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EATL Phase III

Gennady BESSONOV
Project Manager
UNECE Trans-European Railway
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TEM & TER Member Countries

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Overview of the Pan-European Transport Corridors

Pan-European Networks (PAN)

- Helsinki - Tallinn - Riga - Kaunas - Warszawa
  / Riga - Kaliningrad - Gdansk
- Berlin - Warszawa - Minsk - Moskva - Nizhnij Novgorod
- Berlin / Dresden - Wroclaw - Lwów - Kiev
- Berlin / Nürnberg - Praha - Budapest - București - Constanța / Thessaloniki / Istanbul
- Bridge over the Danube as needed
- Venezia - Trieste / Koper - Ljubljana - Budapest - Lwów
- Branch A: Bratislava - Žilina - Kosice - Uzhgorod
- Branch B: Rijeka - Zagreb - Budapest
- Branch C: Ploče - Sarajevo - Osijek - Budapest
- Gdansk - Grudziądz / Warszawa - Katowice - Žilina
  Branch A: Katowice - Ostrava -> Corridor IV
- Danube
  - Durres - Tirana - Skopje - Sofija - Varna (Via Egnatia)
  - Helsinki - St. Petersburg - Moskva / Pskov - Kiev - Ljubasevka - Chisinau - București - Dimitrovgrad - Alexandroupolis
  - Branch A: Ljubasevka - Odessa
  - Branch B: Kiev - Minsk - Vilnius - Kaunas - Klaipėda / Kaliningrad
- Salzburg - Ljubljana - Zagreb - Beograd - Nis - Skopje - Veles - Thessaloniki
  - Branch A: Graz - Maribor - Zagreb
  - Branch B: Budapest - Novi Sad - Beograd
  - Branch C: Nis - Sofija - via Corridor IV to Istanbul
  - Branch D: Veles - Bitola - Florina (Part of Via Egnatia)

- EU countries
- New member countries
- Other countries
- EEA countries (special EU status)
- Associated countries

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Asia – Europe Transport Corridors

- TRACECA
  - 11 500 km
  - 15 days
- TSR
  - 8500 km
  - 12 days
- Railway transportation – 1%
- Deep Sea – 99%

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The western areas of China stimulate services development through Dostyk terminal (Kazakhstan). Northern areas of China make up demand for services through the terminal in Zabaikalsk (Russia).

Source: TransContainer
Involved territories: China (1435mm), Kazakhstan (1520mm), Russia (1520mm), Belarus (1520mm), Poland (1435mm), Czech Republic (1435mm)

Reloading stations: Alashankou/Dostyk, Brest/Malaszewicze

Distance: 10569 km
Transit time: 16 days
Average speed: 660 km/day
Cargo: Computer spare parts
Containers: 50x40”
Chongqing - Duisburg

Transit time 12-17 days
Neutraubling - Shenyang

Distance – 11 000 km
Transit time – 18 days

Leipzig (Germany)
Brest
Dobra
Shenyang (China)
Potential of Transit Transportation from China

Central and north-western provinces of China are developing at the fastest pace. This region geographically gravitate toward railway transit route.

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Transport Growth (TRANSSIB Example)

TRANSSIB: Europe - Asia

2012
638,2 thsd TEU

2020
941.6 thsd TEU
Possible Cost Reduction

TARGET PRIORITIES OF MODERN TRANSPORT PRODUCT

- Service regularity
- Perfection of normative legal base
- New infrastructure opportunities
- Introduction of new technology

Stable and competitive tariff
Components of Through Rate for Europe – Asia Container Freight Transportation

I. By railway transport via TSM through Zabaikalsk and Naushki border crossings.

1. Railways infrastructure tariffs: Railways of China, KTZ, RZD, BCH, PKP, DB.
2. Car rent
3. Security
4. Additional charge (handling, customs control, station charge and etc.)
5. Operator’s commission

II. Intermodal transportation on TSM through Far-East ports (sea + railway).

1. Sea freight
2. Stevedore's charges in port
3. Terminal service in port
4. Railways infrastructure tariffs: Railways of China, KTZ, RZD, BCH, PKP, DB.
5. Car rent
6. Security
7. Additional charge (handling, customs control, station charge and etc.)
8. Operator’s commission
Tariff Policy for Freight Transportation – Container Trains from China to Europe and return

Zabaikalsk – Krasnoe (1 044 CHF)
Krasnoe – Zabaikalsk (464 CHF)
Krasnoe – Brest or return (230 CHF)
Dostyk – Iletsks or return (859 CHF)
Iletsks – Krasnoe or return (576 CHF)
Current significant Trade Flows between North-Western Europe, Eastern Europe and Asia

*Условные обозначения:

Торговля ЕС в 2011 г. в тоннах, см. шкалу справа

- Импорт из Эстонии
- Экспорт в Эстонию
- Импорт из Литвы
- Экспорт в Литву
- Импорт из Латвии
- Экспорт в Латвию

Торговля континентальной Азии в 2011 г. в тоннах, см. шкалу справа

- Импорт из Китая
- Экспорт в Китай
- Импорт из Индии
- Экспорт в Индию
- Импорт из Южной Кореи
- Экспорт в Южную Корею

Регион

- Гамбург – Гавр

Источник: Panteia
Source: Panteia
Eurasian integrated Transport System

High-speed railway line – 40 thsd km

Essential results of project implementation:
- Territorial connectivity of Eurasian region;
- 20 mln work creations;
- additional investments call;
- entry and implementation of new technologies.
Geopolitical Aspect – International Situation

- Necessity of fast goods and services exchange.

- Strains related with an access to raw materials and reallocation of influence between old and new centers of force.

- Aspiration of Asia as basic manufacturer of the consumer goods to an establishment of fast barter channel with the Western Europe.

- The space and time - moving of things, people and the information became the important conditions of developing of a modern civilization.
- The high-speed railway line (47 thousand km) will become a center of the system’s first order.
- The system of trunk highways (120 thousand km).
- This system will be equipped with telecommunication mainlines (23 thousand km of optical fiber).
Thank you!

Gennady BESSONOV
TER Project Manager
uneceter@uneceter.sk