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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Joint ECMT/UNECE Working Party/Group
on Intermodal Transport and Logistics¹
(29-30 March 2006)

Working Party on Intermodal Transport and Logistics
(Forty-fifth session, 30 March 2006,
agenda item 4)

**FOLLOW-UP TO THE ECMT/UNECE SEMINAR ON INTERMODAL
TRANSPORT BETWEEN EUROPE AND ASIA
(KIEV, 27-28 SEPTEMBER 2004)**

Establishment of a method for listing good practices

Draft specifications

Note by the Chairman of the UNECE Working Party

A. PREAMBLE

1. The development of trade between Europe and Asia has mainly taken the form of accelerated growth in maritime container traffic.

¹ ECMT and UNECE have adopted cooperative arrangements in establishing the “Joint ECMT/UNECE Working Party/Group on Intermodal Transport and Logistics”, consisting of separate ECMT and UNECE segments, the UNECE segment consisting of its Working Party on Intermodal Transport and Logistics (WP.24).

2. There is no doubt that maritime transport will continue to play a key part in transport between Europe and Asia. At the same time, the semi-monopoly enjoyed by maritime transport will result in growing problems with land access to seaports.
3. Economic analysis shows that land links can sometimes form a viable alternative to transport by sea and help considerably improve access to the countries crossed, while absorbing a significant portion of the predicted steep growth in traffic, especially container transport.
4. However, the establishment of efficient land links between Europe and Asia raises certain problems that can only be overcome by suitable political decisions, some of them relating to the provision of adequate transport infrastructure and the lifting of regulatory or institutional obstacles to the development of efficient transport services.
5. Whereas shipping lines and ports seem able to cope to some extent with the foreseeable increase in sea traffic, especially container traffic, the same is not true for overland transport of freight between ports and the hinterland. The risk of saturating road networks serving such ports is great, while the capacities of railways and waterways are frequently inadequate. It is therefore essential for public authorities to take the requisite measures, particularly in infrastructure terms, to improve land access to seaports, such as by developing suitable rail or waterway links, and by improving intermodal transfers between land and sea transport.
6. It would seem that priority ought to be given to an approach using major corridors between Europe and Asia, because it alone seems to hold out the promise of really efficient services for long-distance routes.
7. As stated in the Ljubljana Declaration of May 2004 adopted by the ECMT the corridors and related investment projects must be defined on the basis of real needs and well-defined criteria. They must also be seen in a multimodal perspective and approached in a way that is consistent with local/regional projects and national networks, so that the countries crossed can derive most benefit from them and there is a continuity of infrastructure, thereby facilitating the operation of international services.
8. The establishment of Euro-Asian corridors based on the introduction of suitable infrastructure only makes sense if the transport services that could develop in them are not handicapped by a range of obstacles hampering operations and making them less competitive than maritime transport. Such obstacles include the absence of harmonized rules governing transport along the corridors, inefficiency of railways, difficulties in crossing borders, outmoded transport and information technologies, lack of security and access to trans-shipment terminals.

B. THE OBJECTIVES

9. The introduction of a true long-term approach is undoubtedly more essential than ever for planning the necessary investments and providing suitable services.

10. To succeed, the following objectives must be attained:
 - Identification of common scenarios with long-term trade-offs between basic hypotheses compatible with the socio-economic situations of the countries concerned;
 - Introductory and operational principles promoting interoperability between road, sea, river and rail modes;
 - Integration of transport infrastructure programmes along major corridors;
 - A socio-economic study evaluating the growth of traffic and its environmental impact, to find the best answer for sustainable development.
11. A first step in reaching these goals would be to list “good practices” and current or future pilot projects in member States.
12. This list will be particularly concerned with the:
 - (a) Removal of physical and non-physical obstacles impeding traffic between the countries of the European and Asian region:
 - Coordination of activities of transport, Customs and border authorities of the participating States for simplification of border crossing procedures;
 - Acceleration of freight traffic by rail in gauge interchange stations;
 - Harmonization of the regulatory and legal frameworks in the field of transport of the participating countries on the basis of international agreements, ECMT resolutions, UNECE conventions and the legislation and principles of European Union transport policy.
 - (b) The development of technical and technological capacities of transport infrastructures by:
 - The creation of networks of logistics centres and information support for freight transport;
 - The development and implementation of joint investment projects with guaranteed financing;
 - The development of rail ferry lines in the region of the Black Sea, the Sea of Azov and the Caspian Sea and improved use of the inland waterways for intermodal transport.

C. METHODOLOGY

13. At the ECMT/UNECE session of 25-28 September 2005, member States present welcomed the proposal of Ukraine to seek to develop such a list (TRANS/WP.24/109, para. 12).

14. The listing and analysis of the various activities in the member States could be carried out by Ukraine. This analysis should highlight the strong and weak points of the activities communicated.

15. The progress and final outcome of the list could be submitted at ECMT/UNECE sessions (the documents will need to be submitted to the UNECE secretariat at least three months before the session in question so that they may be translated). At these sessions, participants will be asked to decide on possible follow-up to the different activities, with a view to ensuring their consistency and applicability to one or two pilot corridors (c.f. annex) for improving freight flows.

D. MEANS REQUIRED

16. Ukraine can compile the list either by ordinary post or by e-mail. For this purpose, the ECMT and UNECE secretariats will provide Ukraine with the addresses of the correspondents to be contacted in the member States, together with those of the non-governmental organizations involved.

17. In analysing the information it receives, Ukraine will take note of the opinions of an expert group. The analyses will be notified to the member States in a report that will be annexed to the final report of the list produced by Ukraine. Comments can be made by e-mail or if necessary through meetings.

E. COMPOSITION OF THE EXPERT GROUP

18. The expert group could include member States, the European Commission, OSZhD, UNESCAP, UIC, UIRR, GETC, OTIF, CLECAT, EIM and IRS.

F. COORDINATION WITH OTHER EXPERT GROUPS

19. Ukraine will be able to contact any other expert groups that might help optimize the analysis requested, or at least make themselves known at ECMT/UNECE sessions in case Ukraine encounters problems in contacting them.

G. TIMETABLE

20. The final report must be submitted for translation by 30 June 2007, with a view to submission and discussion at the autumn 2007 session of ECMT/UNECE.

21. Progress reports will be made to ECMT/UNECE in the autumn of 2006 and the spring of 2007. At each of these sessions, Ukraine will report on: contacts made, information obtained, analyses conducted, and an outline of the actions proposed.

Annex

PILOT TRANSPORT CORRIDORS BETWEEN EUROPE AND ASIA

Major intermodal transport lines

Proposals

| West-East | Observatory: "Four-axis project" ² |
|---|--|
| C-E 20 ³ (E 20, ⁴ PETC II ⁵) | Berlin/Seddin-(<u>Frankfurt (O)-Kunowice</u>) ⁶ -Poznan-Warszawa- Germany-Poland (<u>Terespol-Brest</u>)-Minsk-(<u>Orsha-Krasnoye</u>)-Smolensk-Moskva- Poland-Belarus Belarus-Russian Federation Nizhny-Novgorod |
| East-West | Observatory proposed: Ukraine |
| C-E 30 ³ (E 30, ⁴ PETC III ⁵) | Dresden-(<u>Görlitz-Zgorzelec</u>)-Wroclaw-Katowice- Germany-Poland (<u>Medyka-Mostiska</u>)-Lvov-Kiev Poland-Ukraine |
| North-South | Observatory proposed: Ukraine |
| C-E 10-C-E 95 ³ (E 10-E 95, ⁴ PETC IX ⁵) | Helsinki-(<u>Vainikkala-Buslovskaja</u>)-St. Petersburg-Moskva- Finland-Russian Federation (<u>Suzemka-Zernovo</u>)-Kiev-(<u>Kuchurgan-Novosavyska</u>)-Chisinau- Russian Federation-Ukraine Ukraisne-Rep. of Moldova (<u>Ungheni-Iasi</u>)-Bucuresti-(<u>Giurgiu-Ruse</u>)-Dimitrovgrad Rep. of Moldova-Romania Romania-Bulgaria |

² Project by German (DB), Polish (PKP), Belarusian (BC) and Russian (RZhD) railways.

³ European Agreement on Important International Combined Transport Lines and Related Installations (AGTC).

⁴ European Agreement on Main International Railway Lines (AGC).

⁵ Pan-European Transport Corridors.

⁶ (...) = border crossing points.