Operationalization of Euro-Asian Transport Links

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- **Analysis**: Analysis of non-physical obstacles to transport
- **GIS**: Geographical Information System (GIS) database
- **Routes**: 18 EATL rail and road routes and 17 inland waterway transport links, 52 inland river ports and 70 seaports
- **Projects**: 311 infrastructure priority projects with a total cost of US$ 215 billion
- **Connectivity**: Supporting intra- and inter-regional transport connectivity
- **Study**: Comparison study between maritime and inland transport

- Connect 59 Chinese cities with 49 European cities across 15 countries
- Container volumes jumped almost 30 per cent per year
- Numerous national capacity-building workshops on transport facilitation
- Average cost per 40-ft container reduced from US$ 9,000 in 2010 to US$ 4,000
- More accessions to the UN transport conventions
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Need for enhanced operationalization

What do we know? (source EATL phase III project)

Corridors need to:
- be competitive
- meet the requirements of modern supply chains

Physical and non-physical gaps are obstacles to meeting the objectives
Ways to enhance operationalization

Operationalization – infrastructure connections and interoperability standards, efficient corridor management, harmonization and simplification of border-crossing formalities and administrative formalities, application of new technologies and digitalization

In concrete terms: development of integrated and reliable transport services, i.e. block trains, one tariff – one time schedule for the whole corridor (or segments thereof)
Ways to enhance operationalization

Operationalization is complex and challenging

In a country:
- national strategy
- necessary conditions through laws and procedures (border and transit facilitation, infrastructure)

Across countries:
- interoperability priorities
- operational targets and work plan
Corridor Management Groups (CMGs)

PILLAR I
ECONOMIC SUSTAINABILITY
Key target: Enhancing efficient movement

PILLAR II
SOCIAL SUSTAINABILITY
Key target: Enhancing safety and security

PILLAR III
ENVIRONMENTAL SUSTAINABILITY
Key target: Creating environmentally sustainable transport system

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Possible next operationalization steps

- Establishment of **pilot Corridor Management Groups** which could focus its efforts on improving coordination among a **selected group of stakeholders** from EATL countries on specific EATL corridors or parts thereof.

- This would require, i.e.:
  - Identification of voluntary pilot countries
  - Institutional set-up/creation of such Groups (including ToRs, appointment of a Coordinator, corridor management work plan based on TEN-T, CCTT experience)
  - CMGs resume their work with guidance of an inter-governmental platform (designated working party or advisory group)
Possible next operationalization steps

- At inception of pilot stage **no budgetary requirements**, if required at a later stage ExB funding could be attracted i.e. through partner organizations

- Any progress requires a **full buy-in of public and private sector stakeholders**
Thank you for your attention

Feedback/ questions:

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