

JOINT ECMT/UNECE WORKING PARTY/GROUP ON INTERMODAL TRANSPORT AND LOGISTICS

WORKING PARTY ON TRANSPORT TRENDS AND ECONOMICS (WP.5)

- Common UNECE/ESCAP Strategic Vision for Euro-Asian Transport Links
- Further elaboration of the elements of the joint UNECE/UNESCAP programme for the development of Euro-Asian transport links as well as to analyse and monitor results of the relevant international meetings

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to reiterate its support to the Euro-Asian transport linkages project, jointly implemented by UNECE and UNESCAP (2003-2006)

to ask the two secretariats to prepare a joint proposal for the continuation of the project in the new phase beyond 2006, and appeal to international financial institutions and donors to consider co-funding its implementation;

to organize a workshop *“Euro-Asian transport links – Feedback from users”*, in order to improve the information flow from the users of transport infrastructure and services along the Euro-Asian transport corridors and Governments responsible for their future development;

to focus its activities on those related to the development of Euro-Asian transport links within its Programme of Work;

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in order to ensure efficient coordination and monitoring of activities related to Euro-Asian transport links, to propose that the Expert Group of the UNDA Project, in close relationship with the Working Party, act as a permanent mechanism;

to ask the UNECE TEM and TER Projects to share their accumulated experiences in working on the development of transport infrastructures with other countries in the Euro-Asian region, and to consider contributing to the development of Euro-Asian transport links in agreement with their Master Plans.

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Workshop *“Euro-Asian transport links – Feedback from users”*

Rail:

- imbalance between container traffic from Asia to Europe and vice versa
- rail prices in the Russian Federation favour certain routes
- a low-cost competition by road transport
- border crossing customs procedures
- different freight law in railway transport

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Road:

- international conventions are not used or applied in practice;
- borders are more closed than in Europe and vehicle movements are restricted;
- unnecessary trans-loading, inspections and off-loading of freight required at some borders;
- custom regulations along the route are not harmonized among countries;
- goods in transit are inspected;
- double taxation of vehicles;
- vehicle standards are not harmonised;
- lack of elementary security for drivers and freight along many routes;
- corruption; etc.

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Remedies:

- Rail companies need to work towards harmonization of technical conditions, standards and information systems; improvements in technological operations and organization of traffic including the quality of service;
- Governments' assistance is still very much necessary in the area of facilitation and harmonization of legal conditions of freight traffic, particularly in the area of pricing policies and border crossing procedures;
- Freight forwarders could contribute by better managing available transport capacities and more efficiently planning logistics of transport operations in order to reap the full benefits of inland Euro-Asian transport links.

The background of the slide features a large, light blue watermark of the United Nations logo. It consists of a world map centered on the North Pole, surrounded by a laurel wreath. The map shows the continents of North America, South America, Europe, and Africa.

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UNECE
Transport Division

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