

# Euro-Asian Transport Links

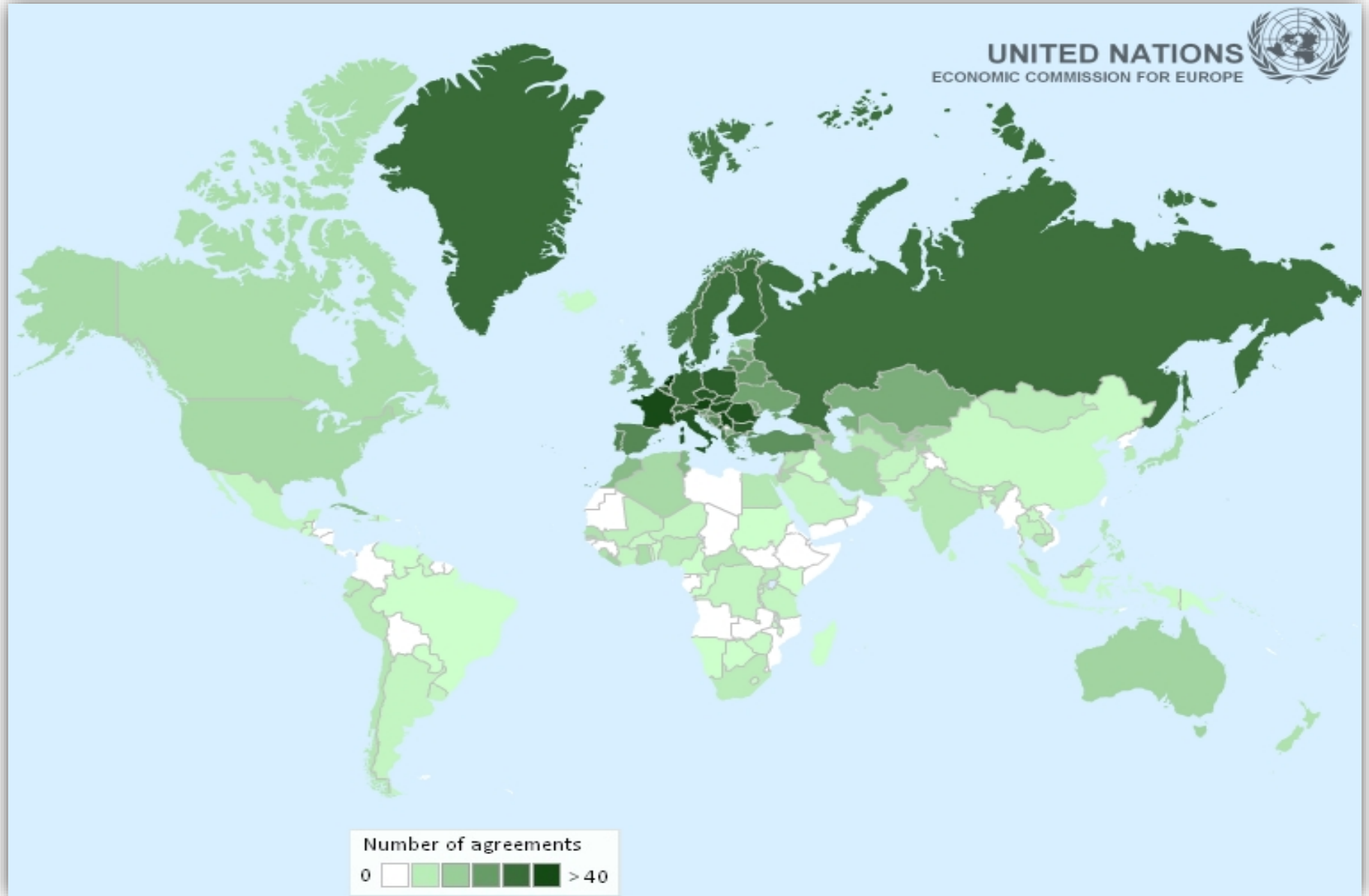
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SPECA Workshop on Connectivity and Inland Transport  
Competitiveness

Astana, 26 November 2018



**UNECE**



# UNECE transport infrastructure projects



## Euro-Asian Transport Links (EATL)

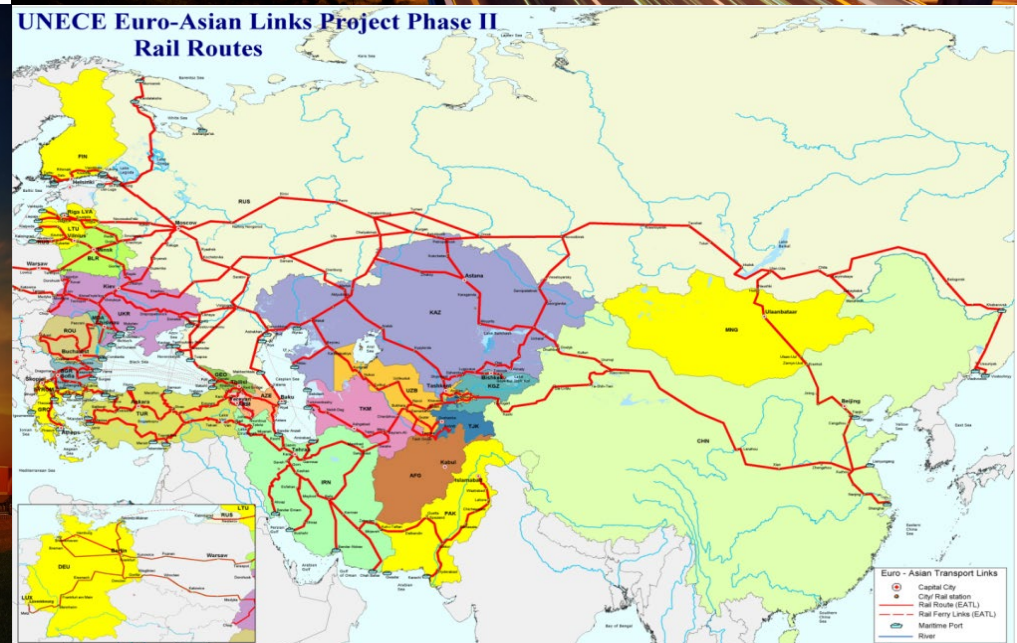
Trans-European Motorway and Trans-European Railway projects (TEM & TER)



# Goal of Euro-Asian Transport Links

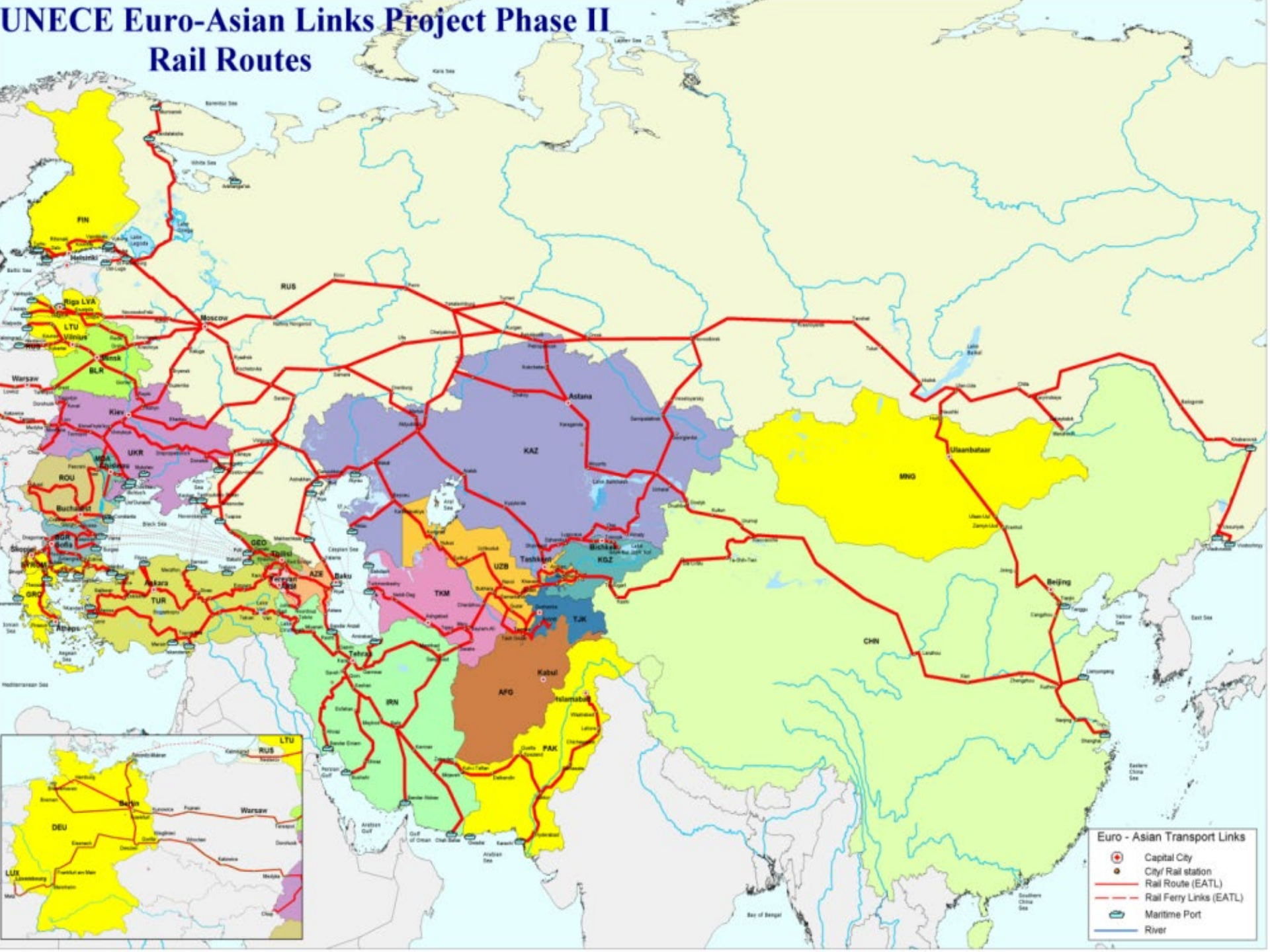
## Phase III

Identify measures to strengthen the **operational capacity** of the inland transport links between **Europe** and **Asia**



# UNECE Euro-Asian Links Project Phase II

## Rail Routes



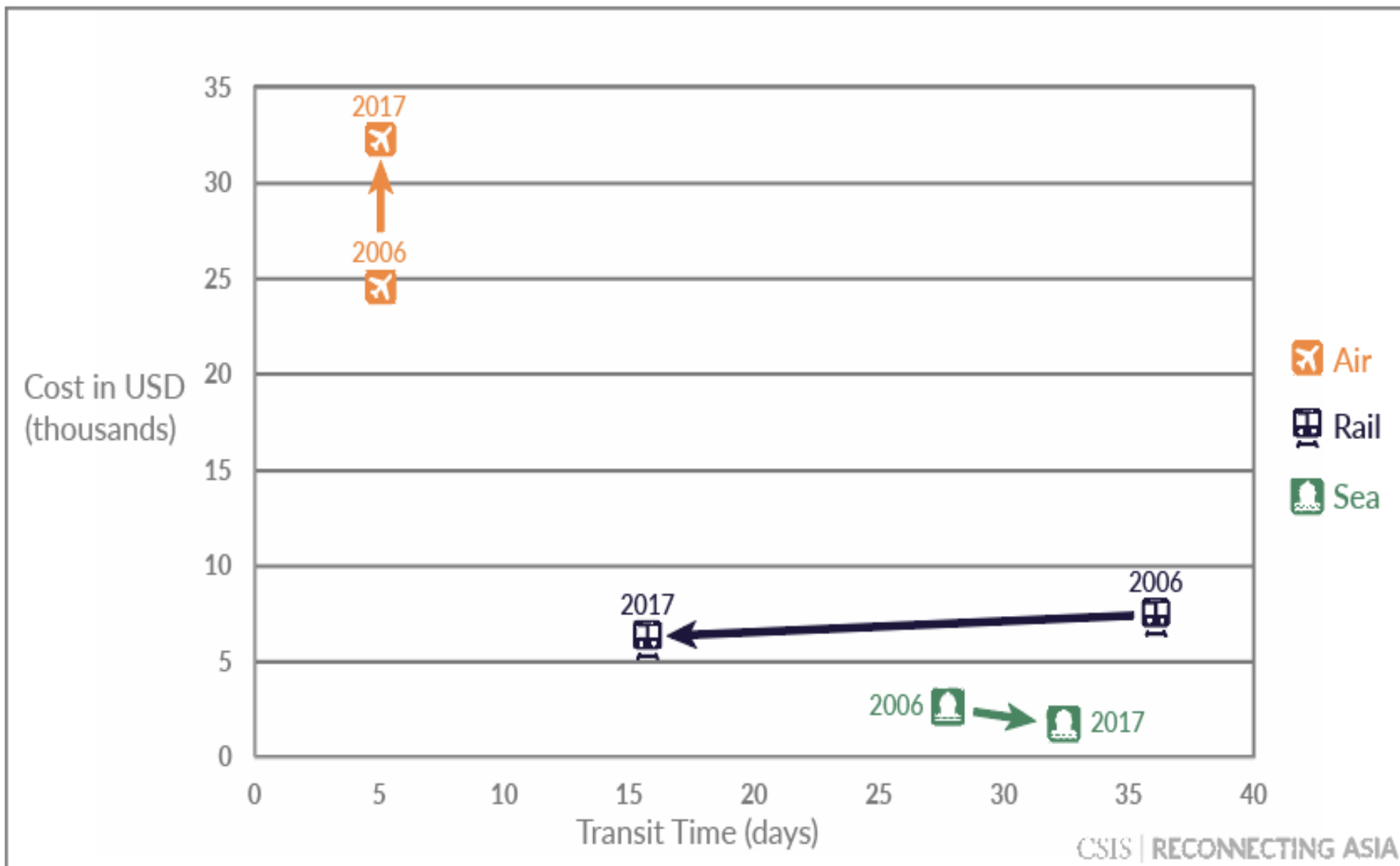
# Findings of EATL Phase III



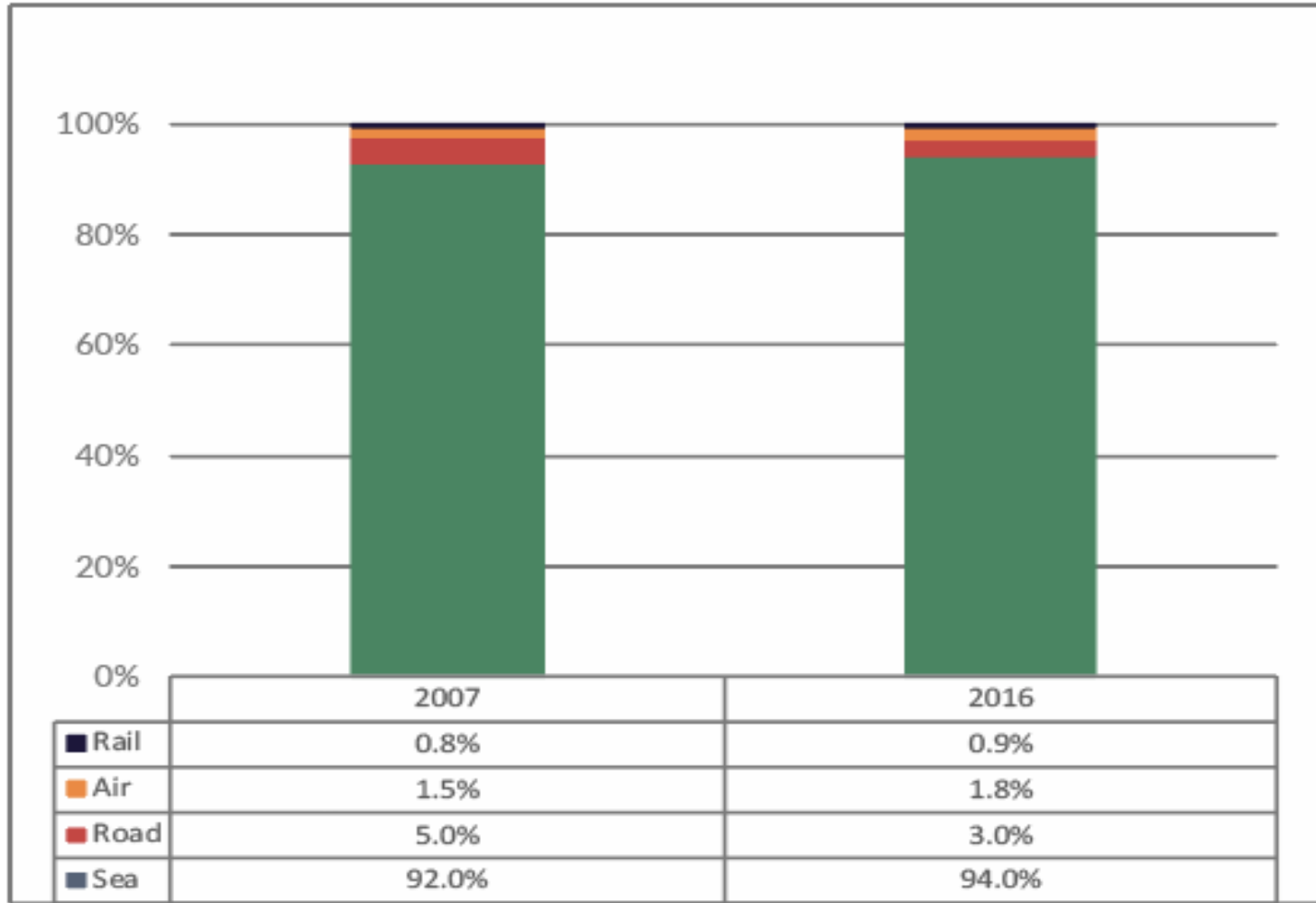
- Economic growth and growth of international trade is not driving the increase in freight flows as before
- There are **specific commodity groups** traded between Europe and Asia for which **inland transport modes** can compete with **maritime and air modes**
- Markets created new opportunities - e.g. **e-commerce** - that can drive freight flows on inland routes between Europe and Asia
- **Railway transport** is developing on EATL routes – importance of **block trains**, however further improvements are needed
- **Road transport** does not operate on long distance – need to define its role – local/regional to complement long-distance rail

**Need for: competitiveness, integration, intermodality and flexibility**

# EATL shift in transit cost and time (2006-17)









# China-Europe trade by volume (2007-2016)



CSIS | RECONNECTING ASIA



# Eurasian transport capacity by mode

Vehicle	Capacity
	Semi-trailer truck 2.65 TEU
	747-400F 4-5 - 6.625 TEU
	41 car intermodal train 82 TEU
	Panamax 3,000 - 3,400 TEU
	Post Panamax/Panamax Plus 4,000 - 8,000 TEU
	New Panamax - Triple E 12,500 - 18,000 TEU

Source: CSIS/ Jean-Paul Rodrigue, The Geography of Transport Systems, "Containers", World Shipping Council, 2018

# EATL conclusions and way forward



- **Eastbound cargo traffic < Westbound** (Westbound railway traffic subsidized) – differentiation of trade flows required
- Need to **harmonize operating standards** (gauge-width, signaling and radio systems, train length and weight standards, energy source etc.)
- Need for **corridor-specific work plans**, multi-stakeholder coordination efforts (public & private sector), common goals and KPIs → example of **CCTT**

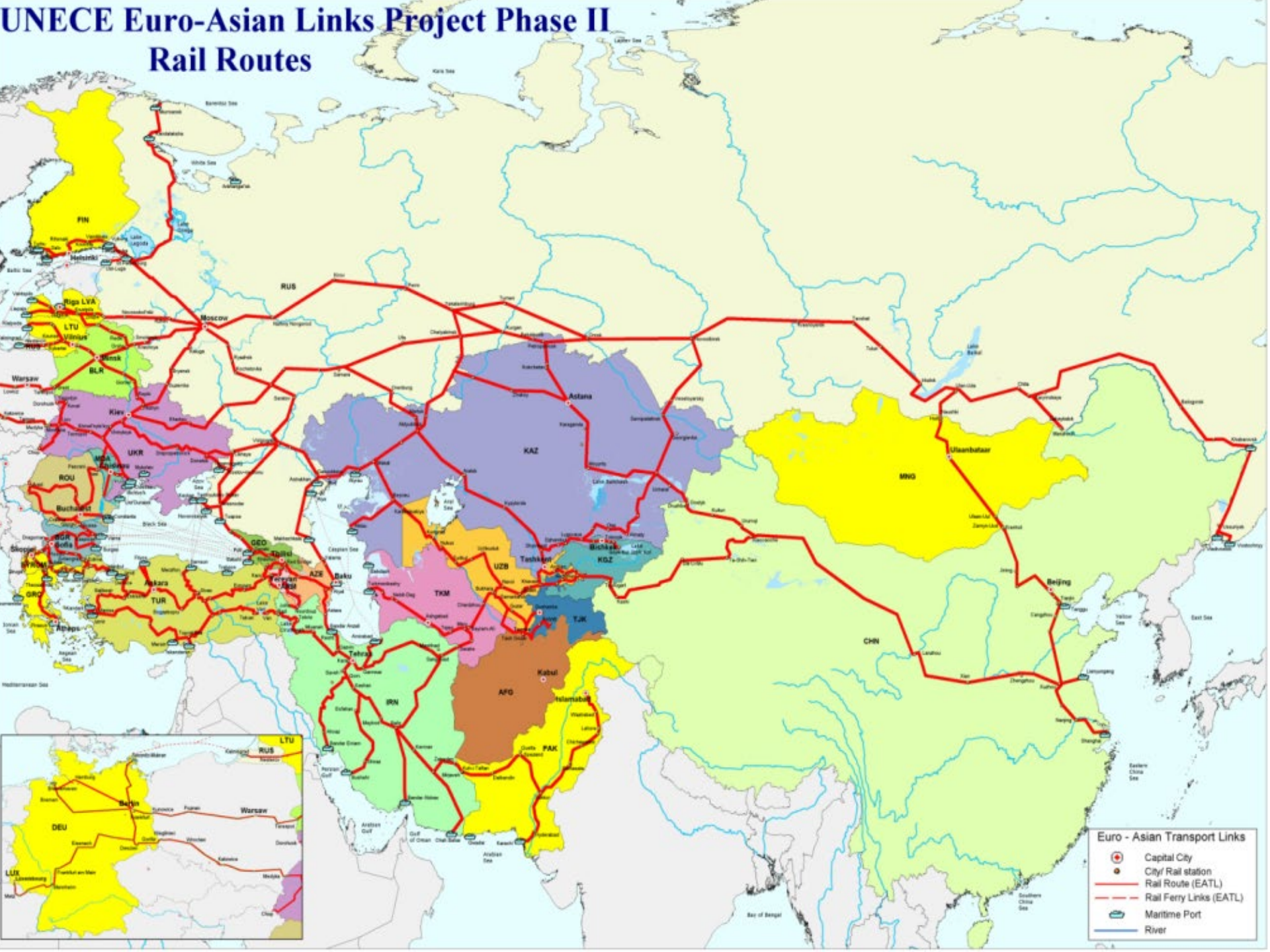
# EATL conclusions and way forward



- Address **missing infrastructure links**, **border crossing** and transit obstacles (i.e. implementation of relevant conventions)
- Need to **increase productivity of railway operations**: longer and heavier trains, shorter block intervals imply better use of the network capacity and reduced transportation costs
- Acknowledge impact of **intelligent transport systems**, the **digitalization** of transport documents, the full **computerization** of BCPs, satellite **track and trace** services, the introduction of **autonomous vehicles** can have on transport operations along Euro-Asian corridors
- Need to **unify railway regimes along EATL railway routes** – absence of one contract of carriage, one liability and one consignment note decreases reliability of the services

# UNECE Euro-Asian Links Project Phase II

## Rail Routes



# EATL routes 1, 2 and 6

- **China – Mongolia – Kazakhstan – Russian Federation – Belarus – Poland**
  
- **Specifics:**
  - i. Highest concentration of block trains on EATL routes, mostly operated by large freight forwarders
  
  - ii. Average travel time of 14 days (China-Duisburg)
  
- **Needs:**
  - i. Difficult climatic conditions
  
  - ii. Modernization of border crossing procedures required, e.g. lack of an agreed transit tariff
  
  - iii. Increase in container platforms fleet and requirement to increase length of block trains

# EATL routes 3, 4 and 7

- **China – Central Asia Republics – Turkey – Romania – Ukraine**
- **Needs:**
  - i. Missing infrastructure links, maintenance required
  - ii. Border crossing facilitation measures required
  - iii. Increased cooperation among railway undertakings in order to perform block trains operations (common tariffs / time schedules) required

# EATL routes 5, 8 and 9



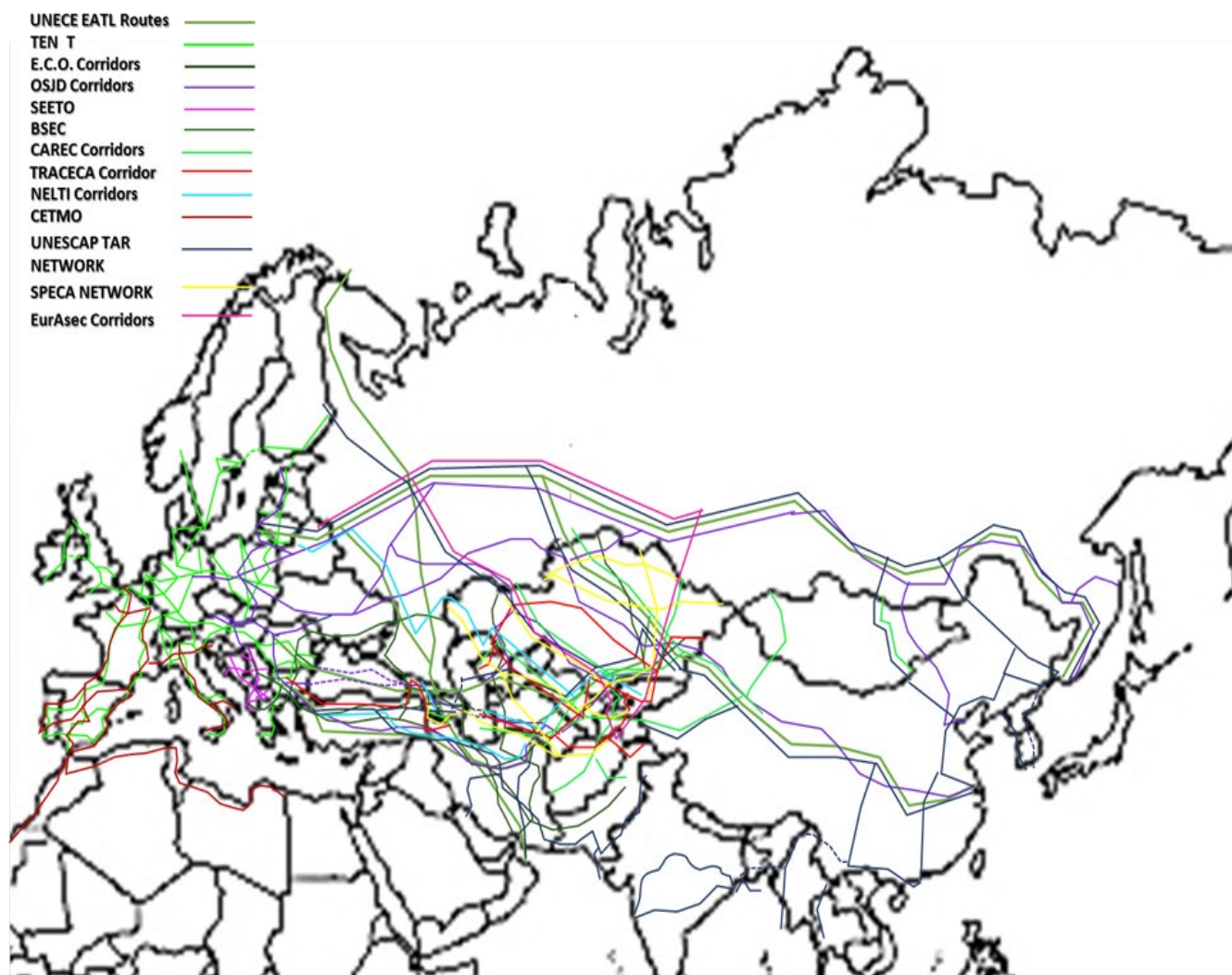
- **North-South corridors**
- **Specifics:**
  - i. Multi-stakeholder cooperation mechanisms established and operational
  - ii. Designated working group meetings held regularly
- **Needs:**
  - i. Missing links – infrastructure investments are requested
  - ii. Border crossing facilitation required

## International Transport Infrastructure Observatory

**Soon available  
on a GIS  
platform!**

### Will include:

- Data on transport networks and modes
- Data on corridors, infrastructure projects
- Traffic and cargo flows





# Real time monitoring of block train services

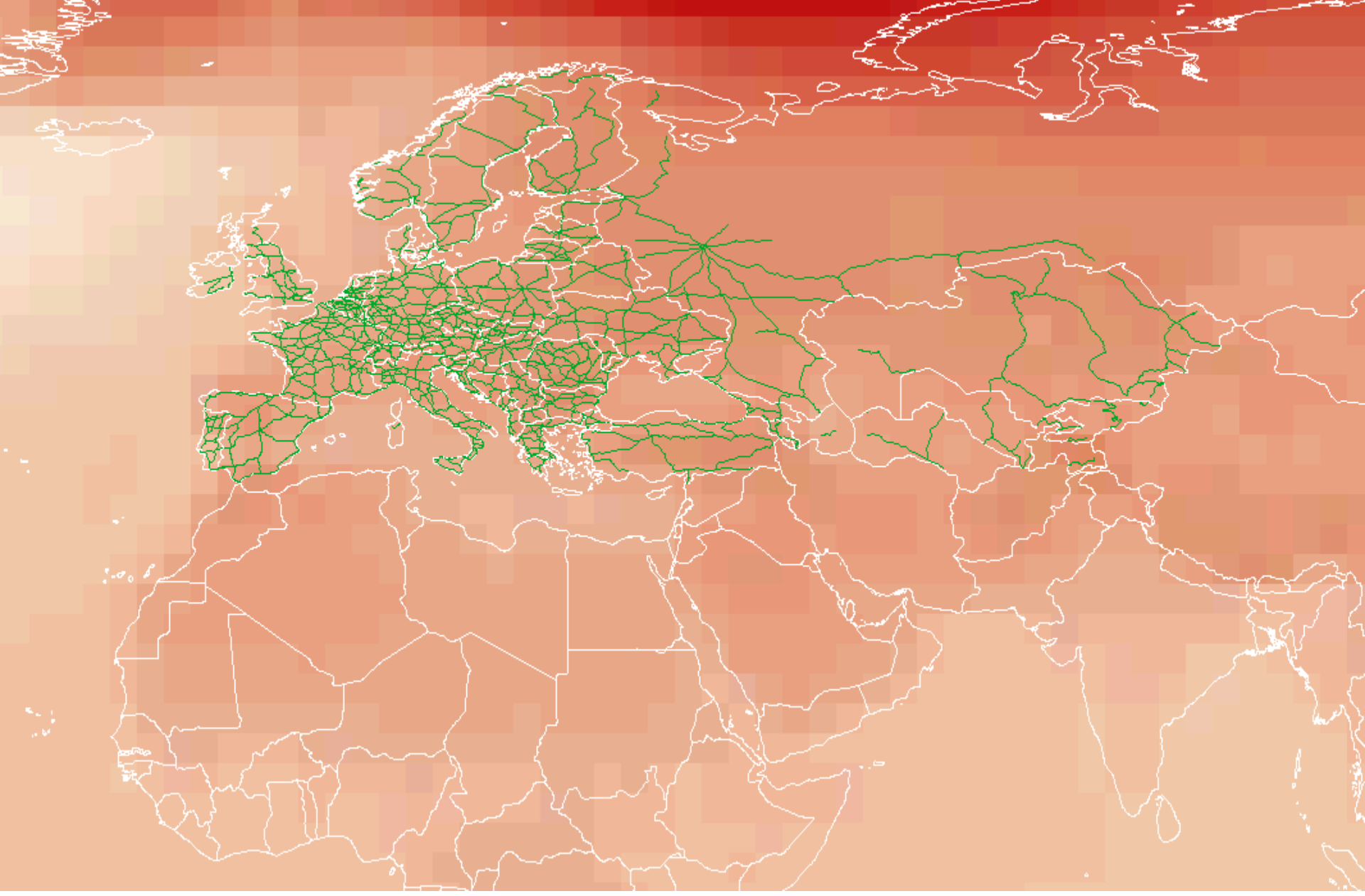


- Exact time
- Exact location
- Safety & security

A

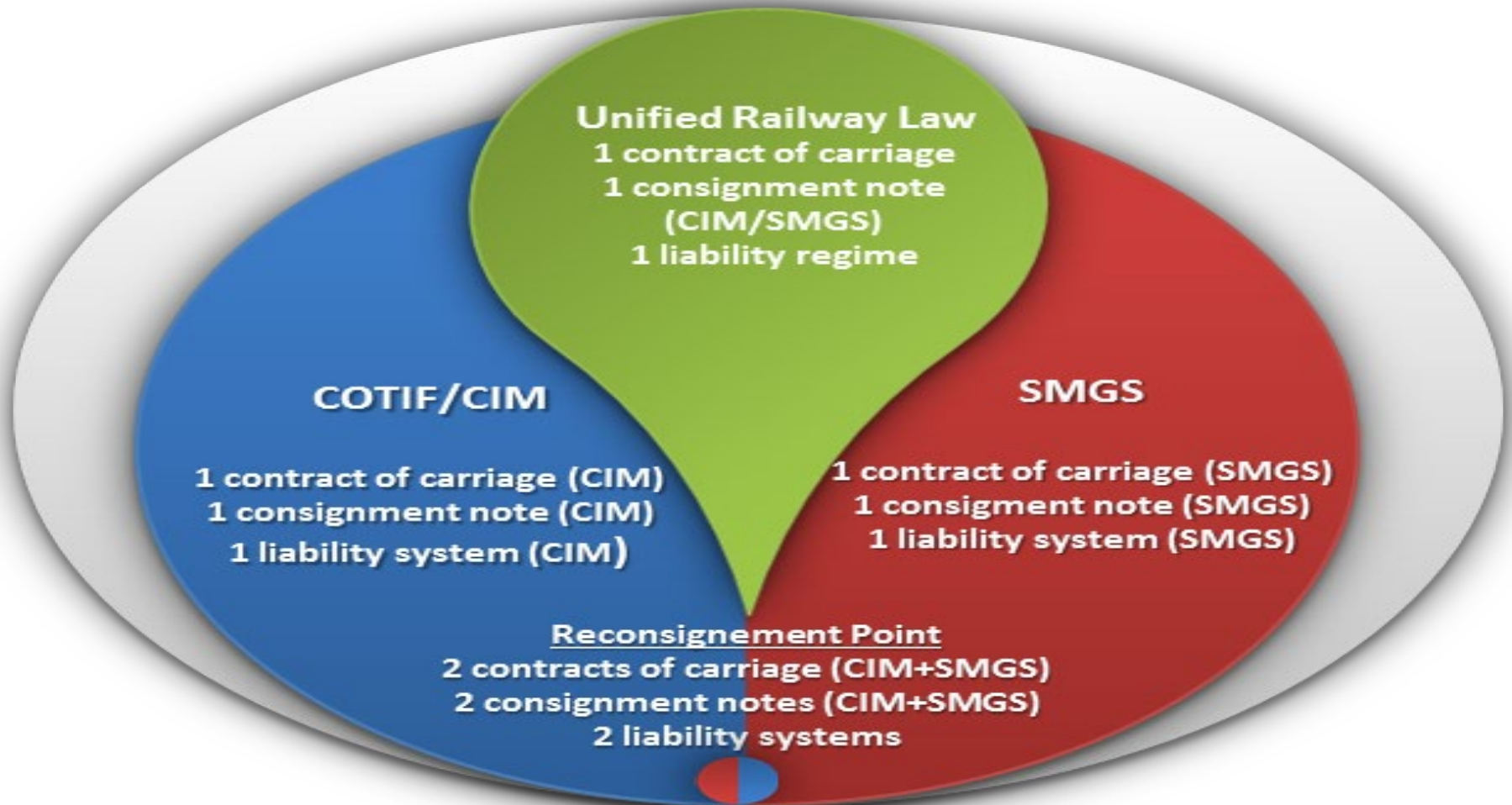
B

# Climate Change Impacts and Adaptation for Transport Networks and Nodes



# Railway Transport Facilitation

- CIM-SMGS common consignment note
- E-common consignment
- Creation of a Unified Railway Law



# Road Transport facilitation

## TIR transit system

# TIR

Useable across all modes of transport

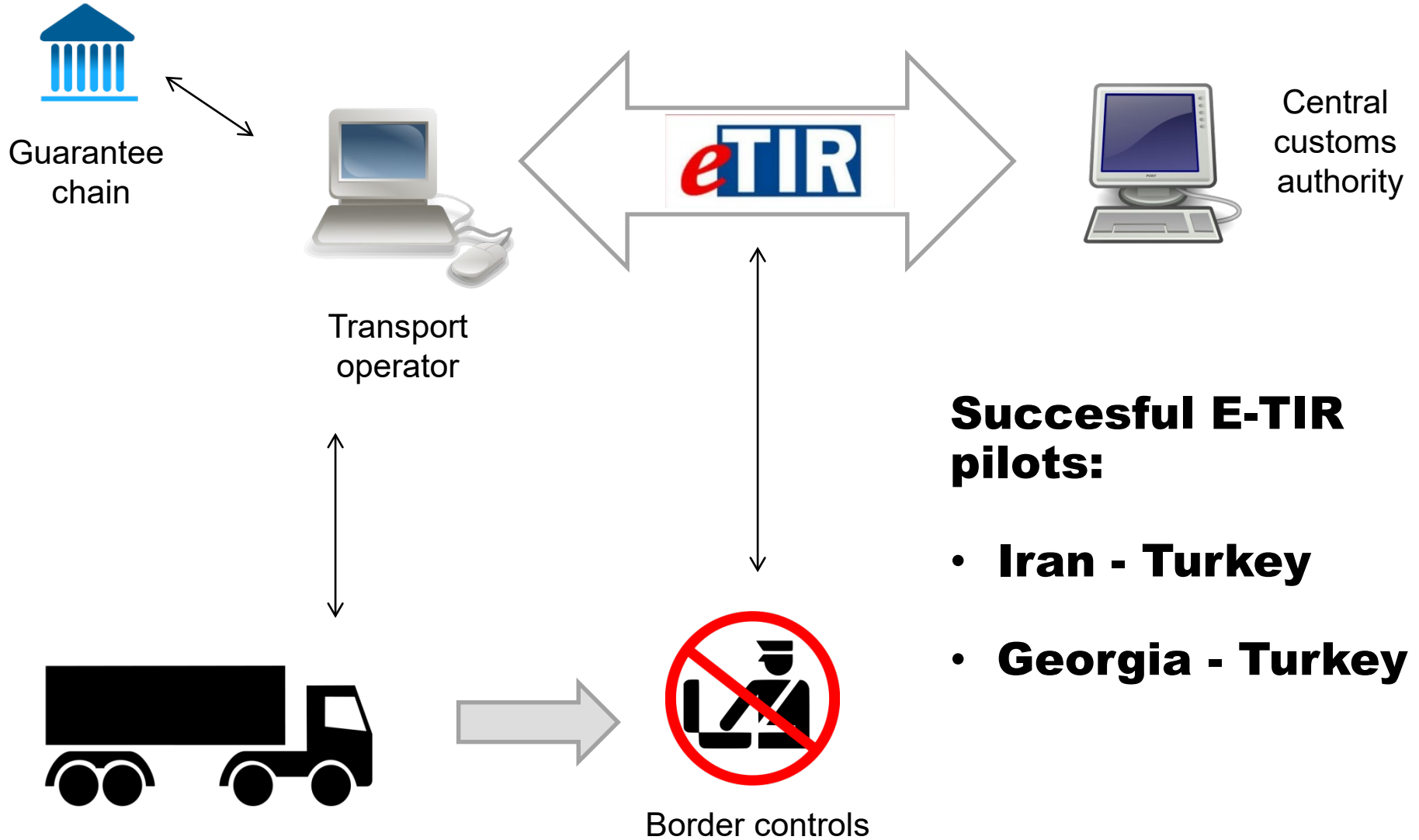
Customs duties and taxes of cargo in transport are covered by an international guarantee system

National road carrier association acts as guarantor during transit operations

Up to 100,000 euros per TIR Carnet



# eTIR application



# CMR & eCMR



- UN Convention on the International Carriage of Goods by Road (CMR)
- CMR Additional Protocol concerning the use of the Electronic Consignment Note (eCMR)
- **eCMR pilots: France, Spain, Belgium, Benelux**

## Advantages include:

- Handling cost reductions
- Administrative simplification
- Increased data accuracy
- Real-time information on progress of shipments
- Etc.

# Intermodality & digitalisation



## Intermodal TIR



# Questions/ feedback

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