The role of the Inland Transport Committee of UNECE in promoting sustainable transport
Governing Structure

Transport Division Secretariat

ECOSOC committees ↔ Inland Transport Committee
For (mandate): - Safe and Secure - Environmentally Friendly - Efficient - Competitive Transport

Through - Regulatory - Analytical - Capacity Building - Policy Dialogue

Activities

Specialised in - Inland Transport (Road, Rail, Inland Water, Intermodal Transport Infrastructure and Services) - Transport of Dangerous Goods - Vehicle Regulations

With - National - Regional - Inter-Regional - Global

Application and Cooperation

With impact on daily life of people and businesses
Technical Assistance – global, regional

- Global project
- Connecting continents and regions

- Euro-Asian links
- Investment strategy
- US$ 273 bill.
- Prioritization of EATL routes

- Improving Global Road Safety
- Setting Road Safety targets

- Assessing CO₂ emissions
- For Future Inland Transport Systems

- Global project
- Customs to customs information exchange on transit
- Use of standards
Transport key in globalisation

- XIX century transport and communication triggered globalisation
  - Techno break-through – lower transport costs – national economies opened up to trade and investment
  - Suez canal, Panama canal shortened distances

- trade growth, diversification
  - Grains to industrial centres – increased industrialisation and urbanisation
  - Developing country artisanals declined
  - Separation of factories from consumers

- Post-WW re-globalisation
  - 1950-73 „golden age”
  - More innovations: size of ships, containers, air freight, fiber optics, satellites, digitalisation
  - No need for manufacturing stages to be near to each other: manufacturing is managed through global supply chains (more than 75 % of world trade is in manufactured goods) – rise of multinational corporations
New trade corridors

- Non-tariff measures as barriers
- Trade costs:
  - transport (direct cost + time value of goods in transit)
  - border related trade barriers
  - wholesale and retail distribution
Transport of freight in a sustainable way

**Issues**
- Connectivity
  - Bottlenecks
  - Missing links

**Solutions**
- Infrastructure Agreements
  - AGR, AGN, AGC, AGTC
- Infrastructure projects
  - TEM, TER, EATL
  - Master Plans
Improved Connectivity

Infrastructure agreements (AGR, AGC, AGTC, AGN)
Global project connecting continents
Multi-country Master Plans (TER, EATL)
Multi-lateral cooperation to operationalise the corridors

Euro-Asian links, Investment strategy,
Prioritization of EATL routes and projects
Harmonised planning and development

UNECE Euro-Asian Links Project Phase II
Rail Routes

EATL high priority projects: 188 with USD 78 billion investment needs
Total: 315 projects with investment needs of USD 215 billion
9 road and 9 rail routes
Bottlenecks and missing links

Each route shows the planned investment projects
Transport of freight in a sustainable way

**Issues**

Efficiency and Reliability
- Waiting time at borders

**Solutions**

- B/C Facilitation
  - TIR
  - Harmonisation Conv.
- EATL
  - Comparison sty
  - Phase III
Harmonisation Convention

UN Convention on Harmonization of frontier controls
Time to join and implement!

Measuring border performance
OSCE-UNECE model
TIR: Global system for transit and advanced cargo information.

- Facilitation
- Risk management
- Revenue protection
In five out of the nine scenarios analyzed, rail transport surpasses the maritime transport for both cost and time. In all nine scenarios, rail transport performs better than maritime in terms of travel time.

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Route</th>
<th>Rail</th>
<th>Maritime</th>
<th>Best Transport Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario 1: EATL Route 1</td>
<td>Khabarovsk (Russian Fed.) to Potsdam (Germany)</td>
<td>6 967.00</td>
<td>341</td>
<td>6 533</td>
</tr>
<tr>
<td>Scenario 2: EATL Route 2</td>
<td>Hangzhou (China) to Kaluga (Russian Fed.)</td>
<td>4 714.65</td>
<td>277</td>
<td>6 786</td>
</tr>
<tr>
<td>Scenario 3: EATL Route 3</td>
<td>Tashkent (Uzbekistan) to Varna (Bulgaria)</td>
<td>5 946.00</td>
<td>165</td>
<td>7 550</td>
</tr>
<tr>
<td>Scenario 4: EATL Route 4</td>
<td>Almaty (Kazakhstan) to Istanbul (Turkey)</td>
<td>5 881.00</td>
<td>250</td>
<td>4 970</td>
</tr>
<tr>
<td>Scenario 5: EATL Route 5</td>
<td>Morvarid (Iran) to Pushkin (Russian Fed.)</td>
<td>6 390.50</td>
<td>256</td>
<td>3 310</td>
</tr>
<tr>
<td>Scenario 6: EATL Route 6</td>
<td>Ussuriysk (Russian Fed.) to Kyiv (Ukraine)</td>
<td>5 857.00</td>
<td>289</td>
<td>6 290</td>
</tr>
<tr>
<td>Scenario 7: EATL Route 7</td>
<td>Shanghai (China) to Warsaw (Poland)</td>
<td>8 937.00</td>
<td>446</td>
<td>6 300</td>
</tr>
<tr>
<td>Scenario 8: EATL Route 8</td>
<td>Krasnodar (Russian Fed.) to Kaliningrad (Russia)</td>
<td>5 595.00</td>
<td>70</td>
<td>5 050</td>
</tr>
<tr>
<td>Case Study / Car Manufacturer</td>
<td>Vesoul (France) to Kaluga (Russian Fed.)</td>
<td>2 107.00</td>
<td>101</td>
<td>6 300</td>
</tr>
</tbody>
</table>
**SCENARIO 1 - EATL ROUTE 1**

(Khabarovsk (Russian Federation - Origin) - Potsdam (Germany - Destination))

### EATL Comparison Study

![Map of the EATL route](image)

<table>
<thead>
<tr>
<th>Maritime Transport</th>
<th>Rail Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Truck cost</td>
<td>A Truck cost</td>
</tr>
<tr>
<td>B THC / Port costs</td>
<td>B Loading / other costs</td>
</tr>
<tr>
<td>C Maritime cost</td>
<td>C Rail cost</td>
</tr>
<tr>
<td>D THC / Port costs</td>
<td>D Unloading / other costs</td>
</tr>
<tr>
<td>E Truck cost</td>
<td>E Truck cost</td>
</tr>
</tbody>
</table>
EATL IIIrd phase

Making the Euro-Asian Transport Network Operational

- Promotion and presentation to IFIs high priority EATL infrastructure projects
- Identification of cargo flows (quantities and types)
- Facilitation of coordination of integrated time schedules and tariffs
- Development of an integrated marketing strategy
- Update and upgrade of the GIS
Transport of freight in a sustainable way

**Issues**

Modal competition and collaboration

- Different legal frameworks

**Solutions**

Unified Railway Law
Many different legal systems for railways

- 1 extra employee for translation;
- 1 extra employee for inspection;
- Office & administration costs;
- ~$10 per consignment note (sometimes 1 container more than 1 C.N.)
- ~20 min per C.N.
- 1 block train with 45 containers has extra cost of ~ $1100 and ~18 hours delay!
- Needless to mention mistakes, inspections at next borders etc.

The lack of a Unified Railway Law is:

- Source of extra costs
- Source of extra time
- Source of corruption
- Obstacle to railways development
No level playing field for railways
### Differences in international railway law

<table>
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<tr>
<th>CIM</th>
<th>SMGS</th>
</tr>
</thead>
</table>
| Consensual contract  
Contractual freedom  
Consignment note taken out by railways  
Joint + several liability | • Formal contract  
• Obligation to establish tariffs  
• Consignment note regulated in SMGS  
• Singular liability |
Different institutions

CIM
- Intergovernmental Organization for International Carriage of Rail
- Bern
- Since 1890
- 42 member States
- only States
- Decisions: Majority
- German/French/English

SMGS
- Organization for Co-operation between Railways
- Warsaw
- Since 1956
- 27 member States
- States and railways
- Decisions: Unanimity
- Russian and Chinese
Political Decision

Joint Declaration towards Unified Railway Law, Geneva, 26 February 2013

Signed by 38 States

Armenia
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Estonia
Finland
France
Germany
Greece
Italy
Kazakhstan
Kyrgyzstan
Latvia
Lithuania
Malta
Mongolia
Netherlands
Pakistan
Poland
Portugal
Moldova
Romania
Russian Federation
Serbia
Spain
Sweden
Switzerland
Tajikistan
The former Yugoslav Republic of Macedonia
Turkey
Ukraine
Uzbekistan
Turkmenistan
The innovative approach

Governments (UNECE+ESCAP)

Railway industry (railways, shippers, freight forwarders, etc.)

Group of Experts towards unified railway law +
UNECE Working Party on Rail Transport (SC.2)

Interested railway enterprises assisted by international railway organizations

Legal framework for rail transport from the Atlantic to the Pacific, with equivalent rules as for road, air and maritime transport (Geneva Rules)

Optional model rules for Euro-Asian rail transport contracts based on CIM and SMGS (GTC EurAsia)

Two-pronged approach - parallel + complementary -
UNECE approach

one through going contract of carriage Europe-Asia

single legal regime to avoid the application of national Law

EuroAsia Global

CIM Region
one contract of carriage

reconsignment with two contracts

SMGS Region
one contract of carriage
Transport of freight in a sustainable way

**Issues**
- Safety and Environmental performance

**Solutions**
- ForFITS
- Packing of Containers
For Future Inland Transport Systems - ForFITS

- Global
- UNDA funded
- 2011-13
- Measuring and Action: Transport Policy Converter

Pilots Now in Use New Modules

Assessing CO₂ emissions - For Future Inland Transport Systems
CTU Code - Overall objective

Improve safety, quality and efficiency of transport

- Responsibilities within the supply chain
- Advice on safe packing and securing
- Training
- Practical measures
- Theoretical details
CTU Code - Scope of application

- Transport operations by all surface and water modes
- Entire intermodal transport chain
- Cargo transport units:
  - freight container
  - swap body vehicle
  - railway wagon
CTU Code - Guidance to packers

Suitability

Arrival and checking

Packing

Securing
CTU Code - Guidance for unpacking

Positioning

Exterior checks

Removing seals

Opening

Ventilation
Summary and conclusions

FIATA members are invited:

- To participate in shaping the future regulatory framework for transport
- To participate in the EATL project
- To have a common voice in the post-2015 debate
- To give us feedback
Thank You!