

Vision and activities related to Europe-Asia railway transport development

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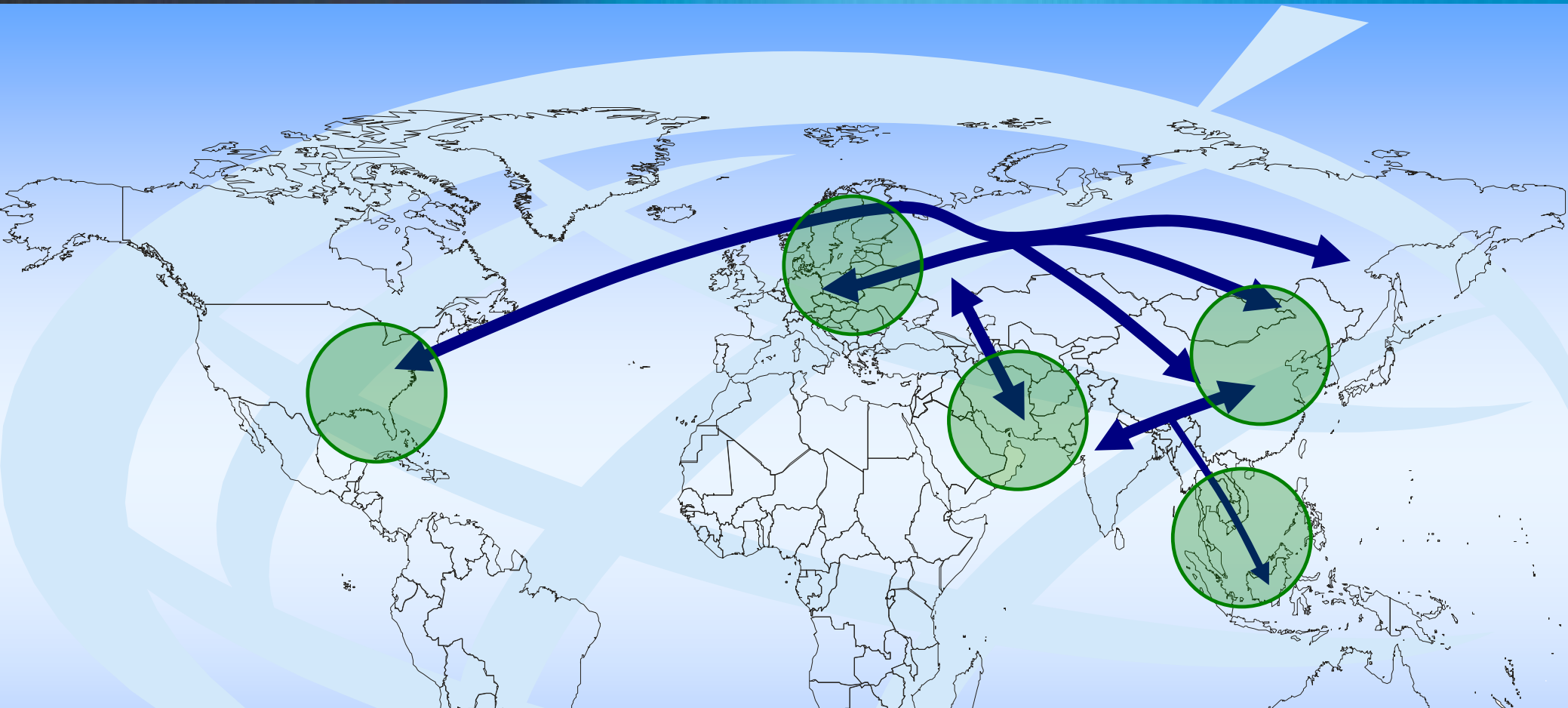
Opportunities

- ✓ **Economic activity can sustain an average investment level of >750 billion euros between 2007 and 2025 in Asia alone**

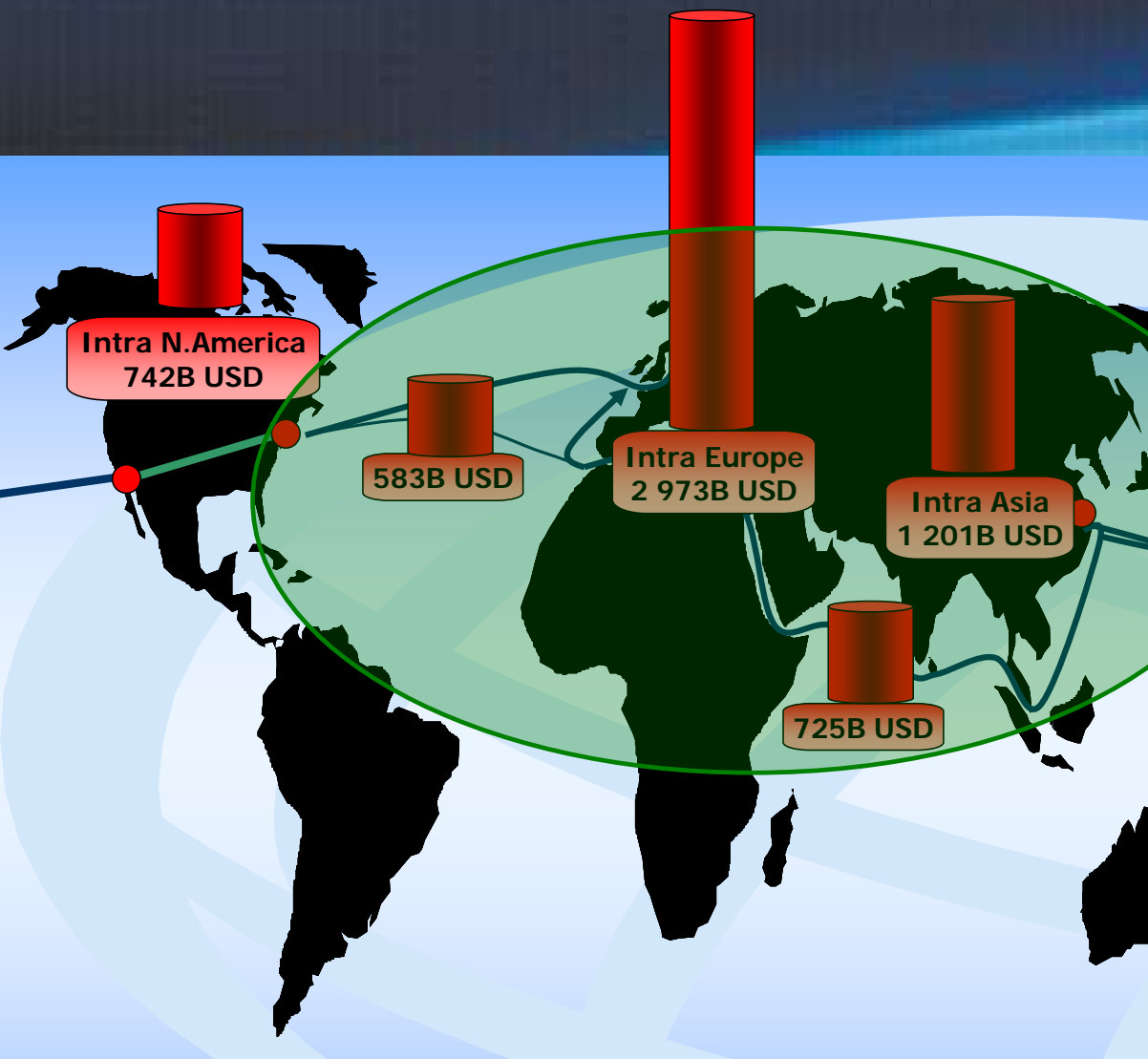
Facts

✓ **GLOBAL TRADE IS GENERATING
APPROXIMATIVELY 3 BILLION
EUROS OF TRANSPORT
BUSINESS PER DAY**

Existing and potential corridors



- Develop a few main corridors to capture growing international trade
- Stronger focus on intermodality and cooperation with shipping lines
- Use UIC as an arena for development



Conclusions

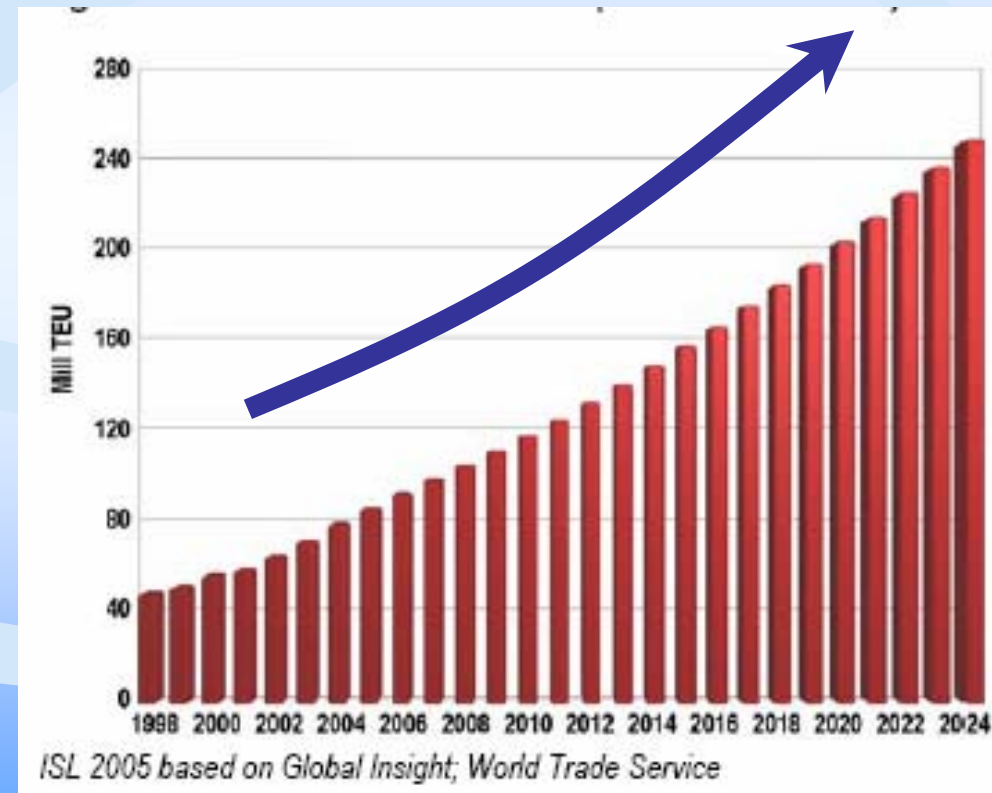
- Developing rail transport links between the inland China and inland Europe will accelerate the Euro Asia routes.
- As part of UIC's continuing efforts in establishing specific O-D matrices, following studies will be completed by March 2008:
 - projected transported volumes on specific links
 - route characterisation i.e. infrastructure capacity and bottlenecks
 - competition analysis including tariff structure of the competitive modes
 - preliminary business plan to explore the potential opportunities among the members serving the routes



MAIN TRADE LANES OF THE WORLD

Transportation increases more than the trade growth

- When the global trade is growing by 100% between 2006 and 2025....
- ...the container trade is growing by 170%



Global logistical chains

- **The railways have to a greater extent than ever the possibility to become sections of global logistical chains**
 - In relative terms and compared with current railway capacity in many countries, the potential is far above the capacity
- **The railways are not generally accepted by the market as an alternative in these global logistical chains**
- **The EurAsian land Bridge is one of these important chains**

What UIC have done on the Eurasian leg

- **Focusing on Northern European routes as transit routes between Asia and North America**



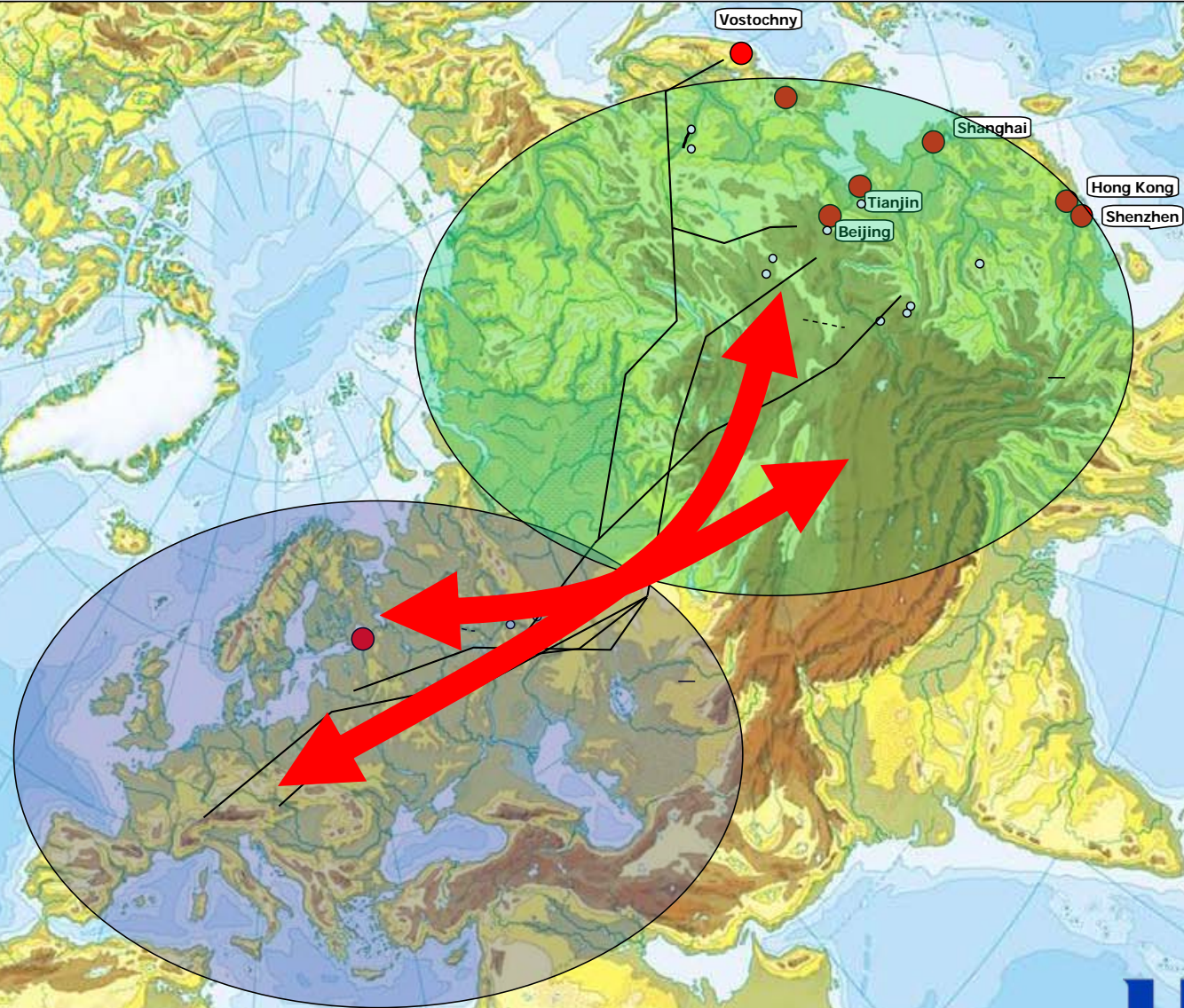
- » Avoiding congestion in Continental Europe
- » Development corridors for the outlying regions of Europe

- **Focusing on the Continental routes as corridors between inland destinations in China and Europe**



- » Probably the most competitive routes
- » Avoiding congestion between ports and inland destinations
- » Stimulating modal shift by reducing truck transport to/from ports
- » Inland destination/origin projects, market studies etc

**UIC's Eurasian corridors is an extension
of the European corridors**
-there are several alternative routes



There is a tremendous potential, along the Eurasian Land Bridge, however.....

- **Growth perspectives may not be capitalized by the railways if the capacity (entire chain) limits the growth, or the supply side (the transport product) is not considered competitive compared with other modes**
- **The development of the EurAsian Land Bridge depend on the railways' capabilities to capture growth opportunities, and convince the customers**

Eurasia
Global continent and huge variations!

