Regional Consultation Meeting on Corridors for Vital Connectivity in the Arab Region

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Beirut, UN House, 23 April 2018

ESCWA
Flow of goods in 1980

Flow of goods in 2011
Euro Asian Transport Linkages Project

- 2003 - 2008: 18 countries
- 2008 - 2012: 27 countries
- 2013 - 2015: 35 countries
JOINT STUDY ON DEVELOPING EURO-ASIAN TRANSPORT LINKAGES
identified main Euro-Asian transport linkages of international importance in order to connect the European and Asian networks.
Euro-Asian Transport Linkages

Paving the way for a more efficient Euro-Asian transport
As a result of this phase, 9 EATL road routes, 9 EATL rail routes, 17 water transport links, 52 inland river ports and 70 maritime ports were identified. The final list included 311 transport infrastructure priority projects with a total cost of US$ 215 billion, out of which 188 were identified as high priority, with a total cost of US$78 billion.
SCENARIO ANALYSIS
Block Train Economics

Revenue = Num Cntr x Price per Cntr

Max Loading Point (Best Loading Scenario)

Loss

Profits

Break Even Points

Stable Costs

Distance
Relationship of Price and Duration

Price per TEU

Air

Air/Sea

Sea

+214%

+129%

-83%

-29% : : +25%

4 7%

+233%

5 days 10 days 15 days 20 days 25 days 30 days 35 days
Results of the Comparison Study
<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Route</th>
<th>Rail</th>
<th>Maritime</th>
<th>Best Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>EATL Route 1</td>
<td>Khabarovsk (Russia) to Potsdam (Germany)</td>
<td>6,9967</td>
<td>341</td>
<td>6,593</td>
</tr>
<tr>
<td>EATL Route 2</td>
<td>Hanszhou (China) to Kalusa (Russia Fed.)</td>
<td>4,744</td>
<td>277</td>
<td>6,786</td>
</tr>
<tr>
<td>EATL Route 3</td>
<td>Tashkent (Uzbekistan) to Varna (Bulsharia)</td>
<td>5,946</td>
<td>165</td>
<td>7,550</td>
</tr>
<tr>
<td>EATL Route 4</td>
<td>Almaty (K.uakhstan) to Istanbul (Turkey)</td>
<td>5,881</td>
<td>250</td>
<td>4,970</td>
</tr>
<tr>
<td>EATL Route 5</td>
<td>Morvartd (Iran) to Pushkin (Russia)</td>
<td>6,385</td>
<td>256</td>
<td>3,340</td>
</tr>
<tr>
<td>EATL Route 6</td>
<td>Ussuriysk (Russia) to Kiev (Ukraine)</td>
<td>5,857</td>
<td>289</td>
<td>6,290</td>
</tr>
<tr>
<td>EATL Route 7</td>
<td>Shanshai (China) to Warsaw (Poland)</td>
<td>8,937</td>
<td>446</td>
<td>6,380</td>
</tr>
<tr>
<td>EATL Route 8</td>
<td>Krasnodar (Russia) to Katinarad (Russia)</td>
<td>1,595</td>
<td>70</td>
<td>5,050</td>
</tr>
<tr>
<td>Case Study / Car Manufacturer</td>
<td>Vesoul (France) to Kaluga (Russia)</td>
<td>2,487</td>
<td>104</td>
<td>6,380</td>
</tr>
</tbody>
</table>
Making the Euro-Asian Transport Network Operational

- Analyze, promote and present to International Financial Institutions and other donors feasibility or other relevant studies of EATL member States priority transport infrastructure projects.
- Identification of cargo flows (quantities and types) that could be transported along the nine Euro-Asian rail and road transport links.
- Promotion of Euro-Asian inland transport options and development of an integrated Marketing strategy.
- Preparation of time schedules and integrated tariffs for the nine rail and road transport links.
- Update and upgrade of the Geographical Information Systems (GIS) application.
Unified Railway Law
Why the Unification of the two Rail legal regimes is needed?

- Source of extra time
- Source of corruption
- Obstacle to railways development

The lack of a Unified Railway Law is:

- 1 extra employee for translation;
- 1 extra employee for inspection;
- Office & administration costs;
- ~$10 per consignment note (sometimes 1 container more than 1 C.N.)
- ~20 min per C.N.
- 1 block train with 45 containers has extra cost of ~ $1100 and ~ 18 hours delay!
- Needless to mention mistakes, inspections at next borders etc.
Many Regimes

01 Source of extra costs
02 Source of extra time
03 Source of uncertified levies
04 Obstruct. to railways development
05 Source of uncertainty

One Regime

01 One Contract of Carriage
02 One Consignment Note
03 Increase Railways Competitiveness
04 One Liability System
05 No extra cost & time

Today

COTIF Convention area
SMGS Agreement area
Other regional or local rail regimes

Tomorrow

One International Rail Regime - Unified Railway Law
Thank You!
Automotive companies are increasing their production footprint in emerging markets.
Led by Asia, emerging-economy ports have increased their share of world shipping since 1970.

<table>
<thead>
<tr>
<th>Year</th>
<th>Top 25 ports share of volume shipped by top 25 ports (o/o)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>350 - 1000, 1,000, 5,000 - 2000, &gt;2000</td>
</tr>
<tr>
<td>1990</td>
<td>350 - 1000, 1,000, 5,000 - 2000, &gt;2000</td>
</tr>
<tr>
<td>2000</td>
<td>350 - 1000, 1,000, 5,000 - 2000, &gt;2000</td>
</tr>
</tbody>
</table>

Emerging | Developed
---------|-----------
15        | 47