

Railway transport along Euro-Asian corridors

Mr. Roel Janssens, Economic Affairs Officer
UNECE Sustainable Transport Division

Working Party (SC.2) on Rail Transport
Geneva, 22 November 2018



UNECE

UNECE transport infrastructure projects



Euro-Asian Transport Links (EATL)

Trans-European Motorway and Trans-European Railway projects (TEM & TER)



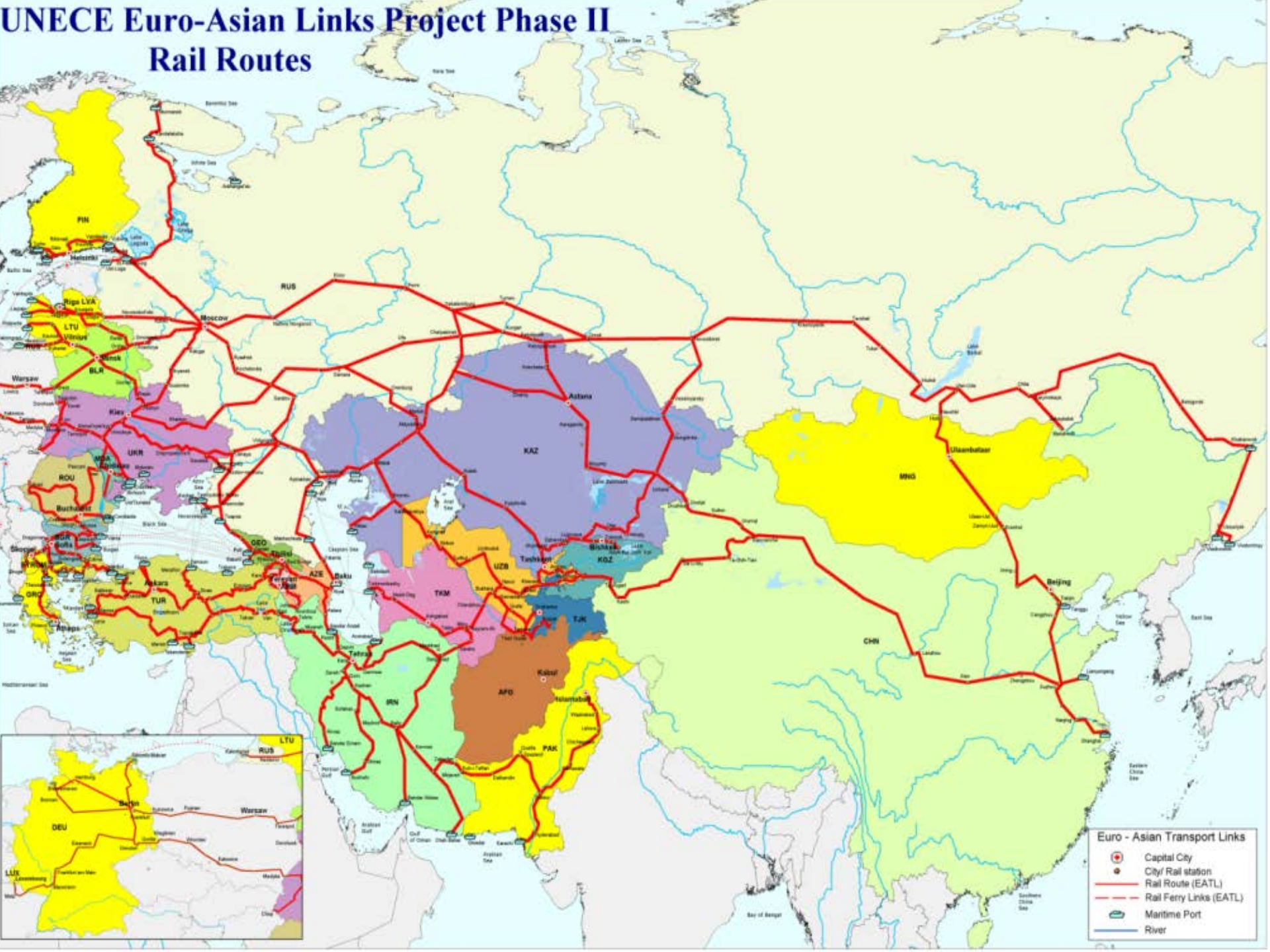
Goal of Euro-Asian Transport Links

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



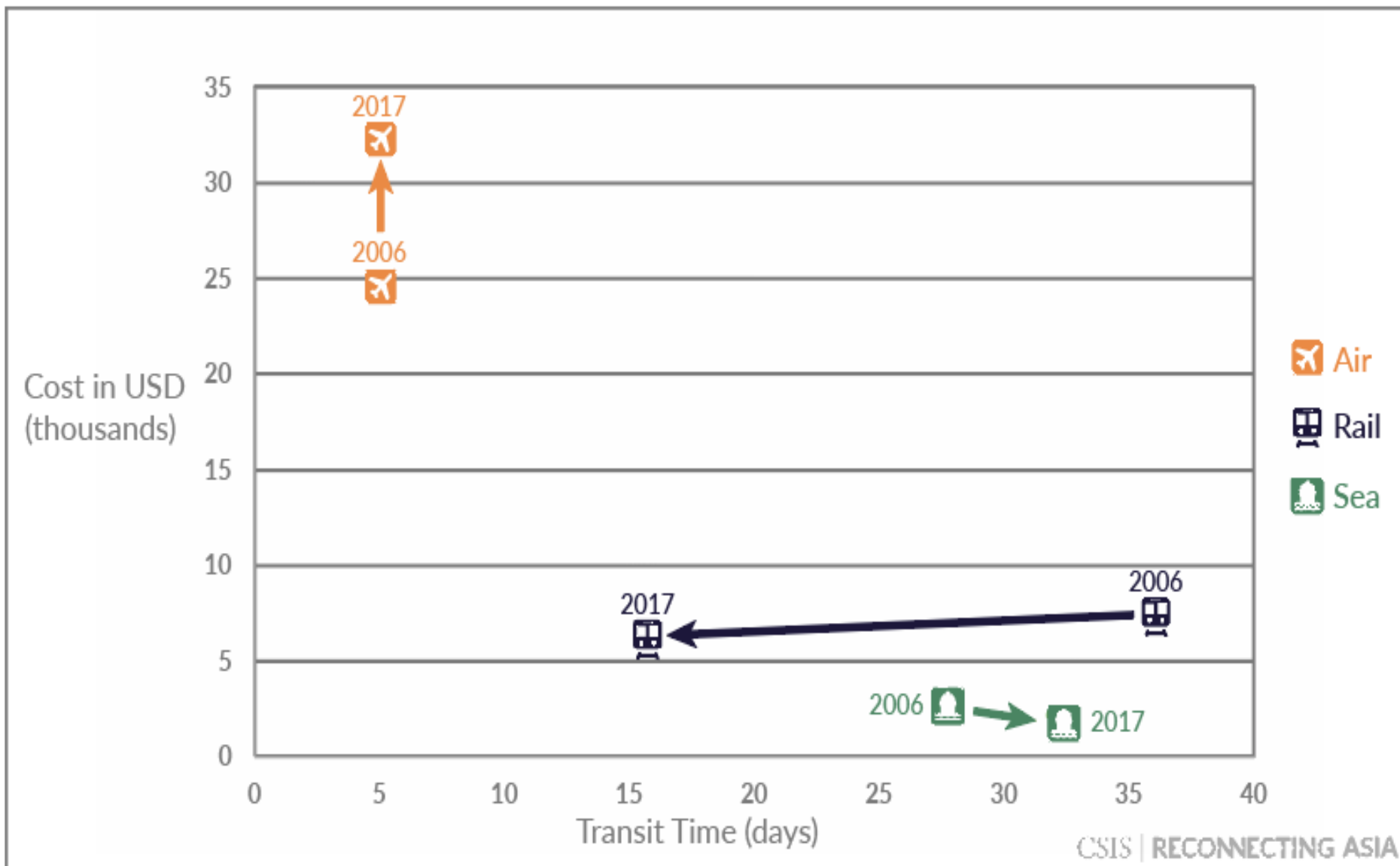
Findings of EATL Phase III



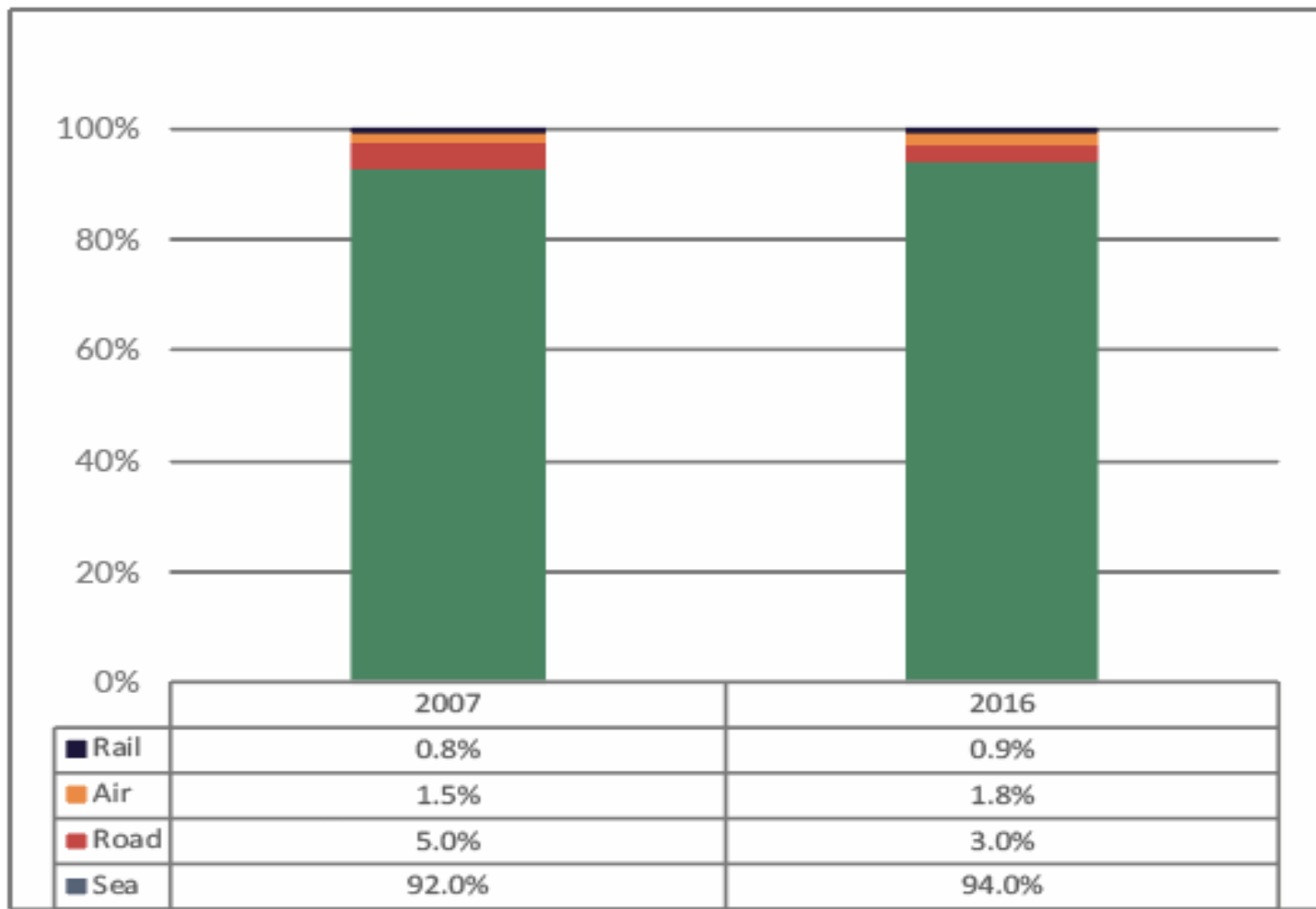
- Economic growth and growth of international trade is not driving the increase in freight flows as before
- There are **specific commodity groups** traded between Europe and Asia for which **inland transport modes** can compete with **maritime and air modes**
- Markets created new opportunities - e.g. **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)









China-Europe trade by volume (2007-2016)



CSIS | RECONNECTING ASIA

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**

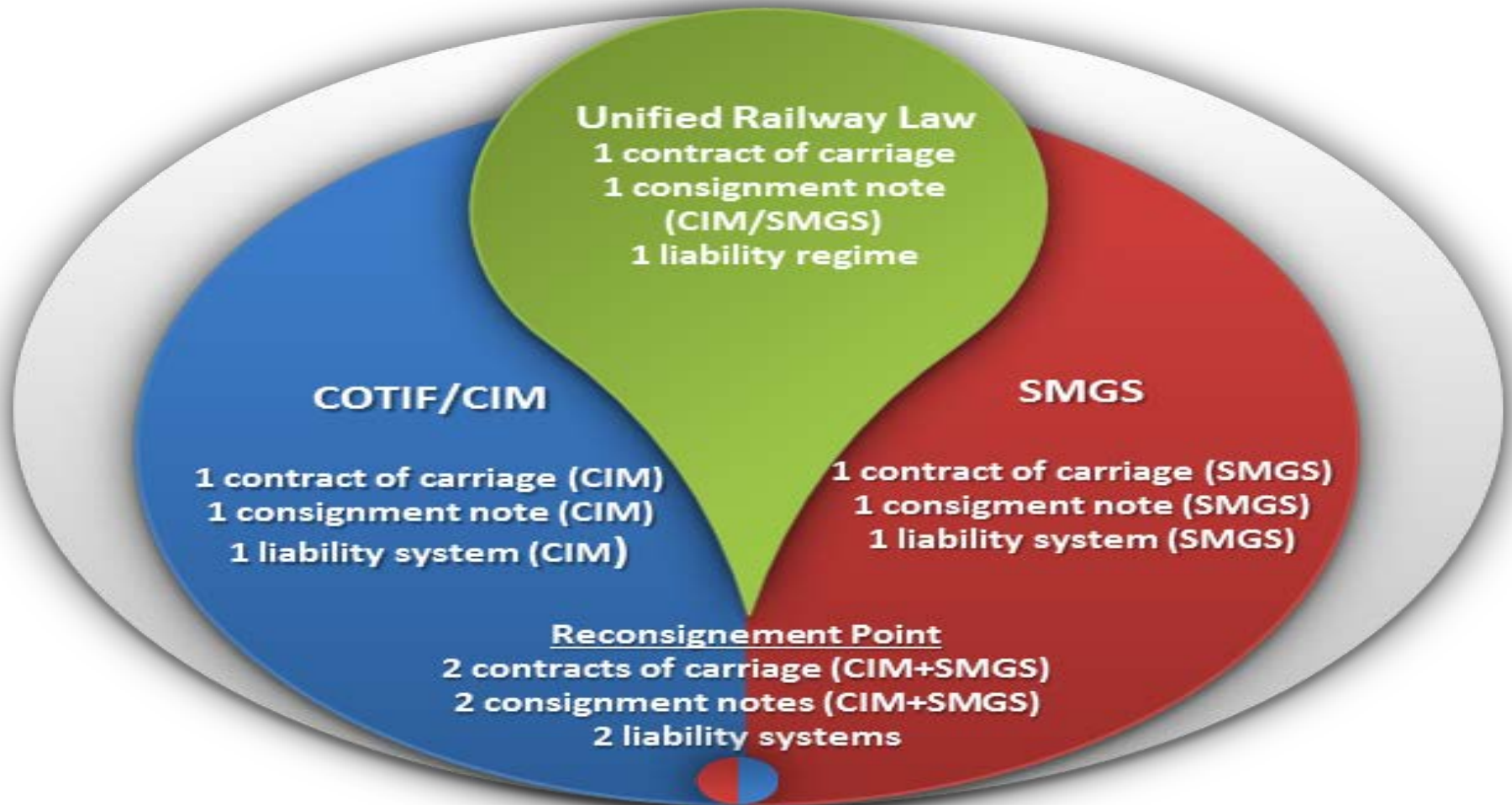
EATL conclusions and way forward



- Address **missing infrastructure links, border crossing** and transit obstacles
- 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 **increase productivity of railway operations**: longer and heavier trains, shorter block intervals imply better use of the network capacity and reduced transportation costs
- 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

Euro-Asian Railway Facilitation

- CIM-SMGS common consignment note
- E-common consignment
- Creation of a Unified Railway Law



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 tariff

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

EATL routes 3, 4 and 7

- **China – Central Asia Republics – Turkey – Romania – 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

Intermodality & digitalisation

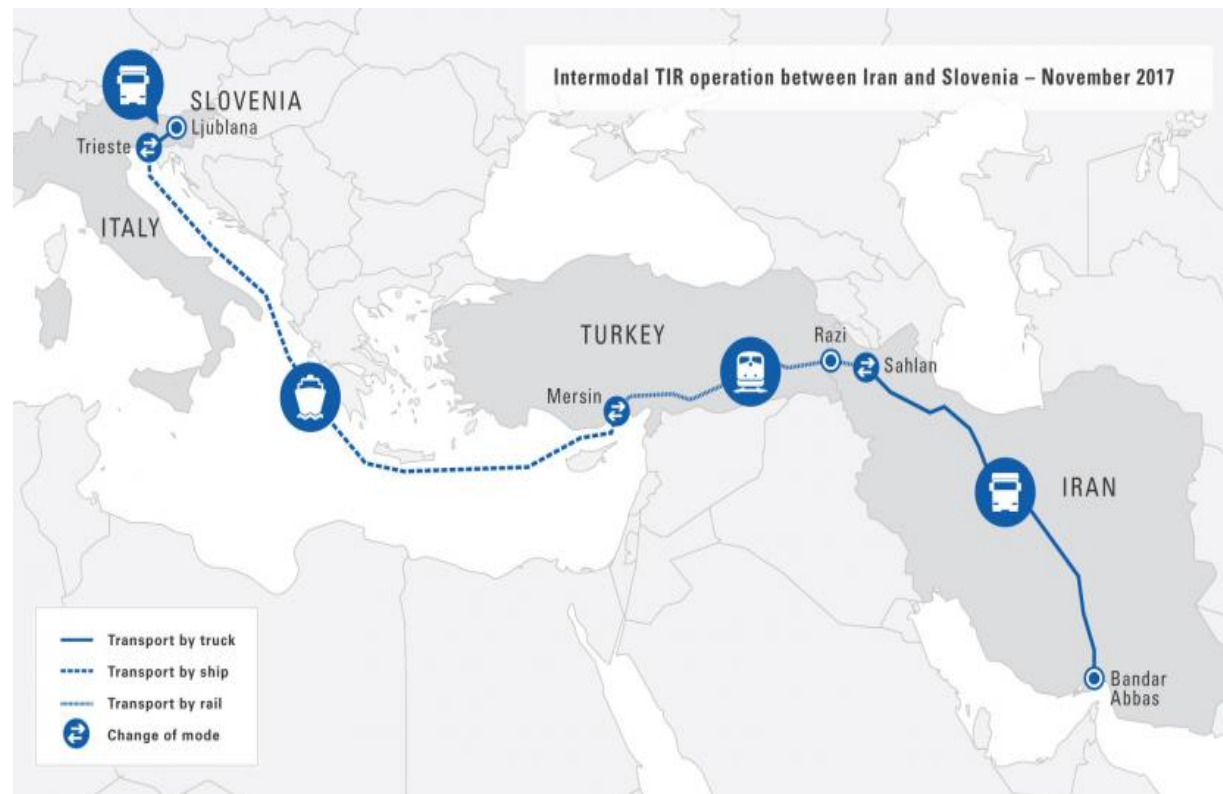


Intermodal
TIR



Successful E-TIR pilots:

- Iran - Turkey
- Georgia - Turkey



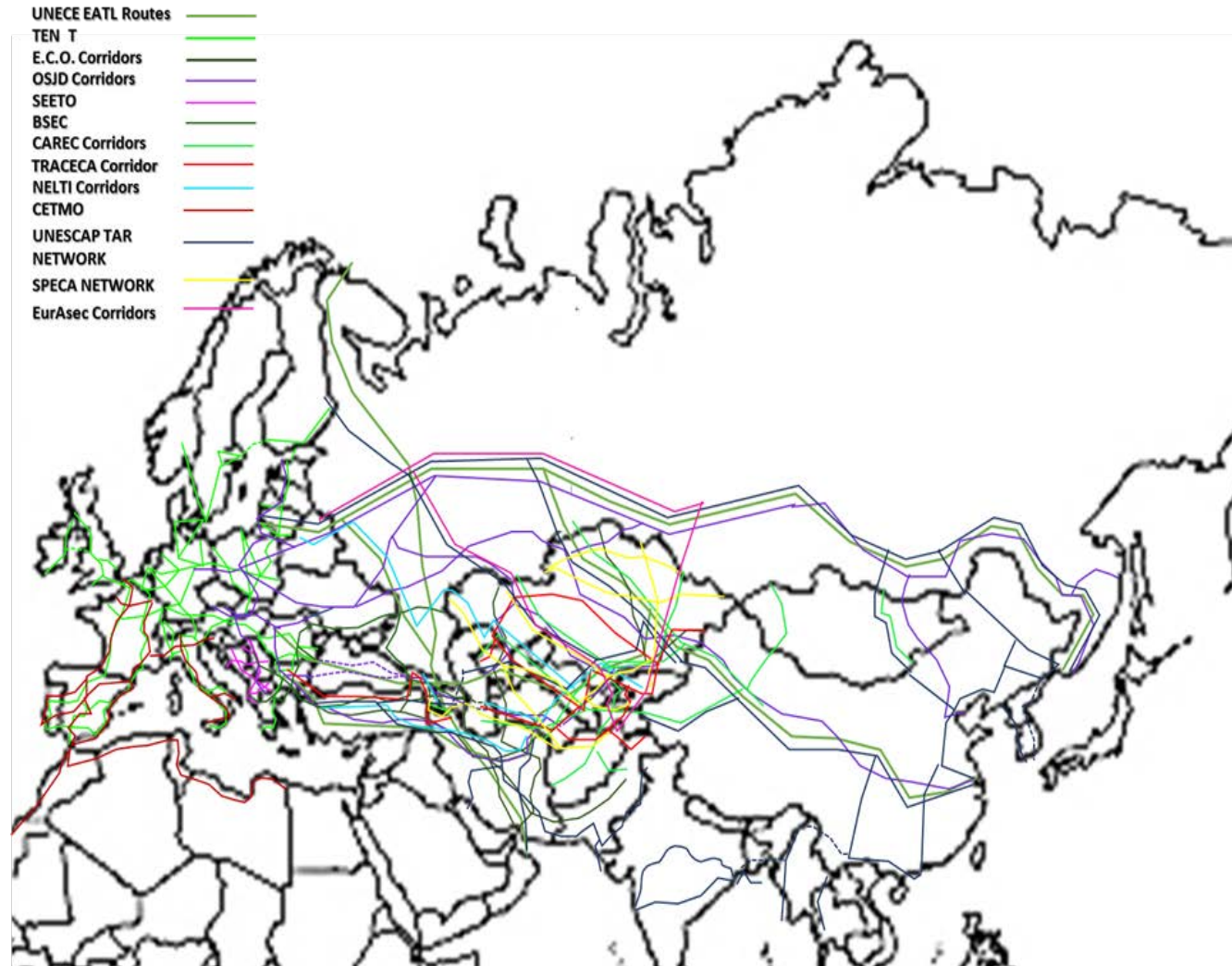
International Transport Infrastructure Observatory



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

- Exact time
- Exact location
- Safety & security



Questions/ feedback

Contact:

UNECE Sustainable
Transport Division

roel.janssens@un.org

Website:

www.unece.org/trans

