

# The role of intermodal transport in the development of the Euroasian landbridge

Hans-Jörg Bertschi  
Chairman of the Board

Saint Petersburg, 6.7.2010



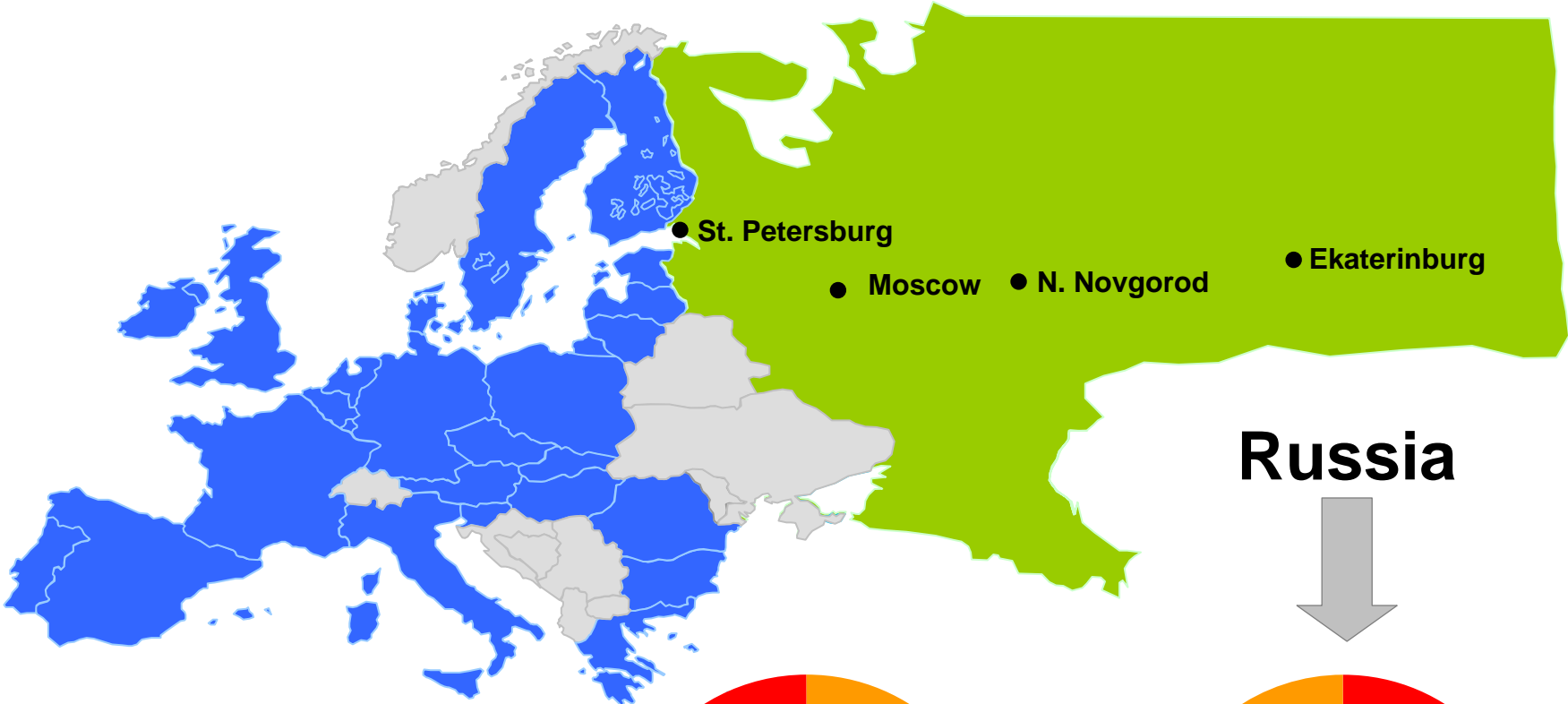


## **Facts & figures**

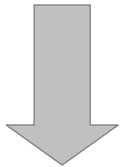
<b>Foundation</b>	<b>1967</b>
<b>Employees</b>	<b>405</b>
<b>Volumes 2009</b>	<b>1,4 million TEU</b>
<b>Ressources</b>	<b>5,500 rail platforms</b> <b>13 locomotives</b> <b>10 rail terminals</b>
<b>Financial data 2009</b>	<b>Turnover      EUR 320 million</b> <b>Cash flow     EUR    31 million</b>



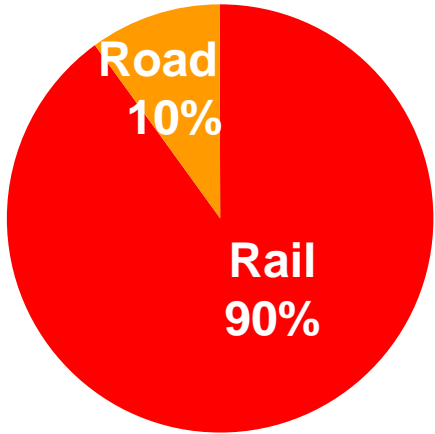
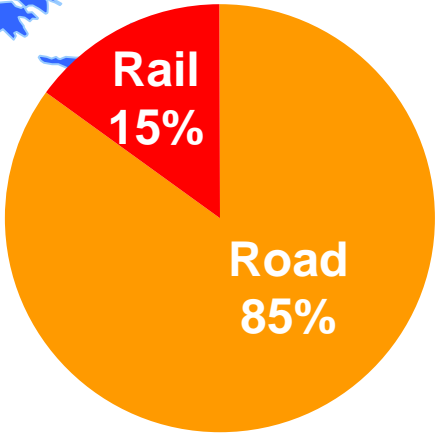
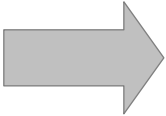
# Logistics in Russia: Rail dominates



Russia



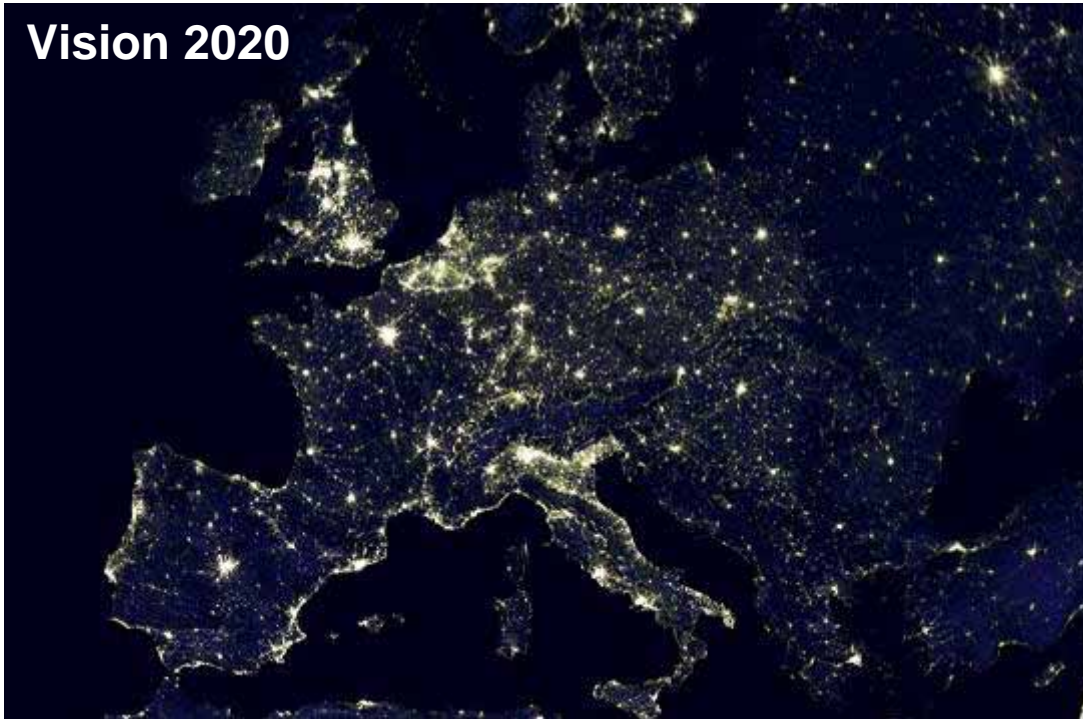
EU



**We have a dream: In 2020 all European long distance transports will choose the rail**



**Vision 2020**



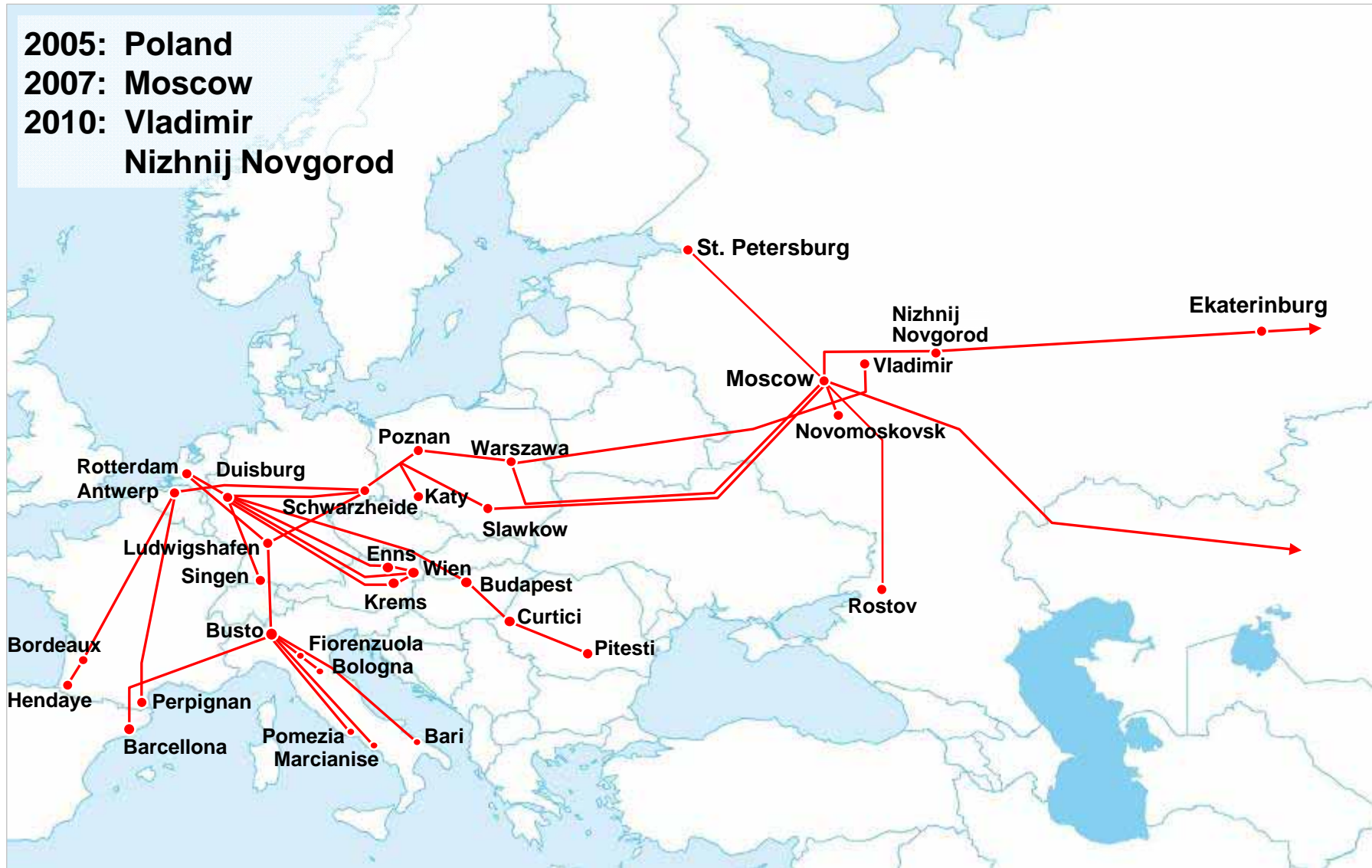
- Appropriate rail infrastructure**
- Real competition in rail markets**
- Fair conditions of competition between road and rail**

## Partners join forces on the East-West corridor

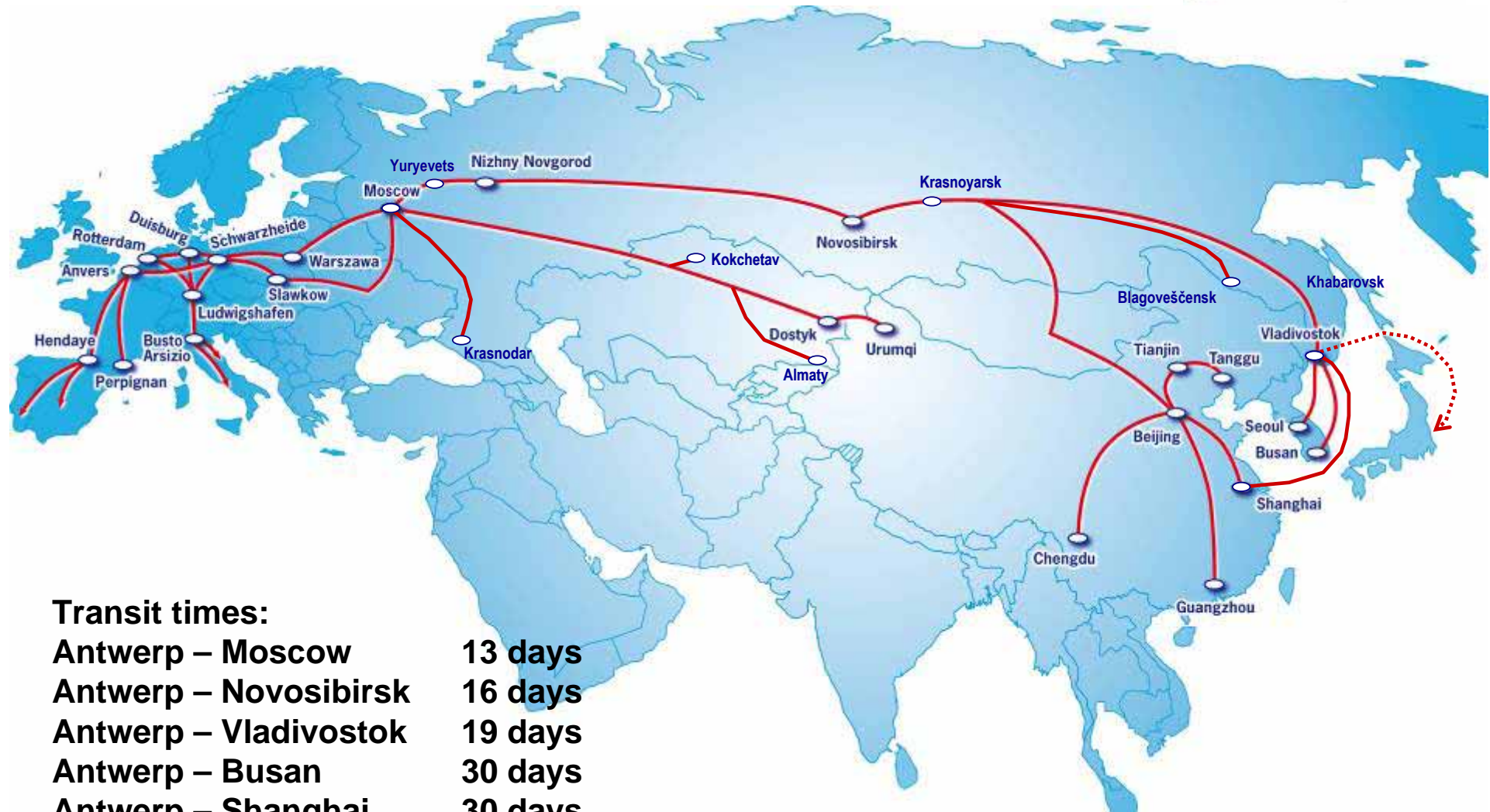


- Connecting networks
- Own private fleet of wagons
- Focus on shuttle block trains
- Close relationship with railways
- Neutrality as intermodal operators
- One-stop-shop and local presence

# 2007-2010: Connecting European and Russian networks



# 2010: Landbridge Europe-Russia-Asia



## Transit times:

- Antwerp – Moscow 13 days
- Antwerp – Novosibirsk 16 days
- Antwerp – Vladivostok 19 days
- Antwerp – Busan 30 days
- Antwerp – Shanghai 30 days



# 2010: Trail transportation of 70 containers from Antwerp to South Korea



**Antwerp**



**Slawkow**



**Moscow**



**Transiberia**

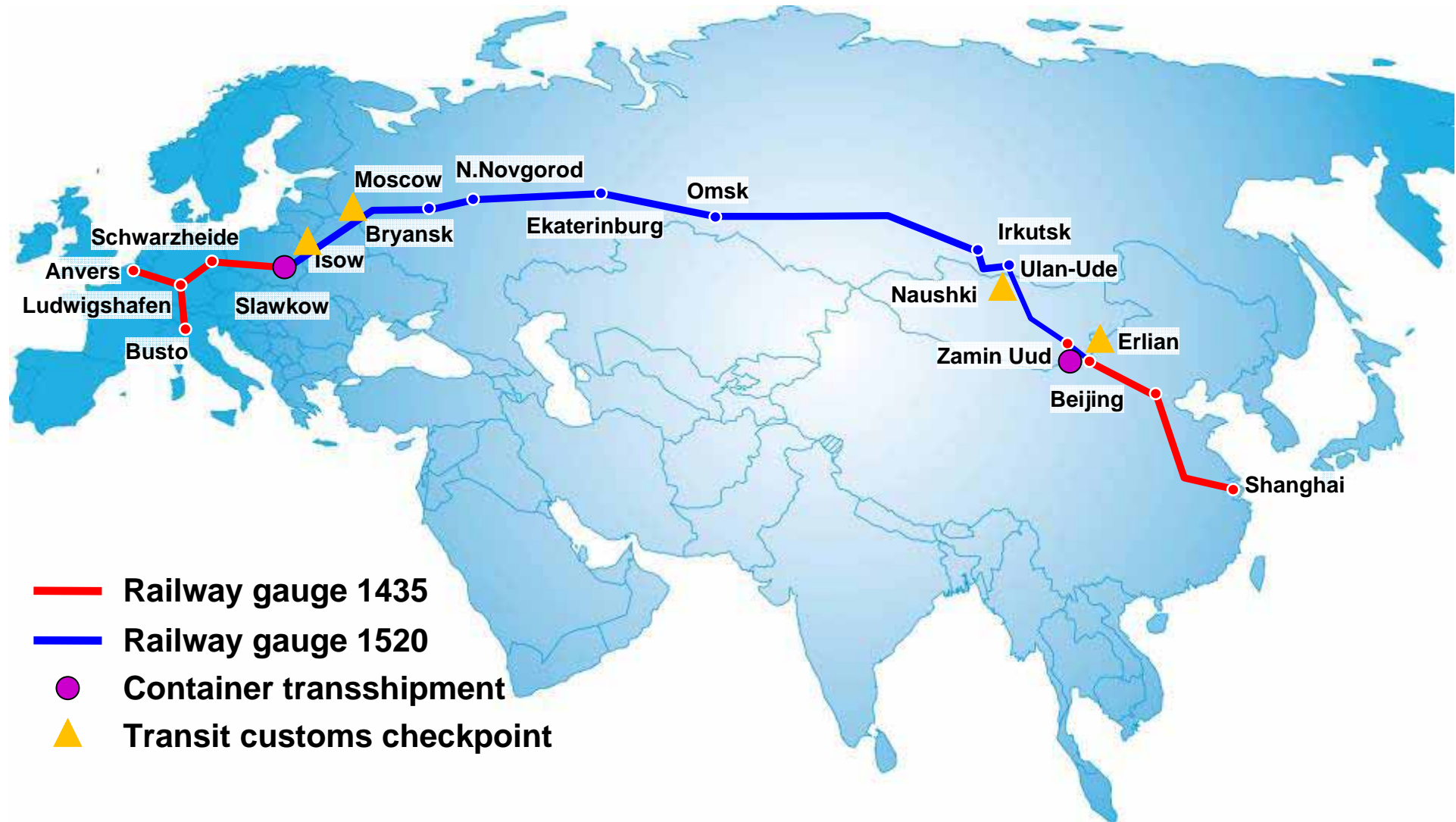


**Vladivostok**

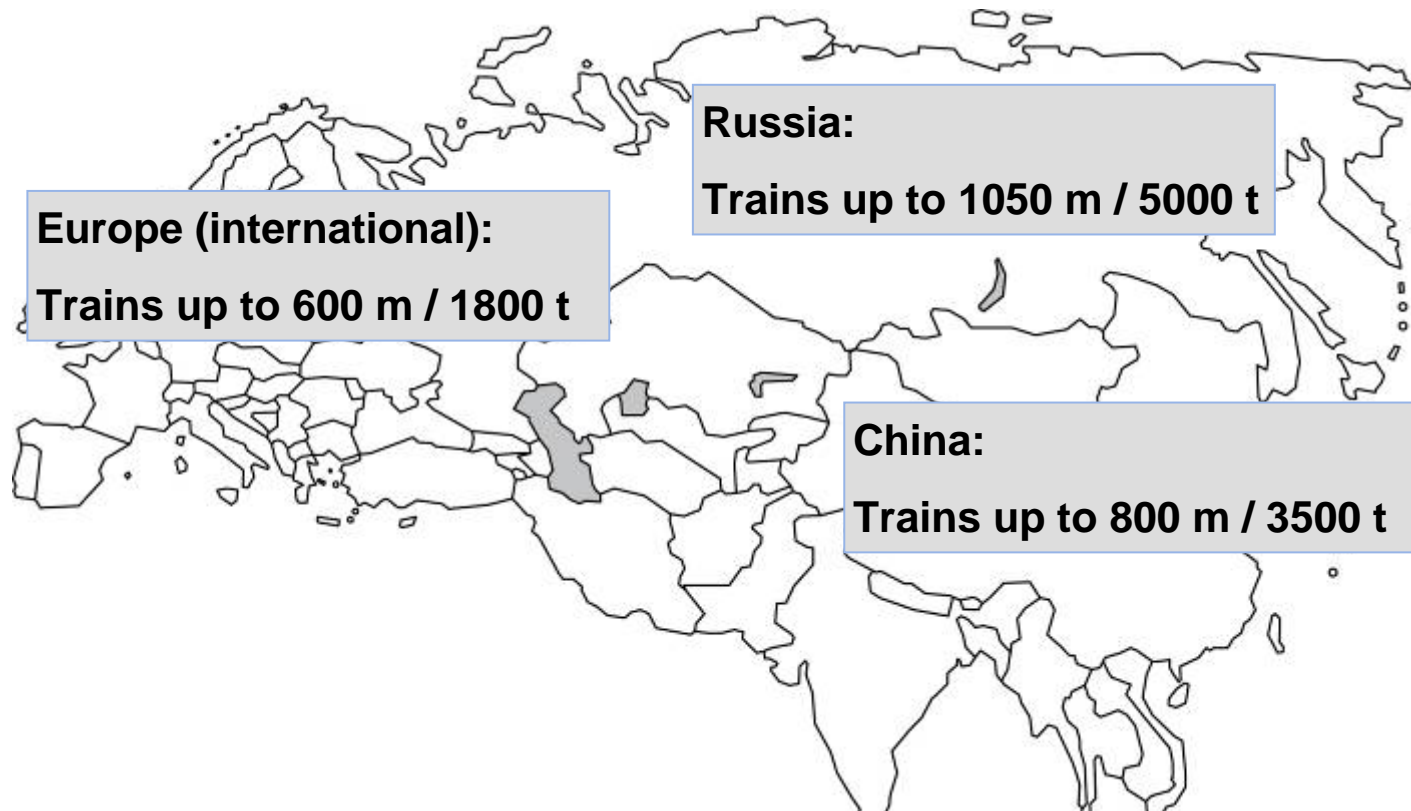


**Busan**

# Developing transport services to China



# Need for infrastructural harmonisation



**Challenge for efficient train operation on Euroasian landbridge:**

3 European trains = 2 Russian trains  
3 Russian trains = 4 Chinese trains

**Europe should learn from Russia!**

- High productivity of Russian trains
- Excellent railway efficiency
- High quality of information system

# Challenges for the future development of the Eurasian landbridge



- Railway connection is a real alternative to road and deep sea
- Supply chain: stability and predictability of transit time

## Requirements:

- Investments in efficient rail terminal
- Last mile: shunting costs, bonded areas
- Incentive regulations for road deliveries to/from intermodal terminals (higher road weight)



**Thank you for your attention.**

