

Russian point of view on international transport corridors

North–West region of Russia

Sundsvall (Sweden), 2013

Russian point of view on international transport corridors



North-West Region
of Russian
Federation

Sundsvall (Sweden), 2013

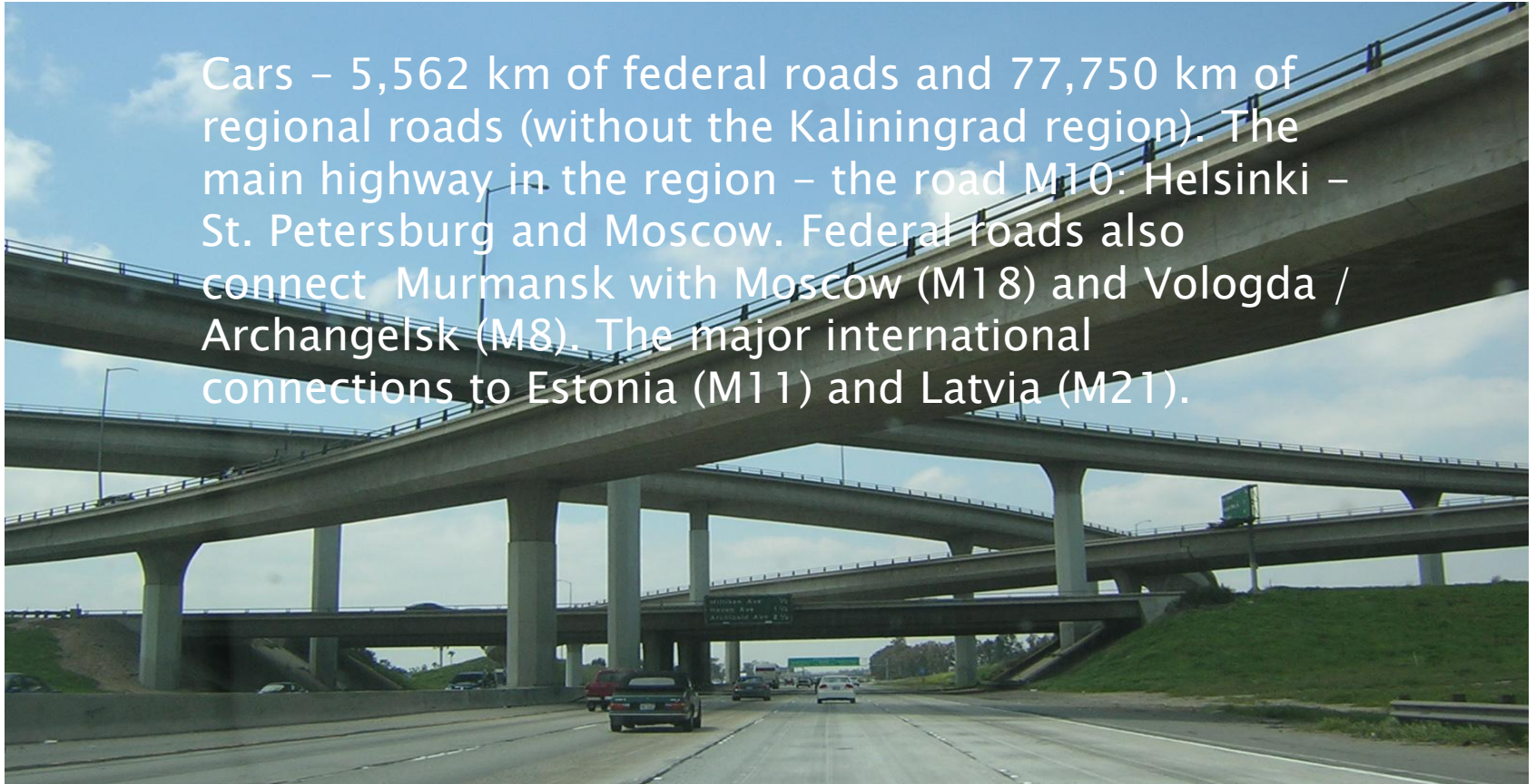
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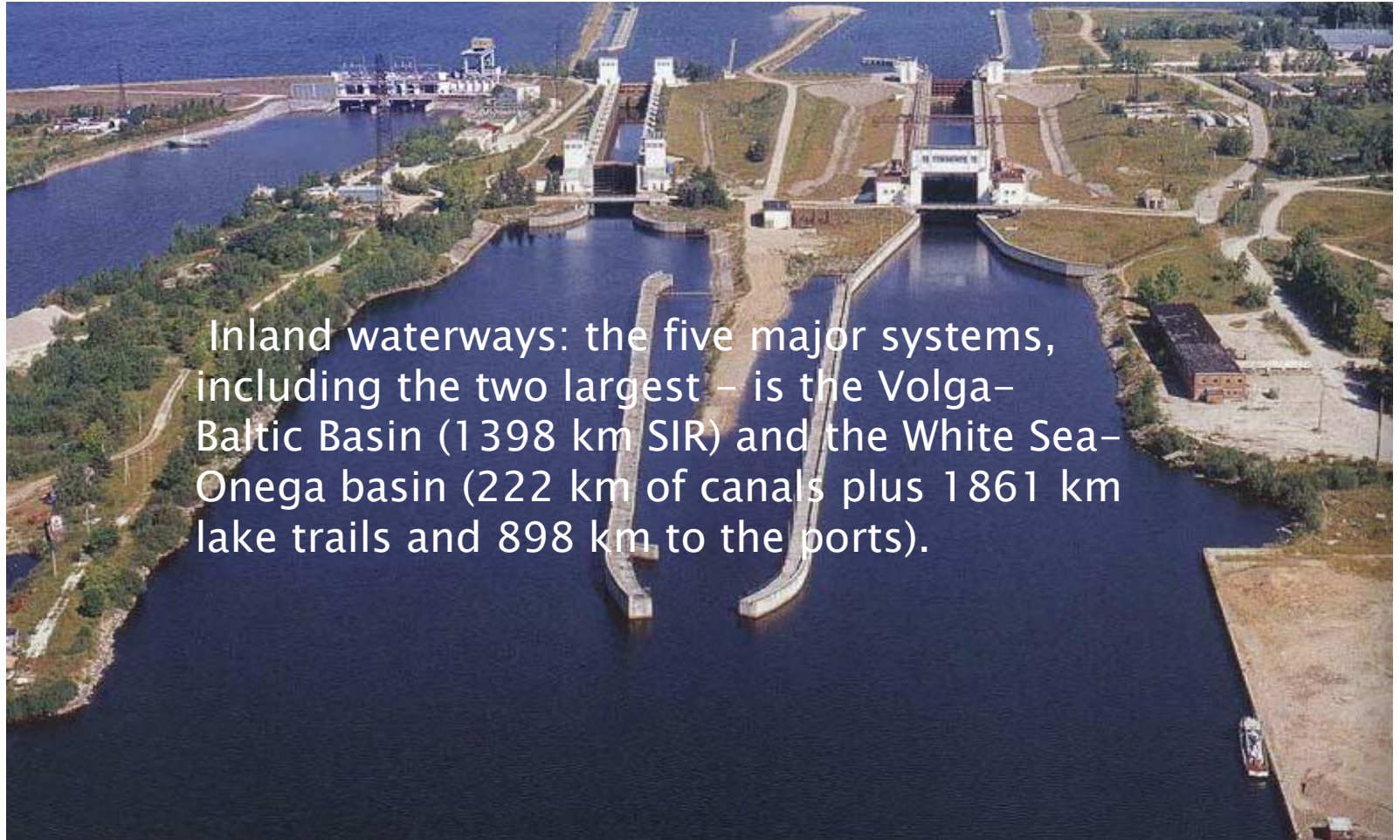
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Cars – 5,562 km of federal roads and 77,750 km of regional roads (without the Kaliningrad region). The main highway in the region – the road M10: Helsinki – St. Petersburg and Moscow. Federal roads also connect Murmansk with Moscow (M18) and Vologda / Archangelsk (M8). The major international connections to Estonia (M11) and Latvia (M21).



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Inland waterways: the five major systems, including the two largest – is the Volga–Baltic Basin (1398 km SIR) and the White Sea–Omega basin (222 km of canals plus 1861 km lake trails and 898 km to the ports).

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Aviation. The main airfield complex – is St. Petersburg, Murmansk, Arkhangelsk and Syktyvkar. Also in the region, there are about 100 airports and airstrips.



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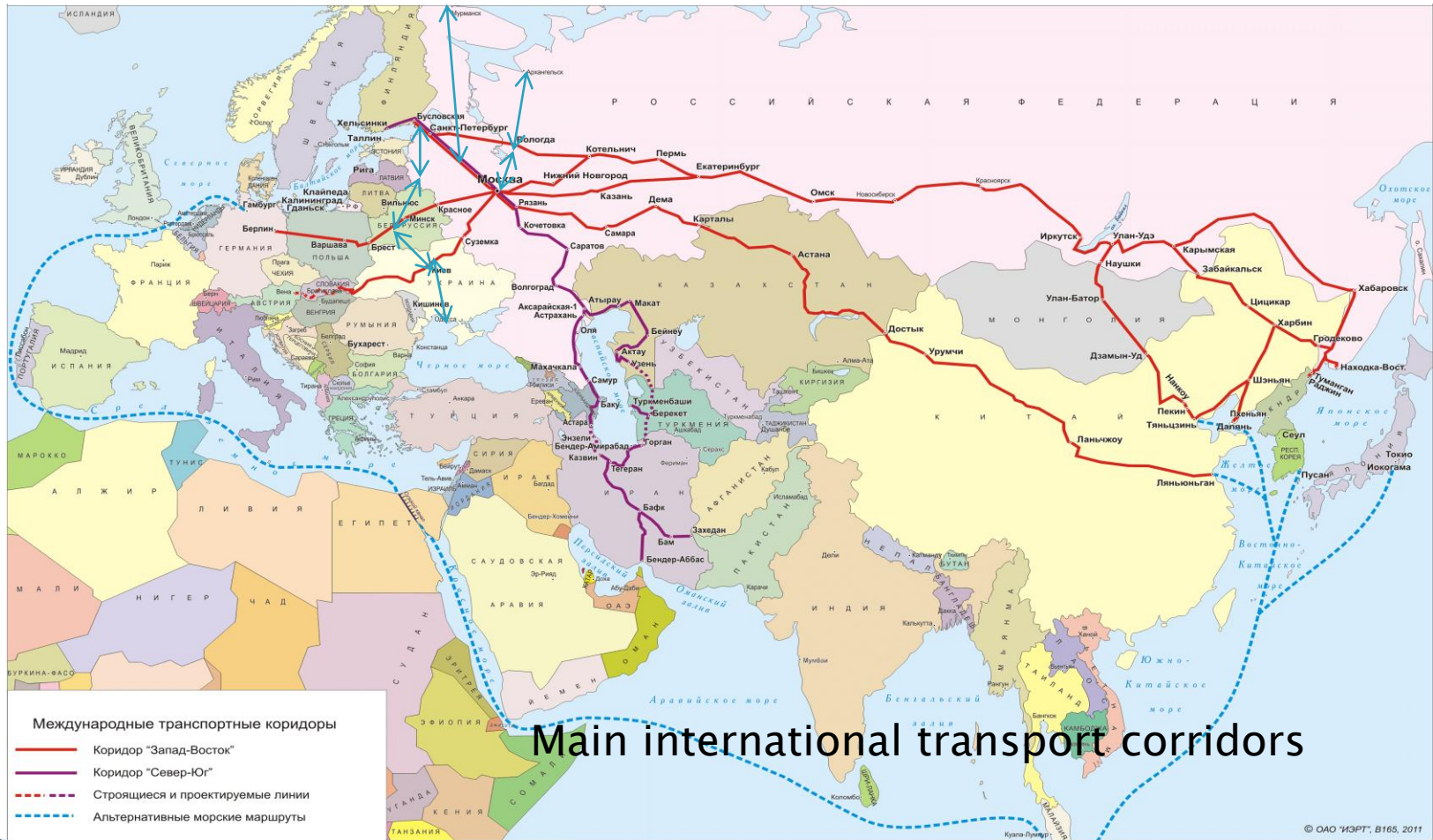


Ports: quay walls, jetties, cargo areas and channels for pilotage.

The main ports are St. Petersburg, Murmansk, Kaliningrad, Arkhangelsk, Primorsk, Ust-Luga and Vyborg. There are a number of other local ports such as Kandalaksha (Murmansk region) and Kem (Republic of Karelia), through which international trade is not regular.

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In this regard, in the territory of North–West region there are three international corridors:

the "North–South", its elements are:

- Murmansk – Petrozavodsk – Volkhovstroy – Tver – Moscow;
- Arkhangelsk – Vologda – Yaroslavl – Moscow;
- Inland waterways, including the Volga–Baltic and White Sea–Baltic channels

pan–European transport corridor number 1 and 9:

- The border with Finland – St. Petersburg – Moscow – Kiev – Ukrainian ports on the Black Sea;
- St. Petersburg – Pskov – Nevel – Vitebsk – Kiev – Ukrainian ports on the Black Sea;

"East–West" ("Transsiberian"):

- St. Petersburg – Vologda – Kotel'nich – Perm – Ekaterinburg – Transsiberian railway

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Complex development of the Murmansk Transport Hub, including:

- construction and renovation of port infrastructure facilities for handling coal, oil and oil products, container handling;
- creation of a logistics center;
- development of the railway infrastructure (including construction of railway line output – Lavna, reconstruction of railway approaches (from the station Volkhovstroy);
- development of road infrastructure (including the development of the road network in the city of Murmansk and the reconstruction of the road "Cola")
- construction and reconstruction of sections of the road from St. Petersburg through Priosersk, Sortavala to Petrozavodsk

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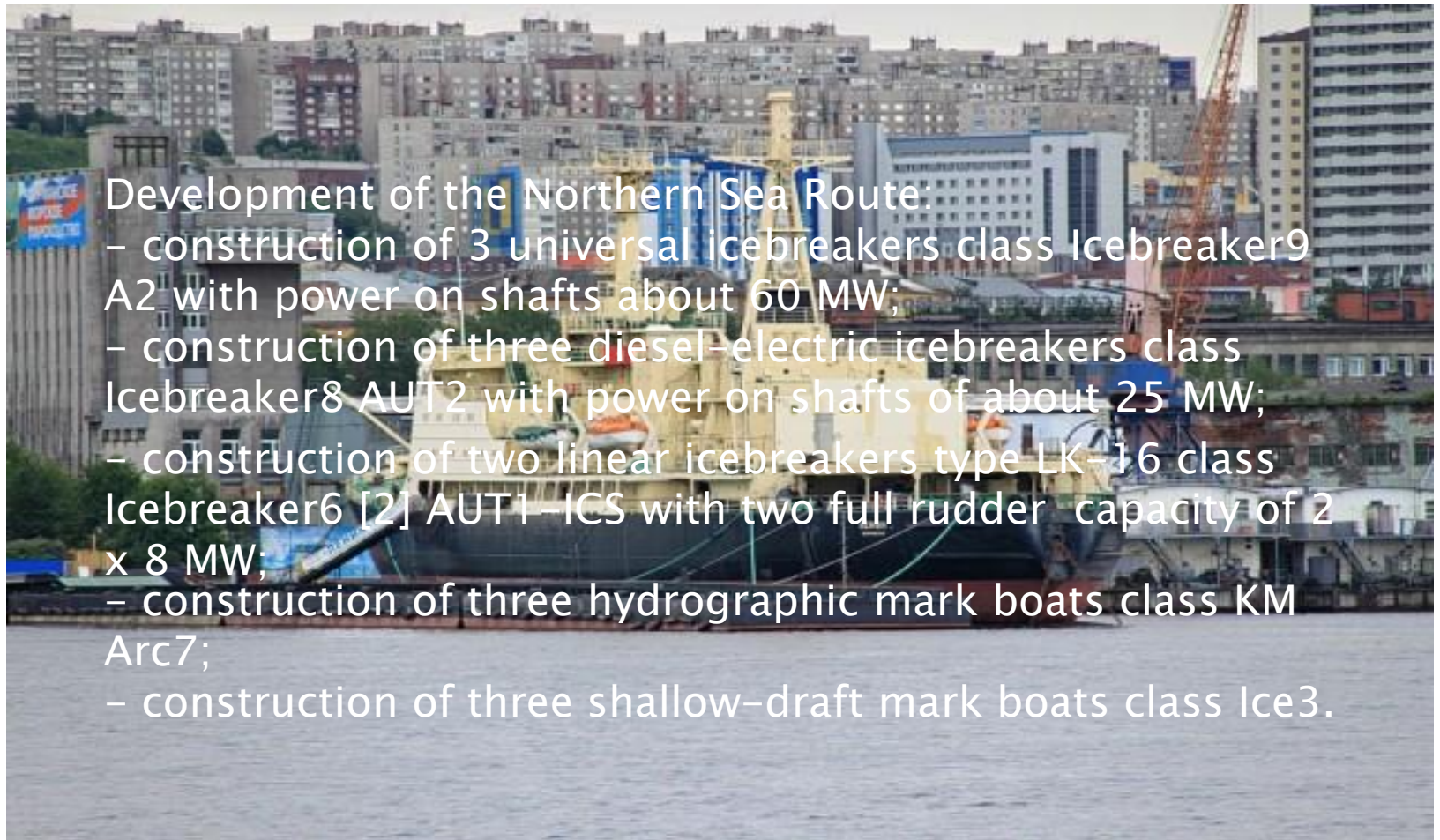
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New high-speed route of the international transport corridor "North - South" in a new direction at the expense of the construction and reconstruction of roads following:

- speed highway "Scandinavia";
- speed highway M-11 "Moscow - St. Petersburg";
- road M-4 "Don";
- speed highway Krasnodar Abinsk-Kabardian;
- highways in the Novorossiysk transport hub;
- high-speed highway of Sochi - the port of Kavkaz.

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Development of the Northern Sea Route:

- construction of 3 universal icebreakers class Icebreaker9 A2 with power on shafts about 60 MW;
- construction of three diesel-electric icebreakers class Icebreaker8 AUT2 with power on shafts of about 25 MW;
- construction of two linear icebreakers type LK-16 class Icebreaker6 [2] AUT1-ICS with two full rudder capacity of 2 x 8 MW;
- construction of three hydrographic mark boats class KM Arc7;
- construction of three shallow-draft mark boats class Ice3.

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«Midnordic Green Transport Corridor» has a chance to become a part of multimodal transport corridor Europe – Asia, under the following conditions:

- it must be one from the places of cargo formation to the goods delivery places, use logistics schemes with the through rate and no long delays at the external borders and complicated customs procedures;
- around the Corridor should be formed a joint logistics companies both from the West and the East, and also be maintained a strong agent network to attract cargo;
- necessary to attract large companies (including joint-ventures), which could provide a transit container park;
- at key points of the distribution of cargo it's necessary to build a multi-modal terminals and logistics centers (hubs);
- an important contribution to the effectiveness of the Corridor should be a maritime transport for short distances (short-sea-shipping) between Sundsvall and Kaskinen ports;
- participants of the project should continued creation and improvement of the infrastructure of checkpoints on external borders;
- possible use of so-called "1520" – the rail network with a width of 1520 mm, Finland, Russia;
- reducing negative impact of the transport system on the environment by transfer from road to rail, as well as a pilot project in the Baltic Sea for the introduction of economic incentives (reduction of port charges) for the use of the ships of cleaner fuels;
 - encouraging the use as a marine fuel liquefied natural gas (LNG);
 - creation of marine bunkering bases at ports to supply ships with environmentally friendly fuels.

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Thank you for your attention !

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