



EUROASIAN CONTINENTAL LANDBRIDGE

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EWTC connects EU Southern Baltic's region with third countries

Denmark	SSS – Baltic Sea	Kaliningrad	Byelorus	Russia	Kazachstan		China	
Sweden					Ukraine	Black Sea		TRACECA
Germany		Lithuania						Turkey



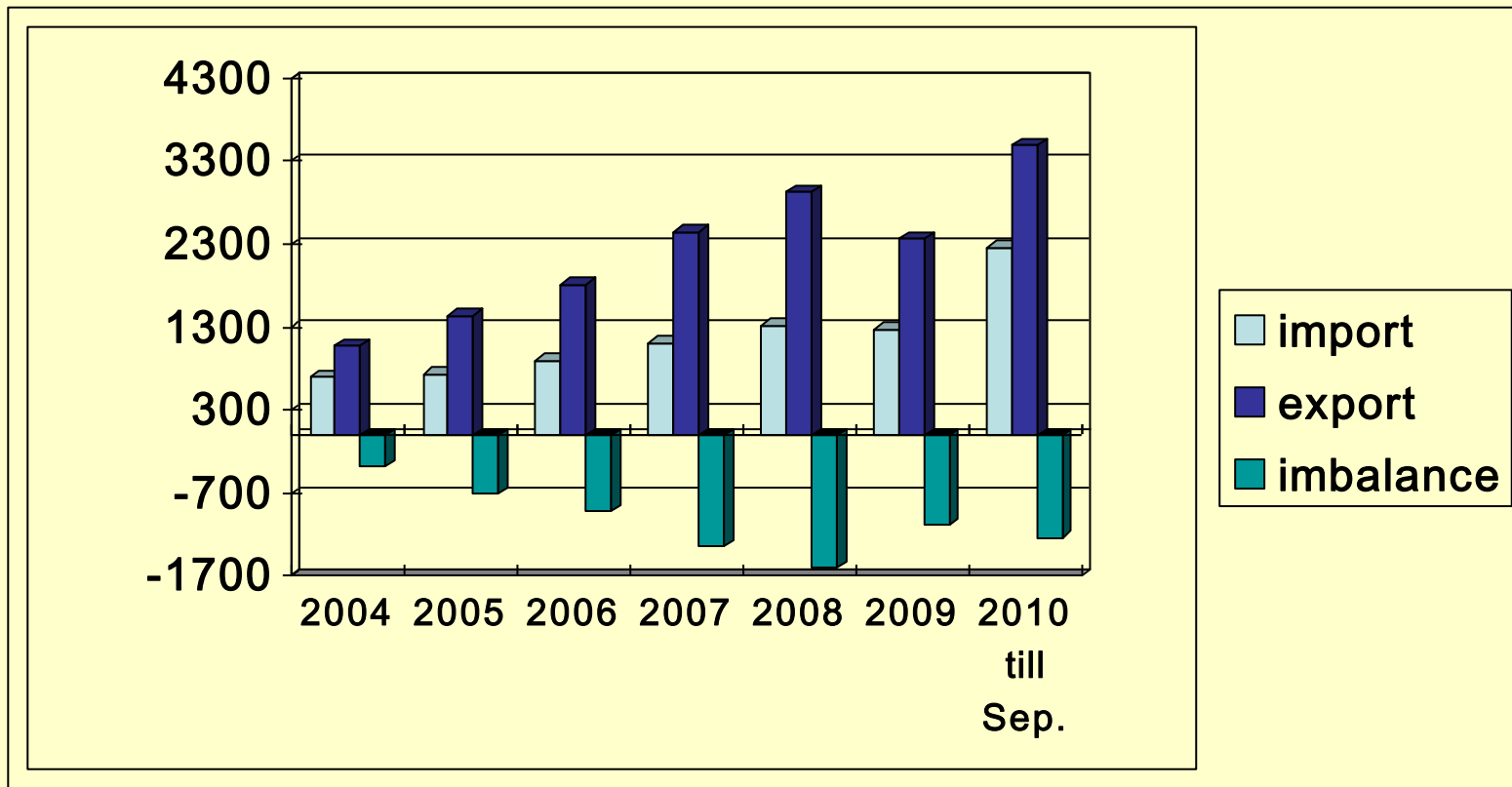
Part-financed by the European Union
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EWTC II Midterm Conference Fredericia 23 March 2011



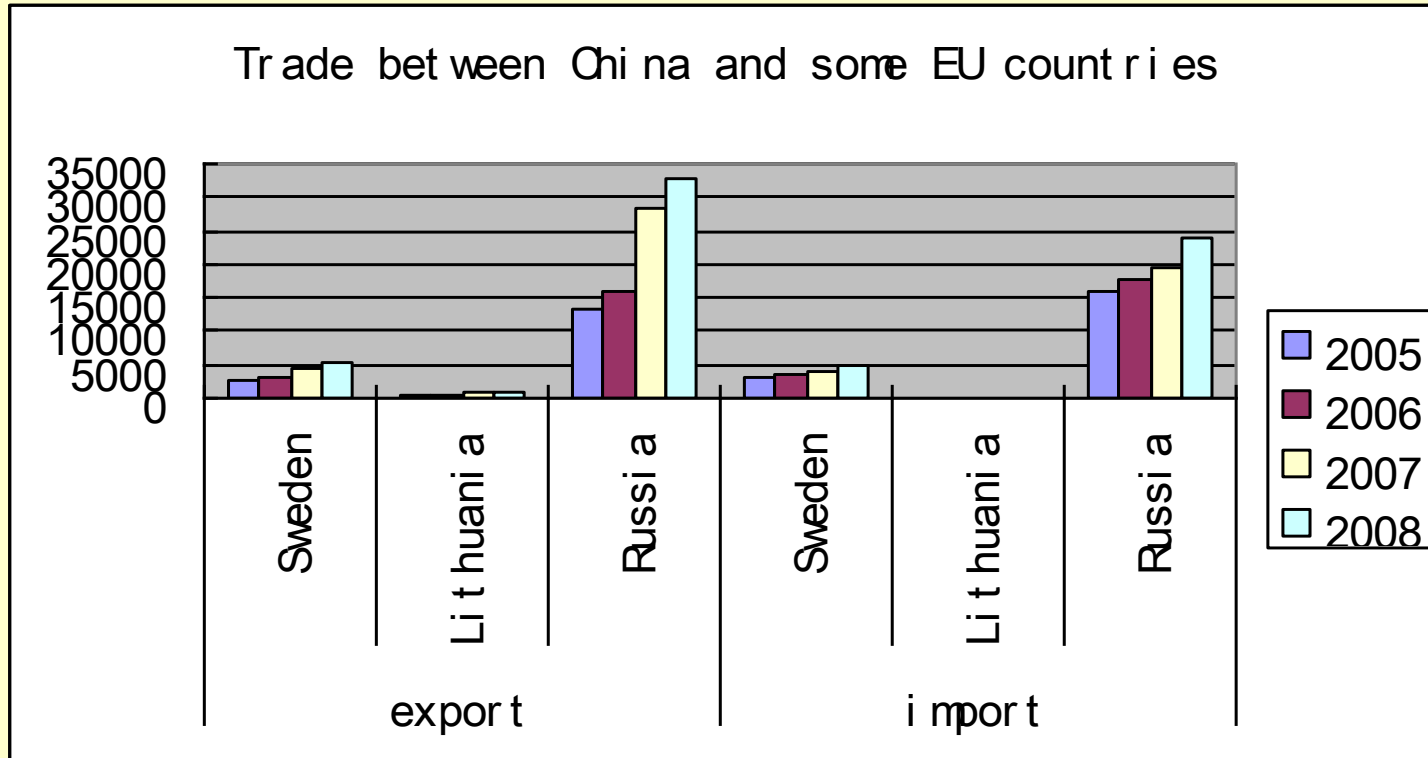
Imbalance: Much larger cargo flow from China to EU 不平衡：中国到欧洲的货流更大



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Comparison of the International Trade between China and some Baltic countries

中国与部分波罗的海国家的贸易比较



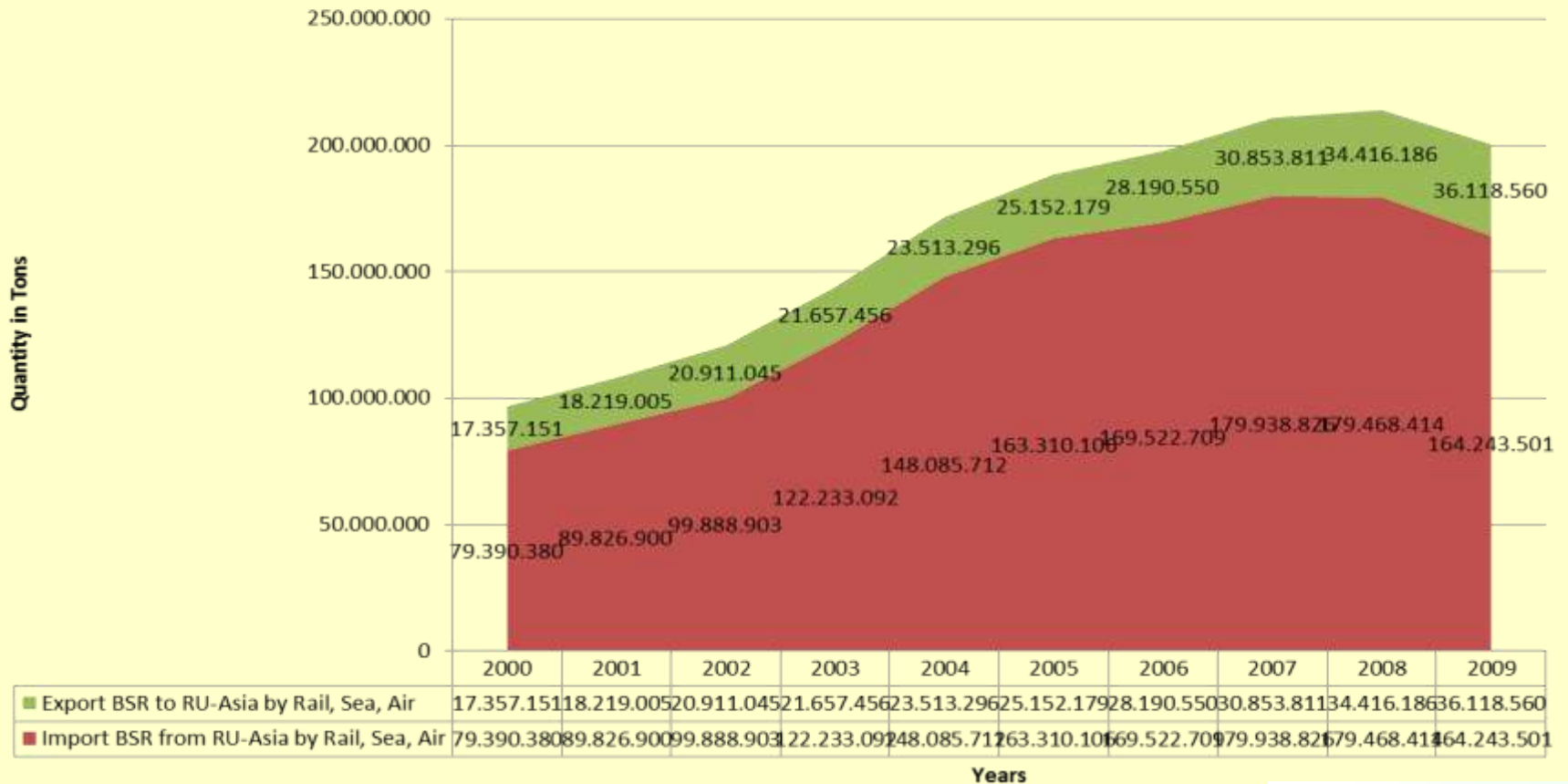
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Future Europe-Asia Continental Land Bridge (Perspective)

未来欧亚大陆桥（远景）



Trade BSR - Russia, Central and East Asia by Rail, Sea and Air Transport Mode



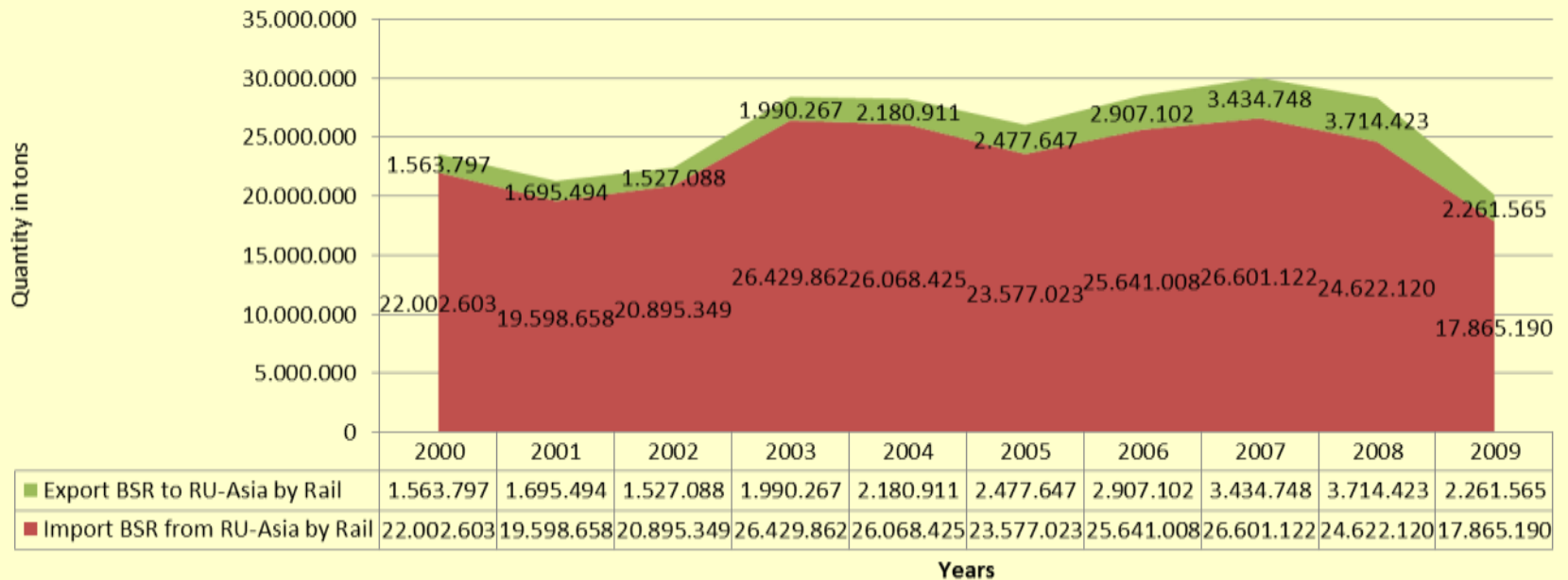
Over 10 years trade has increased more than doubled,
without carriage goods by road



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Trade BSR - Russia, Central and East Asia by Rail Transport Mode



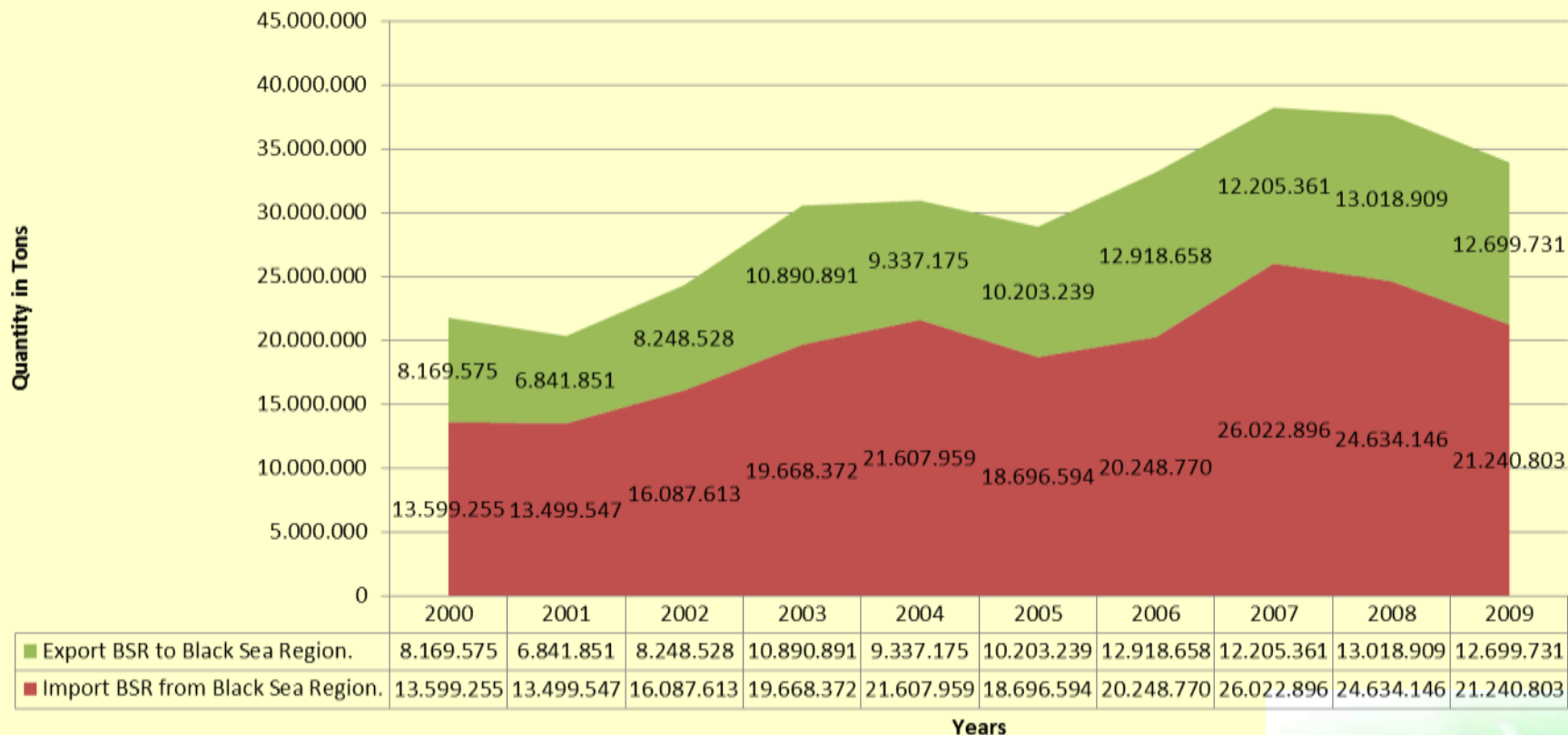
Carriage goods by rail remains at the similar level



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Trade Baltic Sea Region - Black Sea Region by Rail, Sea and Air Transport Mode



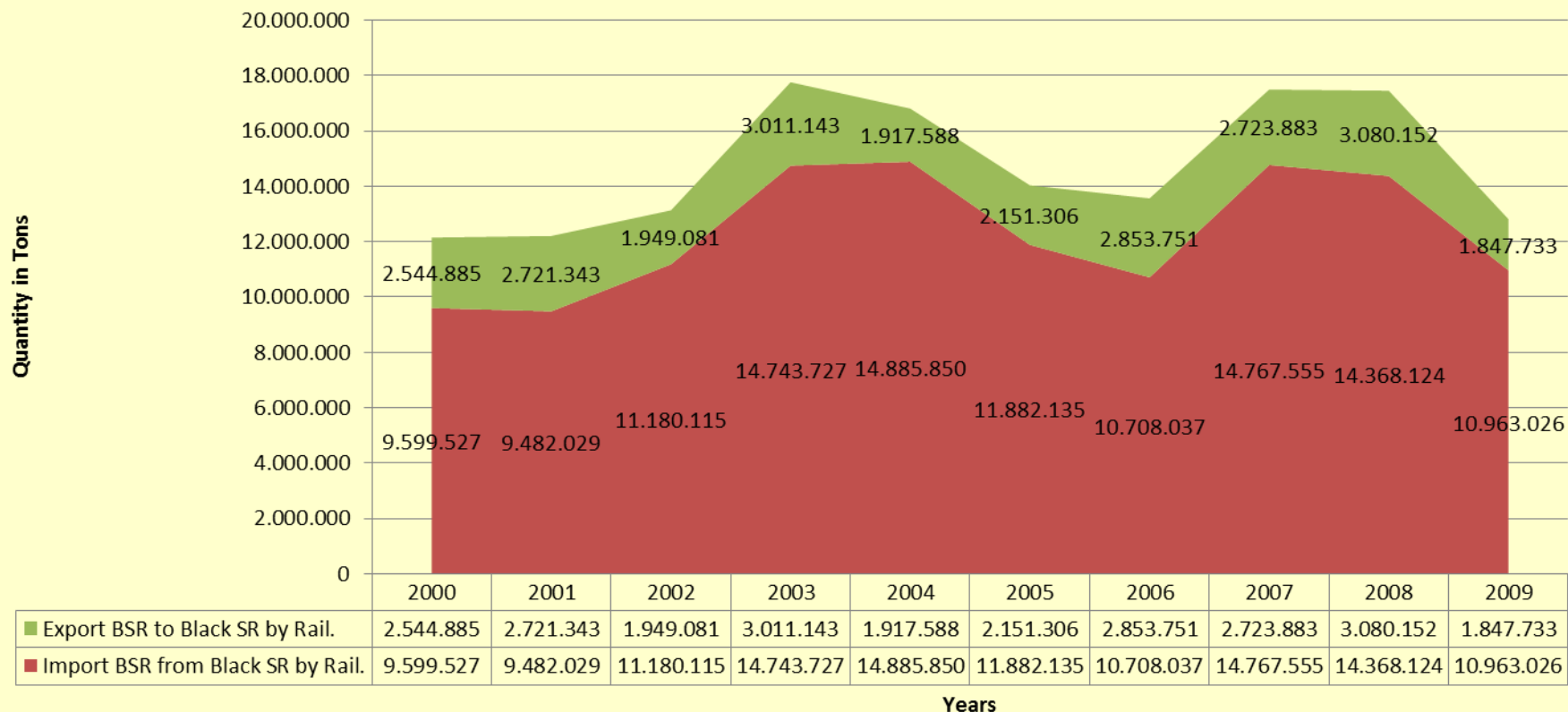
Over 10 years trade has increased about 1,6 times, without carriage goods by road



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Trade Baltic Sea Region - Black Sea Region by Rail Transport Mode



Over 10 years trade by rail transport mode has been wavy



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Some obstacles for Europe-Asia Continental Land Bridge 欧亚大陆桥的一些障碍



- **high cost (2-3 times of the cost compared to sea way)**
高成本（是海路的2-3倍）
- **longer time due to customs procedures etc.**海关通关等原因造成的延误
- **imbalance of the cargo (cost of unnecessary empty return containers)**货流不平衡（不必要的空箱返回）
- **safety of the cargo**货物安全
- **short of cargo tracing information service**缺乏货物信息追踪服务

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EWTC II success stories: Euroasian landbridge

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THE GLOBAL ADVANTAGE



Intermodal train operator
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ON THE CROSSROADS OF MAJOR TRANSPORTATION ROUTES TO THE WORLD



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CONCLUSIONS

1. Trade between Baltic Sea Region and Russia and Far East is increasing 2000-2009.
2. Rail transport BSR- Far East is low. Share of trade by rail is only appr 10%. Rail transportation potential on the landbridge is high.
3. Key issues:
 - Dialogue and co-operation.
 - Harmonized infrastructure, technologies and market concepts.
 - Harmonized E-freight systems



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THANK YOU FOR KIND ATTENTION!

