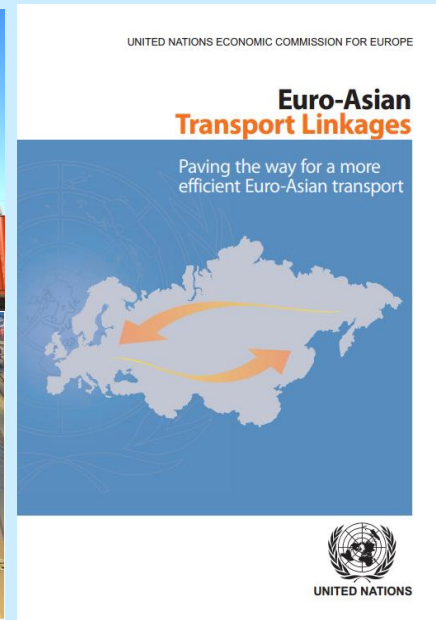
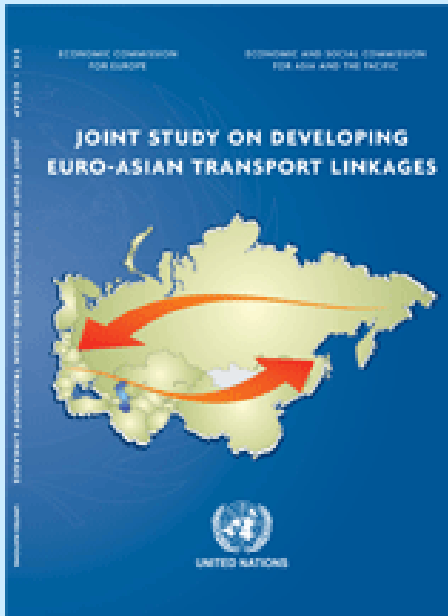




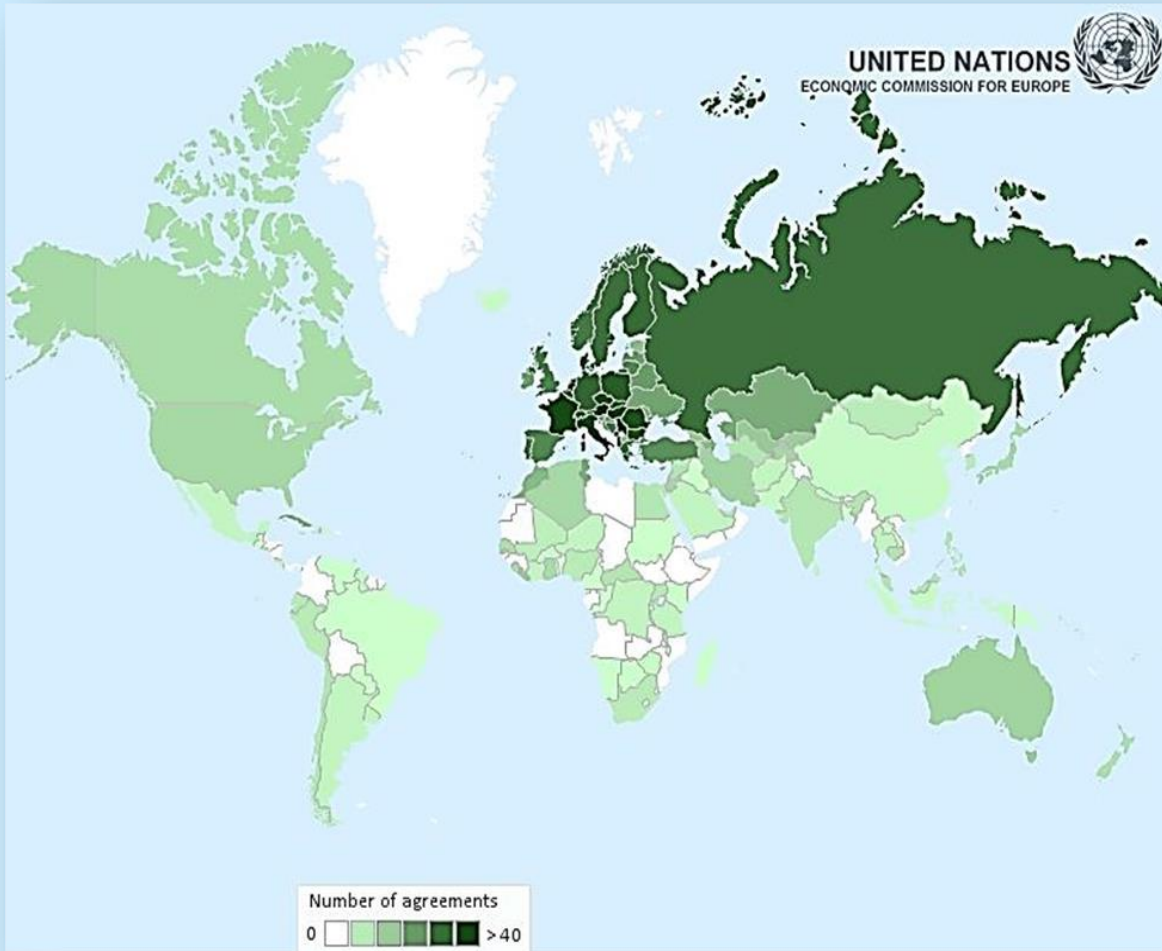
# EURO-ASIAN TRANSPORT LINKS



**3<sup>rd</sup> ASEM TRANSPORT MINISTERS MEETING,  
Riga, 29-30 April 2015**



# United Nations Economic Commission for Europe



## Transport Division Inland Transport Committee

- International platform
  - Regulatory work
  - Analytical work
  - Technical assistance
    - ✓ capacity bldg
    - ✓ accession
    - ✓ implementation



# Contents

- **EATL objectives/background**
- **EATL Phase I and II: achievements**
- **EATL Phase III: plans and expectations**

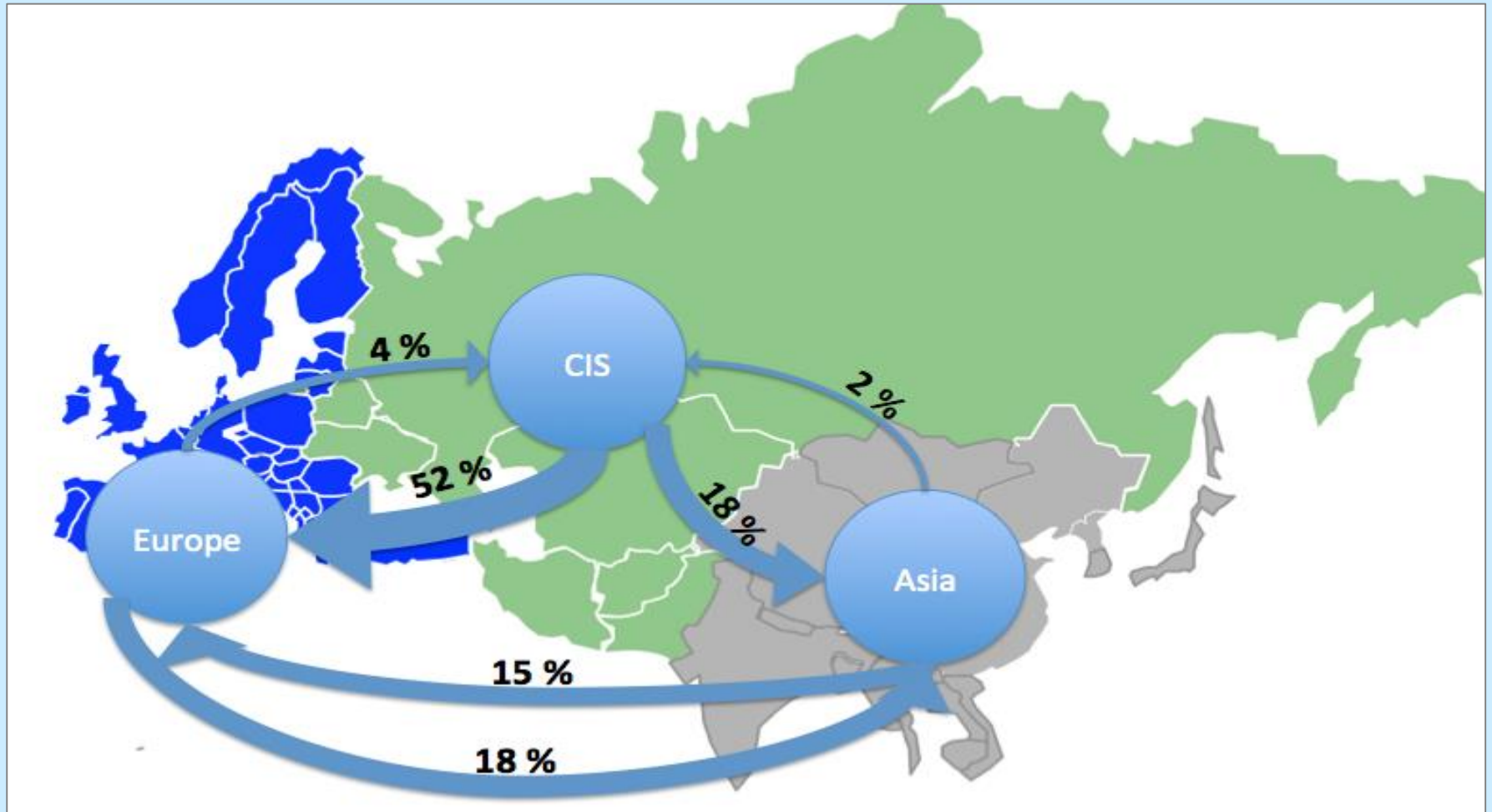


# EATL OBJECTIVES

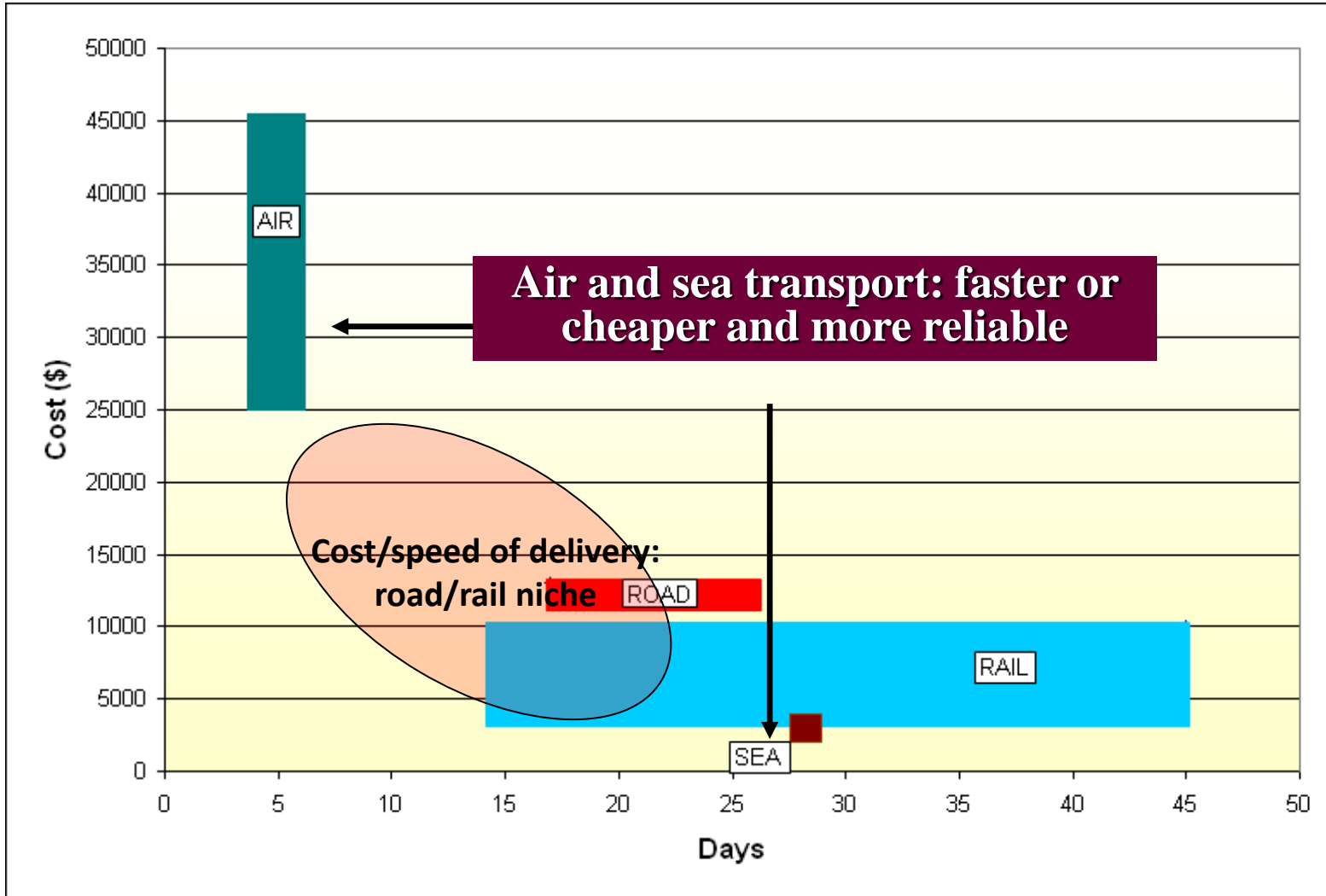
- **To make the Europe-Asia overland transport links more efficient, fast, safe, secure and competitive**
  - ❑ **To address growing trade between Asia and Europe and congestion of major ports**
  - ❑ **To address infrastructure and border crossing obstacles**
  - ❑ **To foster integration and cooperation in the region towards more sustainable transport**



# Export flows between EATL countries, 2013



# China-Europe trade: 99 per cent maritime-based (by weight)



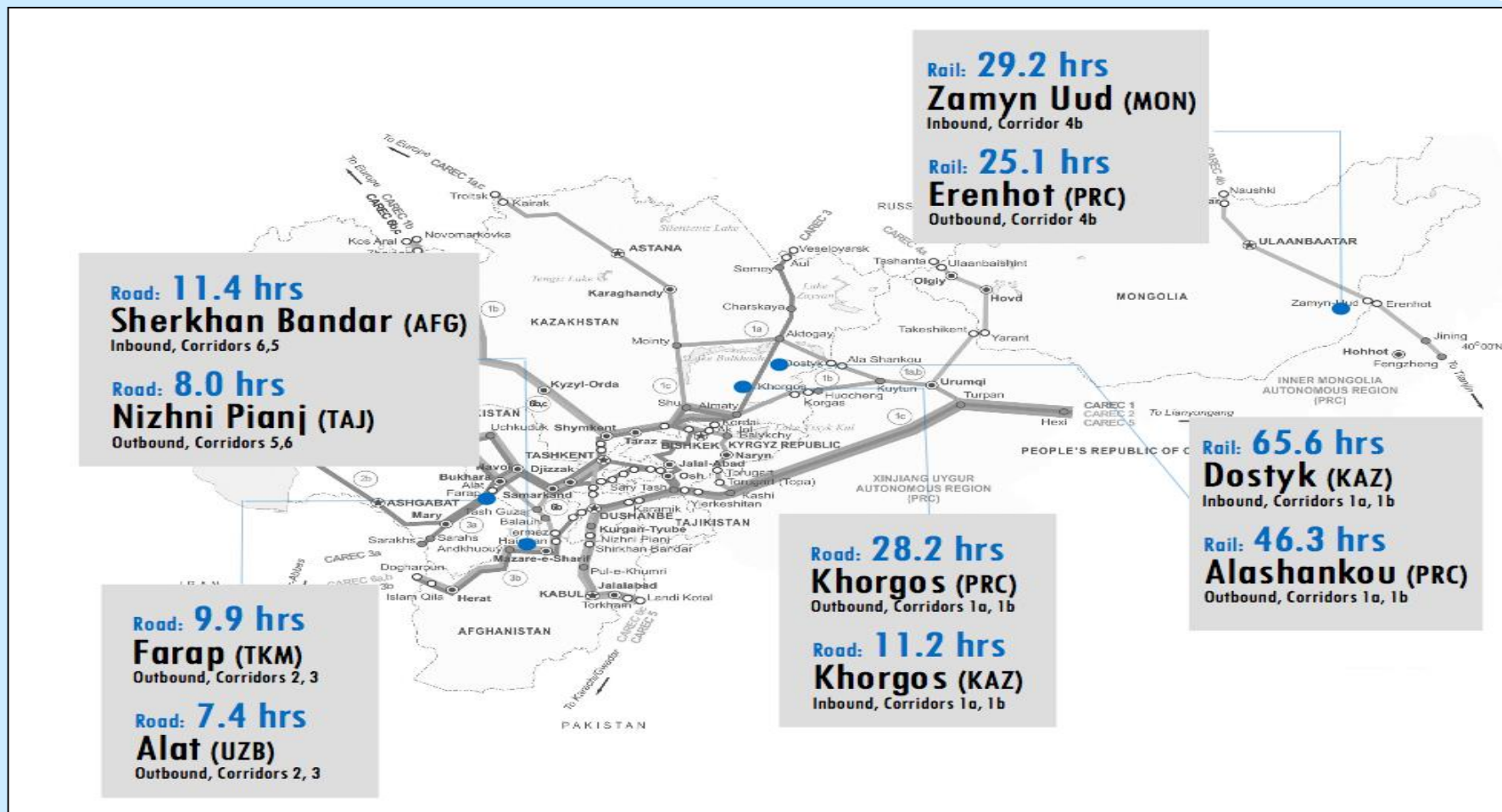
Freight costs and scheduled transit times, China to Western Europe, (40 foot container or equivalent)

Source: Land Transport Options between Europe and Asia: Commercial Feasibility Study, US Chamber of Commerce, July 2006.





# Average border crossing times for selected BCP, 2013



Source: CAREC, CARECCPMM Corridor Performance Measurement and Monitoring Annual Report, 2013



# EATL Approach

- EATL Expert Group: a platform for development of coherent Euro-Asian inland transport**
- National Focal Points: provide information, meet, discuss, analyse, recommend**





# Phase I (2002-2007)- Achievements

- 18 countries, 6 EG meetings
- Selection of main Euro-Asian road, rail and inland water transport routes, transshipment points and ports
- Prioritization (infrastructure projects)
- Preliminary analysis (non-physical obstacles)
- Database, GIS maps
- Final report/ Joint ECE/ESCAP study





# Phase I – EATL Ministerial

70<sup>th</sup> Session of the UNECE Inland Transport Committee



## Euro-Asian Transport Links Ministerial Meeting

19-21 February 2008 | Geneva, Switzerland



United Nations Economic Commission for Europe - Transport Division



# EATL Phase II (2008-2012)

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

## Euro-Asian Transport Linkages

Paving the way for a more  
efficient Euro-Asian transport



UNITED NATIONS

- 27 participating countries
- Seven EG meetings
- Continue infrastructure prioritisation
- Emphasis on facilitation
- Partial funding from the Russian Federation, Kazakhstan, Turkey, OSCE, BSEC

Report (600 pages) is freely  
available in English and Russian  
<http://www.unece.org/trans/main/eatl.html?expandable=>

ЕВРОПЕЙСКАЯ ЭКОНОМИЧЕСКАЯ КОМИССИЯ  
ОРГАНИЗАЦИЯ ОБЪЕДИНЕННЫХ НАЦИЙ

## Евро-азиатские транспортные связи

Способствуя созданию более  
эффективного евро-азиатского транспорта



ОРГАНИЗАЦИЯ ОБЪЕДИНЕННЫХ НАЦИЙ



## Phase II – Final report

- Road and rail routes, ports, transshipment points and terminals updated for priority development and extended to include the 9 newly involved countries
  - 311 priority transport projects - **total cost \$215 billion**
- SWOT Analysis: strong and weak points of EATL inland transport links
- EATL GIS: <http://apps.unece.org/eatl/>
- Non-physical obstacles: waiting times at borders, insufficient 24/7, delays for controls
- Comparison study of Euro-Asian maritime routes with selected rail routes
  - Nine door-to-door transport scenarios:
    - ✓ In **five** out of the **nine** scenarios, rail transport performs better than maritime for **both** the cost **and** time
    - ✓ In all nine scenarios, rail transport performs better than the maritime in terms of time
- Assumption: no bottlenecks at borders





# Door-to-door comparison

Scenarios	Route	Rail		Maritime		Best Transport Means	
		Cost (\$)	Time (hrs)	Cost (\$)	Time (hrs)	Cost	Time
<b>Scenario 1: EATL Route 1</b>	Khabarovsk (Russian Fed.) to Potsdam (Germany)	6 967.00	341	6 533	589	Maritime	Rail
<b>Scenario 2: EATL Route 2</b>	Hangzhou (China) to Kaluga (Russian Fed.)	4 714.65	277	6 786	624	Rail	Rail
<b>Scenario 3: EATL Route 3</b>	Tashkent (Uzbekistan) to Varna (Bulgaria)	5 946.00	165	7 550	529	Rail	Rail
<b>Scenario 4: EATL Route 4</b>	Almaty (Kazakhstan) to Istanbul (Turkey)	5 881.00	250	4 970	672	Maritime	Rail
<b>Scenario 5: EATL Route 5</b>	Morvarid (Iran) to Pushkin (Russian Fed.)	6 390.50	256	3 310	374	Maritime	Rail
<b>Scenario 6: EATL Route 6</b>	Ussuriysk (Russian Fed.) to Kyiv (Ukraine)	5 857.00	289	6 290	463	Rail	Rail
<b>Scenario 7: EATL Route 7</b>	Shanghai (China) to Warsaw (Poland)	8 937.00	446	6 300	569	Maritime	Rail
<b>Scenario 8: EATL Route 8</b>	Krasnodar (Russian Fed.) to Kaliningrad (Russia)	1 595.00	70	5 050	225.2	Rail	Rail
<b>Case Study /Car Manufacturer</b>	Vesoul (France) to Kaluga (Russian Fed.)	2 107.00	101	6 300	163	Rail	Rail



## Phase II – Final report

- **Comparison study proved that the Europe-Asia overland rail transport is not a myth but a viable reality today**
- **Competitive Euro-Asian rail transport, and its combination with maritime and road transport is feasible**
- **Firms increasingly use the rail option in Euro-Asian trade**
- **Border crossing facilitation: a challenge**



# Phase II - Ministerial Meeting

## 26 February 2013

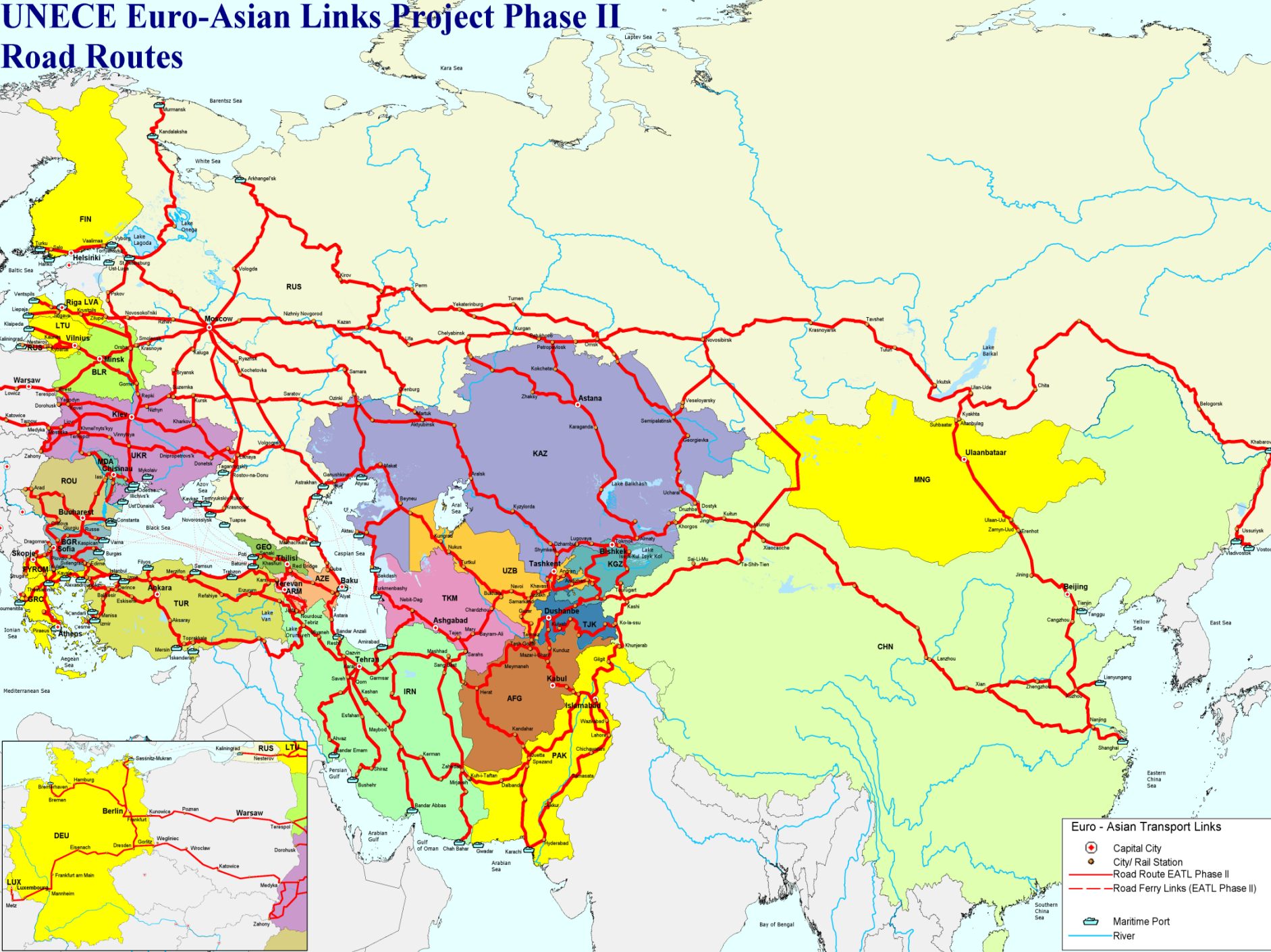
- **Forty Ministers, and other high ranking officials; Ministerial Statement on EATL;**
- **Phase II Report approved; Phase III (2013-15) endorsed; 38 countries - eleven additional**





# UNECE Euro-Asian Links Project Phase II

## Road Routes



**Euro - Asian Transport Links**

- Capital City
- City/ Rail Station
- Road Route EATL Phase II
- - - Road Ferry Links (EATL Phase II)
- Maritime Port
- River

# UNECE Euro-Asian Links Project Phase II

## Road Routes





# 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

# UNECE Euro-Asian Links Project Phase II

## Rail Routes

**Legend**

- Route Group 1
- Route Group 2
- Route Group 3
- Route Group 4
- Route Group 5
- Route Group 6
- Route Group 7
- Route Group 8
- Route Group 9





# EATL Phase III - Objectives

## To make the EATL rail and road routes operational

- ❑ Promote priority EATL projects
- ❑ Identify types and quantities of cargo that could be transported along the Euro-Asian rail and road links
- ❑ Facilitate and coordinate integration of time schedules and tariffs
- ❑ Further update and improve GIS internet free-access application and develop a web tool to compare inland and maritime transport options
- ❑ Promote Euro-Asian inland transport: an integrated marketing strategy
- ❑ **Work plan:**  
<http://www.unece.org/fileadmin/DAM/trans/doc/2013/wp5/wp5-eatl/ECE-TRANS-WP5-GE2-2013-01e.pdf>





# EATL - Conclusions

- Increasing **business interest** in using overland routes between Europe and Asia
- EATL routes offer a **viable alternative** to maritime transport
- EATL infrastructure as well as BC procedures need **further development**
- EATL project provides a continuous inter-governmental platform



# Viking train

- Cooperation between operators, railroads and freight forwarders of Lithuania, Belarus and Ukraine – now joined by Bulgaria, Moldova and Turkey.
- Travels the distance of 1 734 km. from Klaipeda to Ilyichevsk in 56.5 hours, with regular weekly (3/7) schedule.
- Train carries 20, 40 and 45-foot universal and special containers, trailers, trucks and semi-trailers.
- In 2003, 177 TEU were moved on the Viking; since then the freight volume has constantly increased to 38,173 TEU in 2013

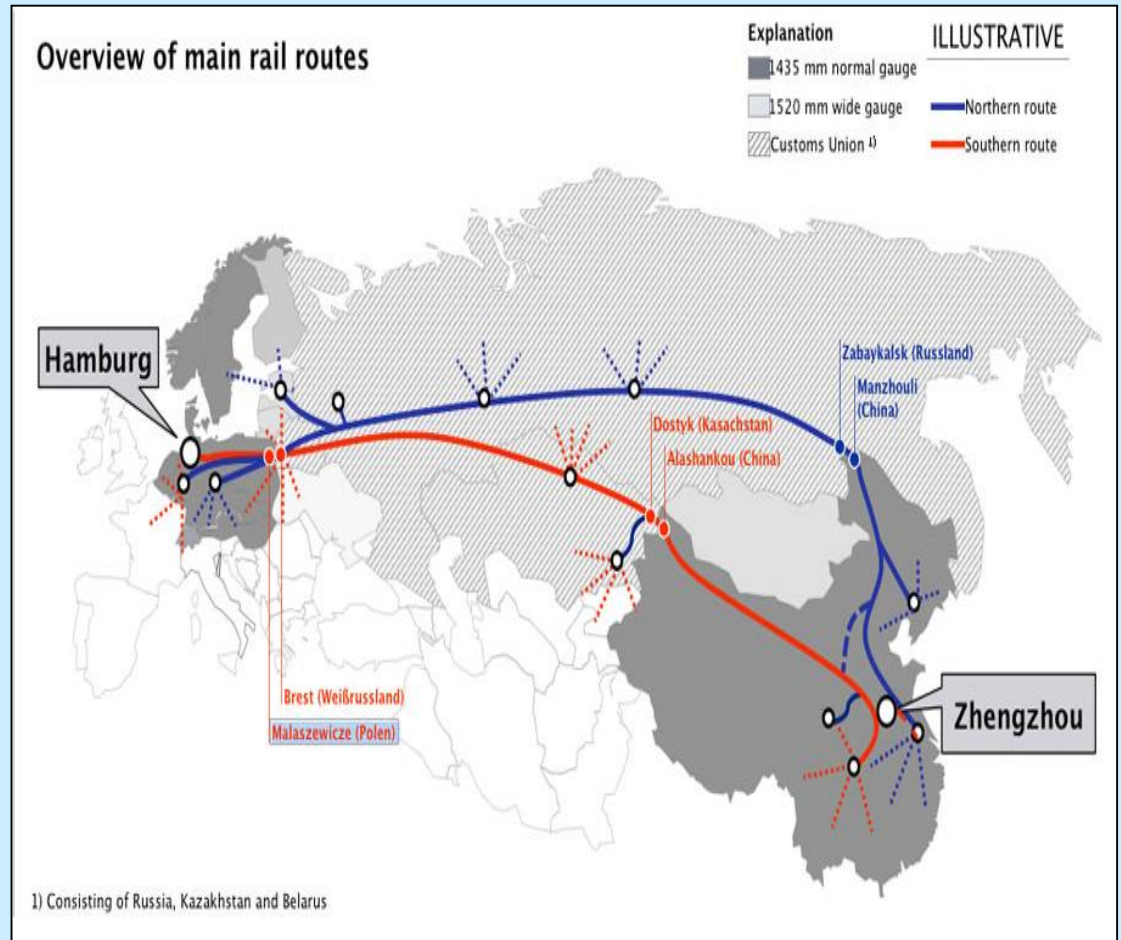






# Examples of freight rail services

- **Regular weekly container (41 TEU) block train from Zengzhou to Hamburg**
- **Launched by DB Schenker and Zengzhou International Land Port Development and Construction Co. TLD, in mid-2013.**
- **Multi-customer train focusing on electronics such as robots.**





# From China to Spain and back



## CHINA BY TRAIN THE LONG, LONG JOURNEY

— China-Europe cargo train route    - - - Trans-Siberian Railway



- **13000 kilometres** from Yiwu to Madrid
- through Kazakhstan, Russia, Belarus, Poland, Germany and France
- 30 containers carrying 1,400 tonnes of cargo
- the journey was a **test run** to assess the viability of adding Spain to a route that already links China with Germany five times a week linking Chongqing, the huge industrial city in south-west China, with Duisburg, and Beijing with Hamburg
- it took **three weeks** to complete a journey that takes up to **six weeks by sea**;
- **more environmentally friendly than road transport**, which would produce 114 tonnes of CO2 to shift the same volume of goods, compared with the 44 tonnes produced by the train – a **62% reduction**
- the cargo had to be transferred three times during the journey as a result of **incompatible rail gauges**. The **locomotive had to be changed every 500 miles**.



# Resolution 69/213 adopted by the General Assembly on 19 December 2014

## Role of transport and transit corridors in ensuring international cooperation for sustainable development

1. Recognizes the need for continued international cooperation to address the issues relating to transport and transit corridors as an important element of sustainable development;
4. Calls upon Member States and international and regional organizations to further encourage enhanced networking and periodic consultation among related stakeholders involved in the development and operation of international transport and transit corridors;
5. Invites all States that have not yet done so to consider signing, ratifying or acceding to the United Nations conventions and agreements on transport and transit facilitation;
6. Underscores the need to mobilize, as appropriate, additional financial resources for the development of transport infrastructure and services, including through the promotion of public-private partnerships, so as to achieve inclusive and sustainable development;
7. Encourages the United Nations system organizations, related international financing institutions, multilateral and bilateral donors, the private sector and international organizations to further coordinate their efforts and collaborate in mobilizing financial and technical assistance to countries for the sustainable and inclusive development of transport and transit corridors;



<http://www.unece.org/trans/welcome.html>



**United Nations Economic Commission for Europe  
Transport Division**

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**United Nations Economic Commission for Europe - Transport Division**