



# The ministry of transport of the Russian Federation

## **LAST CHANGES, IN PHASE 2 OF THE PROJECT ON EURO-ASIAN TRANSPORT LINKS**

**The information, concerning the Russian Federation**



**7 th session of the Experts group on development of the Euro-Asian transport links  
Astrakhan, the Russian Federation  
On October, 25th, 2011**

**Astrakhan** – Large transport knot at a crossroads of the major road, railway and combined routes connecting Europe and Asia

Through **Astrakhan** Pass:

- Railway routes EATL №5 and №9a, 9b;
- Road route EATL 6
- Water route EATL 10
- The international transport corridor the North-south;
- Transport route of EvrAzES №1
- Railway corridors OCR №8 and №9;
- European railway route E-50 (network OSJD);
- The European road highway E-40 (network CMA);
- The European internal waterway E-50 network CIWL);
- Highways AH8 and AH70 Networks of the Asian highways

**-In Astrakhan the river port and the airport are located large**



**St.-Petersburg, Taurian palace, on September, 11th, 2003**  
**Plenary session of the Third international Euroasian conference on transport**



## ДЕКЛАРАЦИЯ

### Третьей Международной евроазиатской конференции по транспорту

г. Санкт-Петербург, 11-12 сентября 2003 года



## The third international The Euroasian conference on transport

**St.-Petersburg,  
The Russian Federation,  
On September, 11-12th, 2003**

Participated:

Transport Ministers and their  
deputies from more than 50  
countries;

Heads of international organizations  
(UNECE, UNESCAP, ECMT, OSJD,  
IRU, etc.);

The Commissioner of the EU  
Transport;

representatives of international  
financial institutions;  
representatives of large transport  
business

Представители правительств и парламентов европейских и азиатских стран, международных транспортных, финансовых и других организаций и институтов, ассоциаций транспортников, товаропроизводителей, грузовладельцев, собственников контейнеров, государственных и коммерческих структур, принимающих участие в работе 3-ей Международной евроазиатской конференции по транспорту в г. Санкт-Петербурге 11-12 сентября 2003 года,

*ПРИЗНАВАЯ* важную роль транспорта в достижении устойчивого экономического и социального развития стран Европы и Азии в условиях дальнейшего повышения геостратегического значения евроазиатского континента в XXI веке;

*ЖЕЛАЯ* поддержать процессы региональной экономической интеграции через развитие транспортной инфраструктуры и рынка транспортных услуг;

*УЧИТЫВАЯ* растущую потребность в надежных, эффективных, безопасных и экологических транспортных связях между Европой и Азией для развития международной торговли, туризма, делового общения, культуры и спорта и экономического сотрудничества в процессе глобализации мировой экономики;

*СЧИТАЯ*, что углубление интеграции в области транспорта через развитие международных транспортных коридоров, повышение эффективности, открытости этого процесса, приверженность принципам открытой рыночной экономики - определяют условия для выработки нового формата сотрудничества в области транспорта между странами Европы и Азии, направленного на создание интегрированной и гармонично функционирующей евроазиатской транспортной системы;

*ПОЛАГАЯ*, что эффективные, безопасные и экологичные евроазиатские транспортные связи должны основываться на сближении национальных законодательств и предписаний с международными транспортными соглашениями и конвенциями; упрощении и гармонизации транспортно-таможенных и других процедур пересечения границ, прежде всего при осуществлении транзитных перевозок, скоординированном развитии транспортной инфраструктуры и дальнейшем научном исследовании транспортных проблем;



**Economic and Social Council**

Distr.  
GENERAL

TRANS/2004/12  
11 December 2003

Original: ENGLISH

**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**  
(Sixty-sixth session, 17-19 February 2004,  
agenda item 11(b)(i))

**TRANSPORT TRENDS AND ECONOMICS**

Euro-Asian transport links

Third International Euro-Asian Conference on Transport  
(St. Petersburg, 11 - 12 September 2003)

\* \* \*

**DECLARATION**

**THE THIRD INTERNATIONAL EURO-ASIAN CONFERENCE ON TRANSPORT**

(Russian Federation, St-Petersburg, September 11-12, 2003)

The representatives of Governments and parliaments of European and Asian countries, international transport, financial and other organizations and institutes, transport associations, commodity producers, cargo and container owners, official and commercial organizations participating in the Third International Euro-Asian Conference on Transport, held in St. Petersburg on September 11-12, 2003;

*RECOGNIZING* the important role of transport for achieving sustainable economic and social development of European and Asian countries in the context of increasing geostrategic importance Eurasian continent in the XXI century;

*DESIRING* to promote regional economic cooperation through the development of transport infrastructure and services markets;



Главные направления евроазиатских транспортных связей согласованные на встрече экспертов ЕЭК и ЭСКАТО ООН, ЕС, МСЖД

Source: ESCAP/ECE Joint programme on development of Asia-Europe land transport links



UNATED NATIONS  
may, 2000

— железнодорожные направления  
— автомобильные направления

Направления евроазиатских транспортных связей:

- 1 Соединение МТК №2,3,9 с Китаем, Корейским полуостровом и Японией через Россию и Казахстан / Монголию
- 2 Соединение МТК №4 с Южной Азией через Турцию и Иран
- 3 Соединение МТК №4 с Китаем через Иран и Центральную Азию
- 4 Соединение МТК №4, 7, 8, 9 с Центральной Азией по маршруту TRACECA
- 5 Соединение МТК №9 с Персидским заливом через территорию России, Каспийский регион и государства Центральной Азии



## **Recommendations about development of the Euroasian transport links, Fixed in the Declaration of the Third international Euroasian conference on transport**

**Infrastructure development**

**Introduction of modern technologies of transportations of cargoes**

**Access expansion to the markets of transport services**

**Assistance to tourism development**

**Development of information technology**

**Safety and decrease in negative influence of transport on environment**

**Perfection and rationalisation of customs procedures and simplification of procedures of crossing of borders**

**Attraction of investments into a transport infrastructure**



# Strategy of development of the Euroasian transport communications

(It is defined the Third international Euroasian conference on transport)

Definition of a network of the international Euroasian transport corridors/routes

✓It is executed

Formalisation of the international transport corridors/routes through acceptance of the international Agreements as a basis for their further development

Only on several routes

Simplification of procedures of crossing of borders, access to ports, etc. on the basis of corresponding international Conventions

✓It is carried out

Carrying out of the analysis of routes/corridors for the purpose of identification of physical and not physical barriers

✓It is executed

Creation/development of modern information technology

✓It is carried out

Development of the private-state partnership with attraction of interested forwarding agents and cargo owners

✓It is carried out

Perspective development of effective cooperation of international and other involved organisations

✓It is carried out

Paying of special attention to requirements of the countries which do not have an outlet to the sea, and the countries of transitive economy

✓It is carried out



## **Group of experts on development of the Euroasian transport links**

*Platform for dialogue of the governments and the international organisations and financial institutions with attraction of interested transport business*

Duplication exception in work of the international organisations

Exchange of experience and the best experts between the countries and the international organisations

Possibility of coordination of actions of the states of Eurasia and transport business

Formation of the future institutional frameworks, including in such directions, as harmonisation of legal regulation, joining of the Asian and European networks, distribution of system of agreements and конференций the United Nations on region of Asia, etc.

Definition and assistance of realisation concrete проектов on development of the Euroasian transport communications (demonstration run, «modelling corridors», etc.)







# **Measures on development of a road and railway infrastructure within the limits of development of the Euroasian transport links in territory of the Russian Federation**

***Increase in throughput of railroad lines as a part of the Euroasian corridors "Trans-Siberian Railway" and the North-south***

***Maintenance of the admission of transit autotransportations passing the St.-Petersburg transport knot***

***Increase in speed of delivery of cargoes motor transport on the international transport corridors***

***Carrying out of transit movement of motor transport from large transport knots and settlements on directions of the international transport corridors***

# PROJECTS OF DEVELOPMENT OF HIGHWAYS

## Realised in 2011



- ▶ **Finishing of the Ring highway of St.-Petersburg - a tunnel under the Sea channel and on a crest of a complex of protection of St.-Petersburg from flooding - Routes 1, 2a, 6,7 EATL**
- ▶ **Building of an entrance from highway M-11 "Narva" to borders of seaport of the Ust-meadow;**
- ▶ **Building of a high-speed highway Moscow - St.-Petersburg on a site with 15 on 58 km on the terms of concession - Routes 1, 2a, 6 EATL**
- ▶ **Reconstruction of bridge transition through the river Volga on highway M-10 "Russia" Moscow – St.-Petersburg - Routes 1, 2a, 6 EATL**

# PROJECTS OF DEVELOPMENT OF HIGHWAYS

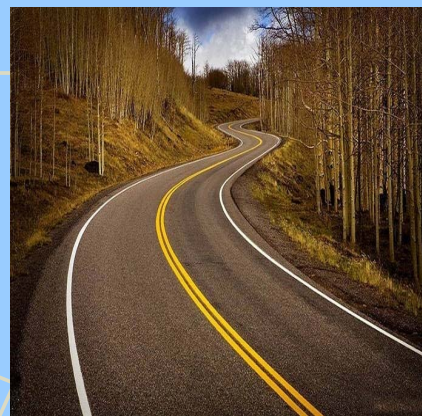
## Realised in 2011 (continuation)



- ▶ **Building of a many-tier traffic intersection on 382 km of highway M-1 "Belarus" (Moscow – Border with Byelorussia) - the **Route 1a EATL****
- ▶ **Preparation of territories for building of the Central ring highway of Moscow Region (ЦКАД) **Routes 1, 2, 6 EATL****
- ▶ **Building of new bridge transition through the river Sura on highway M-7 "Volga" - **Routes 1, 2 EATL****
- ▶ **Reconstruction of a site of a highway «the Entrance to Perm from highway M-7"Volga"- the **Route 1 EATL****

# PROJECTS OF DEVELOPMENT OF HIGHWAYS

## Realised in 2011 (continuation)



- ▶ **Reconstruction of highway M-6 "Caspiy" in territory of the Ryazan region with building of a traffic intersection and reconstruction of highway M-4 "Don" on a site of detour of Voronezh - the **Route 2c EATL****
- ▶ **Building of Northern road detour Rostov-on-Don (the **Black Sea road ring**)**



# PROJECTS OF DEVELOPMENT OF HIGHWAYS

## Realised in 2011 (continuation)



- ▶ Building of a site **of the Ekaterinburg ring highway (ЕКАД) - Routes 1, 2e EATL**
- ▶ Building of a new site on a highway **Ekaterinburg – Tyumen the Route 1 EATL**
- ▶ Building of the second stage **of northern detour Novosibirsk in the extent of 26,5 km - the Route 1 EATL**
- ▶ Reduction in a standard condition of highway **M-60 "Ussuri" (Khabarovsk – Vladivostok) - the Route 1 EATL**

# PROJECTS OF DEVELOPMENT OF THE RAILWAYS

## Realised in 2011



- ▶ Building of railway detours of Perm, Novosibirsk and Irkutsk;
- ▶ Building of the third bridge transition on a railway site of Kinel – Syzran;
- ▶ Building of cargo railway Losevo - Kamennogorsk for maintenance of the admission of trains bypassing a high-speed line St.-Petersburg – Helsinki
- ▶ Complex reconstruction of a site of Mga – Gatchina – Vejmarn – Ivangorod and railway approaches to ports on southern coast of gulf of Finland
- ▶ Complex reconstruction of a railway site Trumpet - Baskunchak – Aksarajsky
- ▶ Complex reconstruction of a site Maxim Gorky – Kotelnikovo - Tihoretsky – Crimean
- ▶ Reconstruction of the bridge of an odd way through the river Zeya on 7817 km of a site of Skovorodino – Belogorsk
- ▶ Site reconstruction Komsomolsk-on-cupid - the Soviet Harbour with building of a new Kuznetsovsky tunnel.

# PROJECTS OF DEVELOPMENT OF THE SAILING CHARTER

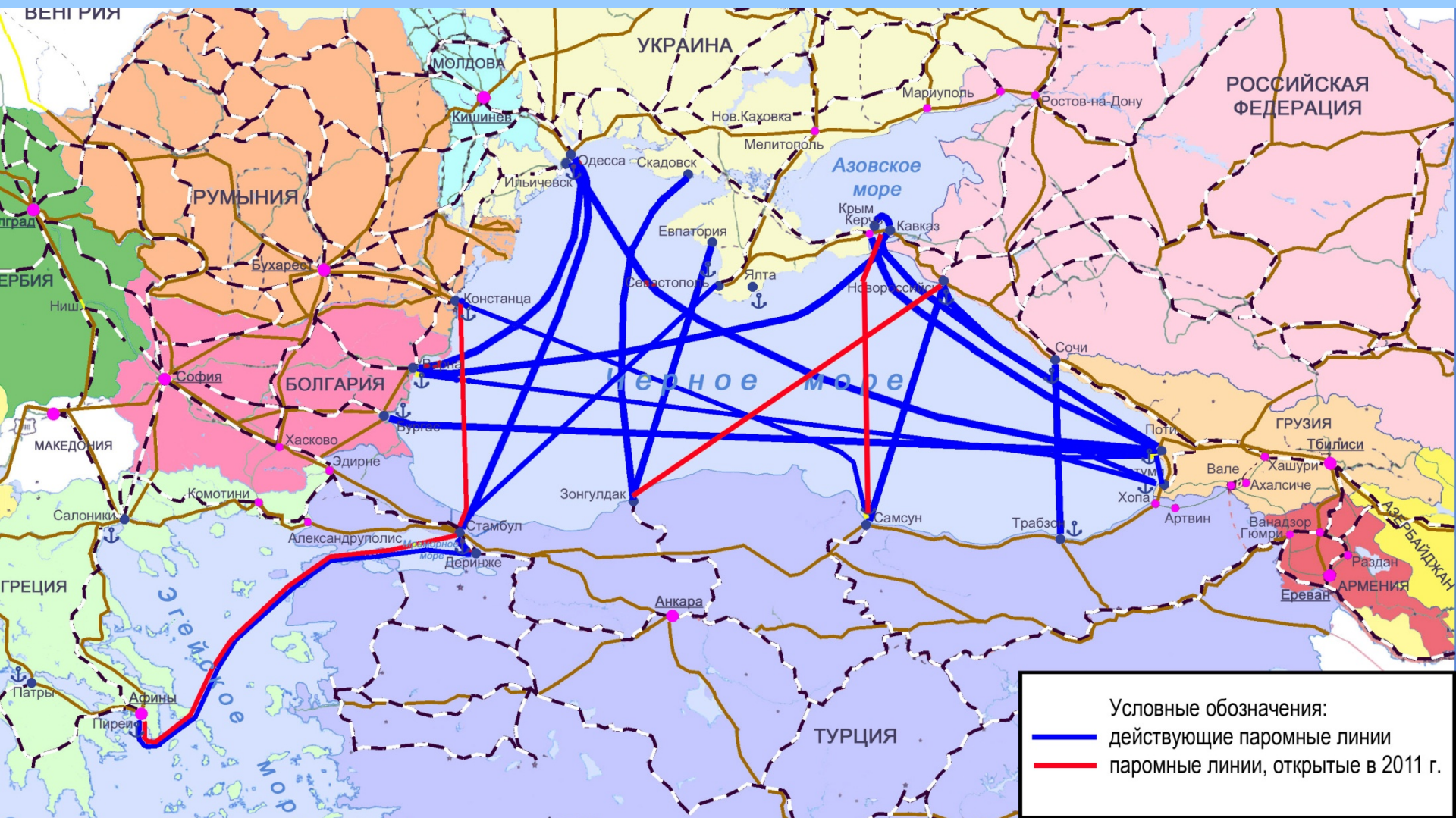
## Realised in 2011 (on an example of the Black Sea region)



- **Development of Volga-Baltic and Volga-Don waterways:** Building of the second thread of the Nizhne-Svirsky sluice, building Nizhniy Novgorod низконапорного hydroknot, maintenance of the guaranteed depths of 4,0 m on the river Don below Kochetovsky hydroknot;
- Development of seaport **Novorossisk** (building of the container terminal by capacity of 1,2 million TEU, the black oil terminal capacity of 4 million tons in a year. And increase in capacity of the grain terminal with 0,5 to 2,5 million tons a year)
- Building of the transportno-logistical terminal («**dry port**») in **settlement Tsemdolina**
- Building of new seaport Taman;
- Development of ports **Rostov, Azov and Yeysk**
- At the expense of own means of ship-owners and the credits involved with the navigable companies **14 courts of transport fleet** by the general deadweight more than 1,4 million tons are constructed
- On domestic shipyards **9 rescue and salvage ships** are constructed and put in operation



# Transport system of the Black Sea region



# Steps which should be undertaken the states on development of ferry communications



Assistance of modernisation of fleet of the national navigable companies (acquisition and-or building) modern ferry courts for transportation as railway transportation, and passengers and vehicles (automobile, cargo and buses)

Modernisation of an infrastructure of seaports (ferry moorings), and also points of crossing of borders in seaports for reduction of idle times of vehicles and acceleration of service of passengers

Simplification of procedures of crossing of borders, including by development of an infrastructure of check points through the frontier, located in seaports

Use in the Black Sea pool of an advanced experience and the best an expert of work of ferries on Baltic sea

Legal harmonisation of ferry communications, transition to application of unified waybill TSIM/SMGS concerning all railway-sea ferries

Introduction of the advanced information technology and intellectual transport systems (reservation and fee of ferries through the Internet, interactive system of monitoring of movement of ferries, strict performance of the schedule курсирования ferries, automatic systems of reading and the account of the vehicles, immersed / unloaded on ferries, systems of scanning of vehicles and control over safety of the passengers, similar used on an air transport, etc.)

Studying of perspective directions of development of ferry lines on Black sea within the limits of the Master Plan for development of sea highways in region CHES

# РАЗВИТИЕ МУЛЬТИМОДАЛЬНЫХ ГРУЗОВЫХ И ПАССАЖИРСКИХ ПАРОМНЫХ ЛИНИЙ НА ЧЕРНОМ МОРЕ

## Концептуальное видение

### 1. Введение

Настоящий документ, представляющий собой инициативу Российской Федерации по развитию паромных сообщений на Черном море, был подготовлен в рамках председательства Российской Федерации в Организации Черноморского экономического сотрудничества (ЧЭС) в 2011 г. Он был представлен на заседании Специальной рабочей группы по морским магистралям (6-7 октября 2011 года, г. Новороссийск, Российская Федерация).

Специальная рабочая группа по морским магистралям рассмотрела указанную инициативу Российской Федерации, дала ей положительную оценку и попросила Российскую Федерацию внести в документ изменения и дополнения с целью последующего обсуждения на заседании Рабочей группы ЧЭС по транспорту (19-20 октября 2011 г., г. Москва, Российская Федерация).

В настоящем документе представлено уточненное и дополненное Концептуальное видение развития паромных сообщений на Черном море.

### 2. Предпосылки

Основным драйвером поступательного развития экономики, торговли и туризма в регионе Черноморского экономического сотрудничества является создание и обеспечение функционирования безопасной и высокоэффективной мультимодальной транспортной системы, обеспечивающей рациональное взаимодействие различных видов транспорта.

Следует принимать во внимание, что в мире накоплен большой опыт развития мультимодальных и интермодальных сообщений с использованием морских паромных линий, который может быть широко использован в интересах стран Черноморского региона. Наиболее удачными примерами эффективного развития паромных переправ и их вклада в экономический рост и развитие международной торговли и транспорта являются существующие регулярные паромные линии в Скандинавии, на Балтике (см. Приложение 1) и в странах Средиземноморья.

Развитие паромных линий и расширение их географии существенно сокращает время доставки грузов, позволяет отказаться от перегрузок в пути,



## DEVELOPMENT OF MULTIMODAL CARGO AND PASSENGER FERRY LINES ON BLACK SEA Conceptual vision

The document has been presented for discussion on:

1. Session of Special working group on development of sea highways in region CHES (on October, 6-7th, 2011, Novorossisk, the Russian Federation)
2. Session of Working group CHES on transport (on October, 19-20th, 2011, Moscow, the Russian Federation)

# PROJECTS OF DEVELOPMENT OF THE LOGISTICAL INFRASTRUCTURE

## Realised in 2011 (continuation)



- ▶ Creation of the **Svijazhsky international multimodal logistical centre**
- ▶ Creation of the **international logistical centre «White Rast» in Dmitrovsky area of Moscow Region**
- ▶ End in 2011 of building of a **terminalno-warehouse complex in Irkutsk**

# «The Trans-Siberian Railway for 7 days»



## PROBLEM

In sharp decrease in volumes of transportations in segments of the market traditional for a railway transportation, it is important to generate conditions for increase in transit transportations. Otherwise before the Company quite real threats to remain on periphery of the international transit streams remain

## THE ANALYSIS

Studying of the market and work with potential clients have allowed to reveal **Corridor lacksThe east-West:**

- Cost more than for 1300 dollars is more expensive, than the sea, and in the conditions of crisis – for 3500 dollars
- Imperfection of the customs legislation and the control mechanism in check points, their weak technical equipment
- Long terms of registration of the documentation
- The general low degree of service of cargoes
- Absence of the accurate train schedule
- Shortage of a rolling stock, фитинговых platforms and large-capacity containers

## CONCLUSION

Increase in volumes of transit international transportation probably exclusively at the expense of formation and a conclusion to the market of an innovative transport product with accurately certain qualitative characteristics, the market of the Euroasian transportations of cargoes meeting requirements

## THE PURPOSE

Term of delivery railway transportation should not exceed 7 days, and the through tariff rate should not surpass cost of sea transportation more than for 1000 dollars

# DEMONSTRATION CONTAINER RUNS In 2011



- ▶ **February, 2011:** Demonstration run of a container train China – Kazakhstan – Russia on a route Chungking (Southwest China) - Ankan - Urumchi (CYAP) - a check point of Alashankou – Dostyk (Republic Kazakhstan border) - Moscow. In a way of 11 days.
- ▶ **April 2011 r.:** Experimental run of a container train Chungking (China) – Duisburg (Germany). The route on the railways of China, Mongolia, Kazakhstan, Russia, Belarus, Poland and Germany has been passed by extent of 10,3 thousand in km for 16 days. It is in the long term planned to organise the reference of this train on a regular basis.
- ▶ IN **May, 2011** The railway container message between Antwerp (Belgium) and Chungking has been organised. The train route passes through Germany, Poland, Ukraine and Russia. In the long term delivery term will make 15-20 days



**THANKS FOR ATTENTION!**



[www.mintrans.ru](http://www.mintrans.ru)