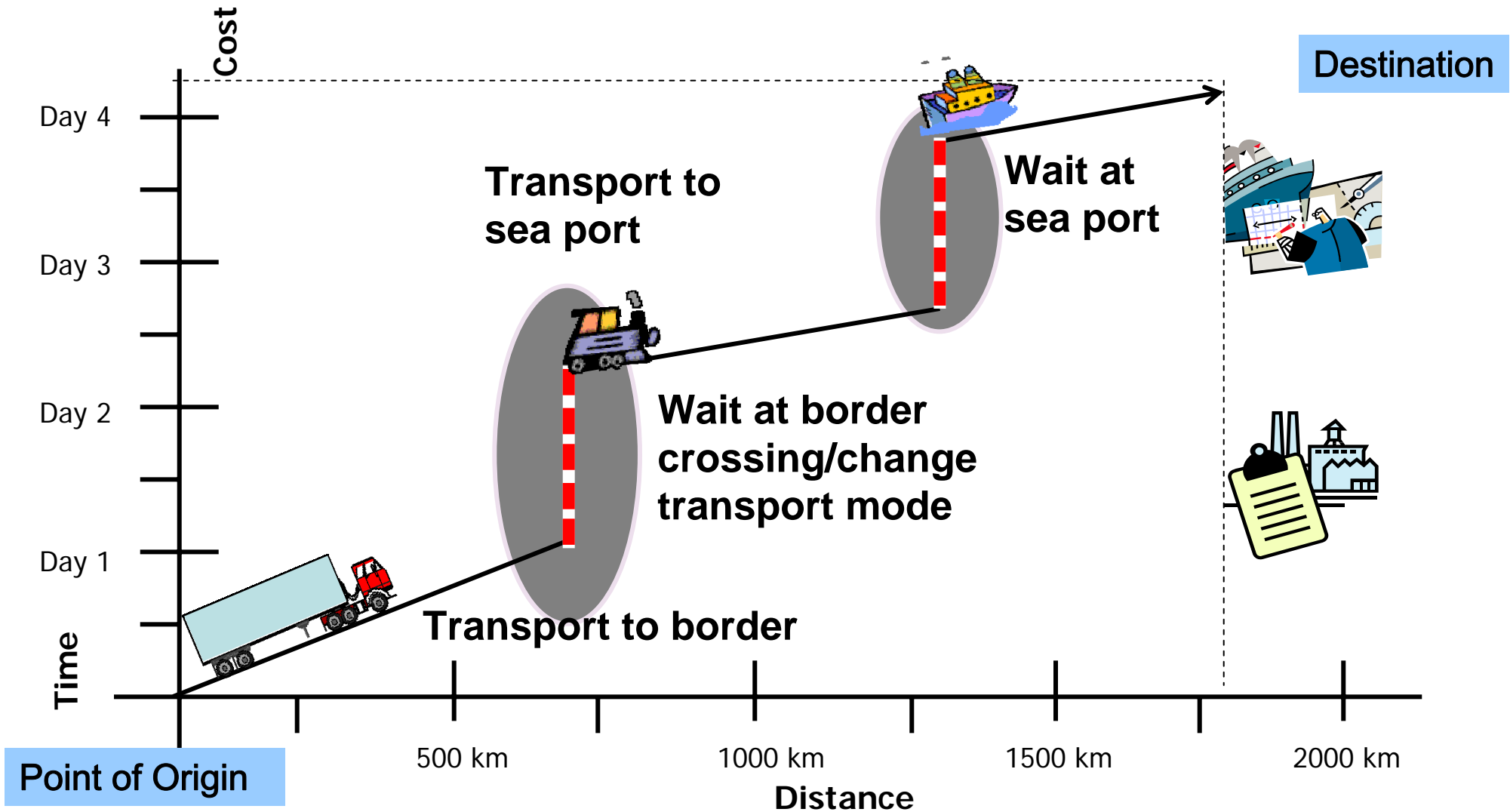




# Analysis of selected routes of interest to SPECA countries using the UNESCAP Time/Cost-Distance Methodology



# The Time/Cost-Distance Methodology





# Selected routes of interest to SPECA countries

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## **1. Western China – SPECA countries – Port in Europe**

Urumqi (China) – Hamburg (Germany)

## **2. Port in China – SPECA countries – Central Europe**

Shenzhen (China) – Pardubice (Czech Republic)

## **3. Port in China – SPECA countries**

Lianyungang (China) – Asaka / Ulugbek (Uzbekistan)

### Joint UNESCAP/ OSJD Projects

- Operationalization of Euro-Asian rail routes with particular reference to landlocked countries in Asia and Caucasus (Phase II – Kazakhstan).
- Planning and organization of demonstration runs of container block trains along the Trans-Asian Railway Northern Corridor.



# Route 1. Urumqi (China) – Hamburg (Germany)



## ▪ Demonstration run: railways of

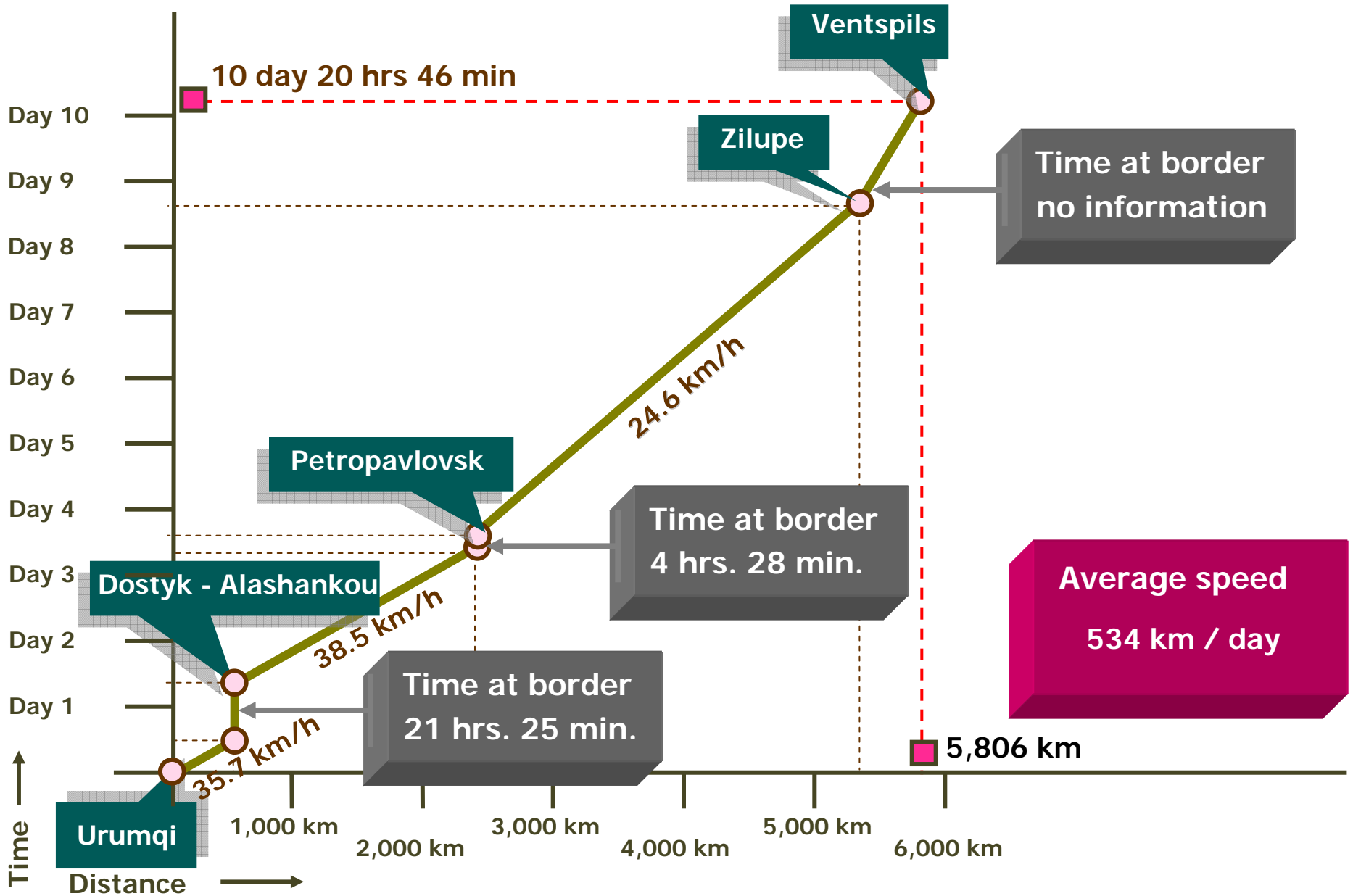
- China,
  - Kazakhstan,
  - Russian Federation,
  - Latvia
- 25 April 2008
- 96 containers
  - Cargo: Tomato paste

The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the United Nations.

Dotted line represents approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not yet been agreed upon by the parties.



# Route 1. Urumqi (China) – Hamburg (Germany)



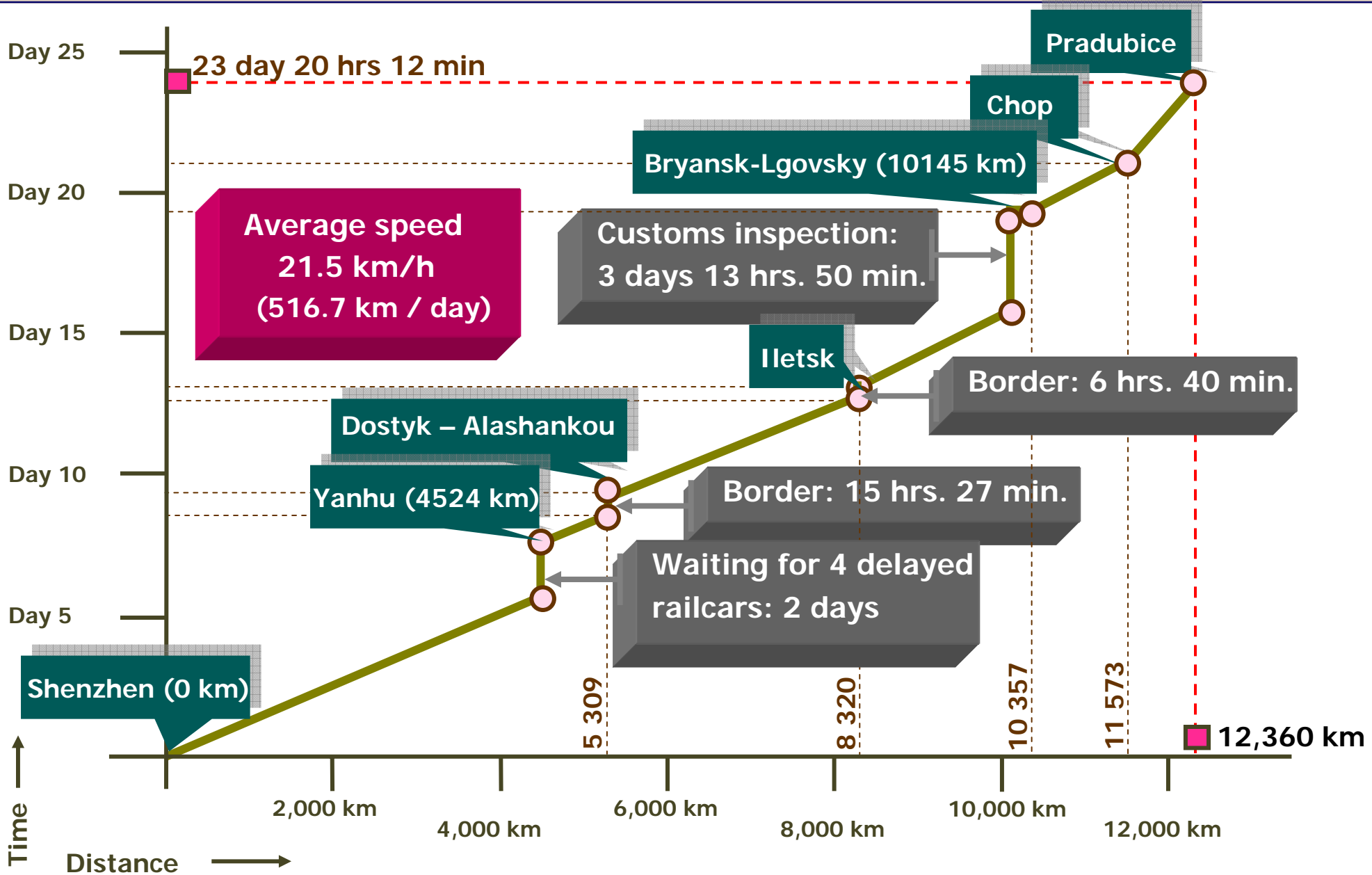


# Route 2. Shenzhen (China) – Pardubice (Czech Republic)



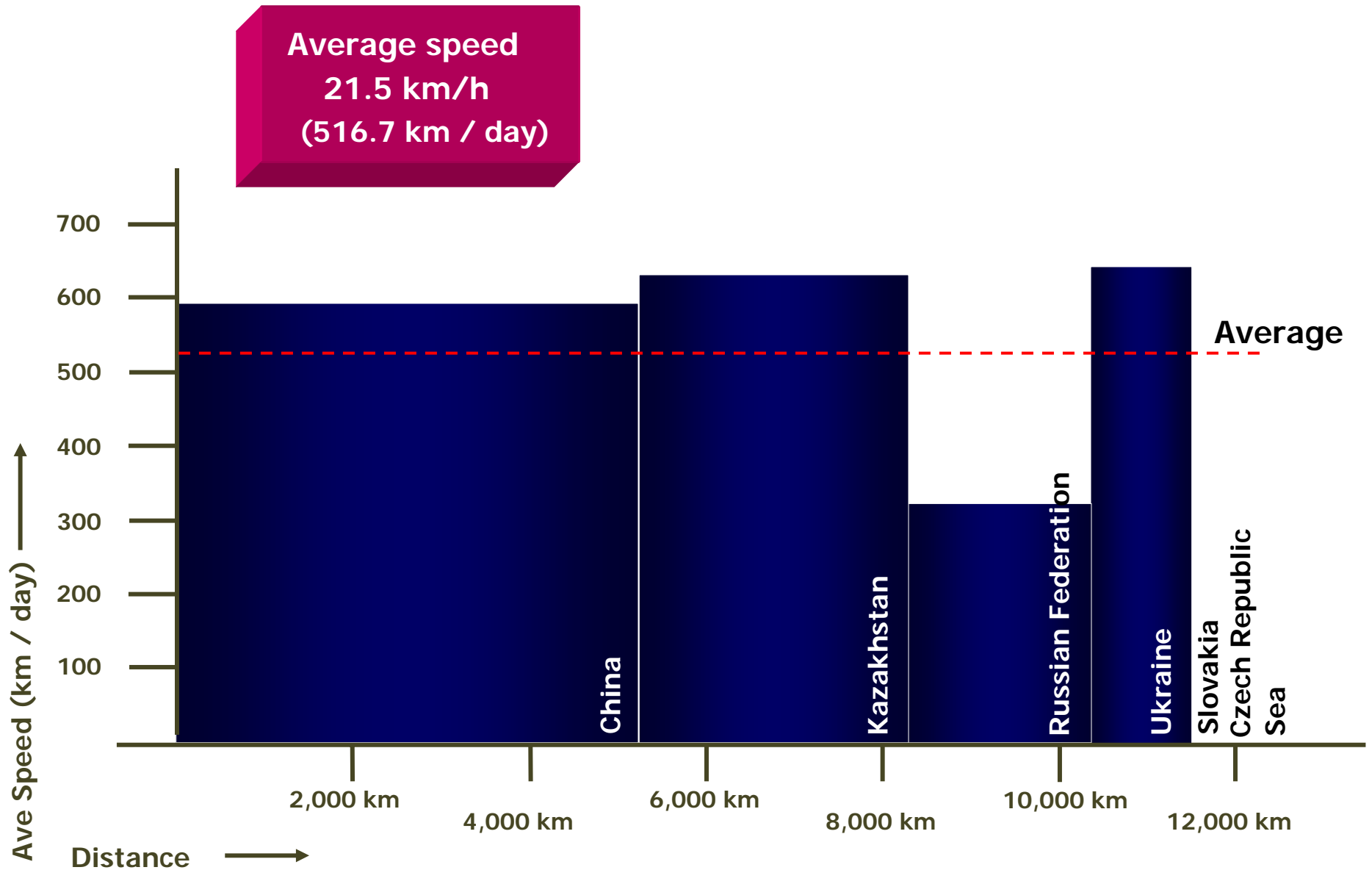


## Route 2. Shenzhen – Pardubice (March– April 2008)






## Route 2. Shenzhen – Pardubice (March– April 2008)







## Route 3. Lianyungang (China) – Asaka/ Ulugbek (Uzbekistan)

- Cargo: Automobile spare parts
- Origin: Republic of Korea
- Destination:
  - UzDaewooAuto Factory in Asaka, Uzbekistan
  - Samarkand Automobile Plant, Uzbekistan
- Lianyungang – Dostyk – Saryagash - Asaka
  - 9 months of 2005 – 14 container block trains
  - 8 months of 2008 – 27 container block trains
    - 1360 containers (221 – 20F, 1139 – 40F)
    - 1581 TEU
    - Average 58 TEU / train

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# Route 3. Lianyungang (China) – Asaka/ Ulugbek (Uzbekistan)

1:30 5 August 2008  
36 containers

**34 hours 15 min**

Dostyk

11:45 6 August 2008  
12 containers



Lianyungang

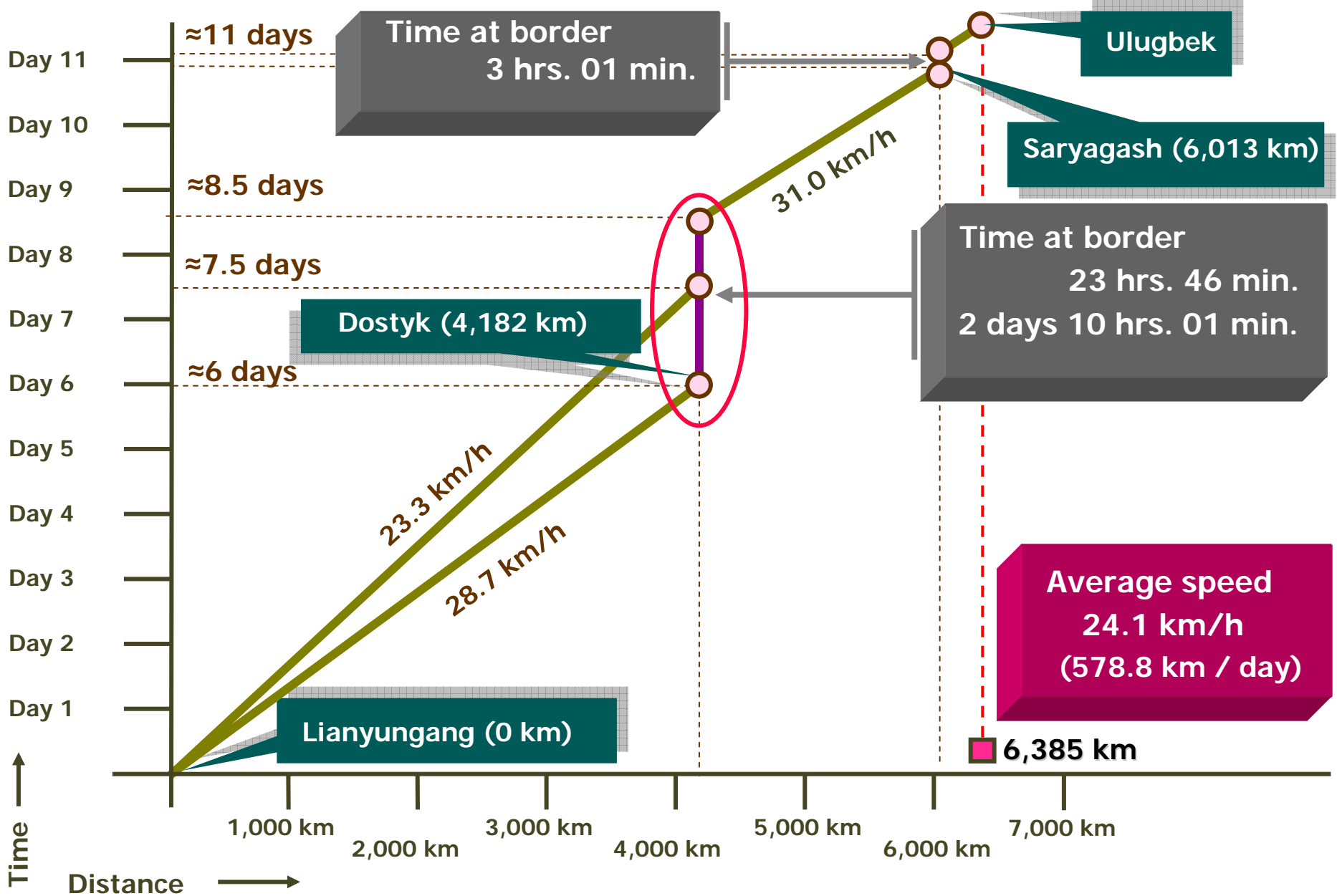
30 July 2008  
48 containers

The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the United Nations.

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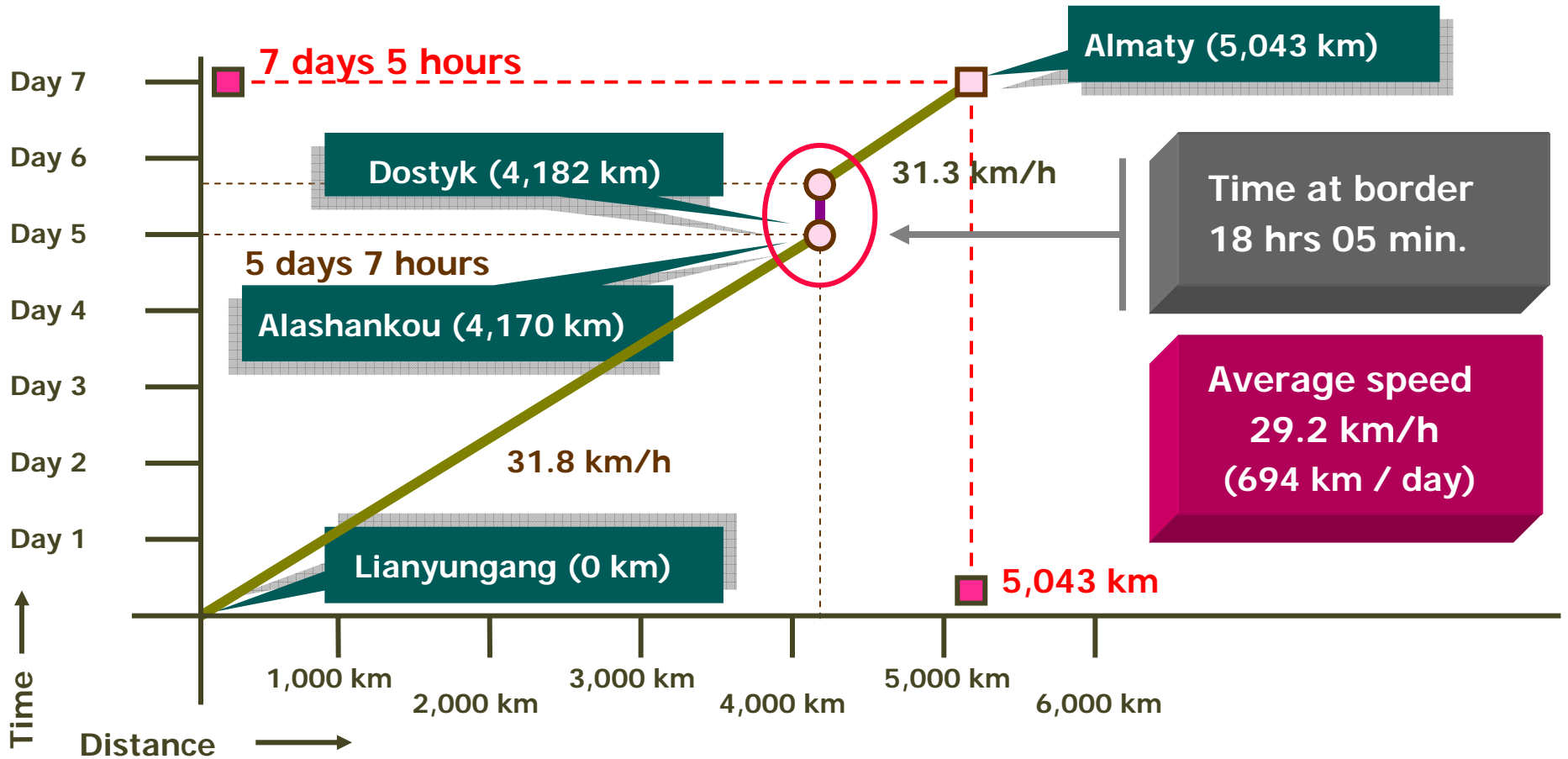


# Route 3. Lianyungang – Ulugbek (July – August 2008)





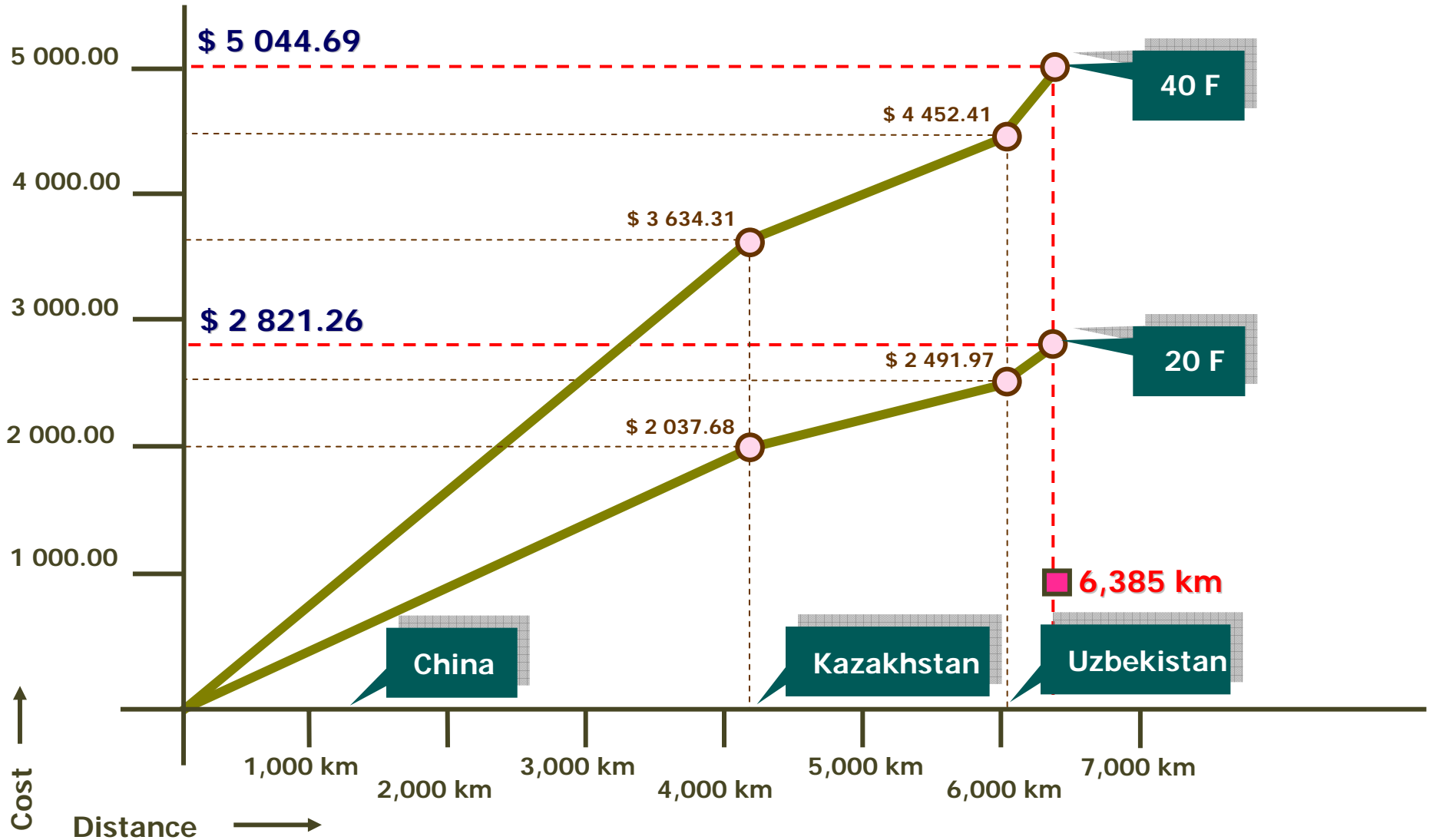
# Lianyungang – Almaty (April 2004)



Transit speed / day		Transshipment	Border-crossing (Overall – Customs + railways)
China:	763 km	3 hrs. 30 min.	China: 7 hrs. 15 min.
Kazakhstan:	751 km	(5.5 min. per box)	Kazakstan: 10 hrs. 50 min.

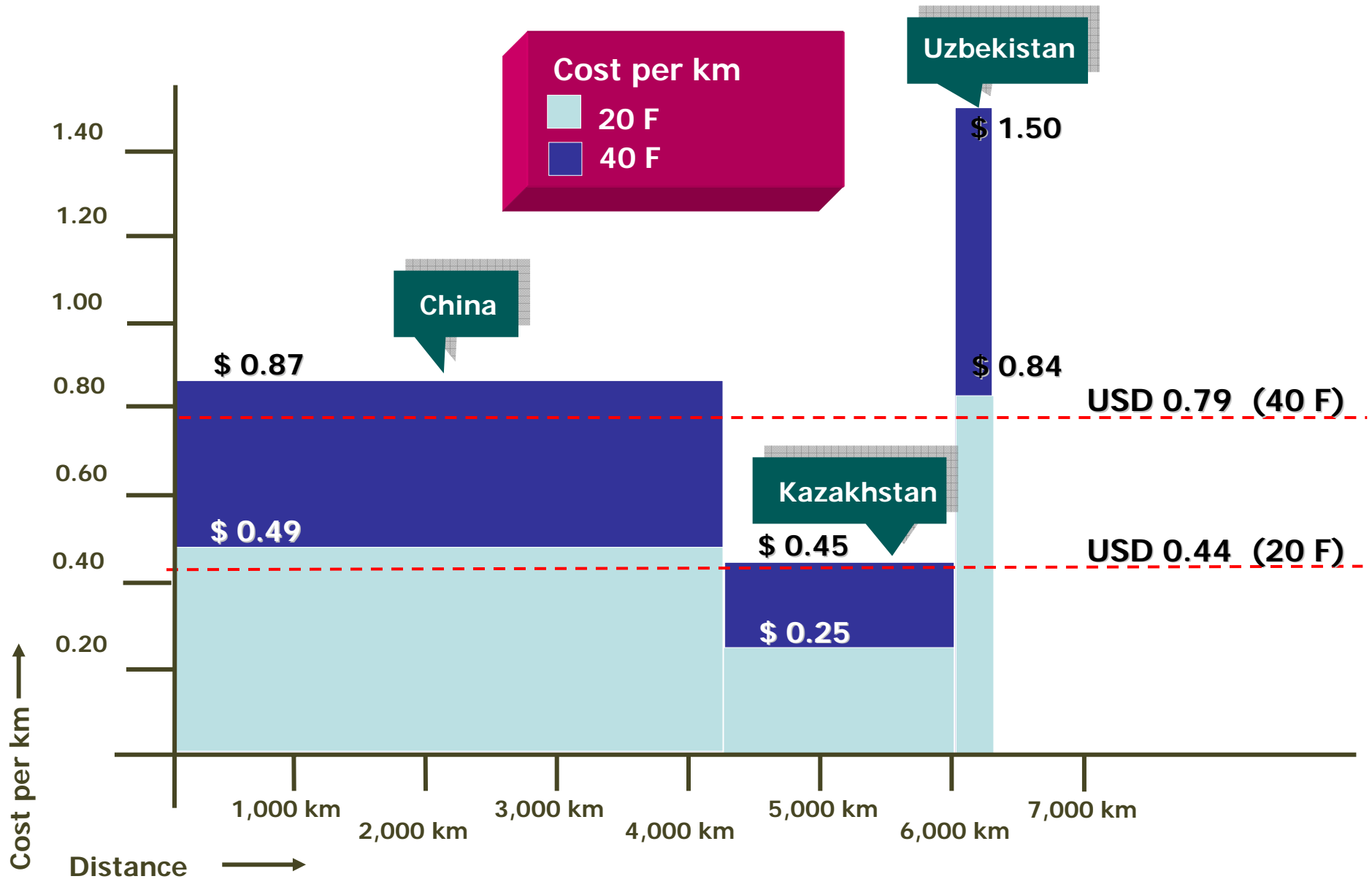


# Route 3. Lianyungang – Ulugbek (July – August 2008)



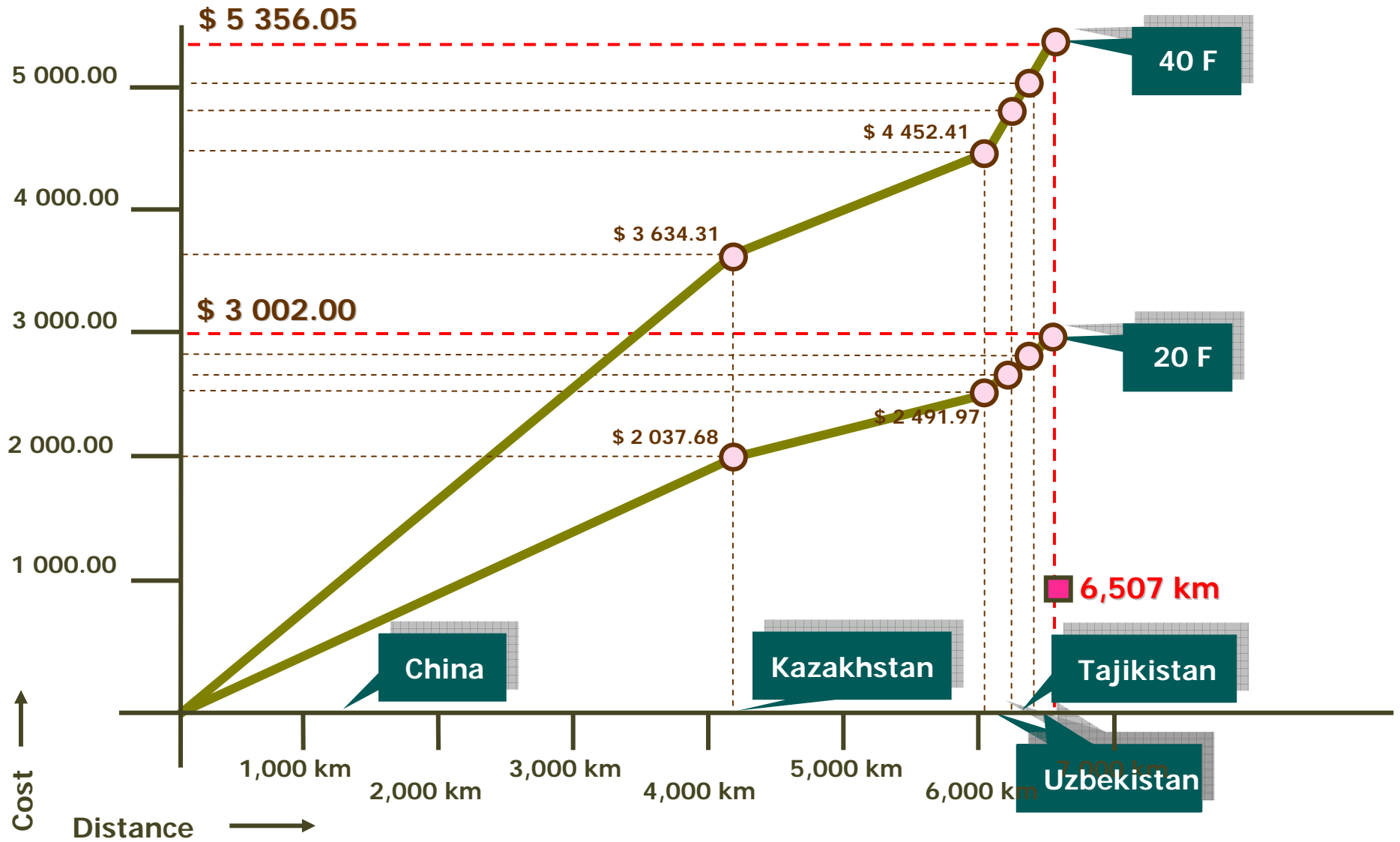


# Route 3. Lianyungang – Ulugbek (July – August 2008)



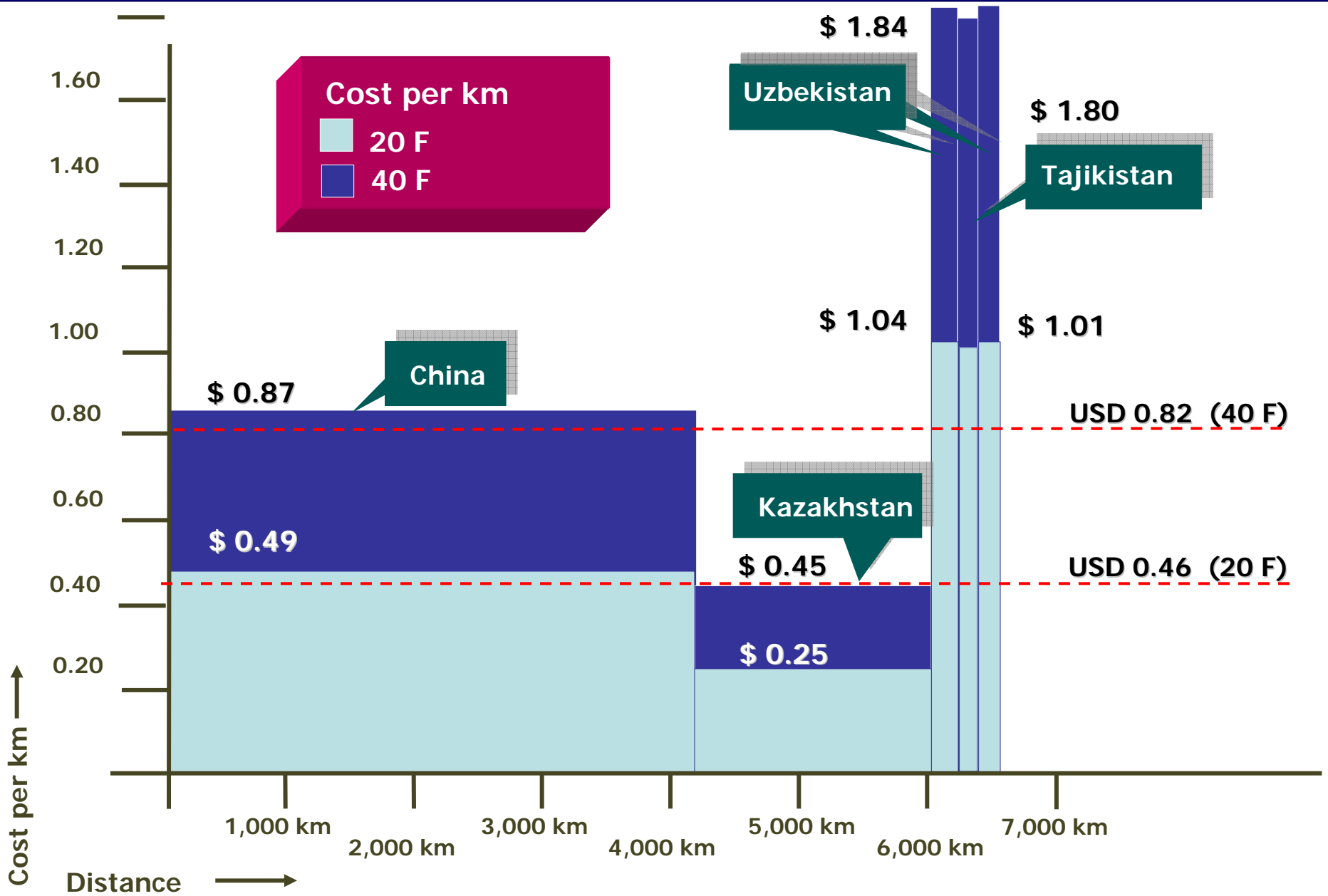


# Route 3. Lianyungang – Asaka (July – August 2008)

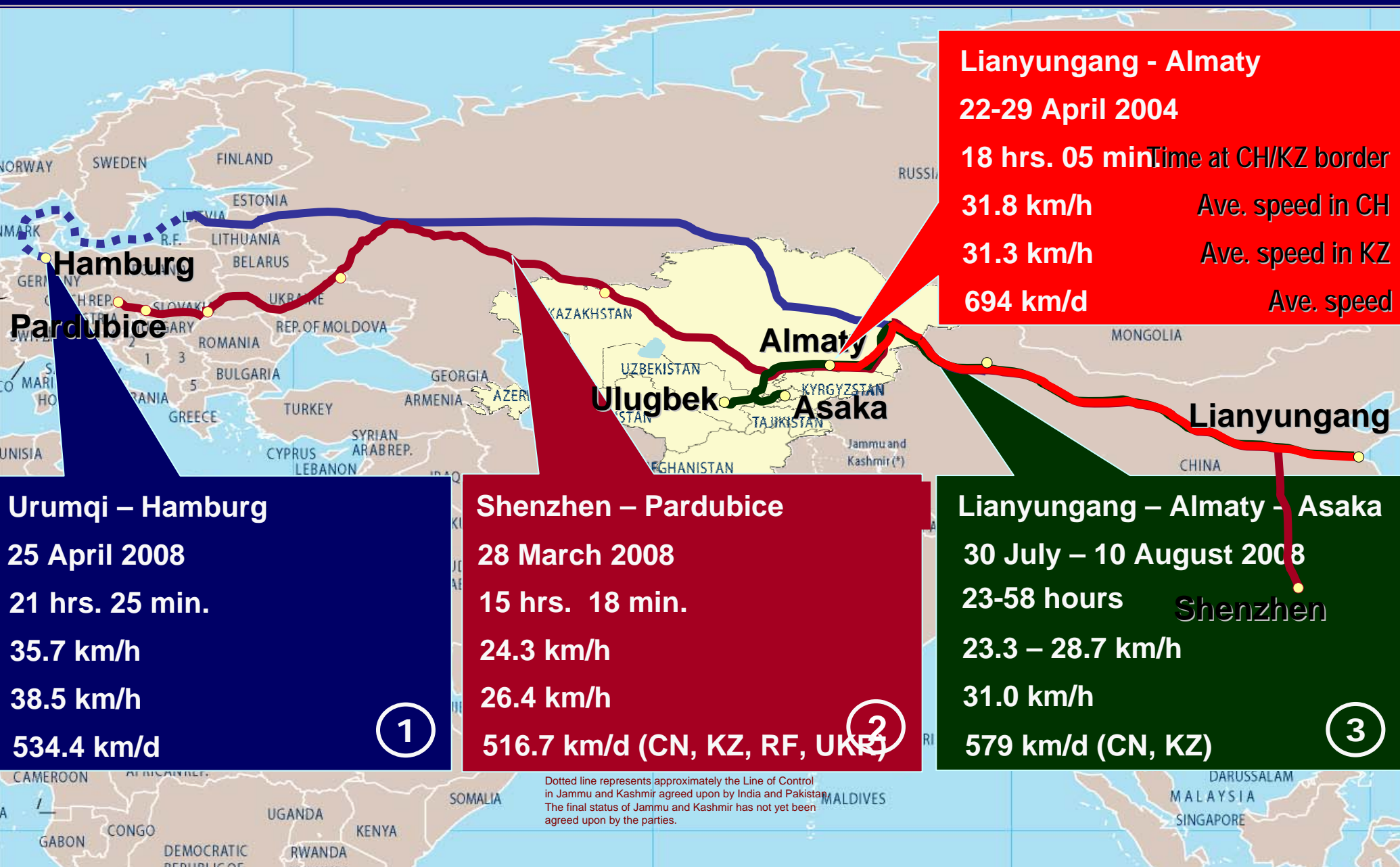




# Route 3. Lianyungang – Asaka (July – August 2008)







**Lianyungang - Almaty**  
**22-29 April 2004**  
**18 hrs. 05 min** Time at CH/KZ border  
**31.8 km/h** Ave. speed in CH  
**31.3 km/h** Ave. speed in KZ  
**694 km/d** Ave. speed

**Urumqi - Hamburg**  
**25 April 2008**  
**21 hrs. 25 min.**  
**35.7 km/h**  
**38.5 km/h**  
**534.4 km/d**

1

**Shenzhen - Pardubice**  
**28 March 2008**  
**15 hrs. 18 min.**  
**24.3 km/h**  
**26.4 km/h**  
**516.7 km/d (CN, KZ, RF, UKR)**

2

**Lianyungang - Almaty - Asaka**  
**30 July - 10 August 2008**  
**23-58 hours** Shenzhen  
**23.3 - 28.7 km/h**  
**31.0 km/h**  
**579 km/d (CN, KZ)**

3

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