



Round table on operations

(Second Eurasian Connectivity and Industrial Cooperation Forum:
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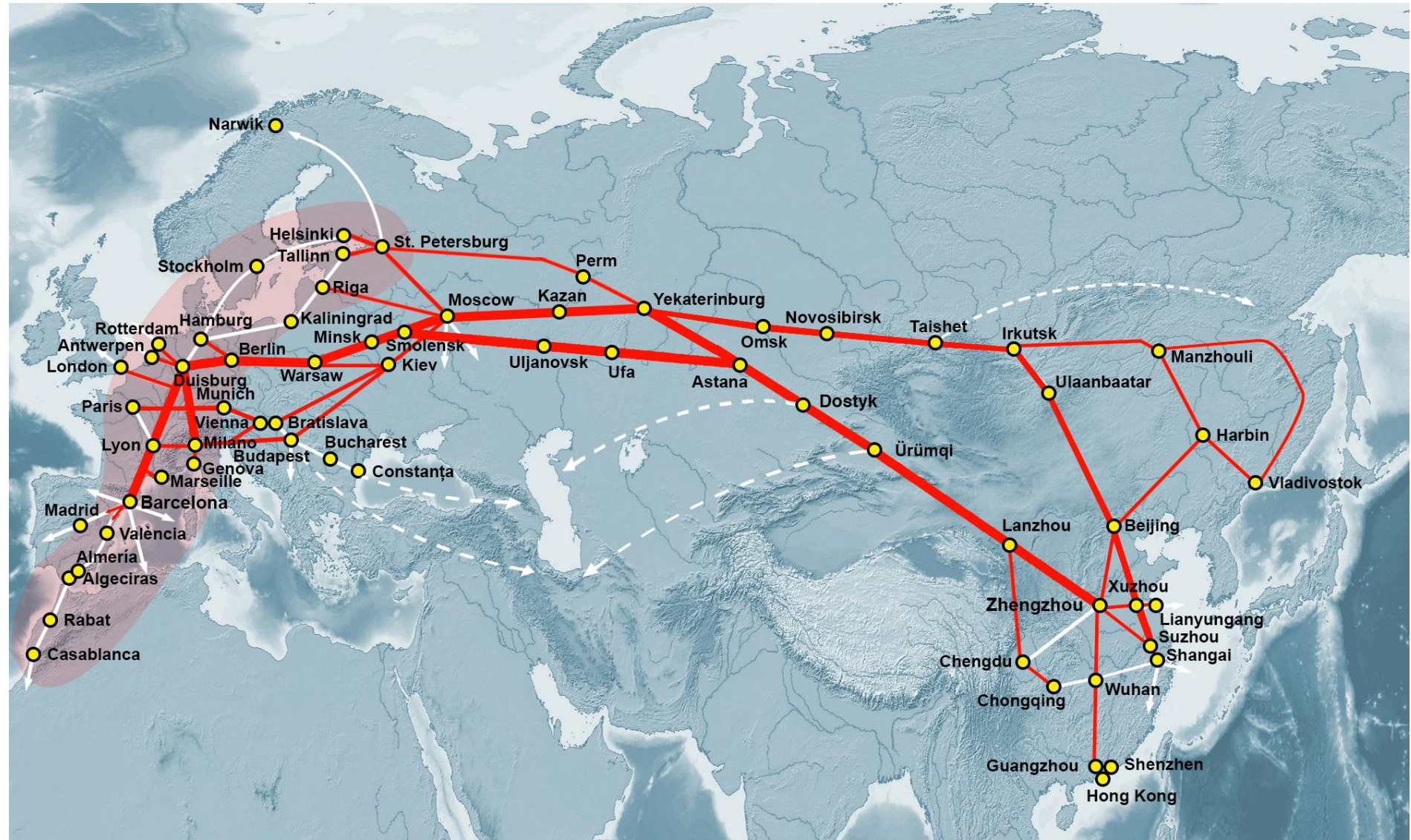


FERRMED and rail infrastructure and operations

- The future of freight transport by rail depends on the development of infrastructure and operations on a European and Eurasian scale.
- FERRMED is advocating prioritised and business-oriented development of trans-European and trans-Eurasian infrastructure and terminals.

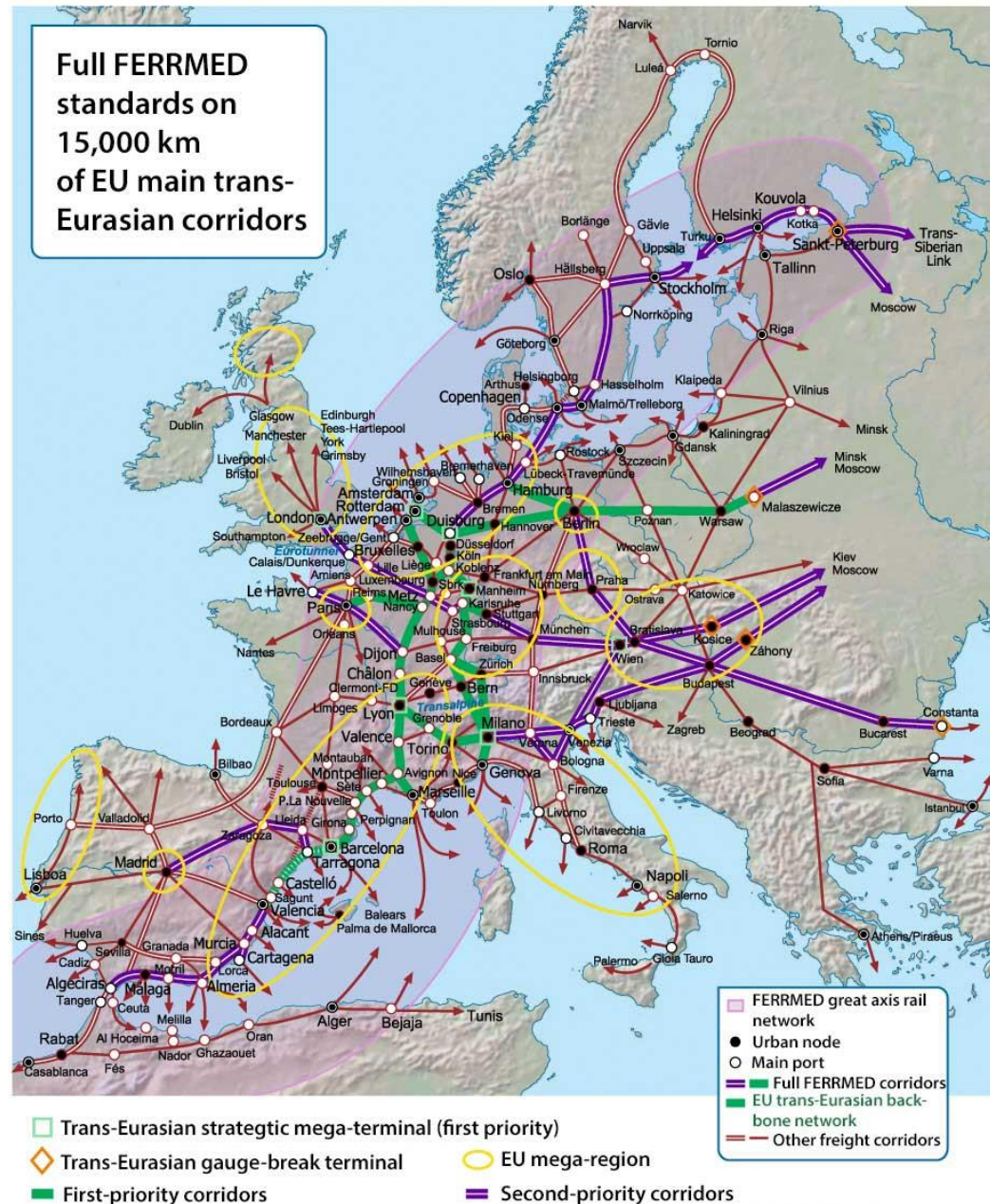


One view of the trans- Eurasian rail network





In the EU: first
6000 km and next
9000 km of
 FERRMED priority
 routes





Strategic trans-Eurasian Logistic Hubs (1)

Better trans-Eurasian railway performance requires a compatible network of **strategic trans-Eurasian terminals** located in large industrial and logistic hubs.

We call these **Strategic Trans-Eurasian Logistic Hubs**.

Each of these hubs should have:

- A high GDP contribution.
- A strong multimodal freight transport network, including road, rail, air, sea and inland waterways.
- Robust industrial production and consumption zones.
- Major education centres, including universities and business schools.
- A good standard of living and also quality of life.



Strategic trans-Eurasian Logistic Hubs (2)

A Strategic Trans-Eurasian Logistic Hub should also have:

- Complementary facilities for passengers, including motorways, an intercontinental airport and high-speed railway connections.
- Capacity to concentrate intercontinental import/export flows.

Strategic trans-Eurasian Logistics Hubs will generally be large metropolitan areas with several million inhabitants and include many kinds of terminals.

At least one of them must be a **strategic trans-Eurasian terminal focusing on multimodal transport.**

Terminals and hubs – and a platform

Three main levels:

- Strategic trans-Eurasian terminals focusing on multimodal transport
- Strategic trans-Eurasian Logistics Hubs
- The Strategic trans-Eurasian Logistics Hubs Platform. This was proposed in a memorandum of understanding signed by the Municipality of Zhengzhou (China), FERRMED and UIC in Zhengzhou on 18 July 2018.



Key features of terminals as basis for lobbying

As a basis for its lobbying efforts with relevant actors, for each strategic trans-Eurasian multimodal terminal, the FMWG on Operations will gather information on:

- The current situation
- Facilities now under construction or being planned
- The terminal's long-term attractiveness

The information we gather will cover these broad themes:

- Terminal capacity and performance
- Attractiveness of this terminal for intermodal services



Key features of terminals: main categories

Key features of terminals that the FMWG on Operations will consider:

- Track layout
- Intermodal facilities
- Customs facilities
- Automation
- Terminal performance
- Ease of access
- Terminal versatility
- Ancillary logistics services
- Long-term attractiveness of terminal



Today's contributions to the round table on operations

- Thomas Schildköther, Duisport: **Linking Duisburg to China**
- Jordi Fornòs, CIMALSA: **Key issues in the management of rail terminals**
- Michal Kamiński, PKP: **PKP Cargo's intermodal terminals**
- Mikhail Seliutin, UTLC: **Advantages, capacities and pricing**
- Pavel Shanaytsa, TransContainer Europe: **Services, assets, routes and terminals**
- Nika Manukova, Consorci Zona Franca Barcelona: **The One Belt One Zone Alliance (OBOZA)**