



Economic and Social Council

Distr.: General
7 December 2018

Original: English

Economic Commission for Europe

Inland Transport Committee

Eighty-first session

Geneva, 19-22 February 2019

Item 4 (c) of the provisional agenda

Strategic questions of a horizontal policy nature:

Analytical work on transport

Analytical work of the Sustainable Transport Division

Note by the secretariat

Summary

This note provides a brief review of the analytical work undertaken in 2018 by the Sustainable Transport Division of the United Nations Economic Commission for Europe (ECE). This work comprised studies on specific transport issues, analyses requested by Groups of Experts and Task Forces, analytical papers to support activities related to the United Nations transport conventions or capacity-building workshops, and analytical studies to provide substantive groundwork for the management of different projects. The note summarizes the work done in the Working Party on Transport Trends and Economics and in the Sustainable Transport Division.

The Committee is invited to **provide guidance** on future directions of the analytical work in the field of transport.

I. Analytical Work and Capacity-building Workshops undertaken by the Working Party on Transport Trends and Economics

1. The Working Party on Transport Trends and Economics (WP.5) provides a forum for the exchange of experiences and ideas, in particular, on the challenges to develop sustainable inland transport. Its mandate allows it to assume the unique role of a transport “think tank” in the framework of the Inland Transport Committee (ITC).

2. As such, it aims to: identify the global trends and developments, which may have important implications for the transport sector and the challenges of the sector; conduct reviews and provide analyses on factors based on information from member States; and, through consensus, make relevant policy recommendations that should lead to the development of sustainable transport systems.

A. Publications - Studies

1. Euro-Asian Transport Links report of Phase III

3. In accordance with the Joint Declaration on Future Development of Euro-Asian Transport Links signed at the ECE ministerial meeting “Making the Euro-Asian Transport Network Operational” on 26 February 2013, the Group of Experts on Euro-Asian Transport Links (EATL) should accomplish the following tasks:

(a) Analyse, promote and present to international financial institutions and other donors high priority EATL projects, feasibility or other relevant studies with the objective to facilitate sustainable and long-term financing of these projects.

(b) Identification of cargo flows (quantities and types) that could be transported along the nine Euro-Asian rail and road transport links.

(c) Facilitation of coordination of integrated time schedules and tariffs for the nine rail and road transport links.

(d) Promotion of Euro-Asian inland transport routes and development of an integrated marketing strategy.

(e) Update and upgrade of the GIS application.

4. The Group of Experts finalized its third phase and delivered its final report. In conclusion, an international conference on “Operationalization of the Euro-Asian Corridors” was organized in the framework of the last session of WP.5 (see item B.1 below).

5. The final report of the Group of Experts includes a comprehensive Strengths-Weaknesses-Opportunities-Threats analysis and suggests policies and recommendations to overpass the main obstacles and make the Euro-Asian corridors operational.

2. Transport Trends and Economics 2018-2019: Mobility as a Service

6. As it concerns the publication Transport Trends and Economics 2018-2019: “Mobility as a Service” (Informal Document No. 6) the secretariat provided to WP.5 at its last session the following information:

(a) Several experts will contribute at the preparation of this publication. The chapters and the names of the experts agreed so far to contribute are as follows:

(i) Chapter 1: Introduction — Mobility as a Service (Professor Dimitris Dimitriou);

(ii) Chapter 2: Car sharing;

(iii) Chapter 3: Bike sharing;

(iv) Chapter 4: Railways and Mobility as a Service;

(v) Chapter 5: Enablers of Mobility as a Service operators (Ms. Stefanie Pichler, Fluidtime);

(vi) Chapter 6: Revenue allocation challenge (Professor Athena Rouboutsos);

- (vii) Chapter 7: The infrastructure perspective (Mr. Andrzej Maciejewski);
- (viii) Chapter 8: Conclusions and recommendations;
- (b) For Chapters 2, 3 and 4 no experts were identified so far;
- (c) The final draft should be ready at the next session of the WP.5 in September 2019.

B. Workshops

1. International conference on “Making Euro-Asian Transport Links Operational”

7. This year’s international conference came as a follow-up to the workshops organized by the Working Party during its twenty-eighth session (7-9 September 2015, Geneva) on “Road and Rail transport corridors along Europe and Asia” and during its thirtieth session (Geneva, 4-6 September 2017) on “Transport Infrastructure Corridors along Europe and Asia” as well as to the finalization of phase III of EATL.

8. The EATL Project, Phase I (2002-2007), Phase II (2008-2012) and Phase III (2013-2017) made transport between Europe and Asia a reality. The identification of routes, the prioritization of infrastructure investment projects, the development of a GIS database, the analysis of non-physical obstacles to transport, the comparison study between maritime and inland transport, the organization of a number of national capacity-building workshops on transport facilitation as well as the efforts to operationalize those corridors by preparing common time schedules and tariffs, have all helped to lay the foundation for an operational Euro-Asian transport network.

9. The Executive Secretary of ECE, Ms. Olga Algayerova, opened the session. Her speech focused on the need to establish efficient connectivity on the Euro-Asian transport corridors where all nodes of the transport corridors are interlinked by infrastructure and services which allow travel on all origin-destination connections within a reasonable range of time and without risk of major interruptions. She stressed that more efforts and coordinated actions are required and that the work towards the operationalization of the Euro-Asian transport corridors should continue. The Director of the Transport Division, Mr. Yuwei Li, pointed out that focus should on efficient operations. Trains might run on the corridors, but the question is under which conditions, time schedules and costs. The work towards the efficient operations of Euro-Asian transport corridors should continue, however, has to be done by using an already well-established platform such as the Working Party on Transport Trends and Economics.

10. The conclusions and recommendations of the conference can be found in the annex of this report.

2. Workshop on “Integrated Transport and Urban Development including environmental, health and quality of life perspectives”

11. At its fifteenth session, the Pan-European Programme on Transport, Health and Environment (THE PEP) Steering Committee (Geneva, 6-8 November 2017) proposed the development of a manual on current practices and solutions in the field of sustainable transport and urban planning, to be launched and potentially adopted at the Fifth High-level Meeting in Vienna, in autumn 2019. At the same time, THE PEP secretariat presented a proposal for a publication on case studies and good practices on integrating transport and land-use planning in cities. The Steering Committee welcomed both proposals.

12. Based on those proposals, a project was initiated, funded by the Russian Federation, with the overall objective the preparation of a handbook that improves knowledge of the ECE

member States on integrated transport and urban development including environmental, health and a quality of life perspective. The Inland Transport Committee during its eightieth session in Geneva, 20-23 February 2018 (ECE/TRANS/274, para. 33) requested WP.5 as the analytical body of the Sustainable Transport Division to undertake this study in close cooperation with THE PEP.

13. The main objectives of the project are:

(a) Support the development of integrated transport and urban development and land use policies that take into account environmental and health issues and quality of life;

(b) Raise awareness among policy-makers at national level of the relevance and benefits of promoting national policies that support local action towards integrated transport and urban planning, and providing them with inspiring examples of practices;

(c) Raise awareness internationally of the importance of linking sustainable transport policies into urban planning, to achieve multiple targets of the 2030 Agenda.

14. The workshop was organized for the member States to brainstorm on this topic as well as discuss and suggest proposals on how better prepare the above-mentioned publication on case studies and good practices. The programme of the workshop can be found in informal document No. 2.

15. The participants during the workshop:

(a) Noted that urbanization and rapid growth of urban population and urban territories lead to significant growth in transport demand therefore there is a need to link this demand with capacity of transport systems and ensure its compliance with high standards of transport services quality (and, generally, quality of life!) by mobility management instruments;

(b) Noted that development of transport infrastructure and ensuring of new capacity of transport transit systems may lead to the generation of a new (additional) transport demand (in particular, by rise of territories attraction for housing) therefore we need effective legal instruments to regulate housing and especially activity of developers;

(c) Recalled the vicious circle of “induced mobility”: road building \Rightarrow increase of road network capacity \Rightarrow improvement of traffic conditions \Rightarrow rise of car use \Rightarrow increase of car trips \Rightarrow increase of congestion;

(d) Recalled that sustainable urban mobility planning should:

(i) Focus on people;

(ii) Have as objectives: accessibility and quality of life as well as sustainability, economic viability, social equity, health and environmental quality;

(iii) Balance development of all relevant transport modes and shift towards cleaner and more sustainable transport modes (pedestrians, cyclists, public transport, urban rail);

(iv) Integrate set of actions to achieve cost-effective solutions;

(v) Be based on cross-sectoral planning tools (land use and spatial planning, transportation, social services, health, environment and so on);

(vi) Be developed by interdisciplinary planning teams;

(e) Agreed that cities are different (different budgets, resources, assets, infrastructure, challenges, stakeholder’s engagement, mentality, culture and history, climate and landscape) therefore there is no one solution that fits to all cities;

(f) Agreed that integration of spatial planning and mobility planning is required in order to:

- (i) Optimize planning procedures of transport plus spatial development;
- (ii) Preserve a natural landscape at its best;
- (iii) Save spatial reserves in rare free urban areas in an economic way;
- (vi) Avoid urban sprawl;
- (v) Safeguard a healthy and socially viable environment including free spaces in other areas;
- (g) Welcomed the case studies presented as well as the economic analysis concerning public transport advantages.

16. The Working Party took note of the presentations made by the experts and welcomed the in-kind contributions on good practices and case studies received so far from France. It thanked the experts for their participation and requested the secretariat to make sure that the topic should be addressed in Working Party's agenda on a regular basis.

17. The Working Party also during the workshop considered ECE/TRANS/WP.5/2018/1 which included a questionnaire to be distributed to member States to collect as many case studies and good practices on the topic under discussion as possible. The Working Party adopted the questionnaire as amended. The revised questionnaire was uploaded on Working Party's web site as ECE/TRANS/WP.5/2018/1/rev.1. The Working Party requested the secretariat to distribute the questionnaire through diplomatic channels to the Ministers of Transport of the ECE region in order for them to request the appropriate information from all relevant bodies including the mayors of cities with good practices already implemented. the questionnaire is quite open and provides a general framework in order to collect all relevant data. However, governments, cities and other relevant bodies can provide any other information / good practice they consider important to be disseminated. The results from the replies to the questionnaire as well as the handbook should be ready for the next session of the Working Party.

18. The proceedings of the workshop, presentations and all workshop material have been uploaded on the ECE website at: www.unece.org/trans/main/wp5/transport_and_urban_development.html.

C. Groups of Experts

1. Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes

19. During its last session (3-5 September 2018) WP.5 recalled that at its last session it had approved the extension of the mandate of the Group of Experts for one more year after the final approval from EXCOM in order to report back its final report to the working party in September 2019.

20. The Group of Experts during its last session decided that the identification of hot spots by the governments is a complex and long-lasting exercise where the match of accurate data on transport infrastructure and climatic factors projections is just the first step. Detailed analysis of geomorphology, of transport infrastructure conditions, quality and technical specifications as well as sensitivity to climate change impacts should be performed. Furthermore, use of indicators to operationalise the exposure, sensitivity and criticality of network sections should be performed and forecasts for traffic and land use should be included; A clear and agreed definition of a hot spot should be warranted.

21. Furthermore, they agreed that only countries that already have the governmental structure established and have started to perform such hot spots analysis would be able to provide a mapping of hot spots in their countries / regions and even these countries have still restrictions with regard to data availability, extent and spatial resolution to deliver a complete analysis for their transport sector.

22. The Working Party welcomed the cooperation with WMO which considered as a great interagency example of cooperation and thanked its representative for her support and contribution. The Working Party took note of the information provided by the secretariat requested the secretariat to provide further information on developments of the Group of Expert's work at its next session.

23. However, for the Group of Experts to finalize its work and accomplish its objectives based on its terms of reference, many things remain to be done including the development of the hot spots map. Therefore, the Group of Experts requested the Working Party to extend its mandate for one more year based on the same terms of reference.

2. Group of Experts on Benchmarking Transport Infrastructure Construction Costs

24. The benchmarking of transport infrastructure construction costs is critical for realistic construction costs, increased governance and a stable investment programme without unexpected cost increases. The use of benchmarking of construction costs could also be useful for cost estimates and for the control of project costs.

25. The WP.5 at its thirty first session (Geneva, 3-5 September 2018) was informed by the Chair of the Group of Experts on the work undertaken during the three meetings of the Group of Experts that took place after the last session of the Working Party. The Working Party noted that for all transport modes including the intermodal terminals and the ports subgroups have been prepared led by a government, railway undertakings, associations or a Working Party. For the five items under discussion, meaning roads, railways, inland waterways, ports and intermodal terminals draft terminologies and questionnaires to collect data for the benchmarking study have been prepared. For roads these terminologies and questionnaire have already sent to the governments to collect the relevant data. For all the other transport modes the work is in progress and input is required by the governments.

26. The Chair of the Group of Experts stated that more time is needed for to finalize the objectives of the Group of Experts and deliver the final report. WP.5 appreciated the work done by the Group of Experts and thanked the experts for their efforts and contribution. WP.5 also recognized the challenges that the Group of Experts faces and therefore decided to approve the extension of the mandate of the Group of Experts for one more year. This extension for one more year should be realized after the final approval by the Executive Committee (EXCOM) in 2019 in order for the experts to have the opportunity to meet at least four times before submitting their final report to the thirty-third session of the Working Party in 2020.

27. The Working Party took note of the information provided by the Chair of the Group of Experts and the secretariat and it requested the secretariat to provide more information on this issue at its next session.

D. Projects

1. Pan-European master plan for cycling infrastructure

28. The Working Party recalled that at its last session was informed by the secretariat for the cooperation with THE PEP in developing the infrastructure module of the pan-European

master plan for cycling (ECE/TRANS/WP.5/2016/4) based on methodology used for other ECE transport infrastructure projects such as TEM and TER.

29. The secretariat informed the Working Party that a draft report had been prepared by the consultants (Informal document No. 5) which includes maps of the cycling infrastructure from the majority of the countries of the THE PEP cycling partnership and their capitals.

30. The Working Party thanked the secretariat for the information provided and requested more information on this topic at its next session.

2. International Transport Infrastructure Observatory

31. The Working Party recalled that at its last session, it had been informed about the development of a transport infrastructure observatory in Europe and Asia which should include all existing initiatives on transport infrastructure development on the European and Asian continents (ECE/TRANS/WP.5/2016/3, ECE/TRANS/2018/4). More information about this observatory can be found at: www.unece.org/trans/main/wp5/international_transport_infrastructure_observatory.html.

32. The secretariat informed the Working Party that the preparation of the observatory is based on funds received by Islamic Development Bank concerning a similar financing transport infrastructure project the “Strengthening regional connectivity with the establishment of a Geographical Information System (GIS)”. The observatory is an innovative example of how government data on new transport infrastructure projects is presented to financial institutions in a transparent, comprehensive and "bankable" way. The observatory is devised as an online platform where (a) governments find all the relevant data to prepare, benchmark and present their transport infrastructure projects and (b) financial institutions can consider, analyse and compare projects from a regional/international perspective and identify projects to finance.

33. WP.5 has requested further updates on this issue at its next session.

3. Sustainable transport connectivity and implementation of transport-related SDGs in selected landlocked and transit/ bridging countries

34. United Nations Development Account (UNDA) funding (\$550,200) has been received for a project on “Sustainable transport connectivity and implementation of transport-related SDGs in selected landlocked and transit/bridging countries”. In the framework of the project, which will last from September 2018 to December 2020, a set of Sustainable Inland Transport Connectivity Indicators (SITCIN) will be developed based on which countries will be able to assess the effectiveness and efficiency of their respective transport systems and the level of compliance of national administrative and legal frameworks with United Nations legal instruments in the field of transport. The project, which is in direct support of the Vienna Programme of Action for LLDCs¹ and the 2030 Agenda for Sustainable Development will be implemented jointly by ECE (as lead entity), ESCWA and ECLAC. It will strengthen the capacities of four landlocked and one transit country (i.e. Georgia, Jordan, Kazakhstan, Paraguay and Serbia) to design and implement an evidence-based transport policy framework.

35. Regular updates on the implementation of this project will be provided at forthcoming WP.5 meetings.

¹ Land-locked developing countries

4. “Strengthening the capacity of LLDCs under the Belt and Road Initiative to design and implement policies that promote transport connectivity for the achievement of the SDGs”

36. UNDA-funding (£773,805) has been made available to OHRLLS, ECE, ESCAP and other regional commissions as implementing partners in a project entitled “Strengthening the capacity of LLDCs under the Belt and Road Initiative to design and implement policies that promote transport connectivity for the achievement of the SDGs”. The project has received funding under DESA “2030 Agenda sub-fund of the UN Peace and Development Trust Fund”. In addition to financing the regional Vienna Programme of Action midterm review meeting for the Euro-Asian and Asia Pacific regions (in February 2019), the project will provide capacity-building for the Ministries of Transport from LLDCs with a focus on experience sharing and technology transfer in the transport infrastructure development field. In a final phase the project will provide support to two selected LLDCs which are part of the “Belt and Road Initiative” on how to prepare “bankable” projects. The latter component will be facilitated by the Asian Infrastructure Development Bank and the African Development Bank. The project will be launched from January 2019 onwards.

37. Regular updates on the implementation of this project will be provided at forthcoming WP.5 meetings.

II. Analytical Activities of the Sustainable Transport Division

A. Analytical tools developed by the Division

1. For Future Inland Transport Systems

38. The For Future Inland Transport Systems (ForFITS) tool is an outstanding analytical product that had been developed in a capacity-building project funded by UNDA. Currently, the ForFITS project is implemented in the city of Mannheim. Marking two hundred years since the invention of the Draisine, an ancestor of the bicycle, in Mannheim, Germany, the city hosted the twelfth Relay Race Workshop of Transport, Health and Environment Pan-European Programme (THE PEP) on “Cycling and walking make THE Link - Transport, Health and Environment” (21 September 2017). As part of the efforts to develop policy-relevant knowledge and disseminate good practices, the ECE Sustainable Transport Division, as one of the three pillars of THE PEP, was invited to develop an analysis of CO₂ emission projections in the city of Mannheim using the ForFITS.

B. Publications - Studies

1. Innovative ways for Financing Transport Infrastructure (2018)

39. This publication provides an overview of the many innovative ways through which transport infrastructure construction could be funded other than the government (public) resources. Inter alia, it refers to and illustrates the following financing models: user charges/ (e-)tolling systems, borrowing and private sector involvement, PPP programmes, land value taxation and many other initiatives. It also describes the need to design and implement a transparent and accountable procurement and management process for transport infrastructure projects. The publication is available on the [ECE website](#).



2. Railways role in intermodality and the digitalization of transport documents

40. The publication concerns intermodal transport, with a focus on the role of railways in intermodality and the importance of transport documents computerisation for intermodal transport.

41. The publication, available [here](#), is divided into three parts:

(a) A first section discusses intermodality and the role of railways by providing data on the significance of the contribution of railways to intermodal transport drawing from official statistics. The discussion of the role of railways in intermodality continues with the illustration of case studies of intermodal transport involving rail in the ECE region;

(b) A second section looks at transport document digitalization and at the importance of the shift towards e-documents as well as to risks and barriers;

(c) The third section reports the case studies discussed during the workshop on railways, intermodal transport and the digitalization of transport documents held in Geneva on 23 November 2017 during the sixtieth session of the Working Party on Intermodal Transport and Logistics. This section is further divided in two parts, one devoted to case studies discussed in relation to the role of railways in intermodality and one dedicated to the digitalization of transport documents.



3. Road Safety Performance Reviews: Albania - Cameroun - Georgia - Uganda

42. Recognizing the need to support member States in urgently and effectively addressing road safety challenges, three of the United Nations regional commissions initiated the project Strengthening the National Road Safety Management Capacities of Selected Developing Countries and Countries with Economies in Transition. The project assisted four countries to enhance their national road safety management capacities and to effectively address and improve national road safety: Albania, the Dominican Republic, Georgia and Viet Nam.



43. The Road Safety Performance Reviews assessed the current road safety situation, to help the beneficiary countries to identify the most critical road safety issues and to recommend actions to be taken. Based on the critical issues identified, capacity-building workshops for national road safety stakeholders were organized. The project raised public awareness on road safety issues and sensitized national experts and the non-government sector to the need to set ambitious road safety targets and take specific measures to improve road safety.

44. The project in Cameroon was conducted by ECE and ECA, supported by the Secretary-General's Special Envoy for Road Safety.



4. SafeFITS Final report

45. The report includes an indicative demonstration of the model implementation of the SafeFITS web-based tool, by means of wire-frames presentation. The model may provide forecasting and benchmarking estimates for 130 countries:

(a) Base case scenario, solely on the basis of GNI projections (either official projections, or user-defined). This scenario serves as a reference case for assessing the effects of interventions.

(b) Policy scenarios with up to a maximum of eight interventions, in addition to GNI developments. This allows one to assess the cumulative impact of these interventions on the forecasted road safety outcomes, and the country's position globally or within its country cluster.



5. Railway Reform in the ECE region

46. The study looks at the history of railway reform in ECE member States and at how it has been implemented with number of examples. Railway reform in the ECE region has been through different institutional structures, market participants and variations in development of the sector.

Annex

Conclusions and Recommendations of the International Conference on Making Euro-Asian Transport Corridors Operational

1. The Conference acknowledged the importance of:
 - further development of the effective transport linkages between Europe and Asia;
 - eliminating bottlenecks;
 - simplifying border crossing procedures; and
 - acknowledging the importance and the impact that the intelligent transport systems implementation, the digitalization of transport, the full computerization of border crossing points, the use of satellite track and trace services for both the rail and road services, the introduction of autonomous vehicles (trucks and locomotives) can have on the transportation along Euro-Asian transport routes and the need to pay particular attention to these trends.
2. To achieve these goals, due attention must be paid to unification of railway regimes in particular to the reconsignment from the Agreement on International Goods Transport by Rail (SMGS) to the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM) along the corridors, which is a source of extra costs and time. Any mistake while translating from one consignment note to the other could be weeks of waiting time at border crossings etc. The non-existence of one contract of carriage, one liability and one consignment note along the total trip of the trains decreases the reliability of the services and the trust of the market on the services provided.
3. The participants noted:
 - (a) the significance of a dialogue between representatives of executive authorities, business, science and international organizations, aimed at achieving above mentioned goals;
 - (b) the importance of paying the necessary attention to the international transport corridors functioning, to the transit time reduction, to the cost, safety and reliability of transportations.
4. The participants also noted that:
 - (a) The East bound cargo traffic is lesser compared to the Westbound one with increasing trend of the difference; However, these statistics are mainly referring to trade between Europe and China and do not include other “producing” countries such as India, Pakistan, Bangladesh, South Korea etc.;
 - (b) Transportation mode share China - EU in value: Vessel 95 per cent, Plane 4 per cent, Railway 1 per cent;
 - (c) Approximately 40 per cent of total cargo turnover between China and Europe is of high value-added products. What about e-business / smaller packages, fast consuming products, garments? Current products from Europe to China include: Wood, furniture, electrical appliances, health products, wine, engineering products, metal and tile products. Products exported from China to Europe include: textiles, clothing, toys, consumer goods, spare parts for cars, agricultural products, tomato sauce, seasonings, chemical products, high-

tech products, including electronics and accessories. These goods apparently may be transported by inland transport vessels;

(d) Container trains in China are subsidized by the authorities of some Cities through which the route passes. For some Cities, the subsidies are valid until 2020. Long term planning is needed that would enhance reliability of the services provided and trust by the market;

(e) Since 1st August 2018 in China there is a new Harmonized System (HS) code with 13 digits. The international transport of dangerous goods cargo in tank container is not according to the International Conventions (SMGS and RID¹) therefore it is basically impossible to be realized. The transport of non-dangerous goods in tank containers in China requests a non-dangerous goods certificate valid only if it is released by a laboratory authorised by China Rail therefore, in practice, the international standards of the MSDS paper do not apply.

5. The participants agreed:

(a) To enhance cooperation and communication among:

(i) Development initiatives along the corridors implemented by international organizations (ECE, ESCAP, BSEC, OSJD², OTIF, IRU etc);

(ii) The railway and logistics undertakings involved in each corridor;

(iii) The market/private sector, the Governments and the UNECE Secretariat.

(b) Particular actions should be taken in order to operationalize EATL corridors.

6. Among others the following proposals might be considered:

(a) The good practices in the framework of the Coordinating Council for the Trans-Siberian Transport (CCTT) as well as the well-established platform of Working Party 5 in cooperation with other ITC working bodies could be used as a platform for coordination, monitoring and discussions;

(b) Encourage stakeholders of the international transport corridors to intensify their work within their governing and relevant bodies;

(c) Adoption of particular measures, that are focused on KPIs (lead time reduction, preparation of common tariffs etc);

(d) Adoption of coordinated measures that are aimed to develop block trains and truck caravans;

(e) Consideration of border crossing facilitation issues;

(f) Expansion of the digital technologies usage;

(g) Development of mega intermodal terminals - if possible or needed specialized ones - along the corridors;

(h) Initiatives of the private sector for increasing of productivity of trains operations:

(i) Longer and heavier trains: in addition, enhancing cooperation between Europe and Asia;

(ii) Shorter block intervals: more trains, better use of the network capacity;

¹ Regulations concerning the International Carriage of Dangerous Goods by Rail

² Organization for Cooperation between Railways

(iii) Train length evolution from 600 meters to 1,500 meters would dramatically reduce the transportation cost;

(iv) Need to enhance the EATL routes noting United Nations projects TEM and, TER as well as other new initiatives, raised by the participants, such as the Via Carpatia project initiated by the Government of Poland, the Trans-Maghreb corridor administrated by CETMO secretariat as well as the Anaklia deep sea port of Georgia etc.

7. At the same time, the participants of the Conference noted the following challenges on the particular transport corridors:

(a) EATL Routes 1,2 and 6 (China, Mongolia, Kazakhstan, Russian Federation, Belarus, Poland):

(i) These are operating corridors and the travel time on average is 14 days (China-Duisburg);

(ii) Most block trains operating today between the two continents are taking place along these corridors;

(iii) Big freight forwarders are the main operators of those corridors;

(iv) Modernization of checkpoints and border crossing procedures are required;

(v) The increase in the fleet of container platforms until 2024, up to 16 thousand units;

(vi) Approving the long-term pass-through tariffs for transit routes;

(vii) Weather Conditions especially during Winter for transportation of specific goods may demand special units keeping the temperature stable;

(viii) The private sector suggests that the implementation of a single block train length technology 57-71 units would improve freight capacity and increase rail operators total income;

(b) EATL Routes 3,4, and 7 (China, Central Asia countries, Turkey or Romania or Ukraine):

(i) There are still missing links and infrastructure maintenance is required;

(ii) Border crossings facilitation is required;

(iii) The lack of cooperation among the railway undertakings in order to perform block trains operations (common tariffs / time schedules) was noticed;

(iv) Security / Safety issues have been pointed out;

(v) The Ukrainian delegate mentioned that as it concerns the current >situation in EATL Route 3 due to the restrictions imposed by the Russian Federation, transportation from Ukraine to Central Asian countries decreased by almost 3 times. This has led to the reorientation of traditional land cargo flows to an alternative route using ferry crossings across the Black and Caspian Seas making EATL Route 3 non-operational.

(vi) The Russian Federation delegate mentioned that EATL Route 3 is currently operational and transportation is taking place along this specific corridor but with enhanced measures of control. Furthermore, the delegate of the Russian Federation stated that this International Conference is dedicated to the development of the Euro-Asian corridors and any kind of attempts to politicize these efforts should be avoided

and definitely should not be included in the final conclusions and recommendations of the Conference.

- (c) EATL Routes 5,8 and 9 (North South corridors):
 - (i) Cooperation among the different stakeholders have been established;
 - (ii) Working group meetings are already taking place;
 - (iii) Missing links - infrastructure investments are requested;
 - (iv) Border crossings facilitation needs further improvement.
- (d) Common Challenges:
 - (i) Empty trains are running back to China from Europe;
 - (ii) There were reported differences in:
 - a. track gauges;
 - b. energy systems;
 - c. structure clearance gauges;
 - d. train protection systems (>20);
 - e. signalling systems;
 - f. signal images;
 - g. radio systems;
 - h. pantograph widths;
 - i. regulations of train criteria;
 - j. other technical, administrative, linguistic and cultural barriers.

8. Participants of the Conference called upon the interested Governments to provide further political support to the projects on the development of Eurasian transport initiatives.
