



## **Introduction**

This side event “Digitalization of multimodal transport corridors and its contribution to the implementation of the VPoA” organized on the margins of Thematic Session 3: Sustainable transport and connectivity, including rural areas and countries in special situations during the Second United Nations Global Sustainable Transport Conference provided an opportunity for highlighting the necessity of digital transformation of multimodal transport corridors and explained why that is crucial for the implementation of the Vienna Programme of Action. In addition, it enabled the sharing of experiences related to the development of new digital tools, provided a platform to discuss policies and measures that could help to implement new digital tools for transport, transit and border crossings and identify technical assistance and capacity building areas for LLDCs.

## **Attendances**

This side event featured opening remarks by Mr. Courtenay Rattray, Under-Secretary-General, United Nations Office of High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, H.E. Ambassador Aksoltan Ataeva, Permanent Representative of Turkmenistan to the United Nations, introductory remarks by Mr. Asset Assavbayev, Secretary General of the PS IGC TRACECA, and Mr. Igor Runov, Executive Secretary of International Center for Transport Diplomacy. High level opening remarks were followed by expert panelists’ presentations on emerging trends and best practices of the digitization of multimodal transport corridors for the VPoA. Panelists included: Mr. Irakli Danelia, Commercial Representative, Maersk; Mr. Stewart Jeacocke, Customs Expert, IBM; Mr. Maarten Sies, Business Development Executive, Trade Lens/IBM; Ms. Juliette Passer, Representative, International Center for Transport Diplomacy; Mr. Mario Apostolov, Regional Advisor (Trade), UNECE. The side event was moderated by Ms. Gladys Mutangadura, Senior Programme Office of UN-OHRLLS, and concluded with an interactive discussion.

## **List of Participants**

	<b>Name</b>	<b>Email address</b>
1.	Mr. Ronald Butiong, Chief of Regional Cooperation and Integration Thematic Group, Asian Development Bank (ADB)	rabutiong@adb.org

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2. Mr. Solomon Chirambo, Principal Economist, Ministry of Transport and Public Works of Malawi [somchirambo@yahoo.com](mailto:somchirambo@yahoo.com)

	<b>OHRLLS</b>	
9	Mr. E. Courtenay Rattray, Under-Secretary-General and High Representative for LDCs, LLDCs and SIDS	<a href="mailto:brown26@un.org">brown26@un.org</a>
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12	Ms. Nnana Pheto, Economic Affairs Officer	<a href="mailto:pheto@un.org">pheto@un.org</a>
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### **Opening remarks**

**Mr. Courtenay Rattray, Under-Secretary-General, UN-OHRLLS** firstly thanked the International Centre for Transport Diplomacy (ICTD) and the Inter-governmental Centre of the Transport Corridor Europe Caucasus Asia (IGC TRACECA) for supporting this side event with UN-OHRLLS. He stated th





different types of paperwork associated with border crossing procedures. This is why digitalization of management processes along the transport route was critical.

### **Experts panel**

**Mr. Irakli Danelia, Commercial Representative, Maersk** stated that global economy is projected to grow at 6 percent in 2021, moderating to 4.4 percent in 2022. World Trade Volume Forecast is forecast to grow by 8.4% and 6.5% in 2021 and 2022, respectively. Global container throughput rose by an annual average rate of more than 35% since 2003. The reasons for the historically high growth including increasing international division of labor and the growing liberalization of world trade; the share of goods that are ideal for shipping via container has risen steadily; advances in container technology allow more and more goods to be transported via container, etc.

However, Mr. Irakli Danelia stressed that global trade is highly inefficient and burdened by paper-based processes and supply chains are struggling with fragmentation of data, low visibility and low levels of collaboration between partners. Covid-19 and disruptions in the Industry shows importance of digitalization. He introduced the concept of Logistic Performance Index (LPI) which ranks countries on 6 dimensions of trade. He stated that Maersk wants to change logistics and adopting new technology to simplify and connect supply chains. The combination of big data application and AI algorithms makes all aspects of the supply more accurate and efficient.

Mr. Irakli Danelia described an open and neutral supply chain platform underpinned by blockchain technology from Maersk which is called TradeLens. Through the platform, TradeLens customers gain access to end-to-end container transportation visibility, can collaborate with their logistics and trading partners including sharing documents on blockchain, and gain a comprehensive picture of the flow of goods. Partner Access can help drive synergies across supply chain ecosystem, and TradeLens electronic Bill of Lading helps eliminate costly paperless processes that are prone to human error. It benefits both for transport/logistic companies by reducing the costs of different processes and BCOs by improving analysis on shipping times and eliminating manual processes.

**Mr. Stewart Jeacocke, Customs Expert, IBM** firstly showed a video to demonstrate IBM's supply chain visibility solutions. Mr. Stewart Jeacocke mentioned the TradeLens which was presented before by Mr. Irakli Danelia. IBM is one of the co-owners of TradeLens. He believed that blockchain is key to creating a secure global transit document. IBM has been putting blockchain into action for more than five years





documents and working with TradeLens that is the ideal platform for them to implement global transit documents.

Ms. Juliette Passer stated that the global transit document is meant to be implemented in three phases. Phase One of global transit documents is now facilitating the customs, information exchange and inviting all the players in the complex supply chain to be integrated. Second phase of global transit document is developing necessary supporting financial instruments, such as various types of insurance to be also avallopid.



Secondly, it is crucial to learn from the many existing successful innovative solutions and digital tools, including the ones have been discussed during the event and are being used all over the world for enhancing the efficiency of multimodal transport protocols and transit mechanisms.