



Islamic Republic of Iran
Ministry of Roads & Urban Development



The Main Requirements for Multimodal Transportation

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Key Actors of Multimodal Transportation

(Governments, Service providers, Transport users)



The Governments

- **Regulation:** Unifying the transport liability regimes and insurance procedures and providing a legal framework for the creation and development of multimodal transport operators
- **Facilitating transport and trade:** (customs regulations, transport and trade documents, EDI technology, etc.) and their adoption by the business community, transport operators, government agencies, banks and insurance companies.
- **Developing policy-making:** Reassurance with regards to the development of transport and customs services/operations, and avoidance of wasting resources, especially in relation to Electronic Data Interchange (EDI, UN/EDIFACT/ACIS), improvement of physical infrastructure (facilitating customs, Inland Clearance Depots (ICD), and intermodal transfer facilities, etc.)
- **AI Management in Transportation and Affiliated Industries.** AI is a new phenomenon and transportation , logistic and affiliated industries mainly affected. Therefore, the governments has key role in monitoring and managing AI.
- **Development of human resources:** Reassurance with regards to the proper training of personnel in both the public sector (transport departments and customs bureaus) and private sector (especially freight forwarders and marine carriers)

Service Providers;

This group of actors includes transport providers (carriers, freight forwarders, multimodal transport operators, etc.) who can provide market-oriented multimodal transport operations within the framework of international trade norms and transportation procedures. Other service providers are banks, insurance companies, etc., who are involved in international trade transfers.

Transport Users;

(buyers-sellers, importers and exporters) who utilize international transport operations in their international business transactions.



Pillars of the MMT Framework

1

Procedures



2

Infrastructure



3

Agreement/s



Customs, Insurances, Administrations

Appropriate capacities

Appropriate Legal mandate

The three basic steps that need to be followed for improving the performance of the MMT.

1

Status quo analysis

Up-date analytical reports

Reliable sources as data base

Estimating the supply and demand of cargo

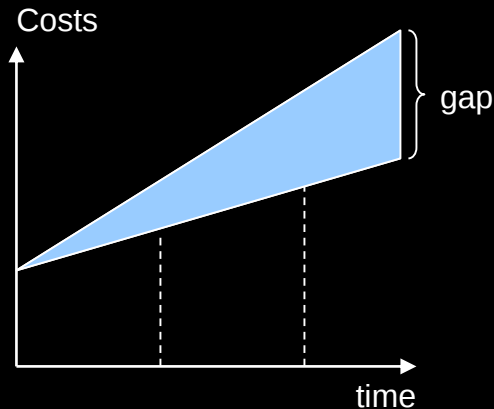


2

Benchmarking

Estimating the costs and time

Performance



Perfect data base

Safety & Security

3

Development concept

Action Plan



Corridor Management Mechanism

Enhancing the MMT

Digitalization of the Routes by: IT Structure



Cable Network



Electrification of Documents

Internet + Interanet



Wireless



Action Plan for increasing the performance of the MMT

- Based on the studies, an action plan is deemed necessary for improving the performances and capacities of the MMT.
- main approach of this action plan is based on the multimodal transportation
- Special attention to the logistic centers, dry ports and other affiliated industries in this regard



Recommendations for improving the MMT

- Creating awareness of trade and transport issues among national transport regulating entities, carriers and etc.,
- Strengthening the freight forwarding sectors' management and services
- Strengthening institutions involved in the transport of import, export cargo,
- Simplifying documents, procedures and logistics related to international transport operating within the member states,
- Relieving congestions at the main national ports by making a gradual change towards the door-to-door movement of containerized imports and exports,

- Studying the feasibility of establishing cost- effective private ICDs in the members states to relieve ports congestion and distribution operation between ports and inland destinations
- Providing appropriate coordination between the different actions implemented at national levels to secure harmonization and compatibility in the development of cost-effective Multimodal Transport,
- Increasing the Knowledge of the MTOs and Seller- Buyers, Freight forwarders who handles the cargo from door-to-door by MMT about the INCOTERMS as well as the ICC Uniform Customs and Practices for Documentary Credit(UCP).



THANK YOU
FOR YOUR KIND ATTENTION

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