Part of UN global interregional transport links project
UNDA Capacity Building
Implemented jointly by ECE and ESCAP 2003-2007
Objectives:
- To identify Euro-Asian inland transport links
- To strengthen the capacities of national officials
- Put in operation Euro-Asian transport links
Participants: 18 countries along on the Euro-Asian land bridge
EATL Phase I- Main Achievements

• Selection of main **Euro-Asian road, rail and inland water transport routes**, transshipment points & ports
• **Prioritization of projects** on agreed methodology
• First **analysis of physical and non-physical obstacles**
• Establishment of database and GIS maps
• Organization of 6 EGM and many capacity building national, regional and interregional workshops
• Joint ECE-ESCAP study with results, conclusions and recommendations on the way to proceed
Interregional transport linkages
UNDA funded global capacity-building project (2003-2007)
ECE-ESCAP-ESCWA-ECA
Priority interregional rail transport and maritime linkages
Approved results, committed cooperate and implement, agreed to continue through setting a monitoring mechanism

Signed a Joint Statement
EATL Phase II

- ECE Group of Experts to monitor and coordinate EATL developments
- EATL Phase II (2008-todate) objectives
  - Wider geographical coverage;
  - Continue projects’ prioritization and implementation
  - Put emphasis on facilitation aspects;
  - Further develop and update GIS database;
  - Promote harmonized legislation and procedures
  - Strengthen capacities of national officials
  - Improve operational performance, including border crossing, compare inland transport options with maritime
- 27 countries active participation (NFP) and contribution
- Partial funding from Russian Government’s – co-funding MoT Kazakhstan, Turkey, OSCE, BSEC
- UNECE secretariat and technical backstopping and support
1. SWOT Analysis: Useful information on strong and weak points of EATL inland transport links, potential for further development and threats;

2. Study transport statistics, flows and trends showed: Rapid growth of Europe-Asian trade, increasing inter Asian trade trends;

3. Phase I priority projects reviewed: 54% completed, 23% with longer implementation time-frame, now part of EATL Phase II);

4. EATL priority routes and EATL ports, transshipment points and terminals: Extended to include the 9 newly involved counties;

5. 404 projects proposed - total cost US$ 246 billion.
   - 287 projects along EATL routes with US$ 189 billion cost and
   - 117 projects of national importance with US$ 57 billion cost;
6. Comparison study of Euro-Asian maritime routes with selected rail routes: *In five out of the nine scenarios, rail transport performs better than maritime for both the cost and time!*  

7. Collection and processing of huge volume of GIS data finalized and web based GIS application is ongoing: *New GIS maps prepared for the EATL region and each country involved.*  

8. Analytical work on non-physical obstacles to transport along the Euro-Asian Transport routes is ongoing. *One thousand questionnaires have been sent.*  
*Long waiting times at BCP some times a whole day. Few work 24H/7Days. Long delays for Veterinary, Phyto-sanitary, passport, transit, visa and other controls*
EATL the way ahead

- Analyse and compare existing transport needs with inland transport solutions
- Facilitate and simplify customs procedures and assist capacity-building
- Support national transport and trade facilitation action plans and committees
- Promote initiatives and projects (NS): RF-IRN-IND and (EW-North / Central / South) Transsiberian, TRACECA and CHI-CA-IRN-TUR-W.EUR), case studies and best practices
- Further improve GIS internet free-access application and develop a web tool for comparison between inland transport options and maritime

• Extend geographic coverage and promote inter-country cooperation for the coordinated development of EATL routes
Thank you!

http://live.unece.org/trans/welcome.html