UNECE-UNESCAP Project on Developing Euro-Asian Transport Links

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Background

- Part of a UN global interregional transport linkages project
- EATL implemented by ECE and ESCAP over 2003-2007
- Objectives:
  - To identify Euro-Asian transport links
  - To strengthen the capacities of national officials
  - Put in operation Euro-Asian transport links
- St. Petersburg, common ECE-ESCAP Strategic vision, AGR, AGC, AH, TAR, other networks
- Participants: 18 countries on the Euro-Asian land bridge
UNECE-ESCAP Capacity Building Project
Euro-Asian Transport Links: Countries Involved

Afganistan, Armenia, Azerbaijan, Belarus, Bulgaria, China, Georgia, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Russian Federation, Tajikistan, Turkmenistan, Turkey, Ukraine, Uzbekistan
EATL- Main Achievements

- Selection of main Euro-Asian road, rail and inland water transport routes, transshipment points & ports
- Establishment of database and GIS maps
- Technical assessment of routes and their performance
- Prioritization of projects on agreed methodology
- First analysis of physical and non-physical obstacles
- Organization of 4 interregional EGM and 6 capacity building national workshops
- Joint ECE-ESCAP study with results, conclusions and recommendations on the ways to proceed
Rail routes
No 3 and 6
UNDA Project
Draft GIS Rail routes
EATL- Prioritization of projects

• In total 230 projects were included in this phase for a total value of $43 bill. of which:
  - 230 projects – Total value 43 bill. $
  - 112 road projects / about 13 billion $
  - 68 rail projects / about 23 billion $
  - 37 maritime projects / about 7 billion $

• 50% projects have secured funding (Priority I-implementation by 2010) representing almost 50% of total cost

15 countries involved
Overview of projects

Out of total 230 projects
- 112 road projects
- 68 rail projects
- 37 maritime projects
- 11 inland waterway projects
- 2 border crossing etc. projects

Project type cost

Out of a total value $43.4 billion
- road projects $12.7 billion
- rail projects $23.4 billion
- maritime projects $5.7 billion
- inland waterway projects $1.6 billion
- border crossing etc. projects $0.003 billion
## Results by country

<table>
<thead>
<tr>
<th>Country</th>
<th>Projects</th>
<th>Cost</th>
<th>Country</th>
<th>Projects</th>
<th>Cost</th>
</tr>
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<td>Armenia</td>
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<td>1,902.4</td>
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</table>

*4 countries – about 30 bill.$ - (70%)*

**Cost in million $**
Analysis of non-physical obstacles

- Identification and analysis of obstacles
- Application of ESCAP time/cost-distance methodology, based on:
  - country inputs
  - uniform questionnaires
- Focused on selected EATL routes
Tool to efficiency of the transport routes

ESCAP time / cost analysis

- Transport to border
- Wait at border/crossing/change transport mode
- Transport to sea port
- Wait at sea port

Day 1: $100, 500 km
Day 2: $200, 1000 km
Day 3: $300, 1500 km
Day 4: $400, 2000 km

Distance
- 500 km
- 1000 km
- 1500 km
- 2000 km

Cost
- $100
- $200
- $300
- $400

United Nations Economic Commission for Europe - Transport Division
Straightening the line, decreasing the angle

United Nations Economic Commission for Europe - Transport Division
Recommended follow up actions

• Implementation of priority projects
• Improve border crossings (harmonization of legislation and procedures)
• Technical assistance to countries
• Strengthen cooperation with private sector
• Ensure coordination and monitoring
• Wider geographical coverage
• Wider dissemination of project results
• Ensure funding for a new project Phase II (2008-2011)
Follow up actions in progress

- ECE-ESCAP joint proposal for a new project Phase II (2008-2011) elaborated
- ECE Group of Experts to monitor and coordinate EATL developments decided
- Ministerial Meeting of countries in Euro-Asian region, in Geneva, 19 February 2008 being organized (70th session of ITC)

To confirm support and commitment to develop priority routes and projects and continue cooperation in future
Phase II Objectives

• Develop efficient, safe and secure EATL
• Foster cooperation to facilitate interregional trade and tourism
• Remove physical and non-physical barriers along the routes
• Ensure development of identified priority routes and project
• Follow up other concrete results achieved so far
• Maintain/further develop climate and momentum established
• Continue capacity building activities and experiences sharing
Phase II Main Activities

- Set monitoring and coordination mechanism
- Continue projects’ prioritization and implementation
- Further develop and update GIS database
- Promote harmonized legislation and procedures
- Strengthen capacities of national officials
- Improve performance of border crossing operations
Conclusions

• EATL Project produced tangible results
• Much work remains to be done and for long
  time - momentum should be maintained
• ECE member countries found it useful and
  support its continuation
• Project funds will end in 2007
• Continued funding of the project is essential
Thank you

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