Basin. Because of this, the city of Alexandria (Egypt) became a major trade hub between India and Europe.

2. The Silk road.

A grandiose trade route that connected East and West. Its length was 12,000 (twelve thousand) km (kilOmetrs). The road was laid around the 2nd century BC. First of all, for the export of silk from China. There were also many deliveries from different countries. Spices from India; horses and camels from Central Asia; art objects from Europe and much more. Unfortunately, after the collapse of the Mongol Empire, the great Silk Road came to be less profitable. Their commander Tamerlane destroyed the trading cities from which the northern route began.

3.Triangular trade

The road has such a name because it carried out an exchange between 3 parts of the world (Africa, America and Europe). Weapons were sent from Western Europe to the Gulf of Guinea. In the Gulf of Guinea, weapons were exchanged for slaves. Slaves were brought to America to work on plantations. And ships with gemstones were sent to Europe. This trade quickly became very profitable. But due to the fact that slavery was abolished in the 19th century, triangular trade ceased.

Today there are many different transport routes. Furthermore, the search for new trade routes never stops. For example, China is going to launch the New Silk Road. It will be a railroad that will connect China and Europe. It will be the world's longest freight rail route. Trains on this route will take fifteen days from China to Germany. This is 2 times faster than the sea route through the Suez Canal.

Now, due to climate change, the polar ice caps are melting. Therefore, it may be possible to open new trade routes that will be shorter and more efficient.

## INTERNATIONAL TRANSPORT ORGANIZATIONS

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International Transport Organizations play an important role in trade facilitation, as they represent their members in trade facilitation negotiations and are often instrumental in promoting trade facilitation measures and in implementing trade facilitation tools and solutions amongst their communities.

The main international transport organizations involved in trade facilitation include:

1. FIATA, the International Freight Forwarders Association, represents the freight forwarding industry, and is a non-governmental organization with members covering approximately 40,000 forwarding and logistics firms, and employing around 8 - 10 million people in 150 countries.

FIATA has created standard documents and their electronic equivalents for use by freight forwarders worldwide:

· Forwarders Certificate of Receipt

· Forwarders Certificate of Transport

· FIATA Warehouse Receipt
· negotiable FIATA Multimodal Transport Bill of Lading
· non-negotiable FIATA Multimodal Transport Waybill
· Shippers Declaration for the Transport of Dangerous Goods
· Shippers Intermodal Weight Certificate
· FIATA Forwarding Instructions

2. IATA, the International Air Transport Association, is a non-governmental organization representing the airline industry, with members covering some 240 airlines comprising 84% of total air traffic. IATA provides a standard approach for cargo facilitation to comply with government regulations requiring the provision of cargo information.

IATA has developed Dangerous Goods Regulations (DGR) to prepare and document dangerous shipments.

IATA's Live Animals Regulations (LAR) is a standard for transporting live animals. The Convention on International Trade in Endangered Species (CITES), recommends in its Resolution for Transport of Live Specimens (Conf. 10.21) that all parties dealing with the preparation and transport of live animal specimens follow the instructions provided by the LAR and incorporate them in their national legislation.

IATA's Perishable Cargo Regulations (PCR) is a reference guide for all parties involved in the packaging and handling of perishables for air transportation. CITES recommends that all parties dealing with the preparation and transport of live plant specimens follow the instructions of the PCR and incorporate them in their national legislation.

For electronic communication, IATA has developed solutions through e-freight, which aims to remove paper from the air cargo supply chain and replace it with cheaper, more accurate and more reliable electronic messaging. Both traditional EDI messages through IATA's CARGO-IMP standards and XML messages are used

3. ICS, the International Chamber of Shipping and the International Shipping Federation (ISF) are the principal international trade association and employers' organization for merchant ship operators, representing all sectors and trades and about 80% of the world merchant fleet.

They represent the industry on trade facilitation issues, such as:
· maritime safety
· shipbuilding standards
· cargo liability
· shipping policy and free trade

4. IRU, the International Road Transport Union, is the world road transport organization representing the interests of truck operators (as well as the interests of bus, coach and taxi operators) for the mobility of people and goods by road.

IRU is active in trade facilitation for road transport and aims to harmonize, as far as possible, all legislation currently governing road transport, in order to ensure inter-operability, avoid duplication and unnecessary confusion leading to costly delays, law infringements and fines.

5. UIC, the International Union of Railways, is a non-governmental organization representing the railway industry. UIC sets and publishes standards for railway sectors, such as for wagons, railway equipment and railway stations.

UIC holds responsibility for the railway consignment note (the CIM).

UIC has developed standards for the exchange of information between railway companies and railway infrastructure operators, called TSI (Technical Specifications for Interoperability).

6. SMDG is a user group for shipping lines, container terminals and port authorities, and has developed standards for the maritime container industry, for the exchange of information of stowage plans and of individual movements of sea containers to, within, and from ports. SMDG e.V. is a registered non-profit association, run by and on behalf of companies and

organizations working in the maritime industry, like container terminals, ocean carriers and related companies and organizations.

The name SMDG originates from the late 1980-ies when a group of IT experts got together for the design of the EDIFACT message BAPLIE. The group named itself “Ship Message Design Group”, abbreviated SMDG. In 1990-ies already the scope of this group widened to definition of more EDIFACT messages for the maritime business, but due to the fact that SMDG had been established as a brand in the maritime community it was decided to continue under this name. After more than 30 years of working in standardization of EDI SMDG has been recognized as official UN/CEFACT User Group for the maritime business.

Since its inception in 1987 SMDG arranged for a multitude of international meetings and workshops all over the world. Topics include, but are not limited to standard messages. Review of business procedures and new technologies are subject of discussion. We take care that discussions remain strictly technical and pre-competitive, avoiding to become in conflict with anti-trust regulations.

## DEVELOPMENT OF URBAN TRANSPORT

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Whether by land or by sea, people have always sought to cross the earth and move to new places. It is impossible to imagine modern cities without public transport. Now I will tell you how public transport has developed.

The first regular vehicle was a boat. It is not by chance that Charon appears in Greek mythology — a boatman who ferries passengers across the river for money. Popular since the second half of the 19th century, the omnibus is considered the first regular public transport. It was a large horse-drawn carriage designed for 10-20 people. Some omnibuses had a second floor, the "Imperial", and travel on it was cheaper. Riding on such transport began in the middle of the XVII century: the predecessor of the modern bus appeared in Paris in 1662.