

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

*Towards a high performance “pipeline” Trans-Eurasian Railway Land Bridge*

*European Parliament (P3C050 Room)  
Entrance through Altiero Spinelli Building  
Agora Simone Veil / Esplanade Solidarnosc  
Brussels, November 8<sup>th</sup>, 2017*

## OBJECTIVES OF THE CONFERENCE

### MAIN PURPOSE OF THE CONFERENCE

The main purpose of the Conference is to promote a significant competitiveness improvement in the Eurasian trade and manufacturing processes, through a high performance “pipeline” Trans-Eurasian Railway Land Bridge, linking the strategic hubs of the main socioeconomic Mega-Regions in the Eurasian continent. Moreover, the Conference aims at pushing forward a fully synchronized manufacturing system between China and Europe with “just-in-time” deliveries to final destinations and minimal intercontinental transit stocks.

### 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 modes, 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 potential development 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-Eurasian 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 0,20%, introducing the adequate



TRANS-EURASIAN MAIN ROUTES

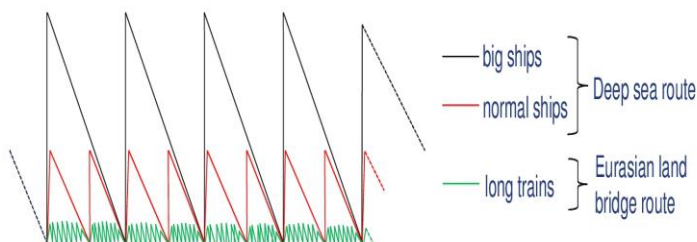


countermeasures in infrastructure, rolling stock and intermodal exchanges.

Regarding costs, a reduction of present ratios at least by 25%, considering longer trains (with the corresponding increase in lines capacity) able 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 trans-border terminals).

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-Eurasian Mega-Terminals to Western Europe Trans-Eurasian Mega-Terminals in 7-10 days (transportation and bureaucratic process included), depending on location, allowing “just-in-time” deliveries to final destination in less than 24 hours.

**STOCK MOVEMENTS IN INTERMODAL PORT TERMINALS**



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, facilitating massive continuous flows in the Route and “just-in-time” deliveries to destination.

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.

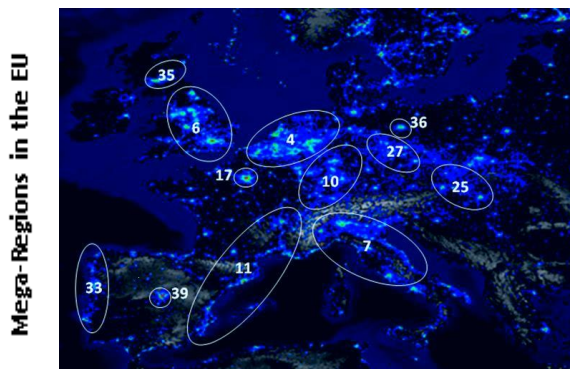
**IDENTIFICATION OF SPECIFIC CORRIDORS WITH SUFFICIENT DEMAND AND “QCDRME” IMPROVEMENT PLAN**

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 freight traffic, where full FERRMED Standards should be dully introduced, giving priority to the lines included in the "EU Trans-Eurasian Backbone Great Corridor". In China, Russian Federation, Kazakhstan and Mongolia the most important corridors should be properly selected, where full FERRMED Standards could be progressively established considering CCTT and OBOR initiatives.

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, CRC, ERA and UNECE (United Nations Economic Commission for Europe) is vital.



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-Region is the global ranking in 2008.



**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

PROGRAMME	
<b>8:30</b>	<b>Welcome &amp; registration</b>
<b>09:10</b>	<b>Welcoming speech</b> <ul style="list-style-type: none"> <li>• Mr. Josep Maria TERRICABRAS, Member of the Parliament hosting the event</li> </ul>
<b>09:15</b>	<b>Opening Session</b> <ul style="list-style-type: none"> <li>• Mr. Bogusław LIBERADZKI, Vice-President of the European Parliament</li> <li>• Mr. Jean-Louis COLSON, Head of Unit of Transport Networks, DG MOVE – European Commission</li> <li>• Ms. XIAN Weiyi, Minister Advisor of the Chinese Mission to EU</li> <li>• Mr. ZHANG Ji, Deputy Secretary General, Zhengzhou Municipal Government</li> <li>• Mr. Jean-Pierre LOUBINOUX, General Director of UIC (International Union of Railways)</li> <li>• Mr. Philippe CITROËN, Director General of UNIFE (Association of the European Rail Industry)</li> <li>• Mr. Joan AMORÓS, President of FERRMED</li> </ul>
<b>10:35</b>	<b>UIC Report: Potential development of Eurasian corridors and their interconnections with the main EU freight corridors</b> <ul style="list-style-type: none"> <li>• Ms. Sandra GÉHÉNOT, Freight Director of UIC</li> </ul>
<b>10:45</b>	<b>Key railway corridors in the “Silk Road”, infrastructure features and transportation flows:</b> <ul style="list-style-type: none"> <li>• Mr. ZHANG Zhiguo, Deputy General Manager, China Railway Engineering Equipment Group (CREG)</li> <li>• Mr. Alexej GROM, President of JSC United Transport and Logistics Company, RZD</li> <li>• Mr. Boris A. LEVIN, Rector of the Russian Transport University</li> <li>• Ms. Monika HEIMING, Executive Director EIM (European Rail Infrastructures Managers)</li> </ul>
<b>11:25</b>	<b>Keynote speech: Present and potential railway traffics in the “Silk Road”</b> <ul style="list-style-type: none"> <li>• Mr. Pedro NUENO, IESE Business School Professor, President of China-Europe Intern. Business School (Shanghai)</li> </ul>
<b>11:40</b>	<b>COFFEE BREAK – 2<sup>nd</sup> FLOOR</b>
<b>12:05</b>	<b>Lead times of transport processes from departure to arrival in Trans-Eurasian routes. Current status and improvement plans:</b> <p><i>Introducer &amp; Moderator:</i></p> <ul style="list-style-type: none"> <li>• Mr. Gennady BESSONOV, Secretary General of CCTT (Coordinating Council on Trans-Siberian Transportation)</li> <li>• Mr. Petr BASKAKOV, President of PJSC Trans-Container, RZD</li> <li>• Mr. Sergei KAMENKOV, Chief Editor of OSJD Bulletin (Organization for Co-operation between Railways)</li> <li>• Mr. Ilja Lorenzo VOLPI, Head of Policy - EU and International Affairs, CER (Community of European Railways)</li> <li>• Mr. Erik EVTIMOV, Deputy Secretary General CIT (International Rail Transport Committee)</li> </ul>
<b>12:45</b>	<b>Rolling stock characteristics in Trans-Eurasian routes: freight wagons and locomotives features &amp; trains length. Current and forecast:</b> <p><i>Introducer &amp; Moderator:</i></p> <ul style="list-style-type: none"> <li>• Mr. Josep Maria ROVIRA, Secretary General of FERRMED</li> <li>• Mr. Boris A. LEVIN, Rector of the Russian Transport University</li> <li>• Mr. Richard LOCKETT, Head of Strategy, Research &amp; International Standards Unit ERA</li> <li>• Mr. Alexej BELJAJEV, Director for Commerce and Project Management of TATRAVAGÓNKA</li> <li>• Ms. Mar RIVAS, Business Development, Marketing &amp; Communication, STADLER RAIL Valencia, SA</li> </ul>
<b>13:35</b>	<b>NETWORKING LUNCH – 2<sup>nd</sup> FLOOR</b>
<b>14:35</b>	<b>Recommended development plans, financial requirements and investment policies:</b> <p><i>Introducer &amp; Moderator:</i></p> <ul style="list-style-type: none"> <li>• Mr. Joan AMORÓS, President of FERRMED</li> <li>• Mr. Dominic Pasquale PATELLA, Senior Transport Specialist from World Bank Group</li> <li>• Mr. Pierre POINSIGNON, Head of Strategic Railways Division of EIB (European Investment Bank)</li> <li>• Mr. David ALLAN, Principal Banker Transport Dept. of EBRD (European Bank for Reconstruction and Development)</li> </ul>

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15:25	<b>Main intermodal terminals in Trans-Eurasian corridors. Current and forecast:</b>  <i>Introducer &amp; Moderator:</i> <ul style="list-style-type: none"><li>• Mr. Valentí AMBRÓS, Presidential Advisor from FERRMED</li><li>• Mr. FAN Jianhua, Deputy Director General, Development and Reform Commission of Zhengzhou</li></ul>
15:50	<b>Specific projects in intermodal terminals and transportation routes in Eurasia:</b> <ul style="list-style-type: none"><li>• Mr. Guillermo BELCASTRO, General Manager BEST (Barcelona Europe South Terminal), Hutchison Port Holdings</li><li>• Mr. Peter WEBER, Director Corporate Development &amp; Procurement of HUPAC</li><li>• Mr. Robert KREDIG, Managing Director Breitspur Planungsgesellschaft (ÖBB)</li><li>• Mr. Micael BLOMSTER, Senior Advisor Logistics, North Sweden European Office</li><li>• Ms. Anna SAMSONOVA, Area Commercial Manager Russia, CIS and Baltic States, LOHR Industrie</li><li>• Mr. Ernest SULTANOV, Coordinator of the New Silk Road Cities Forum</li></ul>
17:10	<b>Golden Chariot International Transport Award Presentation:</b> <ul style="list-style-type: none"><li>• Mr. Albert ZHUKOV, Chairman of the Golden Chariot Award Organizing Committee</li></ul>
17:20	<b>Closing remarks:</b> <ul style="list-style-type: none"><li>• Mr. Lanfranco SENN, Bocconi University Professor Emeritus</li></ul>
17:40	<b>End of the Conference</b>

Simultaneous translation from English to Chinese, Russian, French and Spanish and vice-versa will be provided

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