



On 23-25 October 2012, the East-West Transport Corridor Association (EWTCA) Forum was held in Berlin (Germany). It was organised by EWTCA Secretariat and LNBB | LogistikNetz Berlin-Brandenburg e.V., and co-financed by the European Commission and Regional Funds.

EWTCA is a rather new Association which has been operating for only two years. It seeks to activate or catalyse the cooperation of transport and logistics companies, intermodal transport operators, shippers and consignees, national authorities, research and scientific institutions in considering the emerging problems and developing transport and logistics operations within the Europe-Asia transport corridor. Every year the Association initiates two Forums: one in Asia, the other in Europe. During the first half of this year, in June, the EWTCA Form was held in Shanghai. By the end of this year it was organised in Berlin.

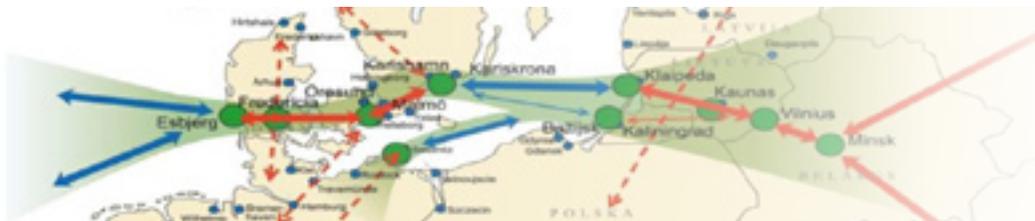
The main objective of the Berlin Forum was to continue the dialogue between the Association partners on further effective development of intermodal transport links between Asia and Europe. The Forum also aimed to promote a dialogue on the EU Eastern Neighbouring Policy including transport link between the Baltic –Black Sea regions.

The Forum was attended by more than 50 participants from 8 countries (Belarus, Belgium, Denmark, Germany, Lithuania, Russia, Sweden and Ukraine).

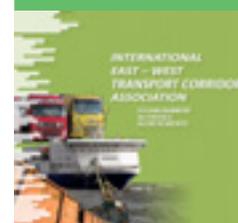
Presentation of Peter Wolters, Secretary General of the European Intermodal Association (EIA), has attracted a lot of attention from the Forum participants. He emphasised the necessity to develop the green transport and green transport corridors, and provided an overview of the key positions of the EU authorities on the above issue. "It is necessary to improve ecological indicators of the maritime transport. By 2050 the CO2 emissions in the EU Maritime Transport sector shall decrease by 40 percent (if possible - by 50 percent) compared to 2005. This should lead to shifting more than 30 percent of the road freight over 300 km to other modes of transport (rail or waterborne transport) by 2030, and more than 50 percent by 2050. Such a shift should be facilitated by effective ecological freight transportation corridors. In order to reach this goal, it will be necessary to develop an appropriate infrastructure" highlighted Peter Wolters.



Peter Wolters, General secretary of EIA



Ms. Eva Molnar, Transport Director at the United Nations Economic Commission for Europe (UNECE), sent a welcome letter to the participants of the Forum where she emphasised the importance of the EWTCA initiative in developing transport and logistics relations between Europe and Asia and especially in accelerating transport operations between the two continents. At the same time she suggested the cooperation between EWTCA and the Project „Euro-Asian Transport Links“ (EATL) initiated by the UNECE . A synergy of the two projects could be beneficial for all the countries and businesses along the East-West Transport Corridor.



EWTCA Secretariat would like inform you about prepared and published an information brochure "INTERNATIONAL EAST - WEST TRANSPORT CORRIDOR ASSOCIATION. ESTABLISHMENT ACTIVITIES ACHIEVEMENTS ". In this publication you will also find the catalogue of EWTCA members, and other relevant information.

The aim of the first session of the Forum was to review the projects related to Europe-Asia hinterland transport connections

During the opening speech President of EWTCA Dr.Algirdas Šakalys highlighted that under globalisation conditions it is especially important to develop and increase horizontal cooperation between the partners belonging to different political and economic spaces - due to its nature transport and logistics cannot be restricted to one national geographic location or to one continent. Therefore, when serving Asian-European transport flows it is necessary consistently eliminate different operational obstacles hindering border cooperation, as well as develop common communication technologies, identify and eliminate the main barriers (obstacles) by integrating the fragmented transport networks and ensuring interoperability.

In the presentation „The Role of Logistics Centres in the Transport Corridor Europe-Asia“, Dr. Norbert Wagener, Managing Director of Wagener&Herbst Management Consultants GmbH, based on outcomes of RETRACK project provided information about the potential capacity of 35 German Freight Villages with more than 1300 operating companies and 52 thousand employees in serving Asia-Europe container flows.

With regard to the organisation of container transport between Asia and Germany, the Project considered three alternative corridors: the Trans-Siberian Railway. Kazakhstan's territory and the territories of TRACECA countries.

According to the research, the shortest transit time (18 days) has been recorded in delivering containers from Lanzhou (China) to Duisburg (Germany) via the territory of Kazakhstan. The speaker also noted that with regard to transportation costs, container trains (not separate wagons) can ensure competitive transportation prices (tariffs). According to Mr. Wagener, today the main obstacle in developing container transport from Asia to Europe and backwards is insufficient compatibility between the transport systems of separate countries.

Mr. Arūnas Štaras, Vice-Minister for Transport and Communications of the Republic of Lithuania, provided an overview of the potential opportunities of the transport sector in the Baltic States within the international transport corridors. He highlighted strategic importance of the East-West Transport Corridor, presented relevant information on the best practice examples in developing Europe-Asia links (the trains Viking, Saulė and Merkurijus), and most prospective intermodal transport solutions.



Mr. Arūnas Štaras, Vice-Minister for Transport and Communications of the Republic of Lithuania



Mr. V. Dervenkov, Deputy Minister of Transport and Communications of Belarus

Mr. V. Dervenkov, Deputy Minister of Transport and Communications of Belarus, presented the potential of Belarusian transit and future development trends in the East-West Transport Corridor. He noted that railway transport is recovering after the crisis period (from 43,4 million tons in 2009 to 50,5 million tons in 2011). In its territory Belarus has plans to develop a logistics network to serve not only the domestic market but also the transit interests. He noted that Belarusian companies are becoming increasingly eager to join the EWTC activity and, consequently, enhance the potential capacity of the Association.

Mr. Albertas Šimėnas, Deputy Director General of JSC Lithuanian Railways, emphasised the increase of freight flows during the post-crisis period (from 42,7 million tons in 2009 to 53,3 million tons in 2011). By transportation volumes Lithuanian Railways are among the first top ten companies in Europe leaving behind the railways of such countries as Romania, Turkey, Spain and the Netherlands. Another representative of Lithuanian Railways Mr. Mindaugas Butnorius talked about the perspectives of public logistics centres in Lithuania.

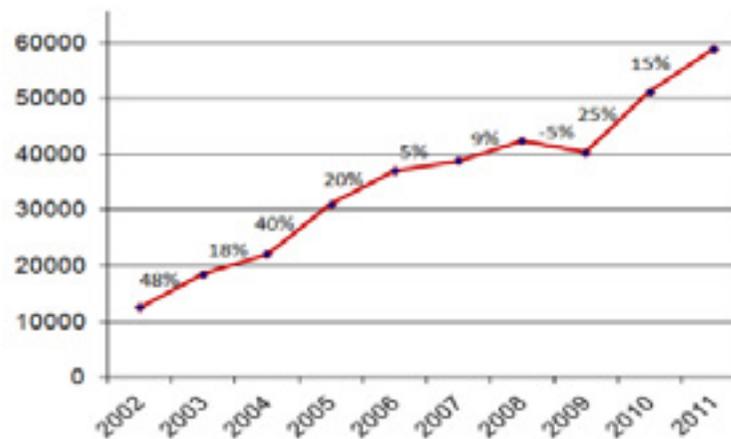
Mr. Artūras Drungilas, Marketing Director of the Klaipėda State Seaport Authority, presented the recent achievements of the Klaipėda Seaport and noted that in 2011 the port was the third port by cargo turnover in the eastern part of the Baltic Sea (36,6 million tons).

Mr. Harold Kovs, Executive Director of the Association of Lithuanian Stevedoring Companies, presented specific operational parameters of all major stevedoring companies (Bega, Smeltė, Klasco, Container terminal etc.) and perspectives in developing their activity.

In the presentation "At the hub of the rapidly expanding eastward trade routes" Anders Wiberg, Manager for Strategic Development (Port of Karlshamn) emphasised very rapid growth of service volumes in the sea Highway Klaipėda- Karshamn (see Diagram). He also presented the concept of the East-West Transport Corridor. According to Mr. Wiberg the main elements of the green transport corridor are as follows: sustainable logistics solutions, co-modality, harmonized system of rules, concentration of freight flows, efficient shipments point, and platform for innovation.

According to the speaker, it is very important to identify appropriate Key Performance Indicators (KPIs) for sustainable transport logistics, which have been divided by the author into three groups: Economy, Environment and Social.

At the end of the presentation Mr. Wiberg provided the following conclusions: „the work in developing the corridors as more efficient, faster and more cost effective transport solutions should be concentrated on emphasizing the corridor thinking as such. It doesn't matter they are green or not green. By enabling any corridor work more smoothly the green aspect will in most cases come as a natural result of the clear business focus“.



The second session of the Forum was mainly related to the EU Eastern Neighbourhood Policy and the Baltic-Black Sea link. Being a representative of the maritime transport, Mr. Anders Refgaard, Vice-President of DFDS Seaways, highlighted three main Baltic Sea market directions: Western market (ferry lines between Denmark, Norway, Sweden and Germany), Eastern market (Sweden, Finland, Estonia), Central market (Sweden, Poland, Latvia, Lithuania and Germany) and Black Sea region market. He also emphasised the major challenges and obstacles in developing transport links between the Baltic and Black Sea regions, namely: inflexible railway systems, cross-border bureaucracy, insufficient ferry frequency/operating hours and underdeveloped infrastructure (especially in the southern part of the Baltic region).

According to Mr. Vytautas Vitkauskas, President of the Association „Infobalt, the main engine in developing green transport corridors is information technologies. „IT solutions cannot be made by one country. More rapid and safer freight transportation in the East-West Transport Corridor and in its branch (the Baltic-Black Sea) can be achieved by using the international single information environment.



Dr. Norbert Wagener (Germany), Dr. Algirdas Šakalys president of EWTCA (Lithuania), Prof. H. Sonntag (Germany)

The second day of the Forum (26 October) was mainly devoted to tête-à-tête meetings. Business, research and public sector representatives could communicate with each other and discuss relevant future cooperation issues related to the development of the East-West Transport Corridor.

Together with President of EWTCA, the moderators of the Forum Prof. H. Sonntag (Germany) and the Ambassador Vytautas Naudužas (Lithuania), reviewed the outcomes of the Forum and noted that participants of the Forum managed to identify both, the best practice examples in developing transport links between Asia and Europe, and obstacles

hindering the development of this process. Elimination of obstacles should be included in the agenda of further cooperation activity of the Association partners.

The main Forum outcomes will be discussed during the round-table discussion to be held on 30 November 2012 in Brussels together with the European Intermodal Transport Association (representatives of the European Commission will also be among the invitees), and during the meeting of EWTCA Council anticipated in Vilnius at the beginning of December of this year.

EWTCA DEVELOPMENT THROUGH COOPERATION

COMPARING THE RESULTS of EWTCA survey in EWTC II project final conference and EWTCA council meeting.

DURING THE FINAL conference of EWTCII Project and the meeting of EWTCA Council, the participants and EWTCA members were asked the same questions in order to get their views on the development and future perspectives of EWTCA.

IT WAS DEFINED that views of the participants of the final conference and the council meeting were practically the same. These are the main indicators for EWTCA Secretariat indicating the development trends and main criteria for the assessment of work of the Secretariat.

How do you think the success of EWTCA could be measured?

- By number of members
- By number of organized events
- By number of disseminated information
- By the volume and other KIP's related to EWTC as an efficient green corridor

How would you describe the cooperation in EWTCA?

- Strong
- Well balanced
- Modern (unique tool)
- Geographically wide;
- Lacking communication between members



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