



**DECADE
OF >>>>
ACTION**



Promoting electronic information exchange among
railways and between control agencies

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Transport Division



ESCAP
Economic and Social Commission
for Asia and the Pacific



Contents

- ✓ Background
- ✓ ESCAP initiatives
- ✓ Way Forward



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Trends in transport connectivity

Rail is now established mode of interregional transport

✓ Exponential increase in Eurasian rail traffic in last decade



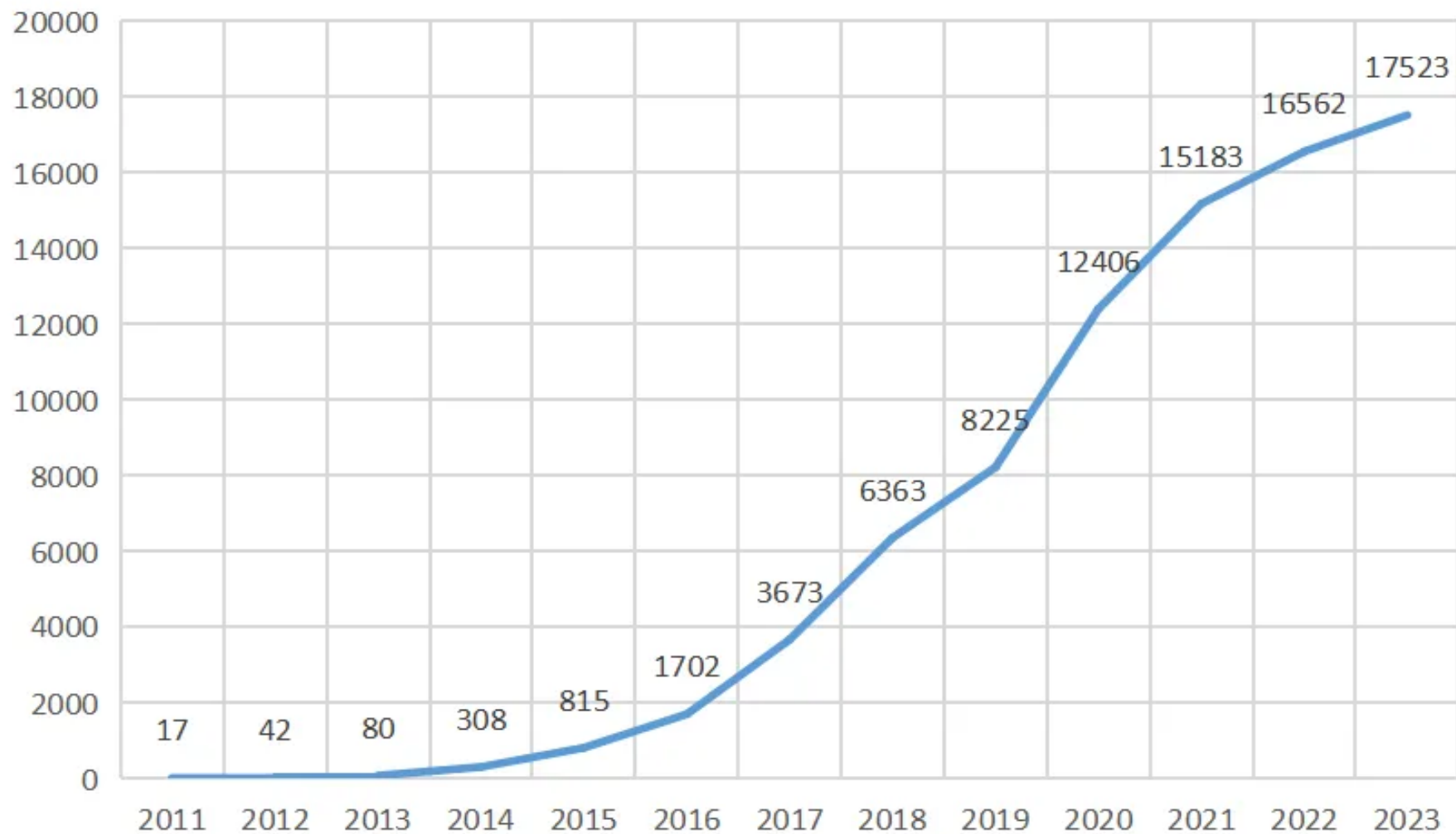
✓ Rail proved to be reliable transport means during pandemic-as the rail freight avoided major restrictions and kept international supply chain functioning

✓ Geopolitical challenges has further fortified role of rail in international transport as countries look to de-risk their transport connectivity

✓ Rail, therefore, is now established as sustainable, reliable and a competitive mode of transport between Asia and Europe and vice versa

✓ Opportunity for rail to garner more share, however, it needs to be more competitive

ANNUAL FREIGHT TRAIN TRIPS BETWEEN CHINA/EUROPE FROM 2011 TO 2023

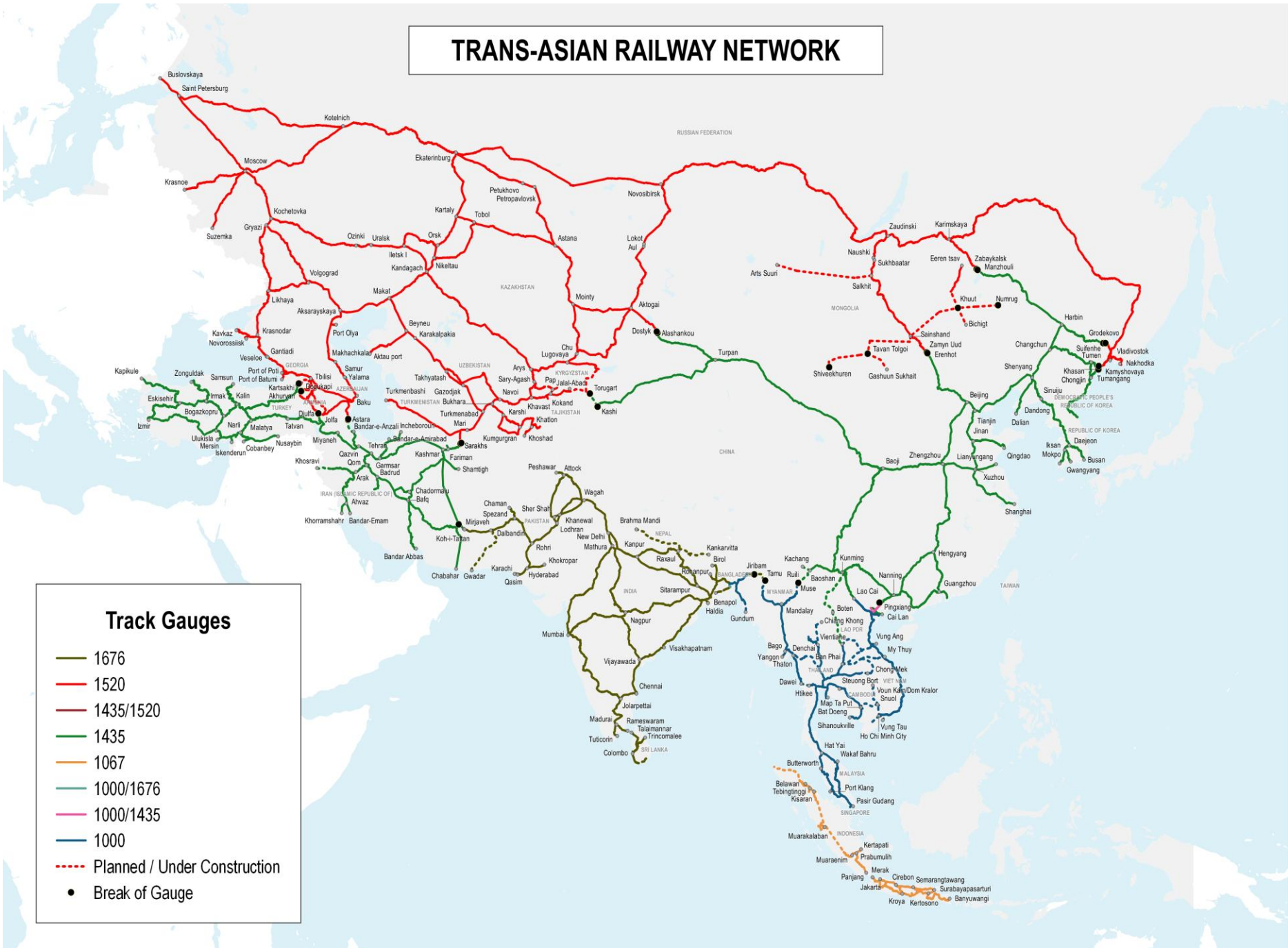


Source: CRCT, New Silkroad Discovery

TRANS-ASIAN RAILWAY NETWORK

Track Gauges

- 1676
- 1520
- 1435/1520
- 1435
- 1067
- 1000/1676
- 1000/1435
- 1000
- - - Planned / Under Construction
- Break of Gauge



Intergovernmental Agreement on Trans-Asian Railway Network



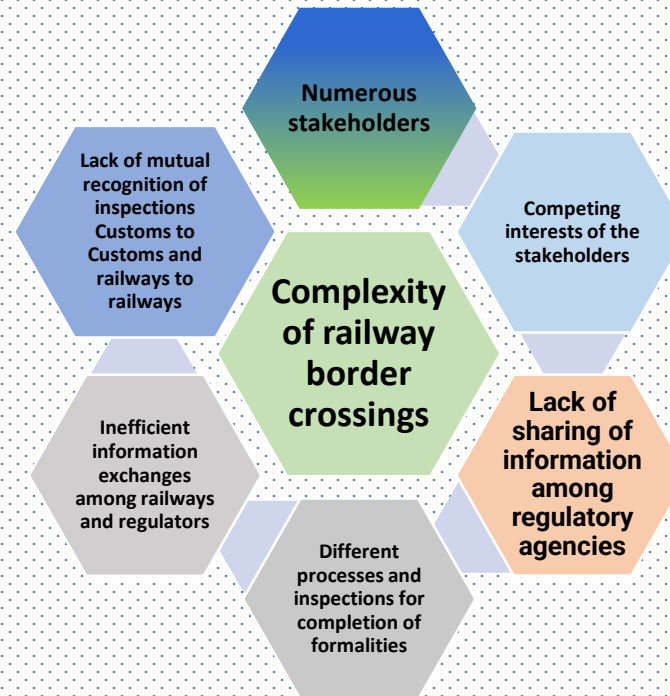
Trans-Asian Railway Network was developed by ESCAP members as a **coordinated plan** to develop a **regional railway network** to meet the growing needs of **intra and interregional trade and transport**.

Formalized through intergovernmental agreement entered into force in 2009. Has now 22 contracting parties

The Working Group under the agreement provides a **regional platform** for the member countries to address **persistent challenges and harness emerging opportunities** in international railway transport along the network.

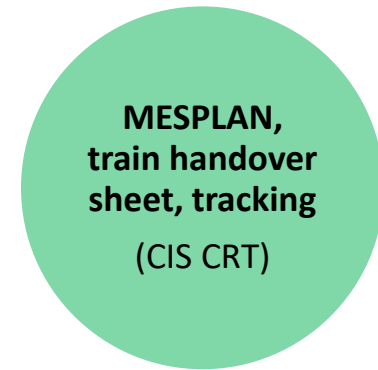
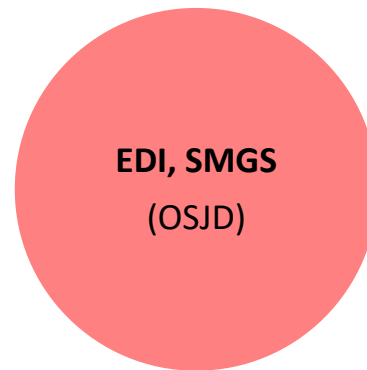
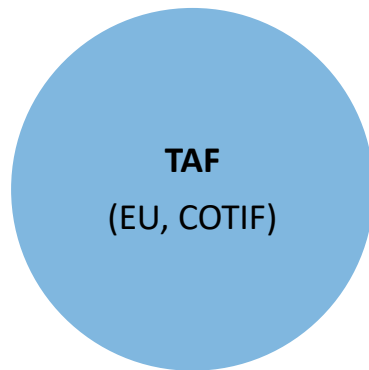
Nine meetings- focus on operational issues

Complex environment of railway border crossing

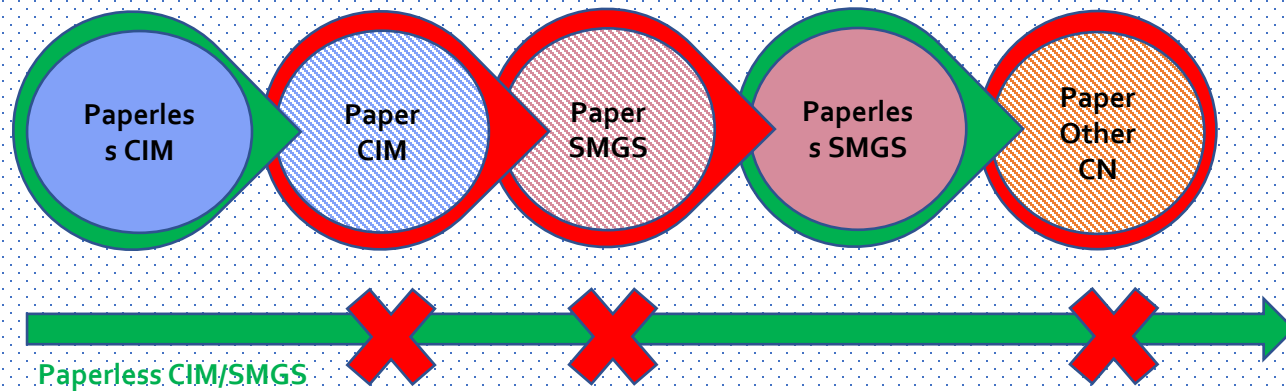


Existing situation on electronic information exchange between railways

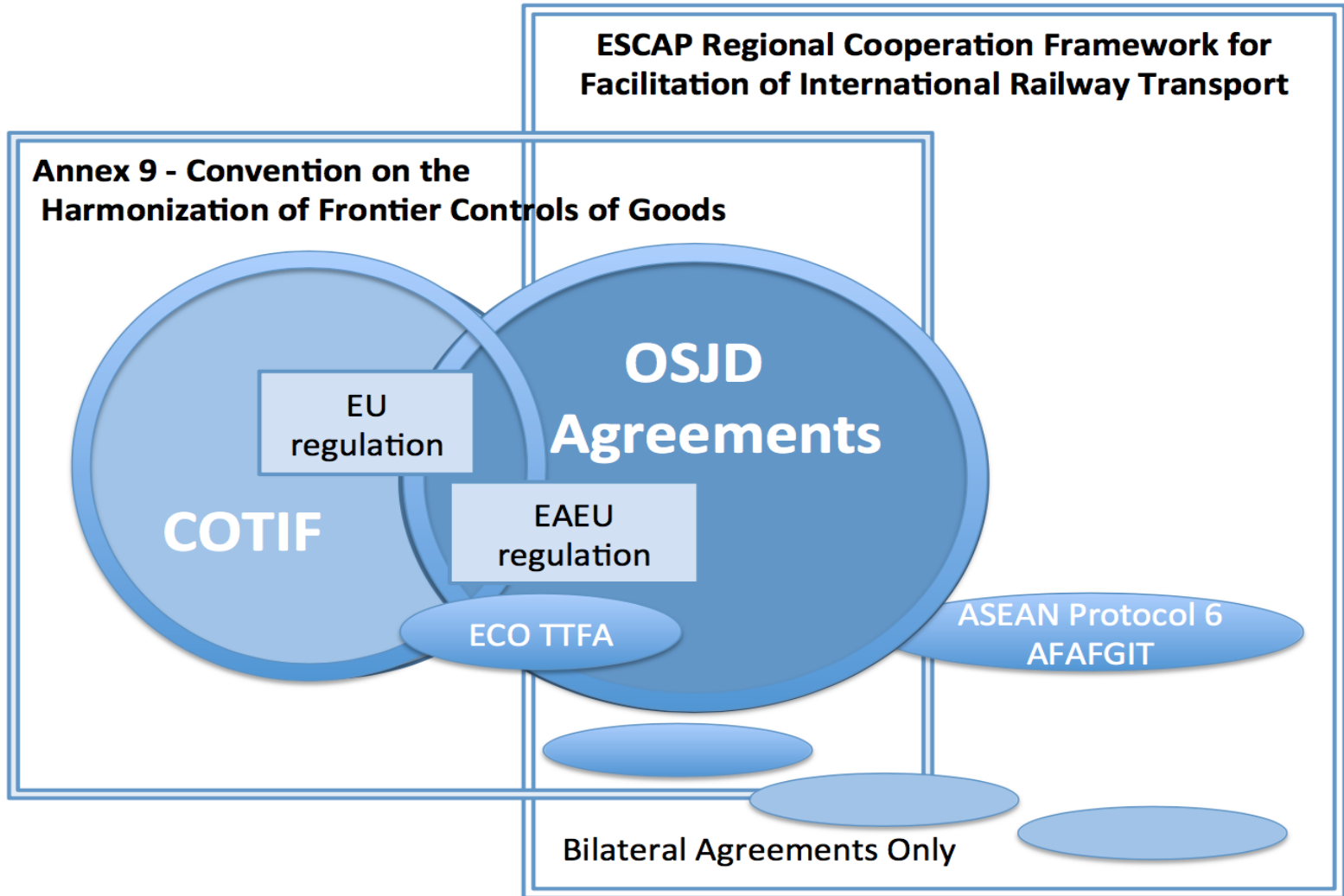
Three electronic exchange systems have been developed by **EU, OSJD and CIS** railway organizations that are being used to support Eurasian rail traffic



Lack of seamless information flow along the international railway corridors



Fragmented legal environment along Eurasian rail corridors



New Annex to intergovernmental agreement on Trans-Asia Railway network



Proposed at the seventh meeting in 2021 and adopted at the eighth meeting held in 2023

Annex on Guiding principles on electronic information exchange among railways and between railways and control agencies

Encourages contracting parties to electronically exchange data required for completion of rail border crossing

Aims to encourage compatible electronic information exchange practices so that the information flows seamlessly among the rail stakeholder for completion of regulatory formalities and operational requirements

New Annex to intergovernmental agreement on Trans-Asia Railway network

Next steps for entry into force on new annex

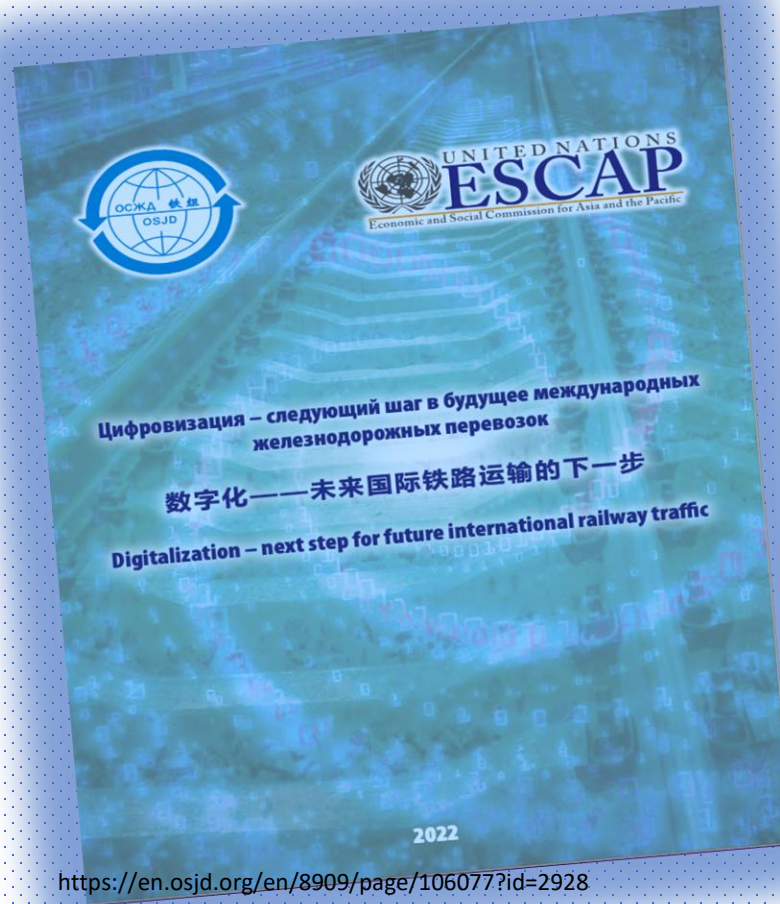


- ✓ Annex Adopted at the eighth meeting of the Working Group
- ✓ As per article 7, paragraph 5 of the Intergovernmental Agreement on the Trans-Asian Railway Network, the annex shall enter into force twelve (12) months after they have been accepted by two-thirds of the Parties.
- ✓ An instrument of acceptance has been sent as enclosure to NV issued by secretariat in December 2023

New Annex to intergovernmental agreement on Trans-Asia Railway network

- ✓ Aim to provide grounds for the further harmonization of electronic information exchange/data interchange among railways and between railways and control agencies
- ✓ Main objective of the principles is to provide general guidance to the Parties
- ✓ Encourage use existing standards and practices on electronic information exchange/data interchange
- ✓ Could also serve as a basis for developing plurilateral, multilateral and regional agreements

ESCAP-OSJD Joint document on potential of electronic information exchange to streamline customs formalities in international railway transport



<https://en.osjd.org/en/8909/page/106077?id=2928>

Potential of electronic exchange of information for streamlining customs formalities for rail



1. Recognition of railway consignment note as customs transit declaration
2. Use of new technologies in collecting information required for regulatory controls and increased cooperation among border agencies behind the border and across the border
3. Implementation of joint control measures customs and other regulatory controls
4. Electronic pre- arrival intimation can facilitate integrated risk assessment
5. Electronic interface between railway and border agencies for streamlining customs formalities
6. Facilitated customs formalities for rail transit including simplified procedures for authorized rail operators (AROs)

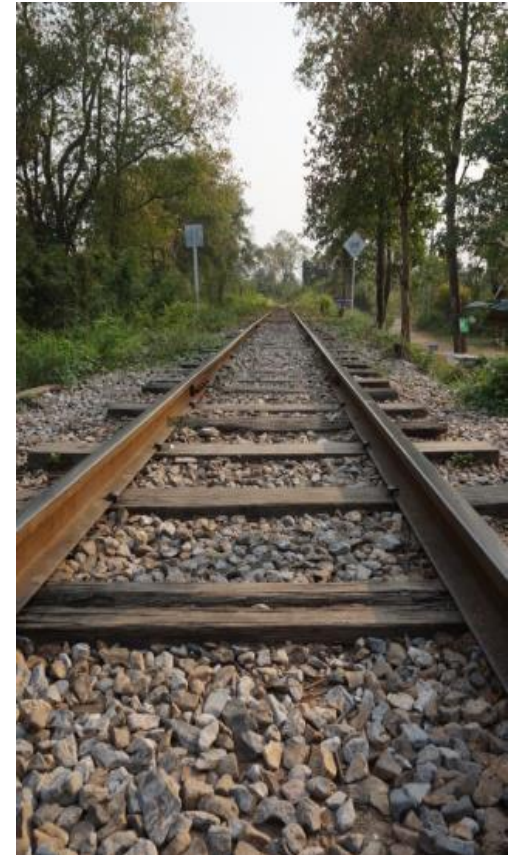
Simplified electronic rail transit system



- ✓ Electronic pre-arrival information on goods and rolling stock
- ✓ Digital exchange of messages for transit by rail
- ✓ Reduced guarantees for transit by railway
- ✓ Minimum and common documentary requirements for transit formalities

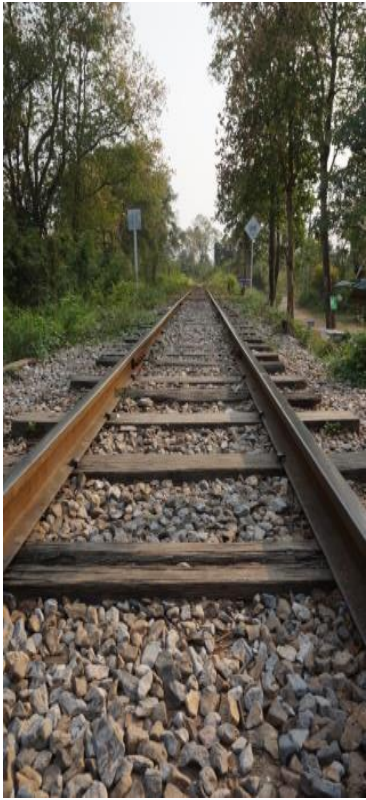
Electronic transit system for rail

- ✓ Recognition of railway consignment note as transit declaration
- ✓ Use of new technologies such as dynamic scanners and nonintrusive inspections and sharing of inspection results
- ✓ Joint controls based on risk assessment
- ✓ Single window facility for railway transport at the railway border crossings



Good practices on electronic information exchange among railways and between railways and control agencies

Proposed outline to be presented at interagency meeting     in September 2026



1. Background
2. State of electronic information exchange between railways among OSJD and ESCAP members
3. Recent developments and initiatives on electronic information exchange between railways among OSJD and ESCAP members
4. Experience with recent pilot application(s) of electronic consignment note,
5. Good practices on electronic information exchange among railways and between railways and customs
6. Gaps /challenges in electronic information exchange among railways and between railways and customs
7. Recommendations to strengthen electronic information exchange along the international rail corridor

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for
your attention

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

