

คอลัมน์ประจำ: **Management Forum**

Title: Problems on the Efficiency of Multimodal Transport in Thailand

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Multimodal Transport is the most important activity of supporting the international trade; it could combine air, sea and land transport to reduce the delivery time to consignee. Therefore, the expression “Multimodal Transport” should be used when refer to the movement of goods at least two modes of carrier.

When a multimodal transport is provided, the multimodal operator (MTO) will be liable from the point of origin to the point of destination. The MTO concludes a number of sub-contracts with individual carriers, road, rail, shipping lines, port authorities, terminal operators and stevedores. Only the MTO is entitled to delivery cargo from each actual sub-carrier and pass them to the next sub-carrier. The MTO is responsible for the whole transport chain then take subrogation to the actual sub-carrier which caused of cargo damages.

Freight Forwarders are one type of the MTO who could provide door to door services. Despite he is not owner carrier which caused of cargo damages but he must responsible for the whole transport chain then take subrogation to the actual sub-carrier which caused of cargo damages.

Initially, Freight Forwarders were only agents for their customers but shippers and consignees request door to door services then Freight Forwarders have to make the competitive supply chain to serves their customer. They have to change their role to be the MTO by issuing B/L combine transport to customers.

In 1991, the ASEAN Federation of Forwarders Association (AFFA) was established in order to improve the quality, standard and potential of forwarder services in the ASEAN region.

On March 10, 1987 the Thai International Freight Forwarder Association (TIFFA) was formally registered. The members of the Association decided to set up as a private holding company due to it could help its members to better control the supply chain.

The MTO have to design and provide the effective transport arrangements in order to take claim for damages avoidance but, the more the infrastructures like road, loading and unloading systems are poor the more risk for cargo damage taken.

Many Development Countries have ever subsidy a lot of budget for infrastructure improvement and investment fund to provide steam vessel, airplane, truck in order to help private sector to expand their business rapidly and then they could carriage many export cargo for their country.

At the end of 2005, the secretariat of The Economic and Social council of United Nations (UNECE) wrote accomplishment accounts that evaluate how to improve multimodal transport and what could be done better in the future. This document contains the accomplishment accounts for the following expected accomplishments:

- (1) An improved and updated set of UNECE legal instruments in the field of transport.
- (2) An improved and updated set of vehicle regulations, including global regulations.
- (3) Greater implementation of UNECE legal instruments in the field of transport.
- (4) Improved awareness of the role of transport, in particular transport infrastructure, in enhancing trade and development in UNECE member countries in South-East Europe and Central Asia,
- (5) Further development of UN Recommendations on the Transport of Dangerous Goods and availability of the Globally Harmonized Systems of Classification and Labelling of Chemicals (GHS).

An improved and updated set of UNECE legal instruments in the field of transport which the accomplishment helps to achieve is efficient and well balanced transport systems with a high level of quality, safety, environmental protection and energy conservation. The legal instruments administered by the Inland Transport Committee and its subsidiary bodies are constantly updated to make them more relevant to modern traffic and transport conditions.

In addition to these legal instruments, whose provisions are binding, there are a number of Resolutions made up of recommendations or best practice solutions, which Parties have decided not to make legally binding. These include the Consolidated Resolutions on Road Traffic (R.E.1), Road Signs and Signals (R.E.2), Vehicle Construction (R.E.3) and the Consolidated Resolution on the Facilitation of Transport by Road (R.E.4), which are collections of recommendations on the subjects they deal with. In the case of R.E.4, it is possible for Governments to make reservations to its provisions. This is an indication of the authority these Consolidated Resolutions carry despite not being legally binding.

In addition to the legal instruments and the Consolidated Resolutions, there are the resolutions adopted by the subsidiary bodies of the Inland Transport Committee (ITC) or by the ITC itself.

During the 2004-2005 year, 4 new regulations were annexed to the 1958 Agreement and 132 amendments to the existing Regulations were adopted. In the framework of the 1998 Agreement, 2 global technical regulations were established in the Global Registry and 9 regulations were listed in the Compendium of candidate global technical regulations. A Special Resolution (S.R.1) was adopted on definitions of vehicle categories, masses and dimensions and the Consolidated Resolution on the Construction of Vehicles (R.E.3) was amended.

Eight new countries became Contracting Parties to the Agreements administered by the World Forum. Four of them, India, Korea, Malaysia and Thailand, situated outside the UNECE region, reinforced the global competence of the World Forum.

For transport of dangerous goods, there is excellent implementation in, and participation and feedback from, all major countries interested in international trade of dangerous goods. There is a lack of participation from developing countries although interest has increased due to action by ESCAP and ASEAN. The situation could be improved in developing countries if funds could be made available for their participation. GHS activities are new and, therefore, effective implementation is not expected before 2008. It is expected that most developed countries will implement the GHS in the very near future, but in the least developed countries and most developing countries, the implementation will require technical cooperation/capacity-building activities. Again the implementation process in developing countries would be facilitated if funds could be made available for participation of representatives of such countries in GHS Sub-Committee's meetings.

In Thailand, government agency also trying to support many infrastructures in order to favour of multimodal transport development but we still meet the problems as the followings:

- (1) Insufficiency of linkage between mode of transport e.g. ICD, truck terminal.
- (2) Less focus in coastal transportation.
- (3) High cost of container movement.

From 1963 to 1996, we have seven series of National Economics and Social Development plan associated with land transport development but it's imbalance between policies and implement.

Moreover, the previous national transportation strategic plans were inconsistency performance. On 9 November 2004 the Cabinet approved the improvement of Thailand's logistics system as The National Competitiveness Committee had proposed ways to upgrade the country's logistics system as a whole regarding infrastructure development and push the Multimodal Transport Operator (MTO) law.

Now Thailand is set to enact legislation addressing multimodal transport, which will be applicable to both domestic and international multimodal transports. Thailand and the rest of ASEAN countries have formulated the ASEAN Framework Agreement on Multimodal Transport as the model law for application among ASEAN countries. The forthcoming legislation will thus be in line with the ASEAN Framework Agreement.

The Multimodal Transport Act of B.E. 2548 is enacted but we could study its problem as the following:

- (1) Limitation based on the size or weight of truck.
- (2) Unclear customs procedure.
- (3) Lack of logistics and supply chain law and regulation.

Concerning in another task, the Governing agencies should develop the infrastructure and various facilities linking with the Eastern Seaboard. For instance, the State Railway of

Thailand will be urged to complete the construction of a double-track route linking Chachoengsao with Si Racha and Laem Chabang deep-sea port by 2007 (The Government Public Relations Department, 2004) The Industrial Estate Authority of Thailand and other related organizations will be urged to seek ways to ease the shortage of containers for goods transport.

As the above commitment with UNECE and ASEAN, Thailand has to improve multimodal transport continuously. It's very important to study in aspect of multimodal transport law improvement and infrastructure development in Thailand.

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