EURO-ASIAN TRANSPORT LINKS

OVERVIEW

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EATL

STRUCTURE

• EATL
• Phase 1 - Achievements
• Phase 2 - Achievements
• Draft Joint Statement
Phase I - Main Achievements

- Selection of main Euro-Asian road, rail and inland water transport routes, transshipment points & ports
- Prioritization of projects on agreed methodology
- First analysis of physical and non-physical obstacles
- Establishment of database and GIS maps
- Organization of 6 EGM and many capacity building national, regional and interregional workshops
- Joint ECE-ESCAP study with results, conclusions and recommendations on the way to proceed
EATL

Phase 2 - Main Achievements

• ECE Group of Experts to monitor and coordinate EATL developments
• EATL Phase II (2008 - to date) objectives and achievements
  o Wider geographical coverage;
  o Continue projects’ prioritisation and implementation
  o Put emphasis on facilitation aspects;
  o Further develop and update GIS database;
  o Promote harmonized legislation and procedures
  o Strengthen capacities of national officials
  o Improve operational performance, including border crossing, compare inland transport options with maritime
• 27 countries active participation (NFP) and contribution
• Partial funding from Russian Federation, Kazakhstan, Turkey, OSCE, BSEC
• UNECE secretariat and technical backstopping and support

United Nations Economic Commission for Europe - Transport Division
Phase 2 - Report

- EATL priority routes and EATL ports, transshipment points and terminals: *Extended to include the 9 newly involved counties*
- Study transport statistics, flows and trends showed: *Rapid growth of Europe-Asian trade, increasing inter-Asian trade trends*
- 311 priority transport projects - total cost $215 billion.
- Comparison study of Euro-Asian maritime routes with selected rail routes: *In five out of the nine scenarios, rail transport performs better than maritime for both the cost and time!*
Phase 2 - Report

• SWOT Analysis: Useful information on strong and weak points of EATL inland transport links, potential for further development and threats
• EATL GIS application is available at http://apps.unece.org/eatl/
• Non-physical obstacles to transport along the Euro-Asian Transport routes are identified based on questionnaires and field missions: Long waiting times at BCP some times a whole day; few work 24H/7Days, long delays for veterinary, phyto-sanitary, passport, transit, visa and other controls
EATL Phase 3

- Group of experts: coordination, monitoring, analysis and policy recommendations to make EATL operational
- Analyse and compare existing transport needs with inland transport solutions
- Facilitate and simplify customs procedures and assist capacity-building
- Support national transport and trade facilitation action plans and committees
- Promote initiatives and new projects to attract IFIs
- Case studies and best practices
- Further improve GIS internet free-access application and develop a web tool to compare inland transport options and maritime
- Extend geographic coverage and promote inter-country cooperation for the coordinated development of EATL routes
- Poland joined in July 2012
- **EATL Meeting of Ministers of Transport in Geneva on 26 February 2013**
- Draft Joint Statement
- Funding of Phase 3 – sponsors are welcome
Thank you!

http://live.unece.org/trans/welcome.html