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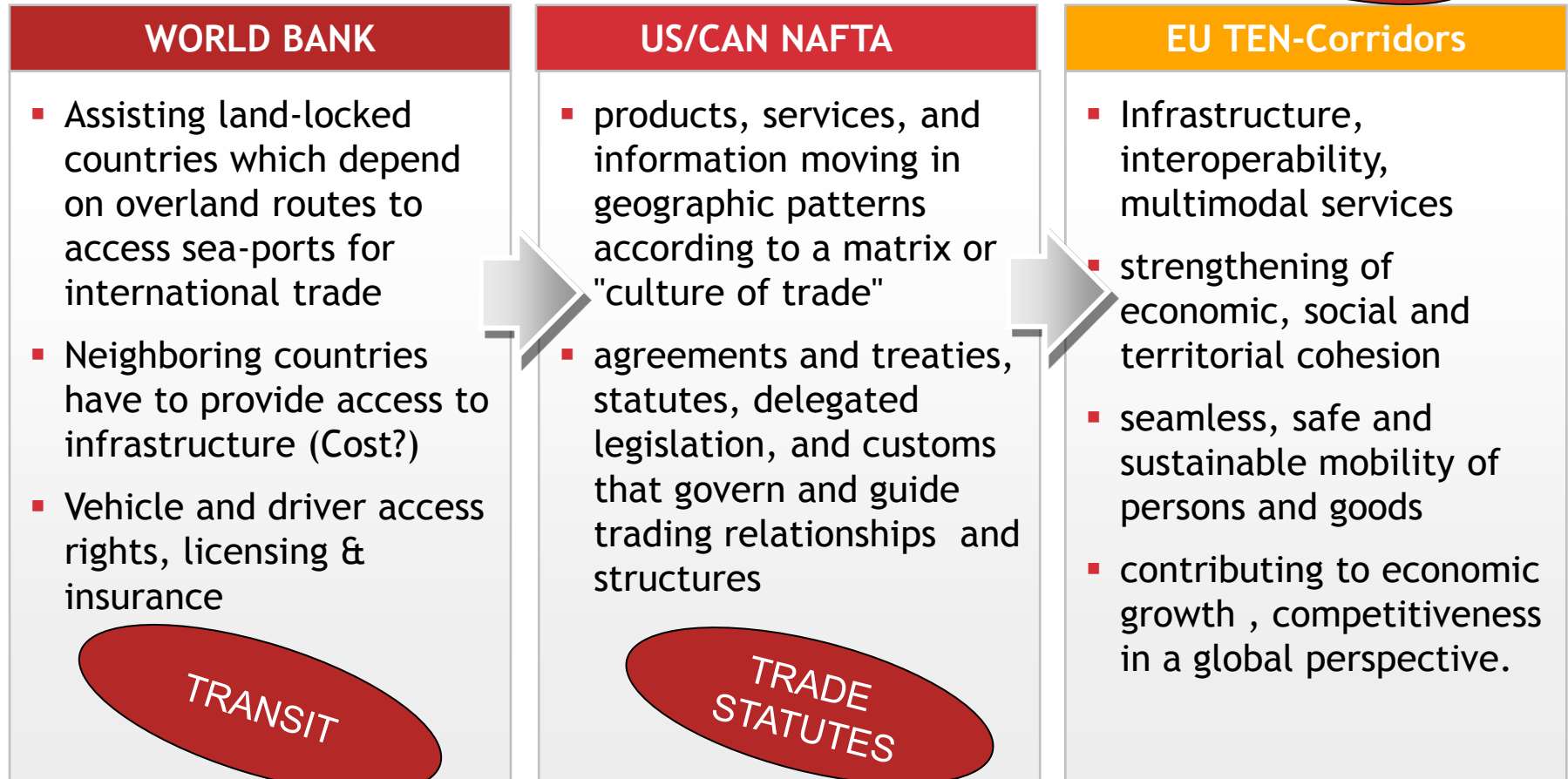
Trade & Transport Corridors

European Projects & Initiatives

Trade Corridors

A concept in evolution ...

TRANSPORT
SECTOR



Source: Connecting Landlocked Developing Countries to Markets -Trade Corridors in the 21st Century, World Bank, 2011

<http://www.cardus.ca/research/workandeconomics/tradecorridors/>

REGULATION (EU) No 1315/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013

Trans European Network corridors



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Selected corridor projects in Europe



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East West Transport Corridor

- Probing land based alternatives to maritime routes between China and Scandinavia

AB Landbridge

- Pre-feasibility analysis for intermodal transport links between Europe and global markets (Eastern Med/SE Asia)

SONORA - SOuth-NORth Axis

- Improving multimodal freight logistics services
- Business plan development

South East Transport Axis

- Accessibility of regions to main transport corridors (SK, CZ, CR, HU, AT)

East West Transport Corridor

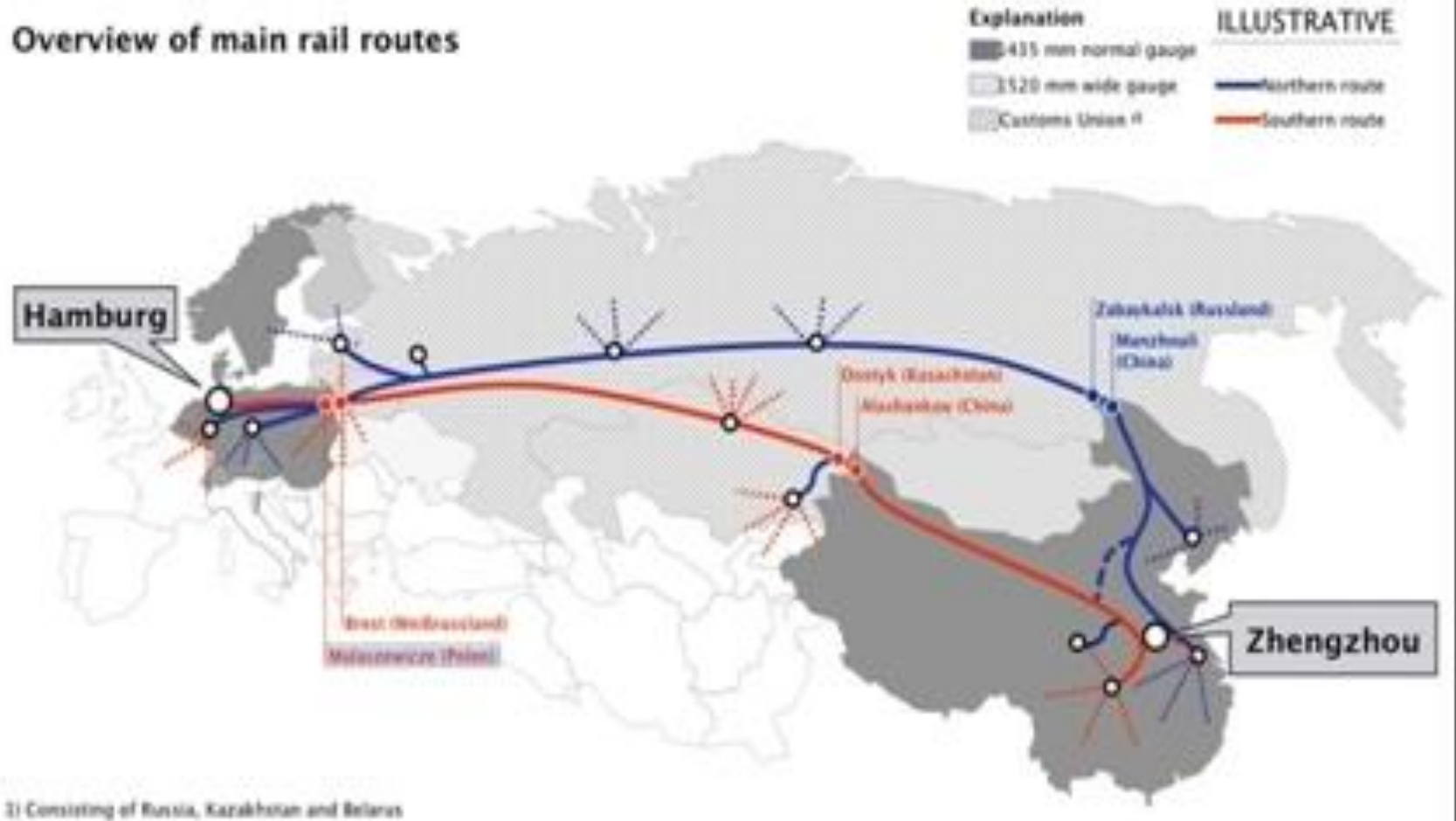
Expected benefits

- Shorter lead-time by reducing transport distance by 50%.
- Competitive duration 30 days, deep sea shipping about 50 days.
- Competitive price and stable transport charges
- Frequency requested varies from 4 times per month to daily services.
- Very well developed monitoring system of Transsiberian Railway
- Convenient and efficient freight transport between Denmark, Sweden and Lithuania

Issues and Concerns

- Transshipment because of different rail gauges necessary
- Additional documentations because of different rules in railways: CIM-SMGS
- Different languages, documentations
- The lack of shared containers, empty containers sent before
- No service organized
- Slow and complicated Russian Customs procedure.

Commercial services along a „trade corridor“



Results

- Freight forwarders and transport service providers are looking for alternatives to existings routes;
- Value not only freight cost benefits but consider total cost of door-to-door delivery.
- Sufficient space on vessels, safety and security, guaranteed and reliable departures are critical
- Freshfood warehousing, reload facilities, tracking & tracing are among the top logistics requirements.

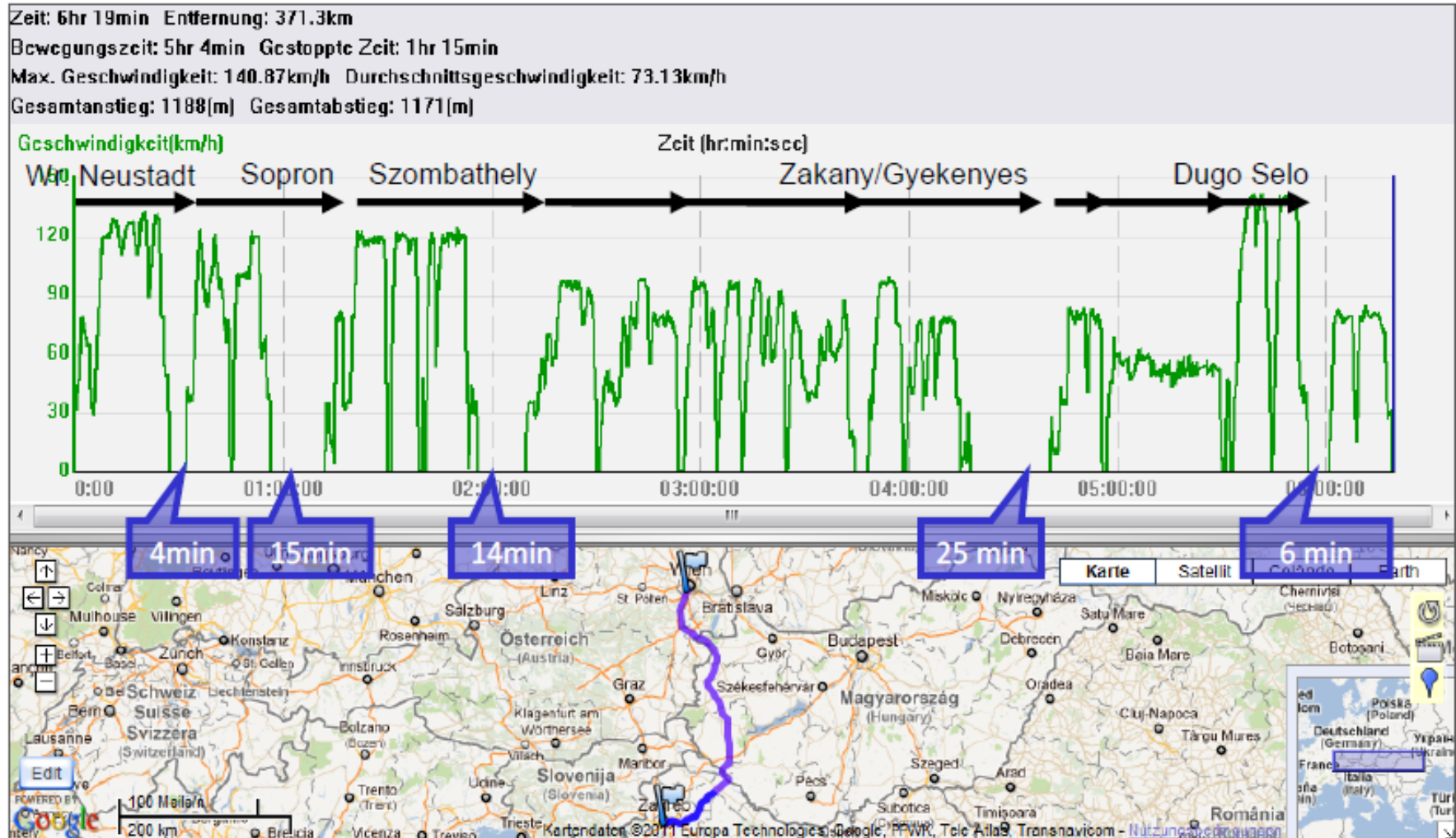
Issues and Concerns

- Railroad carriers (mostly still state owned) show only scant interest in the development of new transport services
- Private operators who have already developed services are conscious not to cannibalize their current business.
- Legal obligation to use low-sulfur fuel expected to results in higher fuel costs

Cross Border Delays



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Source: SETA BOTTLENECK ANALYSIS, Version 2, 2013-05-18

Issues and Concerns

- Delays resulting from cross-border procedures of passenger and freight trains is the major organizational constraint of the implementation of the SETA corridor
- If traction/electrification is different across the border (electric/diesel) a change of locomotive is required.
- Even when multi-system locomotives are available, the lack of mutual acceptance of drivers may prevent the same locomotive to travel across the border and hence border-crossing is delayed.
- Technical wagon inspection (e.g. breaks) is carried out to ensure that the condition of the wagons entering a country conform to national regulations.
- Documents concerning the train and the cargo are exchanged. If it is not done electronically, it will add to the time needed for border procedures.

Identified barriers and bottlenecks



- High utilization and resulting capacity constraints (road/rail)
- Speed constraints between urban nodes
- Lack of intermodal and multimodal connections connecting ports to hinterland



- Rail interoperability issues: energy, control-command and signaling, and infrastructure (loading gauge, train length)
- Interoperability issues related to road, air and rail telematics applications (VTS, Toll Collection, air traffic control)



- lack of the harmonization of procedures for railway vehicles authorizations; lack of mutual acceptance of drivers
- lack of coordination between agencies and country specific regulatory and operational requirements for international trade and transport.

Trade & Transport corridors and UN/ECE

- Companies and governments produce information that only partially fulfils the needs of trade corridors. Multimodal corridor information system (MCIS) is needed, where information provided by individual corridor partners will be combined and shared.
- Develop a multimodal transport model as a standardized foundation for an MCIS and other forms of interoperable information exchange. (MMTM)
- Recommendation to implement trust-building mechanisms, partnerships, and cooperative initiatives that bring together the many participants in the transit and corridor operations.
- Continue the coordination efforts between ERA, OTIF, OSJD and others to ensure the compatibility of rail regulations
 - Common registers of entities in charge of maintenance and vehicle keeper markings
 - Development of a common consignment note
 - Regulations for a transcontinental railway law