

# Developing Transcontinental Connections: obstacles and catalysts for infrastructure investments

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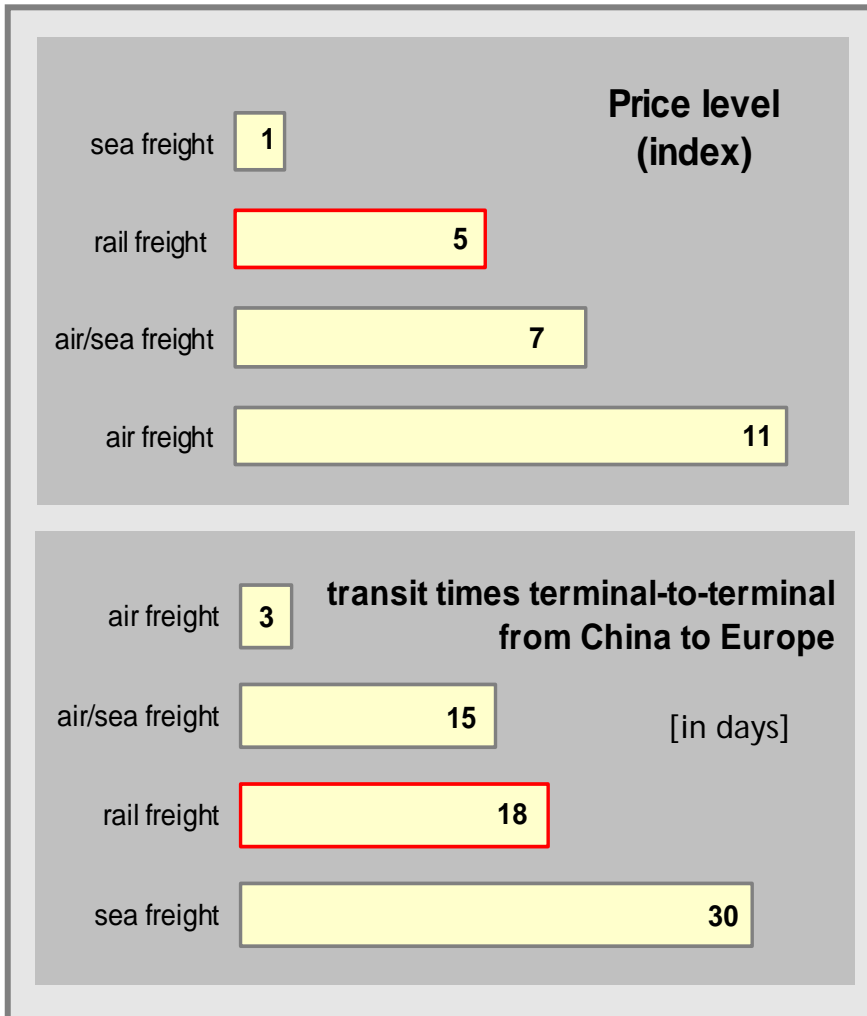




# Strong case for Europe-Asian Railway Transport



The Voice of European Railways



=> Rail: Faster than sea, cheaper than air, and cleaner than all

## But only if reliable transport times can be offered to customers at competitive prices

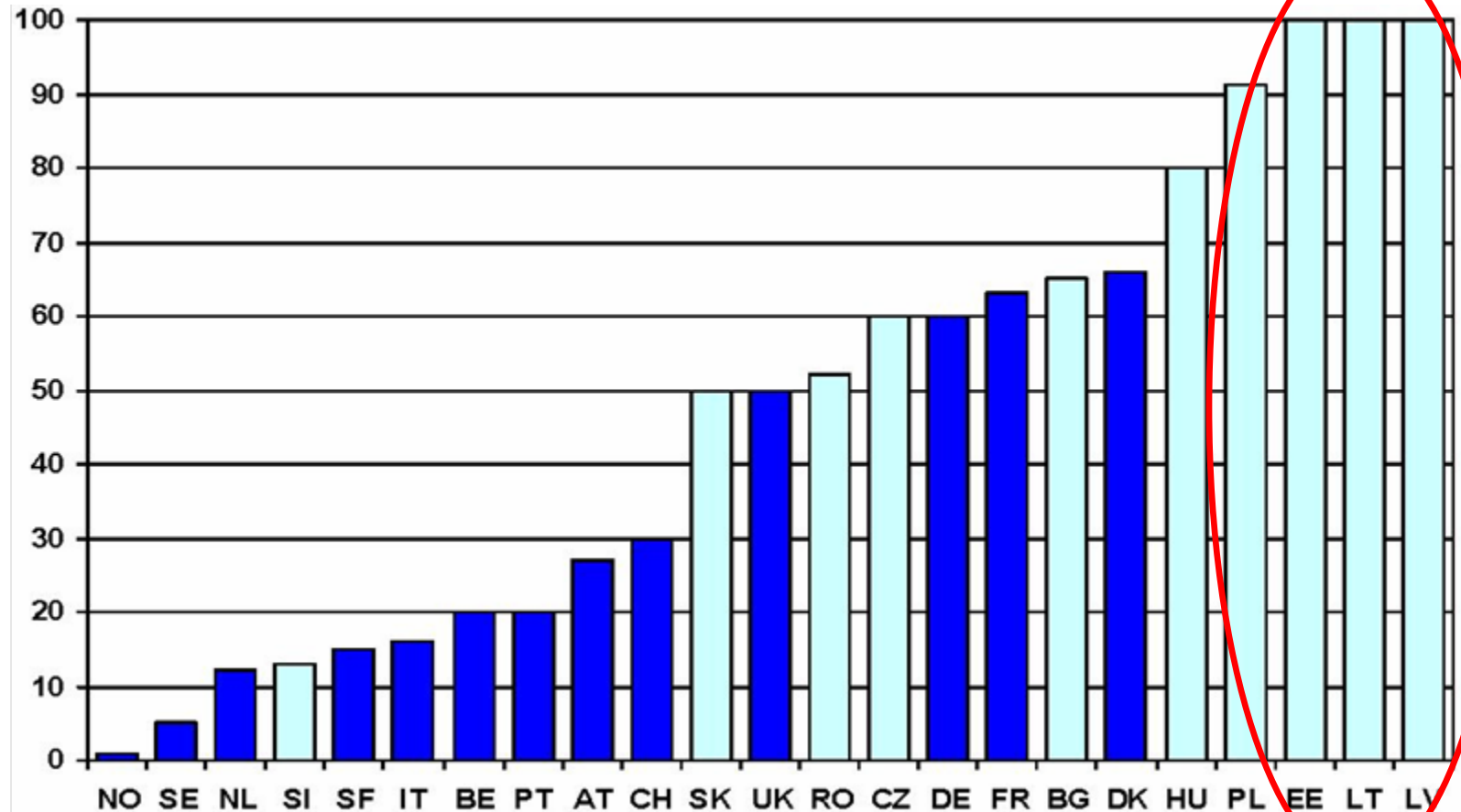


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- Main bottlenecks when crossing borders and/or systems:
  - Border processes
  - Gauge change & trans-shipment facilities
  - different traffic management systems
  - Electrical system (AC to DC)
- Track access charges (TAC) need to be competitive and transparent
  - TAC in Baltic states among highest in Europe
  - Tariffs (incl. TAC) in Russia not reliable (can legally be changed every month) and important potential for discrimination (need for accession to WTO)

# Baltic States try to finance rail infrastructure completely through track access charges (TAC)...

TAC Infrastructure Cost Coverage in Europe (in %)\*

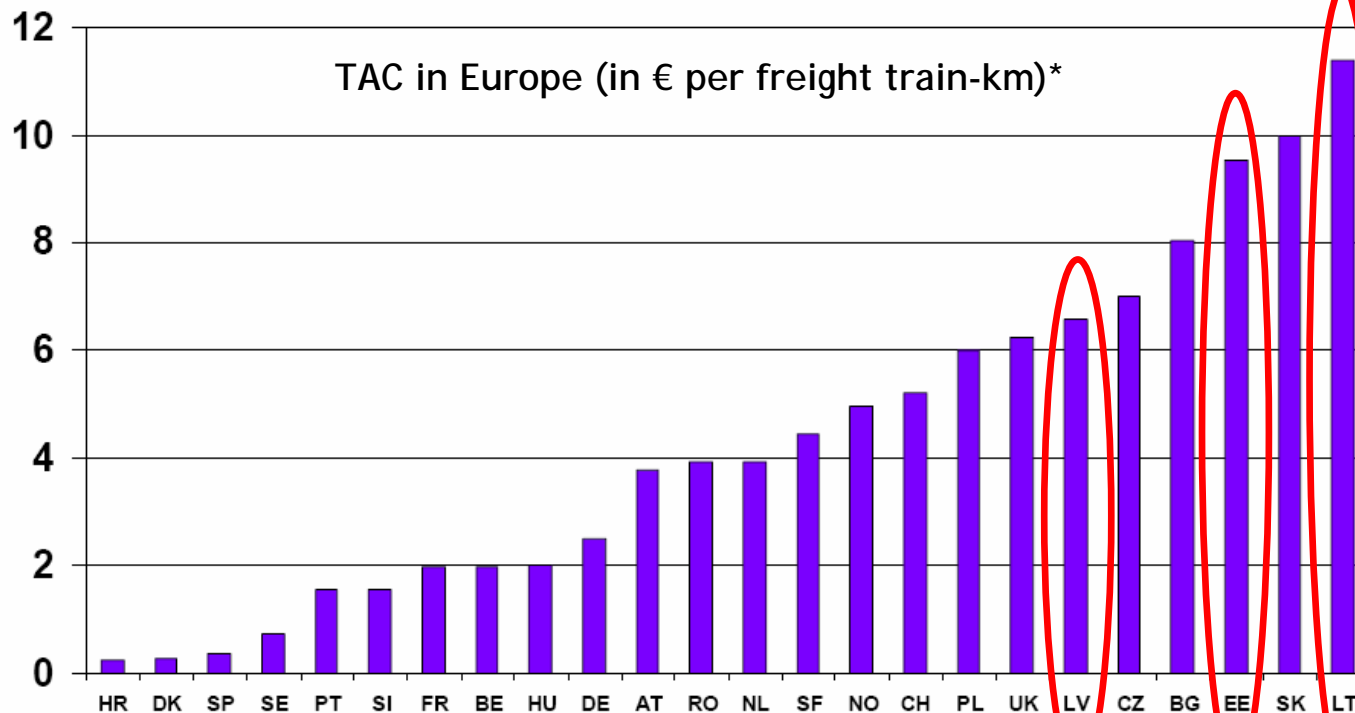


Source: OECD/ITF 2005

... resulting in TAC that are among the highest in Europe!



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- TAC in Baltic states today among highest in Europe
- Aim of 100% cost coverage through TAC not realistic
- Competitive Rail freight traffic not possible

\*Typical 2000 Gross Ton Freight Train; Source: OECD/ITF 2008

- Governments need to take an active role in removing operational and administrative barriers:
  - Bottlenecks must be removed and processes streamlined (eg border crossing)
  - Freight tariffs for international rail traffic need to be competitive, predictable and transparent and non-discriminatory
  - Transit times need to be reliable
  - Documentation needs to be standardised

Thank you for your attention!



The Voice of European Railways

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