IRU`s approach on transport and transit facilitation studies

UNECE workshop on Quantifying transport costs for LLDCs
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WHO WE ARE
IRU’s activities today...

**Trade & Transport facilitation**
- TIR system
- Harmonised regulations and regional integration
- Fair, well regulated transport markets

**Training**
- Professional training of commercial drivers and managers

**Road Safety**
- Advocacy, training and awareness

**Passenger Transport**
- Policy and advocacy
- Safety
- Urban mobility, innovation and technology

**Sustainable Transport**
- Policy and Advocacy
- Innovation and technology
New Eurasian Land Transport Initiative (NELTI)

More than 200,000 facts of border crossing monitored since 2008

Up to 57% of transport time = border crossings
38% of transport costs = unofficial levies
Objective: analyse and quantify the economic benefits of the TIR system in UNESCAP countries

The economic benefits of implementing TIR is between 0.14% and 1.31% of national GDP
Focused studies on transit systems
Poilot transport operations; China – EU by road

2018.11
First CN-EU pilot
• China-Poland
• 7000+ km
• 13 days (DTD)

2019.02
First EU-CN pilot
• Germany-China
• 7400+ km
• 12 days (DTD)

2019.03
First CN-EU long-haul transport
• China-Spain
• 13,600+ km
• 16 days (DTD)

Launch of regular TIR operations between China and Europe

• Delivery time faster than rail
• Similar door-to-door delivery time with at least 40% cost savings compared to air
Advantages of road transport on CHN-EU corridor

- Comparison of different transport model for CHN-EU transport

<table>
<thead>
<tr>
<th>Mode</th>
<th>Cost (USD/KG)</th>
<th>Door-to-door delivery time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>0.4</td>
<td>13-16 days (based on 3 pilots)</td>
</tr>
<tr>
<td>Railway</td>
<td>0.15-0.25 (after gvt subsidies)</td>
<td>20-30 days</td>
</tr>
<tr>
<td>Maritime</td>
<td>0.1-0.2</td>
<td>40-50 days</td>
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<tr>
<td>Air</td>
<td>2-4</td>
<td>11-30 days</td>
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*Figures vary during the low and peak season

- Delivery time faster than rail and maritime
- Similar door-to-door delivery time with cost savings compared to air
Conclusions

- Current models of quantifying transport costs could also apply to LLDCs;
- Corridor based studies could help LLDCs to quantify related costs and prioritize their resources to address their challenges;
- Implementing global standards, best practices and UN conventions such as TIR convention will decrease the costs and time of transport in particular for LLDCs
Thank you for your attention