



IRU New Land Transport Initiative (IRU NELTI)

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NELTI Objectives

- Instigate regular freight shipments by road between Europe and China
- Assist in improving the road transport transit potential of nations along the Silk Road



NELTI Description

- Official start: Tashkent (UZB), 16 September 2008
- All shipments carried out under TIR
- 12 road haulage companies from 8 different countries
- Monitoring: logbooks



Method of Analysis

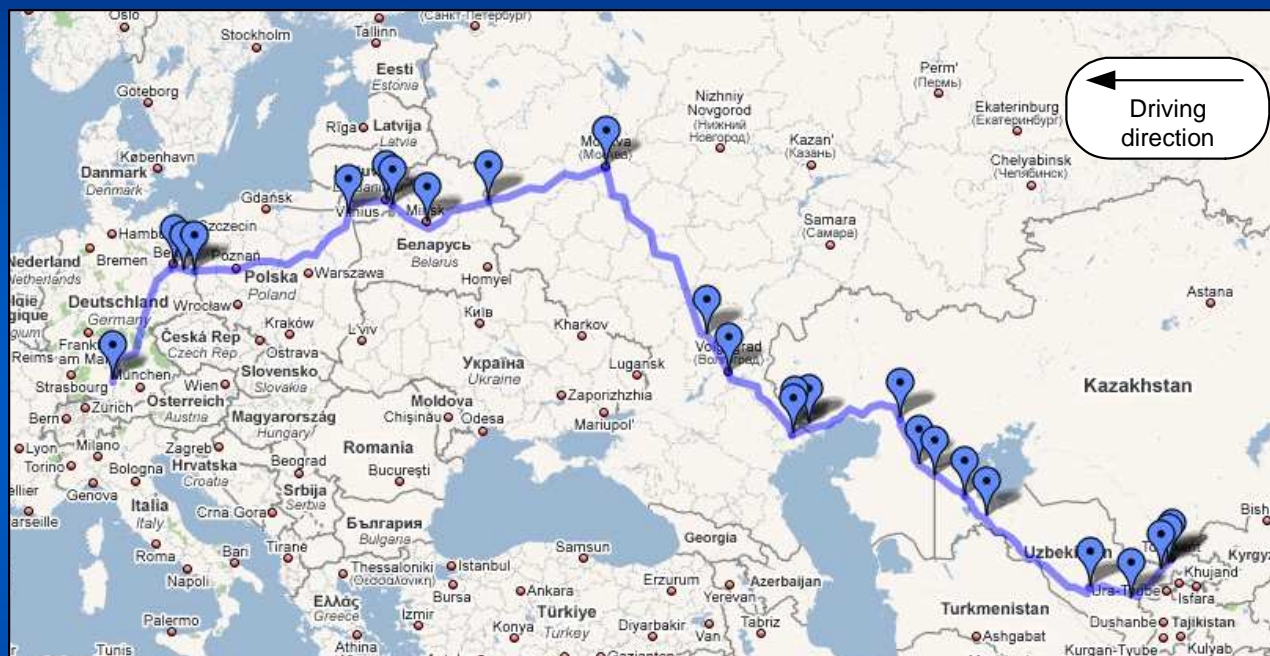
37 logbooks processed

- 19 N route
- 6 Central Route
- 12 S route

Cost/time-distance methodology used to interpret

- Monetary costs
- Time spent
- Distance covered

Main results: Northern Route



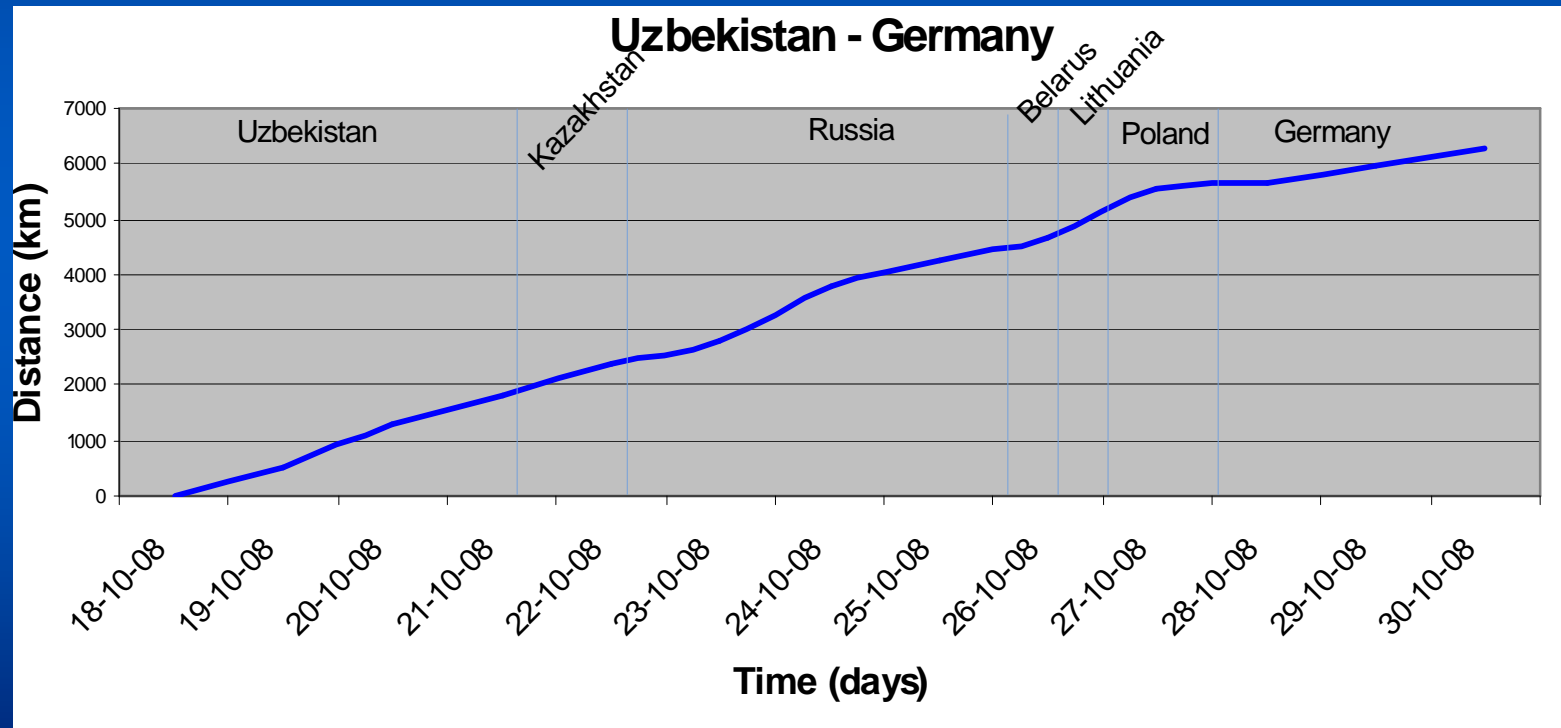
Tashkent (Uzbekistan) to Ulm (Germany);
Operator: Atrim; 19/10/2008 – 30/10/2008

- **10 – 18 days;**
- **Long waiting times on borders and bad road sections;**
- **Average speed 490 km/day**
- **Total expenditures: average 2000 USD per trip**



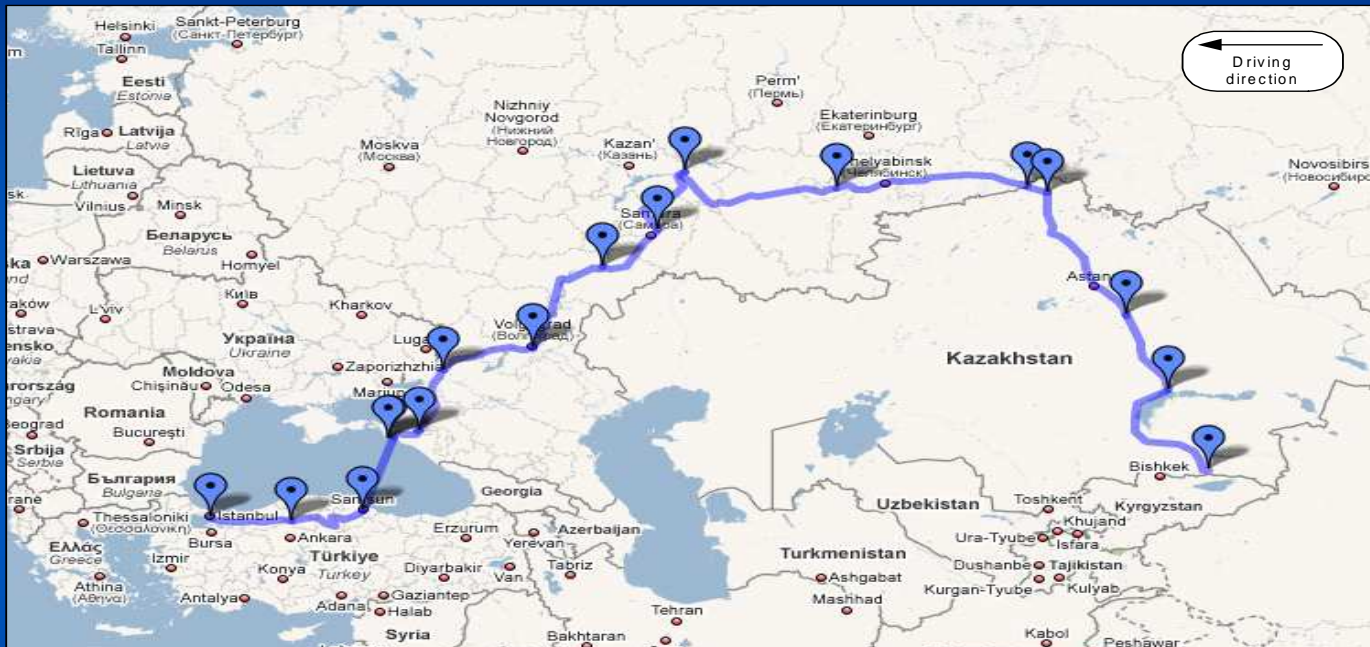
Main results: Northern Route

Cost/time-distance methodology:





Main results: Central Route



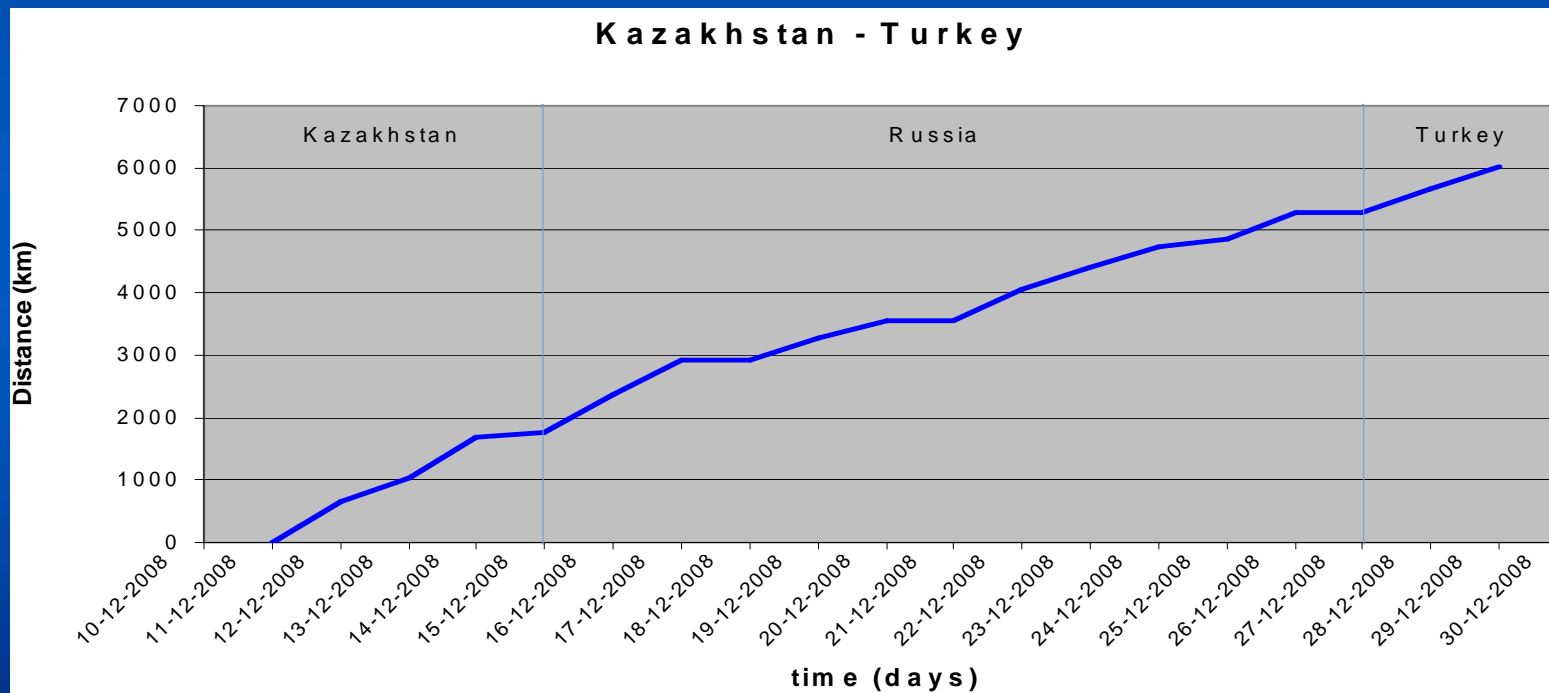
Almaty (Kazakhstan) to Istanbul (Turkey);
Operator: Karadeniz, 12/12/2008 – 29/12/2008

- **13 – 27 days;**
- **Black Sea and Caspian Sea crossing; waiting time on borders; regular interruptions by road police**
- **Average speed 366 km/day**
- **Total expenditures: 2600 USD in average**



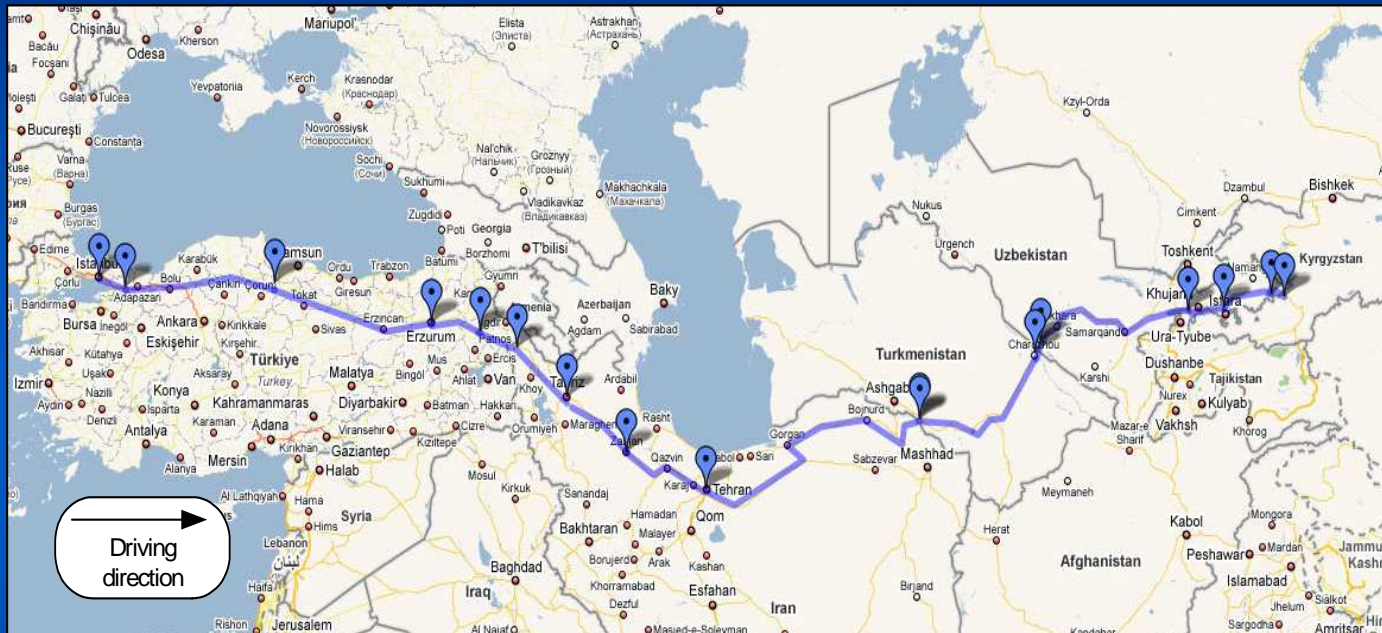
Main results: Central Route

Cost/time-distance methodology:





Main results: Southern Route



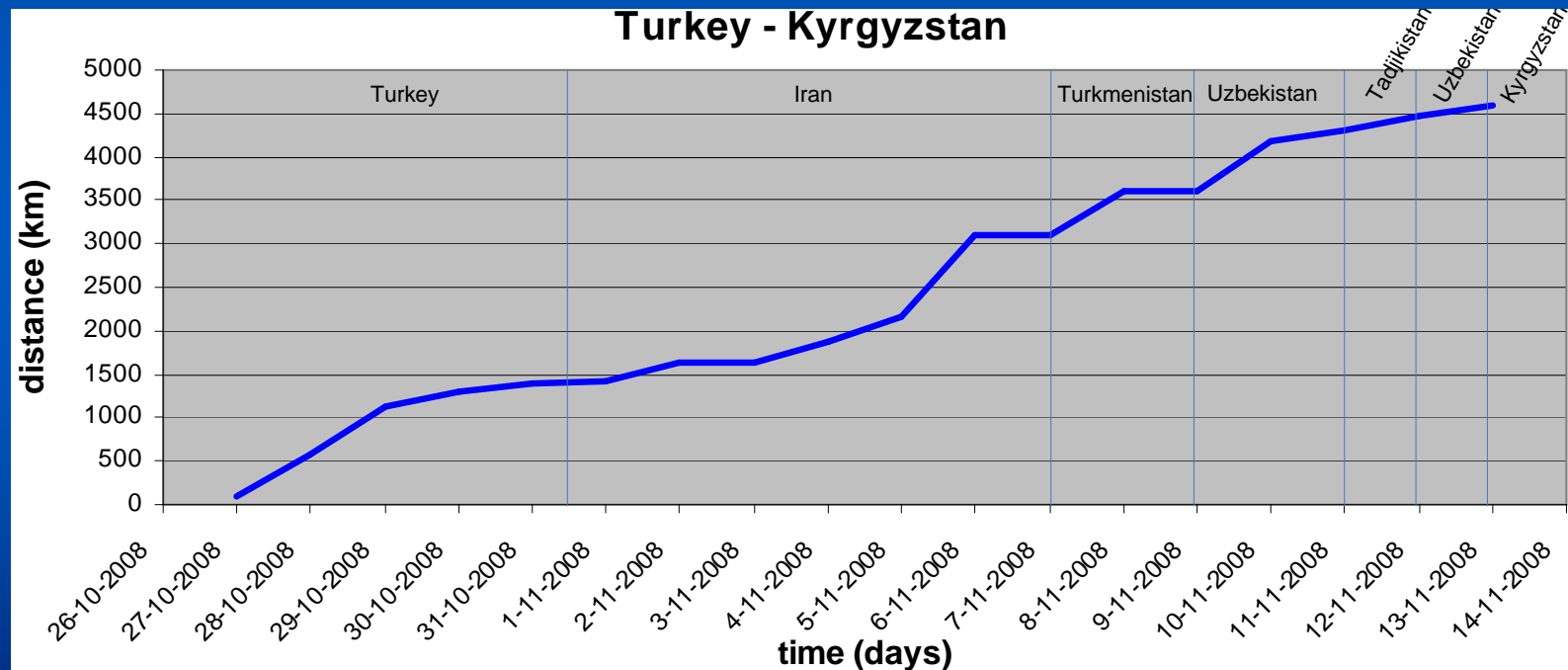
Osh (Kyrgyzstan) to Istanbul (Turkey);
operator: Oshmeztrans; 27/10/2008 – 13/11/2008

- **12 – 17 days;**
- **Long waiting times on borders and driving restrictions**
- **Average speed 360 km/day**
- **Total expenditures: average 3000 USD**



Main results: Southern Route

Cost/time-distance methodology:





Comparison of NELTI routes

Summary of monitoring results on operational issues in NELTI routes	Northern	Central	Southern
Travelling days (days)	10-18	13-27	12-17
Average speed (km/day)	489	366	360
Total costs (USD)	2000	2600	3000
Border crossing costs (USD)	520	37	2000



Principal Types of Problems

- Restrictive bilateral transport quotas
- Non-harmonised customs regulations
- No monitoring of delays at border crossings
- Lack of synchronised transport checks and safety measures
- Lack of ancillary road infrastructure
- Difficulties of intermodal transport
- Burden of visa formalities
- Extortion and other illegal practices by officials

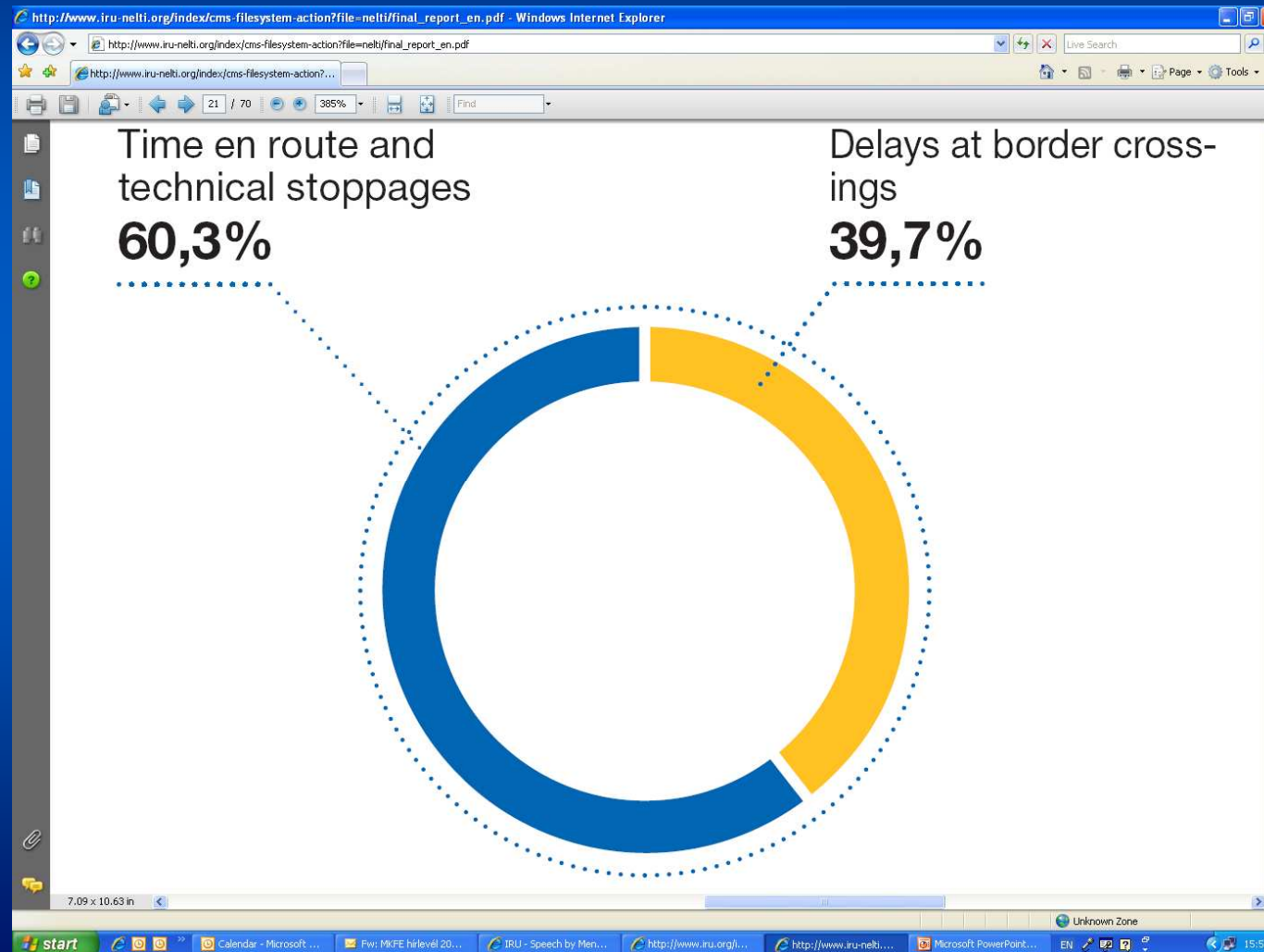
Border waiting times



Summary of monitoring results on border waiting times



Delays at Borders: 40%





If you want to know more:

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