

DRAFT

# KEY CORRIDORS, MAIN TERMINALS AND TRAIN FEATURES IN THE “SILK ROAD” RAILWAY NETWORK

European Parliament

Brussels, November 8<sup>th</sup>, 2017

## OBJECTIVES OF THE CONFERENCE

### THE SIX FACTORS OF EXCELLENCE (Quality, Cost, Delivery, Research, Management and Environment)

Eurasia holds more than 70% of the worldwide population. Trade among the different countries in this huge continent reveals a continuous growth trend, particularly in the commercial exchanges between China, European Union and Russian Federation.

As we are dealing with long distances, the most suitable transportation modes are sea, air and rail, duly complemented, when necessary, by road for the final stage.

The key issue is to select the most adequate process for goods transportation considering the added value of the products to be transported (plus weight and volume) and the following factors of excellence:

- QUALITY (Q): Quality and safety in transportation (rolling stock and intermodal exchange)
- COST (C): Transportation cost
- DELIVERY (D): Lead time and timetable fulfilment
- RESEARCH (R): Research and innovation in rolling stock and control systems
- MANAGEMENT (M): Global logistics chain management, traceability, flows balancing and bureaucratic procedures (particularly cross-border issues)
- ENVIRONMENT (E): Environmental friendliness

Considering that approximately 40% of total cargo turnover between China and Europe is of high value added products, new opportunities exist for rail to win market share from air and sea transport, through the Eurasian Land Bridge.

Adequate balancing between nodes, while continuously improving “QCDRME” factors of excellence, is key to consolidating business growth and social welfare in Eurasia as a whole.

### ACTIONS REQUIRED TO ENHANCE TRANS-EURASIAN RAILWAY TRAFFIC

The main topics of the Conference will relate to the development potential of railway traffic on the “Silk Road”, within the scope of FERRMED Standards and taking into account the gradual introduction of countermeasures required in: infrastructure, to remove bottlenecks and increase capacity; transport processes, from departure to arrival, to reduce cost and lead time; rolling stock enhancement, to reduce noise and vibration, increase safety and improve transportation capacity; and actions to be taken in the trans-sib intermodal terminals to expedite transfers and ameliorate quality and safety.

Concerning Quality and Safety (reduction in damage to goods), the main target is to reduce damage to less than 0,25%, introducing the adequate countermeasures in infrastructure, rolling stock and intermodal exchanges.

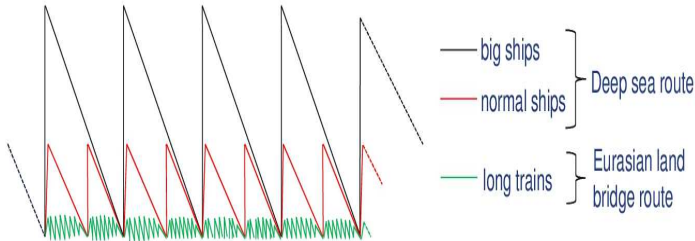
Regarding costs, a reduction of present ratios at least by 25%, considering longer trains (with the corresponding increase in lines capacity) capable to carry 110 TEUS in first phase and 224 in a final stage, use of long freight wagons capable of 4 TEUS, and better operational processes in the intermodal terminals (end terminals and transborder terminals).



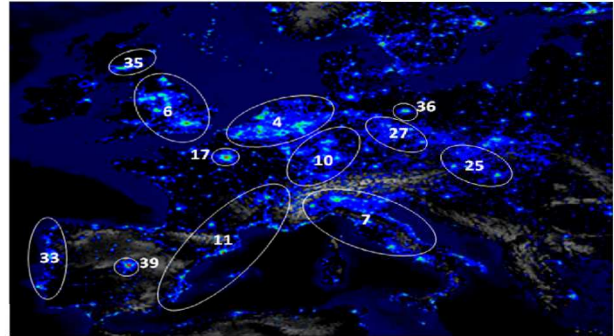
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Regarding the transit lead time from Chinese Mega-Regions to Russian Federation and EU Mega-Regions, assuring quality, safety, traceability and minimal environmental impact, the key target is: From Eastern China Trans-Sib Terminals to Western Europe Trans-Sib Terminals 8÷10 days (transportation and bureaucratic process included), depending on location.

**STOCK MOVEMENTS IN INTERMODAL PORT TERMINALS**



**Mega-Regions in the EU**



Main Mega-Regions according to Richard Florida criteria, based on spatial techniques and statistics as well as on light emission (LRP). The number is each Mega-Regions is the global ranking in 2008.

Connected with research and innovation in rolling stock and control systems, the key issue is to ensure FERRMED Standards are included in basically all that concerns increasing efficiency and interoperability, to remove environmental concerns, like noise and vibration, across the whole Eurasian railway network, and to harmonize technical requirements.

With regard to global logistics chain management, the proposed aim is to assure full control of the chain, including traceability, suitable intermodality and electronic documentation (paperless technology) implementation, in order to optimize administrative procedures.

As a consequence of improvements in the aforementioned “QCDRME” factors in the trans-Eurasian railway transportation system, a better balance is expected between sea, air and rail traffic, increasing rail’s share. Furthermore, environmental concerns will be reduced.

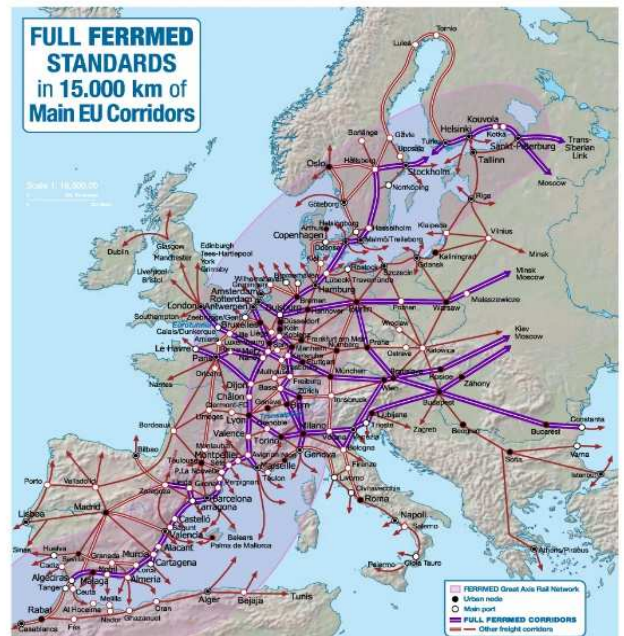
**IDENTIFICATION OF SPECIFIC CORRIDORS WITH SUFFICIENT DEMAND AND “QCDRME” IMPROVEMENT PLAN**

FERRMED strongly affirms that within the Eurasian Railway Network it is essential to identify specific lines with sufficient market demand, where full implementation of FERRMED Standards through an agreed “QCDRME” improvement plan, could be gradually achieved.

In EU, FERRMED has identified 15,000 Km. of the Core Network Corridors that absorb close to 60% of the traffic, where full FERRMED Standards should be dully introduced. In China, Russian Federation, Kazakhstan and Mongolia the most important corridors should be properly selected, where full FERRMED Standards could be progressively established.

Incorporation of FERRMED Standards in the Silk Road Railway Network is the best way to make rail transportation competitive and, as a consequence, to contribute significantly to the accomplishment of environmental targets.

In that end, coordinating the roles of UIC, CER, EIM, CCTT, OSJD, UNECE and ERA is vital.



**DEVELOPMENT PLANS AND FINANCIAL REQUIREMENTS**

In order to create a competitive Eurasian railway land bridge, it is very important to define a specific development plan of the different issues considered in the Conference, step by step, including the corresponding investments and financial requests. Key financial institutions from Eurasia will express their opinion regarding this matter.

PROGRAMME	
8:15	Welcome & registration
09:15	<b>Opening Session</b> <ul style="list-style-type: none"> <li>• European Parliament representative</li> <li>• EC DG MOVE representative</li> <li>• Russian Federation Government representative</li> <li>• Minister of the Chinese Mission to EU</li> <li>• Estonian Government representative</li> <li>• Kazakhstan Government representative</li> <li>• UIC representative</li> <li>• FERRMED President</li> </ul>
10:25	<b>Keynote speech</b> <ul style="list-style-type: none"> <li>• Current and potential railway traffic on the "Silk Road" <ul style="list-style-type: none"> <li>- Volumes</li> <li>- Commodities</li> </ul> </li> </ul>
10:50	<b>Key railway corridors in the "Silk Road", infrastructure features and transportation flows</b> <ul style="list-style-type: none"> <li>• Key Corridors in China</li> <li>• Key Corridors in Russian Federation</li> <li>• Key Corridors in Kazakhstan</li> <li>• Key Corridors in EU</li> </ul>
11:30	Coffee break
11:55	<b>Lead times of transport processes from departure to arrival in Trans-Siberian route. Current status and improvement plans</b> <ul style="list-style-type: none"> <li>• CCTT representative</li> <li>• OSJD representative</li> <li>• CRC representative</li> <li>• CER representative</li> </ul>
12:35	<b>Rolling stock characteristics in Trans-Siberian route: freight wagons and locomotives features and train length. Current and forecast</b> <ul style="list-style-type: none"> <li>• Russian Railways representative</li> <li>• CRC representative</li> <li>• ERA representative</li> <li>• UNIFE representative</li> </ul>
13:30	Networking lunch
14:30	<b>Recommended Development Plans and financial requirements</b> <ul style="list-style-type: none"> <li>• President of FERRMED</li> <li>• Representative of EIB</li> <li>• Representative of BERD</li> <li>• Representative of AIIB</li> </ul>
15:30	<b>Main intermodal terminals in Trans-Eurasian corridors. Current and forecast</b> <ul style="list-style-type: none"> <li>• Main intermodal terminals in China</li> <li>• Main intermodal terminals in Russian Federation</li> <li>• Main intermodal terminals in Kazakhstan</li> <li>• Main intermodal terminals in EU</li> </ul>
16:30	<b>Specific projects in intermodal terminals and transportation routes in Eurasia</b> <ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> </ul>
17:45	Closing remarks
18:00	End of the Conference

You will find the Registration form on FERRMED website: <http://ferrmed.com/?q=en/node/434>

**FREE OF CHARGE REGISTRATION**

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