Operation and development of an international transport and logistics network in North-east Asia

In Seok, Song
Young Jin Global Logistics Co., Ltd.
1. TAR NC 5 Routes

- UN ESCAP N.Corridor 5 Routes

  TSR (Trans-Siberian Railway)
  TCR (Trans-China Railway)
  TMGR (Trans-Mongolia Railway)

  TMR (Trans-Manzhurian Railway)
  TKR (Trans Korean Railway) : unavailable
2. Route & border of TAR NC Border

- Dostyk
- Zamyn uud
- Vos
3. Korean Port and Origin Transit Port of China for TCR / TMGR

Tianjin

Qingdao

LYG
4. Block Train Demonstration Runs

Demonstration runs of container block-trains
Trans-Asian Railway Northern Corridor

- **June 2004**
  - Brest – Ulaanbaatar
  - 7,180 km – 8 days 16 hours
  - 35 km/h - 830 km

- **April 2004**
  - Lianyungang – Almaty
  - 5,020 km – 7 days 6 hours
  - 29.2 km/h - 694 km

- **July 2004**
  - Vostochny – Małaszewicze
  - 10,380 km – 12 days 8 hours
  - 35 km/h - 840 km

- **November 2003**
  - Tianjin – Ulaanbaatar
  - 1,700 km – 75 hours 20 min
  - 22.5 km/h - 542 km
5. Extension of TAR NC

TCR Block Train

- Transit Time 7 Days, Loadable 90Teu(45Feu)
- 2004. April Launched, 5,020KM
5. Extension of TAR NC

- TMGR Block Train

- Transit Time 18 Days, Loadable 102Teu (51Feu)

- 2005. March Launched, 2 Times/Month
5. Extension of TAR NC

TSR Block Train

- Vostochny
- Moscow (9 days)
- Rostov (11 days)
- Malaszewicze (12 days)
- Stop
- Novosibirsk
- Yekaterinburg
- Andizan

- Transit Time 12 Days, Loadable 40ft x 74 (148 Feu)
- 2004 July Launched, 10,380km (Malaszewicze)
- Freight level
  - Deep sea cheaper than TSR
6. **TMGR (Korean port / Ulaanbaatar)**

- **Distance**: 1100km
  - **Gauge (1,435mm)**
  - **Rail, Truck Transportation**

- **Rail**
  - **Express Train (Block Train)**
  - **One shipment: 43 ~100 /40ft**
  - **Max. 4 Times Schedule /Day**

- **Truck**
  - **Paved road: Speedy transportation**
  - **2 Days**: from Tianjin to Zamynuud
  - **Bulk cargo**: Custom clearance at border
7. TAR NC Chain

(Shipping + Rail (Truck) + Border T/S + Border Connection)

Synchronization of flows  optimization of logistics

Efficiency Customer Response
**TMGR LOGISTICS**

<table>
<thead>
<tr>
<th>Loading Port</th>
<th>Transit Port</th>
<th>Border</th>
<th>Dest.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inchon</td>
<td>Tianjin</td>
<td>Zamynuud</td>
<td>Ulaanbaatar</td>
</tr>
<tr>
<td>Busan</td>
<td>Xingang</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pyeongtak</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ulsan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transit custom clearance**

- Rail, Truck mode
- 1,100km

**Transit time**

- Average: 20 Days (Rail), 13 Days (Truck)
- Congestion (June~August): 35~40 Days

**Border transit operation**

- 9km

**Border custom clearance**

- 700km
- Transit time is influenced by cargo operation capacity at Border station.
- Total inventory carrying cost increase caused by operation troubles (Production delay)

For response of customer demand, need to air transportation for stable delivery. Cost increase.
9. Economic Development of Russia, CIS, Mongolia

- Recover of global economic crisis from mid of 2010
- Value(price) of assets(resources- coal, copper, gold...) to be increased and economic to be developed
  - Technical logistics system to be required.
- Railroad & paved road construction to be constructed.
- Growth of GDP
- Primary Industry to be developed for valued goods production.
  - Cargo volume of container type to be increased, future
- Strategic system of Railroad + shipping connection to be required for saving inventory carrying cost of law material goods.
Thank you