Making Rail Competitive for Passengers & Freight on interoperable Euro-Asia Infrastructure

Vincent VU
UIC – Director Institutional Relations
Geneva – February 5th 2014 © UIC 5/2/2014
Global trade is growing and fuels the need for transportation: “global logistics has to fit with local logistics”
Rail can be used to support the transportation required by globalisation: **combined transport is part of the logistics solution**

<table>
<thead>
<tr>
<th>Segments</th>
<th>Commodities</th>
<th>Share of volume</th>
<th>Competitive environment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Full Train</strong></td>
<td>Coal, Steel, Construction materials</td>
<td>~35%</td>
<td>✓ Traditionally barge Competition</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>✓ Focus of intra-modal rail competition</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>✓ Price decline</td>
</tr>
<tr>
<td><strong>Single Wagon Load</strong></td>
<td>Chemicals, Paper and pulp</td>
<td>~50%</td>
<td>✓ Focus of road competition</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>✓ Complex production process, high barriers to entry</td>
</tr>
<tr>
<td><strong>Intermodal</strong></td>
<td>Finished goods, Containerized goods</td>
<td>~15%</td>
<td>✓ Strong road competition</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>✓ Subsidized in several geographies</td>
</tr>
</tbody>
</table>
Steady increase for combined transport volumes in Europe

UIC has a dedicated structure: The Combined Transport Group

Combined Traffic

A special group was created to deal with this fast growing market segment.

The priorities for the period ahead are:

- Terminals in the combined transport chain
- Train dimensions and masses
- Positioning combined transport in the debate on freight corridors
- Launching international pilot trains using the electronic consignment note
- Monitor trends in combined transport and issue the “the 2012 Report on Combined Transport”
Unaccompanied Combined Transport Volumes, 2011

2011: new record high with 18 Mio TEU

<table>
<thead>
<tr>
<th>CT market segment</th>
<th>Continental (TEU)</th>
<th>Maritime (TEU)</th>
<th>Total (TEU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic CT</td>
<td>3.863.110</td>
<td>7.065.030</td>
<td>10.928.140</td>
</tr>
<tr>
<td>International CT</td>
<td>4.678.050</td>
<td>2.510.730</td>
<td>7.188.780</td>
</tr>
<tr>
<td>Total CT</td>
<td>8.541.160</td>
<td>9.575.760</td>
<td>18.116.920</td>
</tr>
</tbody>
</table>

TEU carried by CT market segment, 2011

- Domestic Continental: 3.863.110 TEU
- Domestic Maritime: 4.678.050 TEU
- International Continental: 7.065.030 TEU
- International Maritime: 2.510.730 TEU

- Maritime/hinterland continues to keep its leading position with a share of 53% yet slight decline vs. 2009
- Domestic maritime still largest market segment
- Continental witnessed strongest growth rate

Source: UIC “2012 Report on Combined Transport in Europe” by KombiConsult
Unaccompanied Combined Transport Volumes

TEU carried by CT market segment, 2005-2011

<table>
<thead>
<tr>
<th>CT market segment</th>
<th>2005</th>
<th>2007</th>
<th>2009</th>
<th>2011</th>
<th>% change 2011/2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic CT</td>
<td>8,708,170</td>
<td>10,367,810</td>
<td>9,451,870</td>
<td>10,928,140</td>
<td>25.5%</td>
</tr>
<tr>
<td>International CT</td>
<td>5,378,880</td>
<td>7,007,250</td>
<td>6,123,280</td>
<td>7,188,780</td>
<td>33.6%</td>
</tr>
<tr>
<td>Total CT</td>
<td>14,087,050</td>
<td>17,375,060</td>
<td>15,575,150</td>
<td>18,116,920</td>
<td>28.6%</td>
</tr>
</tbody>
</table>

In 2011, CT industry was able to recover from the 2009 worldwide economic downturn: all-time high with 18.1 million TEU.

Compared to 2005 when the first report was issued, the total unaccompanied volume rose by 28.6% in the period to 2011.

- On cross-border services +33.6%
- Total domestic volume +25.5%

Source: UIC “2012 Report on Combined Transport in Europe” by KombiConsult
Situation in Europe: dense and shared network

<table>
<thead>
<tr>
<th>Main axes with bottlenecks</th>
<th>2015:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Germany</strong></td>
<td></td>
</tr>
<tr>
<td>Hamburg</td>
<td>&gt; 173</td>
</tr>
<tr>
<td>Rhein/Main</td>
<td></td>
</tr>
<tr>
<td>Köln – Rhein/Main</td>
<td></td>
</tr>
<tr>
<td>Saarbrücken – Stuttgart</td>
<td></td>
</tr>
<tr>
<td><strong>France</strong></td>
<td></td>
</tr>
<tr>
<td>Metz – Dijon</td>
<td></td>
</tr>
<tr>
<td>Lyon – Avignon</td>
<td></td>
</tr>
<tr>
<td>Paris – Orléans – Tours</td>
<td></td>
</tr>
<tr>
<td><strong>Belgium</strong></td>
<td></td>
</tr>
<tr>
<td>Freight corridors from/to Antwerp</td>
<td></td>
</tr>
<tr>
<td><strong>Switzerland</strong></td>
<td></td>
</tr>
<tr>
<td>Greater Basel area</td>
<td></td>
</tr>
<tr>
<td><strong>Spain</strong></td>
<td></td>
</tr>
<tr>
<td>Barcelona-Tarragona</td>
<td></td>
</tr>
</tbody>
</table>

85% - 100%: 147 - 173
70% - 84%: 103 - 146

Source: UIC Capacity study
## Top terminal areas and seaport-related terminals

<table>
<thead>
<tr>
<th>Country</th>
<th>Transport areas with additional capacity need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria</td>
<td>Graz, Villach, Wien, Wels</td>
</tr>
<tr>
<td>Belgium</td>
<td>Genk, Zeebrugge</td>
</tr>
<tr>
<td>Czech Republic</td>
<td>Praha</td>
</tr>
<tr>
<td>Denmark</td>
<td>Taulov</td>
</tr>
<tr>
<td>Germany</td>
<td>Hamburg, Köln, München, Neuss, Ludwigshafen/Mannheim</td>
</tr>
<tr>
<td>Italy</td>
<td>Milano</td>
</tr>
<tr>
<td>Poland</td>
<td>Gliwice, Poznan, Warszawa</td>
</tr>
<tr>
<td>Spain</td>
<td>Barcelona, Valencia, Lisboa, València, Tarragona, Zaragoza</td>
</tr>
</tbody>
</table>

**Map:**

- **Inland transport area**
- **Sea and ferry port transport areas**
Need to build an infra- & operator-efficient CT network

Industrialized production
- multi-frequency shuttle & direct services between key economic areas
- small- and medium-size areas served by shuttle via gateway/hub
- high level of inter-connectivity at hubs

Etc.
ITALY: a network of Interporti

- Scattered production areas
- Economy struggling: need for efficient and cost effective distribution solutions
- Reorganization of rail services: hub & spoke
  - Hubs: Milano, Cervignano, Bologna
  - Emergence & organization of INTERPORTI

Source: UIR 2012
- Facilitate exchange of goods
- Rationalize flows
- Integrate:
  - Various transport modes
  - Services
So to:
- improve capacity
- provide seamless link between regional needs & international requirements

Source: UIR, 2012
LUXEMBURG

Intermodality - multimodality: an answer for optimizing flows
The Luxembourg example on how to create value for transit flows

CFL multimodal
Logistics – for our future

Bettembourg as,
A Rail transportation pan-European hub
A logistics platform for the Hinterland of Zeebrugge and Antwerp
An efficient logistic services provider

Source: CFLMM
Luxembourg: General context in terms of multimodal development

- Central location
- Important international transit
- Attractive frame for creating logistical activities
- Important neighbor markets
- Intersection of major rail and road corridors

Few industries, Few local volumes

Limited capacity for developing organic huge rail volume

Opportunity to stop flows

Need for Luxembourg specific solutions

Need to create “value for money solutions” answering to the main pains of rail

QUALITY – FLEXIBILITY – CUSTOMER SERVICE – COSTS EFFICIENCY

Source: CFLMM, GRFC 2012
Bettembourg, the multimodality challenges to assure future growth

Current situation
- Hinterland of main maritime ports
- Central node of road and rail network
- Existence of logistic infrastructure

For Attracting volumes
- Facilitate work of clients by managing all types of transports mode (trailers, container, tanks, bulk...)
- Improve costs and consequent selling conditions
- Develop capacity sharing for increasing frequency

With requirements
- Quality of service
- Efficiency of infrastructure
- Monitoring of operation
- Capacity to support locally

Source: CFLMM, GRFC 2012
• Combined transport connections from Bettembourg to:
  - the North Sea, Baltic Sea and Mediterranean Sea
  - the main European industrial centers

• Positioning of Bettembourg at the center of a network of European Rail Motorways under construction

• Client-dedicated logistic solutions
• Freight forwarding & global transport solutions by air and sea
• Rail and road transportation (FTL/LTL)
• Regional distribution
• Parcel services (UPS partner for Luxembourg)
• Warehousing, Stock management
• Handling, Packaging & Picking
• Customs agency services

Source: CFLMM, 2013
OVERALL TRENDS

- Increasing container carriers size: 16000 TEU today
- Congestion restrains storage and marshalling possibilities
- Limited inland connections capacity by all modes
- Delays appear in the supply chains

<table>
<thead>
<tr>
<th>Customer demand according to road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Punctuality</td>
</tr>
<tr>
<td>For many customers punctuality is more important than the actual transit time</td>
</tr>
<tr>
<td>Reliability</td>
</tr>
<tr>
<td>Continuous compliance of guaranteed capacities</td>
</tr>
<tr>
<td>Frequency</td>
</tr>
<tr>
<td>Increasing reliability by frequently departures</td>
</tr>
<tr>
<td>Flexibility</td>
</tr>
<tr>
<td>Ability to respond to varying volumes</td>
</tr>
<tr>
<td>Density</td>
</tr>
<tr>
<td>Dense hinterland network</td>
</tr>
<tr>
<td>Price-Performance</td>
</tr>
<tr>
<td>Competitiveness to direct road transport</td>
</tr>
<tr>
<td>Security</td>
</tr>
<tr>
<td>Avoiding damages or theft</td>
</tr>
<tr>
<td>Information</td>
</tr>
<tr>
<td>Seamless bi-directional IT-process of booking, order processing, billing as well as tracking and tracing</td>
</tr>
</tbody>
</table>

Source: HHLA
When East meets West: Global flows need regional distribution

- For rail to be fully competitive with other transport modes like deep-sea shipping in Asian ↔ European transports it is vital to have regional distribution networks at hand.

- Global supply-chains do not end/begin in a major European hub. There is need for distribution/collection of cargo at the door of our European costumers.

- This means that a reliable network is needed to feed and de-feed the big international rail hubs.
Fact: Long-term (2030), rail transport between Asia and Europe is forecast to reach around 950,000 TEU p.a. This includes traffic from East Asia, Mongolia and Kazakhstan to the EU in both directions. Traffic from South Asia could add another 150,000 TEU in the long-term.

Fact: Already today, rail could hypothetically achieve a potential of 480,000 TEU p.a providing some adjustments.

Fact: Need to create awareness on opportunities, prepare the ground for enhanced rail cargo services between Asia and Europe and to promote rail transport solutions.

Source: GGS – Containerisation International 2012 - Drewry
To exploit the huge market potential, Eurasian rail services need to be improved significantly along key levers

| Transport time | • Time is the key differentiation between rail and maritime transport.\(^1\) Only fast transport times enable benefits compared to sea and trigger monetary benefits for shippers  
| Priority should be given to reliability/predictability rather than winning 1 or 2 days more |
| Reliability | • Predictability is key to shippers and customers  
| • Reliability allows for price premiums if time-sensitive or production-critical materials/goods bear high opportunity costs; reliability might differentiate rail if being further improved |
| Target markets | • Rail generates highest benefits in hinterland areas for high-value goods. It should optimize its product offer for these interfaces (continental consolidation points)  
| • Look for balanced traffic or combine shorter eastbound traffics along way back to Asia |
| Pricing | • Rail can compete with a comprehensive price view: D2D, working capital, lead time  
| • Working capital savings, time-to-market and built-to-order benefits allow for a price premium, but are highly dependent on fast and reliable transport times |
| Infrastructure, Ops | • Infrastructure requires continuous updates and extensions for long-term rail success  
| • In addition, rail needs to complement its westbound services with eastbound solutions to optimize rolling stock and container availability at key origins |
| Frequency, flexibility | • Unpredictable frequency reduces attractiveness of rail. A regular service is entry condition for many customers  
| • Target frequency of at least 1-2 departures per week, ideally more than 3 |
| Customs | • Improvements urgently required, but also related to mistakes by operators/shippers  
| • CIM/SMGS consignment note and paperless transport keys to accelerate border crossing  
| • Transit customs logic: customs only at O/D terminals |
## Flexibility and Frequency – To dos

### Required Frequency [trains/day]

<table>
<thead>
<tr>
<th>Minimum</th>
<th>As a minimum, 1 train per week is enough, two would be nice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ideal</td>
<td>Ideally, more than 3 trains per week</td>
</tr>
</tbody>
</table>

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### Comments

- Position rail as a different product than sea/air with their daily departures (individual carrier less frequent)
- Ensure high number of services Asia-Europe from consolidation points/terminals (i.e. minimum volume per train to be ensured for terminals)
- Benefit from feeder trains/trucks to terminals to be able to deal with smaller volumes from original customer points – cooperate with feeder service companies at origins (e.g. Chinese railways)
- Introduce schedule
- For block trains, adapt frequency to specific customer needs (departure when required) enhance joint planning with customers

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### Additional Services

- Additional services mentioned during the interviews, examples warehousing, labelling, re-packaging
- Are usually done in the proximity of ports/terminals, i.e. are also common for maritime transport
- Additional services normally offered by logistics/forwarding companies, i.e. rail operators do not need to take care of them or would then compete with their ordering parties
- However, transparency services need to be established to comply with market standards, examples train/container tracking, automatic delay messages
- Additional services incur additional time and hence dilute the time advantage of rail

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Little potential for rail differentiation, rather need to close the gap to market standards
ENHANCEMENT OF CONTAINERIZATION IN EURO-ASIA
© UIC 2010

- Economic growth of China, CIS and ASEAN countries,
+ Emergence as manufacturing hubs of the world,

=> Containerization and development of container ports progressed rapidly in Asian ports.

⇒ International container movement relies extensively on maritime transportation, with road transportation being used for first-mile and last-mile connectivity, but a larger role for railway transportation could be targeted in future.

⇒ Analyzes the present level of container traffic in Asia, estimates potential container traffic growth by 2025, analyses modal mix of container movement in Euro-Asia, identifying and analyzing key challenges for increase role of railways in container transportation in future.
<table>
<thead>
<tr>
<th>Regions</th>
<th>2025 (million TEUs)</th>
<th>2014-19 CAGR</th>
<th>2020-25 CAGR</th>
<th>2007-25 CAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASEAN</td>
<td>22.8</td>
<td>7.42%</td>
<td>4.72%</td>
<td>5.36%</td>
</tr>
<tr>
<td>South Asia</td>
<td>13.8</td>
<td>12.88%</td>
<td>9.09%</td>
<td>9.89%</td>
</tr>
<tr>
<td>North-East Asia</td>
<td>73.1</td>
<td>9.62%</td>
<td>6.90%</td>
<td>7.03%</td>
</tr>
<tr>
<td>CIS</td>
<td>10.6</td>
<td>10.70%</td>
<td>6.93%</td>
<td>7.75%</td>
</tr>
<tr>
<td>West Asia</td>
<td>9.8</td>
<td>7.99%</td>
<td>5.62%</td>
<td>6.02%</td>
</tr>
</tbody>
</table>
Ex: CIS and WA with neighbouring regions in 2025
### Scenario Analysis for GDP variation - Impact of GDP variation on container traffic (in mn TEUs)

<table>
<thead>
<tr>
<th></th>
<th>CAGR</th>
<th>CAGR for 2007-25 (Base)</th>
<th>CAGR for 2007-25 (Base with additional containerisation)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia’s Trade with Europe</td>
<td>5.57%</td>
<td>6.13%</td>
<td>4.98%</td>
</tr>
<tr>
<td>ASEAN Trade with Europe and Asia</td>
<td>5.36%</td>
<td>5.94%</td>
<td>4.79%</td>
</tr>
<tr>
<td>S Asia Trade with Europe and Asia</td>
<td>9.89%</td>
<td>11.03%</td>
<td>8.78%</td>
</tr>
<tr>
<td>NE Asia Trade with Europe and Asia</td>
<td>7.03%</td>
<td>7.80%</td>
<td>6.27%</td>
</tr>
<tr>
<td>CIS Trade with Europe and Asia</td>
<td>7.75%</td>
<td>8.54%</td>
<td>6.92%</td>
</tr>
<tr>
<td>W Asia Trade with Europe and Asia</td>
<td>6.02%</td>
<td>6.57%</td>
<td>5.30%</td>
</tr>
<tr>
<td>Asia’s Trade with Europe</td>
<td>5.90%</td>
<td></td>
<td>8.22%</td>
</tr>
<tr>
<td>ASEAN Trade with Europe &amp; Asia</td>
<td>6.18%</td>
<td></td>
<td>8.44%</td>
</tr>
<tr>
<td>S Asia Trade with Europe &amp; Asia</td>
<td>12.67%</td>
<td></td>
<td>13.84%</td>
</tr>
<tr>
<td>NE Asia Trade with Europe &amp; Asia</td>
<td>7.67%</td>
<td></td>
<td>9.35%</td>
</tr>
<tr>
<td>CIS Trade with Europe &amp; Asia</td>
<td>9.28%</td>
<td></td>
<td>14.20%</td>
</tr>
<tr>
<td>W Asia Trade with Europe &amp; Asia</td>
<td>8.57%</td>
<td></td>
<td>10.58%</td>
</tr>
</tbody>
</table>
UIC Passenger activity
Four sectors

Intercity & High Speed
Mr. Leboeuf - SNCF

Commercial & Distribution
Mr. Giesen – DB AG

Commuter & Regional Train Services
Mr. Bartłomiej Buczek - PKP

Stations Managers
Global Group
Mr. Ventura - ADIF

GLOBAL PASSENGER MEETING
M. Descheemaeker
SNCB

High Level Steering Group

Telematics Applications for Passengers – Warsaw
29 October 2013 – Marc GUIGON
Customer Experience Lifecycle

- Consultation Timetable Information
- Consultation of Pricing and Tariffs
- Booking and Availability
- Ticketing (Home Print, Mobile, ATB)
- Trip Information Services Control
- Post-Trip (Compensation Refunds)
What do Customers Want?

> On-the-go connectivity to Internet

- Mobile/Internet booking and more (real-time information)
- Booking/Modification
- Train Status Information
- Boarding Passes
- Station Information (services, contact, maps, stores, hours, etc)
- Platform Information
- Connections
You’re Mobile, Are We?
What do the Railways Want?

> Increased operational efficiency
  Improve productivity from existing systems
  Streamline and optimize business procedures

> Provide a Hassle-free travel experience, and more travel booking options beyond core rail services which form only one portion of the consumer’s door-to-door journey
  One-stop trip planning and purchase
  Seamless door-to-door travel (using several transport modes)
  Convenient and easy connections at the transportation hubs
What do the Railways Want?

> Gain Market Share for Rail Transport, the operators need to better use technology to differentiate their brands and services in customers’ mind

> Retain control over their products and distribution, due to the fact that they may no longer be the primary recipients of customer data and could lose out on selling ancillary services. They need to develop their multichannel strategies to better connect with and understand online consumers

> On-the-go connectivity
   Provide Mobile booking and more
Integration: a political priority

Vice-President of the European Commission, Sim Kallas, commissioner of transport

> “A Single European Transport Area depends on effective and interoperable Europe-wide systems for multi-modal travel planning and integrated ticketing”

> “Why can't I, as a European traveler, plan my travel from Helsinki to Lisbon, using different transport modes, book my travel and get the ticket in one go?”
Where does Europe go from now?

> Next step: Development of a sector’s strategy for international (cross-modal) distribution

> Objective: ensure railways have a large range of options at their disposal:
  - Own distribution
  - Distribution via third parties
  - Common standards and interfaces
  - Join forces with IATA
UIC service proposal for TAP-TSI Service Governance Body (TSGB)

TSGB

- Stakeholder Association
- Supply Contract involving payment by TSGB
- Licence to have the right to use the services

UIC

- Contract between User/Licencee and Service Provider(s) under conditions (including charges) as defined in the relevant Framework Agreement

User/Licencee

Covered by TSGB Licence and charges included in TSGB Licence Fee

Service Provider

Covered by Licence Fees

Registry Service

Retail Reference Data

Document Management & Change Control

Timetable Data Quality Checking

IRT Fares Data Quality Checking

NRT Fares Data Quality Checking

Registry Service

Retail Reference Data

Document Management & Change Control

Timetable Data Quality Checking

IRT Fares Data Quality Checking

NRT Fares Data Quality Checking
Joint intermodal concept

Integrated travel information and sales

Multi train operator
Thalys
Eurostar
ICE
FYRA
Other

Multi train distributor
SNCB
NS
Other

Airrail Platform
Rail Ticket Issuing System

Web check-in
Station check-in
Airport check-in
MERITS: UIC tool for timetables

Multiple European Railway Integrated Timetable Storage

- The database of UIC for
  - Timetable
  - Stations
Stakes of MERITS

• To provide its own schedules to the community in order to develop an international clientele

• To have schedules of the other railways to develop the international rail traffic

• To have schedules to be able to position RUs as suppliers of IT software solution, journey planner ...
MERITS Asian partners

- UIC would like to integrate the following countries in the MERITS-PRIFIS community:
  - China
  - Belarus
  - Ukraine
  - Kazakhstan
  - Kyrgyzstan
  - Mongolia
  - Moldova
  - Tajikistan
  - Uzbekistan
  - Iran, …

- We can provide the access of the MERITS-PRIFIS tool, help the railway undertaking to join the community.
Program of work for 2014

- Commercial and distribution
  - Participation of all interested members in MERITS and PRIFIS
  - Participation in UIC Technical group about “Universal train Ticket”
  - Accessibility: participation in the PASSAGE project
  - e-ticketing workshop (1 or 2 per year)

- Stations:
  - participation in the SMGG (Station Manager Global Group)

- Intercity and Highspeed
  - Working groups about environment, financing…
  - Training on High Speed Systems (June)

- TOPRAIL (Tourist Opportunity for Passenger Trains)
- Signage (UIC leaflet 413)
Task 1: Documentation of current systems

Objective: To summarize in an application in practice


Task 2: Market Research

Vienna - Moscow, November 2013
ACHIEVED BY UIC IN 2013 FOR TAF Regulation (Telematic Applications for Freight)  
—first IT-related Technical Specification for Interoperability in Europe

- **Core Text Change Requests** for the revision of the Regulation
- Development and delivery of the sector Monitoring Plan
- Development and delivery of the Change Requests to add the **Electronic Consignment Note** to the Technical Catalogue
- Development and delivery of the Change Requests to modify and align the RID **Dangerous Goods Representation** in the Technical Catalogue
- Provision of technical analysis for the Change Management process
Application 1: International Boundaries between standards and broad gauge vehicles (1435/1520 mm)

Application 1.1 - Wagons and coaches

The vehicles (wagons and coaches) will be admitted in international traffic on all UIC and OSJD lines if they meet the requirements of IRS 1501 – General Pt. regarding the UIC kinematic gauge and those of OSJD Leaflet 500 regarding the OSJD static gauge 03-WM (see figure “Reference profile of the static 03-WM up part”).

Figure “reference kinematic gauge” shows the upper parts of the contours used to determine the widths and the admissible heights of the vehicles. The calculations are open.

Application 2: Enhanced Europe-Asia

Application 3: 1520 mm High-Speed

Application 4: Japanese load-gauge application
TRAINING

- Moscow State University of Railway Engineering, Moscow

“International logistics chain including PPP issues”

Provisional date: 19-23 May 2014

=> First training session dedicated to EATL corridors issue
SECURITY ON EATL

- On 26-27 March in Helsinki, meeting of the security platform working group “security of international corridors – border crossings” led by PKP PLK.

- Seminar on comprehensive protection, safety and security in Ankara on 6 and 7 May: a session will dedicated to freight
Thank you for your kind attention

Vincent VU
Director Institutional Relations, UIC