

*ИнтерТрансПроект
Феркерспланунгс-ГмбХ*



*InterTransProjekt
Verkehrsplanungs-GmbH*

*Совместное предприятие по
планированию и проектированию
транспортной инфраструктуры*

*Gemeinschaftsunternehmen für die
Planung und Projektierung von
Verkehrsinfrastrukturen*

***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*

Geneve, 14.09.2007



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

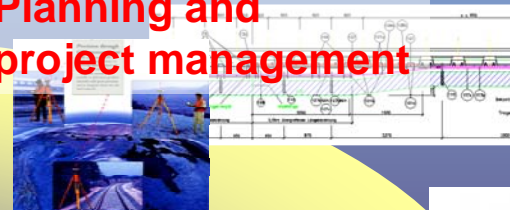
Activities of the company are mainly orientated on the East European and CIS countries

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

**Traffic concepts
regional – international**



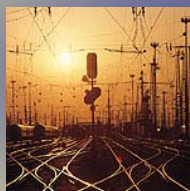
**Planning and
project management**



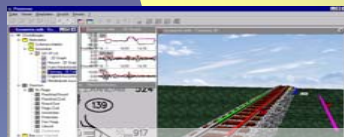
**Optimisation of track
maintenance**



**Concepts and construction
slab track**



**Measurement and
diagnosis technology**



**High developed construction
technologies and logistics**



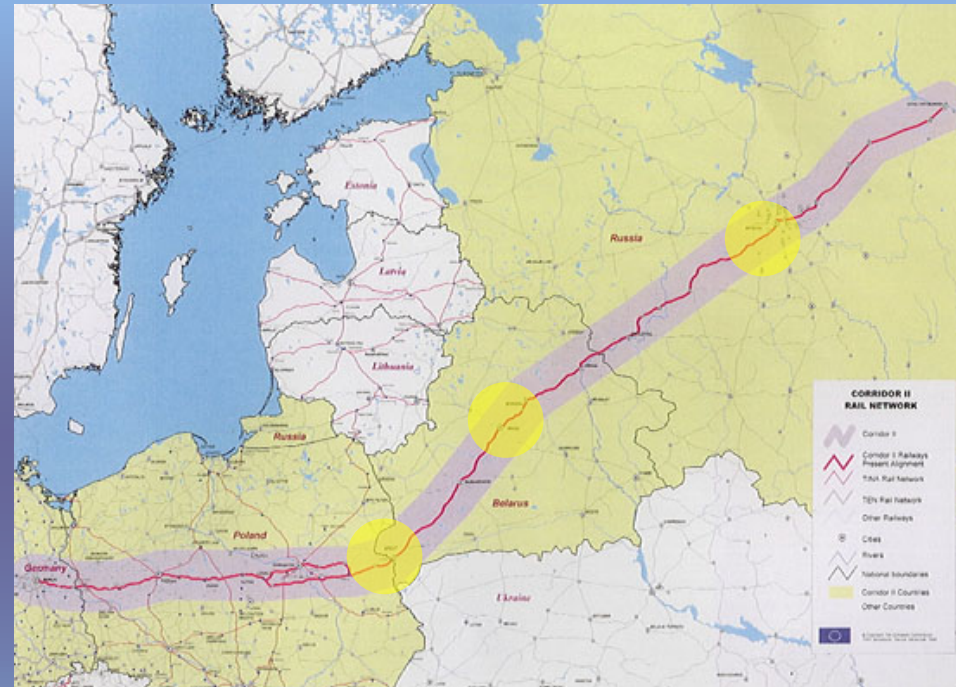
Planning for reconstruction of the Pan-European Rail Corridor II, 1994/1995



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)**



Source: TINA Report

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

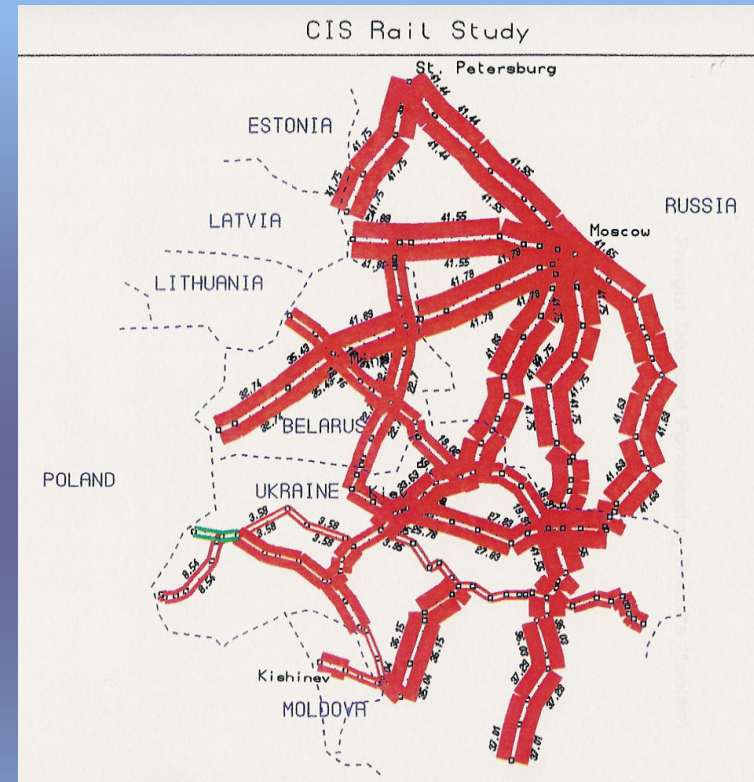


Analysis of bottlenecks

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



Study: East-West-Transport 2010.

Analysis related to TEN rail corridors II and III, Germany, 2000

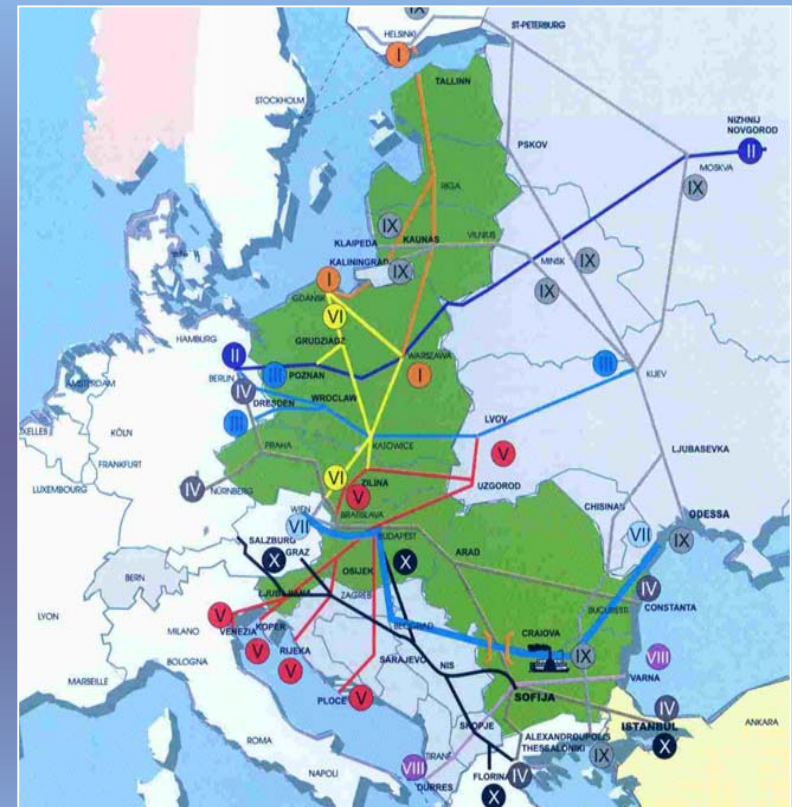


Assessments of:

- 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



Source: DB AG

Study on behalf of German Transport Forum
October 2000

Trans-Siberian Railway Landbridge



TRANS-SIBERIAN LANDBRIDGE

BALTIC PORTS

DOUBLE TRACK AND ELECTRIFIED RAILWAY LINE WITH A LENGTH OF APPROX.: 10 000 KM

WEST EUROPE

Moscow

St. Peterburg

Nishnij Novgorod

Jekaterinburg

Tshelabinsk

Tjumen

Novosib

TRANSIT TIME



ON THE LANDBRIDGE ARE:

36 TERMINALS FOR TRANSHIPMENT OF 20''- AND 40'' CONTAINERS

BLACK SEA PORTS

Krasnojarsk

Thita

Irkutsk

Zabajkalsk

Khabarovsk

Vladivostok

Nahodka

Source: © Гипротранстэи ОАО «РЖД» В504

AVERAGE SPEED OF FAST CONTAINER TRAINS – 1000 km/day

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

Logistic nodes in Russian Federation



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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

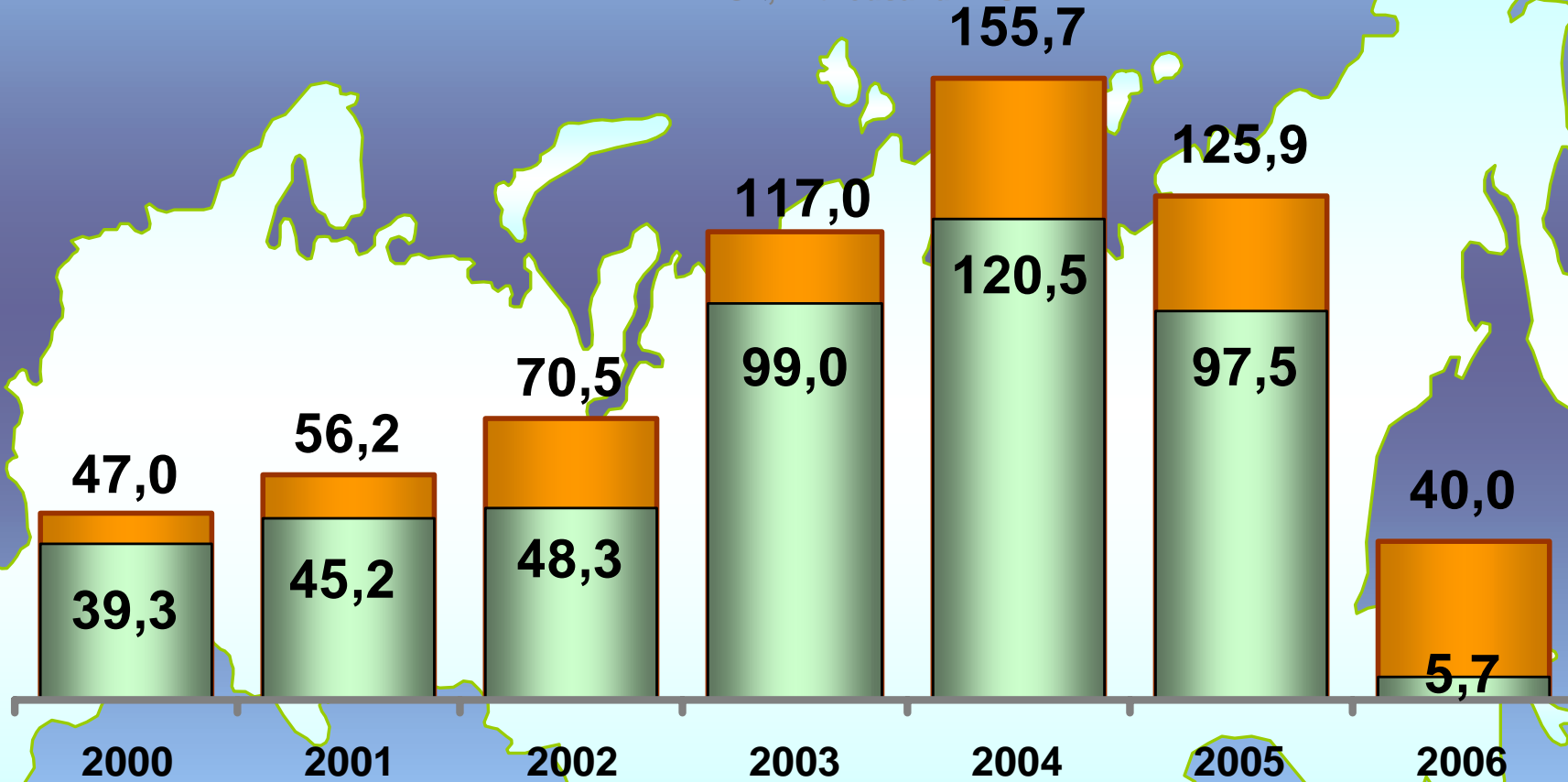
Low transit volume compared with total cargo exchanged between Europe and Asia

Need to attract customers by reliable service and competitive tariffs

Cargo flows on Trans-Siberian Landbridge



DYNAMIC OF TRANSIT FREIGHT FLOWS IN CONTAINERS ON THE TRANS-SIBERIAN LANDBRIDGE, in thousand TEU

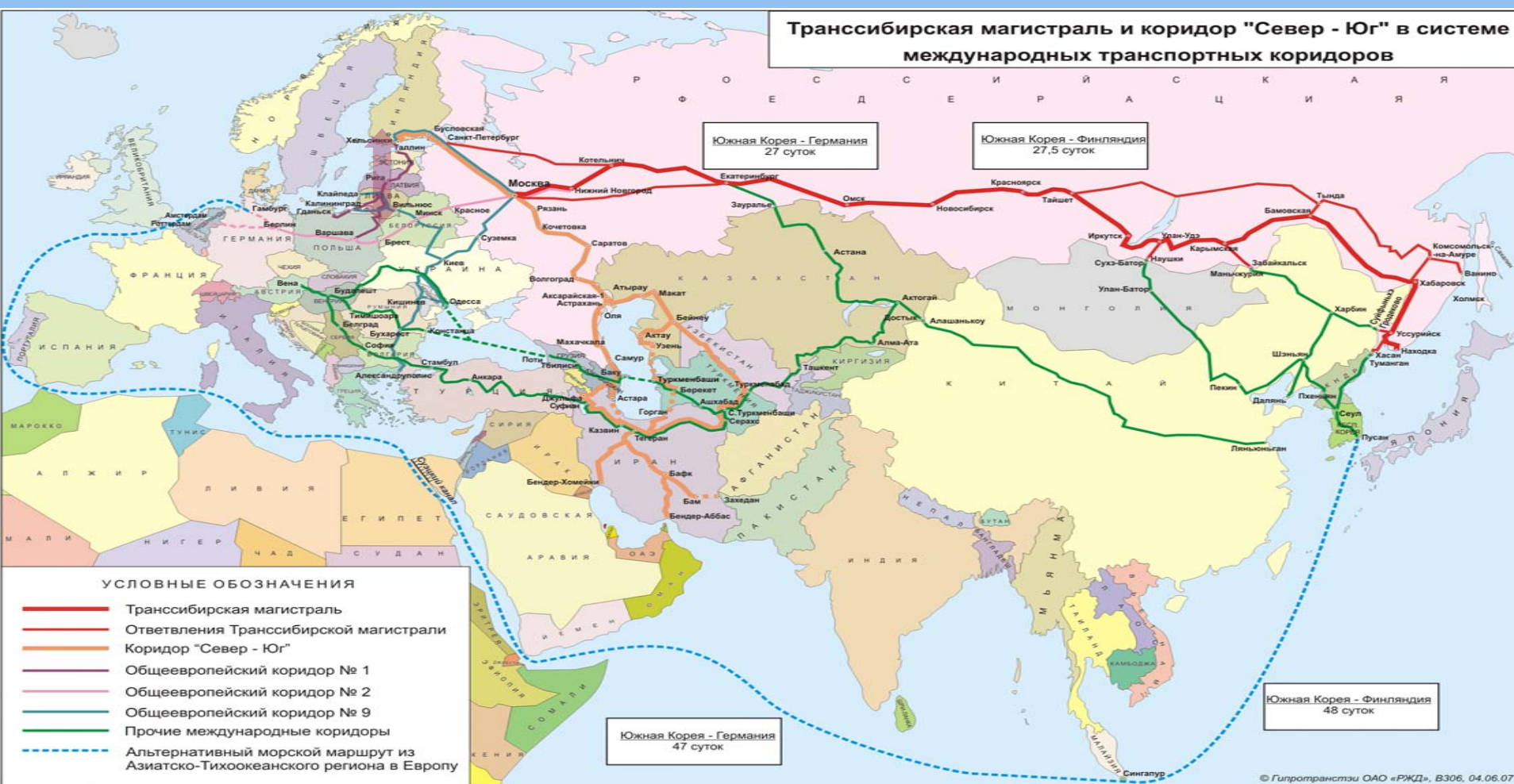


Source: © Гипротранстэй ОАО «РЖД» В504

total thereof in container trains

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Trans-Siberian Landbridge vs. Sea transport



**Compared to sea 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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Transit variants for freight transports between Europe and Asia



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Examples of current European projects linked with Eurasian corridor



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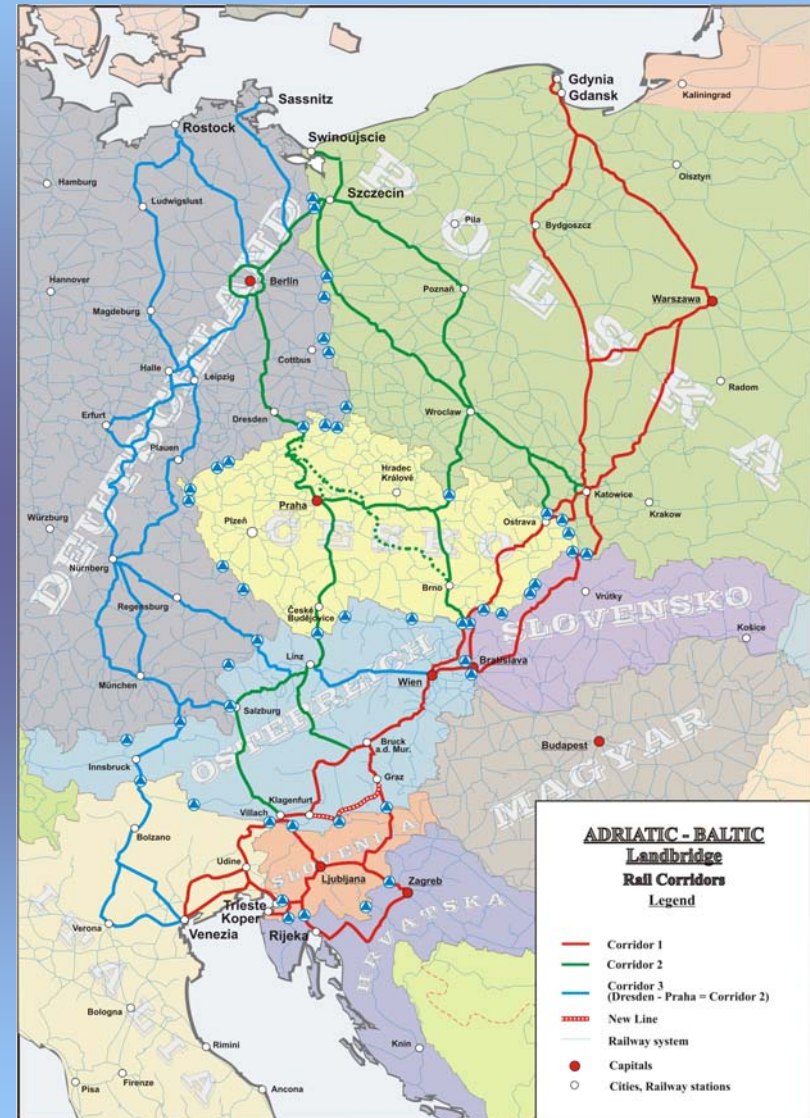
Adriatic–Baltic Landbridge (Interreg III B Cadses)



Aim

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

www.ablandbridge.eu



Source: Adriatic-Baltic-Landbridge

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Aim

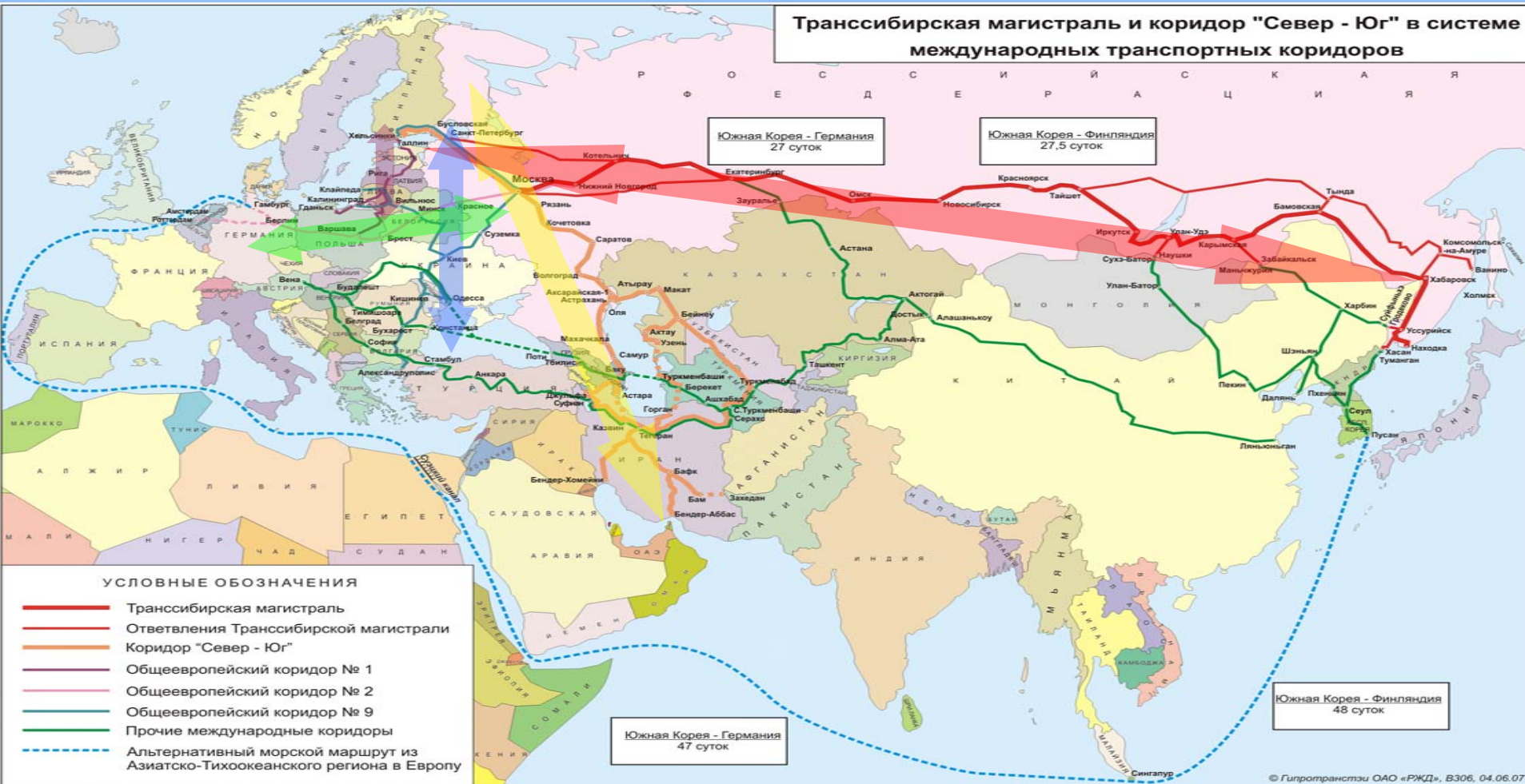
Integration of EU–New Member States Romania and Bulgaria and Candidate States Croatia and Serbia in the intermodal transport chains with West Europe

www.interim-online.eu



Source: INTERIM project, WP 4.1

Trans-Siberian Landbridge integrated in the system of international transport corridors



CREATION OF AN INTEGRATED TRANSPORT SYSTEM

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Thank you for your attention!

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Geneve, 14.09.2007

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