

TRANSPORT CORRIDORS DEVELOPMENT IN UKRAINE



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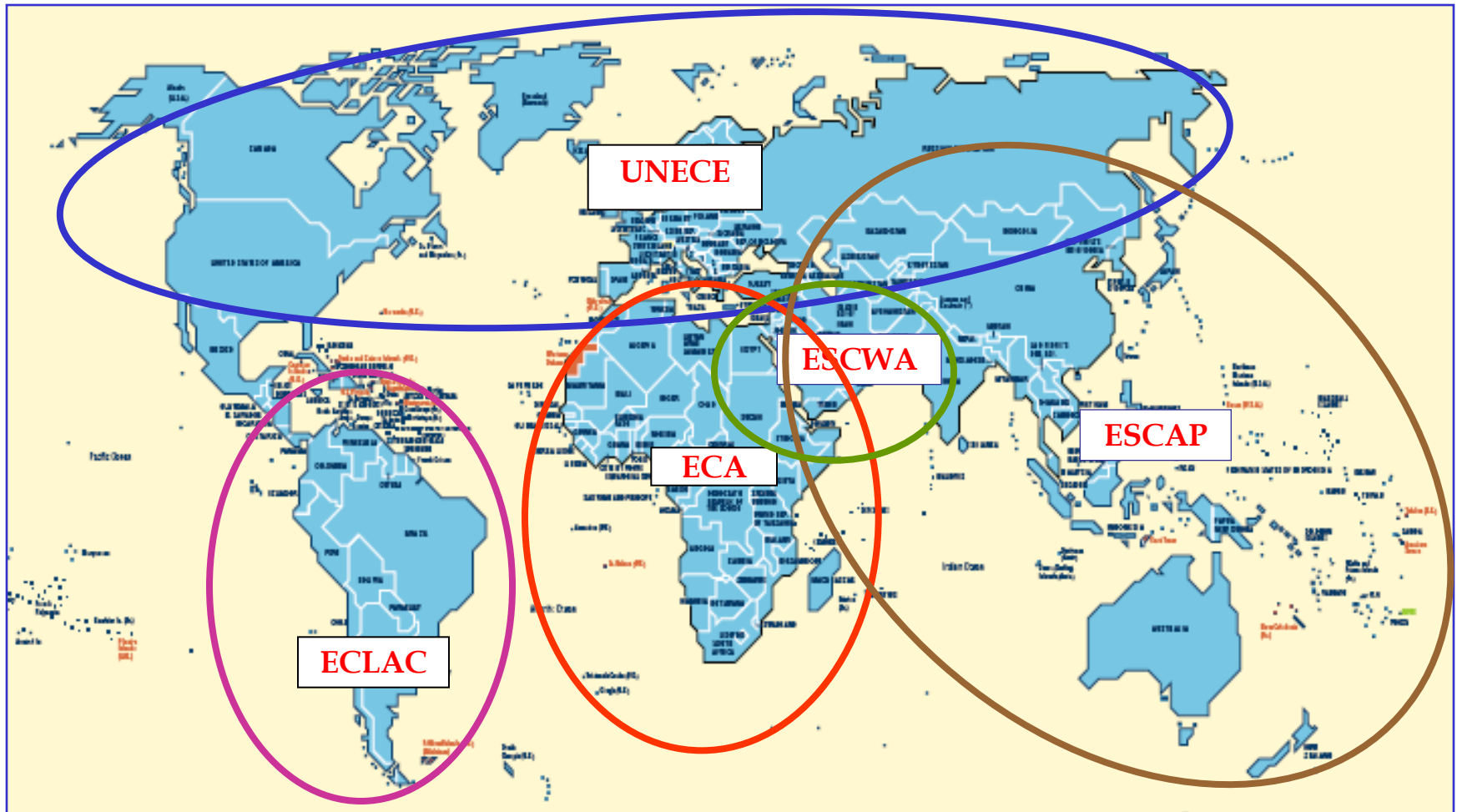


Structure of presentation

- Introduction
- Transport corridors and rail
- Transport corridors and inland waterways
- The TIR Convention
- Euro Asian Transport Links
- TEM and TER



5 Regional Commissions of the UN System



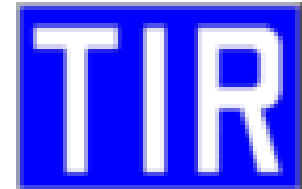
Visible signs of UNECE transport activities



European E-Roads



Transport of dangerous goods



Customs transit system



Vienna Convention

CMR Convention



Green Card

Motor Vehicle Insurance System

E2

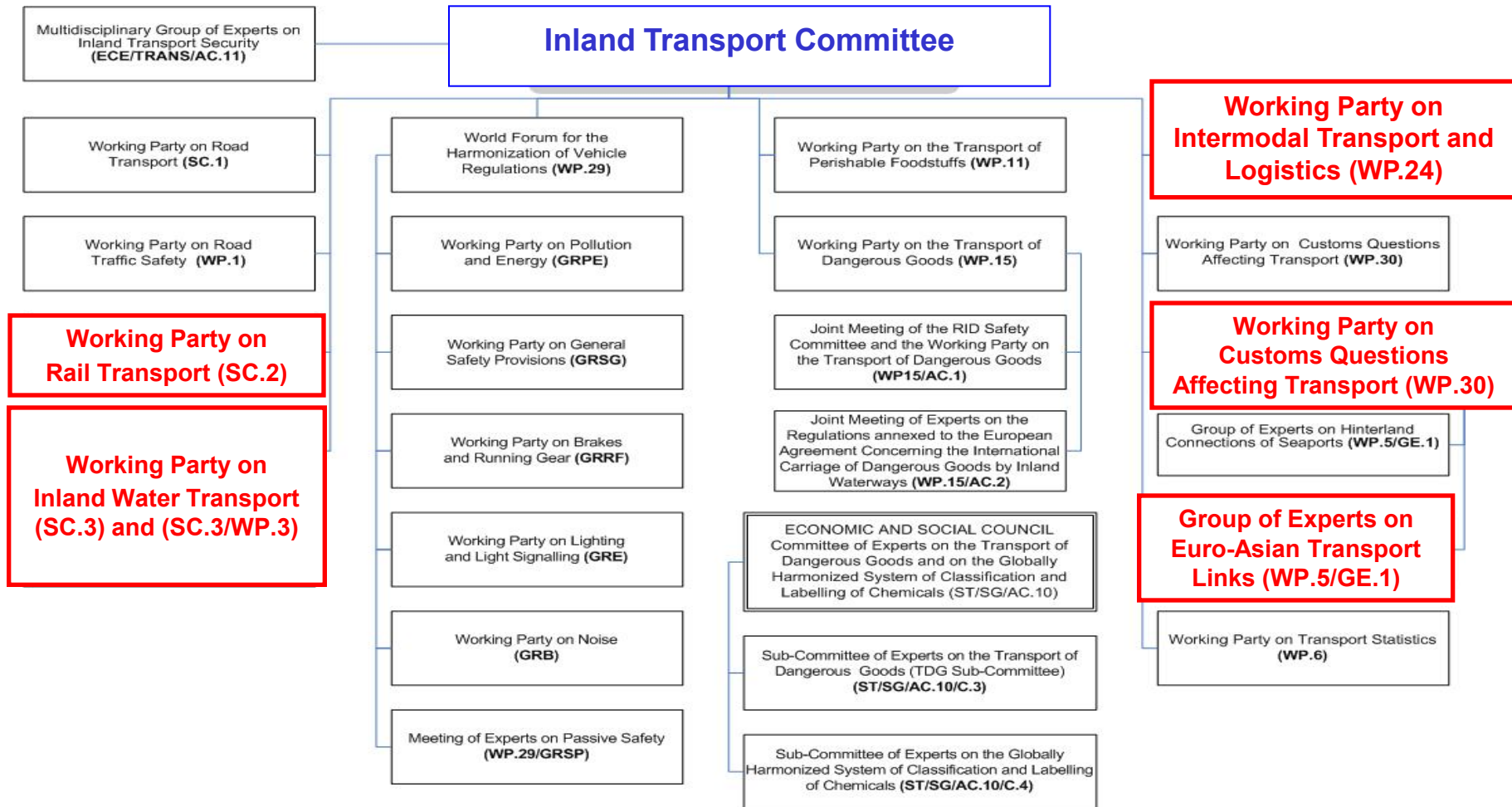
World Forum for Harmonization
of Vehicle Regulations (WP.29)

International Driving Licence

Vienna Convention



Governmental structure serviced by UNECE Sustainable Transport Division



Transport corridors and rail



Main agreements

European Agreement on Main International Railway Lines (1985) - **AGC**

European Agreement on Important International Combined Transport Lines and Related Installations (**AGTC**)

- Network infrastructure standards
- Performance parameters &
- Benchmarks for trains & infrastructure



The AGC (and AGTC) network



Unified Railway Law



International rail freight potential

- Land bridge between Europe, Asia and Middle East
 - Trans-Siberian railway (Russian Federation-China (Mongolia))
 - Rail corridors to Central Asia (Kazakhstan-Turkmenistan-Uzbekistan)
 - Railway links via Turkey (Asia (Pakistan), Central Asia and the Middle East)
- North-South rail corridors (Baltic States, Belarus, Russian Federation, Ukraine, Turkey)

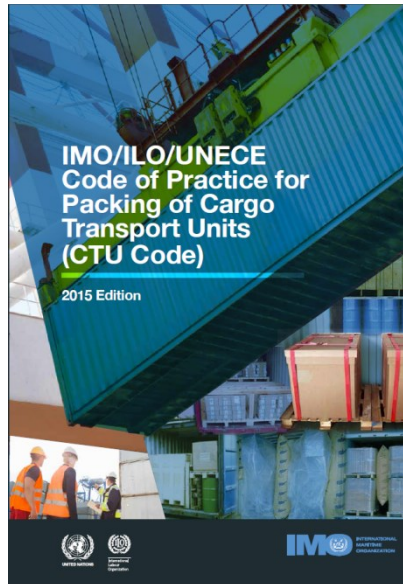
But, there is no level playing field among transport modes



Intermodal Transport - CTU Code

IMO/ILO/UNECE Code of Practice for Packing of Containers - CTU Code -

Not mandatory - but may become part of cargo insurance contracts
Available in all official UN languages



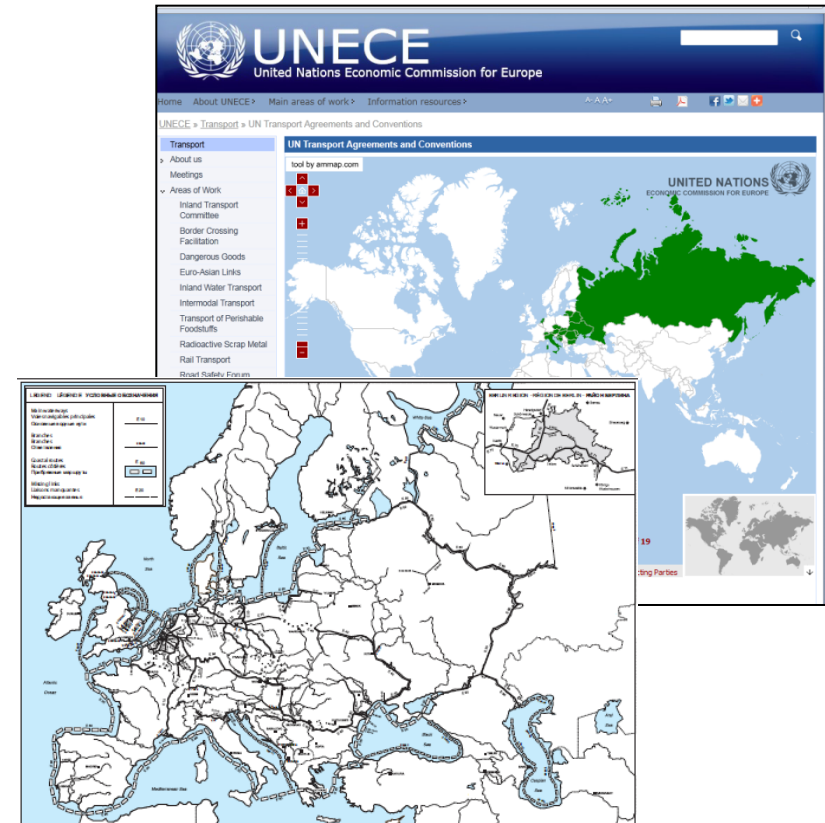
www.unece.org/trans/wp24/guidelinespackingctus/intro.html

Transport corridors and inland waterways



Inland Waterways - The AGN

- The European Agreement on Main Inland Waterways of International Importance (AGN) - in force since 1999 has 18 Contracting Parties.
- Most basic, strategic tool for the development in Europe of a coherent network of inland waterways and ports of international importance.



Inland Waterways - Other agreements

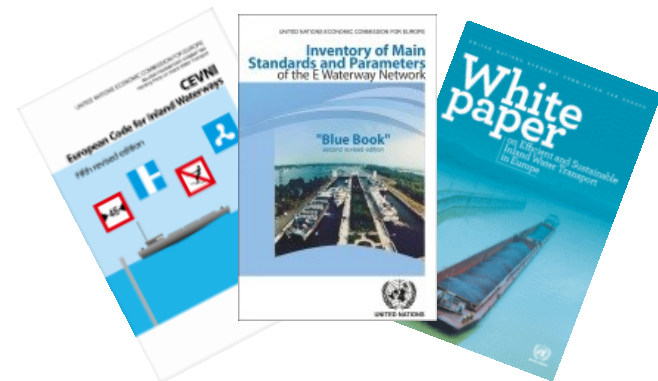
- **European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) - Contracting Parties: 18**
- **Convention on the Measurement of Inland Navigation Vessels - Contracting Parties: 16**
- **Convention on the Registration of Inland Navigation Vessels - Contracting Parties: 9**
- **Convention relating to the Unification of Certain Rules concerning Collisions in Inland Navigation - Contracting Parties: 13**
- **Among other European Conventions in inland navigation UNECE participated in preparing the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway (CMNI) which establishes uniform rules concerning contracts for the carriage of goods by inland waterway. Contracting Parties: 15**



Inland Waterways - Promoting efficiency & sustainability



- **Developing a coherent E waterway network**
 - The European Agreement on Main Inland Waterways of International Importance (AGN)
 - Inventory of main standards and parameters of the E-waterway network (“Blue Book”) etc.
- **Harmonizing technical and safety requirements**
 - European Code for Inland Navigation (CEVNI)
 - Technical requirements for inland vessels (Resolution No.61) etc.
- **Creating favorable legislative framework for inland water transport**
- **Encouraging policy dialogue on further development of inland water transport in Europe**



Euro Asian Transport Links

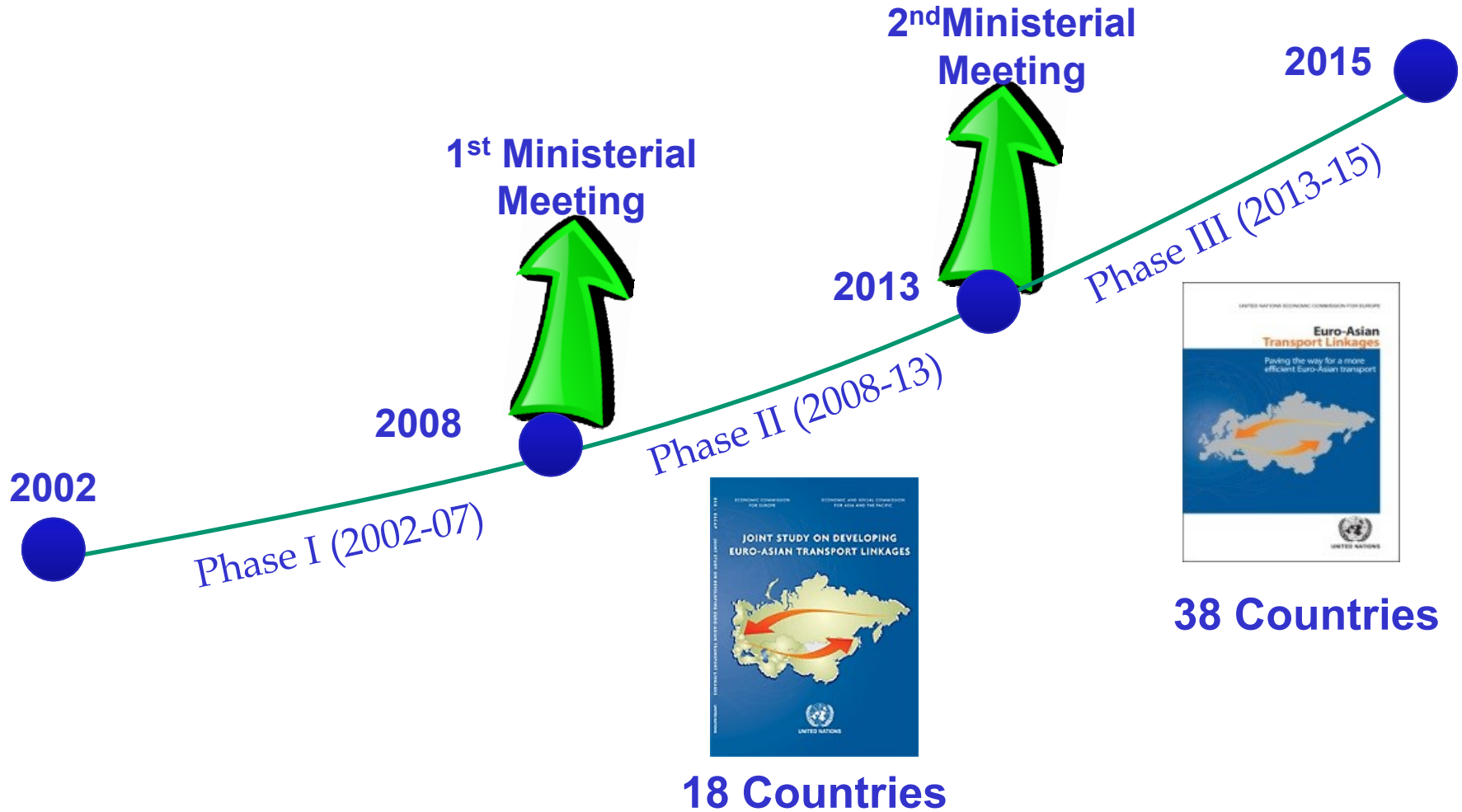


EATL Objectives

- The Euro-Asian Transport Links (EATL) project aims to make the overland transport between the two continents efficient, fast, safe and competitive.
- Designated National Focal Points (NFP) in the participating countries were to identify main EATL road and rail routes for priority development, regional cooperation and coordination.
- EATL Expert Group is the cooperation platform for the coordinated development of coherent Euro-Asian inland transport links.



EATL History



EATL Phase 1 - Main achievements



- Selection of main Euro-Asian road, rail and inland water transport routes, transshipment points and ports.
- Prioritisation of projects on agreed methodology.
- First analysis of physical and non-physical obstacles.
- Establishment of database and GIS maps.
- Organization of 6 Expert Group Meetings (EGM) and many capacity building national, regional and interregional workshops.
- Joint ECE-ESCAP study with results, conclusions and recommendations on the way to proceed.

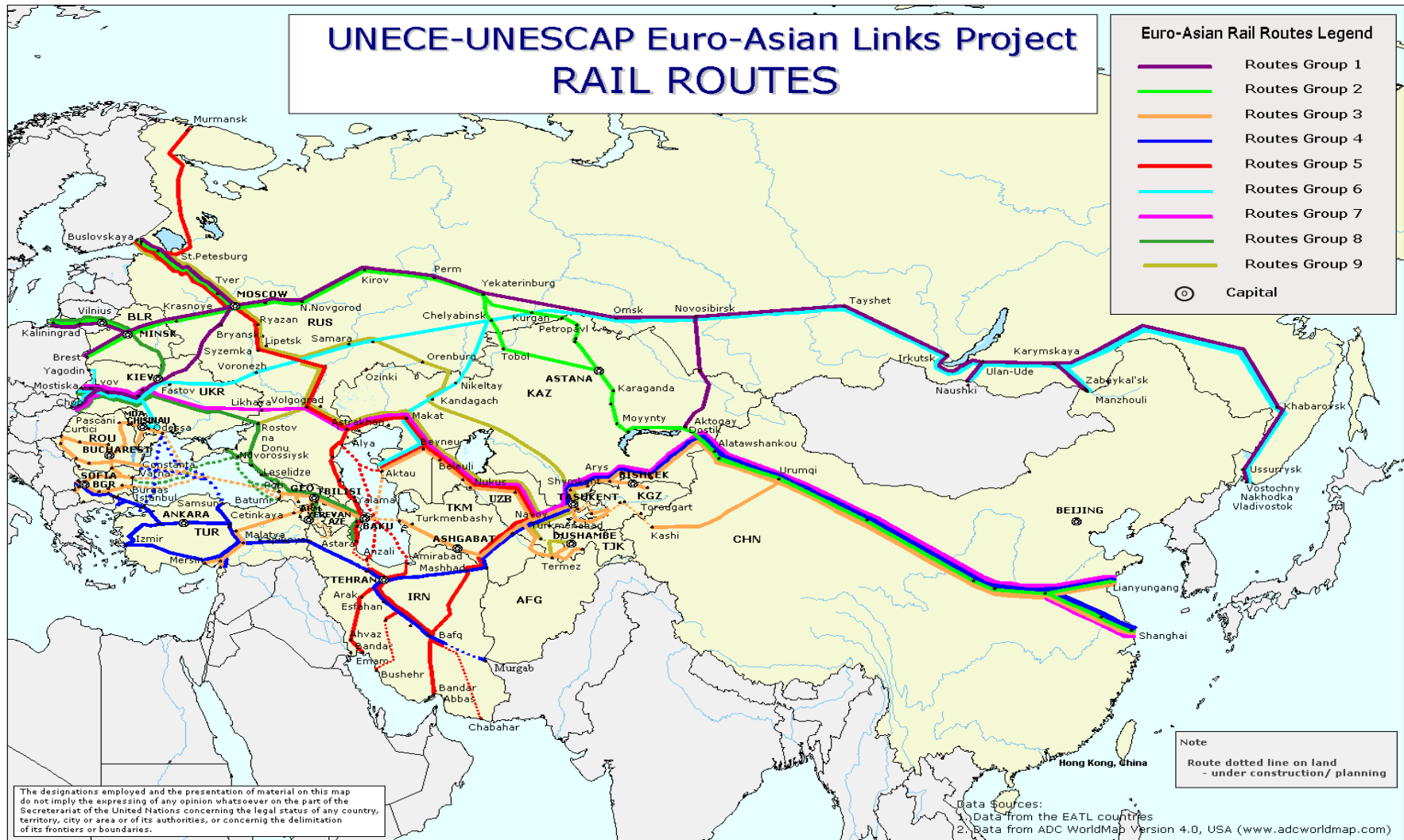


EATL Phase 2 - Main achievements

- Wider geographical coverage of countries (18 to 27)
- Continue projects' prioritisation and implementation
- Put emphasis on facilitation aspects
- Further developed and update GIS database
- Promote harmonised legislation and procedures
- Strengthen capacities of national officials
- Improve operational performance, including border crossing, compare inland transport options with maritime



The EATL Rail network



The EATL Road network

UNECE Euro-Asian Links Project Phase II Road Routes



EATL Phase 2 - Report

- Comparison study of Euro-Asian maritime routes with selected rail routes.
- Compared nine door-to-door transport scenarios:
 - Time
 - Cost
- In **five out of the nine** scenarios, rail transport performs better than maritime for **both the cost and time!**
- In all nine scenarios, rail transport performs better than the maritime in terms of time.

Report (600 pages) is freely available in English and Russian

- <http://www.unece.org/trans/main/eatl.html?expandable=99>



Route comparison

Scenarios	Route	Rail		Maritime		Best Transport Means	
		Cost (\$)	Time (hrs)	Cost (\$)	Time (hrs)	Cost	Time
Scenario 1: EATL Route 1	Khabarovsk (Russian Fed.) to Potsdam (Germany)	6 967.00	341	6 533	589	Maritime	Rail
Scenario 2: EATL Route 2	Hangzhou (China) to Kaluga (Russian Fed.)	4 714.65	277	6 786	624	Rail	Rail
Scenario 3: EATL Route 3	Tashkent (Uzbekistan) to Varna (Bulgaria)	5 946.00	165	7 550	529	Rail	Rail
Scenario 4: EATL Route 4	Almaty (Kazakhstan) to Istanbul (Turkey)	5 881.00	250	4 970	672	Maritime	Rail
Scenario 5: EATL Route 5	Morvarid (Iran) to Pushkin (Russian Fed.)	6 390.50	256	3 310	374	Maritime	Rail
Scenario 6: EATL Route 6	Ussuriysk (Russian Fed.) to Kyiv (Ukraine)	5 857.00	289	6 290	463	Rail	Rail
Scenario 7: EATL Route 7	Shanghai (China) to Warsaw (Poland)	8 937.00	446	6 300	569	Maritime	Rail
Scenario 8: EATL Route 8	Krasnodar (Russian Fed.) to Kaliningrad (Russia)	1 595.00	70	5 050	225.2	Rail	Rail
Case Study /Car Manufacturer	Vesoul (France) to Kaluga (Russian Fed.)	2 107.00	101	6 300	163	Rail	Rail



EATL Phase III and conclusions

- The project provided clear evidence that the overland rail transport is not a myth or some distant future, but a viable reality.
- Competitive Euro-Asian rail transport, and its combination with that of maritime and road transport is feasible.
- Firms increasingly use the rail option in Euro-Asian trade.
- **BUT**: Non-physical obstacles to transport along the EATL routes remain.



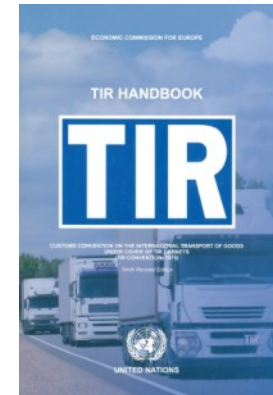
The TIR Convention



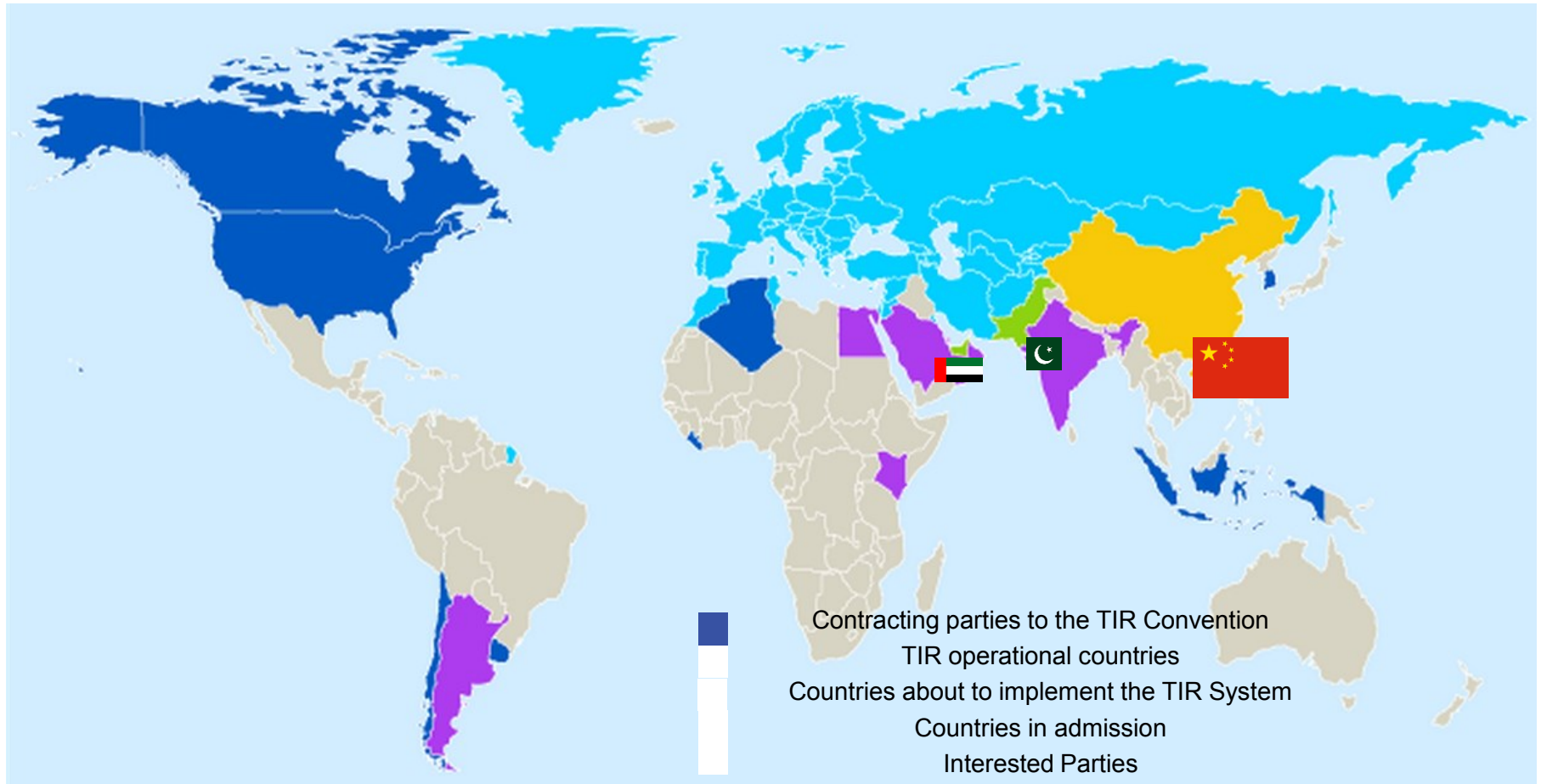
The **TIR** transit system

... the global transit system

- An important **facilitation instrument** for intrantational trade and transport
 - Based on the TIR Convention, 1975
 - 69 Contracting Parties
 - Intermodal

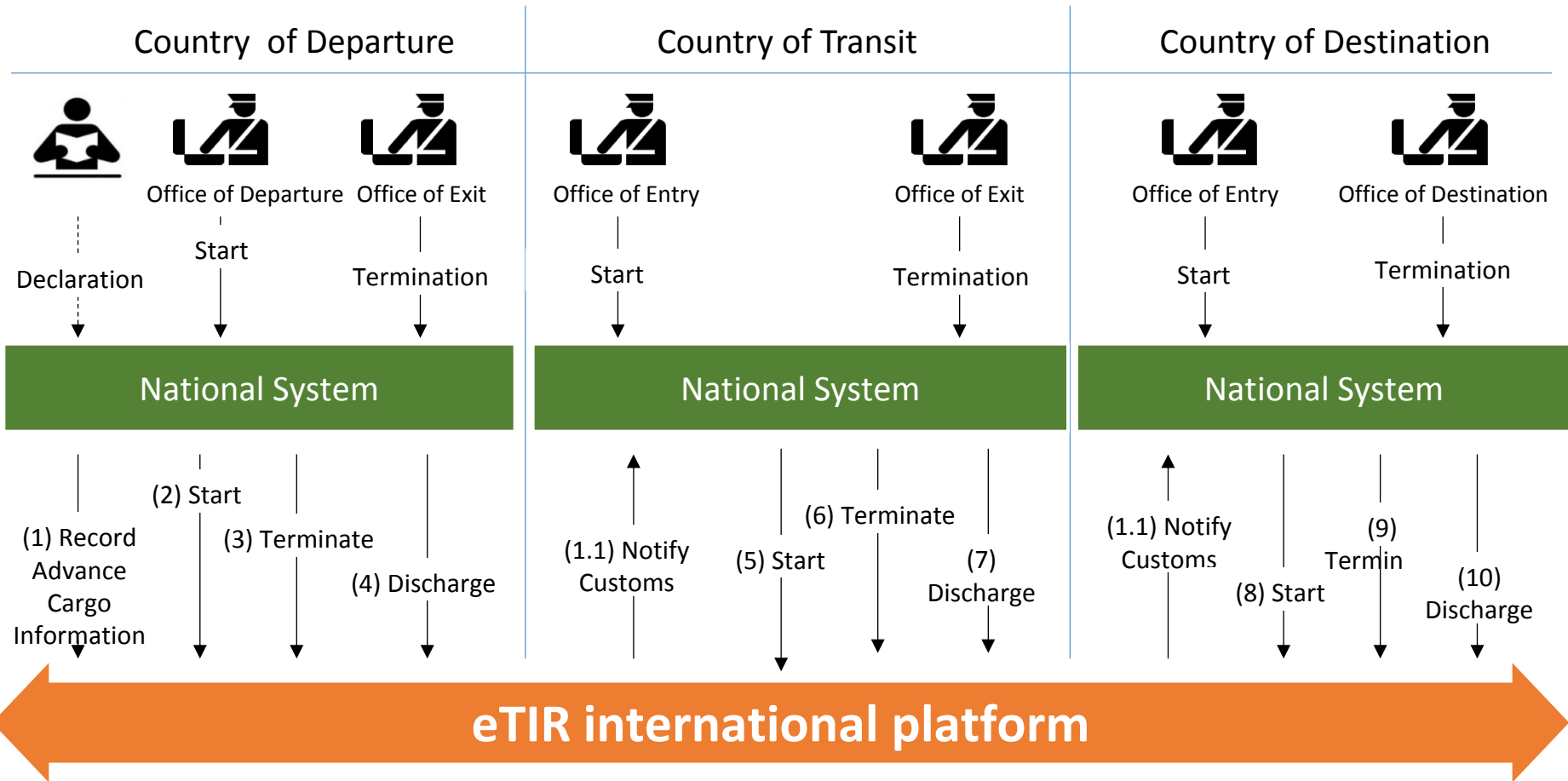


TIR geographical scope





- The project



TRANSPORT



TEM and TER



TEM and TER

- The Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) projects are unique Pan-European transport infrastructure projects bringing together countries of EU, EU candidate countries as well as other UNECE member States in Central, Eastern and South-Eastern Europe and the Caucasus.
- UNECE is the executing agency for both projects.



TEM objectives

- To facilitate road traffic in Europe,
- To improve the quality and efficiency of transport operations,
- To balance existing gaps and disparities between motorway networks in Western, Eastern, Central and South-Eastern Europe, and
- To assist the integration process of European transport infrastructure systems
- TEM is the backbone of the Pan -European Road Corridors in CEE and of the TINA exercise.



TER objectives

- To improve the quality and efficiency of transport operations,
- To assist the integration process of European transport infrastructure systems, and
- To develop a coherent and efficient international railway and combined transport system in accordance with the UNECE Pan-European infrastructure agreements: AGC and AGTC.



UNECE transport information

- **Working Party on Rail Transport**

<http://www.unece.org/trans/main/sc2/sc2.html>

- **Working Party on Intermodal Transport and Logistics**

<http://www.unece.org/trans/wp24/welcome.html>

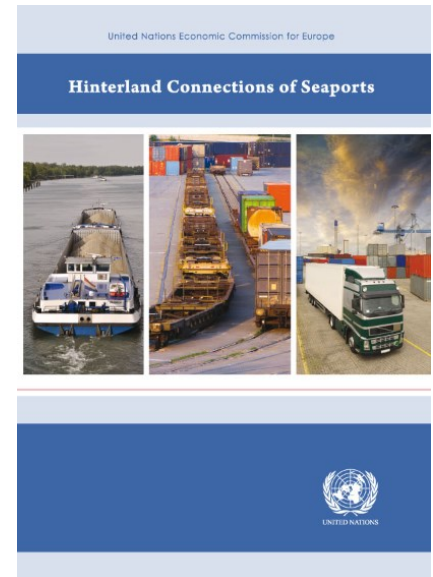
- **Euro-Asian Transport Links (EATL)**

<http://www.unece.org/trans/main/eatl.html>

<http://apps.unece.org/eatl/> - GIS APPLICATION

- **Working Party on Customs Questions Affecting Transport (WP.30)**

<http://www.unece.org/trans/bcf/welcome.html>



Thank you for your attention

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