

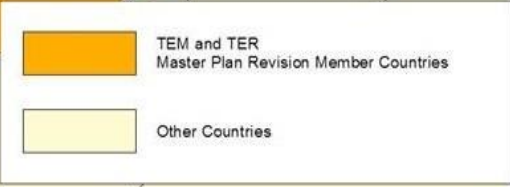


9th Session of the  
**GROUP OF EXPERTS ON EURO-ASIAN  
TRANSPORT LINKS**  
EATL Phase III

**Gennady BESSONOV**  
Project Manager  
UNECE Trans-European Railway  
4 - 5 February 2014  
Geneva, Switzerland

# TEM & TER Member Countries

TEM AND TER MASTER PLAN  
REVISION MEMBER COUNTRIES



# Overview of the Pan-European Transport Corridors

## Pan-European Networks (PAN)

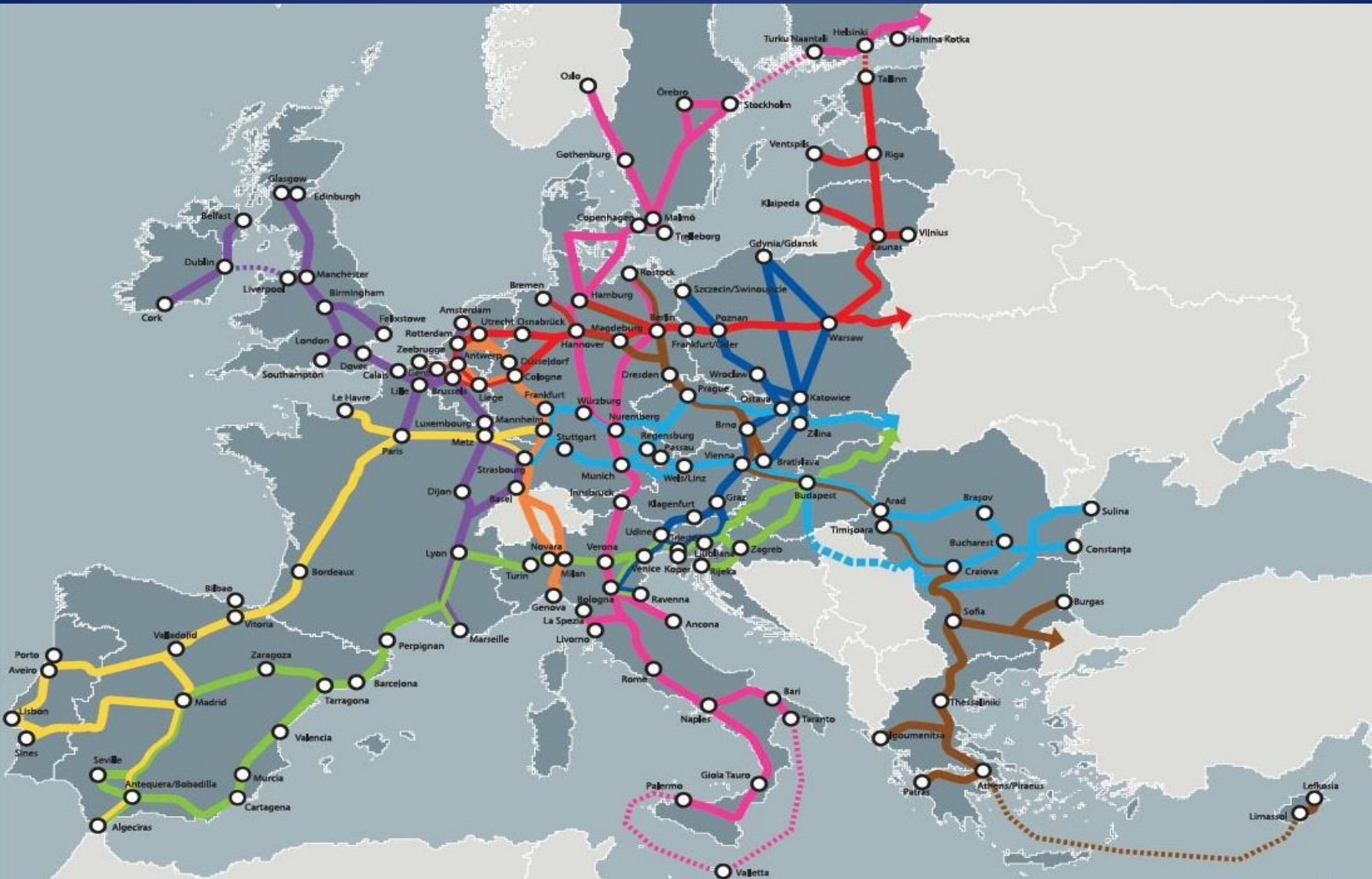
- I** Helsinki - Tallinn - Riga - Kaunas - Warszawa / Riga - Kaliningrad - Gdansk
  - II** Berlin - Warszawa - Minsk - Moskva - Nizhnij Novgorod
  - III** Berlin / Dresden - Wroclaw - Lviv - Kiev
  - IV** Berlin / Nürnberg - Praha - Budapest - Bucuresti - Constanta / Thessaloniki / Istanbul
  - V** Venezia - Trieste / Koper - Ljubljana - Budapest - Uzgorod - Lvov  
 Branch A: Bratislava - Zilina - Kosice - Uzgorod  
 Branch B: Rijeka - Zagreb - Budapest  
 Branch C: Ploce - Sarajevo - Osijek - Budapest
  - VI** Gdansk - Grudziadz / Warszawa - Katowice - Zilina  
 Branch A: Katowice - Ostrava ->Corridor IV
  - VII** Danube
  - VIII** Dures - Tirana - Skopje - Sofija - Varna (Via Egnatia)
  - IX** Helsinki - St. Petersburg - Moskva / Pskov - Kiev - Ljubasevka - Chisinau - Bucuresti - Dimitrovgrad - Alexandroupolis  
 Branch A: Ljubasevka - Odessa  
 Branch B: Kiev - Minsk - Vilnius - Kaunas - Klaipeda/ Kaliningrad
  - X** Salzburg - Ljubljana - Zagreb - Beograd - Nis - Skopje - Veles - Thessaloniki  
 Branch A: Graz - Maribor - Zagreb  
 Branch B: Budapest - Novi Sad - Beograd  
 Branch C: Nis - Sofija -via Corridor IV to Istanbul  
 Branch D: Veles - Bitola - Florina (Part of Via Egnatia)
- Bridge over the Danube as needed
- EU countries
  - New member countries
  - Other countries
  - EEA countries (special EU status)
  - Associated countries



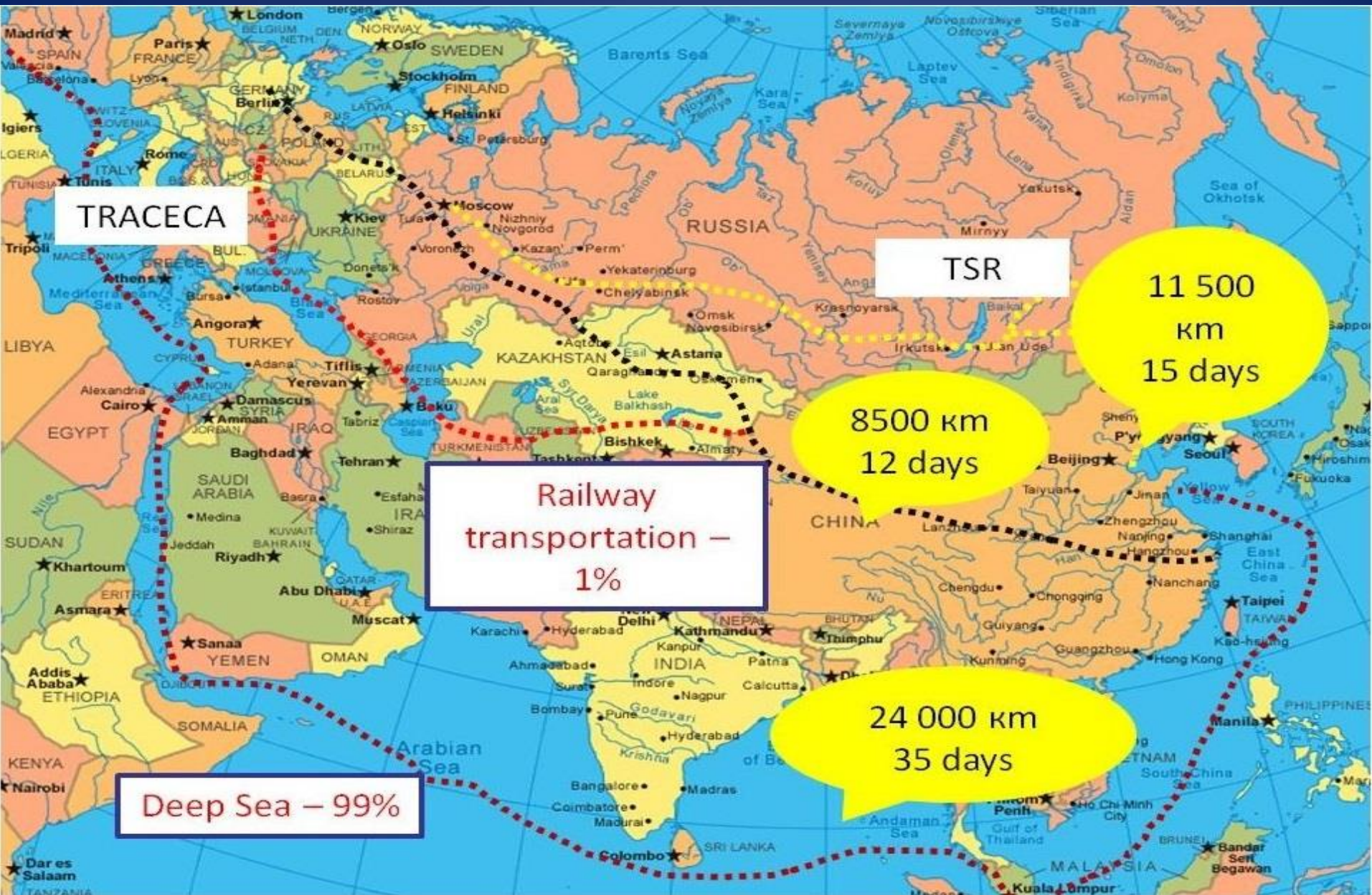
# Pan-European Transport Corridors (Crete Corridors)



# Pan-European Transport Corridors



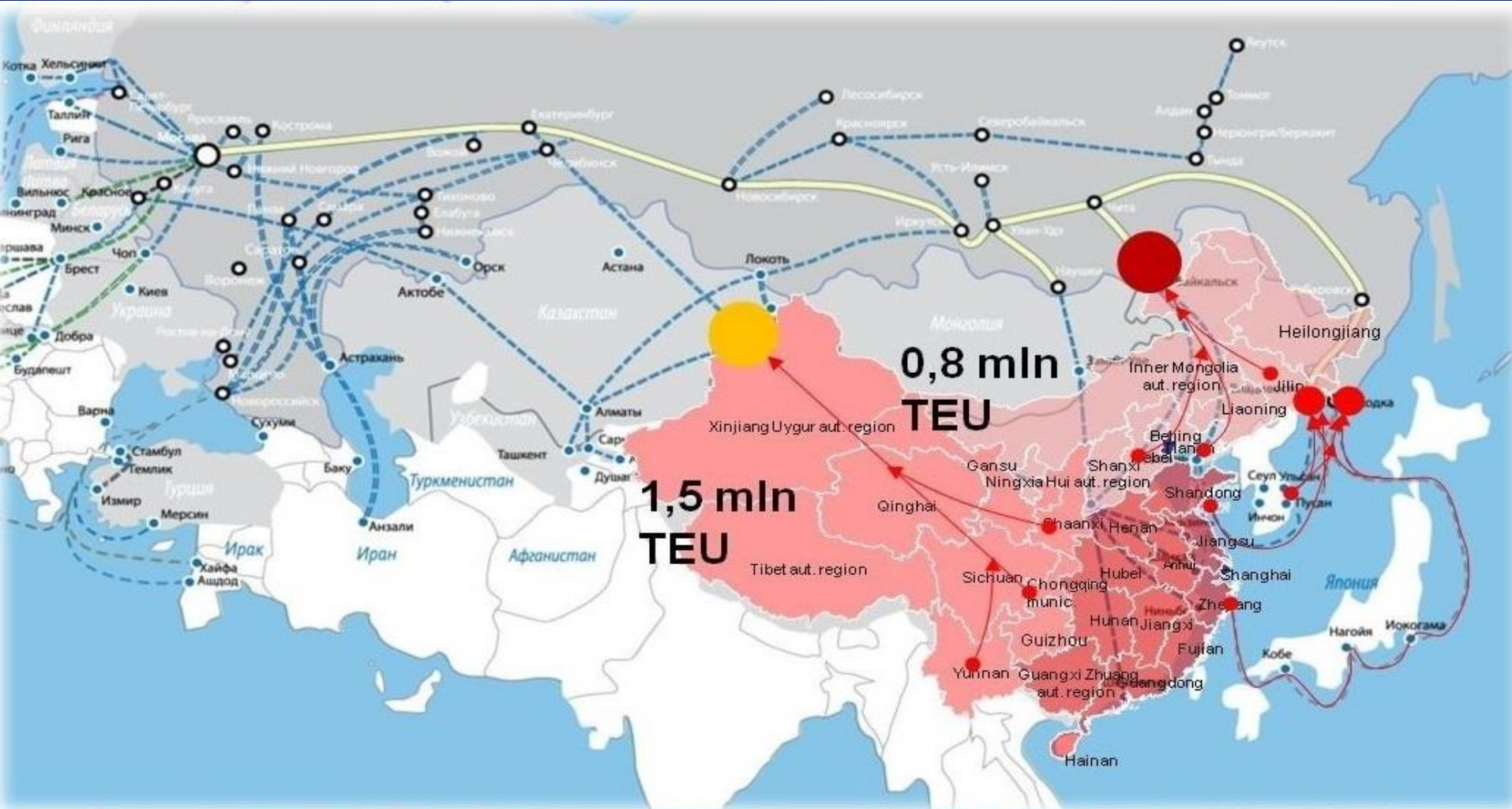
# Asia – Europe Transport Corridors



# TRACECA



# China – Europe Railway Routes



The western areas of China stimulate services development through Dostyk terminal (Kazakhstan). Northern areas of China make up demand for services through the terminal in Zabaikalsk (Russia).

Source: TransContainer

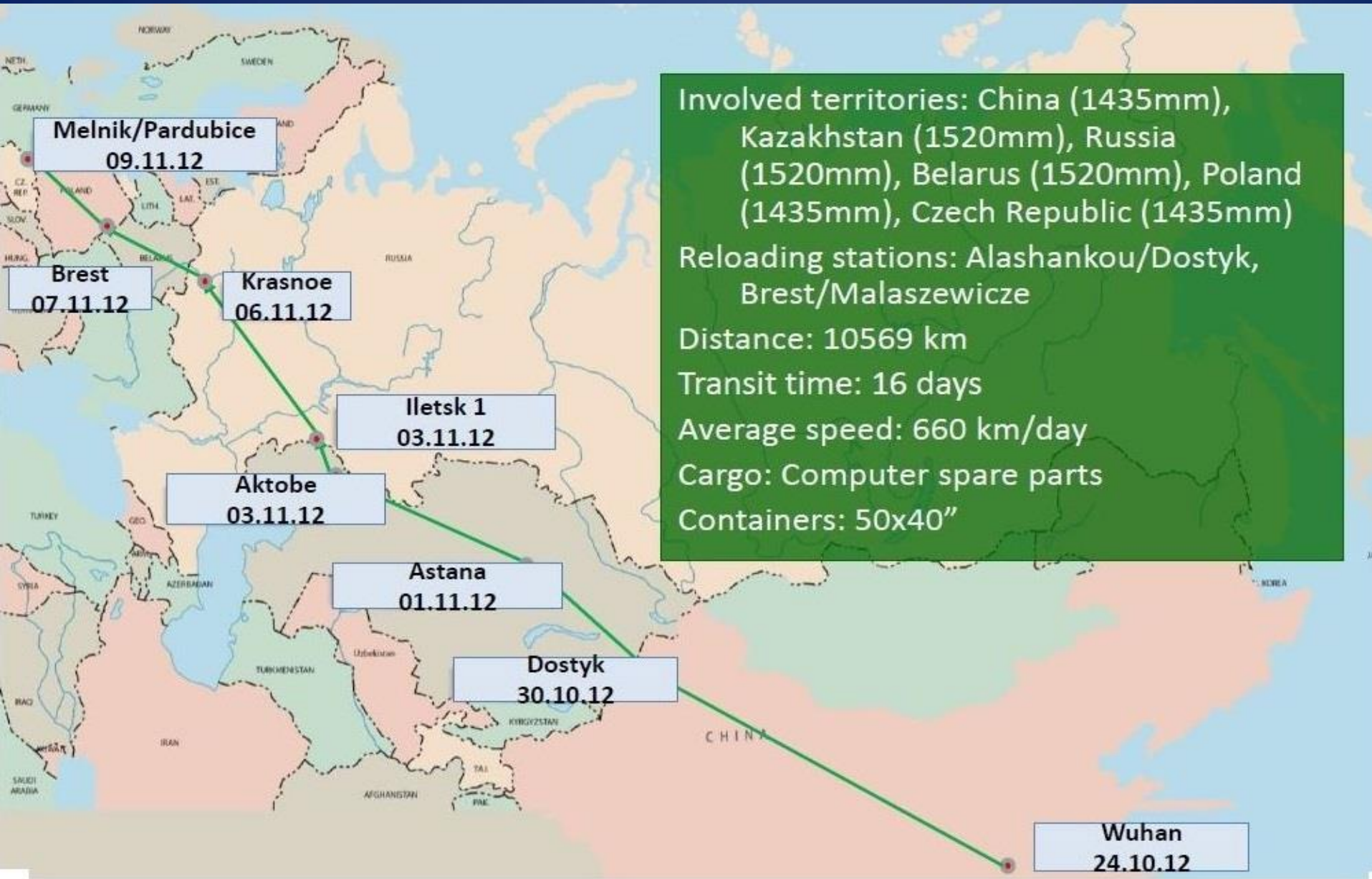




# Chengdu – Lodz – Grossbeeren



# Wuhan – Pardubice



# Chongqing - Duisburg



# Neutraubling - Shenyang



Distance – 11 000 km  
Transit time – 18 days

Leipzig (Germany)

Brest

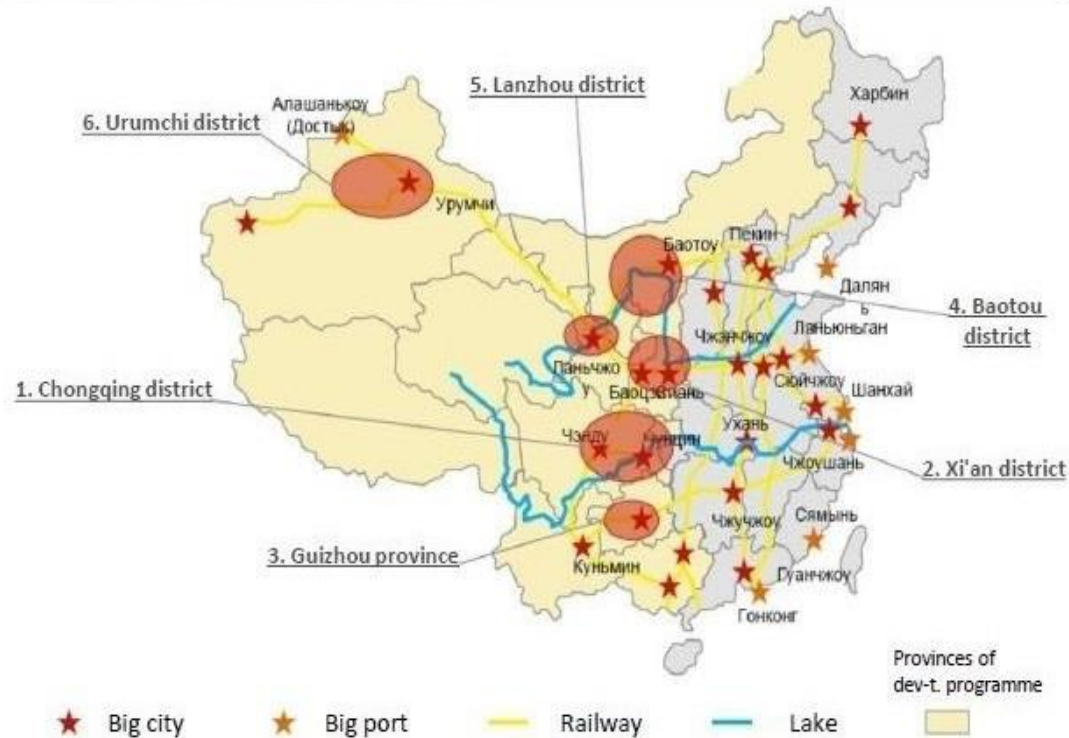
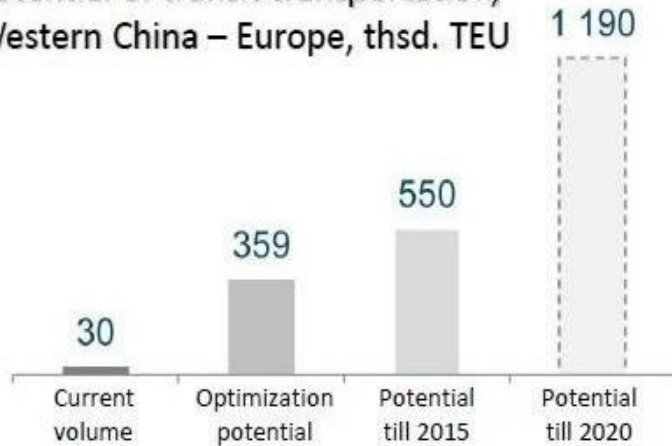
Dobra

Shenyang (China)



# Potential of Transit Transportation from China

Potential of transit transportation,  
Western China – Europe, thsd. TEU



Central and north-western provinces of China are developing at the fastest pace

This regions geographically gravitate toward railway transit route



TRANSSIB: Europe - Asia

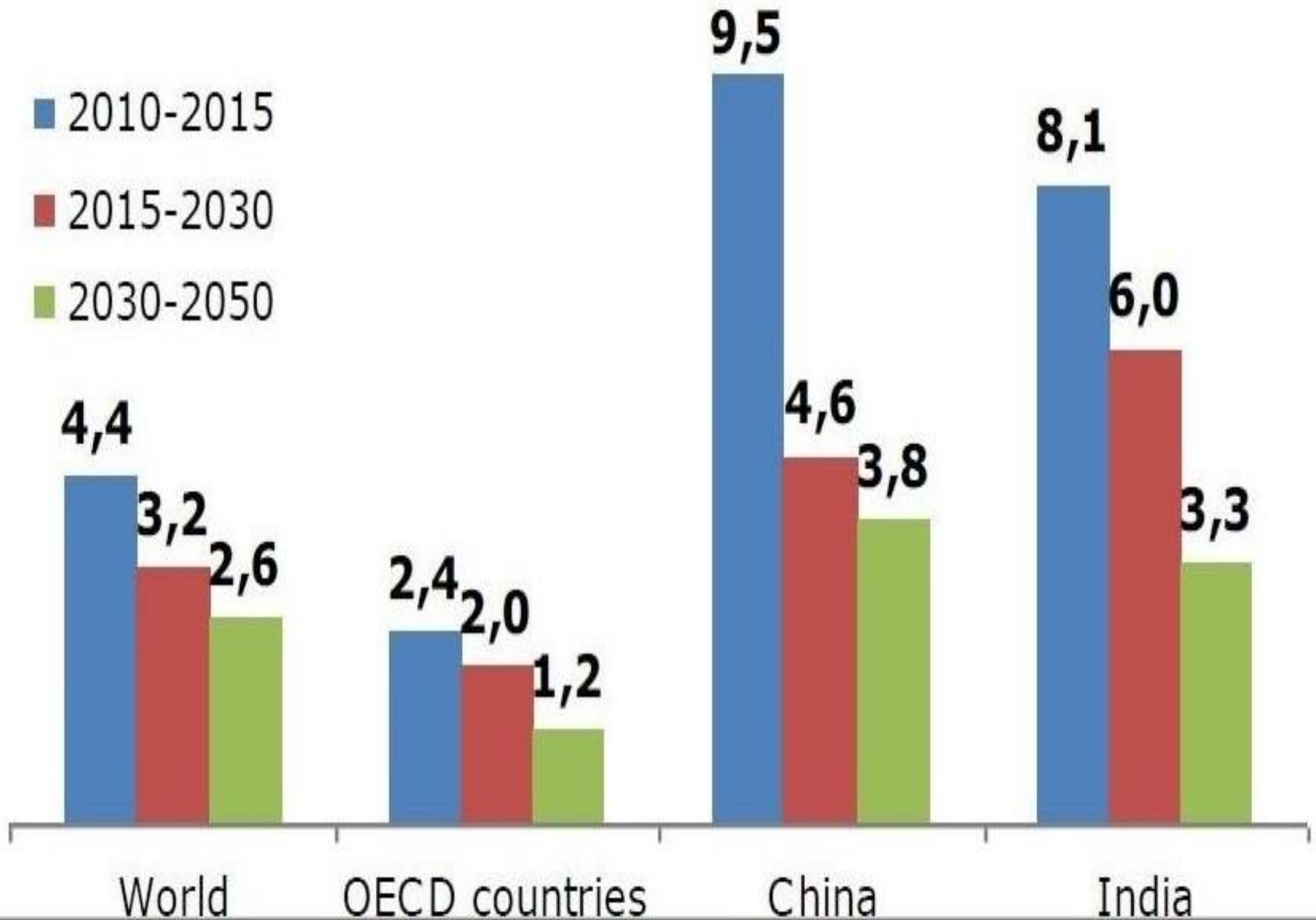
**2012**  
638,2 thsd TEU

**2020**  
941.6 thsd TEU

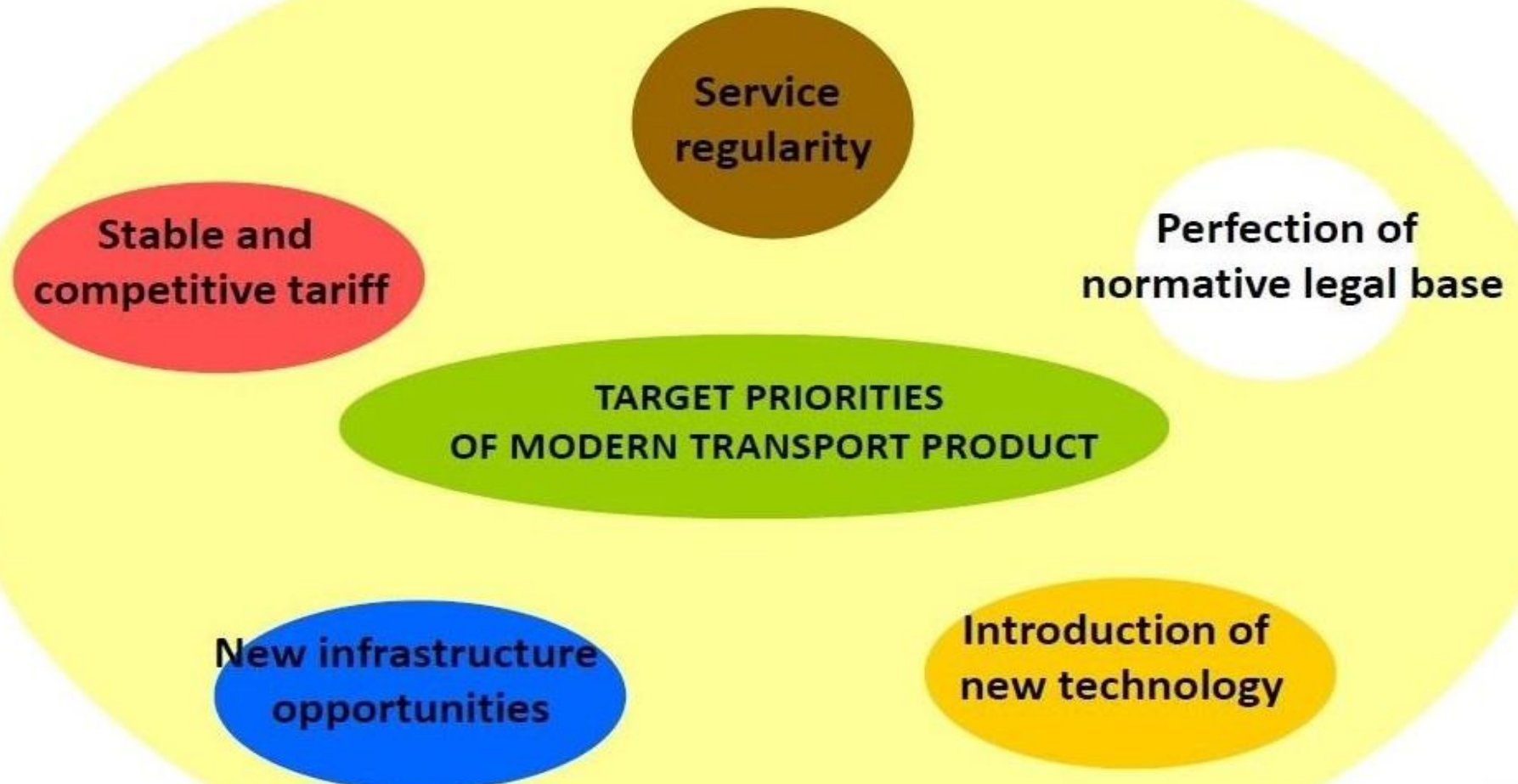


## GDP Growth Rate (% p.a.)

- 2010-2015
- 2015-2030
- 2030-2050



## Possible Cost Reduction





# Components of Through Rate for Europe – Asia Container Freight Transportation

## I. By railway transport via TSM through **Zabaikalsk** and **Naushki** border crossings.



1. Railways infrastructure tariffs: Railways of China, KTZ, RZD, BCh, PKP, DB.
2. Car rent
3. Security
4. Additional charge (handling, customs control, station charge and etc.)
5. Operator's commission

## II. Intermodal transportation on TSM through **Far-East ports (sea + railway)**.



- |  |   |
|--|---|
| 1. Sea freight   | 5. Car rent   |
| 2. Stevedore's charges in port   | 6. Security   |
| 3. Terminal service in port  | 7. Additional charge (handling, customs control, station charge and etc.) |
| 4. Railways infrastructure tariffs: Railways of China, KTZ, RZD, <u>BCh</u> , PKP, DB. | 8. Operator's commission  |



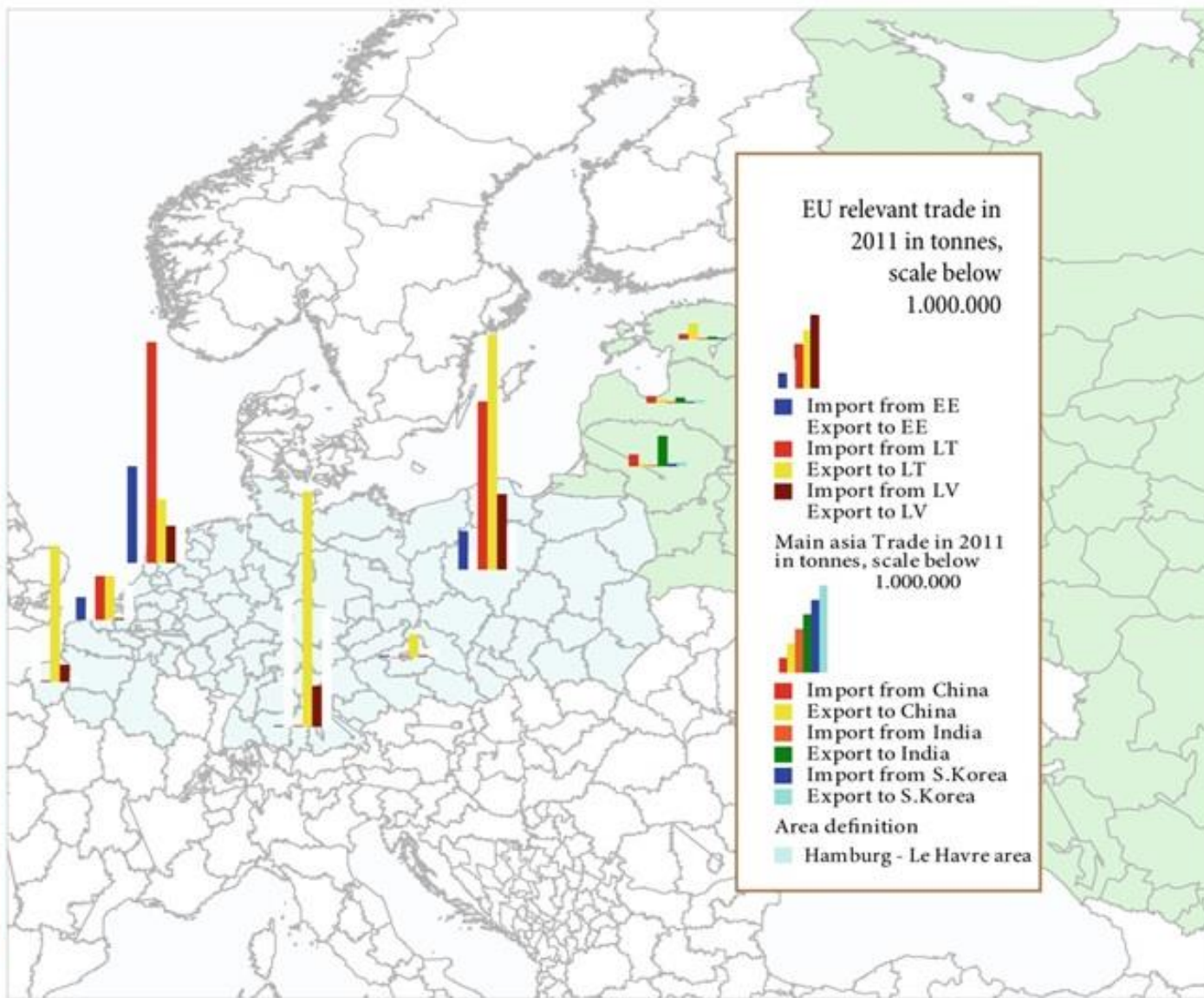
# Tariff Policy for Freight Transportation – Container Trains from China to Europe and return



# Current significant Trade Flows between North-Western Europe, Eastern Europe and Asia

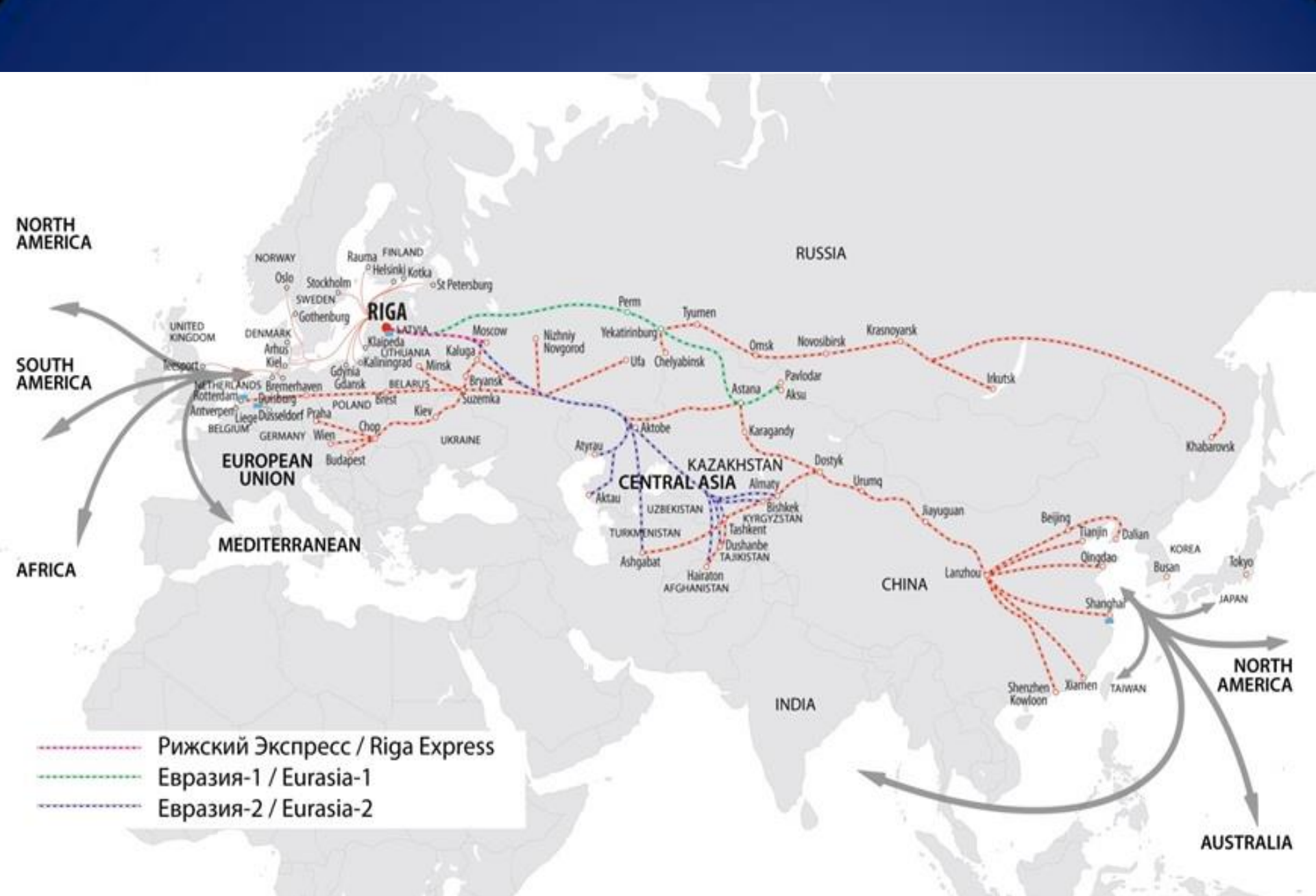
\*Условные обозначения:

Торговля ЕС в 2011 г. в тоннах, см. шкалу справа	
■	Импорт из Эстонии
■	Экспорт в Эстонию
■	Импорт из Литвы
■	Экспорт в Литву
■	Импорт из Латвии
■	Экспорт в Латвию
Торговля континентальной Азии в 2011 г. в тоннах, см. шкалу справа	
■	Импорт из Китая
■	Экспорт в Китай
■	Импорт из Индии
■	Экспорт в Индию
■	Импорт из Южной Кореи
■	Экспорт в Южную Корею
Регион	
■	Гамбург – Гавр



Источник: Panteia  
Source: Panteia





- Рижский Экспресс / Riga Express
- Евразия-1 / Eurasia-1
- Евразия-2 / Eurasia-2

# Eurasian integrated Transport System

High-speed railway line –  
40 thsd km

- Essential results of project implementation:**
- Territorial connectivity of Eurasian region;
  - 20 mln work creations;
  - additional investments call;
  - entry and implementation of new technologies.





- Necessity of fast goods and services exchange.
- Strains related with an access to raw materials and reallocation of influence between old and new centers of force.
- Aspiration of Asia as basic manufacturer of the consumer goods to an establishment of fast barter channel with the Western Europe.
- The space and time - moving of things, people and the information became the important conditions of developing of a modern civilization.

## Eurasian integrated Transport System



- The high-speed railway line (47 thousand km) will become a center of the system's first order
- The system of trunk highways шоссе (120 thousand km).
- This system will be equipped with telecommunication mainlines (23 thousand km of optical fiber).



# Eurasian Traffic via TRANSSIB







# Thank you!

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UNECE Trans-European Railway