Projects concerning the development of surface transport infrastructure between European and Asian countries in transit through Russian Federation

Проекты развития транспортной инфраструктуры в сухопутных сообщениях между странами Европы и Азии в транзите через Россию
Establishing of InterTransProjekt with the focus on Eastern Europe

German–Russian Joint–venture InterTransProjekt GmbH for planning and design of transport infrastructures

Established in 1994

Head quarter in Berlin, branch in Moscow

The aim of joining western know how with the special knowledge of experienced leading railway planning and design institutes of Russia

Activities of the company are mainly orientated on the East European and CIS countries

Expert planning and technical advice, studies, planning and design in the field of railways, logistics and transportation

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Planning for reconstruction of the Pan–European Rail Corridor II, 1994/1995

Feasibility Study on the reconstruction of the main line Brest - Minsk - Moscow, 1994, Client: Russian Railways

Survey and planning for reconstruction of the section Rakitnaya - Katyn of the railway line Smolensk - Krasnoe in cooperation with Mossheldorproject, Moscow Railways of RZD
Client: Moscow Railways (1994)

Survey and planning for reconstruction of the section Pogoreltsy - Kroshino of the railway line Minsk - Brest
Belorussian Railways
Client: Belorussian Railways (1994/95)

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Feasibility study railway transport (Ukraine, Russia, Belarus, Moldova), EC Brussels, DG I (1995/96)

Analysis of bottlenecks

Conclusions and recommendations for the efficient planning of railways

Preparation of investment decisions in several branches using of computer based prognosis models in case of future calculations with changed conditions

Qualification of prognosis model for future detailed establishment of factors of influence by economic development

Source: Study TNREG 9301
Assessments of:
quantity of freight transport
evaluation of exchanged goods
modal split
traffic knowledge

Recommendations to act regarding:
investment activities
organizational and technological measures
technical measures
legal / administrative measures

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Study on behalf of German Transport Forum
October 2000

Source: DB AG
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The Trans-Siberian Railway Landbridge

- Double track and electrified railway line with a length of approx.: 10,000 km
- Average speed of fast container trains – 1,000 km/day

Transit Time:
- St. Nahodka-Vostohnaja
- Poland (12.5 days)
- Finland (10 days)
- Germany (14.5 days)
- Hungary (12.5 days)
- Mongolia (4.5 days)
- Kazakhstan (8 days)
- St. Petersburg (10 days)
- St. Zabaykalsk
- Moscow (7 days)
- Smolensk (9 days)

On the Landbridge are:
- 36 terminals for transhipment of 20''- and 40'' containers

Source: © Гипротрансэи ОАО «РЖД» В504
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Logistic nodes in Russian Federation

Location of logistic terminals on the railway network of Russian Federation

LEGEND
- Main logistic centre
- Logistic centre with regional importance
- Logistic centre with local importance
- Main transhipment points

Source: © Гипротрансэи ОАО «РЖД», В423, 23.11.06

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Trans–Siberian Landbridge

High–capacity double track electrified line of thousand kilometres

Capacity: up to 100 million tons of cargo p. a. including 200 000 TEU from the Pacific Region countries to Europe and Central Asia

87 cities with habitants between 300 000 to 15 millions

Transit capacity: 1 000–1 200 km per 24 hours

Today freight cargo volume only 1,2 – 1,3 million tons per year

In 2006 – only 10 000 TEU transported on the Trans–Siberian Landbridge between Europe and Asia, and 30 000 TEU between Asia and Europe

Low transit volume compared with total cargo exchanged between Europe and Asia

Need to attract customers by reliable service and competitive tariffs

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Cargo flows on Trans–Siberian Landbridge

Source: © ГипротрансэнергоУАО «РЖД» В504
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Trans–Siberian Landbridge vs. Sea transport

Compared to see transport – transport time of containers via Trans-Siberian Landbridge is shorter by 8 – 15 days.
Transport between South Korea and Germany by railways saves 20 days!!!
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Examples of current European projects linked with Eurasian corridor

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Adriatic–Baltic Landbridge (Interreg III B Cadses)

Aim

Creation of intermodal Landbridges between Baltic (Poland, Germany) and North–Adriatic ports (Italy, Slovenia)

www.ablandbridge.eu
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Aim

Integration of EU–New Member States Romania and Bulgaria and Candidate States Croatia and Serbia in the intermodal transport chains with West Europe

www.interim-online.eu

Source: INTERIM project, WP 4.1
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Thank you for your attention!

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