



GLOBAL
RAIL
FREIGHT
CONFERENCE

SEAMLESS TRANSPORT CHAINS THROUGH HARMONISATION

Success Stories and Global Perspectives for Rail Freight

Transsib Transport Corridor: Key Performance Indicators

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CCTT Secretary General

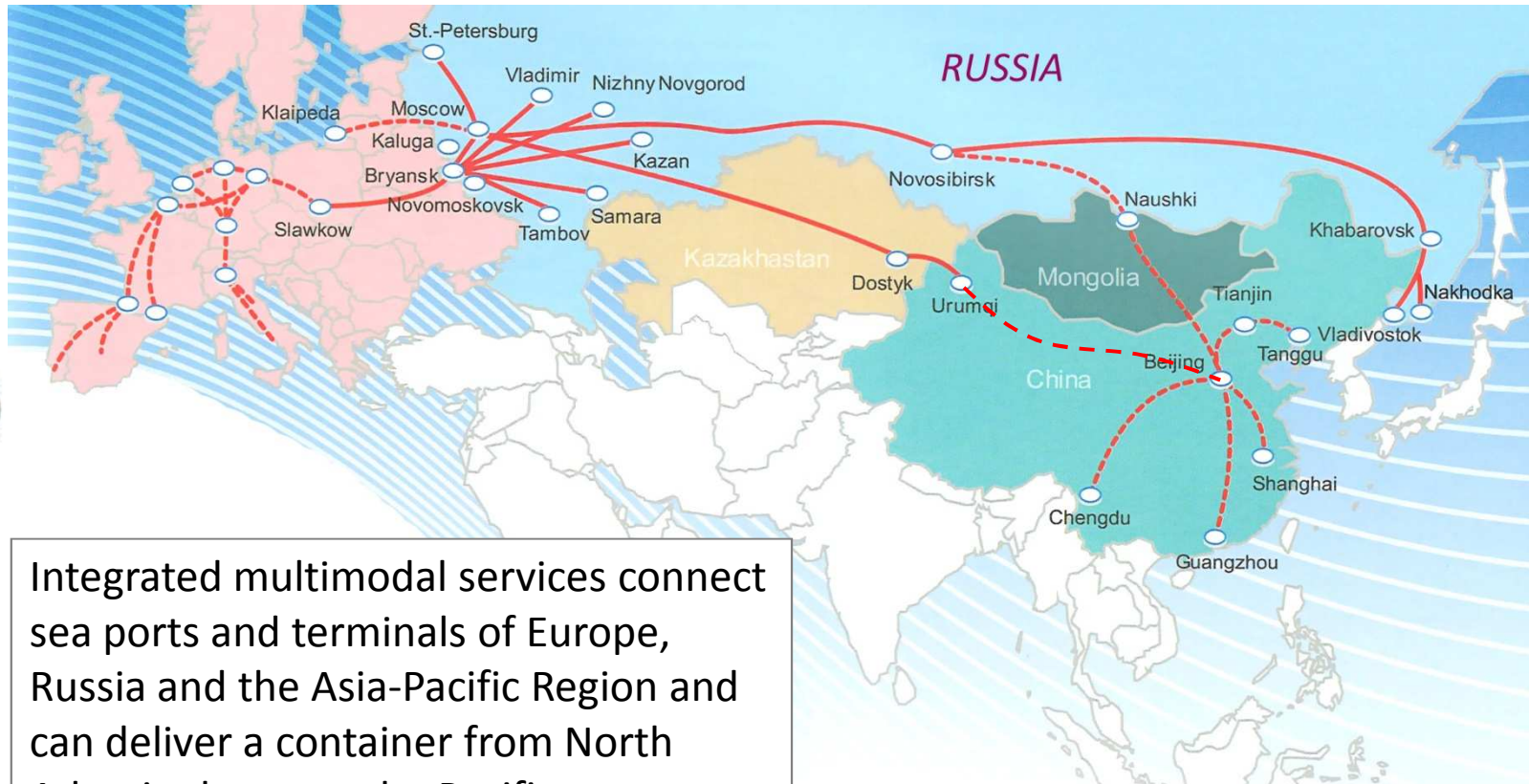


GRFC 2014 VIENNA



23-26 June 2014

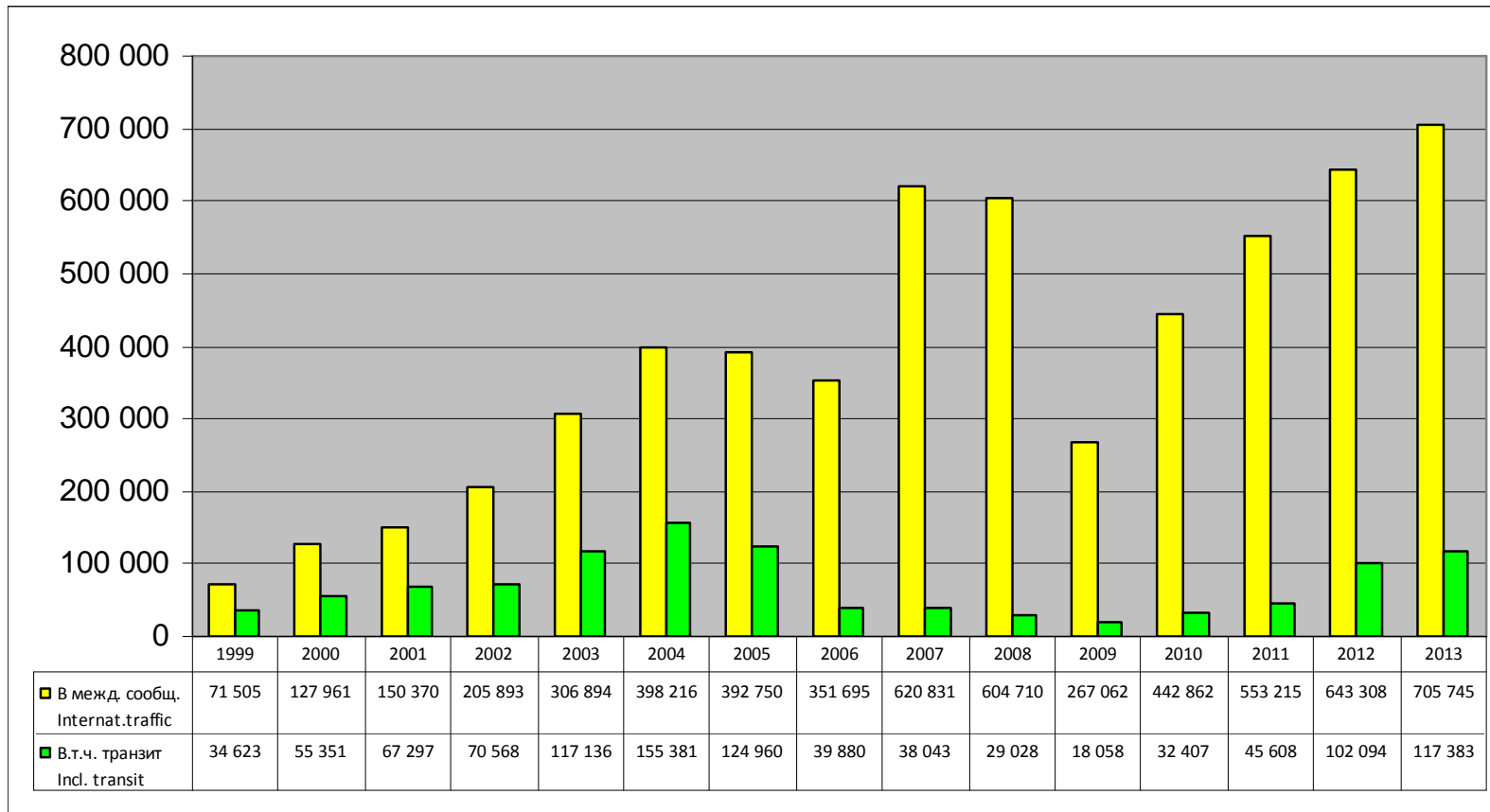
Integrated multimodal network



Integrated multimodal services connect sea ports and terminals of Europe, Russia and the Asia-Pacific Region and can deliver a container from North Atlantic shores to the Pacific.

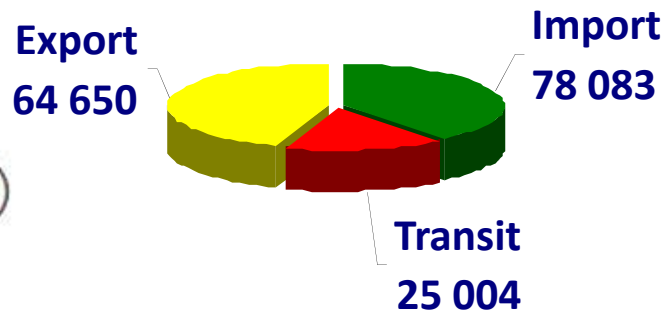
Changes in through container traffic on the TSR

1999-2013



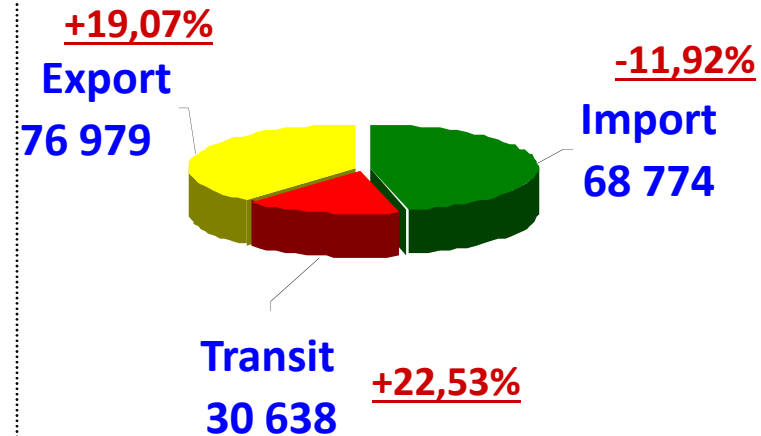
International high-capacity container traffic on the TSR (*empty and loaded*, TEU)

1Q 2013



In 1Q 2013 TSM international container traffic totalled 167 737 TEU

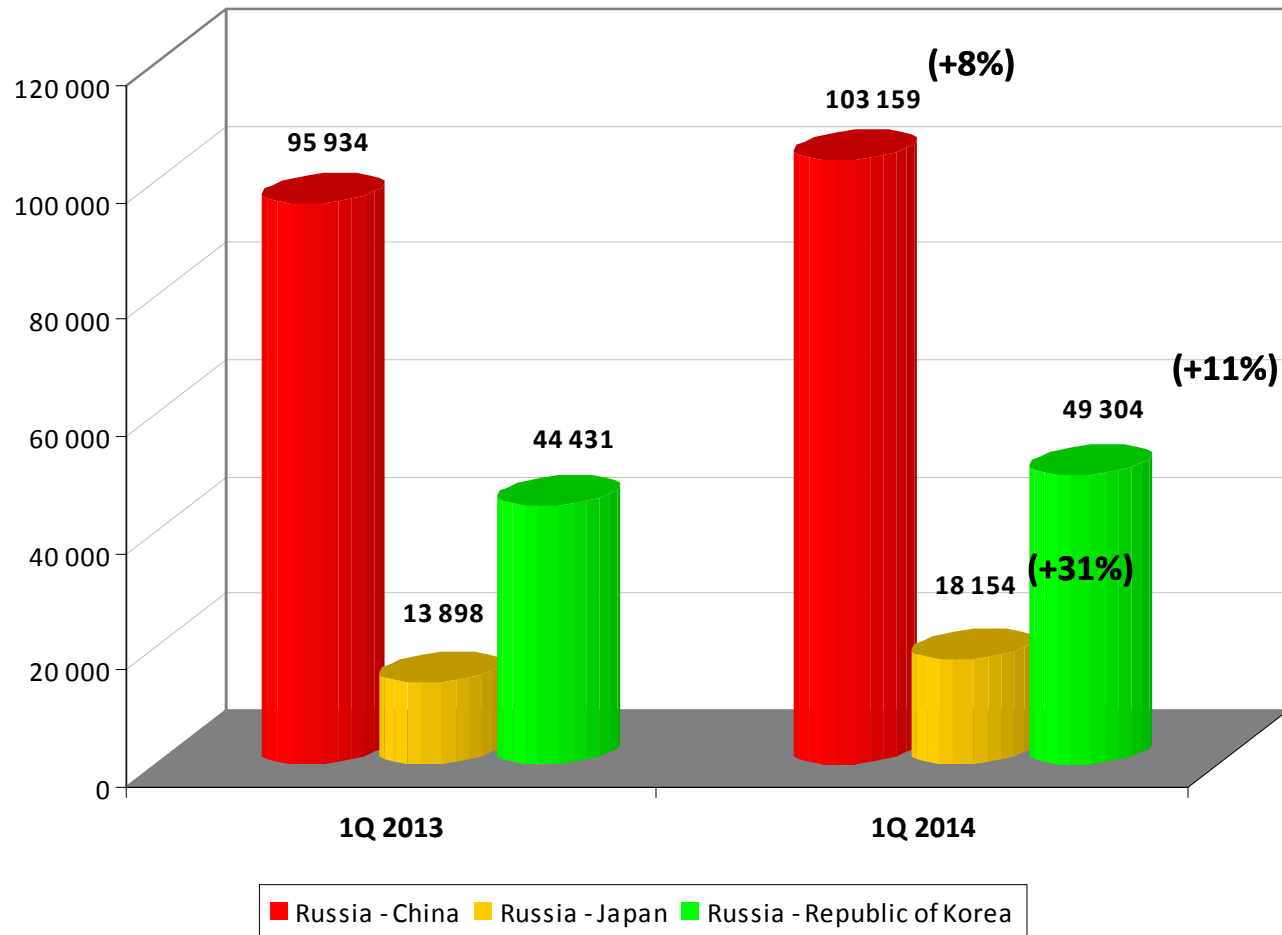
1Q 2014



In 1Q 2014 TSM international container traffic totalled 176 391 TEU, up 5.2% from 2013.

Transsib Transport Corridor: Key Performance Indicators

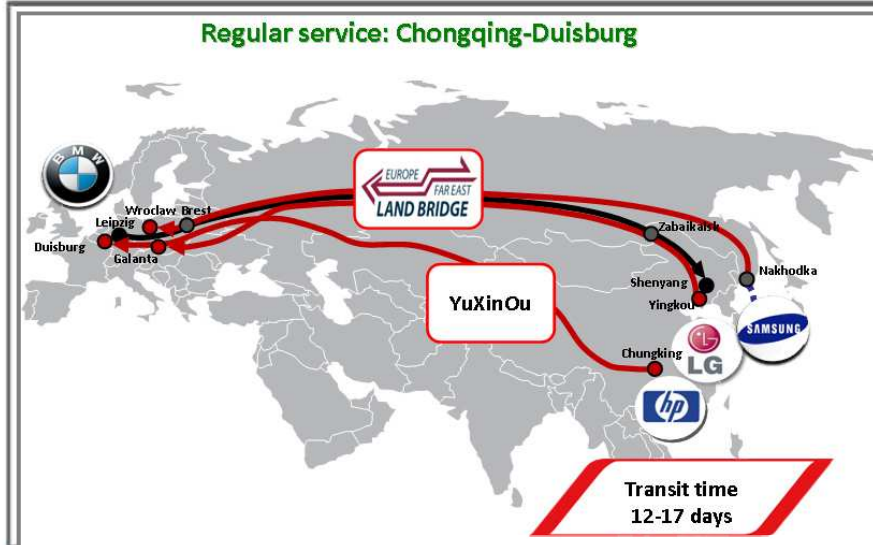
High-capacity container traffic between Russia and APR countries. 1Q 2013 – 1Q 2014, TEU



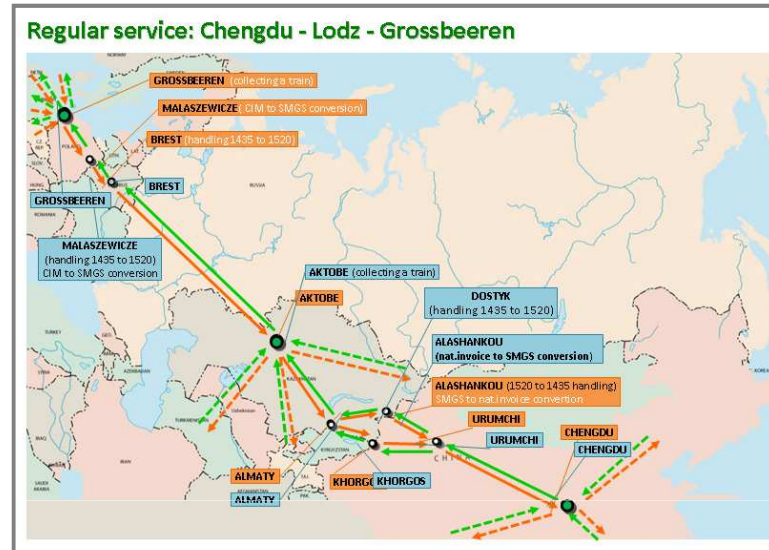
(5)

Transport products on the TSR: China – Russia – Europe

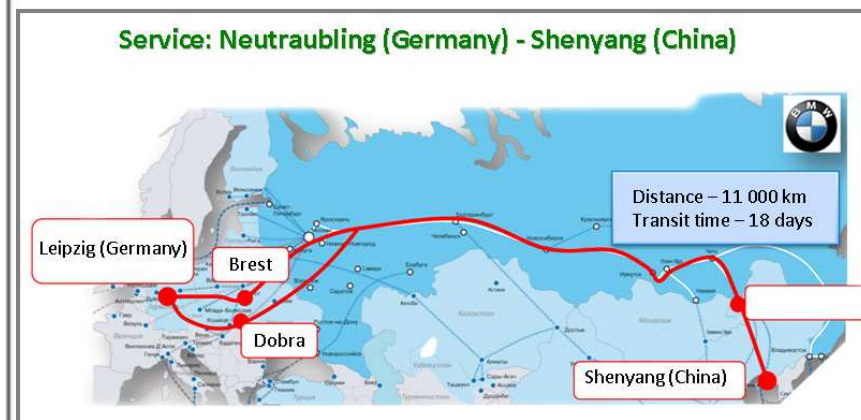
Regular service: Chongqing-Duisburg



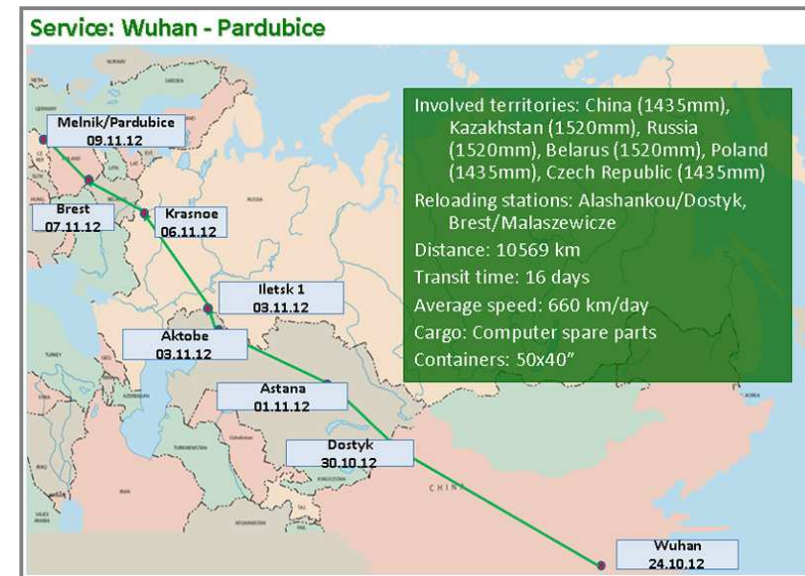
Regular service: Chengdu - Lodz - Grossbeeren



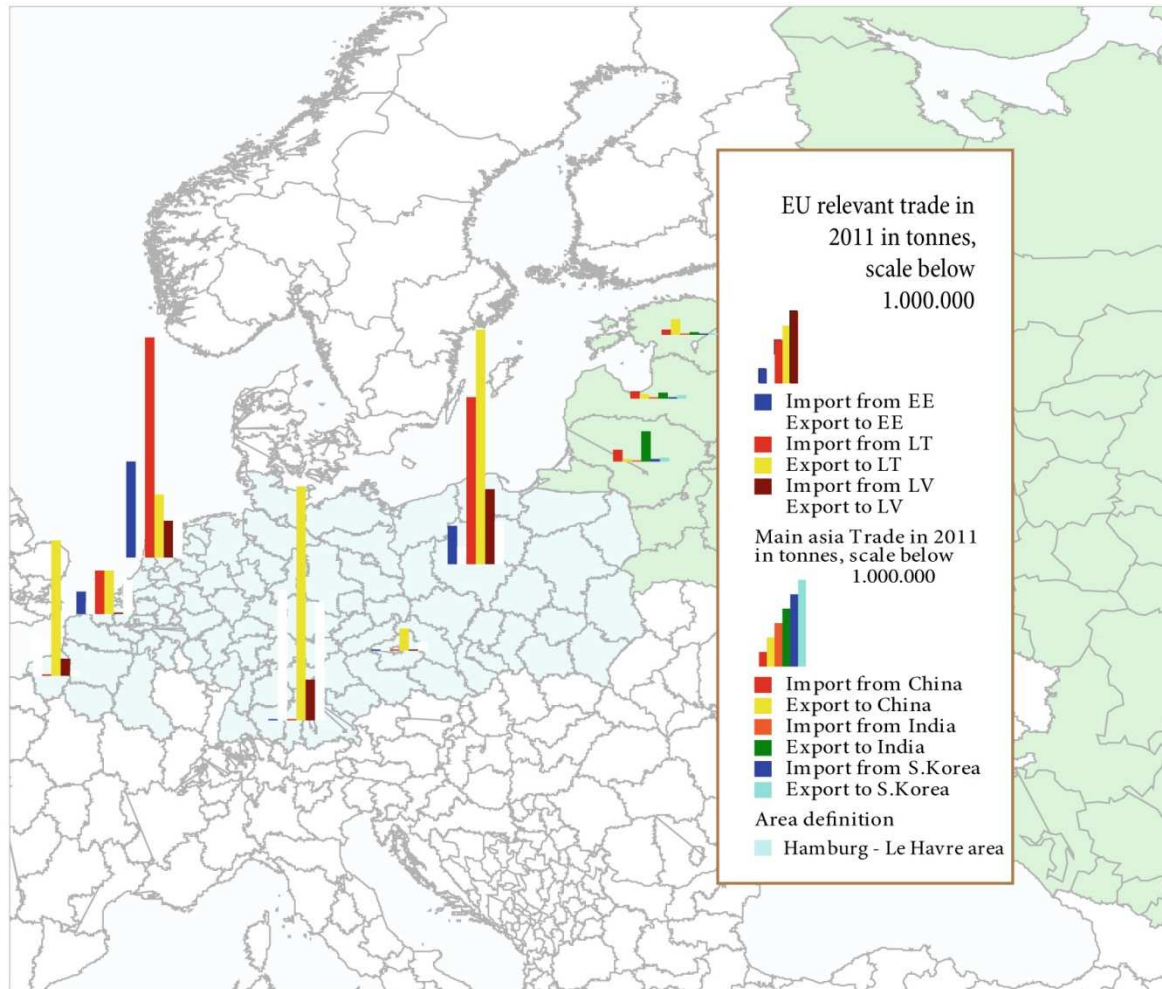
Service: Neutraubling (Germany) - Shenyang (China)



Service: Wuhan - Pardubice

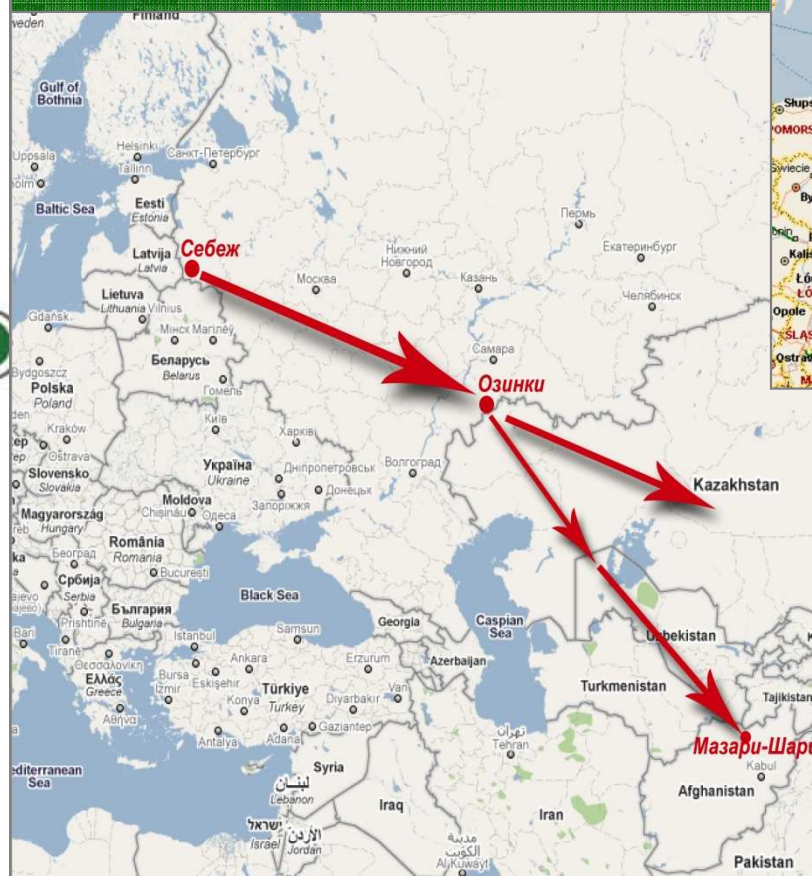


Current significant trade flows between North-Western Europe, Eastern Europe (Baltic States) and mainland Asia

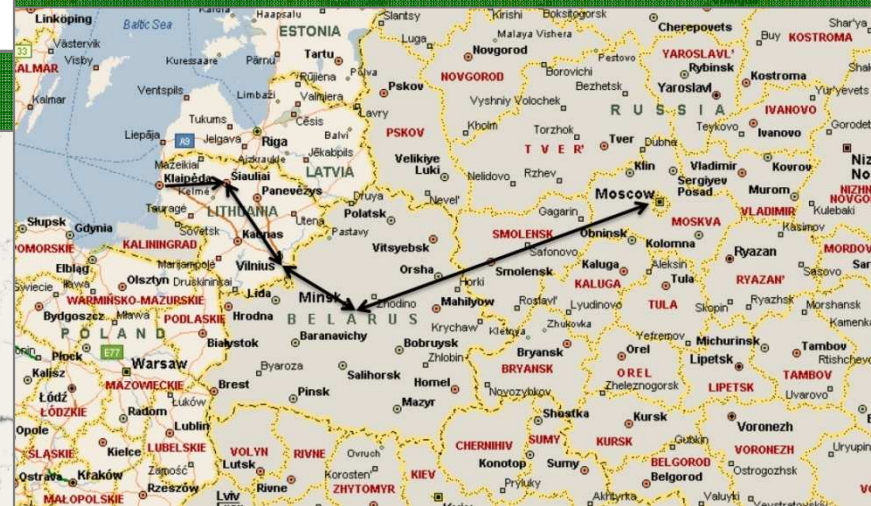


Transsib Transport Corridor: Key Performance Indicators

BALTIC TRANSIT



Mercury service



Riga Express, Eurasia 1|2

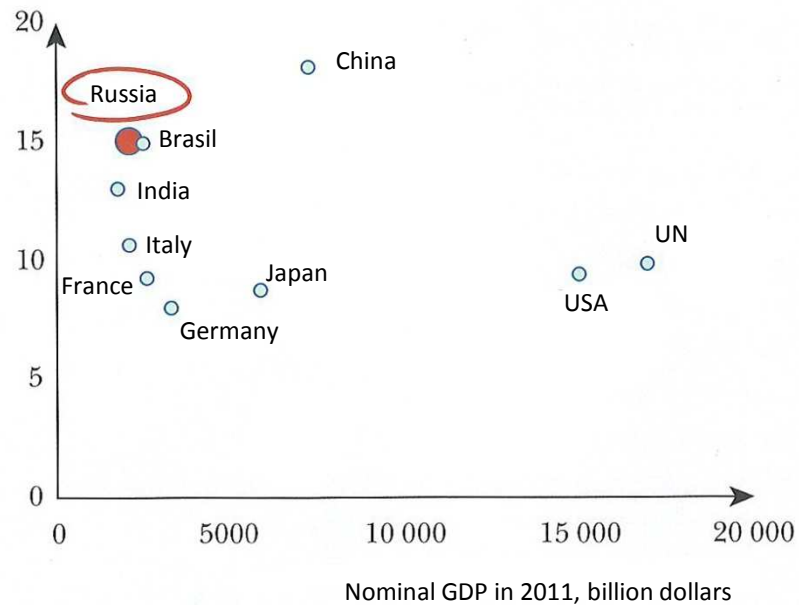


(8)

Comparison of the logistics efficiency in Russia and foreign countries

Relative expenses for logistics in Russia are higher than in other countries

Logistics expenses, % from GDP

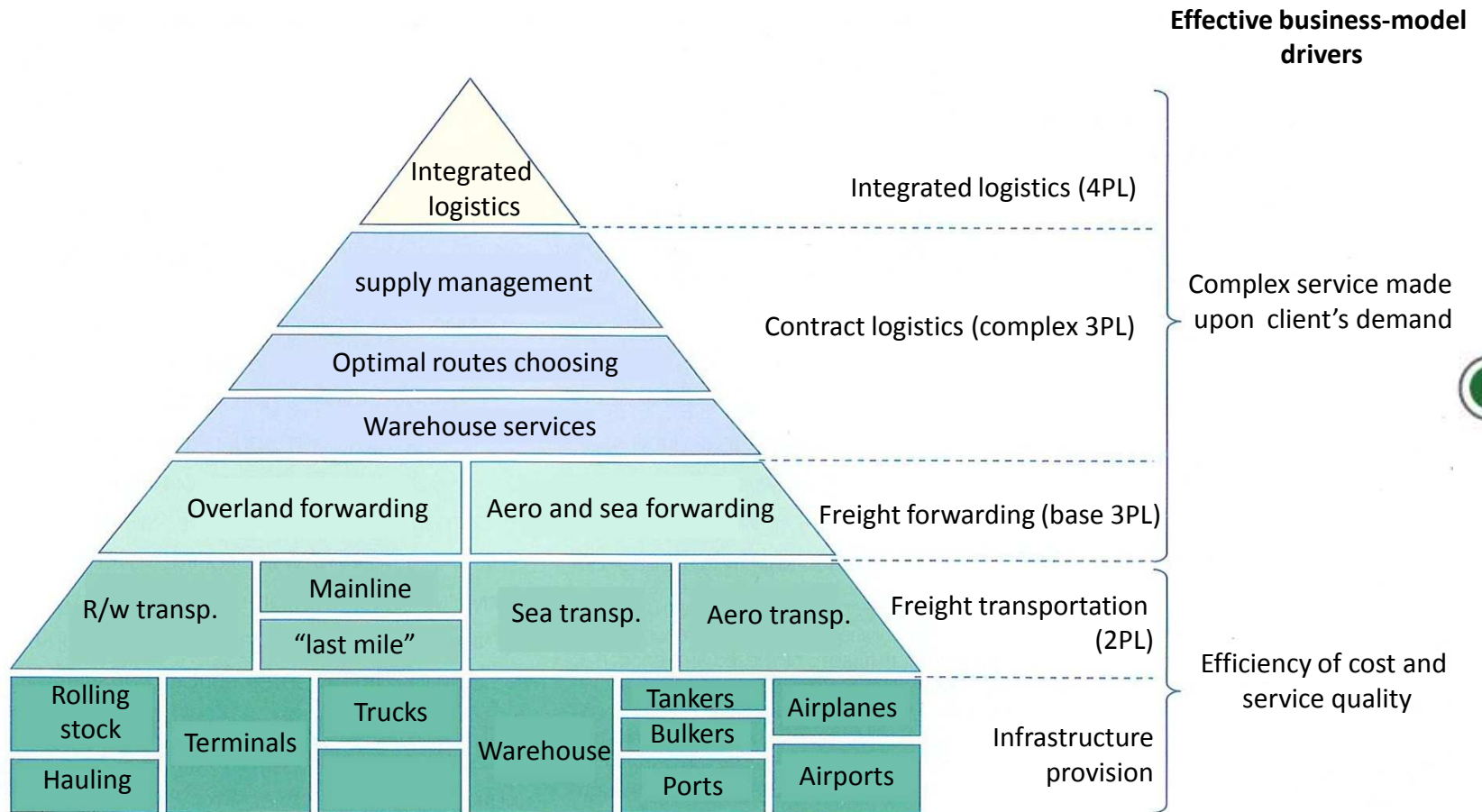


General logistics efficiency is also losing

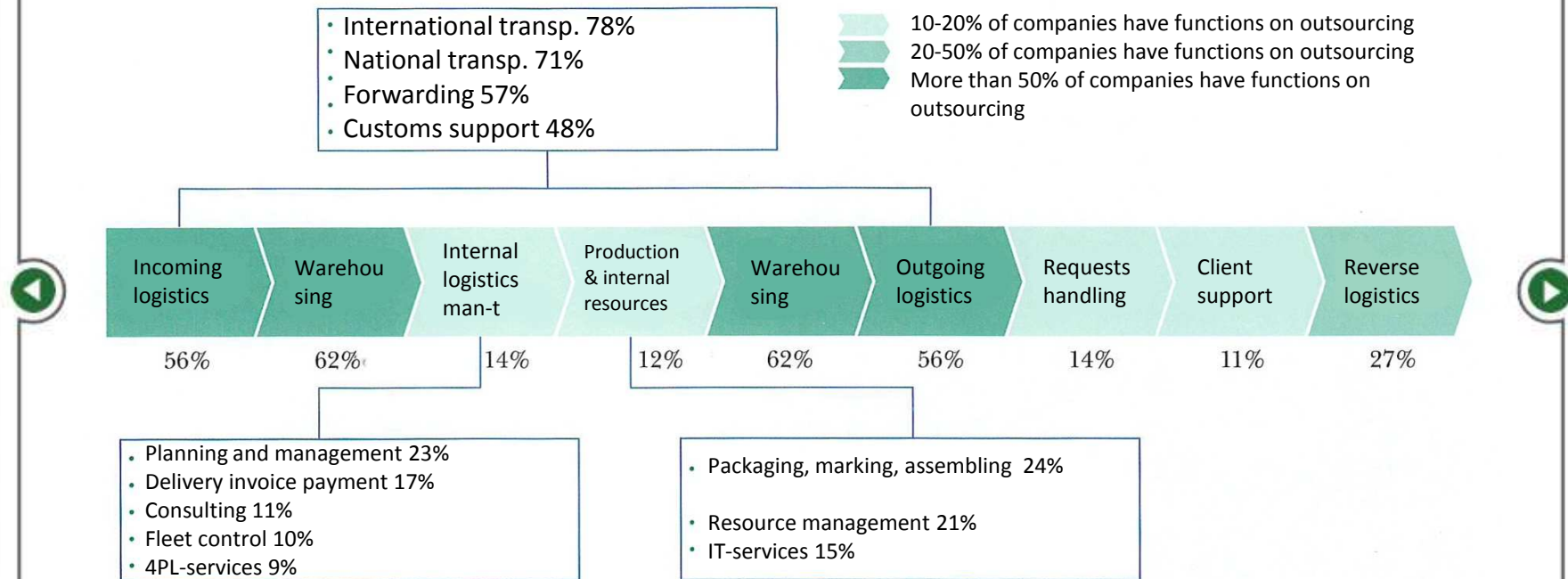
Efficiency rate of logistics in 2014



Market structure of the transport and logistics services



Outsourcing share in word practice by elements of logistics



1. Transit time guarantee



2. Efficiency of customs procedures

Burden of customs procedure, WEF (1=extremely inefficient to 7=extremely efficient)

Country Name	2011	2012	2013
Belarus			
China	4,40	4,20	4,20
Euro area	4,82	4,84	4,91
European Union	4,71	4,69	4,77
India	3,80	3,80	3,80
Iran, Islamic Rep.	3,50	3,60	3,50
Japan	4,70	4,80	5,00
Kazakhstan	3,50	3,90	4,00
Korea, Rep.	4,40	4,40	4,40
Russian Federation	2,80	2,90	3,30
Turkey	3,70	3,60	3,80
Ukraine	2,80	2,80	3,00
United Kingdom	4,90	5,10	5,20
World	4,12	4,09	4,07

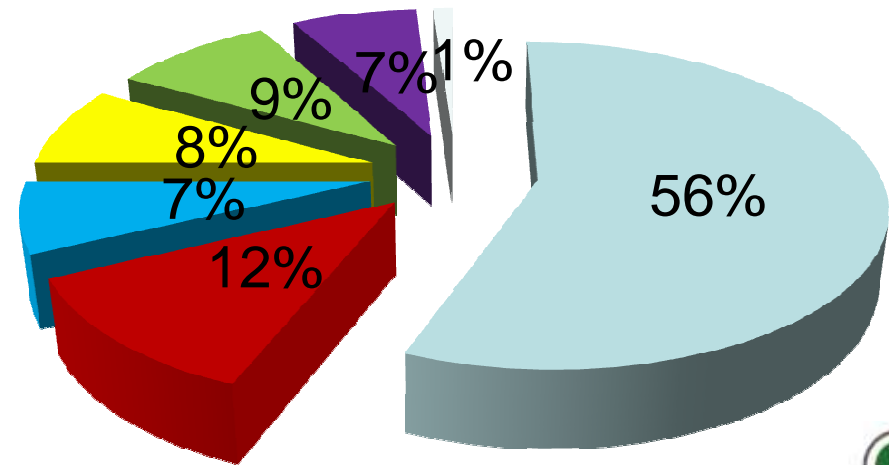
Documents to export (number)

Country Name	2008	2013
Belarus	9	9
China	8	8
Euro area	4	4
European Union	4	4
India	9	9
Iran, Islamic Rep.	7	7
Japan	3	3
Kazakhstan	11	10
Korea, Rep.	4	3
Russian Federation	10	9
Turkey	7	7
Ukraine	6	6
United Kingdom	4	4
World	6	6

(13)

Main reasons for cargo detention on borders

Incorrect execution of carriage and commercial documents	56%
Untimely provision of cargo consignment by empty rolling stock	12%
Technical errors	7%
Commercial errors	8%
Problems of customs processing	9%
Malfunctions of infrastructure	7%
Problems with regulatory documents	1%



3. Transparency of the final transportation cost

I. By railway transport via TSM through **Zabaikalsk** and **Naushki** border crossings.



1. Railway infrastructure tariffs: Railways of China, KTZ, RZD, BCh, PKP, DB.
2. Container flatcar rent
3. Security
4. Additional charge (handling, customs control, station charge etc.)
5. Operator's commission

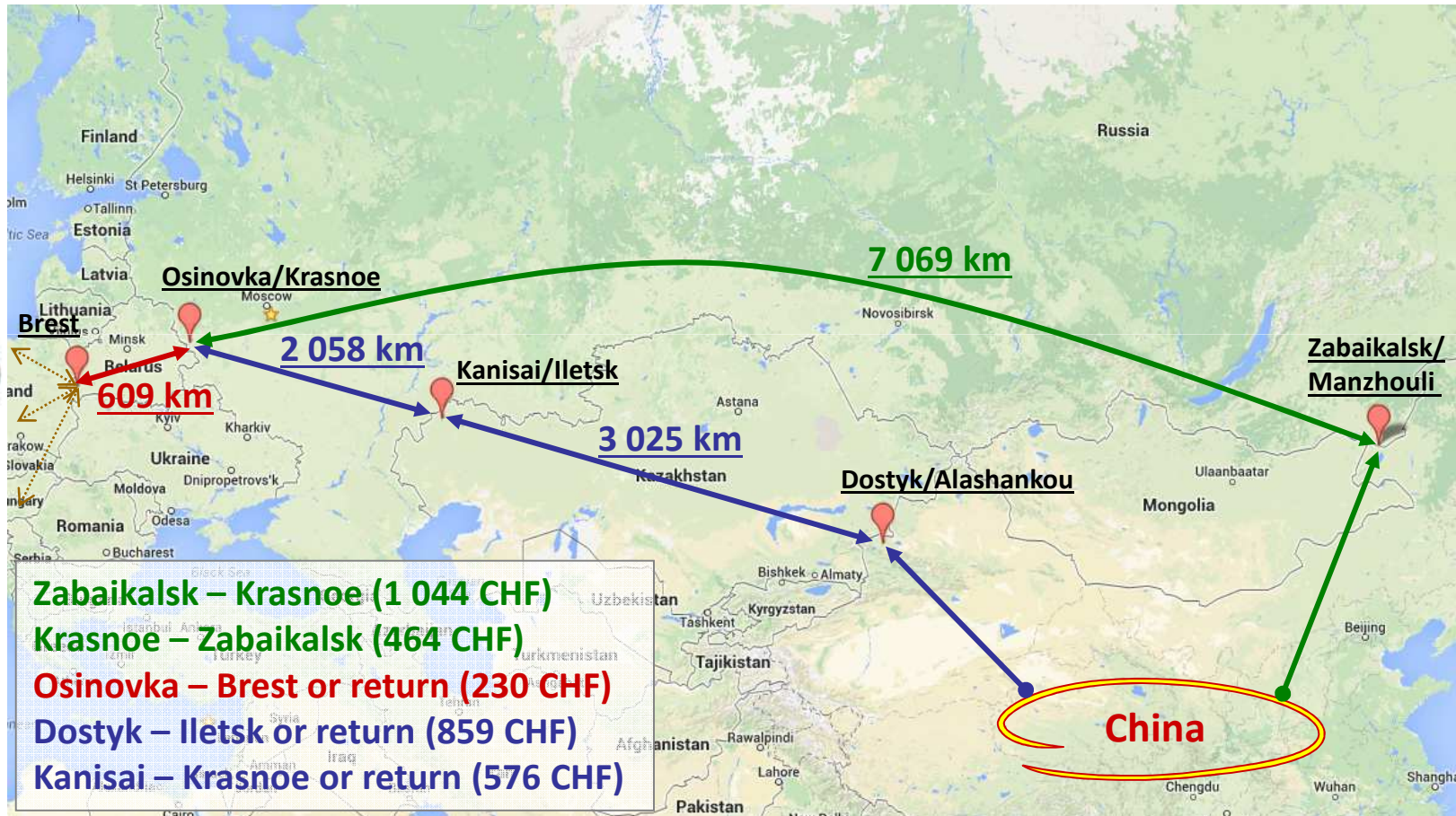
II. Intermodal transport on the TSR the through **Far East ports (sea + railway)**.



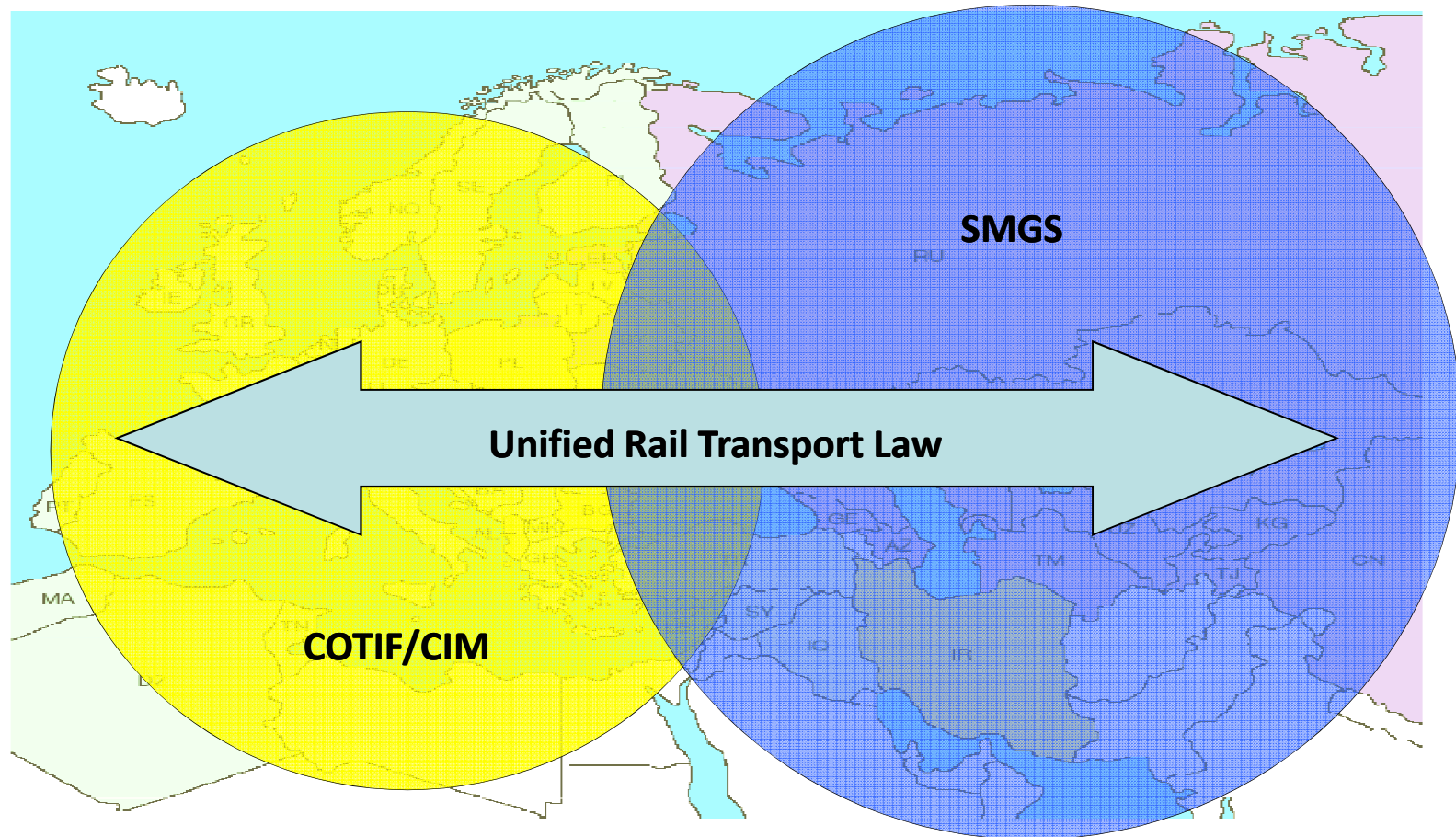
1. Sea freight
2. Stevedore's charges
3. Terminal services
4. Railway infrastructure tariffs: Railways of China, KTZ, RZD, BCh, PKP, DB.
5. Container flatcar rent
6. Security
7. Additional charge (handling, customs control, station charge etc.)
8. Operator's commission

Transsib Transport Corridor: Key Performance Indicators

Tariff policy for freight transport by container trains between China to Europe (40' own)

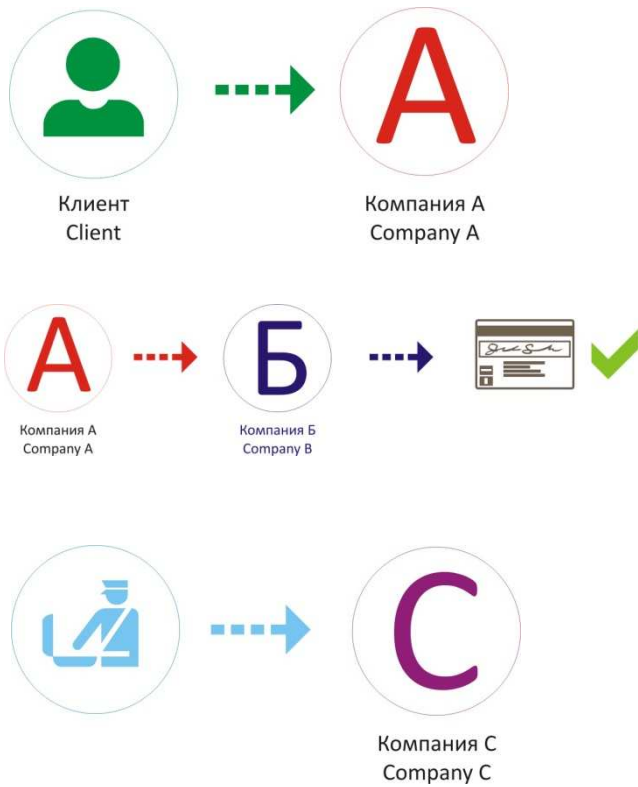


4. Unified legal framework



5. Cargo security control

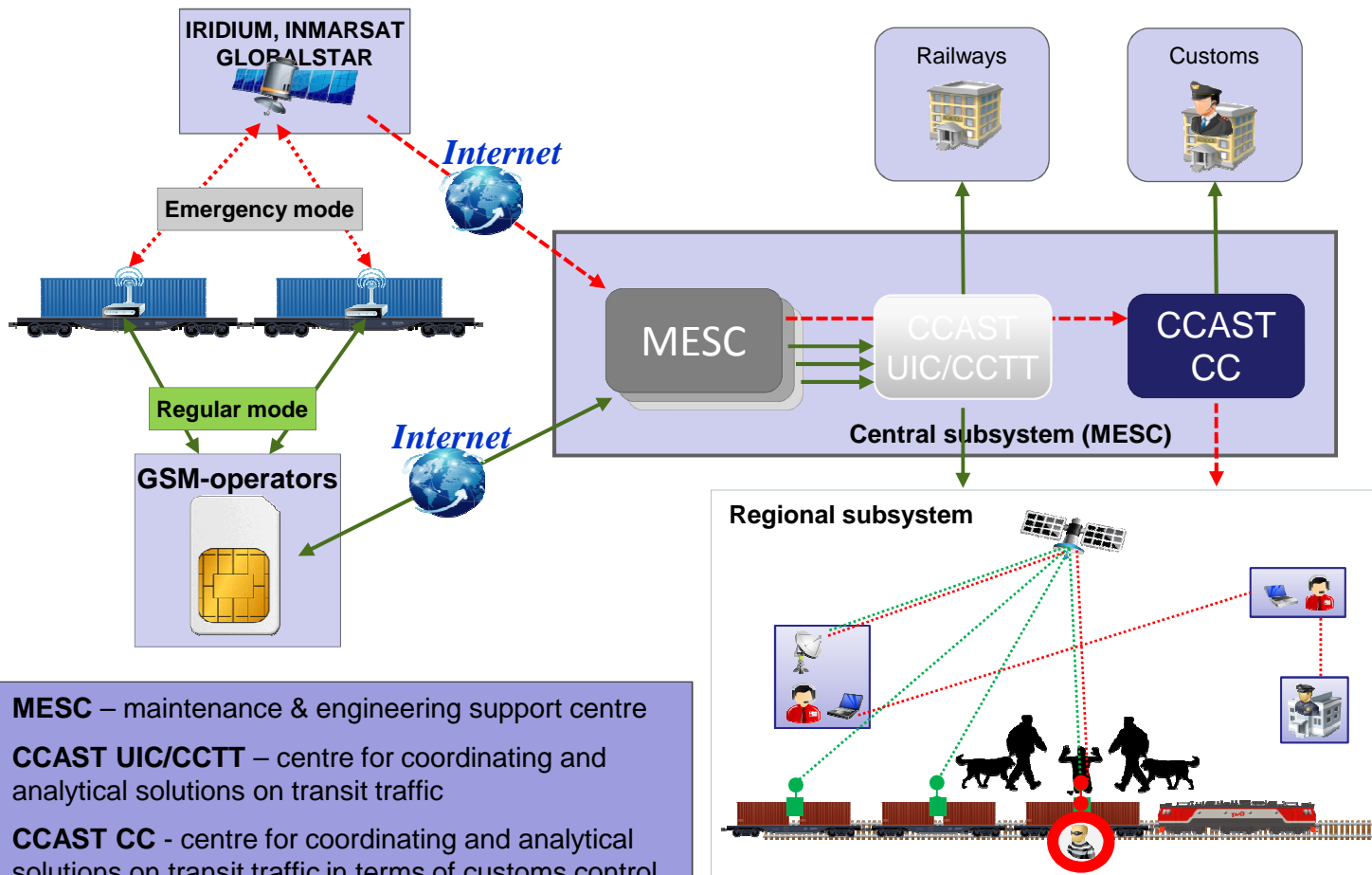
Cargo transferring scheme



Problems of cargo security between cargo transfer points in the border area



Conceptual scheme of a system for security control and transit traffic monitoring



Transsib Transport Corridor: Key Performance Indicators



S2

WP5

WP24



Multimodality

CIM/SMGS



Commissions I, II, III



GTE

Security BIRC



CCTT IC WG

CCTT IT WG

CCTT cooperation with international organizations

OSJD, UIC, EurAsEC, ITC UNECE,
CIT

Carriers,
Rolling stock
operators

+

International
multimodal operators,
Regulatory bodies

Information support
Legislative and judicial support
Fare conditions
Technological support

Infrastructure
Rolling stock



Proposals for the improvement of transport and logistics products

Transsib Transport Corridor: Key Performance Indicators



&



cooperation



- Global Team of Experts (GTE)



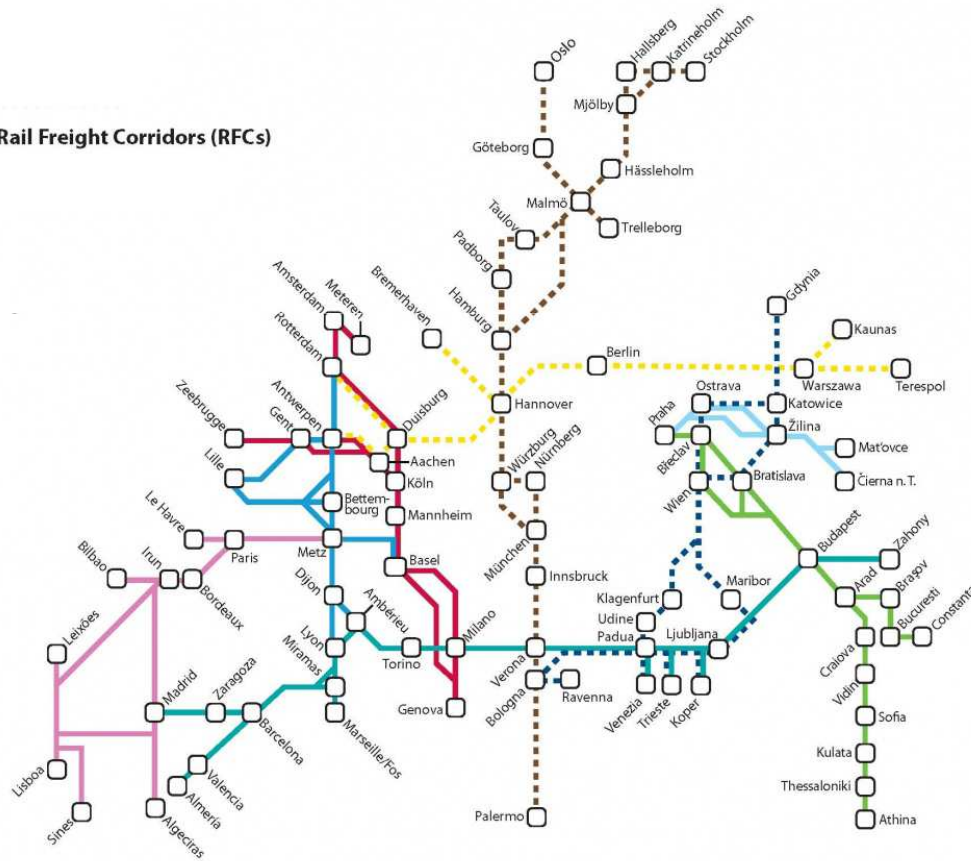
- Security BIRC



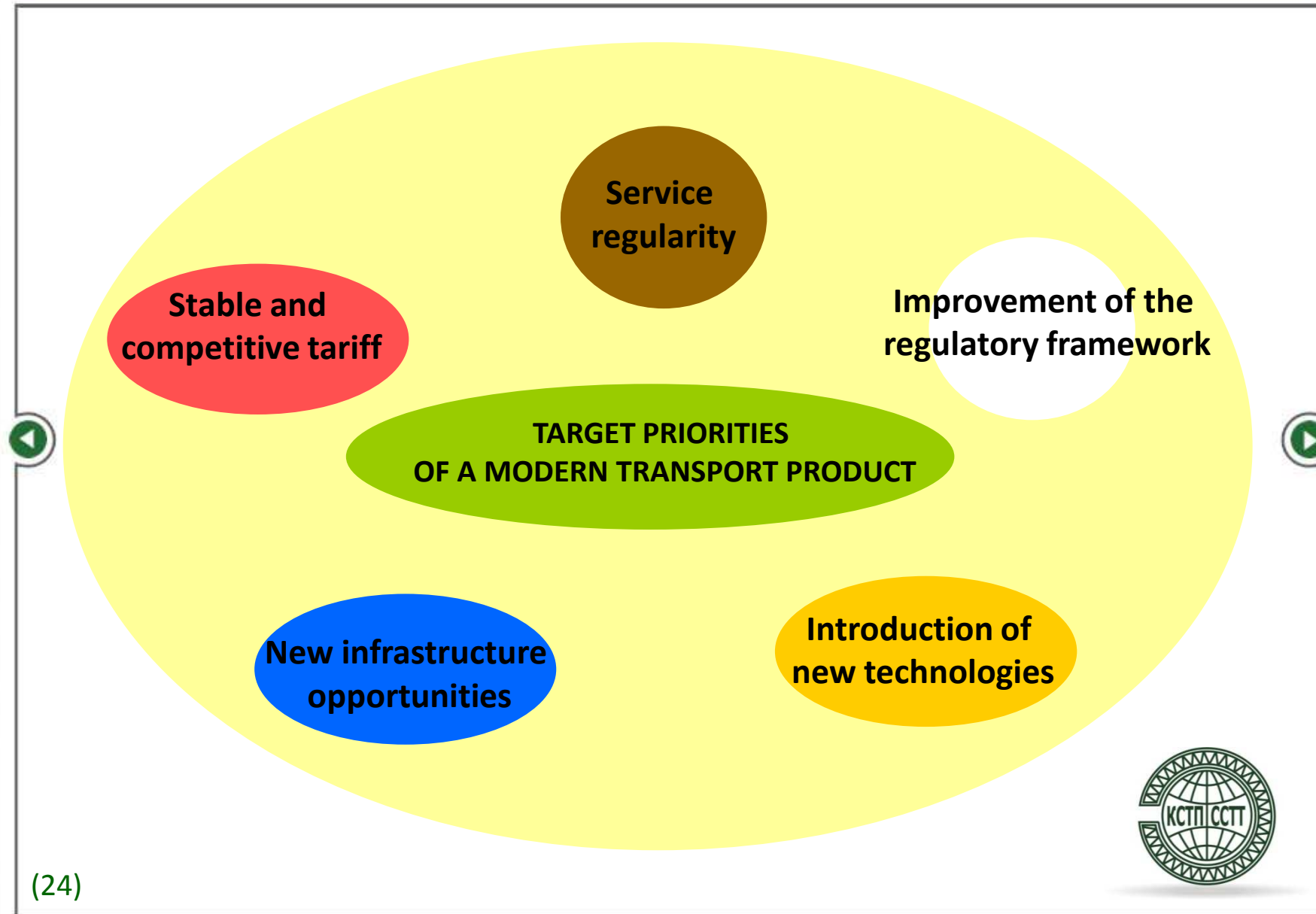
- Standardization

Freight corridors integration

Rail Freight Corridors (RFCs)



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Thank you for your attention!

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