Euro-Asian Transport Links

Relevance for the Danube Region

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UNECE Sustainable Transport Division

Danube Region Transport Days 2018
Ljubljana, 3 December 2018

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Global Centre for Inland Transport Agreements

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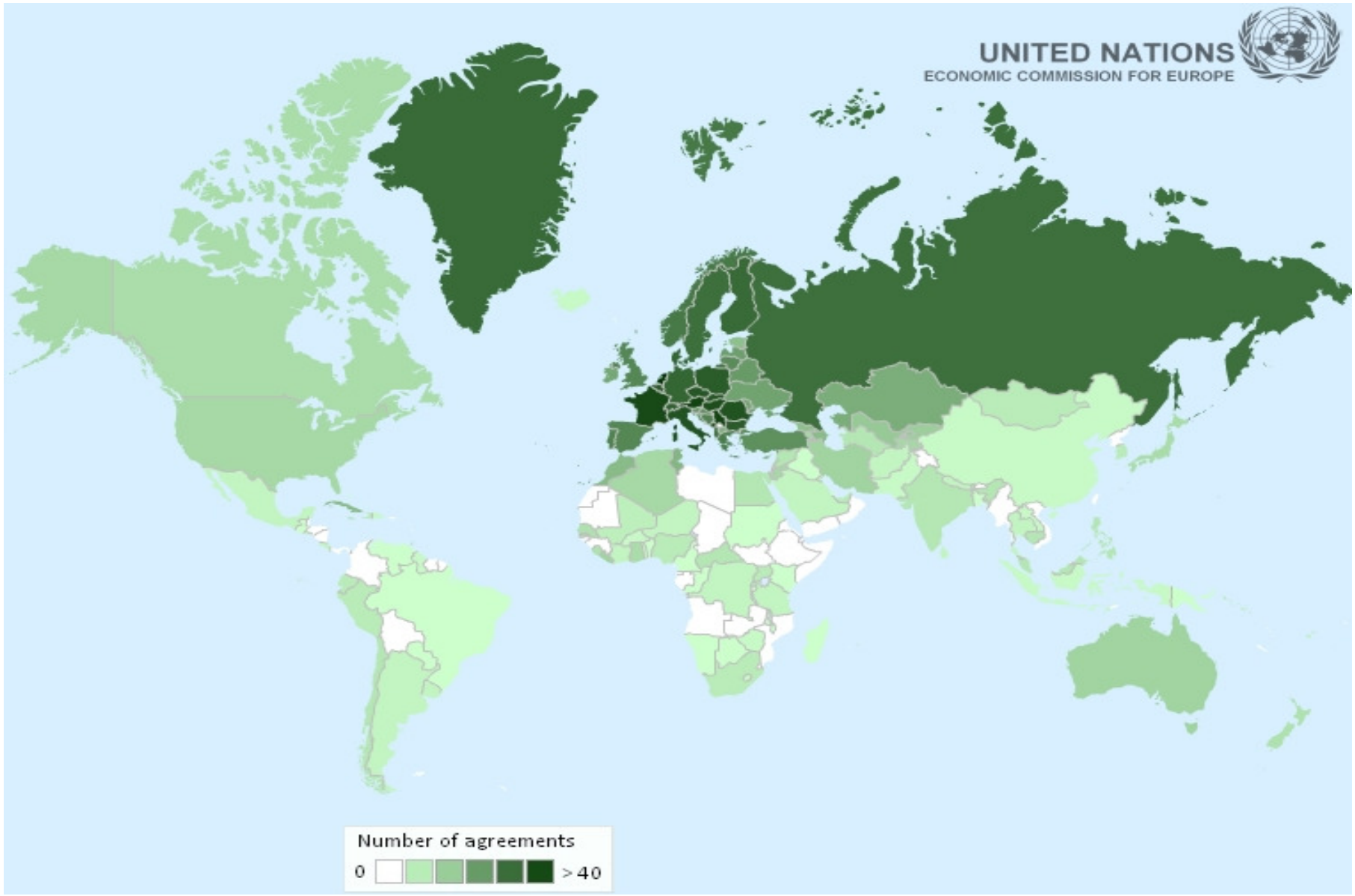


UNECE transport infrastructure projects

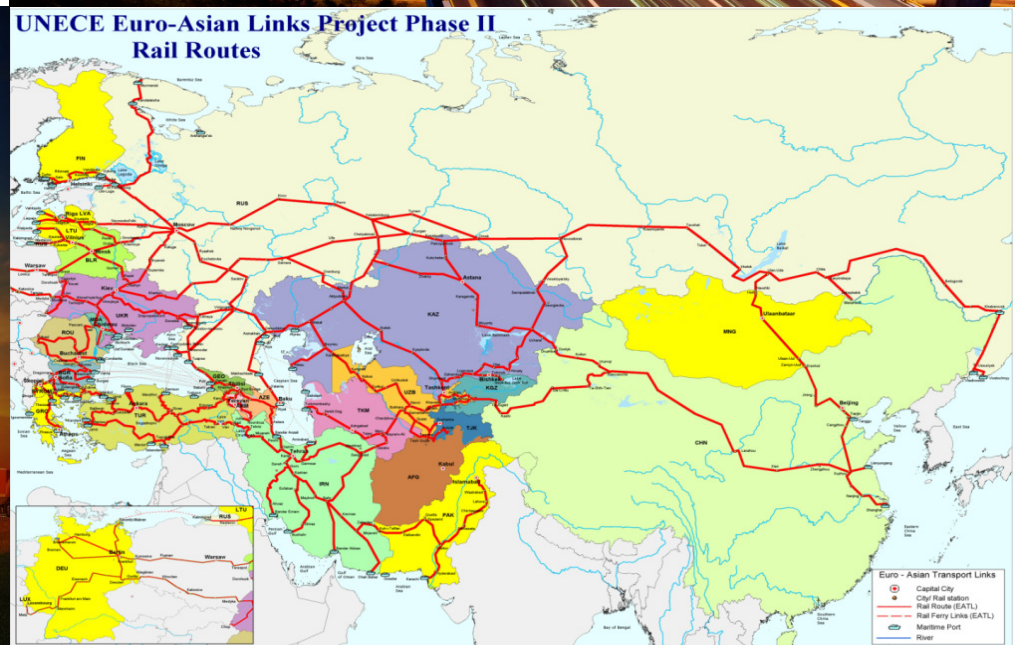
Euro-Asian Transport Links (EATL)

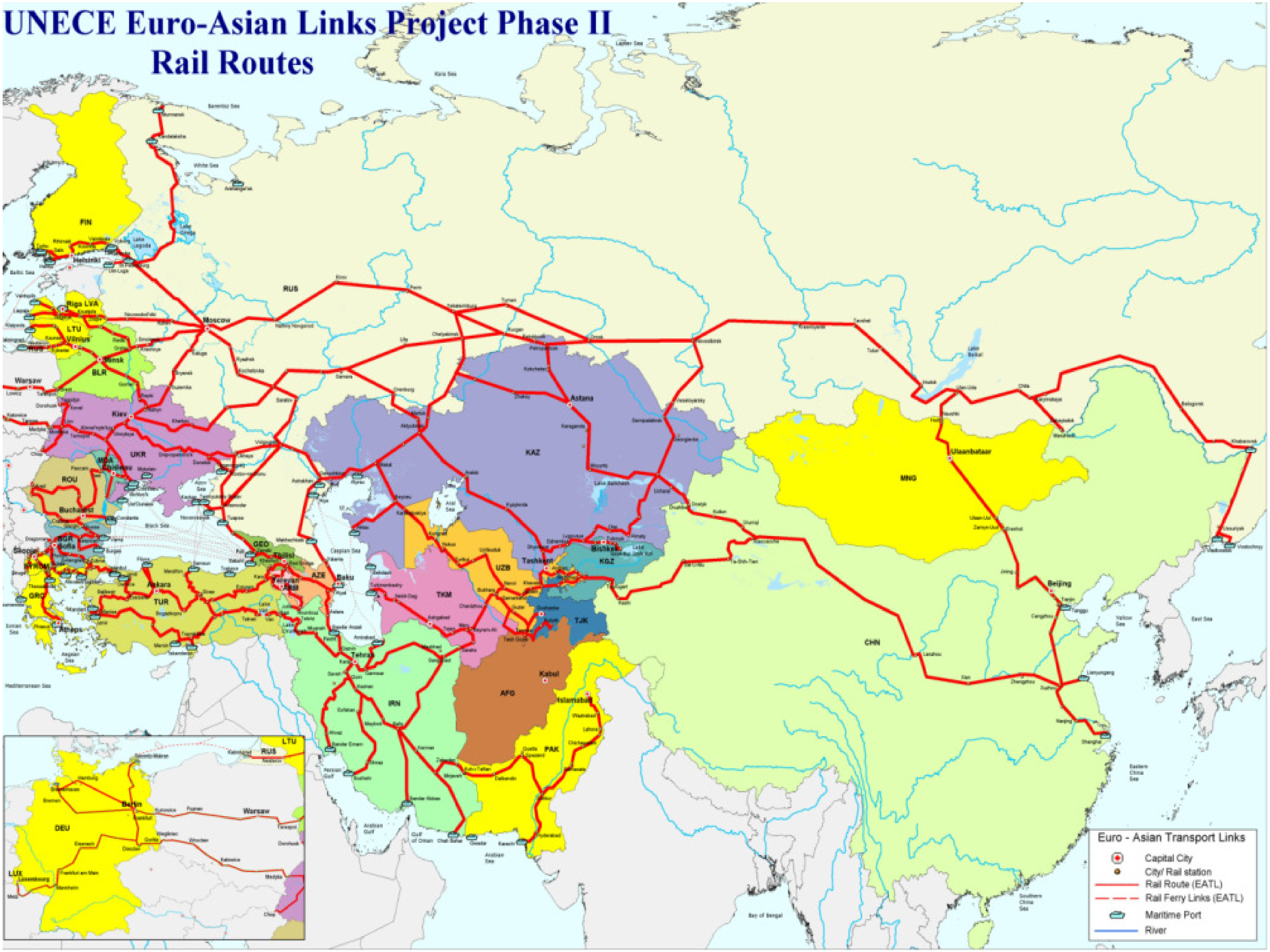
Trans-European Motorway and

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**




UNECE Euro-Asian Links Project Phase II
Rail Routes
Euro - Asian Transport Links
Capital City
City/ Rail station
Rail Route (EATL)
Rail Ferry Links (EATL)
Maritime Port
River
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Moscow
Riga LVA
LTU
Vilnius
Minsk
BLR
Warsaw
Kiev
UKR
MDA
ROU
Bucharest
BGR
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Skopje
FYROM
GRC
Athens
TUR
Ankara
GEO
Tbilisi
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UZB
Tashkent
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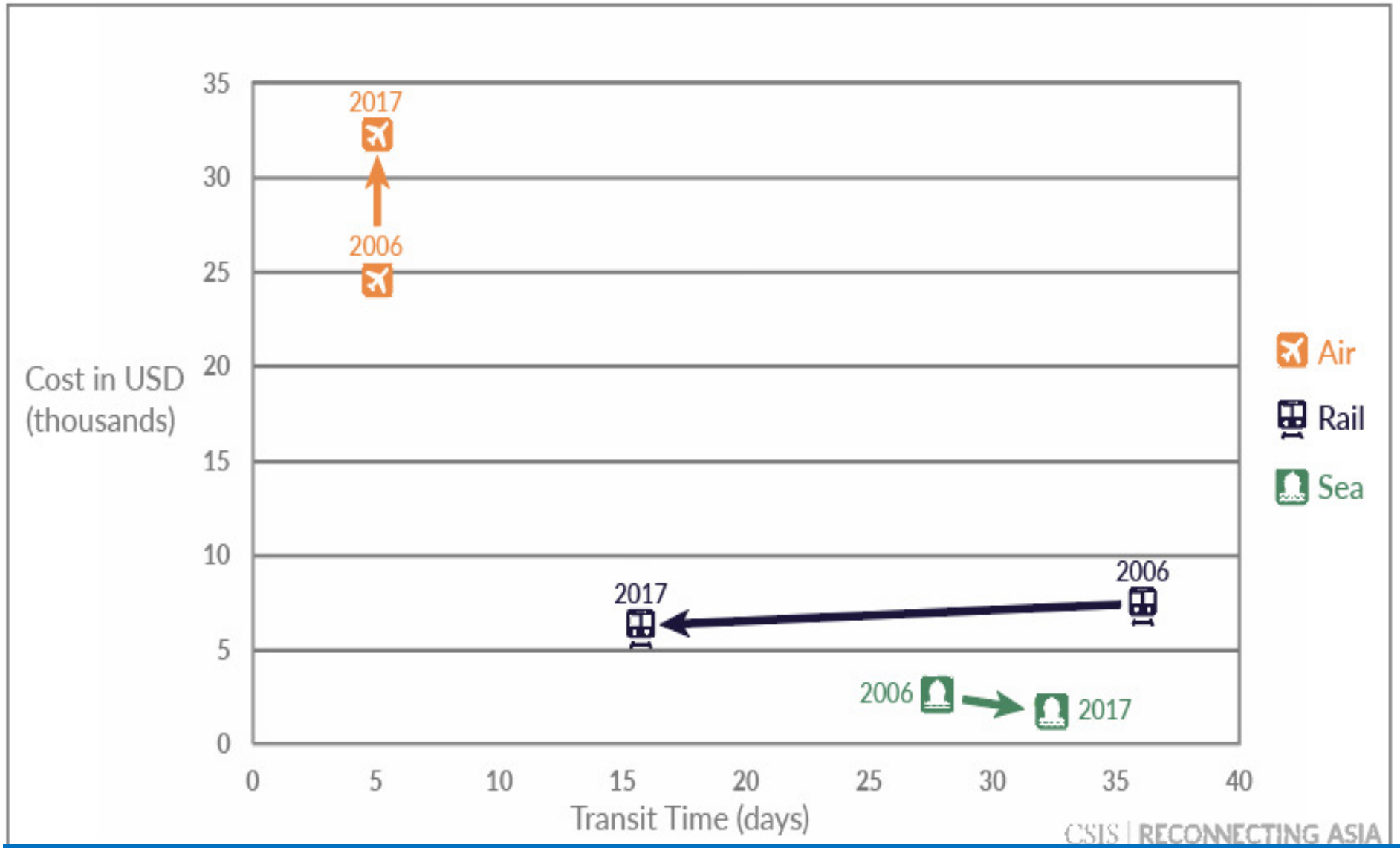
TJK
AFG
Kabul
Islamabad
PAK
MNG
Ulaanbaatar
CHN
Beijing
Caspian Sea
Black Sea
DEU
Berlin
LUX

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

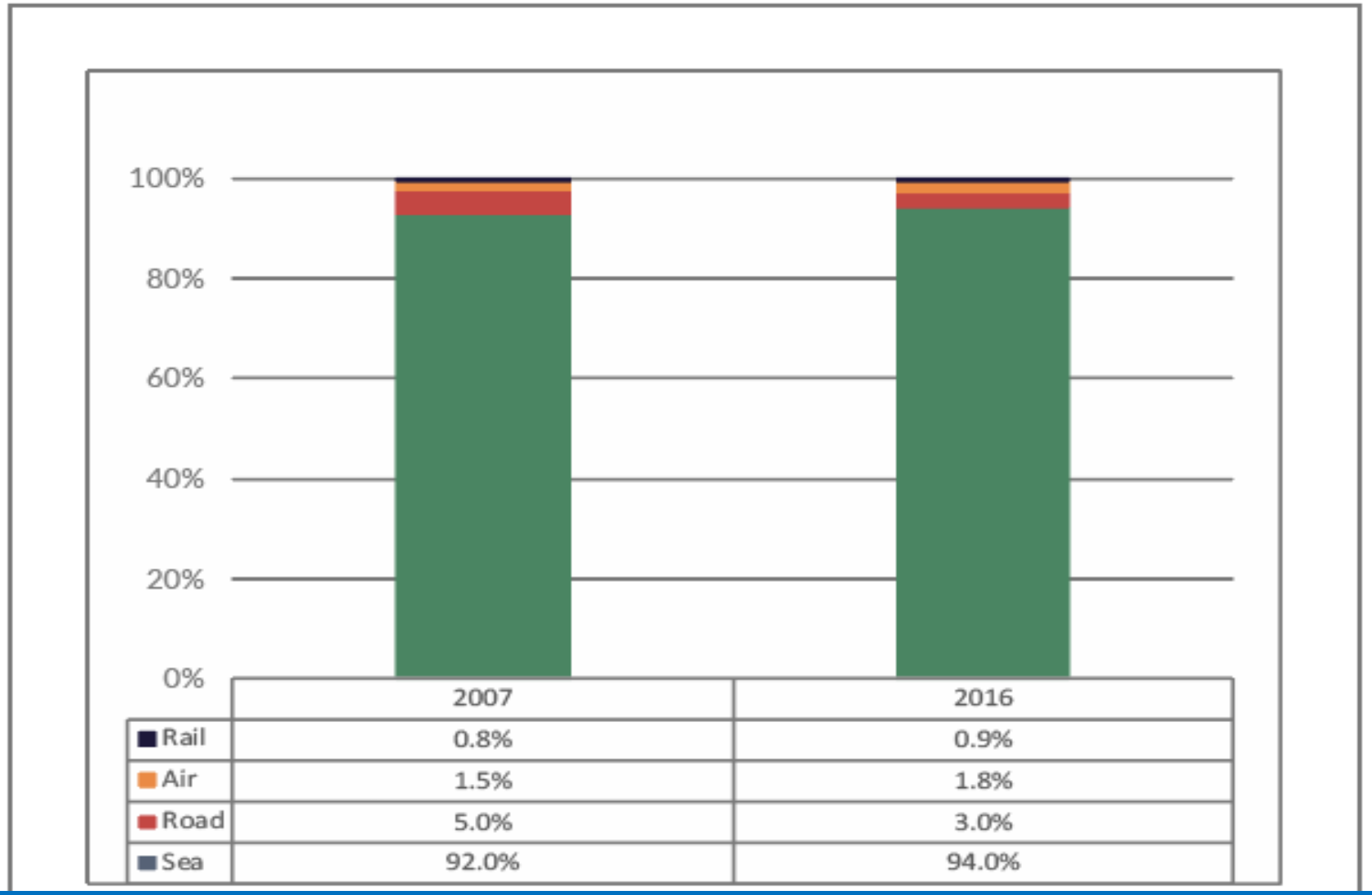
Need for: competitiveness, integration, intermodality and flexibility

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)



	2007	2016
Rail	0.8%	0.9%
Air	1.5%	1.8%
Road	5.0%	3.0%
Sea	92.0%	94.0%

Source: Eurostat, European Union, analysis by Infrastructure Economics Centre (CEI)

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

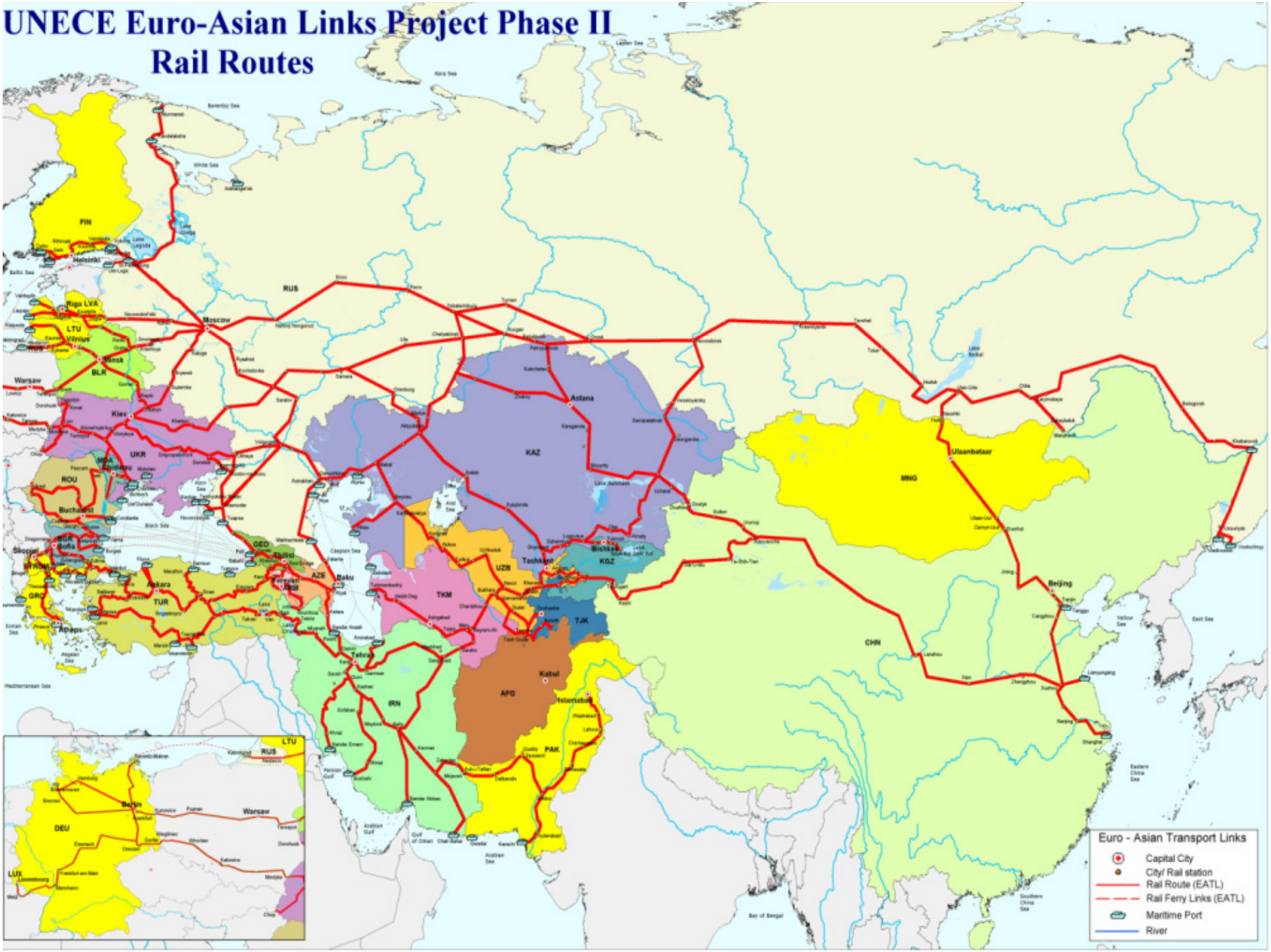
Source: CSIS/ Jean-Paul Rodrigue, The Geography of Transport Systems, "Containers", World Shipping Council, 2018

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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Chengdu
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Nanjing
Xian
Zhengzhou
Lianyungang
Urumqi
Kashi
Khorgos
Dostyk
Druzhba
Zamyn-Uud
Erenhot
Manzhouli
Suifenhe
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River

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 tarif

  iii. Increase in container platforms fleet and requirement to increase length of block trains

EATL routes 3, 4 and 7

- **China – Central Asia Republics – Georgia – Turkey – Romania/ Bulgaria – 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

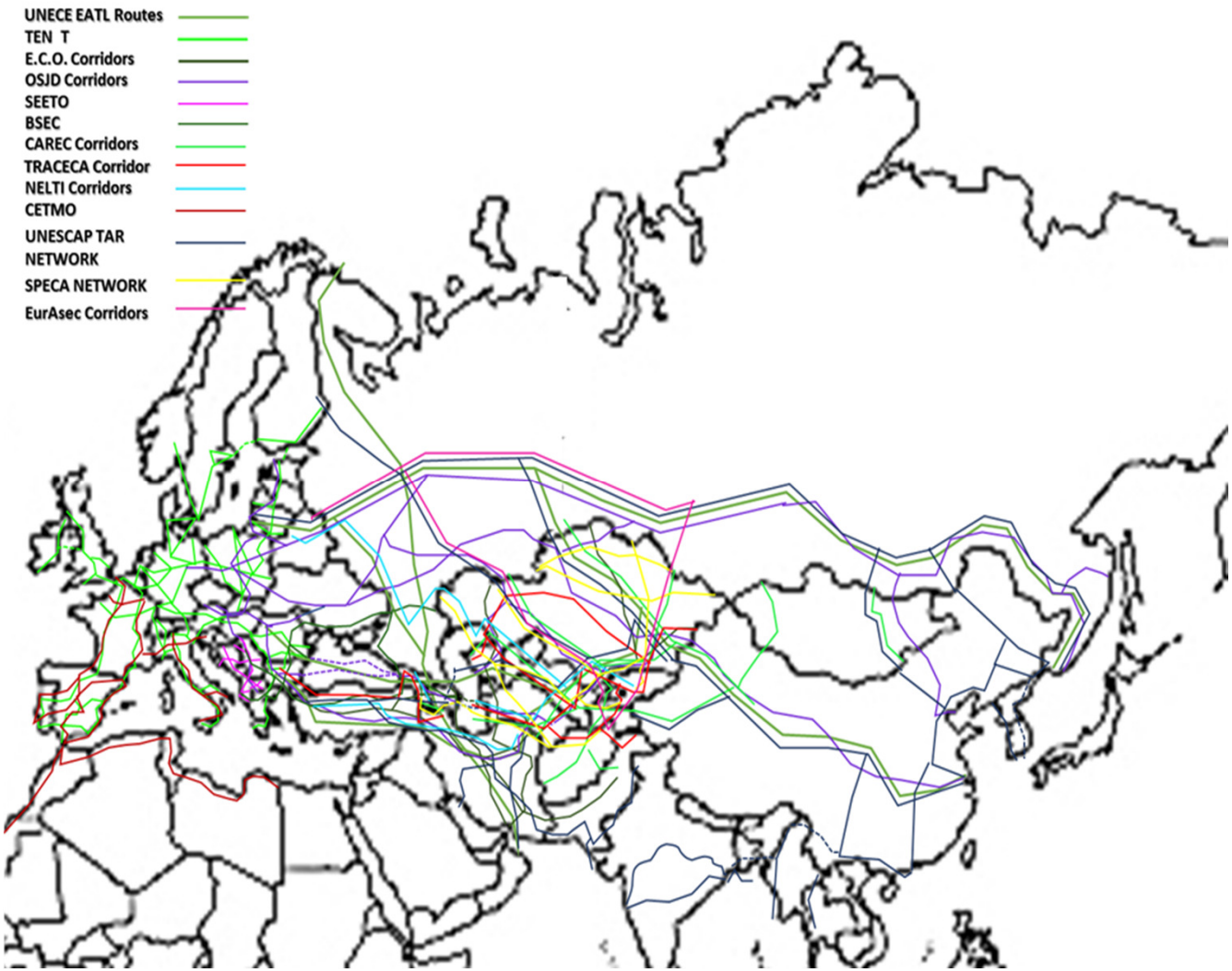
Transport infrastructure

International Transport Infrastructure Observatory

Soon available on a GIS platform!

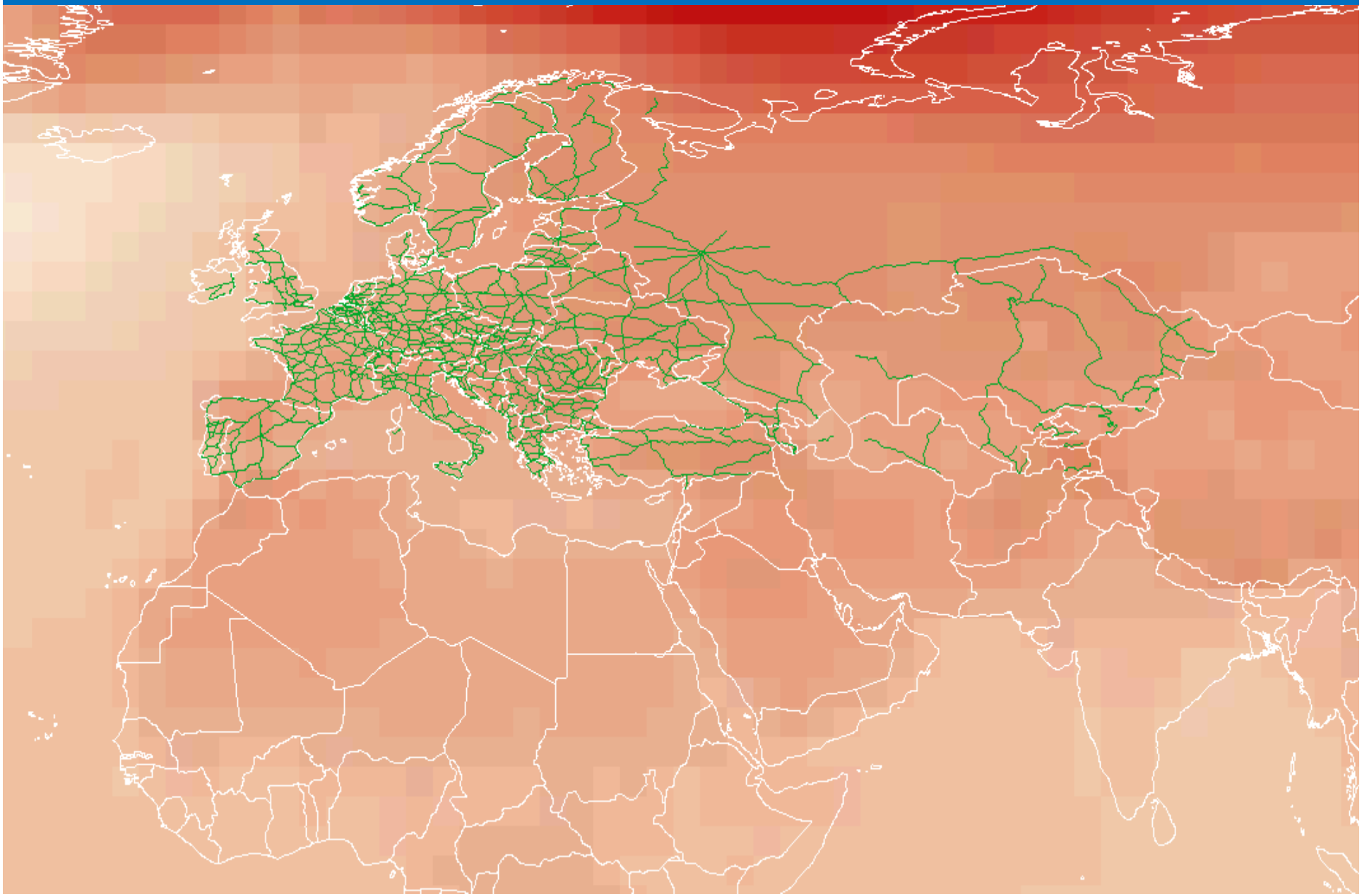
Will include:

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



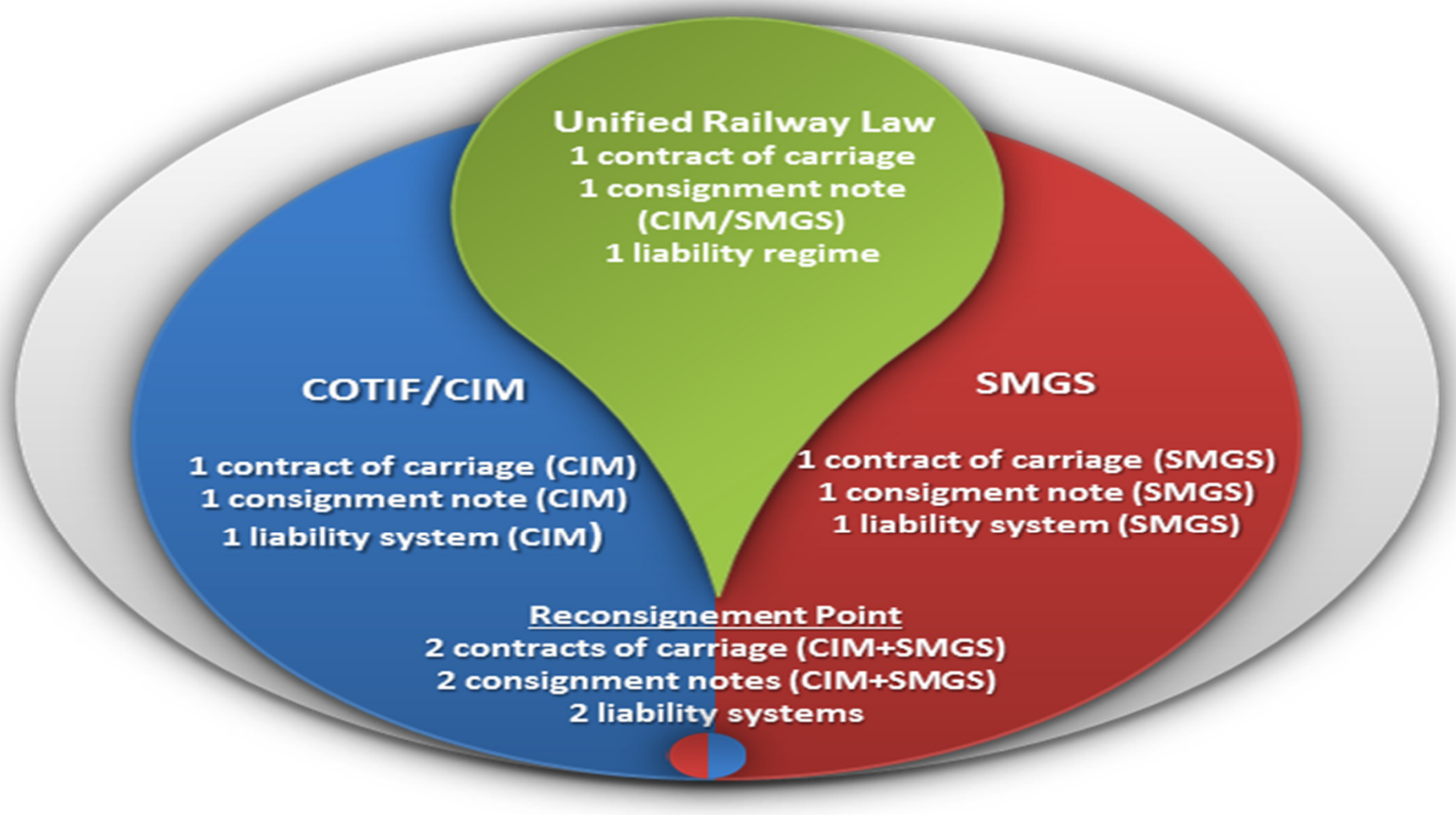
Real time monitoring of block train services

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

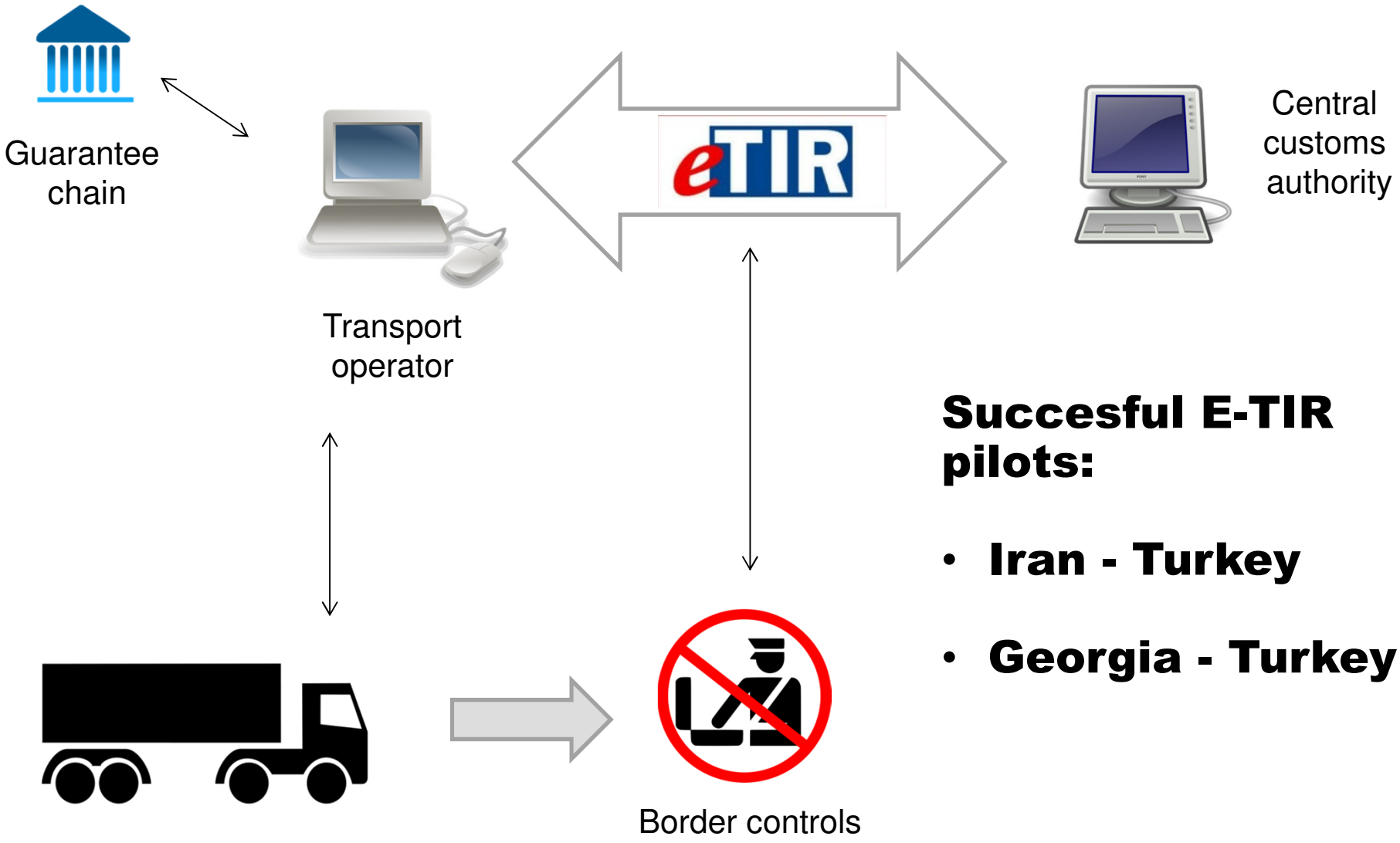
Customs duties and taxes of cargo in transport are covered by an international guarantee system

National road carrier association acts as guarantor during transit operations

Useable across all modes of transport

Up to 100,000 euros per TIR Carnet

eTIR application



Succesful E-TIR pilots:

- **Iran - Turkey**
- **Georgia - Turkey**

Intermodality & digitalisation

UNECE

TIR

eTIR

Intermodal TIR

Questions/ feedback

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