East-West transport corridor as a promising inter-regional transport link

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The eastern part of the corridor is a gateway to and from the Baltic Sea Region connecting it with Russia, Kazakhstan and China to the east and Belarus, Ukraine and Turkey to the south-east.

EWTC is an attempt to form an effective transnational supply chain, providing a variety of transportation and logistics services. To achieve a synergy effect and enjoy the benefits, cooperation between different stakeholders within the global supply chain is necessary.
Asia – Europe (East-West direction) trade flows - 552 billion Euro, 2010

Source: EWTCII project, 2012
Scandinavian and Baltic countries
External trade with China (Value=billion EUR)
Tight commercial connection between EWTC hubs

Joint commercial interests are necessary for hubs in order to offer reliable, efficient and valuable services strengthening the competitiveness along the corridor.

A possible setup for such cooperation is that hubs and freight operators within the EWTC can make agreements and work together. A joint commercial interest could be a common driver for the EWTC hubs and freight operators to increase transport flows in the East-West direction.

Source: EWTC II project, 2012
Deployment of ITS services

ITS services are needed to support transportation activities along the corridor. This is especially important for the EWTC due to its physical nature, interchange points, multilanguage and cross borderer interaction.

Information on a constantly updated traffic situation and interchange status, tracking of goods, booking and confirmation services, intelligent truck parking’s and services opening faster border crossings routes, would ensure more efficient transportation and handling thereof.
Enhancement of intermodal interchanges. Secure hinterland accessibility

• Since the East-West Transport Corridor is a corridor demanding transport mode interchanges due to crossing of the Baltic Sea, development of intermodal transport solutions making different transport modes fully integrated along the corridor is a key issue for the EWTC.

• It is important to secure a good accessibility to/from these ports and terminals. Especially important are railway connections taking into account the fact that they are more environmentally friendly than road transport. It is also important to ensure that these connections are well integrated into the national rail networks.

Source: VGTU, eMar project 2014
Closer cooperation between main stakeholders along the corridor

The Association as an innovative tool for regional and inter-regional cooperation, uniting representatives from business, academia and public structures with the primary task to reach high level of mutual dialogue that would lead to the most environmentally friendly, sustainable, efficient and safest connections for freight transport in the East –West (Asia – Europe via BSR) intermodal transport corridor, established in 2010.

Since businesses usually have short-term perspectives, the key motivation for EWTC Association was to add more medium and long-term perspectives to the corridor and contribute to the improvement of its functions and capacity. Moreover, the Association could maintain a necessary dialogue with governmental and international institutions which could not be successfully maintained by individual companies and improve cooperation among stakeholders. Such cooperation needs a clear and transparent management structure. Moreover, coordinated activities are necessary for the development and branding of the corridor. The EWTC association contributes to sustainable development by connecting the hubs and facilitating transport needs of growing markets (along the route) between southern part of BSR and Asia.

In EWTC are 37 members from 13 (Europe –Asia) countries, namely: Belarus, Belgium, China, Denmark, France, Germany, Kazakhstan, Lithuania, Mongolia, Russian Federation, Slovenia, Sweden and Ukraine.
Partners (business) interest in development of East-West Transport Corridor

- Port of Karlsham
- Port of Klaipeda (terminals of KKT, “Smelte”, VPA Logistic)
- Kaunas (terminal of Palemonas)
- Vilnius (terminal of Paneriai/ Vilnius logistics park)
- Minsk (terminal of Koliadichi)
- Port of Klaipeda (terminals of KKT, “Smelte”, VPA Logistic)
- Kaunas (terminal of Palemonas)
- Vilnius (terminal of Paneriai/ Vilnius logistics park)
- Minsk (terminal of Koliadichi)
- Moscow (terminals of Kuncevo, Kriesty, Silicatnoje)
- Kazakhstan (terminals of Astana, Dostyk)
- China (Terminal of Chongqing)
- Rotterdam
- Duisburg
- Berlin

- Electronics goods
- Fast moving consumer goods
- Fast moving consumer goods in the container (containerized cargo: -TEU containers, tankcontainers ref-containers);
- Paper, forest product;
- Ro-ro cargo (palletized cargo, bulk cargo).
Benefits

• Quality of services
• Reduced congestions
• Facilitation of co-operation between various regions in Europe and Asia;
• Simplified procedures and documentation;
• Dissemination of good practice and modern solutions of logistic services;
The container train Saule (Sun) serves the itinerary Klaipeda-Vilnius-Dostyk (Kazakhstan) – Chongqing (China).

The train was launched in 2011. It departs on ad hoc basis.
The container train Viking serves the itinerary Klaipeda-Minsk-Odessa Ilyitchovsk (Ukraine)

The train was launched in 2003. It departs 6 times per week.

Klaipeda–Ilyitchovsk (Ukraine) 1 734 km 55 hours.
Future oriented strategic targets

• Ideal utilisation of infrastructure
• Competitive logistics and transport system
• Increased efficiency / productivity of logistics processes
• Balanced provision of goods and services
• New models of integration long distance and last mile transportation
• Promotion of transition from independent supply networks to open networks where resources are compatible, accessible and easily interconnected.
• Establishment of international research platform along EWTC.
Thank you for your attention

www.ewtcassociation.net