Context of the Project

- Phase I of the project (2003 – 2006)
- European infrastructure networks (AGR/AGC/AGTC) already in place
- Asian networks in the process of ratification (AH/TAR)
- Objective was to identify major routes between Asia and Europe in order to select priority rail/road network linking Europe and Asia
First Steps

- Routes were identified and agreed:
  - Rail
  - Road
  - Inland Water Transport (IWT)
  - Maritime ports
  - Inland Container Depots (ICDs)
First Steps (continued)

- To get a better picture of the status of infrastructure, data was collected from countries through a questionnaire.
- GIS consultant consolidated data and put into GIS format.
- GIS Database (DB) was finalized and distributed to countries in 2007.

However, several limitations…
Limitations of Data

- Incomplete (about 30% missing)

- Inconsistent units of measurements (for example, railway loading gauge “UIC B”, 12.2 X 2.44 X 2.66 m, and 3500/5300 mm)

- Some sections have more than one answer (for example, Section A to B has both 2 and 4 lanes).
Limitations with Use of Data

- Project funds insufficient to give all countries MapInfo license, so we provided GIS Database with Mapinfo Proviewer
  - Useful for viewing route maps but very limited functions
- Could not put the GIS DB on the web or make available to wider public.
Limitations with Routes

- Routes were **very useful** in:
  - Helping countries to focus on international linkages
  - Ensuring all countries/major ports connected
  - Providing a reference for negotiation and discussion
  - Cooperation for coordinated development

- However, **less useful** in:
  - Knowing which routes are actually used by transport operators
  - Seeing optimum intermodal combinations
Therefore propose:

1. Keep route-based system but narrow down range of data fields to those which are necessary and easy to collect;

2. Update data / Incorporate data from new countries;

3. Migrate GIS DB into a web-based system or make current DB more user friendly;

4. And consult Transport Operators about our routes.
Next steps 1 and 2: Data

- Secretariat will finalize the data forms with current data, together with clearly defined data fields, and send to National Focal Points (by 20/09/2009):
  - Route infrastructure data
  - Border crossing point/station and intermodal data
  - Investment projects

- National Focal Points are asked to update data and email back to the Secretariat (20/09 – 20/10/2009).
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Next steps 3 : Develop Web GIS

- Should be able to view the status of different infrastructure on Maps
  - For example for Rail:
    - Double/single track
    - Electrification/non-electrification
    - Loading gauge, etc.

- Point-to-point data summaries
- Can show information about major investment projects and Intermodal connections
- Countries can update through the web – real time
Next steps 4 : Feedback

- We need feedback from representatives of the transport industry about the EATL routes:
  - For all modes: what are top 5 origins and destinations, and which routes are used?
  - For rail: what are the scheduled services?
  - Intermodal aspects: what combinations of modes are used?
  - Facilitation issues: what are major obstacles and what solutions are proposed? (linked to study on non-physical obstacles under the EATL project)
We must show results:

- GIS Database can show the world what is possible on the Euro-Asian Transport networks
- Participation from Transport Industry will ensure our efforts are in line with theirs
- Expert Group must play a leading role in continuing dialogue and sharing information
- Secretariat can facilitate the process.