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FAR EAST LAND BRIDGE SERVICE

Preface



To optimize the logistic chain is always an important issue, specially in times of a “crisis” which we are faced to in the momentary period.

Traditionally, trade between China, Japan, South Korea and Europe is based on sea transportation. Goods are shipped via large container ships to and from a few hub ports on each continent. For example, on this multimodal transportation, transit time between China and Central Europe can take **more than 6 weeks** with a sea voyage of over **20,000 km**.

Less vessel capacities, slow steaming and instable rates requires an alternative way of shipping goods between China and Europe.

New Alternative

Far East Land Bridge Ltd.



Goods **directly** picked up from the production line, stuffed and fixed by professional hands in containers and forwarded to buyer's final destination.

....using European, Trans Siberian and Chinese railway network.

CIS part on wide gauge tracks (1520 mm)

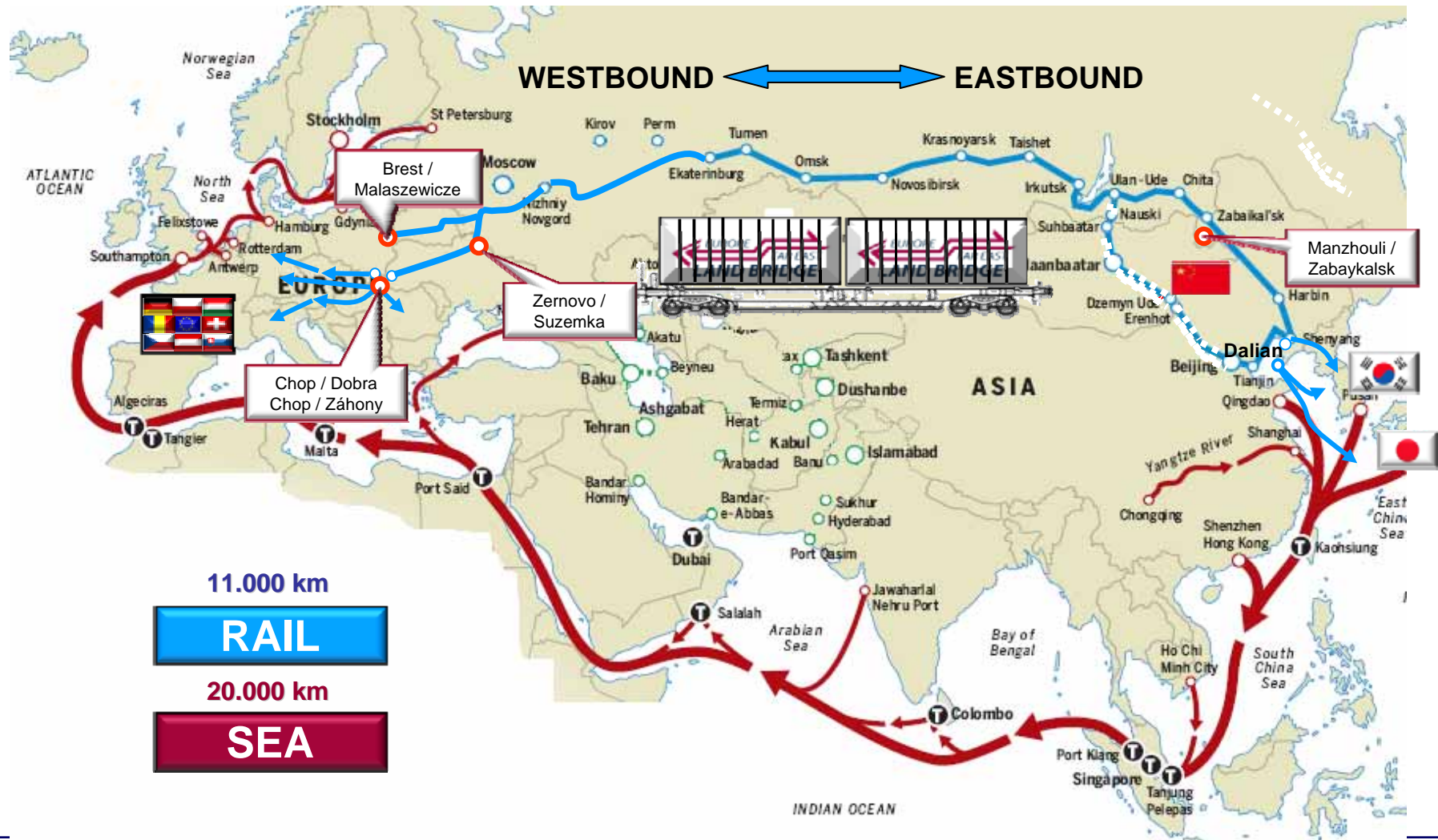
China and Europe on standard gauge tracks (1435 mm)

Container transfer from wagon (standard gauge) to wagon (wide gauge) v.v.

at existing special cargo/
container terminals at the border station

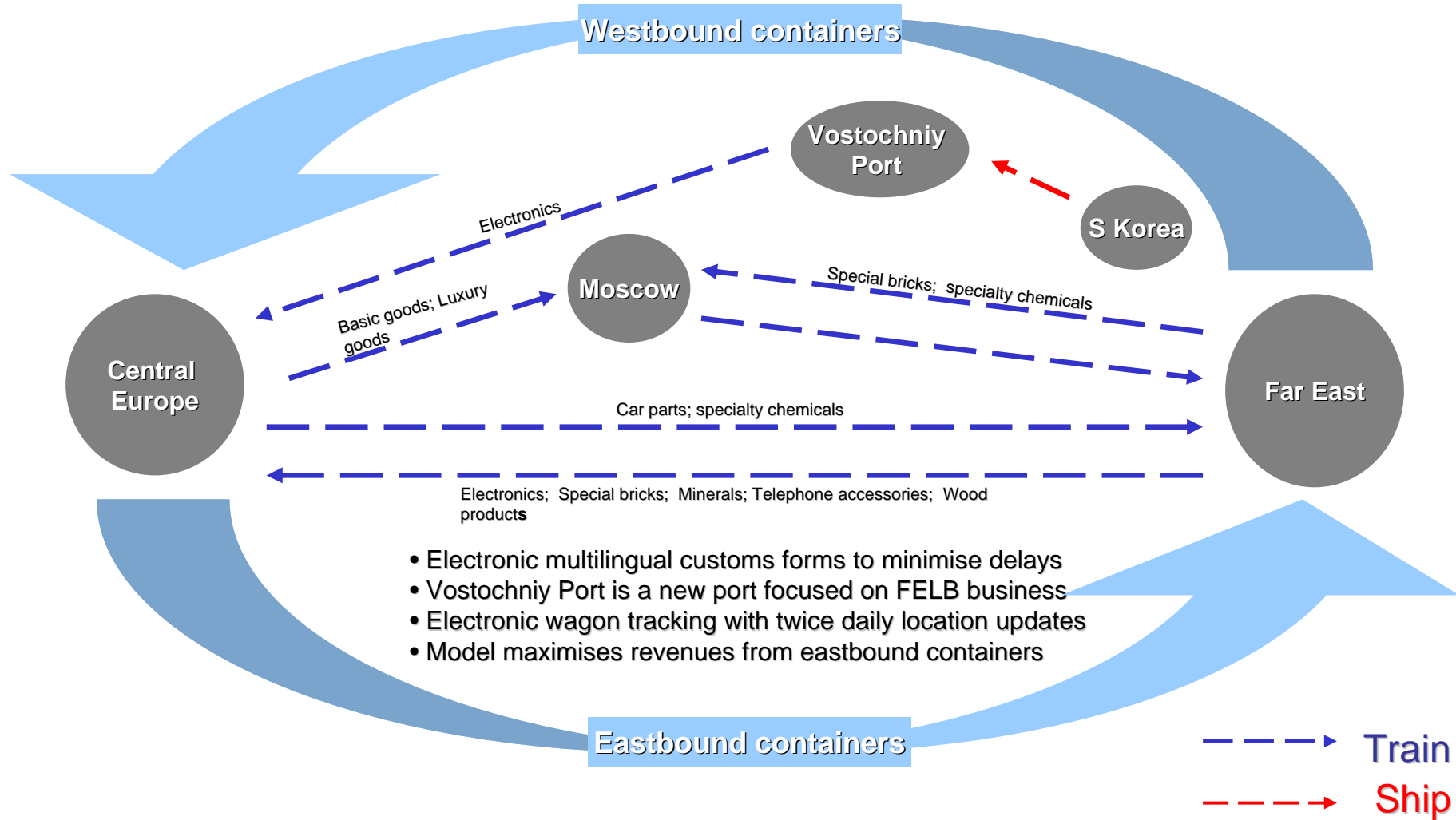


ROUTING



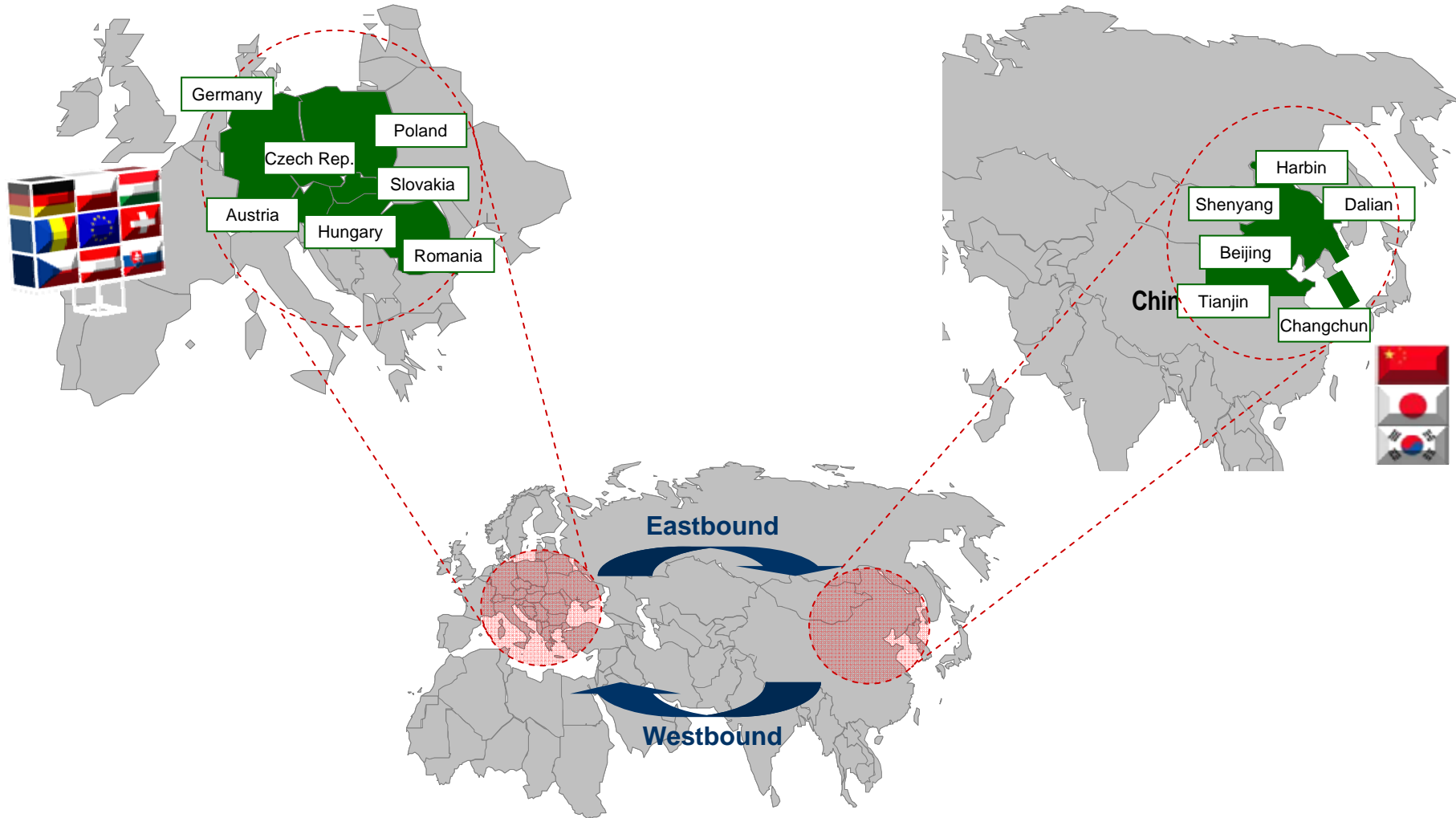
July 2010

The Business model



- Electronic multilingual customs forms to minimise delays
- Vostochniy Port is a new port focused on FELB business
- Electronic wagon tracking with twice daily location updates
- Model maximises revenues from eastbound containers

Main areas served by FELB



Stations 4

Transfer



Container transfer Zabaykalsk (RU) / Manzhouli (CN)

Processing

A single way bill

The image shows a 'Way bill' form. It is a structured document with several sections. At the top, it is titled 'Way bill'. Below the title, there are several rows of text boxes for entering information. The middle section contains a table with multiple columns and rows, likely for listing cargo items. At the bottom, there are more text boxes and a small table. The form is designed for detailed documentation of a shipment.

A unique documentation system is based on...

- a single WAY-BILL
- an electronic **CARGO-MANIFEST**

High level flexibility

- subsequent instruction till the day of reaching the border is possible

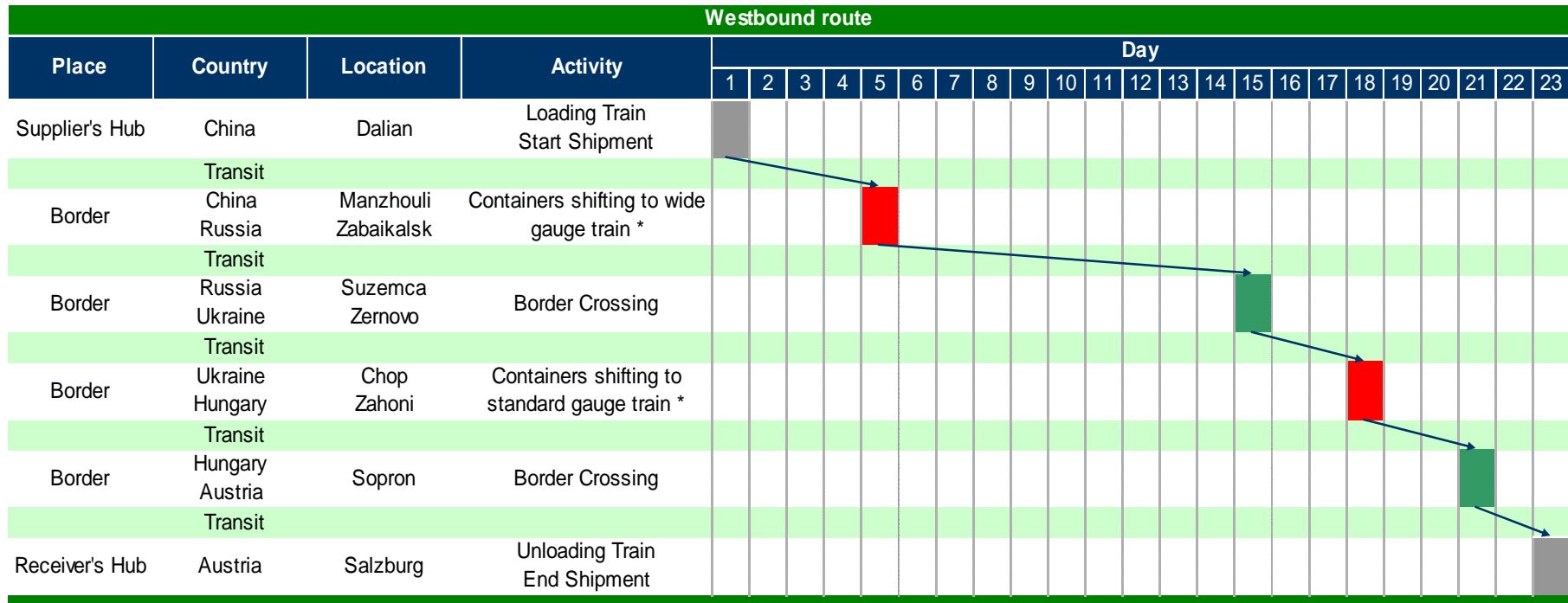
Security 1



- **1st Class European insurance has been arranged**
Covering 15.000.000 USD per incident
this on top of the liability and insurance of
the rail-operators (CIM / SMGS)
- **Physical Security on the wide gauge route**
- **RFID – Monitoring (min. twice a day)**
- **Fixing/lashing according to the OEM standards**

Timeline

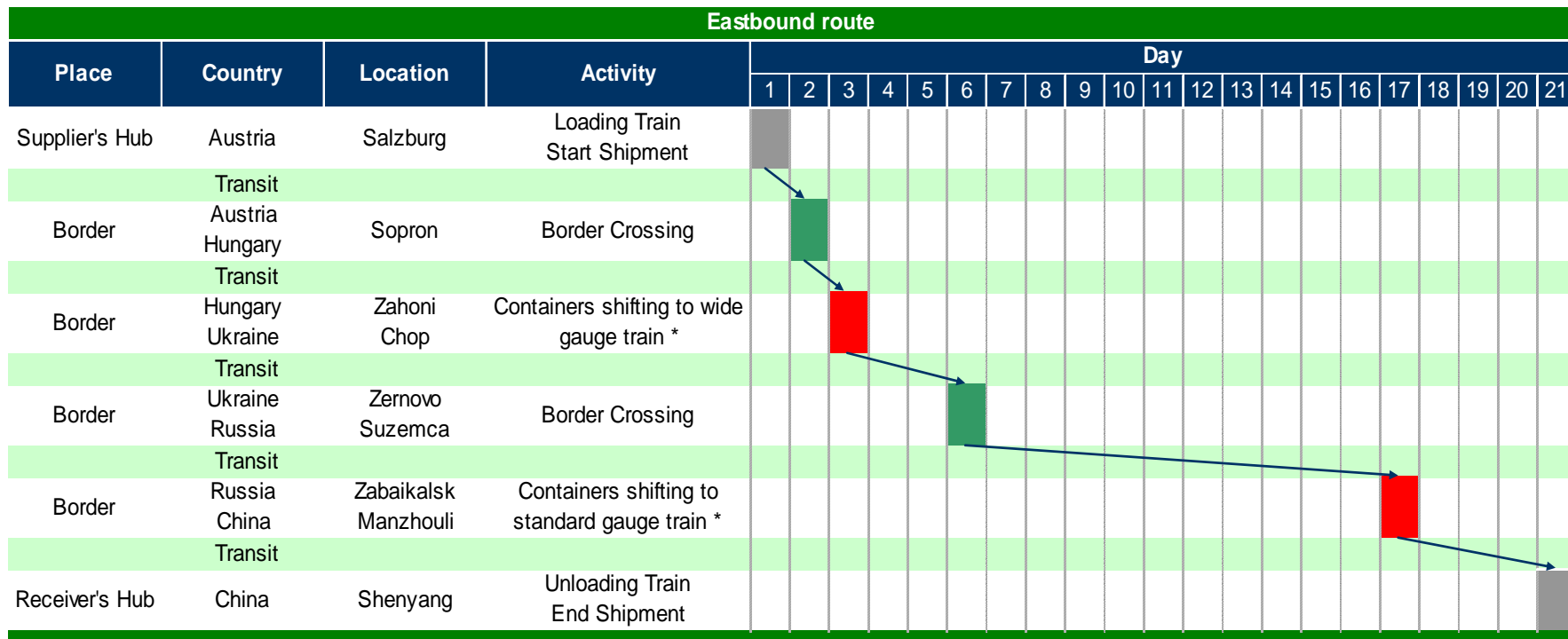
The table below reports the timeline for a standard Westbound shipment .



* Containers are shifted from Standard gauge train to Wide gauge trains, and vice versa, at China/Russia and Ukraine/Hungary borders. The shift is necessary because of the difference of track's gauge between Russia and other countries.

Timeline

The table below reports the timeline for a standard Eastbound shipment.



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Environment

Environment Report



- whole railway route is electrify, main supply by hydroelectric power stations.
- 20% of the emissions of the deep sea voyage



FELB

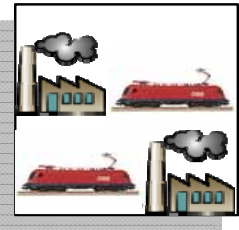
FELB OFFICES



Advantages/ Savings



The rail service is done on the same climate zone, not as the sea voyage which is running via 3 climate zones (including tropical area) **producing condensation**, therefore special treatment against rust is saved on both ends.



Using our train transport can be done directly from main suppliers facilities and from e.g. automotive logistic centers, this will **reduce costs and time** as part of suppliers are located in Germany, Austria, Hungary, Slovakia and other areas in Central Europe.

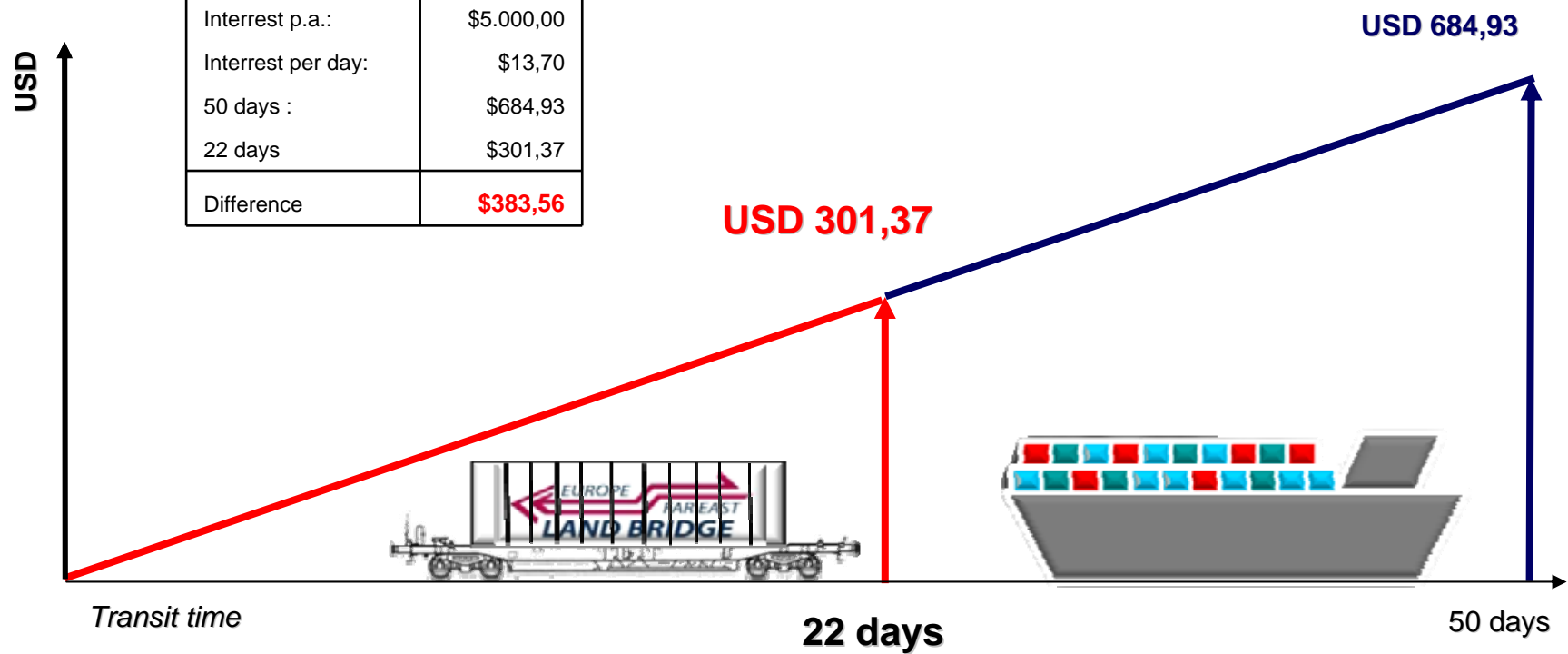
Competitive Advantages / Savings

Category	Land Bridge	Ship	Air
Time	19-23 days	45-50 days	7 days
Cost	Comparable to shipping	Set by market demand	Significant premium
Ability to carry heavy containers	Trains can easily cope with heavy containers	Limited availability and Premium cost	Highly expensive
Need for specialist packing	Minimal - temperate zones and relatively smooth ride	Movement and corrosion risk require customised packing	Some due to temperature changes and turbulence
Carbon footprint	Low: short distance; electricity for rail mainly not from fossil fuels	High carbon footprint	High carbon footprint
Flexibility	Flexible service with dedicated trains possible	Relatively inflexible	Flexible

Saving Interests

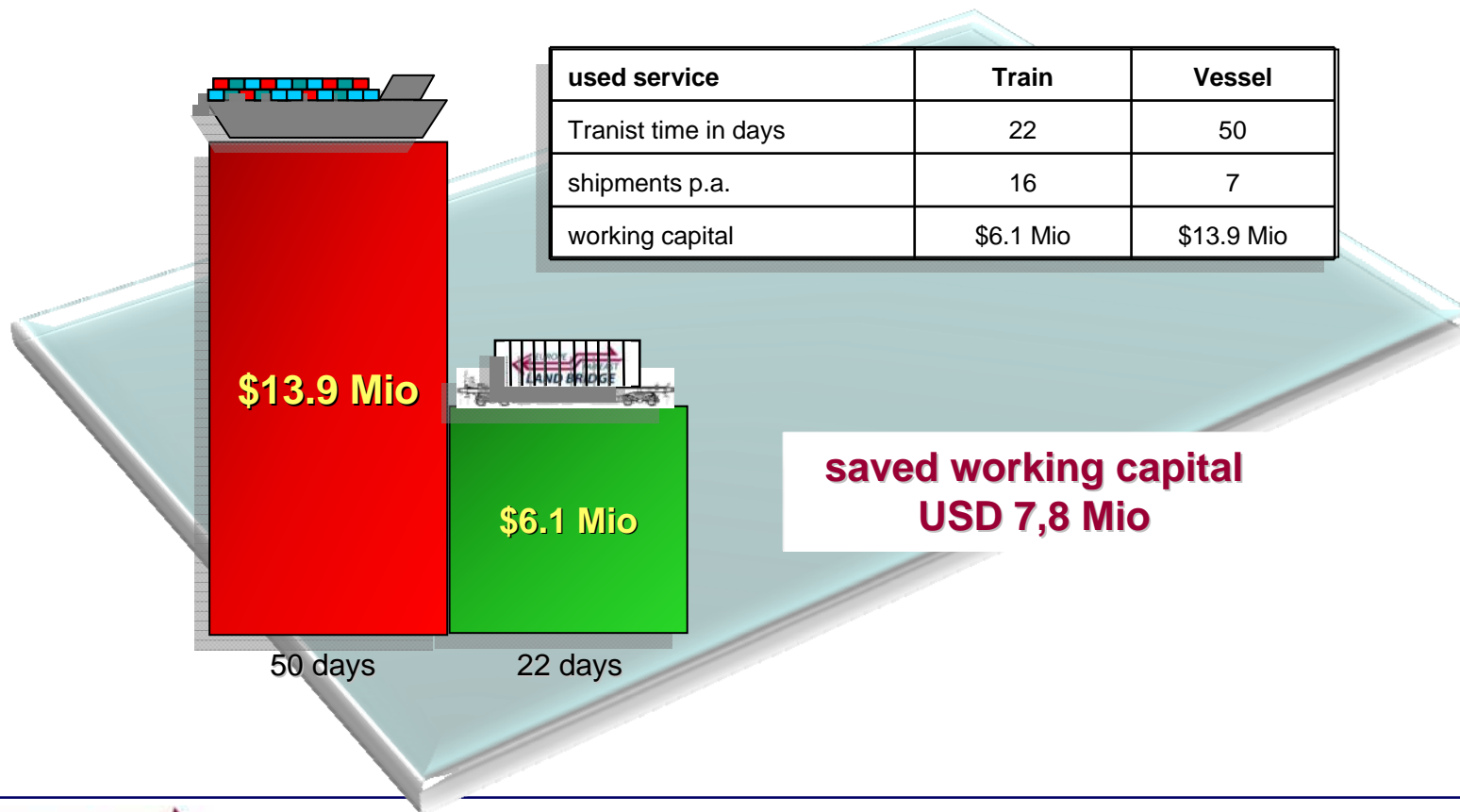
VALUE per Container USD 100.000.-

Interrest p.a.:	\$5.000,00
Interrest per day:	\$13,70
50 days :	\$684,93
22 days	\$301,37
Difference	\$383,56



Saving working capital

VALUE per Container USD 100.000.- / 1000 Containers p.a.



references



Contact

For further requests please contact us

