

**Speech by Gennady Bessonov,
Secretary General of the Coordinating Council
on Trans-Siberian Transportation (CCTT)
International Association**

*FERRMED conference «Efficient Multimodal
Transport in Europe through FERRMED
Standards»
(4 March 2014, Brussels, EU Parliament)*

**Logistics and the Quality of Multimodal Transport Operations on
the Trans-Siberian Route**

Slide 1 (words of welcome)

Ladies and gentlemen,
Dear colleagues,

I am pleased to have another opportunity to make a report here, in the European Parliament at a conference of the FERRMED association.

Slide 2

In my presentation I am going to focus on the Trans-Siberian Route as a global multimodal transport corridor.

10 thousand kilometres of the Trans-Siberian mainline comprise the basis of the Trans-Siberian Route. With its sea legs, carrying cargo from China, Korea and Japan, and manifold rail branch lines, running across Central Asia, the Asia-Pacific Region and Europe, the TSR is a reliable intercontinental high-capacity link for foreign trade cargo traffic.

As it is essential for all parties involved in multimodal traffic to have their activities coordinated, the Coordinating Council on Trans-Siberian Transportation, which I represent today, undertakes this function.

And I must say without false modesty that we have been successfully fulfilling it since established 20 years ago.

Slide 3

CCTT member operators and freight forwarding companies, leading in the international market for transport services, offer a range of regular container services on the East – West international transport corridor.

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

Slide 4

Logistics has a high level of synergy of other business sectors, such as freight transport and operator services.

This slide presents RZD's subsidiary companies and joint ventures, which secure a high level of door-to-door West-East-West transport services between.

Slide 5

The major part of Russian container flows go through Baltic and Far East ports.

I will briefly touch upon some particular freight transport projects on these routes.

Through Baltic ports:

1. Baltic Transit project

The cargoes, which arrive from North America and Europe through the ports of Riga, Tallinn and Klaipeda, are accumulated by the Latvian railway into full-length container trains running to Kazakhstan. Their load is dispersed and delivered by trucks and single containers to destination points in Central Asia.

From 2009 the route was used to deliver NATO cargo to Afghanistan.

2. Mercury project.

Goods arriving from the ports of Klaipeda and Kaliningrad make up a full-length train running to the destination point in Moscow.

The project is commercially attractive because of its fixed schedule and fast border crossing.

Slide 6

Such projects as Riga Express, Eurasia 1 and Eurasia 2 also involve Baltic ports.

You can see these routes on this slide.

Slide 7

The rail and ferry freight service, running via Sassnitz-Mukran and Ust-Luga, is a good example of multimodal transport between the Transsib and Europe.

(The port of Sassnitz is a CCTT member, too.)

Slide 8

Far East ports are involved in multimodal and intermodal services of the FESCO transport group. The group owns vessels which service the leg on the Trans-Siberian Route from Japanese, South Korean and Chinese ports to Vladivostok, as well as a container, rolling stock and truck fleet, making it capable of delivering goods to various regions of Russia.

Slide 9

TransContainer OAO and Vostochnaya Stividornaya Kompaniya OOO operate a joint service via Far East ports as part of the Transsib in 7 Days.

Slide 10

Today the CCTT participate in the operation of the following through and foreign-trade freight block train services:

- Ostwind, Kazakhstan Vector (Germany – Russia – Kazakhstan);
- Slavyansky Express (Poland – Russia) and others.

Slide 11

Regarding the development of multimodal rail-and-road transport, it is worth mentioning that intermodal competition is ineffective.

Taking in to account that rail transport is more environmentally friendly as compared with trucking, the prospects for developing piggyback transport are becoming more and more promising Russia as well as the EU.

Slide 12

In 2012 at the 21st CCTT Plenary Meeting RZD and VR Group signed a joint plan for organization of piggyback transport.

By now there have been several test runs as part of this project.

Slide 13

This slide presents the future range for RZD's development of piggyback transport.

Studying the global practices figured out the following principles of piggybacking development in the 1520 network:

- Regular container traffic should be established using the principles of passenger traffic (compliance with a fixed schedule for departure and arrival) regardless of the train load.

- Piggyback transport is competitive if organized by train components (as parts of a piggyback train), without breaking the train during handling operations at transit terminals.

- At the first stage, it is most relevant to focus on those international routes, which have customs and border-crossing problems for road transport.

Slide 14

Thus, Asia – Europe transport communication via the Transsib is one of the most sought for. It is recognized as a route of major importance in the context of Euro-Asian transport integration.

And the CCTT as an international forum for all parties involved in Euro-Asian multimodal transportation to work out a joint stance on the most important problems.

Slide 15

Thank you for your attention!