

CNC and transport networks of EU Eastern Partnership countries, VGTU (LT): takeover stage by the EWTC Association in realising ambition to strengthen the corridor interoperability and intercontinental supply chains



# Interactions: CNCs vs. transport networks of the Eastern Partnership countries (5.4)

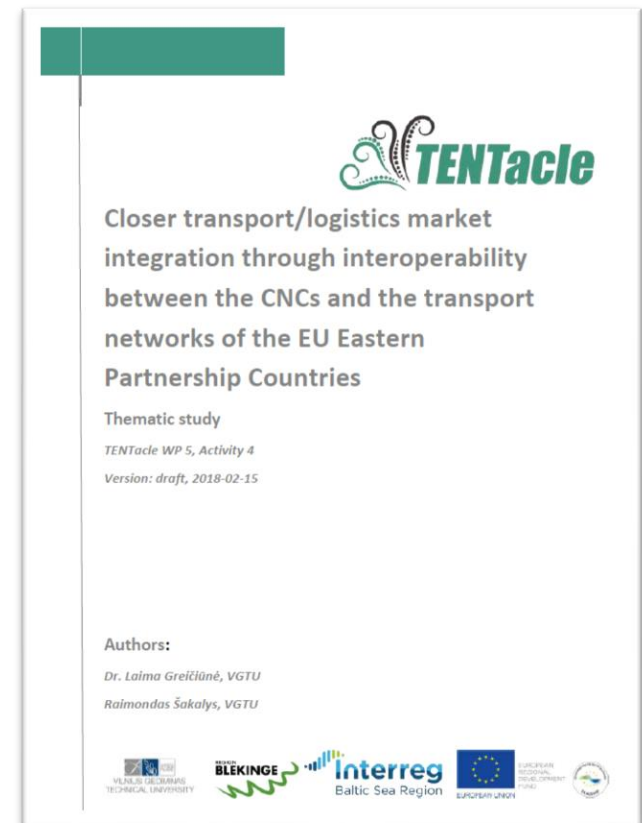
## Objectives

- find solutions to ensure seamless traffic flow, enhance economic growth and competitiveness through interconnected subsets of transport networks (CNCs vs. EaP)
- identify priority action areas to achieve a time and resource reduction for transport operations

## Methods

- desktop research on quality and interoperability in each EaP country
- interviews with transport sector stakeholders (in two phases)

Report finalised on February 2018



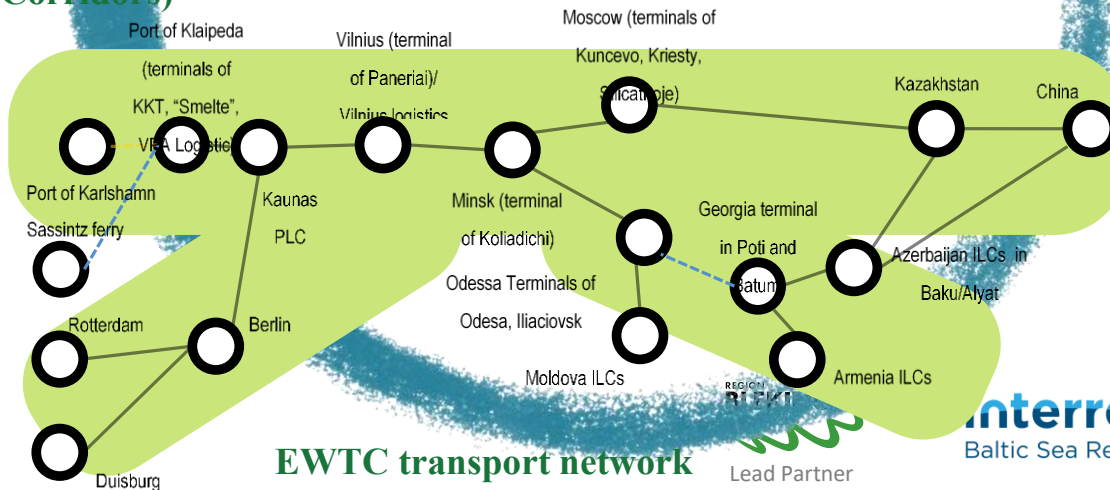
# The geographical scope of thematic study



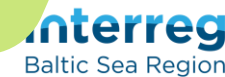
**Trans-European Transport Network (TEN-T Corridors)**



**EaP countries (in yellow)**



**EWTC transport network**



# The main obstacles or problems for connection transport markets

The main obstacles or problems (based on 5.4 thematic study) for connection transport markets in the EaP countries with the BSR that are **related to the administrative and regulatory barriers**, especially in different custom regulations and procedures system at **broader crossing points that causes delays at borders** that is the main bottleneck for improvement of logistics system. This harmonisation could be done by **adoption on EU legislation practice** and persuading EaP countries to adopt the technical specifications set for the CNCs.

The next, obstacle for connection transport markets between Black Sea and Baltic Sea regions **depends on the development of multi-modal transport systems**, supported by modern logistics facilities and services, and strongly focused on containerized cargo.

# Main results of desktop research on quality and interoperability

The stakeholders along the EU BSR and EaP countries are interested in connecting **transport markets using good practises** (used in intermodal transportation could shorten the route from origin to destination), **transport corridors to facilitate trade** (transport volume and routes) **and economic growth between the regions.**

As **solutions for closer transport/logistics market integration** between the BSR and EaP countries respondents indicated:

- the **removal of political frictions**. Economic growth of the Baltic states should level up with the average EU economical level that will convince decision-makers of EaP countries of the border that open markets bring more benefits to the society than costs.
- stakeholders indicated the need to **organise the joint inspection at the border crossings** for implementation of the accelerated container trains.
- the respondents indicated the **organisation of conferences for market incumbents** e.g. a special event on transport & logistics as solutions for closer transport/logistics market integration between the BSR and EaP countries.

# Main results of the 5.4 thematic study

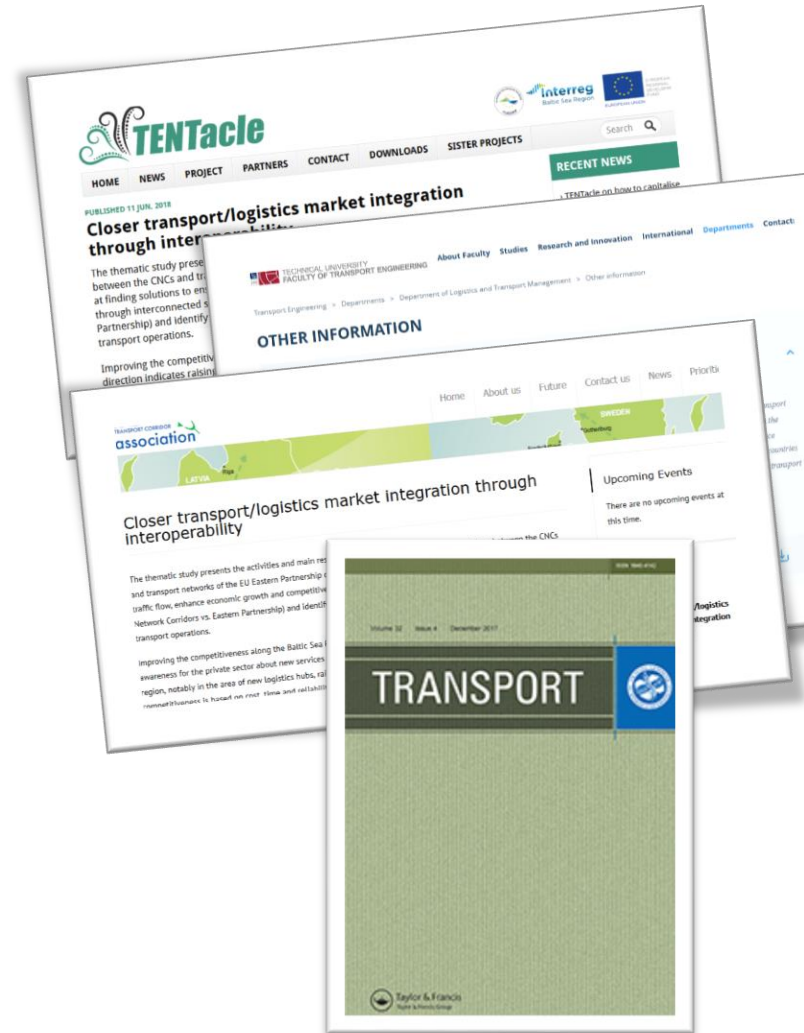
- transit cargo flows need to be supported by trade facilitation through international cooperation
- private sector to be involved in developing corridor infrastructure
  - direct measures (promoting PPP, creating favourable investment conditions, involving stakeholders and neighbouring countries in consultation and planning processes, etc.)
  - indirect measures (raising awareness of infrastructural plans, learning from best practice of private sector participation, etc.).
- service quality - most important indicator in supply chain management

# Dissemination of the outcomes of 5.4 thematic study (1)

- TENTacle project platform (partners and newsletters);
- EU Strategy for Baltic Sea Region Transport Area Coordinators:
  - „In the 2017 revised Transport Action Plan of the EUBSR Strategy the focus also is given on the development of the BSR transport connections with third countries (**keeping in the mind development of transport connections with EU Eastern Partnership Countries (EaP)** as well as transport connection with Asian economies) as an important factor influencing competitiveness of our region and growth of welfare“
- National Ministries (Ministry of Foreign affairs and MoTC of Lithuania);
- East West Transport Corridor Association members (as they were the main respondents in the surveys)

# Dissemination of the outcomes of 5.4 thematic study (2)

- Websites:
  - TENTacle website
  - VGTU website
  - EWTCA website
- Scientific Journal - TRANSPORT, Print ISSN: 1648-4142 Online ISSN: 1648-3480:
  - Investigation and evaluation of main indicators impacting synchromodality using ARTIW and AHP methods





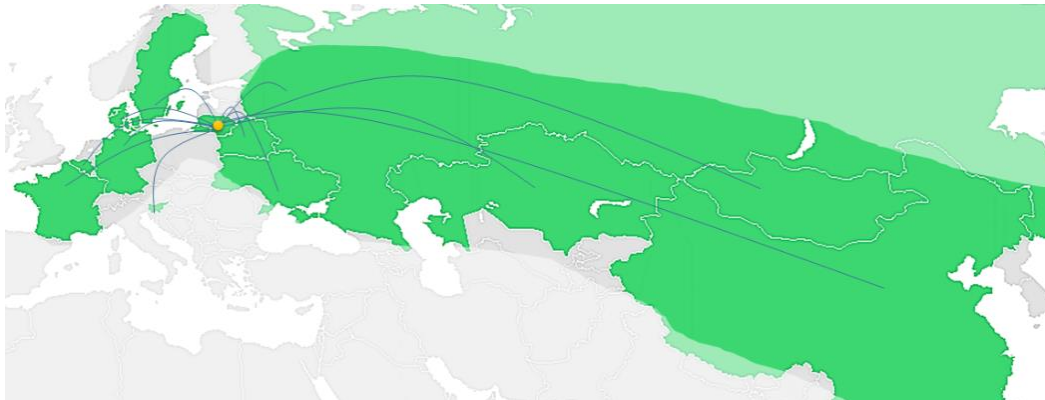
# Dissemination of the outcomes of 5.4 thematic study (3)

- TENTacle project events, seminars (TENTacle WP5 thematic seminar, Stockholm, 12 April 2018);
- EWTCA Council meeting on 26th March, 2018 (EWTCA members and representatives Ministry of Foreign affairs and MoTC of Lithuania);
- EUSBSR Seminar “Development of the BSR integrated multimodal transport links with the third countries” on 8th October 2018.

# EWTCA (AO 30) as an innovative instrument of inter-regional cooperation between stakeholders

The International EWTCA was established in June 2010 with the aim to improve the competitiveness of the global East-West Transport Corridor (EWTCA) linking the Baltic Sea region with the Asian and European countries surrounding it. As an innovative tool for regional and inter-regional cooperation, uniting representatives stakeholders of the public, private, and the academic sector acting as an organization promoting the EWTC concept with the main mission to stimulate new business opportunities along this corridor.

**The task of EWTCA is 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.**



Totally 21 partners from  
10 Europe – Asia  
countries

# EWTCAs functions (most important)

- to strengthen co-operation between transportation, logistics companies, intermodal terminal operators, shippers and consignees, national, regional and domestic authorities, science and research institutions along the EWTC;
- to develop the links and services between the EWTC and different Europe-Asia regions;
- to initiate simplification of procedures and documentation;
- to initiate removal of bottlenecks in the development of infrastructure and operations;
- to initiate and promote implementation of common KPIs and services standards along the EWTC (with the focus on green transport);
- to disseminate best practices and modern logistics solutions;
- to support IT networks development among the EWTC partners;

# EWTC Association - to strengthen the corridor interoperability and intercontinental supply chains

- The mission of the International East-West Transport Corridor Association is **to be a platform for inter-regional cooperation**, innovation promotion, new technologies, business models and transportation management systems, market analysis, new logistics schemes and business plans.
- Since 2010 EWTCA **organised** and participated in **more than 40 international** Forums, seminars and other **events** (China, Mongolia, Ukraine, Belarus, Russia, USA, Kazakhstan, Turkey, Germany, Belgium, Sweden, Denmark and others) on transport corridors and interoperability topics.
- EWTCA members were involved in surveys for 5.4 thematic study.
- Results of 5.4 thematic study were verified by PPs, Stakeholders (EWTCA members) and Policy makers.
- Results of 5.4 presentation are presented at EWTCA events.

Thank You for Your attention !

