The Euro-Asian Transport Links Project: Achievements and Challenges

Jaromir Cekota
Transport Division, UNECE
Geneva, Switzerland

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Introduction

The EU-25 merchandise trade with East Asia, 1999-2005
(€ billion)

- **China (People’s Republic)**
- **Japan**
- **Korea, Republic of (South)**

United Nations Economic Commission for Europe - Transport Division
### The EU-25 merchandise trade with East Asia in 2005

#### Per cent of trade flows (tons)

<table>
<thead>
<tr>
<th>Transport mode</th>
<th>EU-25 imports</th>
<th>EU-25 exports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea</td>
<td>66.3</td>
<td>87.1</td>
</tr>
<tr>
<td>Rail</td>
<td>0.5</td>
<td>2.0</td>
</tr>
<tr>
<td>Road</td>
<td>4.3</td>
<td>5.8</td>
</tr>
<tr>
<td>Air</td>
<td>1.5</td>
<td>1.6</td>
</tr>
<tr>
<td>Other</td>
<td>27.4</td>
<td>3.6</td>
</tr>
<tr>
<td>Total</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

#### Per cent of trade flows (euros)

<table>
<thead>
<tr>
<th>Transport mode</th>
<th>EU-25 imports</th>
<th>EU-25 exports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea</td>
<td>50.9</td>
<td>52.2</td>
</tr>
<tr>
<td>Rail</td>
<td>0.3</td>
<td>0.6</td>
</tr>
<tr>
<td>Road</td>
<td>8.7</td>
<td>5.5</td>
</tr>
<tr>
<td>Air</td>
<td>23.8</td>
<td>34.6</td>
</tr>
<tr>
<td>Other</td>
<td>16.2</td>
<td>7.0</td>
</tr>
<tr>
<td>Total</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

**Source:** Eurostat.
The Euro-Asian Transport Links Project

• Part of a UN global project on developing interregional transport linkages, jointly implemented by the five UN regional commissions
• Euro-Asian transport links project implemented by the ECE and ESCAP over the period 2003-2007
• Objectives:
  - Identify Euro-Asian land transport links
  - Prioritize investment projects
  - Address non-physical obstacles
• Phase II – 2008-11, subject to availability of funds
Progress to date

**Achievements**

- Selection of main Euro-Asian road, rail and inland water routes, transshipment points & ports
- Creation of a database and GIS maps
- Technical assessment of routes and their performance
- Prioritization of projects with agreed methodology
- Analysis of physical and non-physical obstacles
- Organization of 4 expert group meetings and 3 capacity building national workshops
Prioritization of projects

- 15 countries, incl. ARM, AZE, GEO
- 230 projects, planned expenditure of $43 billion
- 112 road projects, about $12 billion
- 68 rail projects, about $23 billion
- 37 maritime projects, about $7 billion
- 58% projects have secured funding (category I, implementation by 2010), total > $21 billion
Projects in the Southern Caucasus sub-region

Armenia: 8 projects $121.7 million
Azerbaijan: 10 projects $1,681.5 million
Georgia: 49 projects $3,312.0 million

67 projects - $5.1 billion
18 projects in category I
49 projects in category IV
36% of planned investment in category I ($1.9 billion) to be completed by 2010
Progress to date, cont’d

**Addressing non-physical obstacles (ongoing work)**

- Identification and analysis of obstacles
- Applications of time/cost-distance methodology (ESCAP)
- Based on country responses to uniform questionnaires
- Focus on selected UNECE transport conventions
Tool to efficiency of the transport routes

ESCAP time / cost analysis

Time

Distance 500 km 1000 km 1500 km 2000 km

Day 4 $400
Day 3 $300
Day 2 $200
Day 1 $100

Transport to border

Wait at border crossing/change transport mode

Transport to sea port

Wait at sea port

Sea transport
Straightening the line, decreasing the angle
Time - Distance

Ave. speed 32.4 km/h

Distance (km)

Time (hours)

Khorog

Osh

21 h 45 m

704 km

Border crossing
3h 50 m
Cost - Distance

Khorog

USD 190

704 km

Ave. cost 0.27 USD/km

Border crossing USD 40

Osh

704 km
Acceptance of key UNECE transport agreements and conventions
As at 1 May 2007

- TIR Convention, 1975
- Road traffic, 1968
- CMR road contract, 1956
- Harmonized controls, 1962
- Road signs, 1968
- AETR, 1970
- Containers, 1972
- AGR E-roads, 1975
- AGTC combined, 1991
- ADR dang. goods, 1957
- ATP per. goods, 1970
- AGC E-rail, 1985
- Temp import comm. veh., 1956
- Suppl. road signs, 1971
- Suppl. road traffic, 1971
- Temp import priv. veh., 1954
Accession to key UNECE transport agreements and conventions
As at 1 May 2007

- Bulgaria
- Romania
- Russian Federation
- Belarus
- Ukraine
- Kazakhstan
- Turkey
- Georgia
- Azerbaijan
- Uzbekistan
- Moldova
- Armenia
- Kyrgyzstan
- Iran
- Turkmenistan
- Tajikistan
- Afghanistan
- China
Progress to date, cont’d

Positive trends prevail across the EATL region

• Infrastructure investment enhances productivity

• Border-crossing times tend to improve

• EATL accessions to UNECE transport conventions account for 20% of all accessions

• EGMs contribute to international cooperation
Remaining challenges

**Recommendations of the 4th EGM on follow-up**

- Further work needed (infrastructure, database, non-physical obstacles)
- Implementation of priority projects
- Technical assistance to countries
- Cooperation with private sector
- Complete in-house study
- Establish a mechanism for continuous coordination and monitoring
- Ensure funding for continuation of work in Phase II, widening geographical coverage
Thank you for your attention

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