Findings of the Euro-Asian Transport Links Project – Phase III

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United Nations Economic Commission for Europe

Midterm Review VPoA for LLDCs – Euro-Asian region
Bangkok, 11-12 February 2019
UNECE role in transport infrastructure

- UNECE transport infrastructure agreements
  AGR – E-road
  AGC – E-rail
  AGN – E-waterway
  *Connecting Europe with Asia through Russian Federation, Turkey, South Caucasus and Central Asian countries

- UNECE Trans-European Motorways (TEM) & Trans-European Railways (TER)

- UNECE Euro-Asian Transport Links Project
UNECE Euro-Asian Transport Links


EATL Expert Group 2002-2017

- **38 countries** from Europe and Asia
- Identified **9 rail & 9 road**, 17 water transport links, 52 inland river ports and 70 maritime ports
- **311 project proposals** (worth USD 215 billion)
- **2 EATL Ministerial Meetings** (2008 & 2013)
- **3 Ministerial-level Declarations** (2008 & 2013, incl. on URL)
- Detailed mapping of **physical** and **non-physical** obstacles
- Creation of a web-based **Geographical Information System**
Goal of Euro-Asian Transport Links
Phase III

Identify measures to strengthen the operational capacity of the inland transport links between Europe and Asia.
Findings of EATL Phase III

- Economic growth and growth of international trade is not driving the increase in freight flows as before.
- There are specific commodity groups traded between Europe and Asia for which inland transport modes can compete with maritime and air modes.
- Markets created new opportunities - e.g. e-commerce - that can drive freight flows on inland routes between Europe and Asia.
- Railway transport is developing on EATL routes – importance of block trains, however further improvements are needed.
- Road transport does not operate on long distance – need to define its role – local/regional to complement long-distance rail.

Need for: competitiveness, integration, intermodality and flexibility.
EATL shift in transit cost and time (2006-17)

Source: CSIS/ Xu Zhang, Eurasian Rail Freight in the OBOR Era, Cranfield University, UK
China-Europe trade by volume (2007-2016)

Source: Eurostat, European Union, analysis by Infrastructure Economics Centre (CEI)
<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Semi-trailer truck</td>
<td>2.65 TEU</td>
</tr>
<tr>
<td>747-400F</td>
<td>4–5 – 6.625 TEU</td>
</tr>
<tr>
<td>41 car intermodal train</td>
<td>82 TEU</td>
</tr>
<tr>
<td>Panamax</td>
<td>3,000 – 3,400 TEU</td>
</tr>
<tr>
<td>Post Panamax/Panamax Plus</td>
<td>4,000 – 8,000 TEU</td>
</tr>
<tr>
<td>New Panamax - Triple E</td>
<td>12,500 – 18,000 TEU</td>
</tr>
</tbody>
</table>

EATL way forward

International Conference on
Making Euro-Asian Transport Corridors Operational
Geneva 3rd September 2018
Working Party on Transport Trends and Economics
EATL remaining challenges

- **Eastbound cargo traffic < Westbound** [Westbound railway traffic subsidized, Eastbound containers return empty] – differentiation of trade flows required

- Lack of **harmonized operating and technical inter-operability standards** for railway infrastructure & rolling stock [≠ gauge-width, signaling and radio systems, train length and weight standards, energy sources, coordinated time schedules and tariffs etc.]

- **Absence of EATL corridor-specific work plans**, multi-stakeholder coordination efforts [particularly between public & private sector], common goals and Key Performance Indicators (KPIs)

- **Inefficient use of network capacity for railway operations** [need for longer and heavier trains, shorter block intervals, increase predictability]
EATL remaining challenges

• Different legal regimes for railway transport contracts - Absence of one contract of carriage, one liability and one consignment note decreases reliability of the services

• Cumbersome **border crossing, customs and transit procedures** [lack of access to & implementation of UN legal instruments]

• **Missing or outdated road & railway** and inter-modal/transshipment infrastructure links in some segments, outdated border crossing infrastructure and equipment in some places

• **Poor ICT connectivity and ICT interoperability on EATL corridors** [as a result insufficient attention paid to impact of intelligent transport systems, digitalization of transport documents, computerization of BCPs, satellite track and trace services, introduction of autonomous vehicles on EATL routes efficiency]
EATL routes 1, 2 and 6

• China – Mongolia – Kazakhstan – Russian Federation – Belarus – Poland

• Specifics:
  
i. Highest concentration of block trains on EATL routes, mostly operated by large freight forwarders

  ii. Average travel time of 14 days (China-Duisburg)

• Needs:
  
i. Difficult climatic conditions

  ii. Modernization of border crossing procedures required, e.g. lack of an agreed transit tariff

  iii. Increase in container platforms fleet and requirement to increase length of block trains
EATL routes 3, 4 and 7

- China – Central Asia Republics – Turkey – Romania – Ukraine

- Needs:
  
  i. Missing infrastructure links, maintenance required

  ii. Border crossing facilitation measures required

  iii. Increased cooperation among railway undertakings in order to perform block trains operations (common tariffs / time schedules) required

  iv. Political sensitivities along certain segments
EATL routes 5, 8 and 9

• North-South corridors

• Specifics:
  i. Multi-stakeholder cooperation mechanisms established and operational
  ii. Designated working group meetings held regularly

• Needs:
  i. Missing links – infrastructure investments are requested
  ii. Border crossing facilitation required
International Transport Infrastructure Observatory

Soon available on a GIS platform!

Will include:

• Data on transport networks and modes
• Data on corridors, infrastructure projects
• Traffic and cargo flows
International Transport Infrastructure Observatory

Users:
- Governments
- Shippers
- Freight Forwarders
- Universities
- Railway Undertakings

- International Financial Institutions, DONORS, Funds etc

Data Collection:
Goverments’ Focal points, UNECE projects / Group of Experts
Real time monitoring of block train services

- Exact time
- Exact location
- Safety & security
Climate Change Impacts on Transport Networks and Nodes
Questions/ feedback

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