The third is coastal transport which serves 5.71%. Railway transport serves 11.28 million ton or 2.22%. Whereas air transport has smallest proportion of 0.11%

Logistics cost structure since 2006-2009 have still show resemblance structure. Transportation cost are the largest cost component, have been consistently expanding from 47.2% in 2010 to 47.2% in 2009.

Logistics : Corridor Base , Map



1. North-South-Pak Bara
2. Nong Khai – Laem Chabang
3. East-West
4. ICD Ladkrabang- Laem ChaBang
5. Land Bridge 1 :
   Dawai – laem ChaBang - Aranyaprathet
6. Land Bridge 2:
   Pak Bara – Song Kha

Major Gateway

- Suwannaphum Airport
- Laem ChaBang Port

Border Gateway

Border Gateway	Connecting
2th Chaing Saen Port	Laos & China
4th Mekong River Bridge	Laos & China
Nong Khai	Laos
Aranyaprathet	Canbodia
Sadao	Malaysia
Mae Sot	Myanmar

Thailand as Gateway of the upper ASEAN

- **GLOBAL GATEWAY**
  - Laem Chabang Port and Suvarnnabhumi Airport are the existing main gateways to connect Thailand with the world
  - Reduce service time at the terminals : **Fast in and Fast out**
  - Improve road and rail access to the Gateway : **Port Link and Airport Link**
- **REGIONAL GATEWAY**
  - New gateways for road transport to accommodate trade and transport with neighboring countries
  - Identify and develop the main gateway to each neighboring country
  - Introduce port and airport management concept at those gateways : *Border crossing points will become* ***LAND PORT***
  - Improve road and rail access to the land ports
- **New Global Gateway on the Andaman Sea will be decided**
  - A choice between Pakbara and Dawei or both

18

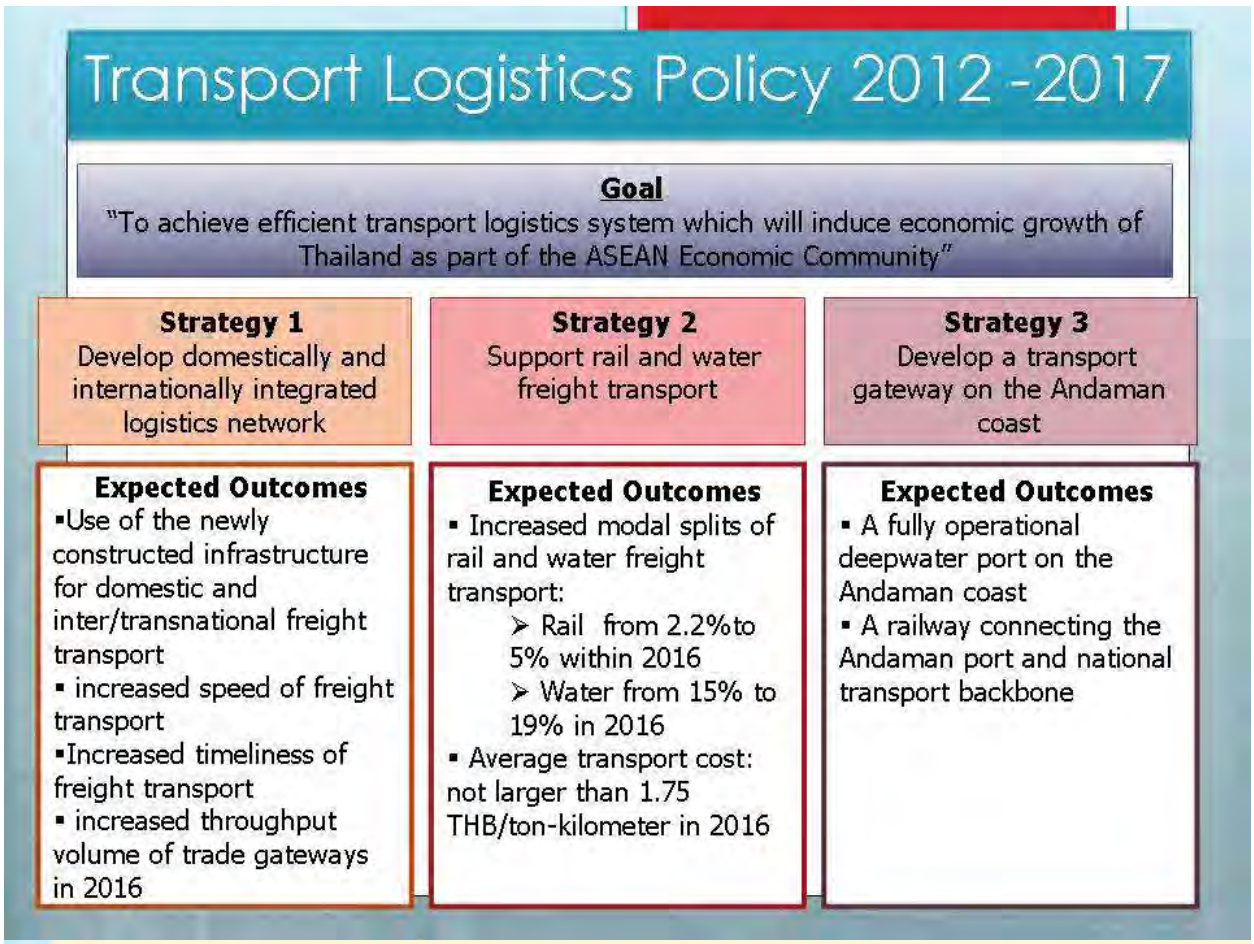
Transport Logistics Policy 2012 -2017

Goal:

"To achieve efficient transport logistics system which will induce economic growth of Thailand as part of the ASEAN Economic Community"

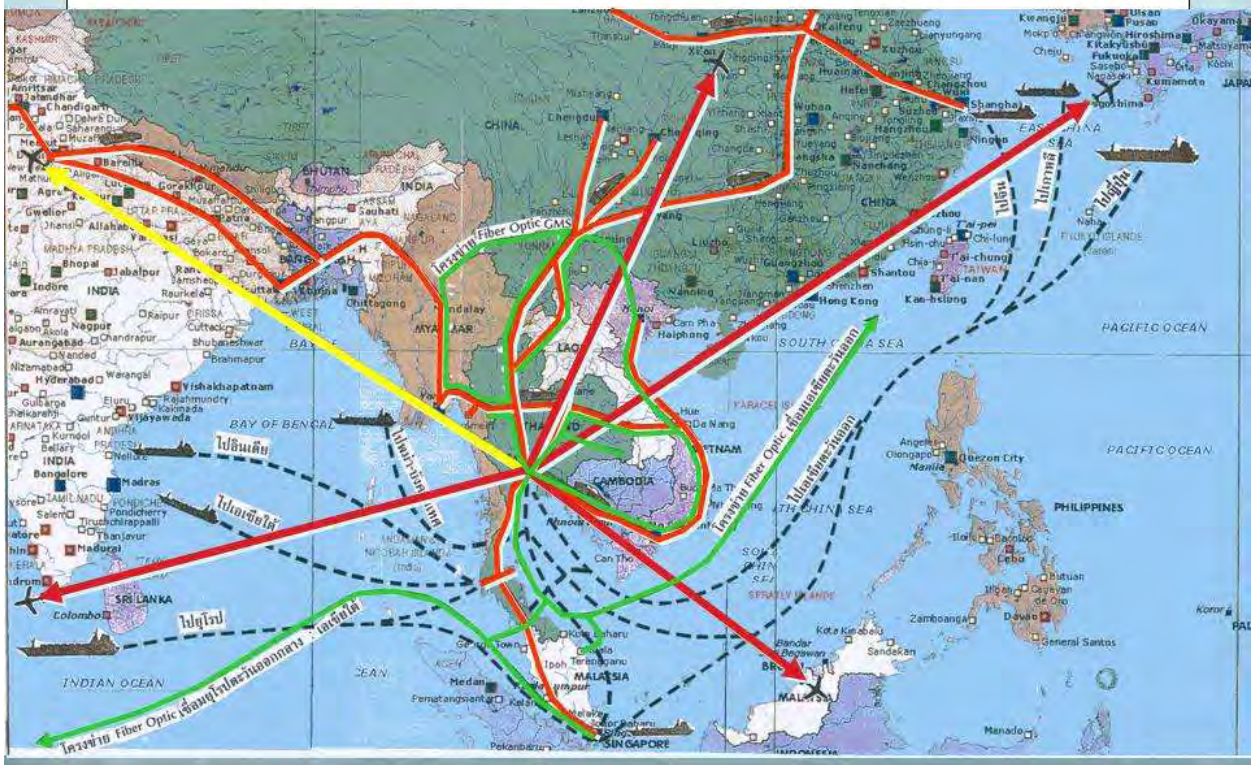
Major Strategies:

1. Develop domestically and internationally integrated logistics network
2. Support rail and water freight transport to decrease national transport cost
3. Develop a transport gateway on the Andaman coast to spur economic development in the Southern Region of Thailand and to facilitate trades between China and ASEAN and ASEAN - India


Transport Logistics Policy 2012 -2017
Goal
"To achieve efficient transport logistics system which will induce economic growth of Thailand as part of the ASEAN Economic Community"
Strategy 1
Develop domestically and internationally integrated logistics network
Strategy 2
Support rail and water freight transport
Strategy 3
Develop a transport gateway on the Andaman coast
Expected Outcomes
▪Use of the newly constructed infrastructure for domestic and inter/transnational freight transport
▪ increased speed of freight transport
▪Increased timeliness of freight transport
▪ increased throughput volume of trade gateways in 2016
Expected Outcomes
▪ Increased modal splits of rail and water freight transport:
➢ Rail from 2.2%to 5% within 2016
➢ Water from 15% to 19% in 2016
▪ Average transport cost: not larger than 1.75 THB/ton-kilometer in 2016
Expected Outcomes
▪ A fully operational deepwater port on the Andaman coast
▪ A railway connecting the Andaman port and national transport backbone


Goal
Transport Corridor
เส้นทางขนส่ง
Logistics Corridor
เส้นทางโลจิสติกส์
Economic Corridor
เส้นทางการค้า
" Decreasing Logistic Cost about 2% of GDP Within 2016"

Laem Chabang Port and Suvarnnabhumi Airport main Gateway to connect Thailand with the world



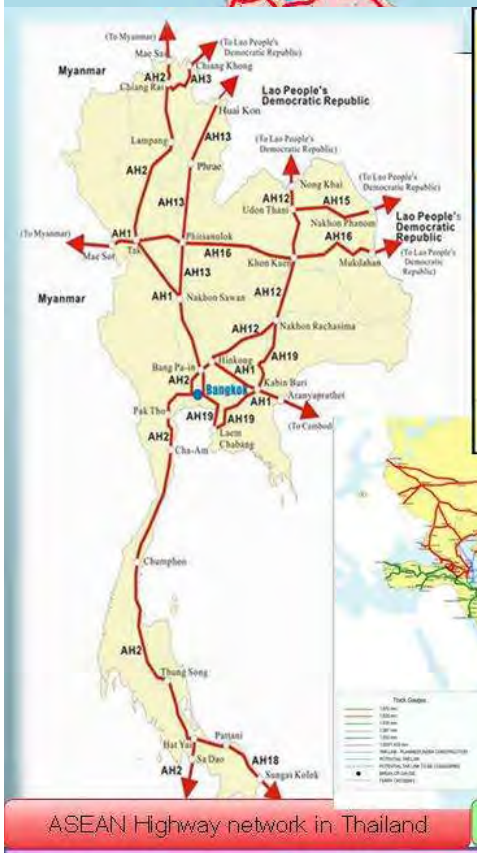
ASEAN Highway

-Linking 10 ASEAN members (23 routes of over 36,000 Km.)

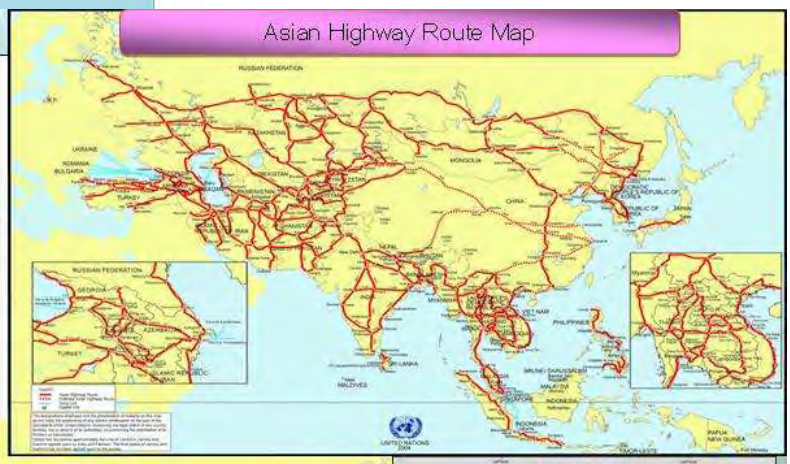
-12 routes in Thailand:
AH1,AH2,AH3.AH12,AH13,AH15,AH16, AH18, AH19,AH112.AH121,AH123

AH Routes in Thailand

- AH1: Aranyaprathet-Hin Kong-Bang pa –in (-Bangkok)-Mae Sot: 701 Km
- AH2: Sa Dao-Hat Yai-Bangkok-Chiang Rai-Tachilek: 1,913 Km
- AH3: Chiang Kong -Chaing Rai: 117 Km
- AH12:Nong Lhai-Udon Thani-Nakhon Ratchasima-Hin Kong: 511 Km
- AH13: Nakhon Sawan-Phitsanulok-Huai Kon : 557 Km
- AH15: Nakho Phanom-Udon Thani : 243 Km
- AH16: Tak- Khon Kaen-Mukhdahan: 689 Km
- AH18: Hat Yai-Sungai Kolok: 268 Km
- AH19: Bangkok-Laem Chabang-Kabin Buri – Nakhon Ratchasima: 458 Km
- AH112: Klong Loy-Bang Saphan: 29 Km
- AH121: Mukdaharn-Yasothon-Buriram – Sakaeo: 421 Km
- AH123: BongTi-Kanchanaburi-Nakhon Pathom-Bangkok-Chonburi-Laem Chabang-Maptaput-Rayong-Trat-Hat Lek: 574 Km
- Total: 6,693 km



ASEAN Highway network in Thailand



Trans Asian Railway Network

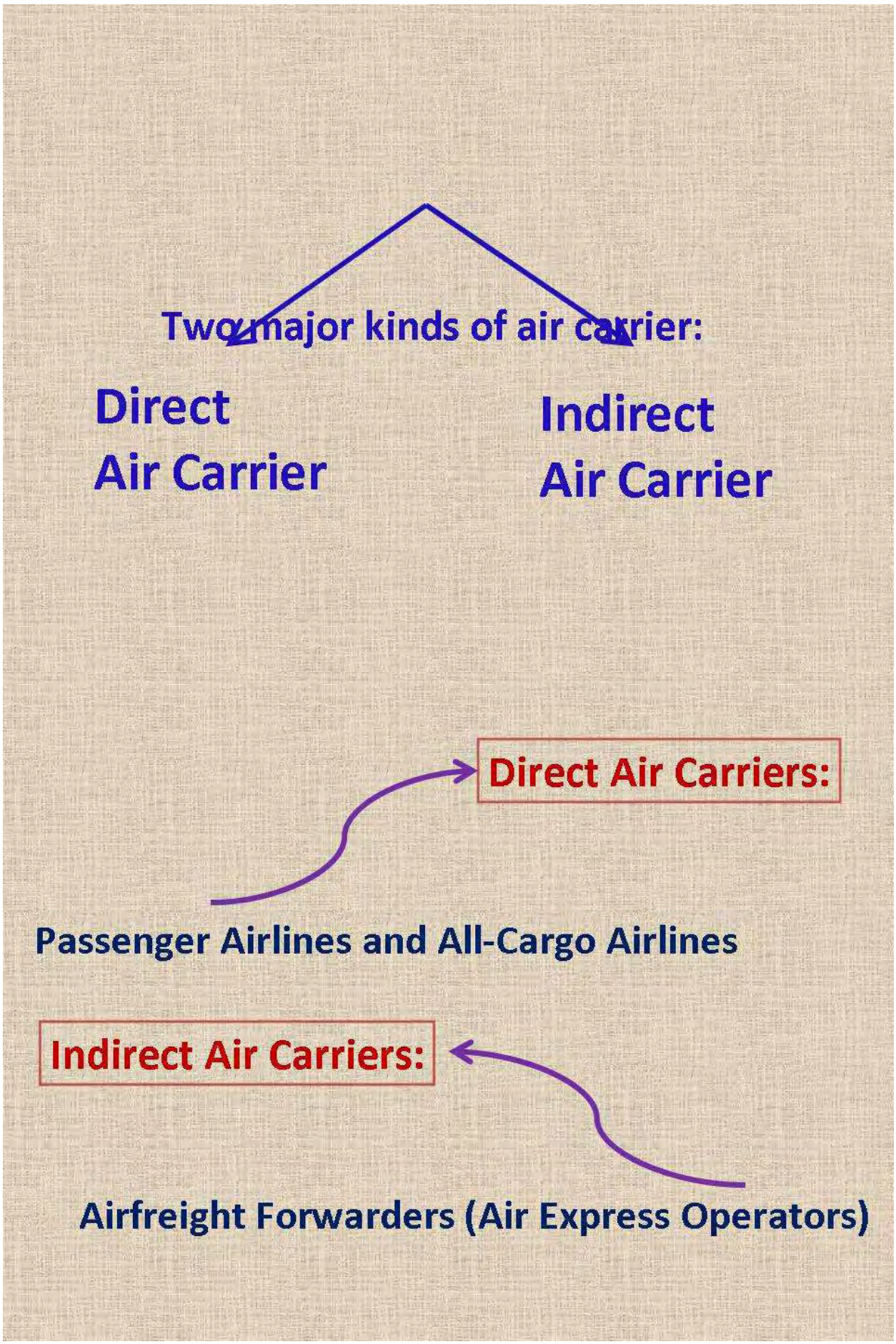
Regional road/rail network will become integral part of the gateways

6.4.6. Presentation Mr. A. Samodio Wyrlou (the Philippines)

CIVIL AERONAUTICS BOARD-PHILIPPINES (CAB)

Under the law, it shall have the power to regulate the economic aspect of air transportation, and shall have the general supervision and jurisdiction and control over air carriers, general sales agents, cargo sales agents, and ***air freight forwarders*** as well as their property, property rights, equipment, facilities, and franchise. (Section 10, R.A. 776)

But, there other government agencies, simultaneously, regulating the aviation industry on different aspects of operation.


Two major kinds of air carrier:
Direct
Air Carrier
Indirect
Air Carrier
Direct Air Carriers:
Passenger Airlines and All-Cargo Airlines
Indirect Air Carriers:
Airfreight Forwarders (Air Express Operators)

Legal Bonds

Direct **Indirect**

Direct Air Carriers are governed by R.A. No. 776, Air Services Agreements (Bilateral and Multilateral), Executive Agreements, and Economic Regulation Nos. 1,2,3 and 5.

Indirect Air Carriers are governed by R.A. No. 776, Economic Regulation No. 04 (E.R.04), and Executive Agreements.

Regulation of Air Cargo

ICAO

Air cargo transportation is generally treated as a component of government regulation with respect to market access, tariffs, capacity and non-scheduled operations, etc. Most bilateral air service agreements assign special routes for all cargo services, recognizing the distinct nature of cargo. (Manual on the Regulation of International Air Transport, Second Edition).

Most Air Service Agreements do not have specific provisions on airfreight forwarding in particular but it does not mean it is not significant. Whatever provision pertains to both passenger and cargo scheduled and non-scheduled carriers ***affect*** airfreight forwarding.

Regulation of Air Cargo

CAB

While it is true that the CAB regulates airfreight forwarding in the Philippines, such regulation extends only to the authority to engage in such activity, but the nitty-gritty of the operations rest on the sound business prerogative of the forwarder.

Part-deregulation of the aviation industry, as a whole, opens more doors to competition to the benefit of the general public.

Who is an airfreight forwarder?

"is and indirect carrier which , in the ordinary and usual course of its undertaking, assembles and consolidates or provides for assembling and consolidating such property or performs or provides for the performance of break-bulking and distributing operations with respect to consolidated shipments, and is responsible for the transportation of property from the point of destination and utilizes for the whole or any part of such transportation the services of a direct carrier."

All-cargo Carrier

-Can own and operate an aircraft

-The carrier that carries the cargo for the forwarder

-Certificate of Public Convenience and Necessity (CPCN)

V. Airfreight Forwarder

-Cannot own and operate an aircraft

-Contracts the services of the direct for the carriage of the goods assembled

-Letter of Authority (LOA)

Presently, the Philippines have very few all-cargo operators, but there are 332 airfreight forwarders in the Philippines. ***It must be profitable!*** **Why?** Airfreight forwarding ***may be*** less complicated

Airfreight forwarders, usually those with international operations, are also engaged in logistics- ***ONE-STOP SHOP***! It lessens costs and increases the level of efficiency.

Almost 90% of the airfreight forwarders in the Philippines provide for logistic services.

CHALLENGES

Physical Infrastructure

a) *Airport system (Terminal and Runway)*

This is one item that is important for both all-cargo and passenger airlines and airfreight forwarders because this is where the aircraft lands.

Problems relevant to this Infrastructure

-airport slots
-airport curfew
-possible preferential treatment of passenger aircraft over air freight

b) *Roads and Rails*

Problems relevant to this Infrastructure

- traffic congestions in the surface transport systems

- location must be accessible (distance)

Manila is now experiencing terminal and runway congestion. In fact, domestic flights are now slotted unlike before where only international flights are slotted. The government is now addressing this but for the meantime this may affect operations of all carriers operating in and out of the Philippines. On the carriers part, they have contracted an independent slot coordinator who will assist the Slot Management Committee, created by the government, in addressing this concern.

a) *Airport system (Terminal and Runway)*

Alternative or Solution

The government has plans to look for an alternative (?) airport to ease the congestion in Manila. One viable alternative is the Diosdado Macapagal International Airport in Clark Field, Angeles, Pampanga. However, many things have to be considered and prepared before operations from Manila can be transferred.

b) *Roads and Rails*

Alternative or Solution

The government is now addressing this. The construction of a railway connection between Manila and Clark is underway.

Others

1. **Security**
2. **Facilitation**

Technology

Airfreight forwarders want full E-Commerce/E-Freight.

Government transactions are partly manual and partly electronic, nonetheless, transactions are facilitated and completed.

RELATION TO INTERMODAL / MULTIMODAL

ASEAN Framework on Multimodal Transport

"**International Multimodal Transport**" means the ***carriage of goods by at least two different modes of transport*** on the basis of a ***multimodal transport contract from a place in one country at which the goods are taken in charge*** by the multimodal transport operator ***to a place designated for delivery situated in a different country***.

Elements:

1. International transport

-from one country to another country (within ASEAN)

-at least two countries

2. Multimodal

-at least two modes of transport: **air, land, and sea**

3. One Liability framework

-the Multimodal Transport Operator (MTO) shall be responsible for the whole transport activity from the time the goods are taken in charge and accepted to delivery to the consignee (door to door).

4. One Contract-**Multimodal Contract**

-Fast and Convenient

Who can be MTOs?

Any entity can be an MTO provided he complies with the following:

1. Registration certificate issued by the competent national body

2. a unimodal operator- he operates at least one mode of transport

3. must have at least one permit as unimodal operator

4. shall have domicile in the Member Country in which he is applying for registration

5. must have an insurance policy

6. shall maintain assets equivalent to 80,000.00 SDR or provide an equivalent guarantee

Jurisdiction

At the option of the plaintiff, before a competent court

1. principal place of business, in the absence thereof, the habitual residence of the defendant

2. place where the multimodal transport contract was executed

3. place of origin or place of delivery

4. place stipulated in the multimodal transport contract

ASEAN SINGLE WINDOW

What is a single window?

"is a single channel of import and export and transit requirements that allows single submission, simultaneous processing, and decision making" (Ma. Caridad P. Manarang, Chair, ASEAN Single Window Steering Committee).

Expected Benefits

1. improved pre-arrival and pre-departure customs processing
2. improved business predictability as less goods will be returned /refused delivery at destination
3. time savings through more widespread use of electronic data submission, processing, exchange and re-use of data
4. improved cross-validation of cross-border documents for better profiling and risk management
5. improved ability to implement just-in-time inventory and thus reduce costs of storage
6. increased reliability of cargo clearance encourages regional shipping of perishable foods (such as fresh or frozen fruits, vegetables, meats, seafood, dairy, eggs)
7. increased likelihood of supply chain integration in ASEAN. (Ma. Caridad P. Manarang, Chair, ASEAN Single Window Steering Committee).

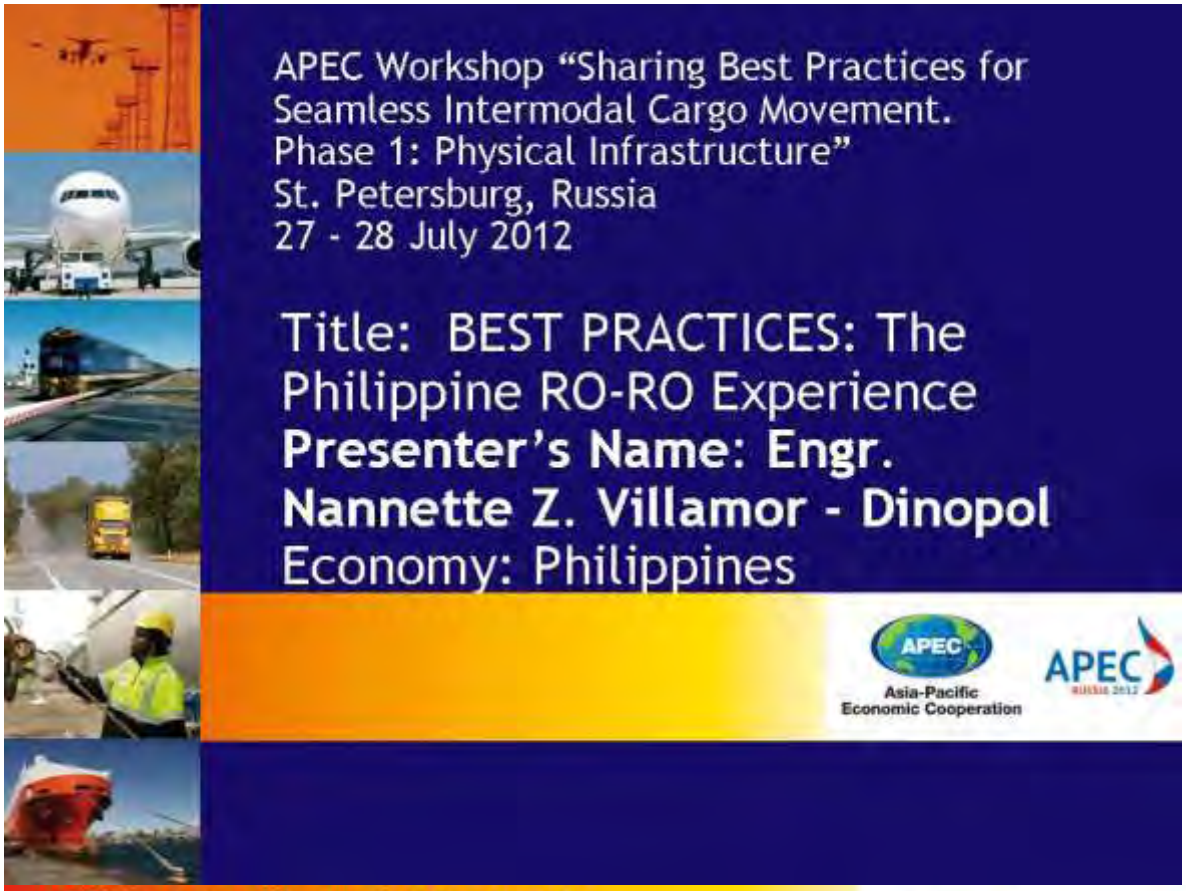
LEGAL CHALLENGES/BARRIERS

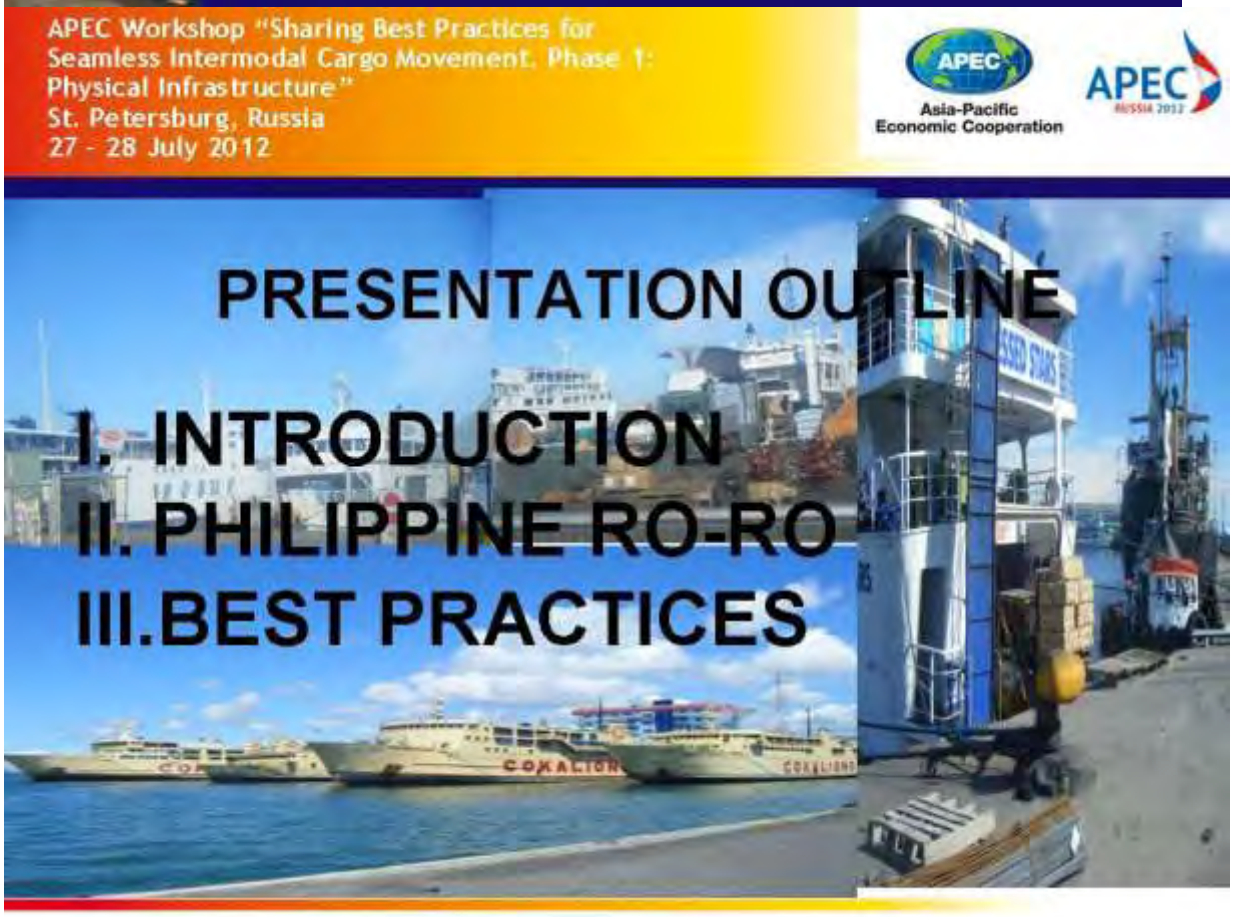
1. Regulations should keep up with global trends, without compromising public interest.
2. Absence of legal parameters to determine what would enable full implementation of the agreements.
3. Different schools of thought. (municipal law v. executive agreement)

As government and regulators, we have the duty to know the real needs of the entities we regulate.

THANK YOU!

6.4.7. Presentation Ms. Nannette Villamor-Dinopol (the Philippines)





I. INTRODUCTION

- ARCHIPELAGIC Philippines and South East Asia (show map)
- PH Inter-island Shipping: RO-RO Development
- The Philippine RO-RO Network

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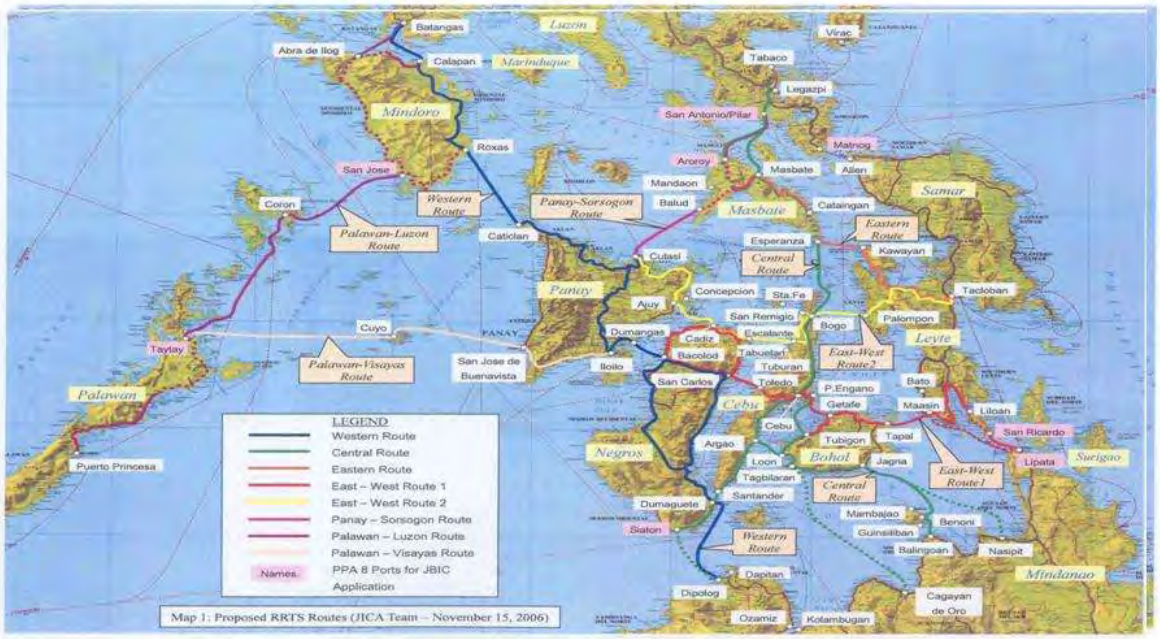
St. Petersburg, Russia
27 - 28 July 2012

INTRODUCTION: Archipelagic Philippines and Southeast Asia

INTRODUCTION: The Philippine RO-RO Network



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BUS ROUTES FROM LUZON TO VISAYAS AND MINDANAO

II. PHILIPPINE RO-RO: Concept, Policy Process and Framework

Policy Process

- Studies in early 1990s
- "Conflict of Interest"
- Strong private sector support
- Strong support from key government agencies
- C.Y. 2003 Signed Executive Order 170

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II. PHILIPPINE RO-RO: Concept, Policy Process and Framework

RO-RO Policy and Regulatory Framework

- OBJECTIVES:
  - To reduce transport cost
  - To enhance tourism
  - To facilitate the government's agro-fisheries modernization and food security programs
  - To promote private sector participation in the establishment, construction and operation of RRTS facilities
  - To establish new policy to promote the development of Road RO-RO Transport System (RRTS)

II. PHILIPPINE RO-RO: Concept, Policy Process and Framework

POLICY KEY FEATURES:

- Removal of Cargo handling since the cargoes are "rolling" cargoes
- Removal of wharfage dues
- Simplified documentary requirements
- Fixed regulatory supervision fees
- Fee based on "lane meter" for all rolling cargoes
- Encourages existing private port operators to convert their operations to Road RO-RO Transport System(RRTS)

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III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

STRUCTURE AND OPERATIONS OF THE MARITIME INDUSTRY:

Efficient and Reliable Domestic Shipping Industry

III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

PASSENGER MOBILITY:

- Provided an alternative means of moving along the PH archipelago
- Significant increase of Passenger Traffic
- Increased in shipcalls
- Competition and deregulation is working

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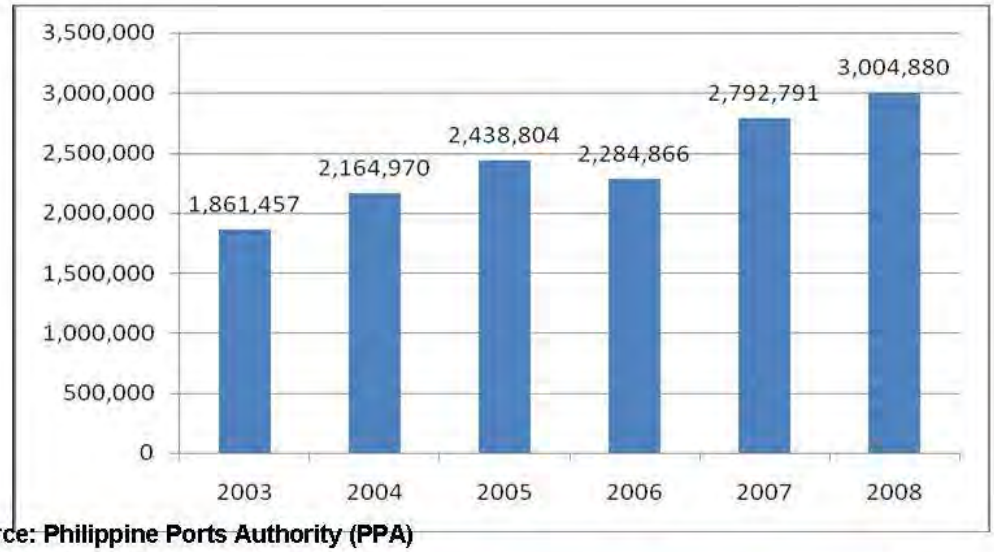
III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

No. of Passengers Using the Western Nautical Highway (2003 – 2008)



Source: Philippine Ports Authority (PPA)

III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

COMPARATIVE SYSTEMS OF SHIPPING GOODS

CONTAINERIZED : Container Yard ⇨ Customer Warehouse ⇨ Container Yard (Point of Origin) ⇨ Vessel ⇨ Pier (Port of Destination) ⇨ Container Yard (Port of Destination) ⇨ Warehouse ⇨ Customer Branch Outlets

RO – RO :

Pick-up at Customer Warehouse ⇨ Loading Into the Vessel ⇨ Unloading and Direct to the Customer

SOURCE: ATS RRTS 2GO Presentation

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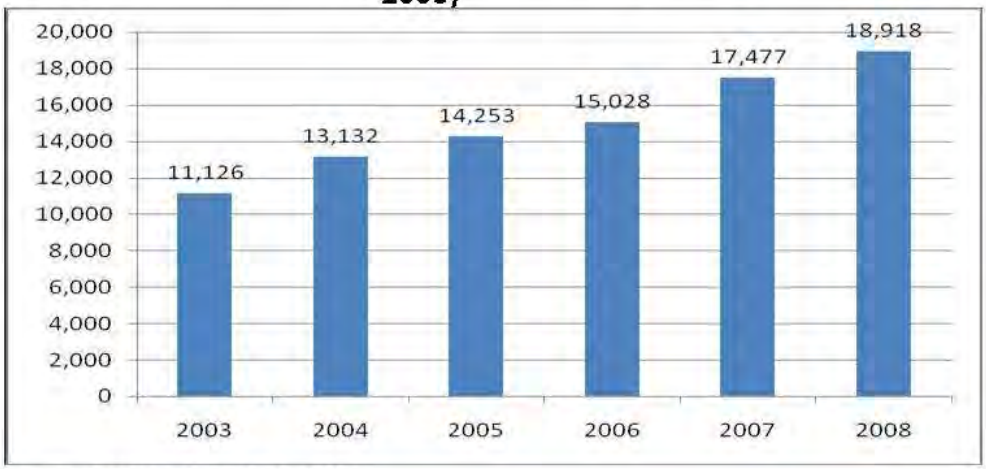
III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

IMPACT ON CARGO MOBILITY

- Rapid Growth in Cargo Volumes
- Paradigm Shift in the RO-RO Network

III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

No. of Shipcalls in the Western Nautical Highway (2003-2008)



Source: Philippine Ports Authority (PPA)

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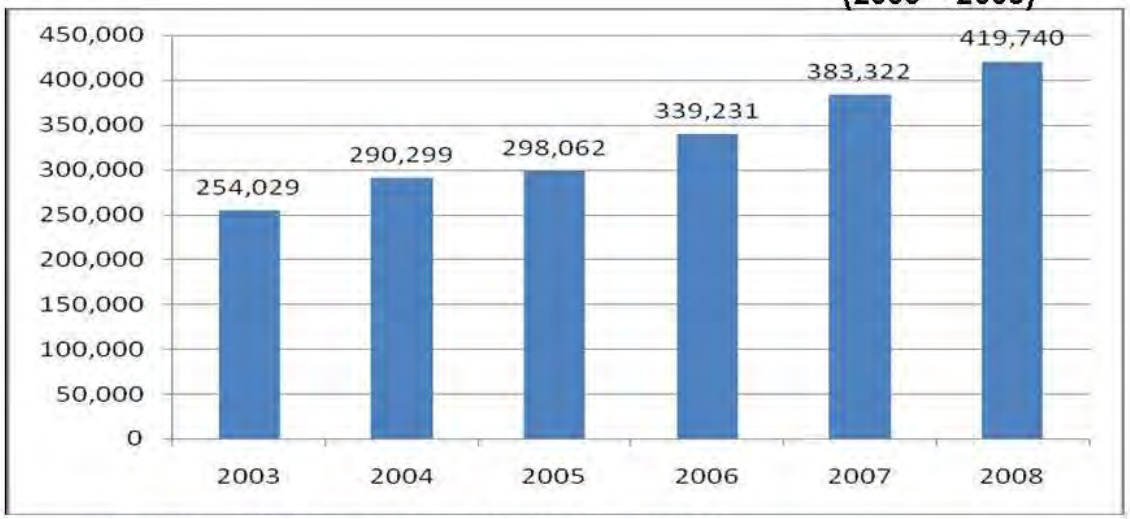
III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

No. Of Vehicles Passing Through the Western Nautical Highway (2003 – 2008)



Source: Philippine Ports Authority (PPA)

III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

TRANSPORT COST

- Reduced cost of transport logistics
- Removal of Cargo Handling and Wharfage Costs
- Cost effective compared to Conventional Shipping
- Reduced cost in transporting goods

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III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

Domestic Cargo Handling Rate Increases

Year	Arrastre	Stevedoring
1998	12%	40%
1999	No increase	No increase
2000	10%	10%
2001	10%	10%
2002	No increase	No increase
2003	No increase	No increase
2004	No increase	No increase
2005	No increase	No increase
2006	15%	No increase
2007	No increase	No increase
2008	No increase	No increase
2009	8%	8%
2010*	7%	7%

•Source: Philippine Ports Authority (PPA)

III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

LOGISTICS OPERATION and STRATEGY:

- Rationalized and Reduced Distribution Centers
- Strengthen Distribution and Retail Coverage
- Leads to Market Expansion
- Affordable and Reliable means of Transport

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III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

LOCAL AREA DEVELOPMENT:

- Increased Economic Activities in the Local Government Units (LGUs)
- Expansion of Commercial Establisments in the Countryside
- New Investments
- Promising growth of real estate

III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

NEW BUSINESS OPPORTUNITIES FOR TRANSPORT COMPANIES:

- Rapid increase in bus fleet in the archipelago

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III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

TOURISM

- Increased number of tourist arrivals
- Growth of new tourist destinations in the countryside
- Developed package tour with multiple destinations
- Help promote tourism industry

III. BEST PRACTICES: Economic Impact of RO-RO in the Philippines

AGRICULTURAL PRODUCTIVITY

- ❖Increased and modernized farm productivity
- ❖Created agricultural network from farm/processing plant to market
- ❖Increased volume and value of production
- ❖Strengthen marketing activities of the farmers and fisherfolks(invest on transport/reefers/cold storage)

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MILESTONES

- ✓EFFICIENT TRANSPORT OF GOODS
- ✓TRANSPORTATION COSTS HAVE BEEN REDUCED
- ✓NEW INTER-ISLAND/REGIONAL LINKS ARE CREATED AND ARE NOW ACCESSIBLE
- ✓REGIONAL MARKETS HAVE EXPANDED
- ✓TOURISM IS A BENEFICIARY OF THE EXPANDING RO-RO NETWORK

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MILESTONES

- ✓LOCAL AREA DEVELOPMENT IS BEING ACCELERATED
- ✓PARADIGM SHIFT ON LOGISTIC PRACTICES
- ✓THE DOMESTIC SHIPPING INDUSTRY IS RESTRUCTURING AND INCREASINGLY MORE COMPETITIVE

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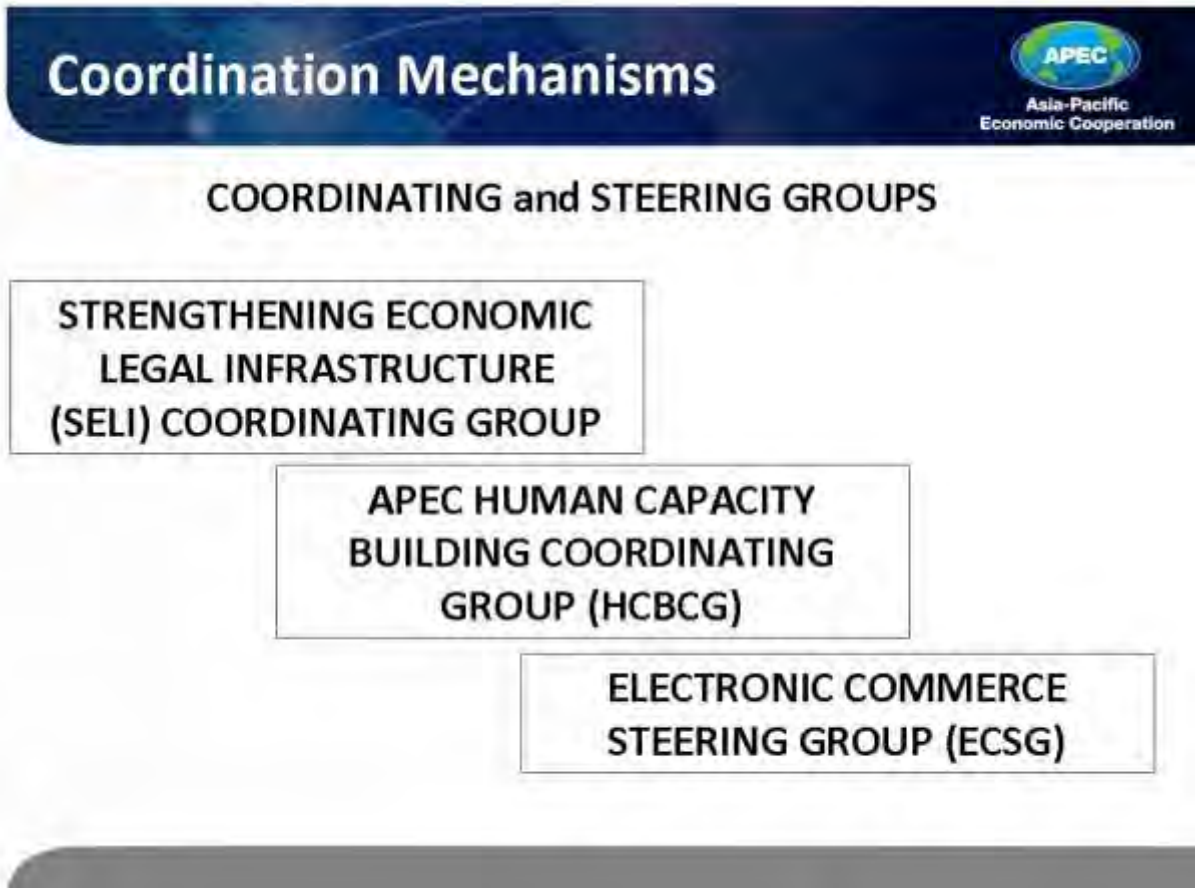
MILESTONES

- ✓Alternative Policy is "market-driven"
- ✓Availability of Information is vital in pursuing Reform Agenda
- ✓Partial but successful reform can unlock economic potentials
- ✓RO-RO success in the Philippines can be replicated in other archipelagic economies
- ✓The new growth areas in the Philippines can be linked with other growth areas in the Southeast Asia to form new growth corridors and trade routes

6.4.8. Presentation Mr. Alexey Sapetko (APEC Secretariat)



Coordination Mechanisms

Asia-Pacific Economic Cooperation

APEC Data Privacy Pathfinder

The ***APEC Data Privacy Pathfinder*** was established by Ministers in 2007 to achieve accountable cross-border flow of personal information within the APEC region. This goal is to be achieved by developing and implementing a Cross-Border Privacy Rules (CBPR) system, consistent with the ***APEC Privacy Framework*** which was endorsed by APEC Ministers in 2004.

Paperless trading

The ECSG's Paperless Trading Subgroup develops projects on the use of paperless trading in commercial processes involving ***business-to-business*** (B2B) and ***business-to-government*** (B2G) transactions and promotes the use of electronic documents and internet technologies in international trade.

Coordination Mechanisms

Asia-Pacific Economic Cooperation

Coordination Mechanisms

Asia-Pacific Economic Cooperation

NETWORKS

APEC SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

APEC INFORMATION PRIVACY FRAMEWORK

STRATEGIC FRAMEWORK FOR FOOD SECURITY IN APEC

Coordination Mechanisms

Asia-Pacific Economic Cooperation

Chokepoint 1: *Lack of transparency/awareness of the full scope of regulatory issues affecting logistics; Lack of awareness and coordination among government agencies on policies affecting logistics sector; Absence of single contact point or champion agency on logistics matters.*

Chokepoint 2: *Inefficient or inadequate transport infrastructure; Lack of cross border physical linkages (e.g. roads, bridges).*

Chokepoint 3: *Lack of capacity of local/regional logistics sub-providers.*

Chokepoint 4: *Inefficient clearance of goods at Customs; Lack of coordination among border agencies, especially relating to clearance of regulated goods 'at the border'.*

Chokepoint 5: *Burdensome customs documentation and other procedures (including for preferential trade).*

Chokepoint 6: *Underdeveloped multi-modal transport capabilities; inefficient air, land, and multimodal connectivity.*

Chokepoint 7: *Variations in cross-border standards and regulations for movement of goods, services and business travellers.*

Chokepoint 8: *Lack of regional cross-border customs-transit arrangements*

Coordination Mechanisms

Asia-Pacific Economic Cooperation

PARTNERSHIPS

APEC POLICY PARTNERSHIP ON WOMEN AND THE ECONOMY

APEC POLICY PARTNERSHIP ON FOOD SECURITY

APEC TECHNOLOGY TRANSFER PARTNERSHIP

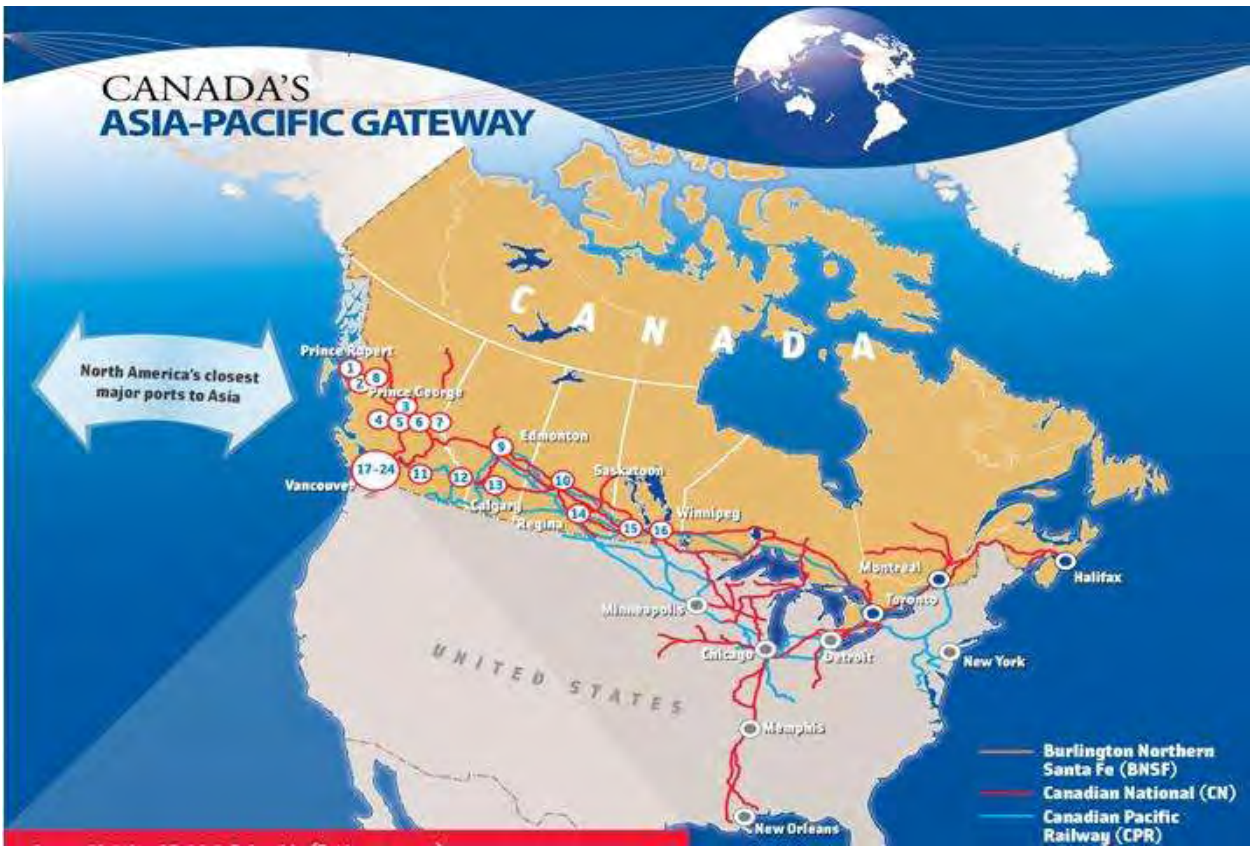
Coordination Mechanisms

Asia-Pacific Economic Cooperation

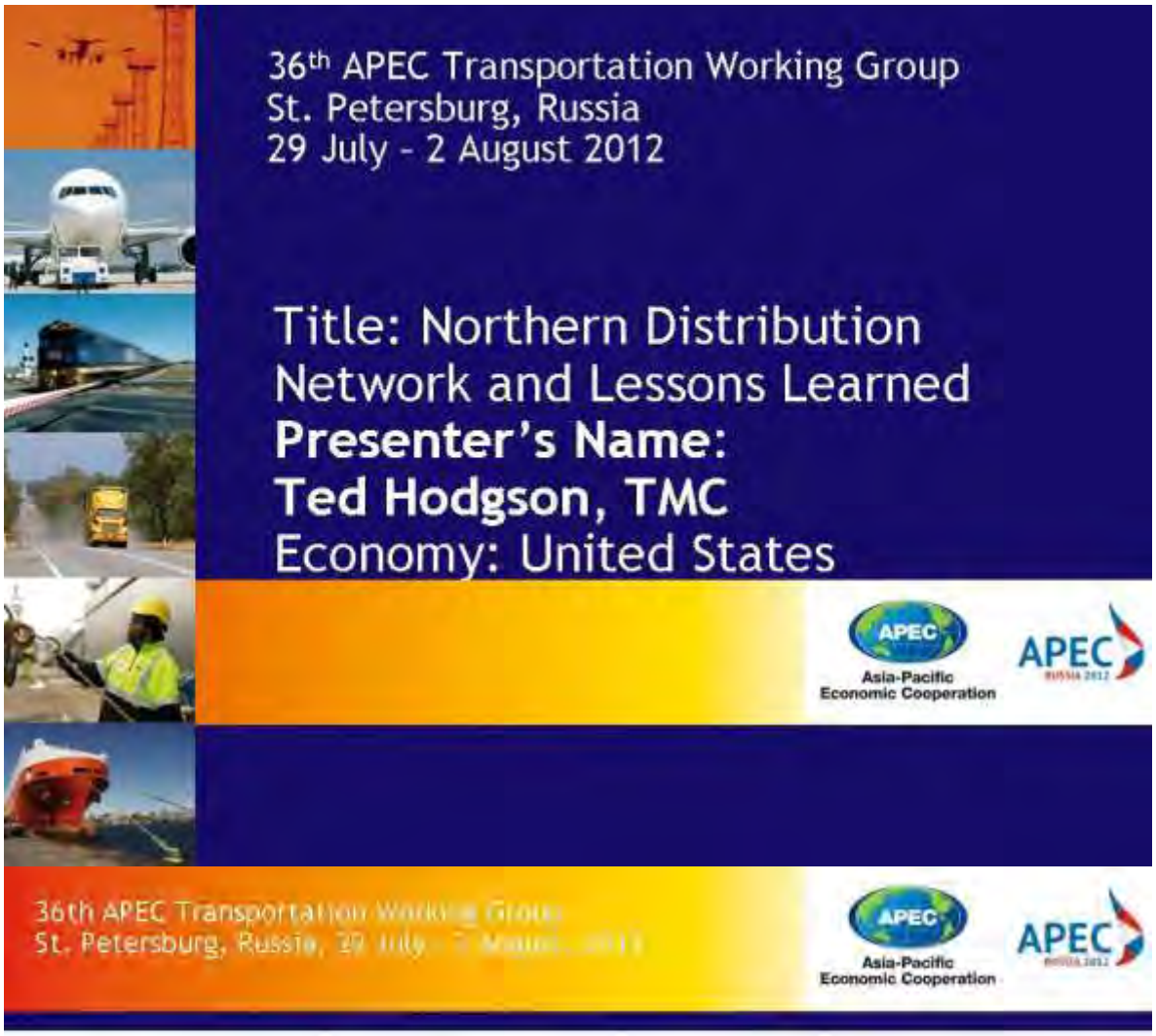
The PPWE members exchange views on how best to pursue its eight tasks:

1.Assist APEC groups and actively cooperate with them to identify and address priority gender equality and women and the economy issues;
2.Promote and report on women's representation across APEC and within individual groups;
3.Assess the use of gender equality criteria in project proposals, reporting and evaluation;
4.Collect and share best practices in gender equality integration;
5.Support and report on the progress of implementation of gender integration within individual groups and across APEC economies;
6.Proactively engage key members of PPWE, including private sector members and ABAC;
7.Collaborate and assist in the development of project proposals in the area of women in the economy;
8.Propose recommendations and areas of priority for advancing gender equality and women and the economy integration in APEC.

6.4.9. Presentation Ms. Arlene Turner (Canada)



6.4.10.Presentation Mr. Hodgson Ted and Mr. Steve Zolock (USA)



- Northern Distribution Network (NDN) created a new supply chain into Afghanistan through and within Russia, Central Asia and the Caucasus
- Distribution network was totally commercial
- US Government negotiated transit agreements but commercial companies ironed out the working arrangements and determined routes

- Northern Distribution Network created the opportunity for greater cooperation between the countries in Central Asia as related to trade & transit processes (customs, tariffs, border procedures)
- NDN has led into the Silk Road Initiative which supports trade and transit development in the Silk Road region (Central Asia, Pakistan, India)
- Trade & transit development in Central Asia will open markets for APEC countries

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St. Petersburg, Russia, 29 July - 2 August, 2012
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- NDN key concerns and lessons learned
  - Need to diversify our supply chain and not rely on only one route
  - Major concern was chokepoints along the supply chain and lack of logistic hubs
    - Diversification of routes & modes of transportation minimized disruptions
  - Hairaton, Afghanistan was primary concern and we asked ADB to make the Hairaton to Mazar rail line construction a priority

- Hairaton rail line lessons learned
  - Created cooperation between governments of Afghanistan and Uzbekistan
    - Not easy and ADB spent much effort
  - Construction phase much easier than implementation phase
  - Total supply chain needed to be considered
    - Wrong location for rail terminal

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- Hairaton rail line lessons learned (continued)
  - Private sector needed to be involved
    - Lack of consideration of logistics hub in Mazar
  - Rail line has now inherited a $20 million three year Operations & Maintenance cost
    - Public Private Partnership could have avoided this- need private business for sustainable development

- The Road Ahead
  - Without the private investment and involvement there will be no sustainable infrastructure development for the region
  - Private sector is the key to creating sustainable infrastructure and logistics support in transitional countries
  - More Transportation infrastructure is critically needed in this region

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- The Road Ahead
  - The Silk Road region will be one of the key emerging market due to tremendous mineral wealth in Afghanistan & the region
  - We need to continue our support and cooperation with NGOs such as IRU and ADB
  - Greater transportation infrastructure & modal connectivity will create opportunities for APEC countries in the Silk Road Region

6.4.11.Presentation Ms. Olga Frolova (Russia, IRU)

Background and main elements of the Model Highway Initiative (MHI)

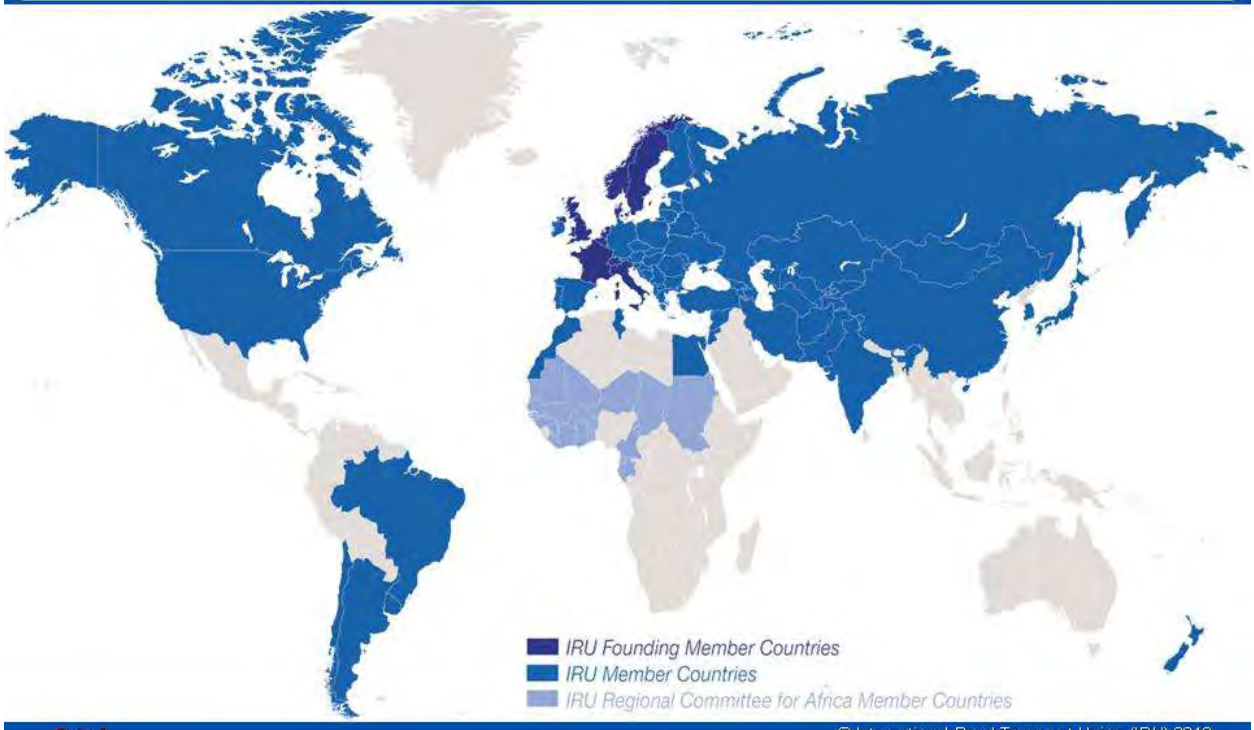
Presentation of Pre-Feasibility Study
" Development of the Baku – Tbilisi – Batumi – Trabzon Model Highway (MHI BTBT)"

November 14, 2012, Ankara, Turkey

Olga Frolova,
IRU Regional Expert

International Road Transport Union

Evolution of IRU Membership



IRU Partner Organisations

- **Global partners:**
  - UN (United Nations) and its bodies (UN OHRLLC, UN DP, UN ECE, UN ESCAP, etc.)
  - WTO (World Trade Organization)
  - WB (World Bank)
  - WCO (World Customs Organization)
  - ITF (International Transport Forum)
- **Regional partners:**
  - BSEC (Black Sea Economic Cooperation)
  - ECO (Economic Cooperation Organization)
  - EU Institutions
  - GUAM (Organization for democracy and Economic Development)
  - OAS (Organization of American States)
  - OSCE (Organization for Security and Co-operation in Europe)
  - TRACECA Intergovernmental Commission

IRU Truck Caravans

IRU New Eurasian Land Transport Initiative – NELTI

Launched in September 2008

Commercial road transport deliveries performed by road transport companies from the Eurasian continent

5 routes

In cooperation with the Asian Development Bank

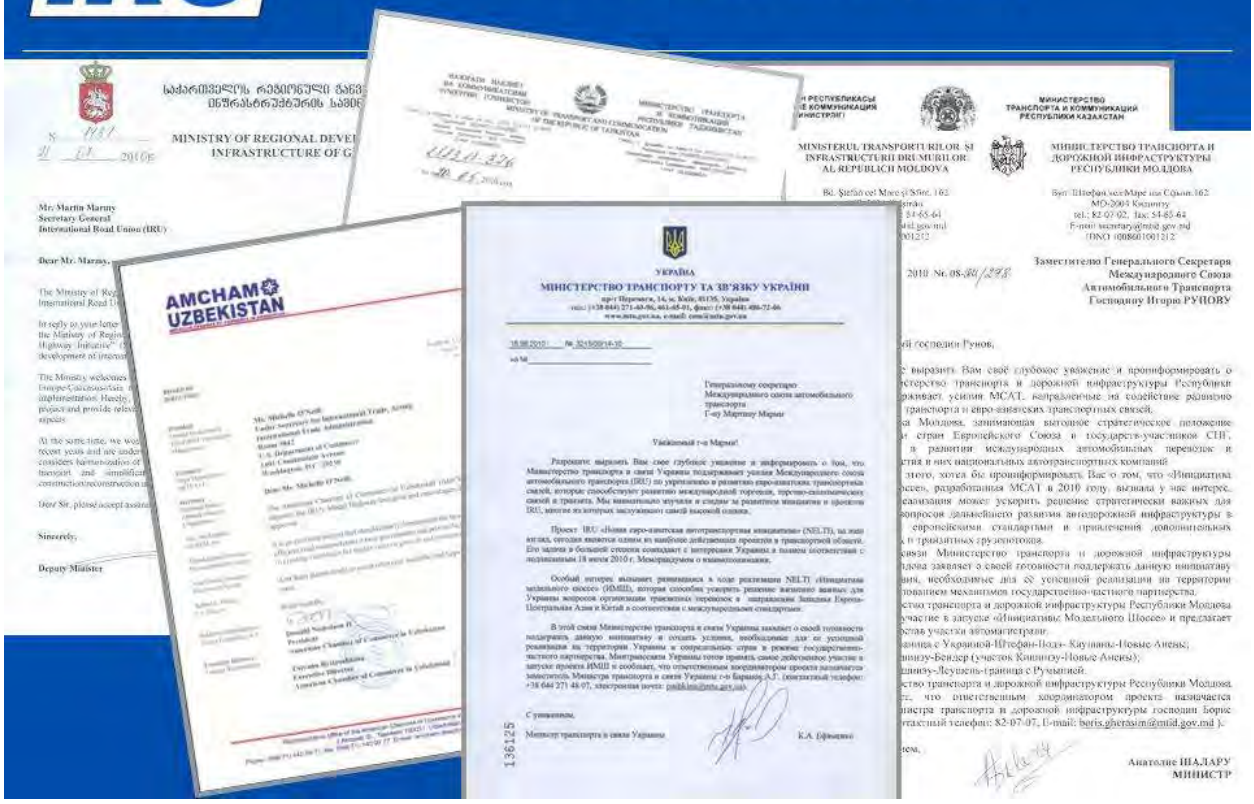
NELTI: Problems are Procedural!

1. Time spent en route by all vehicles 5.041 days

Bakshish at the border accounts for 30% of additional costs!

Model Highway Initiative (MHI)

MHI Letters of Support



Model Highway Definition

"Model Highway is a chosen section (2-3 stretches) of an internationally rated trunk road of 1500 – 2000 km in length, crossing the territories of several Eurasian countries and of strategic importance for interconnecting and promoting Eurasian trade and transit by road to major world markets."

Key aspects of the Model Highway Initiative (MHI)

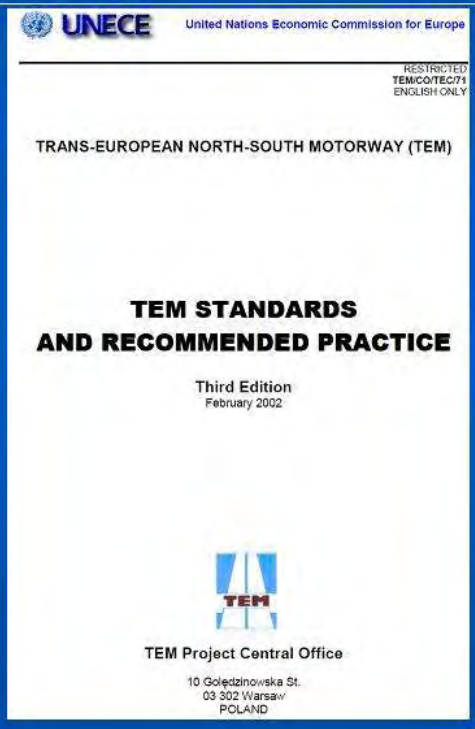
1. Creation of modern ancillary roadside infrastructure;
2. Institutional reforms and implementation of best practices in the road transport sector;
3. Establishment of a multilateral investment mechanism

1st key aspect of the MHI

Creation of modern ancillary roadside infrastructure

- Border crossing points (BCP) and facilities
- Rest areas (RA)
- Service areas (catering, shops, gaz stations, parkings, etc)
- Safe parking lots for trucks and buses / coaches
- Roadside hotels, motels and campings
- Dry ports and multimodal logistics centres
- Maintenance and repair centers for cars, trucks and buses

Standards and recommended practices for MHI implementation


UNECE United Nations Economic Commission for Europe

RESTRICTED
TEM/CO/TEC/71
ENGLISH ONLY

TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM)

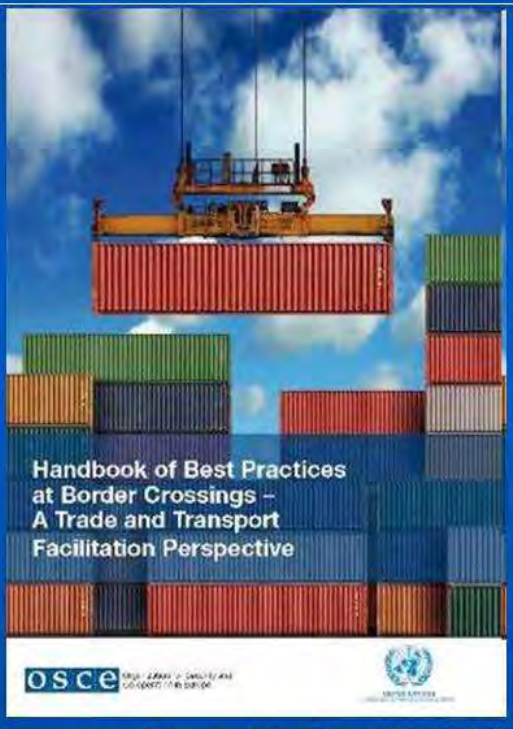
TEM STANDARDS AND RECOMMENDED PRACTICE

Third Edition
February 2002

TEM

TEM Project Central Office

10 Golędzinowska St.
03 302 Warsaw
POLAND



2nd key aspect of the MHI

Institutional reforms and implementation of best practices in the road transport sector

- Liberalisation of international road transportation
- Harmonisation and facilitation of border crossing procedures
- Accession to and effective implementation of international agreements and conventions on trade and road transport facilitation

3d key aspect of the MHI

Multilateral Investment Mechanism
(Regional Infrastructure Fund - RIF MHI)

- Allocate funds for MHI infrastructure projects
- Public-private partnership
- Involve business community (international, national and local businesses) into the process of creation, and modernisation of ancillary roadside infrastructure
- Model highway functioning management
- Other measures (Including ancillary MHI infrastructure clause into long term credit lines, etc.)

International Organisations and Financial Institutions Meeting in Tbilisi

MHI Group of Experts

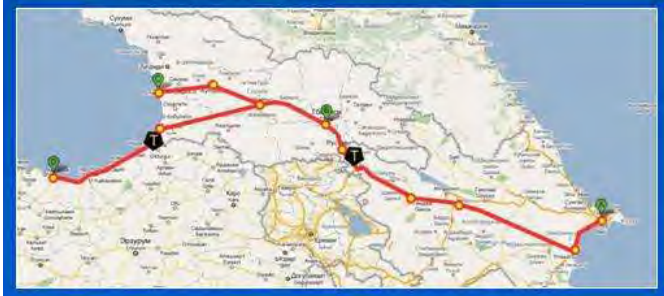
1. **The First meeting of the Group of experts on ancillary infrastructure development** *(September 14, 2011, Yalta, Ukraine, organised jointly with the Ministry of infrastructure of Ukraine)*;

2. **The Second meeting of the Group of experts on ancillary infrastructure development** *(October 10-11, Batumi, Georgia, organised jointly with GUAM and the Ministry of Economy and Sustainable Development of Georgia)*;

3. **The Third meeting of the Group of experts on ancillary infrastructure development** *(February 16, Astana, Kazakhstan, organised jointly with the Ministry of Transport and Communication of the Republic of Kazakhstan).*

4. **The Workshop on investment, financial and technological issues of the MHI implementation** *(March 6-8, 2012, Thessaloniki, Greece, jointly with BSEC and Black Sea Trade and Development Bank)*

MHI sections



MHI South Caucasus (BTBT) section:

Trabzon - Sarpi (Georgia/Turkey BCP) – Batumi – Tbilisi – Krasny Most (Georgia/Azerbaijan BCP) - Baku

Future extension *(under negotiation)*:
Baku port (BCP) - Turkmenbashi port (BCP) - Ashgabat

MHI Central Asia section:

Pol-eXomri - Nizhniy Panj (Afghanistan/ Tajikistan BCP) – Dushanbe – Karamyk (Tajikistan/ Kyrgyzstan BCP) – Bishkek – Kordai (Kyryzstan/Kazakhstan BCP) - Shimkent – Kzyl-Orda

Branches :
- Kordai – Almaty – Khorgos (Kazakhsatn/China BCP)
- Sarytash -Irkeshtam (Kyrgyzstan/China BCP)

Multilateral Cooperation and Respective Responsibilities

National Governments

Institutional reforms in the road transport sector

International Finance Institutes and development banks

Regional Infrastructure Fund MHI (RIF MHI)

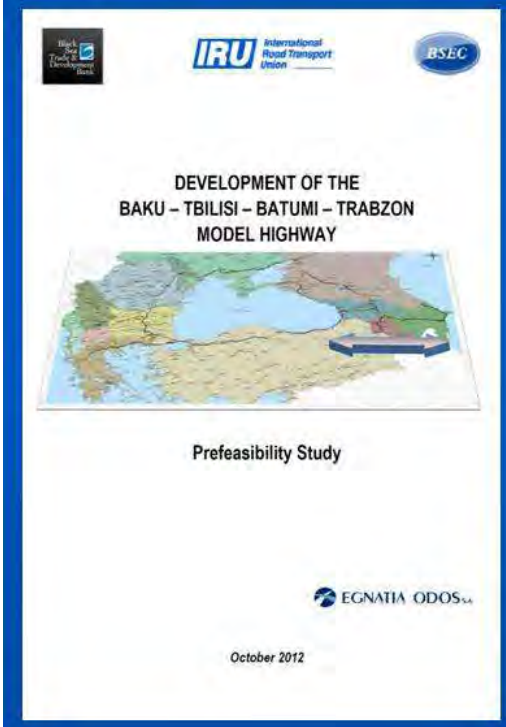
International Professional Organisations

Coordination governments and business activities

Local and transnational businesses act as main contructors

Ancillary roadside infrastructure creation and operation

Prefeasibility Study on the development of Model Highway



Pre-Feasibility Study presentations:

1. **Baku, Republic of Azerbaijan**, October 30, 2012

2. **Tbilisi, Georgia**, November 1, 2012

1. **Ankara, Turkey**, November 14, 2012

MHI - what's next?

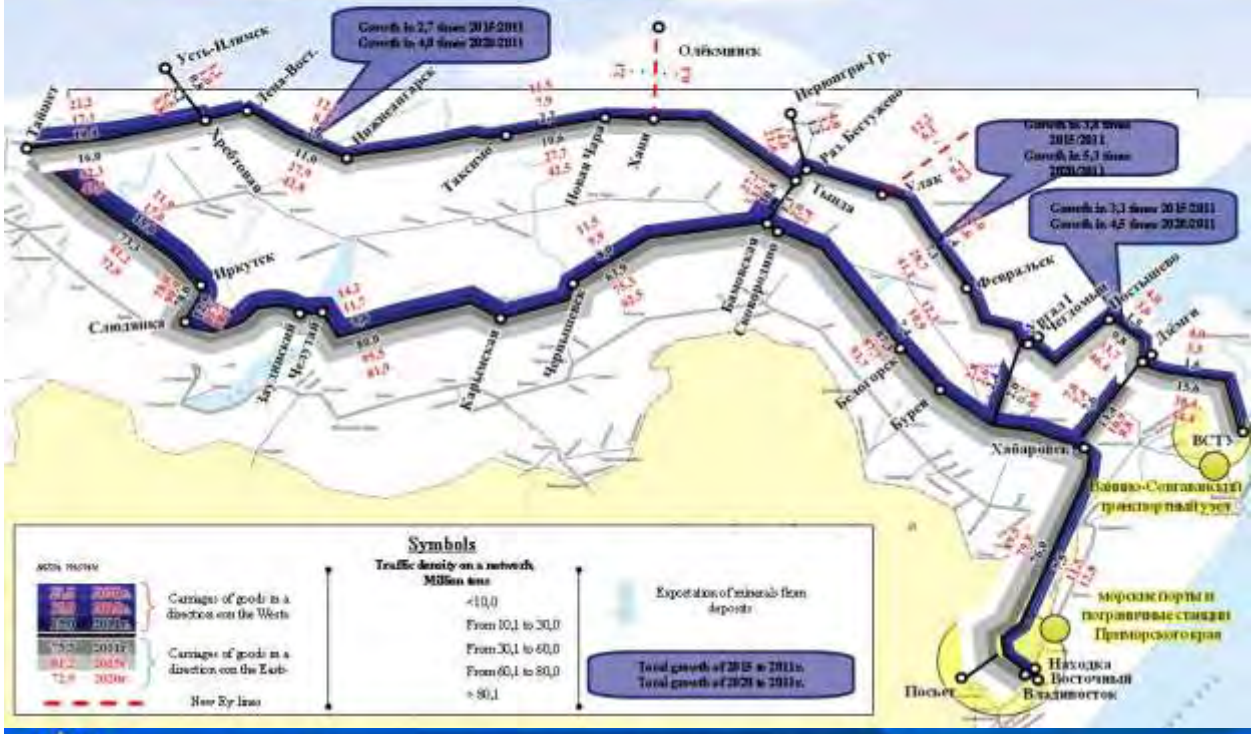
1	Feasibility study (Master Plan)
2	Negotiations on Regional Infrastructure Fund creation (RIF MHI)
3	Involving contractors (creation of the contractors pool)
4	Creation of the MHI coordination committee
5	Implementation study

6.4.12.Presentation Mr. Konstantin Tikhonov (Russia)

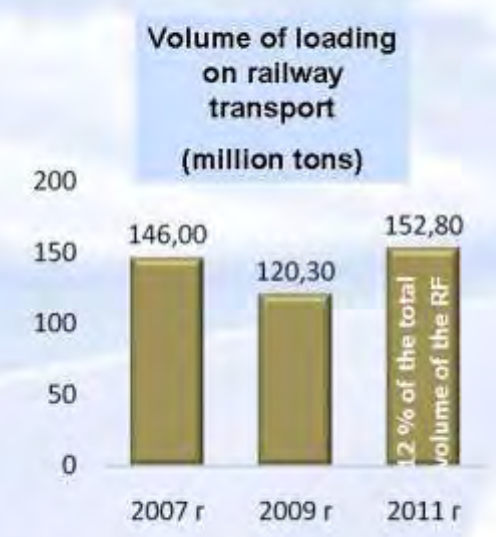
INTERNATIONAL TRANSPORT CORRIDORS IN RUSSIA

THE WEIGHT OF A TRANSPORT COMPONENT IN THE GROSS REGIONAL PRODUCT OF THE FAR EAST

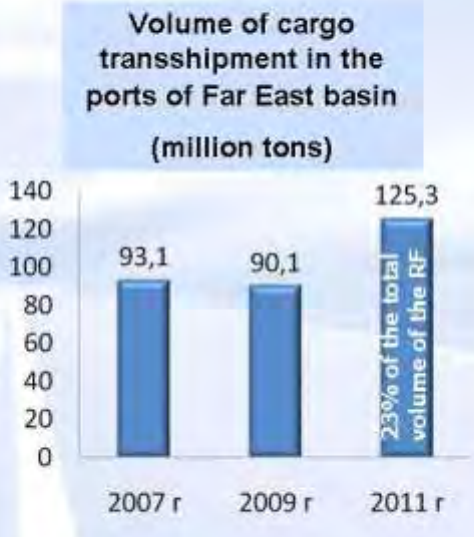
THE SCHEME OF CARGO FLOWS ON THE BAIKAL-AMUR AND TRANS-SIBERIAN RAILWAY LINES



THE VOLUME OF TRANSSHIPMENT OF CARGOES IN SEA PORTS IN THE RUSSIAN FAR EAST AND THE LOADING ON RAILWAY TRANSPORT



Total in Russia in 2011. 1 241,5 million tons.



Total in Russia in 2011. 535 million tons.

PRIORITY DIRECTIONS OF DEVELOPMENT OF TRANSPORT ON THE TERRITORY OF THE FAR EAST AND SIBERIA

- The completion of forming the core railway network through the strengthening of the TRANS-Siberian railway and the Baikal-Amur railway, and trunks
- The development of handling capacities of the basic inland ports and port on the island of Sakhalin
- The intensive development of the network of airports, including the infrastructure for regional air transportation
- Continuation of formation of the reference trunk road network and the development of shipments along international transport corridors

7

THE CONDITION OF THE NETWORK OF AUTOMOBILE ROADS OF FEDERAL SIGNIFICANCE OF THE RUSSIAN FEDERATION IN 2009

According statistics, in 2009 27,3% (13 700 km) of Federal roads were overloaded

8


THE DEVELOPMENT OF TRANSPORT INFRASTRUCTURE
OF THE RUSSIAN FEDERATION FOR THE PERIOD UP TO 2030
TOLL ROADS
AIRPORTS OF FEDERAL IMPORTANCE
9
THANK YOU !

6.4.13.Presentation Mr. Tural Rzaev (Russia)

Ministry of Transport of the Russian Federation

Preparation for Russian chairmanship in the APEC-2012 forum

Division for transport corridor and logistics development
Minister of Transport
Russian Federation
Tural Rzaev

APEC Leaders meeting Geography

Индонезия	Владивосток, Россия	США	Япония
Сингапур	Лима, Перу	Сидней, Австралия	Ханой, Вьетнам
Пусан, Корея	Сантьяго, Чили	Банкок, Таиланд	Лос - Кабос, Мексика
Шанхай, КНР	Бандар-Сери-Бегаван, Бруней	Окланд, Новая Зеландия	Куала - Лумпур, Малайзия

2

APEC Leaders meeting 2012 transport objects scheme

1. Conference-center, the international press-center
2. The Hotels
3. ***"Knevichi" Airport***
4. ***Highways and bridges, intermodal railways «the city-the airport»***
5. ***Sea terminals, seachannels***
6. Social objects
7. Engineering infrastructure
8. Oceanarium

Airport "Knevichi" reconstruction, helipad on the Russki island construction

- **Airport complex – (federal budget)**
  State customer – Federal agency of air transport, the end of the construction - November 2011.
- **Passenger terminal - (non-budget sources)**
  Investor JSC «International airport Sheremetyevo», the end of the construction – July 2012.
- **The building of the control centre - (Federal budget)**
  State customer – Federal agency of air transport, the end of the construction - May 2012.
- **Helipad on the Russki island– (federal budget)**
  State customer – Federal agency of air transport, the end of the construction - July 2012.

4

Airport complex reconstruction

The project data:

-Airport class 4 according to the ICAO classification.

-Runway-1 3500x60m (constructed, operated)

-Runway-2 3500x60m (major repair)
The runways influence each other, the simultaneous take off and landing are prohibited. The distance between the axles – 260m.

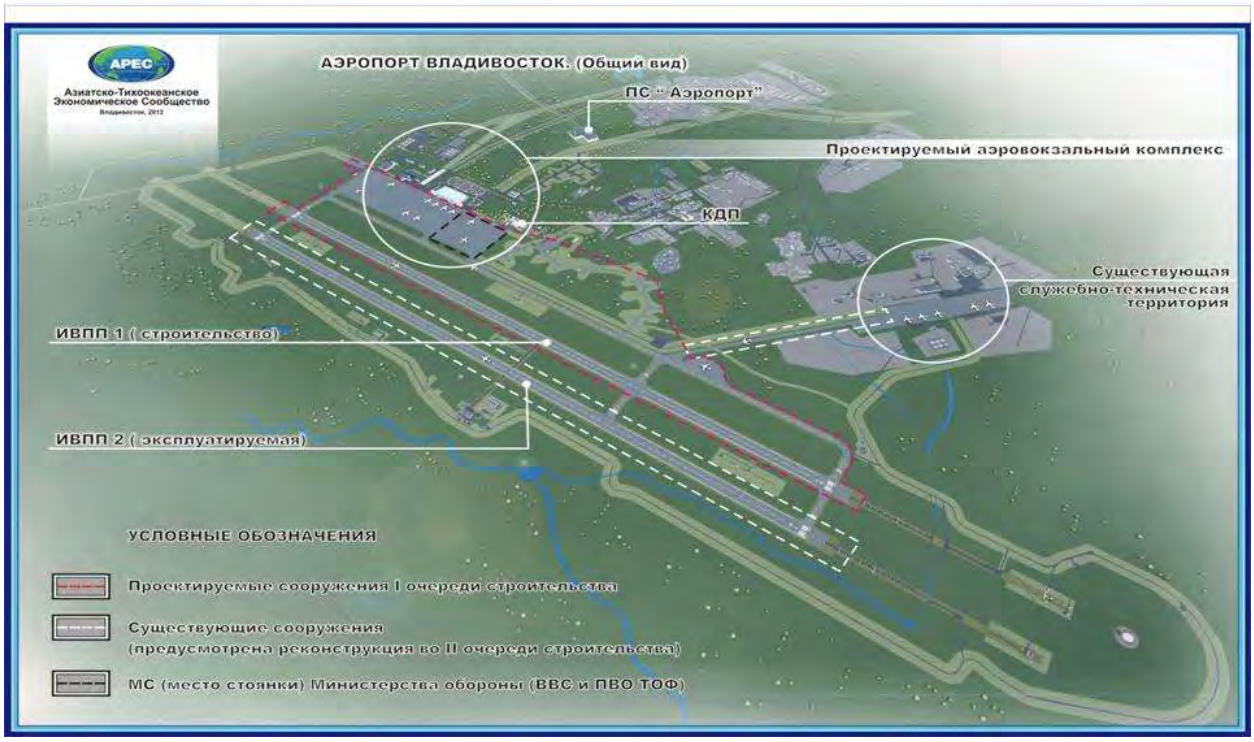
-The new platform

The square of the constructed area – 1 163 697 m2

5

«Реконструкция аэропорта г. Владивосток, Приморский край»

Общий вид аэропорта



Construction of the new international passenger terminal in Vladivostok

Area 10.86 hectare
Area of the construction 20 942 sq. m.
Area of the above-ground 381 083 cub.m.
Area of the under-ground 26 535 cub.m.
Floors 3
Total area 47 535 sq.m
Passenger capacity:
1360 passenger/hour
3,5-4 million passengers/year
Comfort class - C

Control station building

(Project)

State customer
Federal agency of the air transport

(view of the object)

Beginning of the construction:
23.04.11

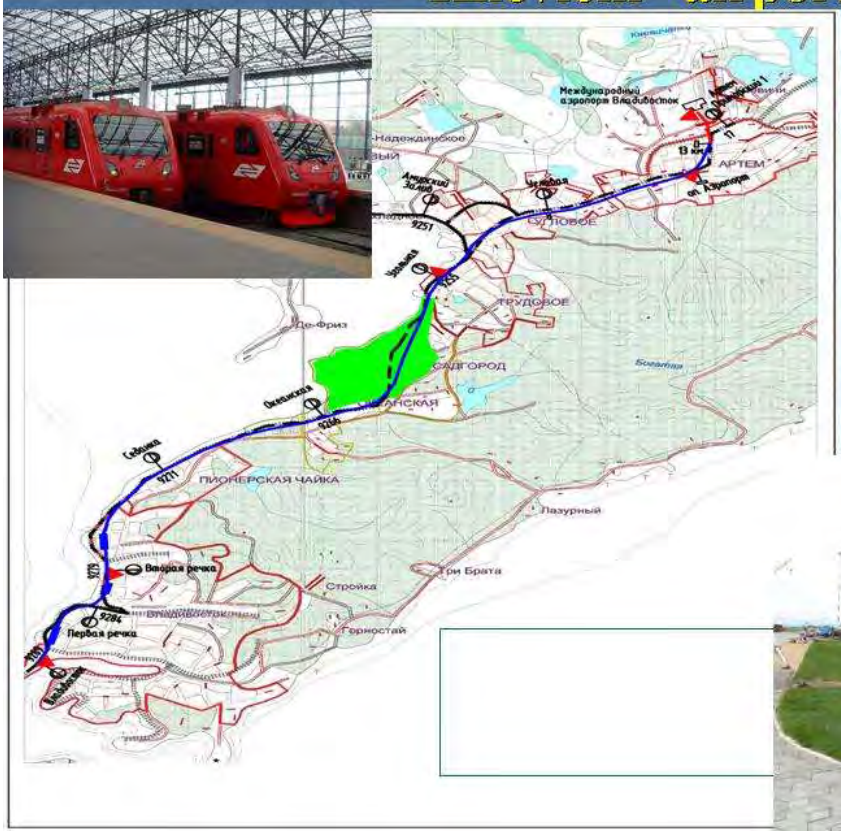
End of the construction:
01.06.2012

Helipad on the Russki island

Construction area of the Helipad

9

Railway passenger transfers Vladivostok – "Knevichi" airport



- Reconstruction and building of the railway infrastructure from Vladivostok city passenger terminal to the airport.
- Total length 50,3 km
- Time to destination point – 48 min (including time for 3 stops).
- Investor JSC «RZD».
- Cost of the construction 8,1 billion RUR (274 million USD).

The highway M-60 «USSURI» Khabarovsk – Vladivostok reconstruction on the sectors 733,5–747 km, 747-750 km and 750–752 km

State customer: Federal road agency, The customer-constructor– FSE DSD «Vladivostok»

- It is stipulated the construction of:
- - 18,3 km of 6-lane road cover,
- - 4 bridges, 3 transport junctions,
- - 15 cross-roads.

- The length of the man-made construction of bridges and overpasses - 1853 m. Car capacity – 60 000 cars/day. Estimated speed limitation – 100 km/hour.

12

Overbridges and crossunders created during the work progress for the highway M-60 «USSURI» Khabarovsk – Vladivostok reconstruction

13

Sea shore objects infrastructure reconstruction in Vladivostok

State customer: Federal agency of sea and river transport (Rosmorrechflot)
The customer-constructor – FSE «Direction of state customer's sea transport development programs»

- Reconstruction of the Nevelsky University buildings facades and roof.

- Reconstruction of the Vladivostok ports moorings №№ 1, 2, 30, 36.

- Cargo terminal for the supplying of goods and materials for the APEC-2012 objects construction on the Russki island.

- Reconstruction of the radio-technical point «Goldobino». The system for the ships traffic control in Vladivostok port.

14

The Mooring № 30 reconstruction

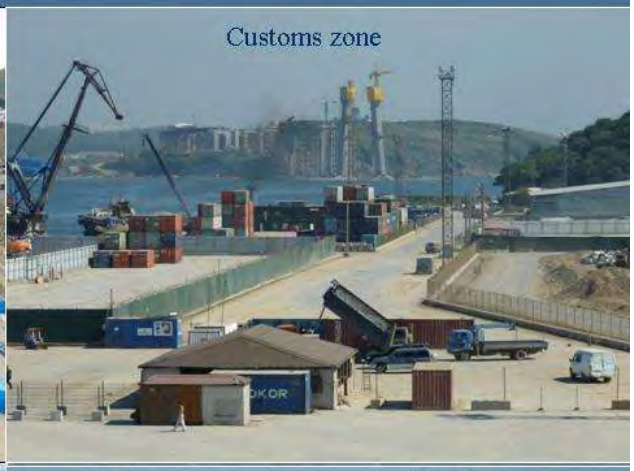
Before the reconstruction

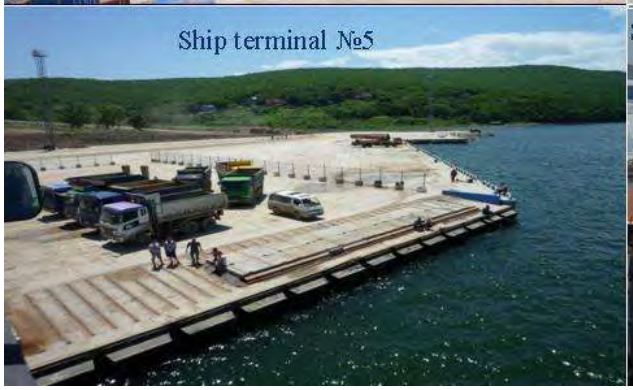
The new piers constructed. 2012

Vladivostok – Knevichi airport route

Russki island cargo terminal (Pospelov cape)

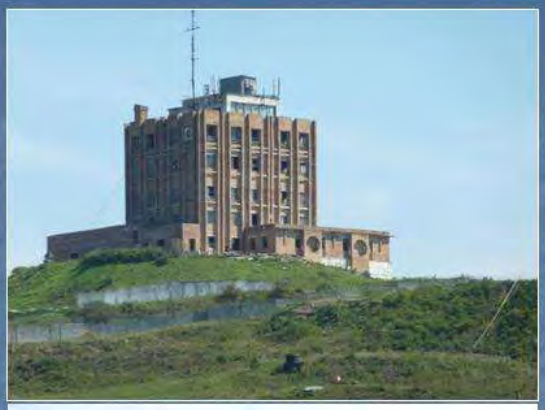

Cargo terminals


Customs zone


Ship terminal №5


Sea near-shore connections terminal building

Radio-engineering post building on the Pospelov cape reconstruction



(project)

The Eastern Bosphorus Strait bridge construction in Vladivostok

- **It is stipulated by the sub-program financing from the federal budget in the amount of 34 billion RUR (1,1 billion USD)**
- *The state customer: The Federal Road agency*
- *The general contractor: JSC USK «MOST»*
- *The sub-contractor – the general designer: LLC NPO «Mostovik»*

- **The date of the end of the construction –placing works - March, 31 2012**
- **The work on the asphaltic concrete covering placing and beautification will be finished in June 2012.**

- **The expert conclusion for the going into operation – 1 August, 2012.**

18

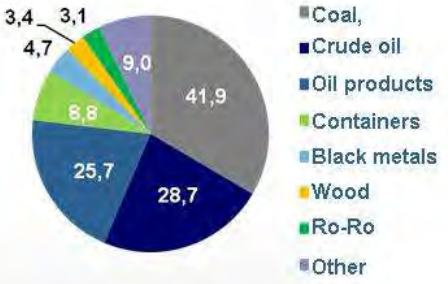
PANORAMA of the bridge to the Russki island across the Bosporus the Eastern strait in Vladivostok

Thank you for your attention!

6.4.14.Presentation Mr. Andrey Boldorev (Russia)

The structure of cargo turnover
The Far Eastern sea basin of Russia

The structure of The Far Eastern seaports cargo turnover in 2011 (mln. tonnes)

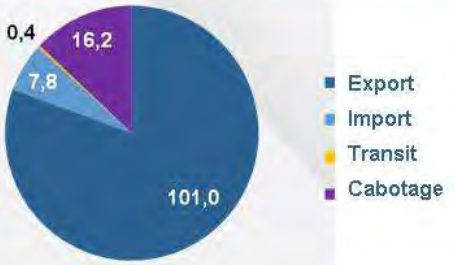


In 2011 the basis of the structure of cargo turnover of the basin amounted to export cargoes (80,6%). The share of import goods was 7,8%, transit – 0,4%, cabotage – 16,2%

In 2011 the amount of dry cargoes in the structure of cargo turnover of the Far Eastern seaports was equal to 56,5% (70,9 mln. tonnes). The share of liquid cargoes was 43,5% (54,4 mln. tonnes).

The share of coal cargoes made up 33,4% the basin's cargo turnover, the amount of crude oil was 22,9%, oil products– 20,5%, container cargoes - 7,0%.

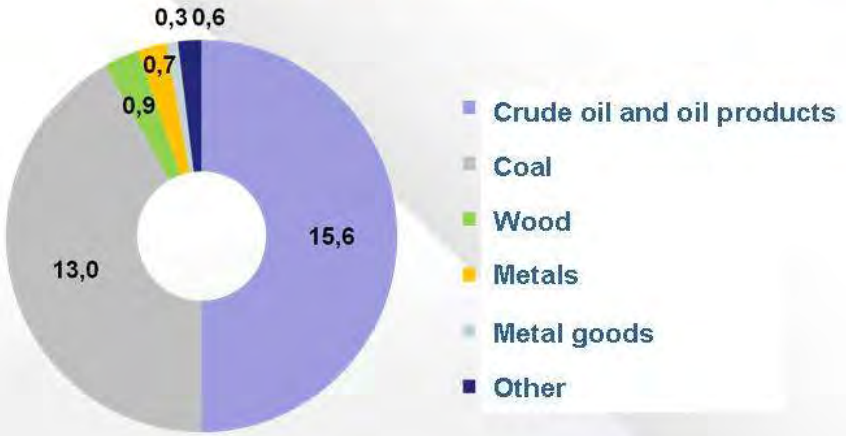
The structure of The Far Eastern seaports cargo turnover by cargo areas in 2011 (mln. tonnes)



3

Cooperation between Russia and Japan

Cargo transshipment between Russian and Japanese seaports by sea vessels in 2011 (mln. Tonnes)



4

Investment projects (1 of 3)

Technical modernization of the seaport of Posyet

By the end of modernization it is planned to increase cargo turnover of the seaport from 5,3 to 7,0 mln. tonnes and handle vessels with deadweight up to 60 thousand tonnes
Type of cargo: coal

The seaport of Nakhodka: reconstruction of reloading complex of berth №8, increase of cargo turnover of berths №№8-10

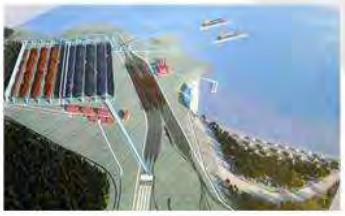
By the end of reconstruction in 2013, it is planned to increase cargo turnover of the complex from 2 to 5 mln. tonnes.
Type of cargo: coal

The seaport of Vostochny: reconstruction of approach channel to berths №№ 31-35 and water area of berths №№ 31-35

By the end of project realization, it is planned to increase cargo turnover of the complex from 1,5 to 2,5 mln. tonnes
Type of cargo: coal

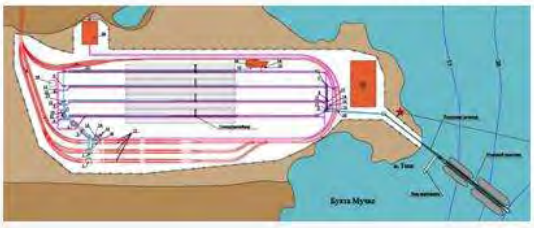
5

Investment projects (2 of 3)



Construction of the universal terminal in Muchke bay, "Sakha trans Ltd."

It is planned to build a transport-reloading complex with capacity of 34,36 mln. tonnes in 2013-2016
Type of cargoes: coal – 18,06 mln. tonnes, iron-ore condensate – 16,3 mln. tonnes.



Construction of the terminal in Muchke bay "Mechel trans Ltd."

It is planned to build a transport-reloading complex with capacity of 5 mln. tonnes in 2014 (total capacity - 25 mln. tonnes in 2020)
Type of cargoes: coal

Construction of specialized public coal terminal

In order to facilitate access to the port infrastructure for small and medium-sized mining companies, the creation of a specialized public coal terminal with total capacity of 20 mil. tonnes per year is being worked on. The northern shore of Suhodol Bay was proposed as a possible location for the terminal. The launch of complex is planned in 2017
Type of cargoes: coal

6

Investment projects (3 of 3)

Development of reloading capacities of «Spetsnefteport Kozmino Ltd.»

Increase cargo turnover of the complex from 15,2 mln. tonnes. to 30 mln. tonnes.
Type of cargoes: crude oil

Possible investment projects:

- Construction of coal terminal in the seaport of Vostochny
- Construction of coal terminal in a frame of "Vostochny-Nakhodka" transport hub
- Development of reloading capacities of "Daltransugol Ltd."

7

6.4.15.Presentation Mr. Aleksandr Loschenkov (Russia)

НИС федеральный оператор ГЛОНАСС

Multimodal transportation management system based on GNSS GLONASS. Olympic experience

A. Loshchenkov,
Manager on interaction with regulators in the field of transport

НИС ГЛОНАСС

АНО ТРАНСПОРТНАЯ ДИРЕКЦИЯ ОЛИМПИЙСКИХ ИГР

Ways of Russian Federation transport branch development

НИС ГЛОНАСС

Transport strategy of Russian Federation was adopted by resolution of Russian Federation Government on November 22nd 2008 № 1734-p.

The Innovative approach of development of transport system was chosen, considering:

- Evolution of transport infrastructure, ensuring the transit capacity of the country, including projects with EurAsEC members and other countries
- Increasing role of transport and logistic infrastructure when transporting goods

Regional and interregional transport and logistics centers are expected in Russian Federation

One of the high priority actions in the field of motor transportation is upgrading vehicles involved in long-distance and international cargo transport with GNSS GLONASS/GPS navigation modules (2015 – 30%, 2030 – 100%)

Development of modern transportation network is one of the important missions in Russian Federation

2

Uniqueness of Olympic games transport logistics

- Large amounts of transportations:
  - 76,3 M tons of cargo – 3000 transport vehicles,
  - 7 M of passengers – 5500 passenger vehicles
- Transportation support and actions management throughout Olympic games:
  - preparation of Olympic games,
  - carrying out Olympic games
- Multimodal cargo transportation
- Limited throughput of existing transport infrastructure

Transport service of Olympic games 2014 is a unique management task

Project «Transport logistics center in Sochi»

Program of Olympic facilities construction and development of the city of Sochi as mountain resort area (adopted by resolution of Russian Federation Government on December 29th 2007 № 991):

66.2 «Transport logistics center in Sochi responsible for passenger and cargo transport management (design and prospecting actions, construction)»

Project mission:

•Development of automated cargo transportation management system including all types of transport : railway, air transport, motor-vehicle transport, marine

•Development of automated passenger transportation management system including all types of transport : railway, air transport, marine, ropeways, motor-vehicle transport

JSC «Navigation-information systems» – general contractor of Transport logistics center development in Sochi

Accreditation of transport companies

ПРАВИТЕЛЬСТВО РОССИЙСКОЙ ФЕДЕРАЦИИ

ПОСТАНОВЛЕНИЕ

от 5 октября 2010 г. № 792

МОСКВА

О порядке организации перевозок грузов в целях строительства олимпийских объектов и развития г. Сочи как горноклиматического курорта

В соответствии со статьей 13[1] Федерального закона "Об организации и о проведении XXII Олимпийских зимних игр и XI Параолимпийских зимних игр 2014 года в городе Сочи, развитии города Сочи как горноклиматического курорта и внесении изменений в отдельные законодательные акты Российской Федерации" Правительство Российской Федерации **п о с т а н о в л я е т :**

1. Утвердить прилагаемые Правила организации перевозок грузов в целях строительства олимпийских объектов и развития г. Сочи как горноклиматического курорта.

2. Возложить функции уполномоченной организации в области организации и контроля за перевозками олимпийских грузов, предусмотренные Правилами, утвержденными настоящим постановлением, на автономную некоммерческую организацию "Транспортная дирекция Олимпийских игр".

3. Настоящее постановление вступает в силу с 1 декабря 2010 г., за исключением пунктов 21 и 22 (в части, касающейся разовых пропусков) и 23 - 28 Правил, утвержденных настоящим постановлением, которые вступают в силу с 15 марта 2011 г.

Председатель Правительства Российской Федерации В.Путин

АВТОНОМНАЯ НЕКОММЕРЧЕСКАЯ ОРГАНИЗАЦИЯ «ТРАНСПОРТНАЯ ДИРЕКЦИЯ ОЛИМПИЙСКИХ ИГР» (АНО «Транспортная дирекция Олимпийских игр»)

П Р И К А З

28 октября 2010 г. Москва № 161

Об утверждении Положения об аккредитации при автономной некоммерческой организации «Транспортная дирекция Олимпийских игр» владельцев автотранспортных средств и выдаче постоянных пропусков

Во исполнение Правил организации перевозок грузов в целях строительства олимпийских объектов и развития г. Сочи как горноклиматического курорта, утвержденных Постановлением Правительства Российской Федерации от 5 октября 2010 г. № 792, п р и к а з ы в а ю :

1. Утвердить прилагаемое Положение об аккредитации при автономной некоммерческой организации «Транспортная дирекция Олимпийских игр» владельцев автотранспортных средств и выдаче постоянных пропусков (далее – Положение).

2. Заместителю генерального директора И.Б. Николаенко в срок до 1 ноября 2010 г. дать предложения по формированию персонального состава Комиссии по аккредитации и выдаче постоянных пропусков.

3. Директору Департамента информационных технологий автономной некоммерческой организации «Транспортная дирекция Олимпийских игр» (далее – Транспортная дирекция) И.Н. Виноградову обеспечить размещение Положения на официальном сайте Транспортной дирекции в сети «Интернет» не позднее 1 декабря 2010 г.

4. Признать утратившим силу приказ автономной некоммерческой организации «Транспортная дирекция Олимпийских игр» от 9 апреля 2010 г. № 40 «Об утверждении положения о добровольной аккредитации юридических лиц и индивидуальных предпринимателей, осуществляющих перевозки грузов автомобильным транспортом в целях олимпийского строительства, при АНО «Транспортная дирекция Олимпийских игр».

5. Контроль за исполнением настоящего приказа оставляю за собой.

Генеральный директор С.В. Кочергин

- Adopted «Rules of cargo transportation for construction needs»
- Accreditation procedures for transport companies are introduced
- Requirements on upgrading vehicles with:
  - Navigation-communication modules based on GNSS GLONASS;
  - Position and vehicle status data transfer system to transport logistics center

Monitoring system technical requirements and unified protocols are adopted by JSC «Navigation-information systems» and agreed with ANO «Transport management of Olympic games»

In-vehicle navigation equipment functional and component requirements

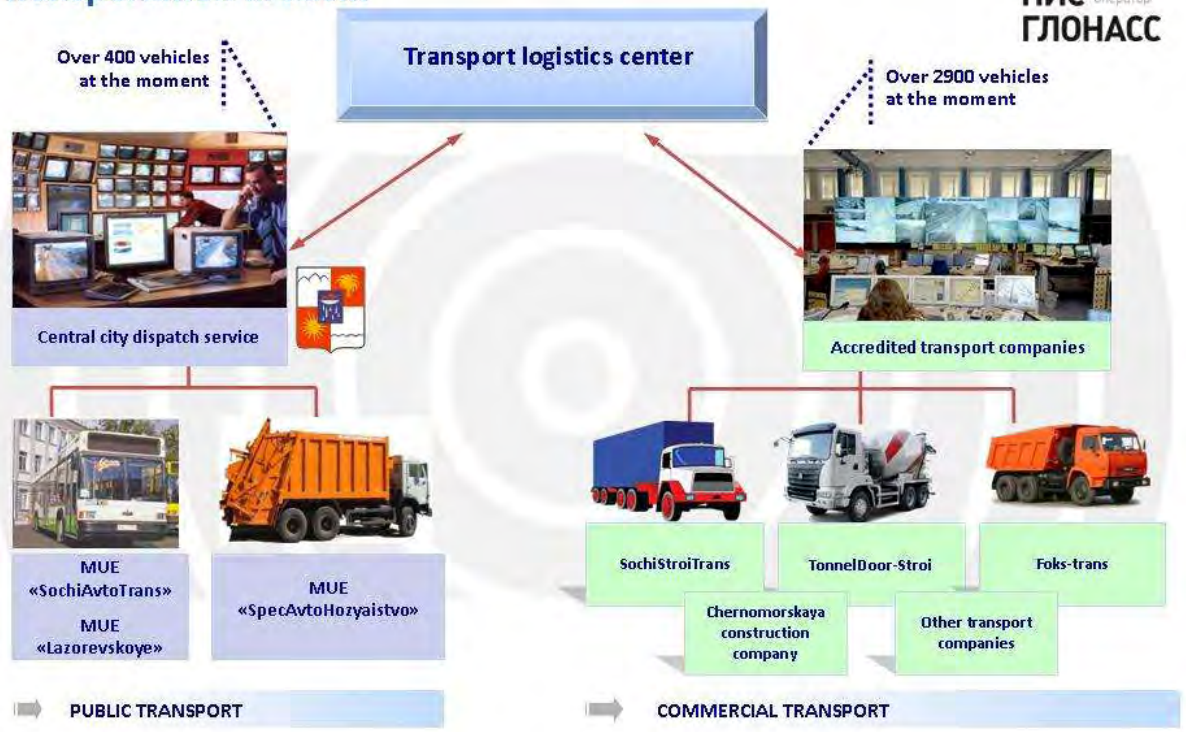
Navigation-communication equipment must be in line with the following requirements:

- **GNSS GLONASS/GPS receiver is available**
- **Position and speed over ground information broadcast** using GSM/GPRS or TETRA;
- **«Emergency button» signal broadcast,** parameters of vehicle broadcast, command reception and processing;
- **two-way voice communication between** vehicle operator and dispatch

Transport logistics center pilot zone

Automated transportation management system automates all stages of multimodal cargo transportation

GLONASS GNSS implementation in the field of transportation in Sochi



Cargo transportation coordination in the field of Olympic facilities construction

6

Integrated effect of transport logistics center introduction

- decrease in financial expenses on transport services of the Olympic construction, reduction of time periods and quality improvement of construction;
- safety of passenger transportation, quality improvement of services for the Olympic client groups;
- decrease in an environmental pressure

11

Perspective areas of transport logistics centers introduction

Transport logistics center technology replication projects:

- Replication of the project for Soccer World Cup-2018;
- Project development «Resorts of the North Caucasus»;
- Port development at Ust-Luga, Taman;
- Transport logistics center project «Shtokman»;
- Transport logistics and management in Moscow region;
- Transport logistics center JSC «RZD» («dry ports»);
- Transport logistics center for the Belarusian nuclear power plant;
- …



Transport logistics centers can be efficiently used un different fields of industry

12

НИС федеральный оператор ГЛОНАСС

Joint-stock company «Navigation-information systems»

Alexander Boreiko,
«Transport logistics center» project Director

24, Mishina Str., Bld. 1, Moscow, Russia 127083

Tel. + 7 (495) 988-21-10 (+121)

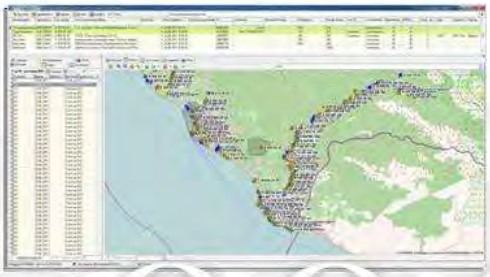
Mob. + 7 985 767-35-22

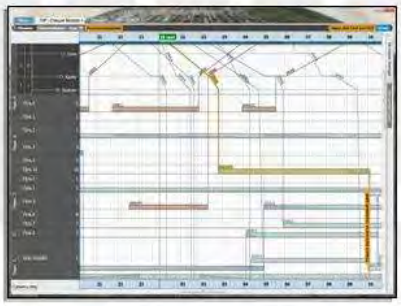
Fax: + 7 (495) 988-21-09

E-mail: info@nis-glonass.ru,
boreikoae@nis-glonass.ru

Olympic games preparation
Multimodal cargo transportation management

НИС федеральный оператор ГЛОНАСС





Multimodal cargo transportation management technology has been developed including all phases of planning and cargo transportation control

5

6.4.16.Presentation Mr. Aleksey Shukletsov (Russia)

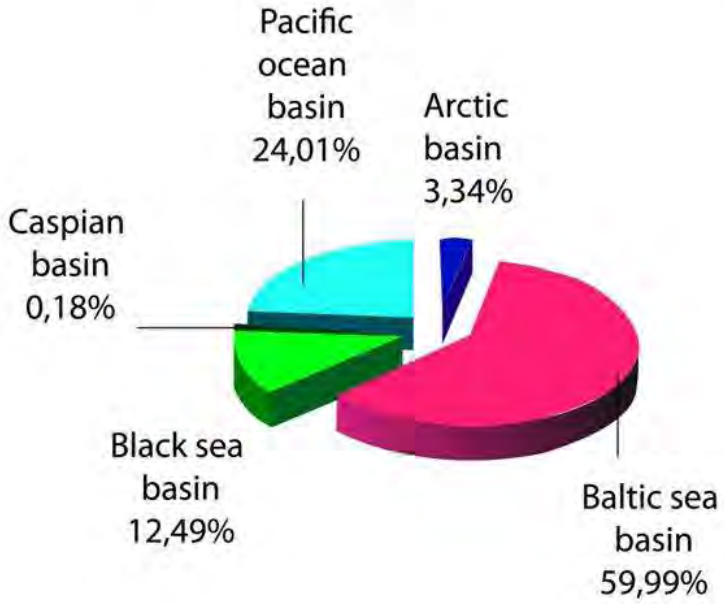
The MSCC Bronka project got positive findings of

Fenix

Main State expertise №493-10/ГГЭ-5820/04 from 10.06.2010
State Ecological expertise №26 from 22.01.2010

Fenix

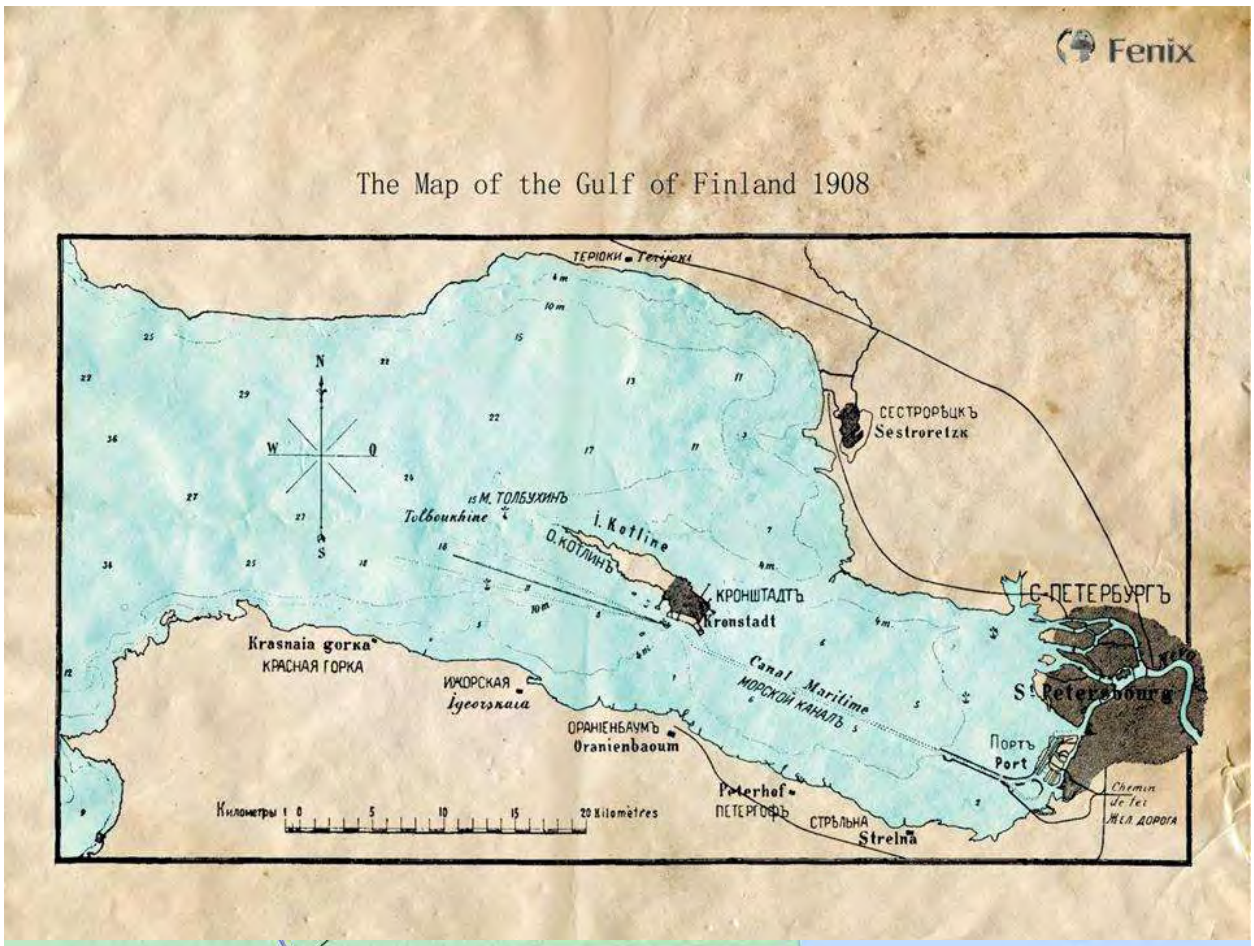
Distribution of shares of main container turnover

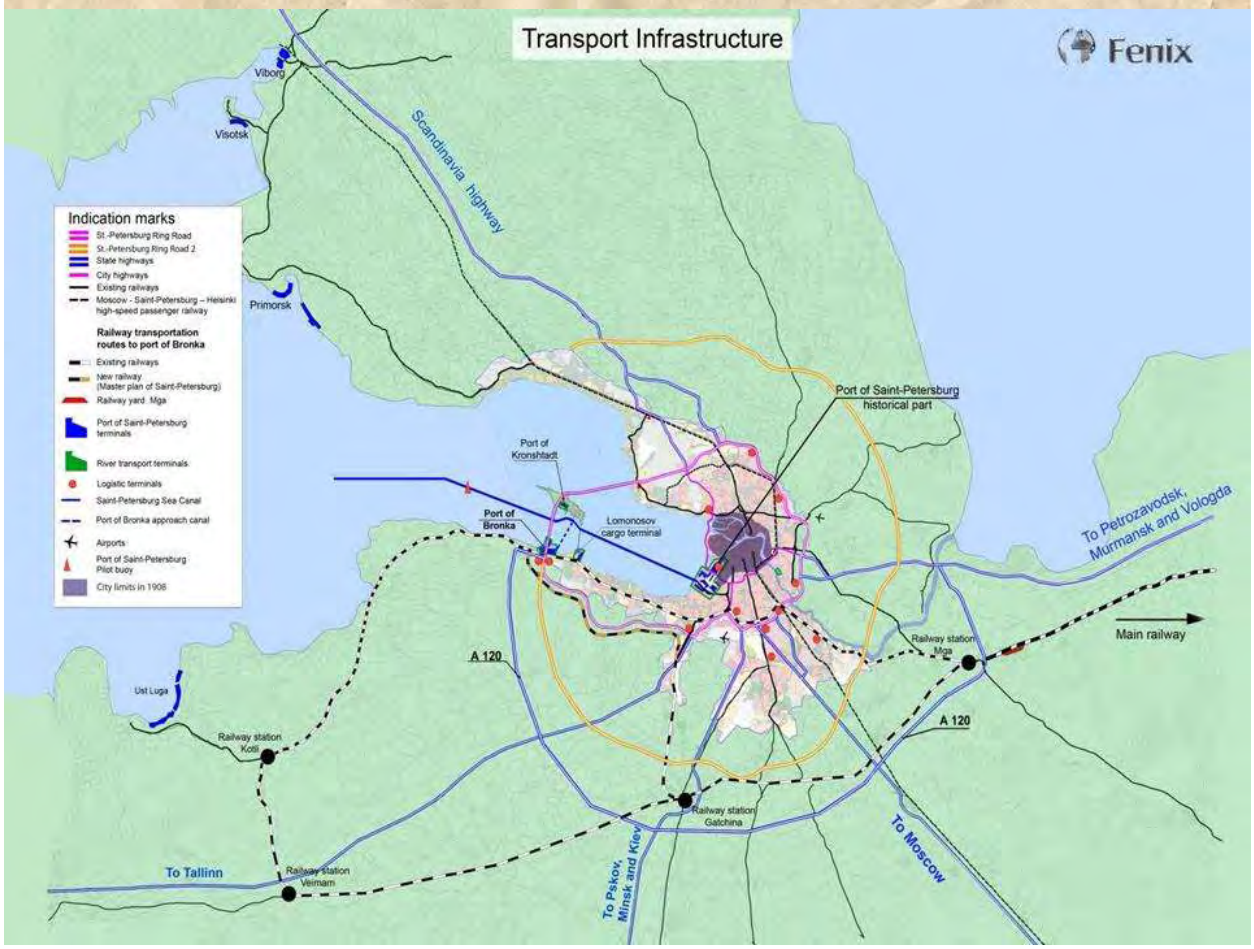


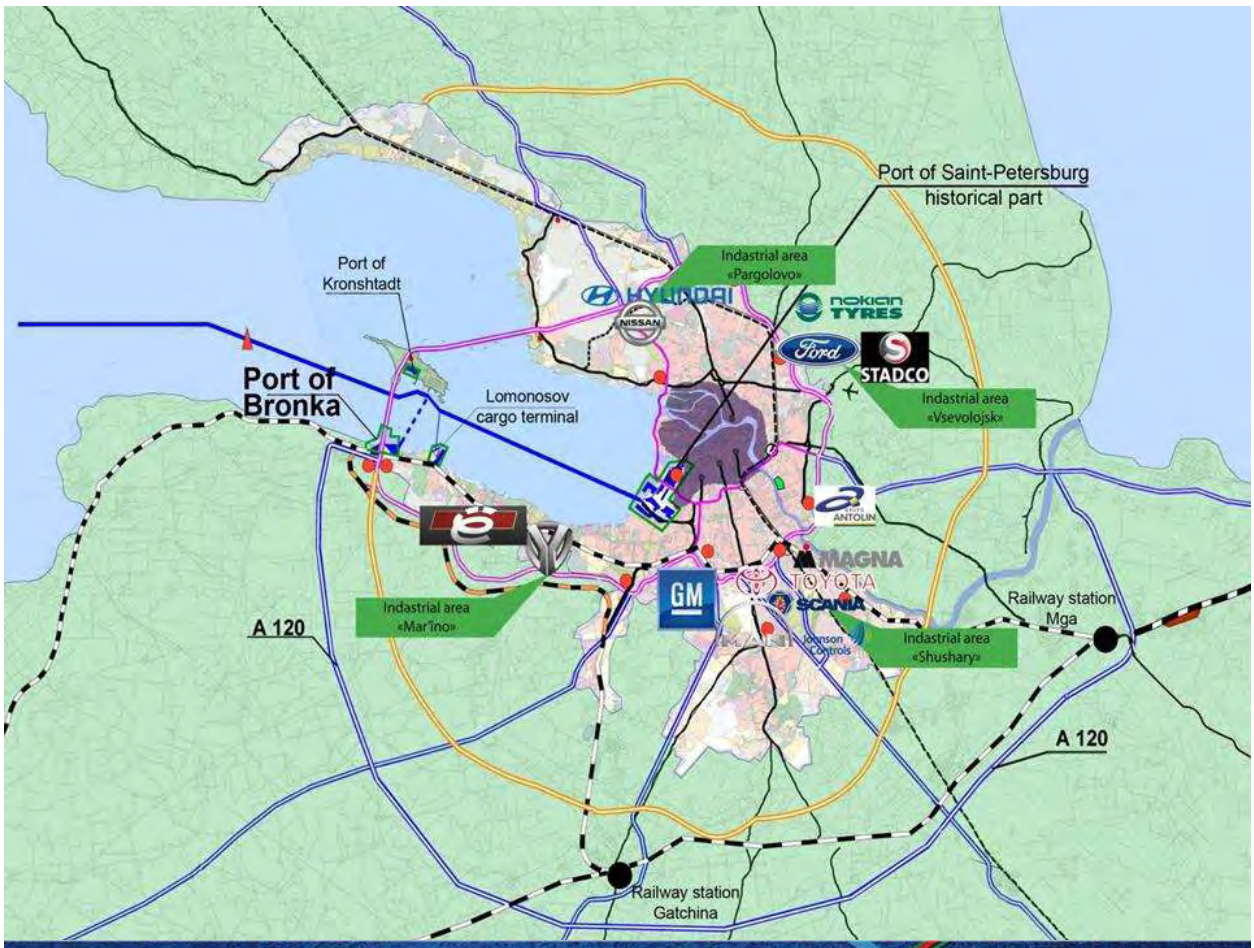
3

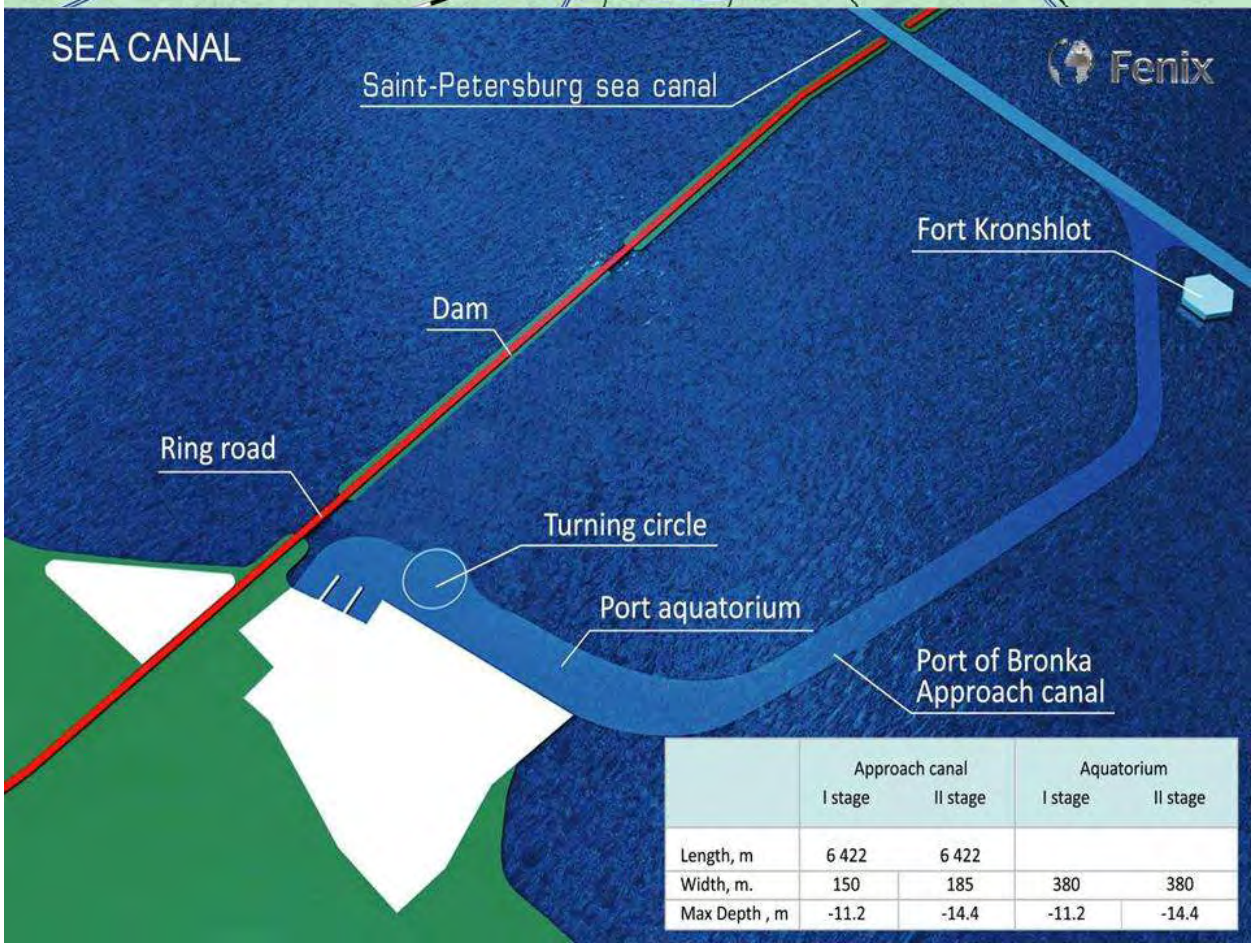
Fenix

4


Fenix
The Map of the Gulf of Finland 1908
ТЕРІОКИ • Terijoki
СЕСТРОРѢЦКЪ
Sestroretzk
Толбухинъ
Tolboukhine
О. КОТЛИНЪ
I. Kotline
КРОНШТАДТЪ
Kronstadt
С-ПЕТЕРБУРГЪ
Krasnaia gorka
КРАСНАЯ ГОРКА
ИЖОРСКАЯ
Ijeorskaia
Canal Maritime
МОРСКОЙ КАНАЛЪ
ОРАНІЕНБАУМЪ
Oranienbaoum
Порт
Port
Peterhof
ПЕТЕРГОФЪ
СТРѢЛЬНА
Strelna
Километры
20 Kilomètres


Transport Infrastructure
Fenix
Vibord
Visotsk
Scandinavia highway
Primorsk
Indication marks
St.-Petersburg Ring Road
St.-Petersburg Ring Road 2
State highways
City highways
Existing railways
Moscow - Saint-Petersburg – Helsinki high-speed passenger railway
Railway transportation routes to port of Bronka
Existing railways
New railway (Master plan of Saint-Petersburg)
Railway yard Mga
Port of Saint-Petersburg terminals
River transport terminals
Logistic terminals
Saint-Petersburg Sea Canal
Port of Bronka approach canal
Airports
Port of Saint-Petersburg Pilot buoy
City limits in 1908
Port of Saint-Petersburg historical part
Port of Kronshtadt
Port of Bronka
Lomonosov cargo terminal
To Petrozavodsk, Murmansk and Vologda
Main railway
Railway station Mga
A 120
Ust Luga
Railway station Kotli
Railway station Gatchina
To Tallinn
Railway station Veimarn
To Pskov, Minsk and Kiev
To Moscow





	Approach canal		Aquatorium	
	I stage	II stage	I stage	II stage
Length, m	6 422	6 422		
Width, m.	150	185	380	380
Max Depth , m	-11.2	-14.4	-11.2	-14.4

Port of Bronka Basic Data

№	Title	Units	I stage	II stage	Total
1	Calls	units/year	1347	226	1573
2	Container Terminal	thousand TEU/year	1450	450	1900
	- including extra handled cargo on the territory of logistic center	thousand TEU/year	–	110	110
3	Ro-ro Terminal	thousand units/year	260	–	260
	- including extra handled cargo on the territory of logistic center	thousand units/year	–	90	90
4	Territory	ha	164,7	42,2	206,9
	- existing	ha	45,9	35,9	81,8
	- developed	ha	118,8	6,3	125,1
5	Berths' length	m	1430	750	2180
6	New vacancies	persons	1986	333	2319
7	Total costs	bln.rub.	49,8	9,8	59,6
	- RF budget investments	bln.rub.	15,8	0,1	15,9
	- private investments	bln.rub.	34,0	9,7	43,7
6	Expected to be operational	year	2015	2017	


PORT OF BRONKA SURROUNDINGS
Fenix
Ring road, western half-ring
in operation since 2011
1 Oranienbaum state open-air museum
2 City and restricted area
3 Business centers/hotels area
4 Recreation area
5 Manufacturing-and-logistic area (reserve territory)
6 Military area
7 City area
8 Port of Bronka (stages of development)
9 Territory of Lomonosov cargo terminal
10 Approach canal and operational area of Port of Bronka
11 Approach canal and operational area of Lomonosov terminal
8 I stage
8 II stage
Planned road for cargo transportation from Lomonosov cargo area
Krasnoflotskoye highway
Existing railway
N
W
E
S


Port of Bronka
View from northeast
first stage

Types of vessels (basic data)

Fenix

Container vessels

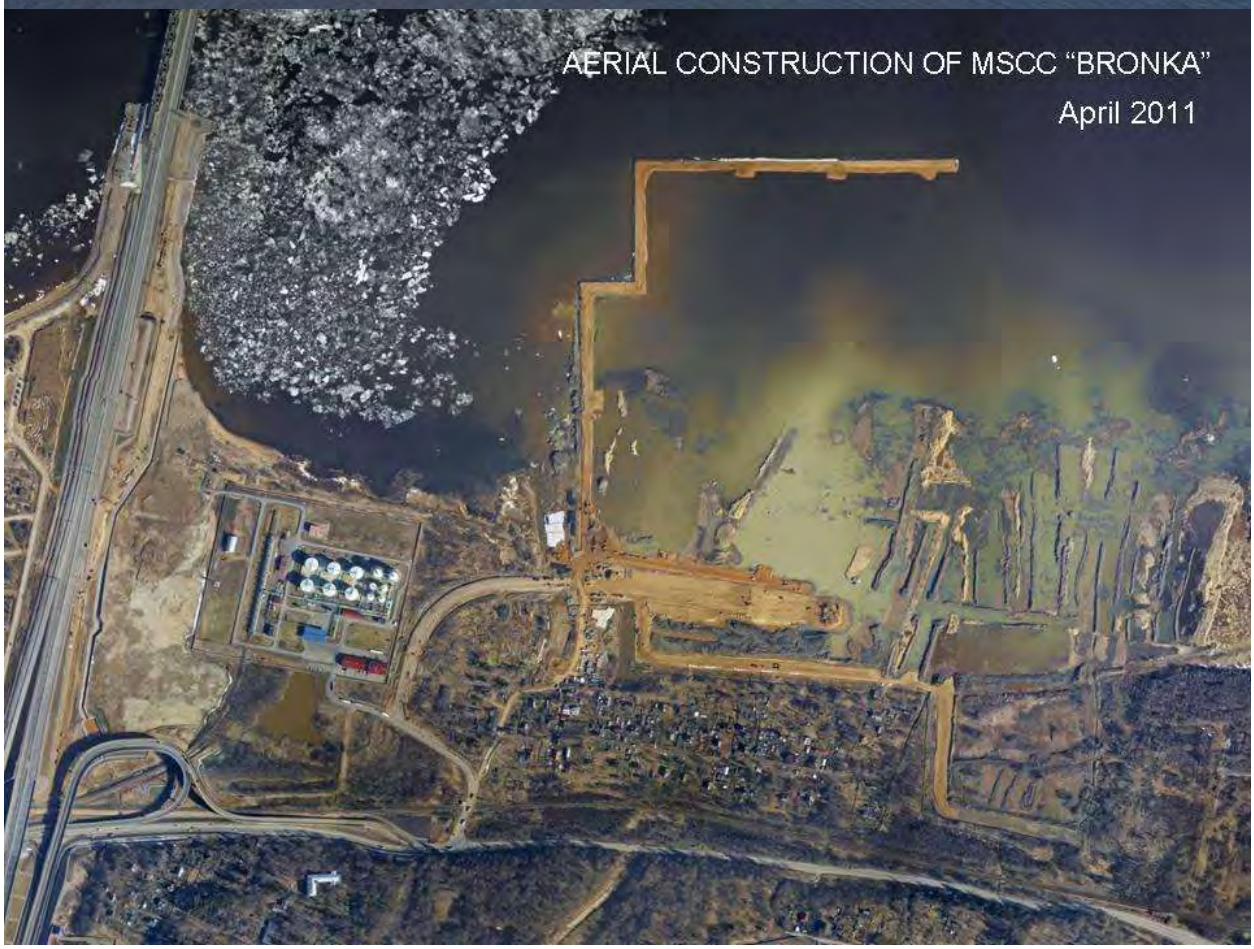
Parameters \ Vessel type (example)	SKN-1500 (Atlantic Lady)	SKN-2500 (Cap Dukato)	Panamax (Wan Hai 501)
Cargo capacity, TEU	1 472	2 478	4 252
Deadweight, T	20 000	33 847	52 146
Overall length, m	173.6	207.4	268.8
Overall width, m	28.8	29.8	32.2
Draught max., m	9.0	11.4	12.5
Depth from main line to main deck, m	16.8	16.4	19.2

Ro-Pax vessel (FINNSTAR)

GT, T	45 923
DWT, T	9 653
Length max., m	218.8
Width max., m	30.5
Draft max., m	7.0
Speed, knots	25
Total lane length, m	4 216
Passengers	500
Ice class	1 A super

14


View on the MSCC “Bronka” territory before the beginning of construction
2008


AERIAL CONSTRUCTION OF MSCC “BRONKA”
April 2011


June 2011
100 м


July 2011

19

Fenix

The visit of Minister of Transport of Germany

The MSCC Bronka project is typical example of the European town-planning politics of enduring of port facilities beyond the city limits. Such an opinion gave the Minister of transport of Germany during his visit to the port under construction. He exemplified the Port of Hamburg which sea terminals had been transferred to the lower reaches of Elba, what let open some shopping malls on the liberated territories.

22

6.5. Final Workshop Conclusions

Workshop Conclusions

APEC Project: **TPT 07/2011T** "Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure"

Workshop **"Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure"**

July 27- 28, 2012, St. Petersburg, the Russian Federation

The APEC Workshop "Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure" was held in St. Petersburg, the Russian Federation, on 27-28 July, 2012.

Forty-two participants from the APEC Secretariat, eight APEC Member economies (Canada, China, Malaysia, the Philippines, the Russian Federation, Thailand, the United States and Viet Nam), including the Lead Shepherd of the APEC Transportation Working Group (TPTWG), Ms. Arlene Turner, and an invited guest from the International Road Transport Union (IRU) attended the Workshop. The delegates represented governmental bodies, as well as private businesses, academia and non-governmental organizations.

The Workshop gave an opportunity for APEC economies to network and exchange practices of transport physical infrastructure development as well as seamless intermodal cargo movement among APEC economies and across the Asia-Pacific region more broadly. It proved to be a good occasion for sharing visions before the 36th TPTWG meeting and the Special Transportation Ministerial Meeting on the development of integrated supply chains for innovative growth.

Workshop participants:

- were informed of current activities and national plans for transport-related physical infrastructure development in APEC economies,
- shared experiences and best practices on issues of intermodal cargo movement as well as physical infrastructure development, and
- discussed further steps and coordination mechanisms to improve regional connectivity, including activities of the TPTWG, APEC member economies and the private sector.

The following economies made presentations: Canada, China, Malaysia, the Philippines, the Russian Federation, Thailand, the United States and Viet Nam. Presentations were also made by the APEC Secretariat's TPTWG Program Director and the IRU. A number of presentations were submitted by the Ministry of Transport of the Russian Federation and leading Russian logistic businesses for discussion. Representatives from the business sector, including transportation and logistics companies, ports, trade companies, as well as from research institutions and non-governmental organizations from different APEC economies also made their presentations and statements on the Workshop issues.

Workshop speakers and presenters offered participants a variety of lessons learned, plans, prospects and ideas based on their multi-faceted experiences. The Workshop was successful in promoting the identification of relevant best practices as well as an exchange of understanding and awareness by APEC economies with regard to regional coordination within APEC.

The Workshop participants agreed that:

- problems and challenges are broader than the scope of the TPTWG, and can be overcome only in collaboration with relevant APEC structures (Canada),
- key barriers to the flows of goods can be attributed to customs and a lack of efficient rail transportation in various APEC economies (USA),

- the lack of coordination of national infrastructure development plans also affect interconnectivity in the APEC region (Russia).

The following recommendations were made:

1. to work towards the unification of requirements for transport infrastructure facilities in each APEC economy and within APEC (Russia),
2. to promote the unification of services across the international transport corridors (Russia),
3. to increase the investment attractiveness of transport physical infrastructure projects (Russia), and to increase investment in the construction of infrastructure (China),
4. to enhance the use of public-private partnerships for transport-related physical infrastructure development (Malaysia),
5. to widely use technology innovations on all stages of the life-cycle of transport physical infrastructure facilities (Malaysia),
6. to strengthen governments' cooperation on seamless intermodal cargo movement and to foster effective cross-border trade agreements to jointly contribute to intermodal transport and optimize procedures between / among involved economies (China),
7. to identify the long-term transport goal (USA),
8. to identify the barrier and obstacles to the successful conveyance and to develop the different strategies to overcome each identified barrier on the flow of goods (USA),
9. to encourage rail transport as one of the most efficient in the Asia-Pacific region (USA),
10. to coordinate national plans and regional plans in major corridors (Viet Nam).

The Workshop made the following recommendations to the APEC Transportation Working Group:

1. to continue the implementation of Supply Chain Connectivity (SCC) Framework and Action Plan through project and non-project activities,
2. to enhance and develop cooperation and information exchange with relevant APEC fora, networks, partnerships, coordinating and steering groups on the issues of seamless intermodal cargo movement, SCC Framework and Action Plan implementation (APEC Secretariat, Canada, Russia),
3. to actively involve the logistics, business, and academic sectors in relevant TPTWG activities,
4. to continue, promote and enforce capacity-building and communication activities in the APEC region (China),
5. to develop a strategic intermodal plan to eliminate barriers to the flows of goods (USA),
6. to consider whether the TPTWG should address rail issues in greater detail, and if so how this should be done (USA).

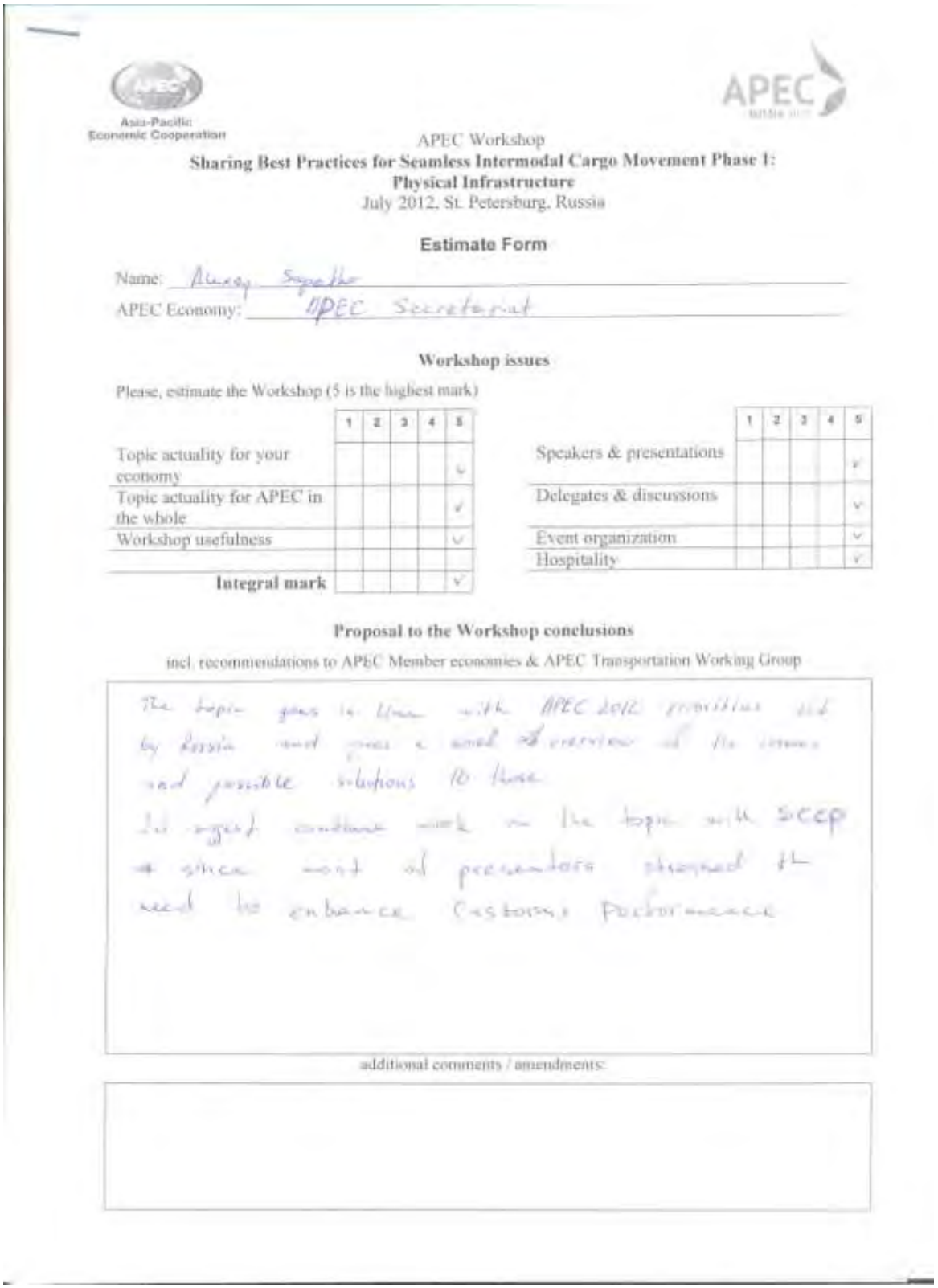
Participants agreed that the Workshop made substantial progress in advancing and understanding of the issues of seamless intermodal cargo movement. The Workshop increased the participants' knowledge and understanding of successful activities in the area of transport-related physical infrastructure development in many APEC economies.

It was noted that the Workshop and its outcomes will help to ensure the successful implementation of the project 'Sharing Best Practices for Seamless Intermodal Cargo Movement. Phase 1: Physical Infrastructure'.

The participants noted the good organization of this APEC event and expressed their gratitude to the hosting team.

6.6. Estimate Form

6.6.1. Estimate Form from Alexey Sapetko (APEC Secretariat).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Alexey Sapetko

APEC Economy: APEC Secretariat

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					✓
Topic actuality for APEC in the whole					✓
Workshop usefulness					✓
Integral mark					✓

	1	2	3	4	5
Speakers & presentations					✓
Delegates & discussions					✓
Event organization					✓
Hospitality					✓

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

The topic goes in line with APEC 2012 priorities set by Russia and gives a good overview of the issues and possible solutions to them

In regard, continue work on the topic with deep + since most of presenters stressed the need to enhance Customs Performance

additional comments / amendments:

6.6.2. Estimate Form from Arlene Turner (Canada).

Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: ARLENE TURNER

APEC Economy: CANADA

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy				X	
Topic actuality for APEC in the whole				X	
Workshop usefulness				X	
Integral mark					

	1	2	3	4	5
Speakers & presentations				X	
Delegates & discussions					
Event organization				X	
Hospitality				X	

Proposal to the Workshop conclusions

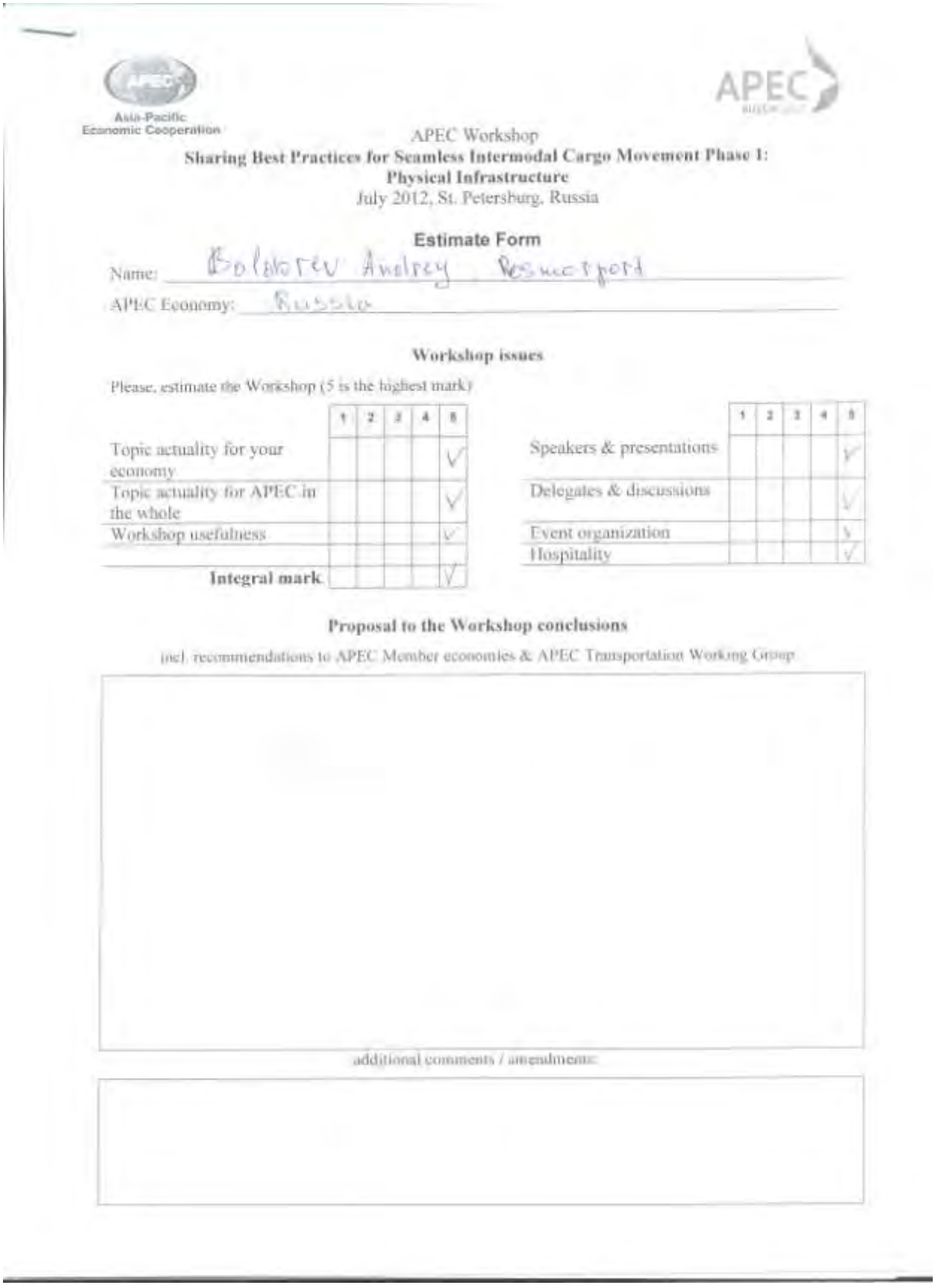
incl. recommendations to APEC Member economies & APEC Transportation Working Group

- Best practices from the workshop should be reported to the TPTWG for ~~dissemination~~ dissemination to CTI & APEC economies
- Problems identified that are outside the scope of the TPTWG need to be directed to the relevant APEC fora for follow-up, eg. regarding customs procedures.

additional comments / amendments:

- The workshop was excellent. I appreciated the opportunity to participate.

6.6.3. Estimate Form from Andrey Boldorev (Russia).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Boldorev Andrey Rosmorport

APEC Economy: Russia

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					✓
Topic actuality for APEC in the whole					✓
Workshop usefulness					✓
Integral mark					✓

	1	2	3	4	5
Speakers & presentations					✓
Delegates & discussions					✓
Event organization					✓
Hospitality					✓

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

additional comments / amendments:

6.6.4. Estimate Form from Joe Traini (USA).

Asia-Pacific Economic Cooperation

APEC

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Joe Traini

APEC Economy: US

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy				X	
Topic actuality for APEC in the whole				X	
Workshop usefulness				X	
Integral mark					

	1	2	3	4	5
Speakers & presentations					X
Delegates & discussions				X	
Event organization					X
Hospitality					X

Proposal to the Workshop conclusions

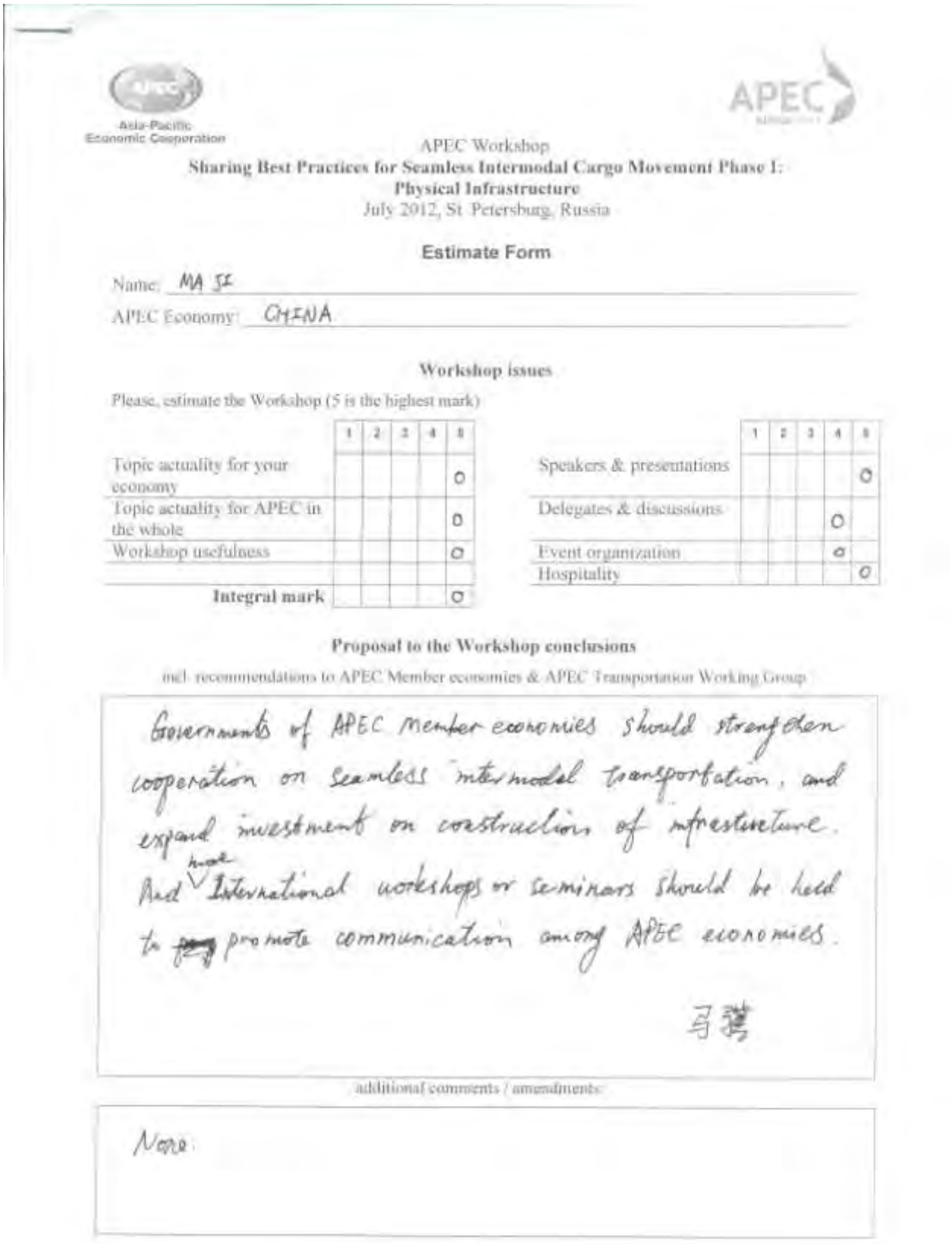
incl. recommendations to APEC Member economies & APEC Transportation Working Group

There was a lot of discussion on rail but the TPTWG is doing very little work in this modal area.

The TPTWG should explore if / or how to address this area, if it is of importance to many of the economies.

additional comments / amendments:

6.6.5. Estimate Form from Ma Ji (China).



Asia-Pacific Economic Cooperation

APEC

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase I: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: MA JI

APEC Economy: CHINA

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					O
Topic actuality for APEC in the whole					O
Workshop usefulness					O
Integral mark					O

	1	2	3	4	5
Speakers & presentations					O
Delegates & discussions				O	
Event organization				O	
Hospitality					O

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

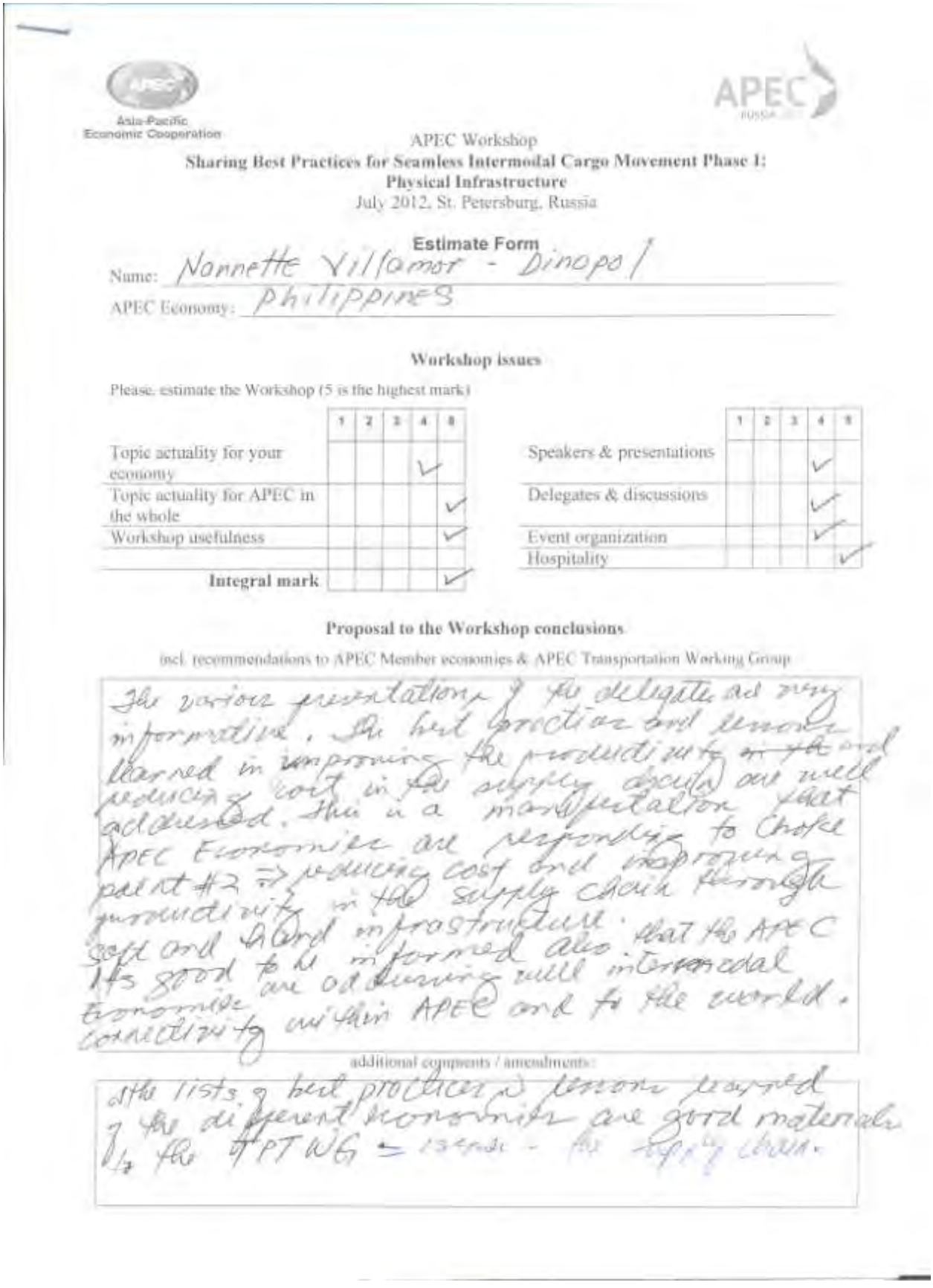
Governments of APEC member economies should strengthen cooperation on seamless intermodal transportation, and expand investment on construction of infrastructure. And more International workshops or seminars should be held to promote communication among APEC economies.

马骥

additional comments / amendments:

None.

6.6.6. Estimate Form from Nannette Villamor-Dinopol (the Philippine).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase I: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Nannette Villamor - Dinopol

APEC Economy: Philippines

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy				✓	
Topic actuality for APEC in the whole					✓
Workshop usefulness					✓
Integral mark					✓

	1	2	3	4	5
Speakers & presentations				✓	
Delegates & discussions				✓	
Event organization				✓	
Hospitality					✓

Proposal to the Workshop conclusions

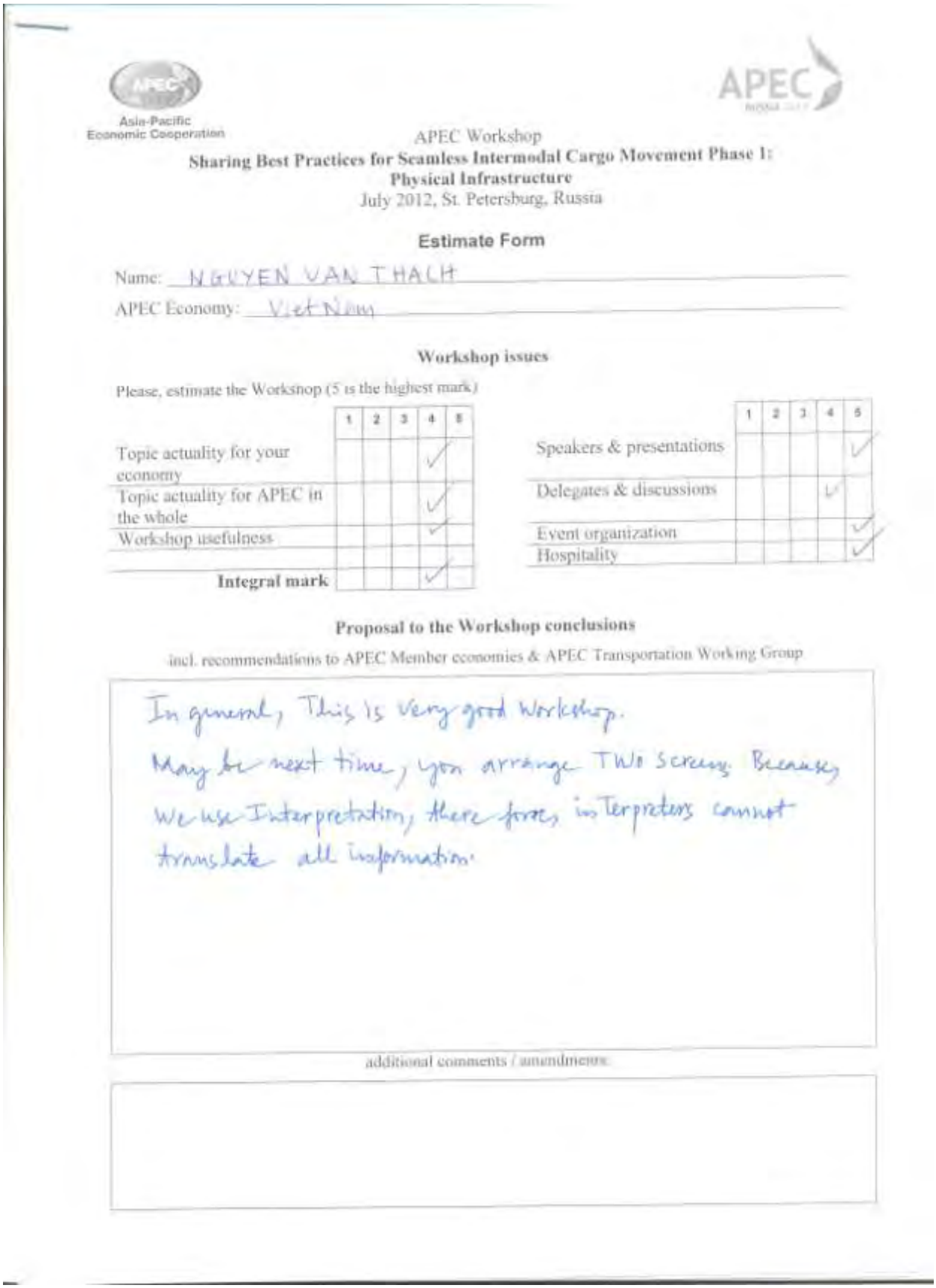
incl. recommendations to APEC Member economies & APEC Transportation Working Group

The various presentations & the delegates are very informative. The best practices and lessons learned in improving the productivity ~~in the~~ and reducing cost in the supply chain are well addressed. This is a manifestation that APEC Economies are responding to Chile paper #2 ⇒ reducing cost and improving productivity in the supply chain through soft and hard infrastructure. That the APEC is good to be informed also intermodal are addressing will economic connectivity within APEC and to the world.

additional comments / amendments:

The lists of best practices & lessons learned of the different economies are good materials for the PPTWG ⇒ [illegible] the supply chain.

6.6.7. Estimate Form from Nguyen Van Thach (Viet Nam).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: NGUYEN VAN THACH

APEC Economy: Viet Nam

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy				✓	
Topic actuality for APEC in the whole				✓	
Workshop usefulness				✓	
Integral mark				✓	

	1	2	3	4	5
Speakers & presentations					✓
Delegates & discussions				✓	
Event organization					✓
Hospitality					✓

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

In general, This is very good Workshop.
May be next time, you arrange TWO Screens. Because, We use Interpretation, there fores, interpreters cannot translate all information.

additional comments / amendments:

6.6.8. Estimate Form from Noor Aishah Kamarzaman (Malaysia).

Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Noor Aishah Kamarzaman

APEC Economy: MALAYSIA

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy				✓	
Topic actuality for APEC in the whole				✓	
Workshop usefulness				✓	
Integral mark				4	

	1	2	3	4	5
Speakers & presentations					✓
Delegates & discussions				✓	
Event organization					✓
Hospitality					✓

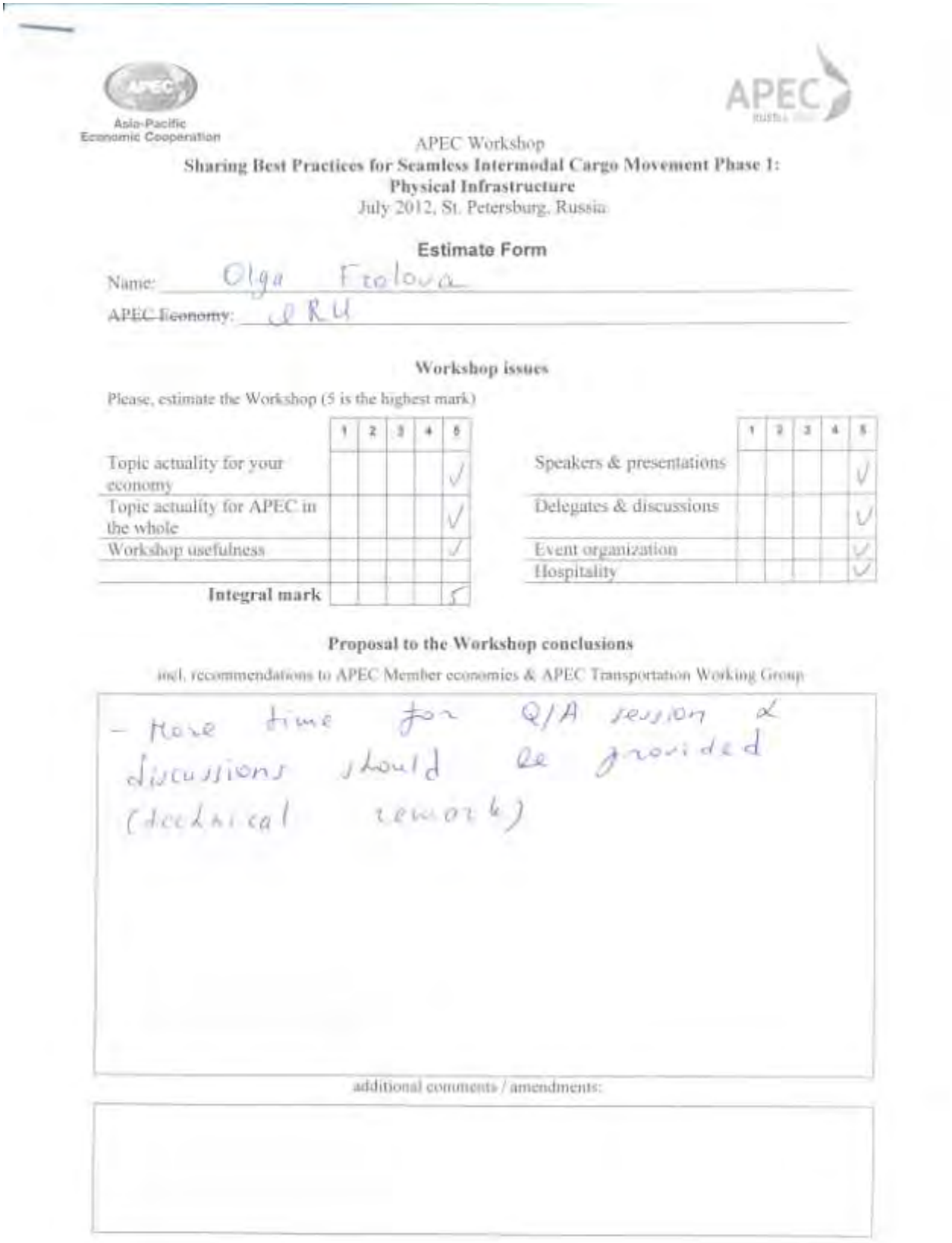
Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

- to emphasis on the private-public partnership
- Infrastructure - physical could not be separated from the infostructure - the technology should be involved, since the first process of planning.

additional comments / amendments:

6.6.9. Estimate Form from Olga Frolova (Russia, IRU).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Olga Frolova

~~APEC Economy~~: RU

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					√
Topic actuality for APEC in the whole					√
Workshop usefulness					√
Integral mark					5

	1	2	3	4	5
Speakers & presentations					√
Delegates & discussions					√
Event organization					√
Hospitality					√

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

- More time for Q/A session & discussions should be provided (technical remark)

additional comments / amendments:

6.6.10.Estimate Form from Patrick Sherry (USA).

Asia-Pacific Economic Cooperation

APEC RUSSIA 2012

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Patrick Sherry

APEC Economy: USA

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					X
Topic actuality for APEC in the whole					X
Workshop usefulness				X	
Integral mark					X

	1	2	3	4	5
Speakers & presentations				X	
Delegates & discussions				X	
Event organization				X	
Hospitality					X

Proposal to the Workshop conclusions

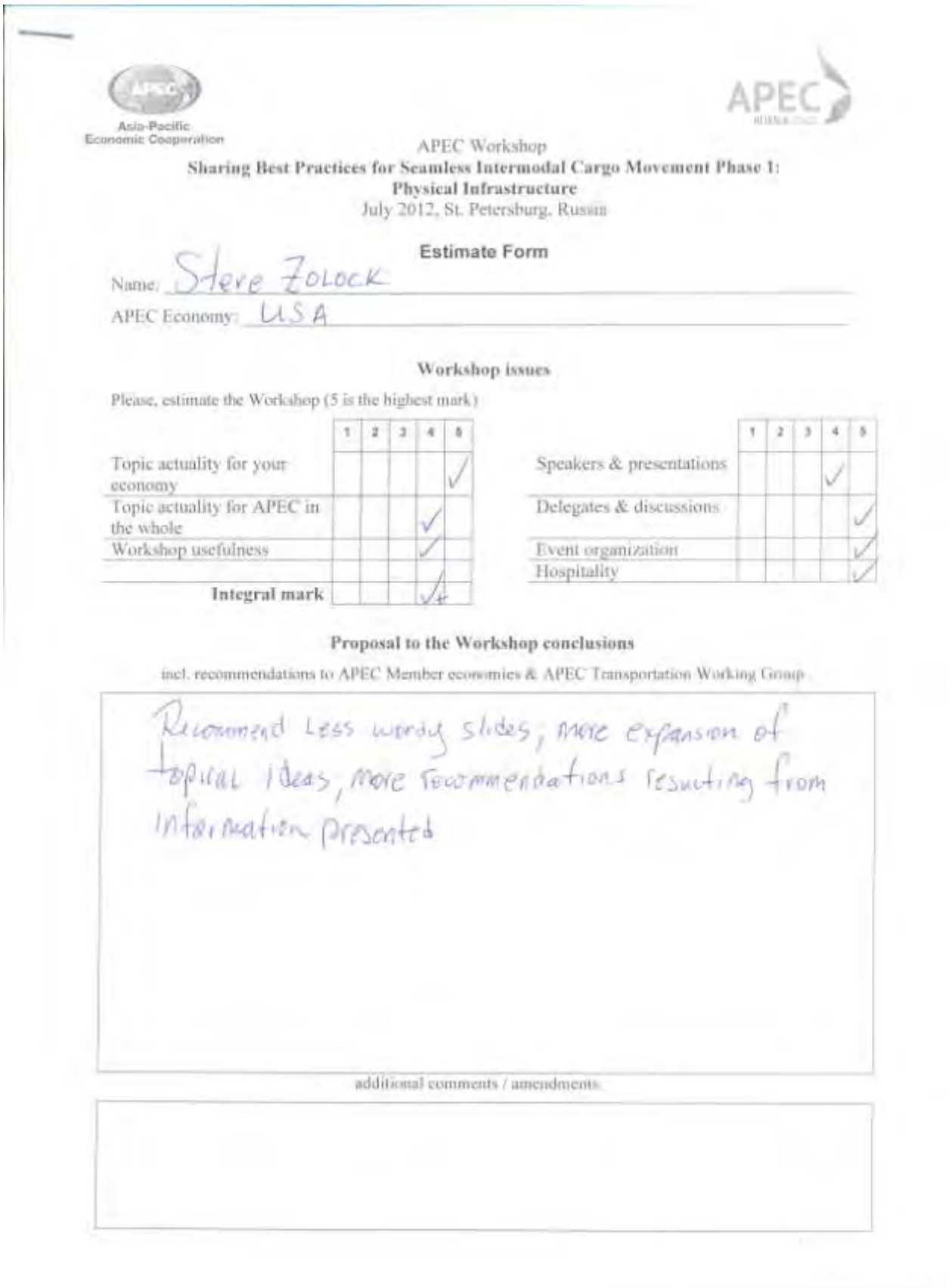
incl. recommendations to APEC Member economies & APEC Transportation Working Group

(1). Seamless transport can be achieved with the development of a strategic intermodal plan that addresses the
(2) choke pts. & barriers to the flow of goods. Barriers to the flow of goods most likely presently consist
(3). of Barriers = customs, lack of efficient Rail / transport in various economies,
(4). More efficient rail in the TRANS Asia rail line should be encouraged
(5). additionally, the need for good baseline for the current flow of goods across borders
(6). the turn around time & through put of

additional comments / amendments:

vehicles making cycles through the system
(7). the identification of barriers & obstacles to the successful conveyance &
(8). development of strategies to overcome each barrier
(9). identification of Longer term transport goals
(10). Articulation of a total intermodal system

6.6.11.Estimate Form from Steve Zolock (USA).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Steve Zolock

APEC Economy: USA

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					✓
Topic actuality for APEC in the whole				✓	
Workshop usefulness				✓	
Integral mark				✓+	

	1	2	3	4	5
Speakers & presentations				✓	
Delegates & discussions					✓
Event organization					✓
Hospitality					✓

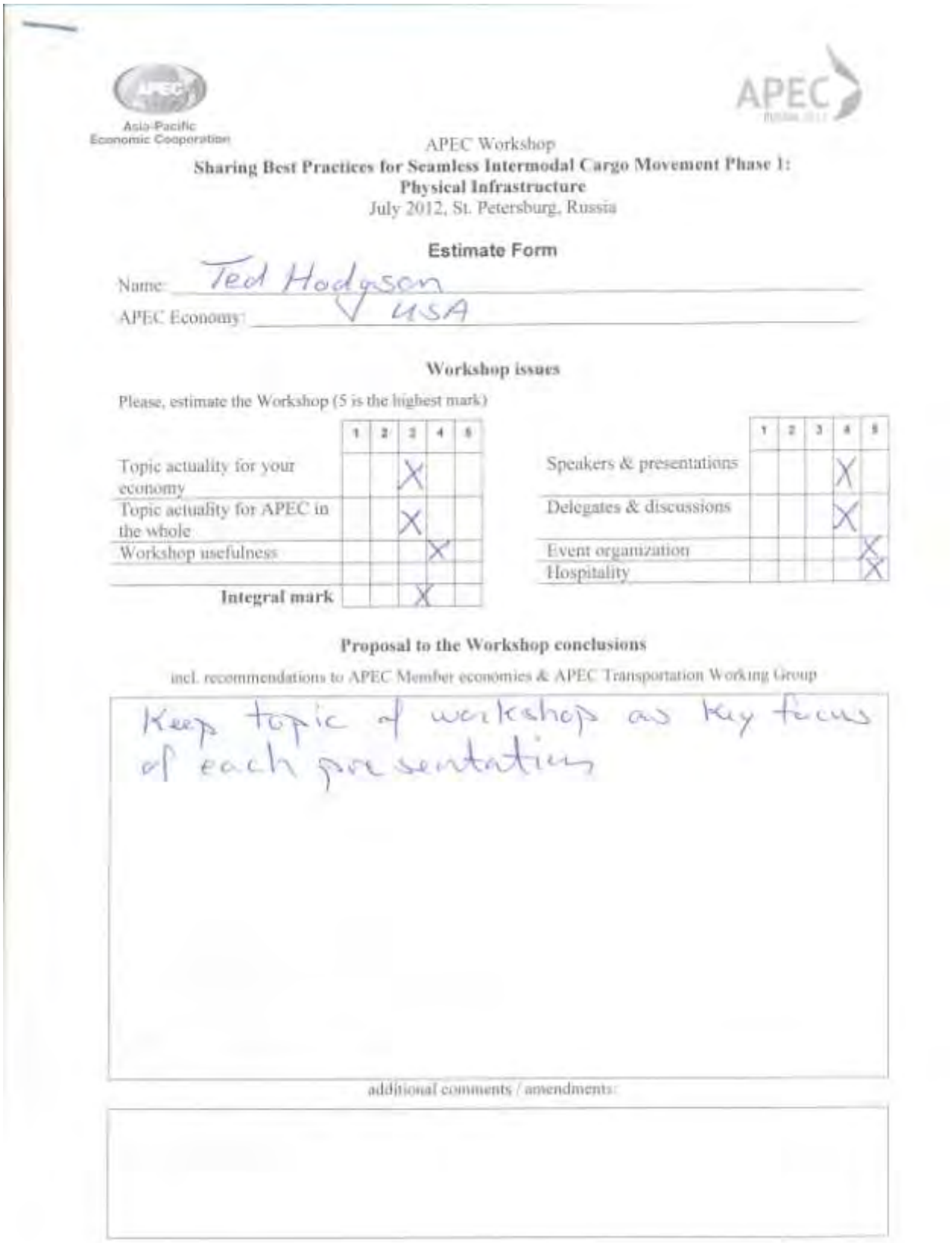
Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

Recommend Less wordy slides, more expansion of topical ideas, more recommendations resulting from information presented

additional comments / amendments

6.6.12.Estimate Form from Ted Hodgson (USA).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Ted Hodgson

APEC Economy: √ USA

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy			X		
Topic actuality for APEC in the whole			X		
Workshop usefulness				X	
Integral mark			X		

	1	2	3	4	5
Speakers & presentations				X	
Delegates & discussions				X	
Event organization					X
Hospitality					X

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

Keep topic of workshop as key focus of each presentation

additional comments / amendments:

6.6.13.Estimate Form from Nikolay Tityukhin (Russia).

Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Тityukhin N.P. EALA

APEC Economy: _____

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					V
Topic actuality for APEC in the whole					V
Workshop usefulness					V
Integral mark					5

	1	2	3	4	5
Speakers & presentations				V	
Delegates & discussions					V
Event organization					V
Hospitality					

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

additional comments / amendments:

6.6.14.Estimate Form from Wyrlou A. Samodio (Philippine).

Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Wyrlou E. Samodio

APEC Economy: Philippines

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy				✓	
Topic actuality for APEC in the whole				✓	
Workshop usefulness				✓	
Integral mark					

	1	2	3	4	5
Speakers & presentations					✓
Delegates & discussions					✓
Event organization					✓
Hospitality					✓

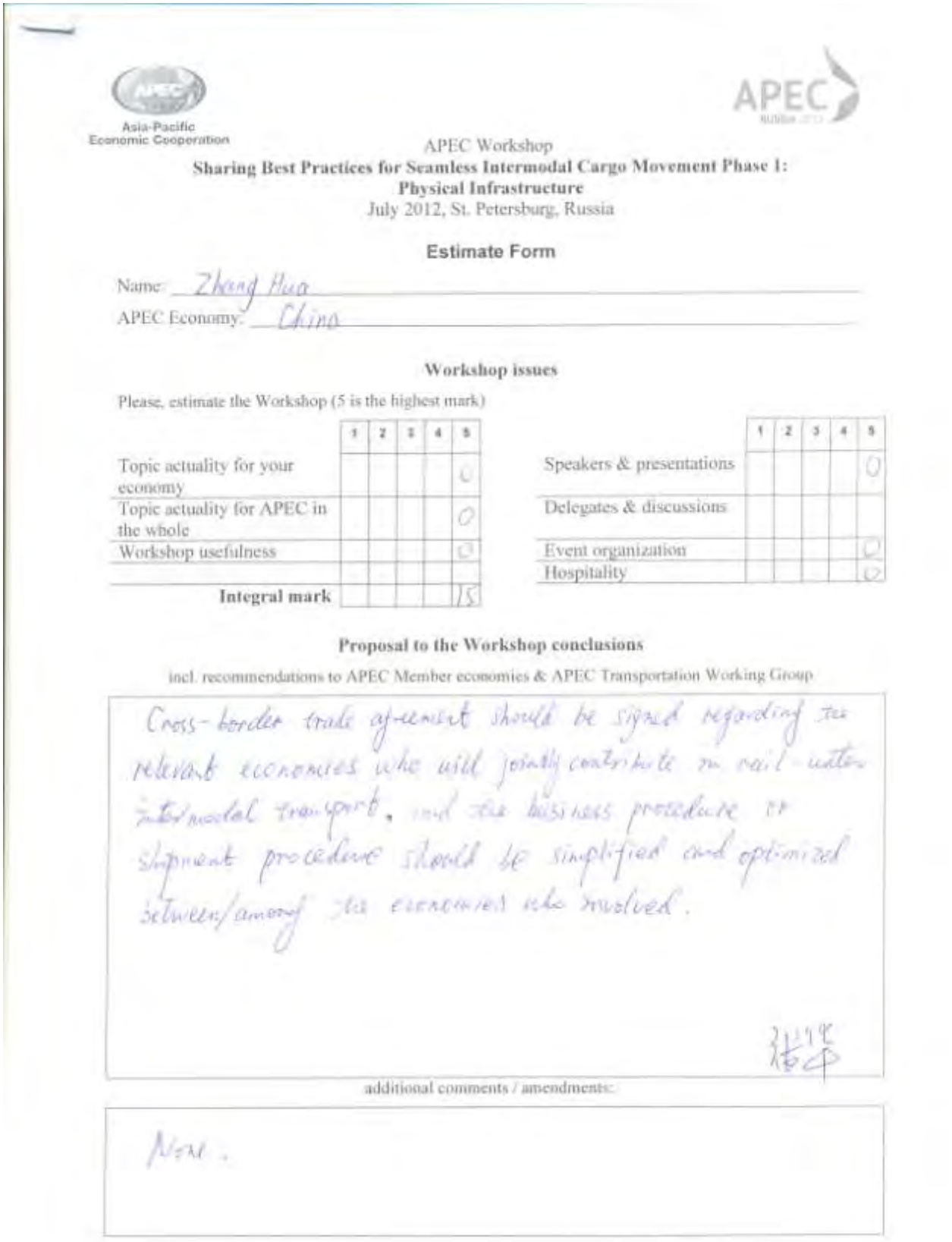
Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

To take an extensive study of APEC Connectivity particularly on Sub-Regions ~~and~~ where connectivity is already established. Connecting the whole region is a big challenge

additional comments / amendments:

6.6.15.Estimate Form from Zhang Hua (China).



Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: Zhang Hua

APEC Economy: China

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					5
Topic actuality for APEC in the whole					5
Workshop usefulness					5
Integral mark					15

	1	2	3	4	5
Speakers & presentations					5
Delegates & discussions					
Event organization					5
Hospitality					5

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

Cross-border trade agreement should be signed regarding the relevant economies who will jointly contribute to rail-water intermodal transport, and the business procedure of shipment procedure should be simplified and optimized between/among the economies who involved.

additional comments / amendments:

None.

6.6.16.Estimate Form from Yap Kin Sian (Malaysia).

Asia-Pacific Economic Cooperation

APEC Workshop

Sharing Best Practices for Seamless Intermodal Cargo Movement Phase 1: Physical Infrastructure

July 2012, St. Petersburg, Russia

Estimate Form

Name: YAP KIN SIAN

APEC Economy: MALAYSIA

Workshop issues

Please, estimate the Workshop (5 is the highest mark)

	1	2	3	4	5
Topic actuality for your economy					✓
Topic actuality for APEC in the whole					✓
Workshop usefulness					✓
Integral mark					

	1	2	3	4	5
Speakers & presentations				.	✓
Delegates & discussions				✓	
Event organization					✓
Hospitality					✓

Proposal to the Workshop conclusions

incl. recommendations to APEC Member economies & APEC Transportation Working Group

Seamless Intermodal Cargo Movement involve detail planning, coordination and implementation. To enhance effectiveness it involve holistic engagement among stakeholders. Engagement means gathering views and receive feedback either stakeholder in a city or across nations.

Seminar and workshop will be the forum to gather opinion and it is really beneficial to APEC member countries.

additional comments / amendments