

Key Issues on Transport Connectivity in Northeast Asia

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“Vision for NEA Transport Corridors” by ERINA



Two Layers in NEA Transport Structure

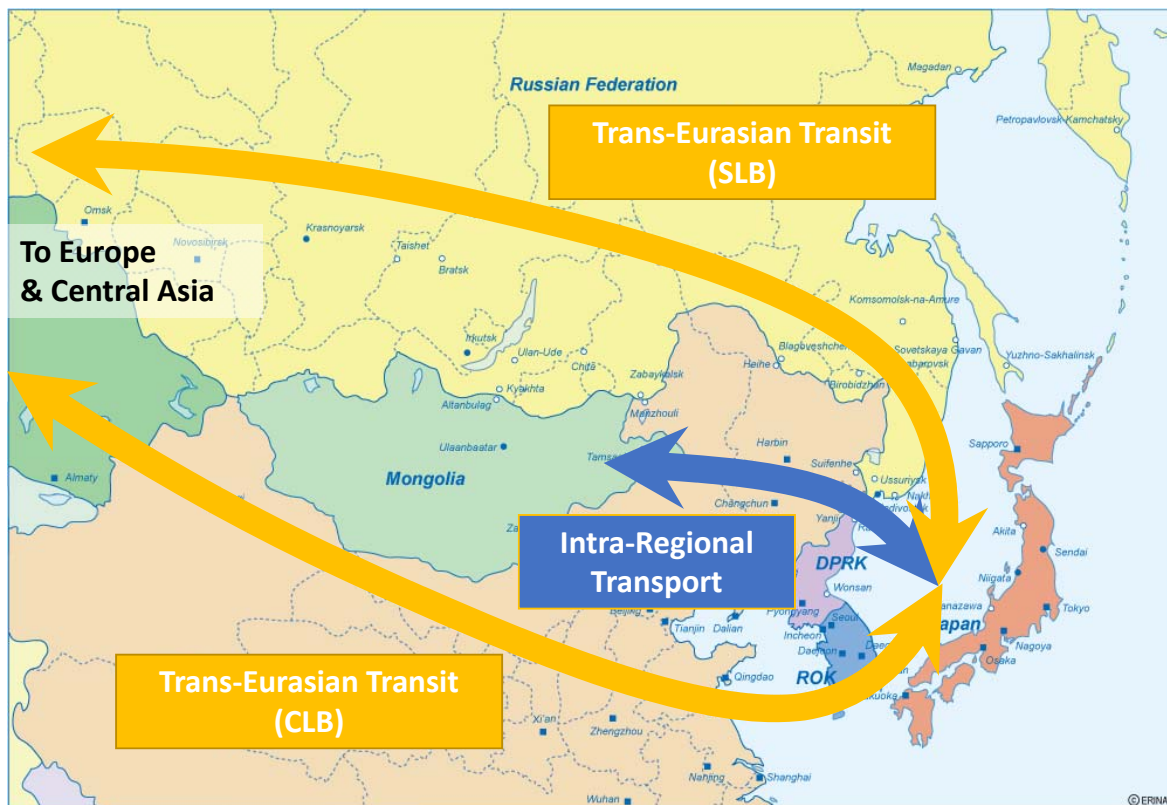
Trans-continental seamless transportation

- Between Asia and Europe
- "Trans-Siberian Railways(TSR)" / "China-Europe Railway Express"

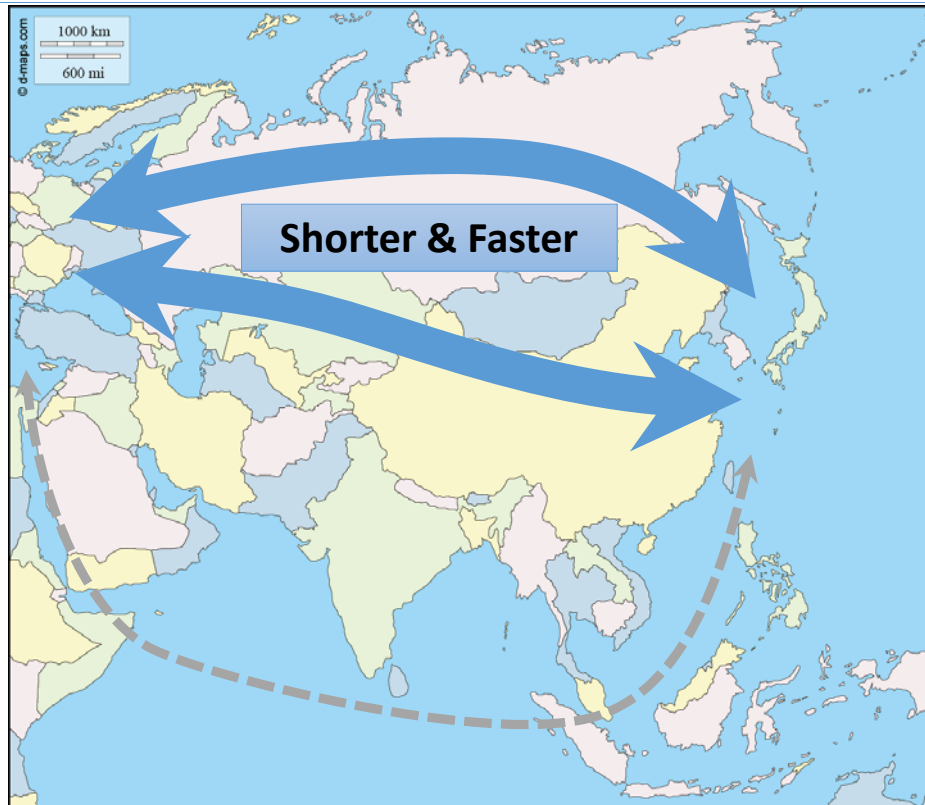
Intra-regional seamless transportation

- Between "Inland NEA" and "Oceanic NEA"
- Sea-land multimodal transport

Target Segments of Logistics Services



Land Transport vs. Marine Transport

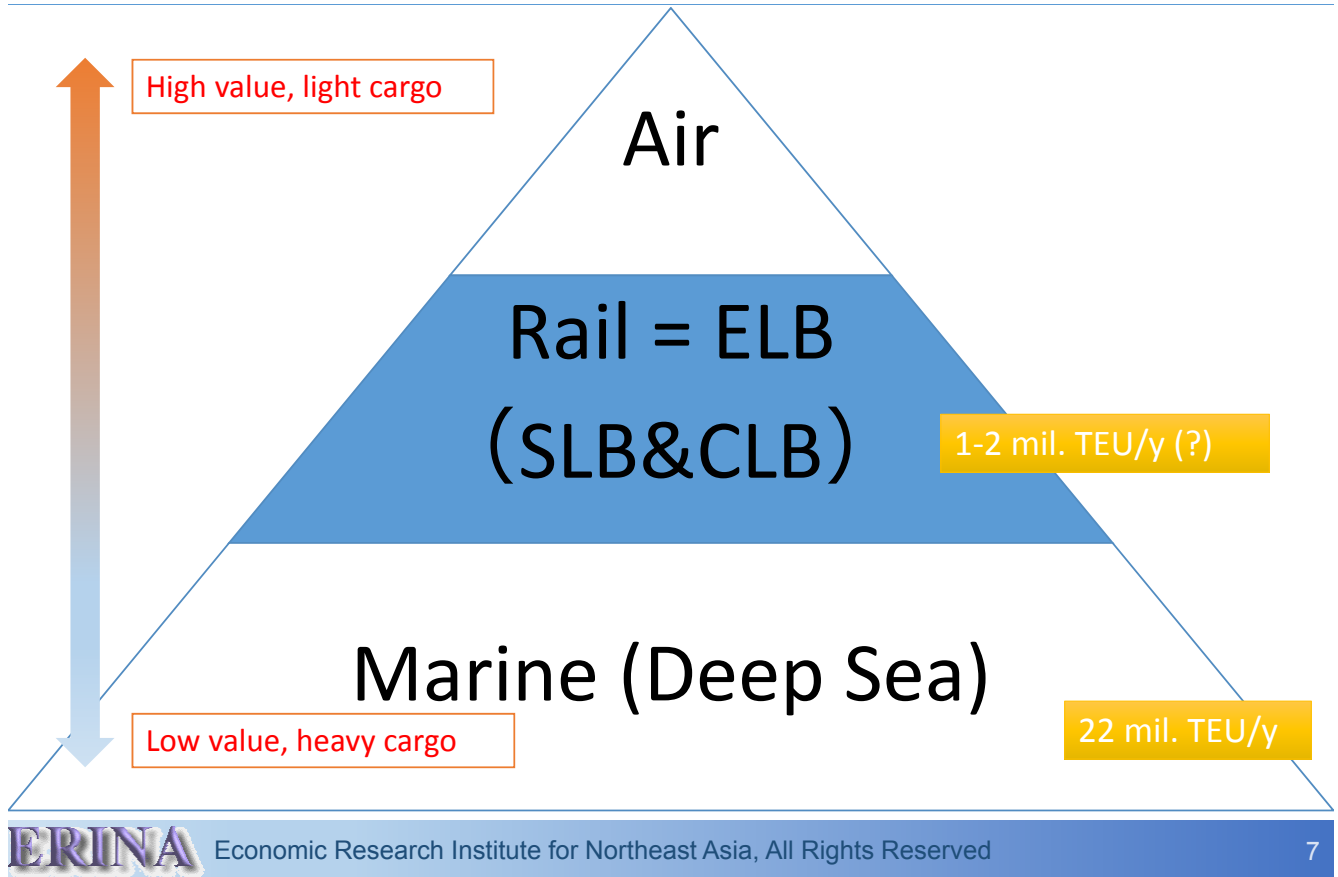


Shipping Cost & Time from Wuhan to Hamburg

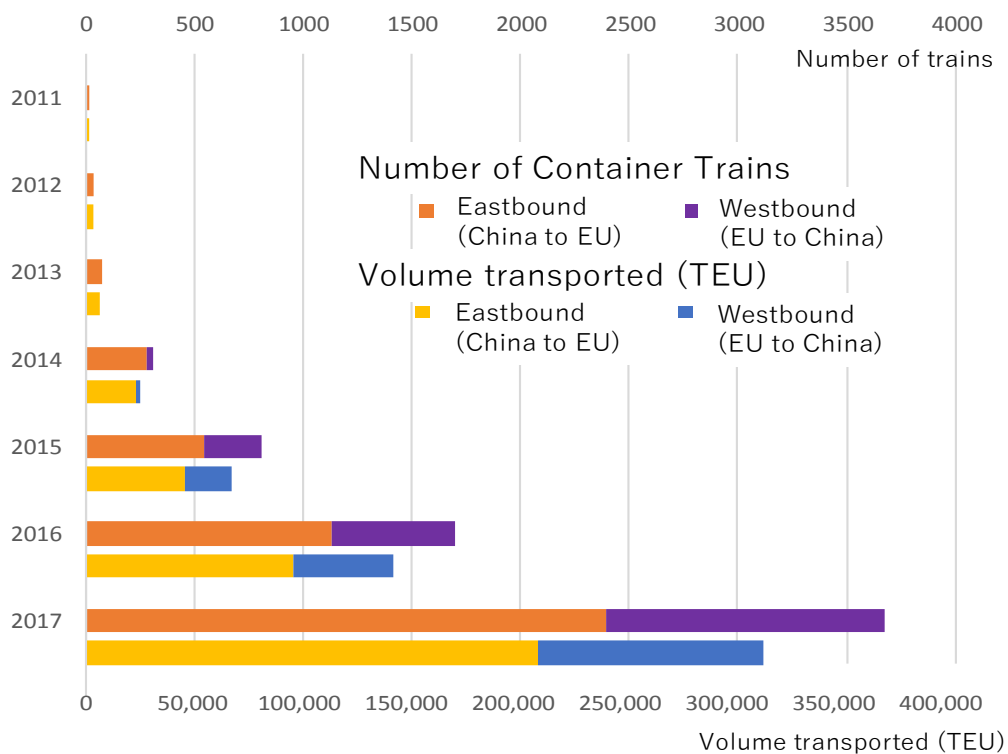
Mode	Cost (USD/FEU)	Time (Door-to-door)
Air	14,000~15,000	4~5 days
Rail	4,000~5,000	around 20 days
Truck+Sea	> 4,000	40 days
River+Sea	2,000	51 days

Source: Tsuji (2016)

Market Segment for Eurasian Land Bridge (ELB)



History of China-Europe Railway Express (中欧班列)



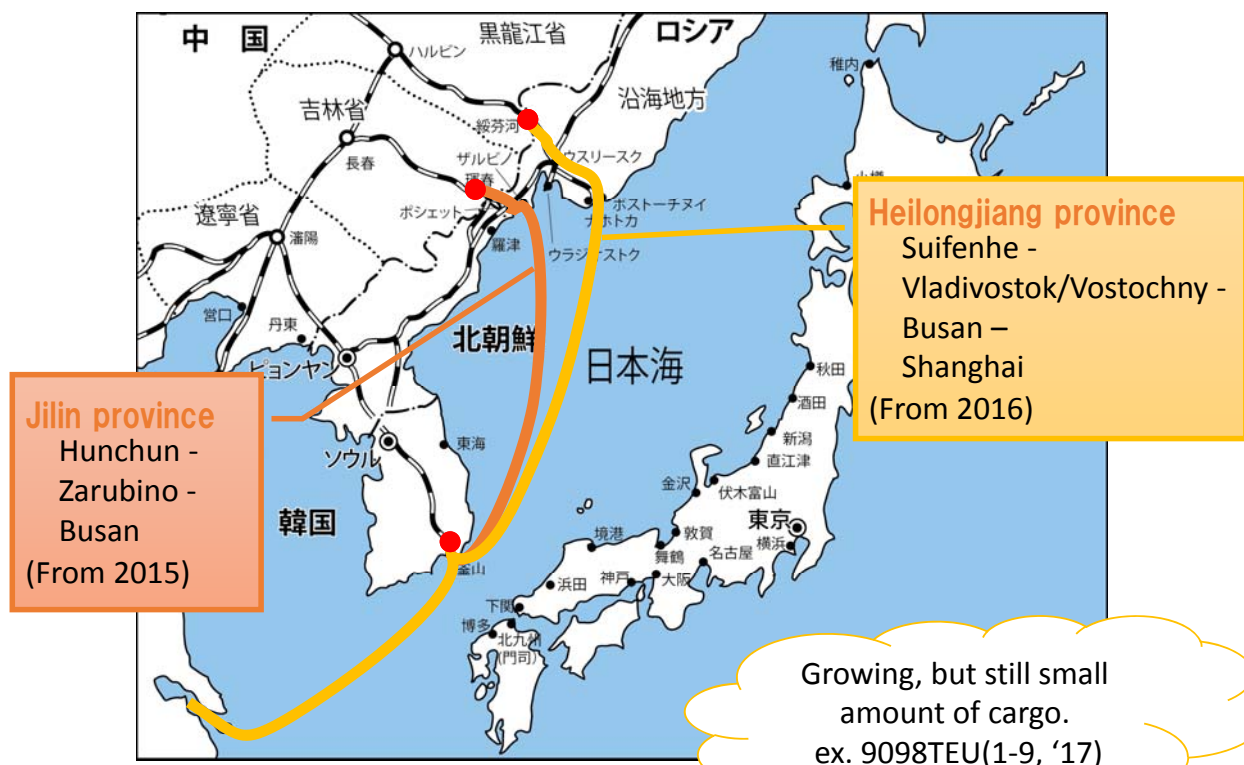
Source: Eurasian Development Bank (2018) etc.

“Eurasia Train Direct” service

- “Nippon Express,” one of the Largest forwarders in Japan, launched FCL transport service in 2015, then LCL in 2016.
- The company expand the area of service in September 2017.

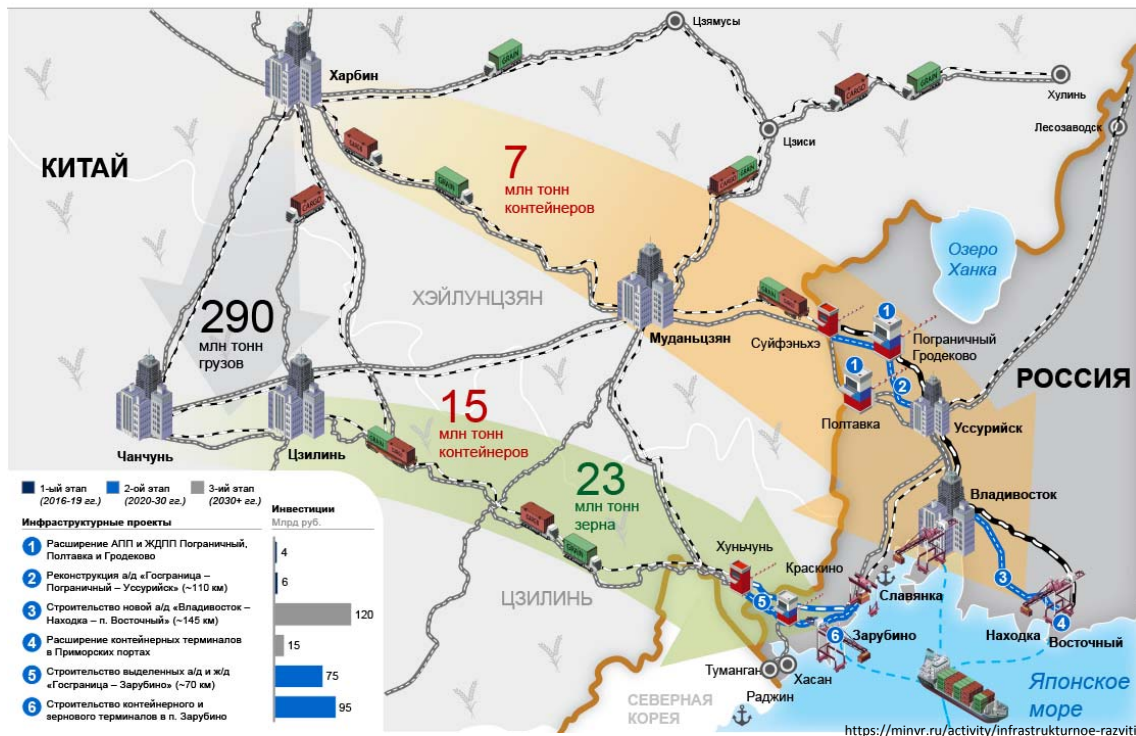


NE China Provinces’ “Silk Road” initiatives

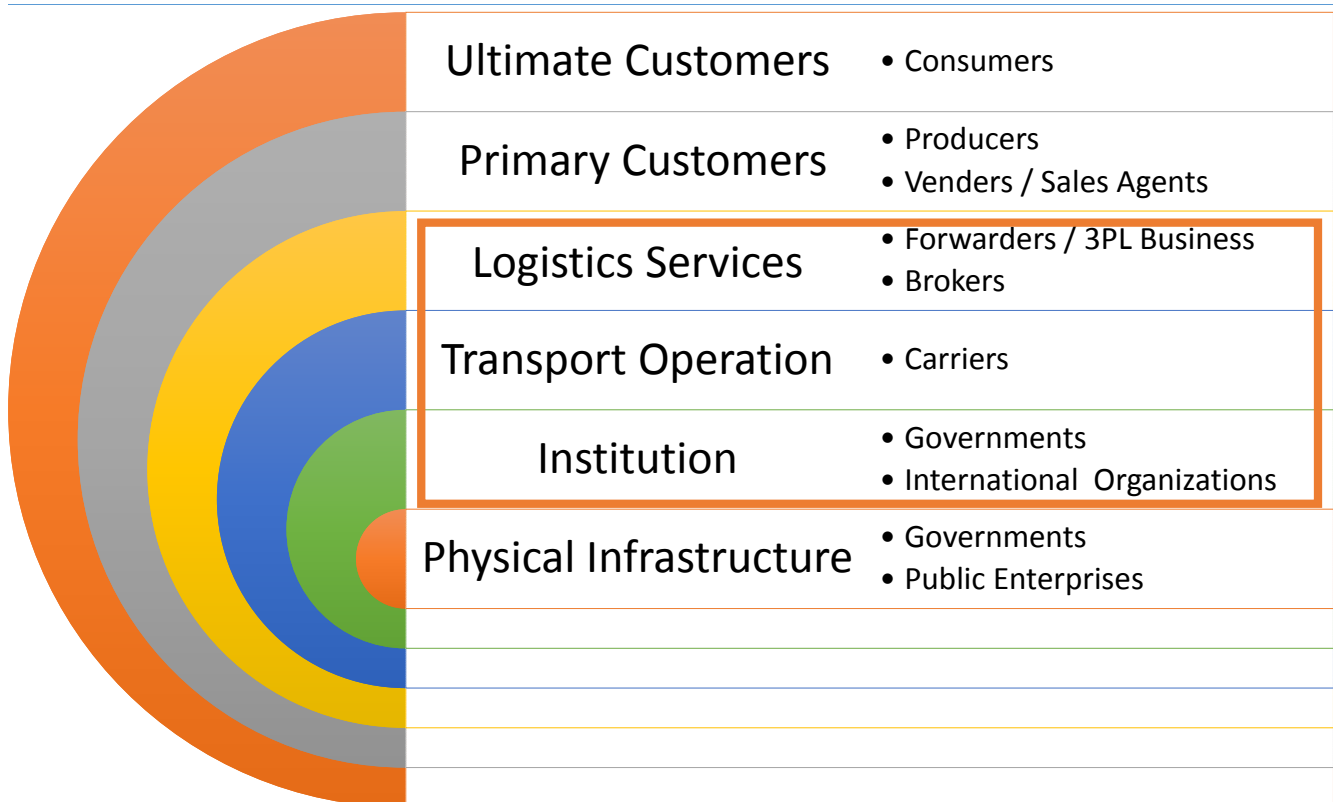


Russia's ITC "Primorye-1" and "Primorye-2"

Карта международных транспортных коридоров «Приморье-1 и 2»



Non-physical Infrastructure Matters



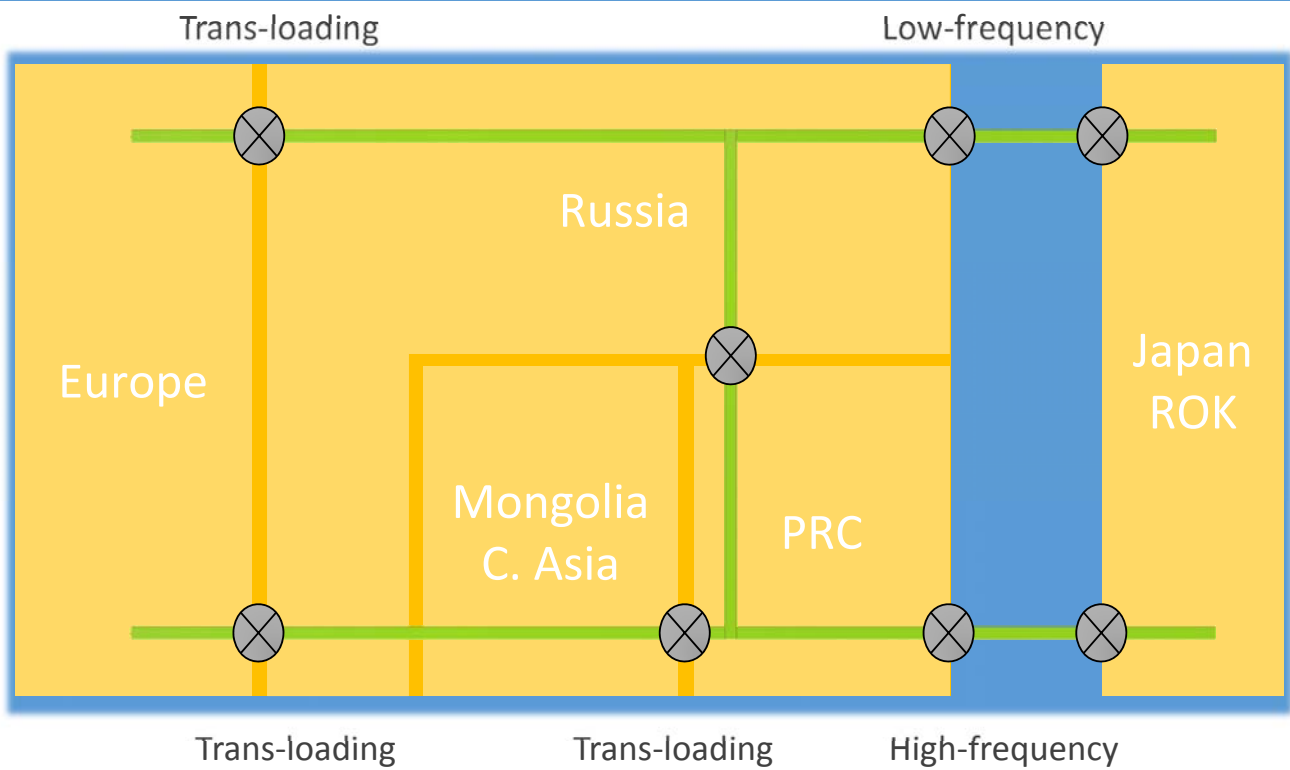
How effectively utilize infrastructure?



Thank you for your kind attention!!

<http://www.erin.or.jp>

Service Scheme of SLB & CLB



Container Transport between CHN and EU/RUS

2016, Thous. TEU	West Bound				East Bound			
	Through Dostyk (KAZ)	Through Zabaikal'sk (RUS)	Through Naushki (MON)	Others (incl. Grodekovo (RUS))	Through Dostyk (KAZ)	Through Zabaikal'sk (RUS)	Through Naushki (MON)	Others (incl. Grodekovo (RUS))
CHN – EU	65	20	7	5	34	11	5	<1
CHN – RUS	5	50	<1	<1	0	17	<1	4

Source: Eurasian Development Bank (2018) etc.