Euro-Asian Transport Links

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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.
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)

Source: CSIS/ Xu Zhang, Eurasian Rail Freight in the OBOR Era, Cranfield University, UK
China-Europe trade by volume (2007-2016)

Source: Eurostat, European Union, analysis by Infrastructure Economics Centre (CEI)
## Eurasian transport capacity by mode

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Semi-trailer truck</td>
<td>2.65 TEU</td>
</tr>
<tr>
<td>747-400F</td>
<td>4-5 – 6.625 TEU</td>
</tr>
<tr>
<td>41 car intermodal train</td>
<td>82 TEU</td>
</tr>
<tr>
<td>Panamax</td>
<td>3,000 – 3,400 TEU</td>
</tr>
<tr>
<td>Post Panamax/Panamax Plus</td>
<td>4,000 – 8,000 TEU</td>
</tr>
<tr>
<td>New Panamax - Triple E</td>
<td>12,500 – 18,000 TEU</td>
</tr>
</tbody>
</table>

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
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
Transport infrastructure

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
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
TIR transit system

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.

Useable across all modes of transport.

Up to 100,000 euros per TIR Carnet.

Road Transport facilitation
eTIR application

Guarantee chain

Transport operator

Central customs authority

Succesful E-TIR pilots:

- Iran - Turkey
- Georgia - Turkey
CMR & eCMR

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

- 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
Intermodality & digitalisation

Intermodal TIR

Intermodal TIR operation between Iran and Slovenia – November 2017
Questions/ feedback

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