Russian participation in operation and development of intermodal transport and logistics systems of the North-East Asia

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The scheme of the ITC routes on the territory of the Russian Federation

INTERNATIONAL TRANSPORT CORRIDORS:
- «EAST-WEST» BRANCHES
- «NORTH-SOUTH» (NS) BRANCHES
- PAN-EUROPEAN № 9 (PE 9) BRANCHES
- PAN-EUROPEAN № 1 (PE 1) BRANCHES

HIGHWAYS:
- FEDERAL BASIC REGIONAL WINTER ROUTES

SEA PORTS
- RAILWAYS
- AUTO CROSS POINTS THROUGH THE BOUNDARY OF THE RUSSIAN FEDERATION
Scheme of the ITC railways on the territory of the Russian Federation

Totally in 2012, through the sea ports and the boundary stations in the eastern part of the Transsib more than 100 mln. tonnes of cargo was overloaded (internal, export-import and transit).
### Structure of cargo flow operated by container trains in 2010-2012 (including round trip of the trains)

<table>
<thead>
<tr>
<th>The type of the route</th>
<th>Amount of the container trains, items</th>
<th>Tempo of growth, %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2011</td>
<td>2012</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internal Russian connections</td>
<td>584</td>
<td>793</td>
</tr>
<tr>
<td>International connections:</td>
<td>5511</td>
<td>6530</td>
</tr>
<tr>
<td>Import, incl.:</td>
<td>2111</td>
<td>2558</td>
</tr>
<tr>
<td>Vladivostok - Moscow</td>
<td>261</td>
<td>352</td>
</tr>
<tr>
<td>Nakhodka-Vostochnaya - Yekaterinburg</td>
<td>86</td>
<td>108</td>
</tr>
<tr>
<td>Nakhodka-Vostochnaya - Inya Vostochnaya (Novosibirsk region)</td>
<td>21</td>
<td>81</td>
</tr>
<tr>
<td>Nakhodka-Vostochnaya - Martsevo «Hyundai»</td>
<td>31</td>
<td>6</td>
</tr>
<tr>
<td>Nakhodka-Vostochnaya - Moscow</td>
<td>420</td>
<td>452</td>
</tr>
<tr>
<td>Transit, incl.:</td>
<td>505</td>
<td>888</td>
</tr>
<tr>
<td>Nakhodka-Vostochnaya - Kazakhstan, Middle Asia countries</td>
<td>122</td>
<td>292</td>
</tr>
<tr>
<td>Total</td>
<td>6095</td>
<td>7323</td>
</tr>
</tbody>
</table>
In 2011 it was transferred 835 thousand tons of transit cargo by 26 ships.
The comparison value of the cargo transfers from China to Moscow by two different variants

The current cost of the cargo transfer
5850 USD
The terms - 25 days
(Shanghai – «Vostochny» port - Transsib – Moscow)

The current cost of the cargo transfer approx. 6000 USD
The terms 45 days
(Shanghai – Deep Sea – Saint-Petersburg – Moscow)
The strategic aim for the Russian Federation – to attract at least 10% of cargo, being transferred through the Suez channel nowadays.

Potential volume of cargo transfers

It is transferred annually approximately 25 mln. TEU by the sea route through the Suez channel between the Eastern Asia and Europe.
**Perspective projects of the terminal-logistics centers network establishment in the Siberian and the Far-East federal districts**

<table>
<thead>
<tr>
<th>Name of the TLC</th>
<th>The location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kleschikha</td>
<td>Kleschikha station</td>
</tr>
<tr>
<td>Primorsky (railway port)</td>
<td>Ussuriysk station</td>
</tr>
<tr>
<td>Khabarovsk</td>
<td>Volochaevka station</td>
</tr>
<tr>
<td>Ulan-Ude</td>
<td>Taltsi station</td>
</tr>
<tr>
<td>Krasnoyarsk</td>
<td>Krasnoyarsk-north station</td>
</tr>
<tr>
<td>Skovorodino</td>
<td>Skovorodino station</td>
</tr>
</tbody>
</table>
Transport-logistics centers’ location map

The Russian Federation

Mongolia

China

Уссурийск (Приморский)

Khabarovsk

Улан-Удэ

Novosibirsk

Krasnoyarsk

 условные обозначения

- участки МТК “Запад - Восток” на сети ОАО «РЖД»
- участки МТК “Север-Юг” на сети ОАО «РЖД»
- Перспективные ТЛЦ на сети ОАО «РЖД»

Ministry of Transport of the Russian Federation
Today’s main directions:

First of all: the Russian transport companies’ activity is directed today to form the “through” services of the high quality and “through rates”.

Secondly: a large circle of authorities and market participants solve the technological and customs problems, connected with the organization of the transit container flow to avoid the non-production time-outs.

Thirdly: an external activity, because the “through” service is actually transnational.

In this case the Russian internal instructions and organizational measures are being improved.
The essence of the Concept of customs procedures and control in the Russian state border area

- Customs procedures, connected with the declare and issue of goods are not held right at the border cross-points (except the specially stated cases);
- As a rule, the customs procedures and control have to take place at the customs-logistics terminals, situated near the Russian state border area;
- Customs-logistics terminals have to be situated in the Russian customs border area.

The concept includes the launch of the following new technologies in customs procedures:
- preliminary information to the customs authorities regarding the imported goods;
- introduction of the risk-management system;
- e_declaration with the option of internet usage.
Main directions in the sphere of development planning:

- establishment of the regional transport-logistics systems;
- creation of port transport knots complex development projects (it makes it possible to harmonize railway, highway and seaport infrastructure development);
- integration with the north-east Asia and Asian-pacific region transport system in all spheres of transport including transit;
- optimal seaport development, increase of its effectiveness, competitiveness and perspective specialization;
- container cargo-flow support.
As the example of Russian integration into the northeast Asia transport-logistics system we can mention the fact of Vladivostok airport becoming a regional air hub with the ‘open-sky’ mode.

**Territory**  
10.86 hectares

**Floors**  
3

**Total area**  
47 535 sq.m

**Passing capacity:**  
1360 passengers/hour

3.5-4 mln. passengers/year

**Comfort class**  
-C
Thanks for your attention!