The Kaliningrad region's transport complex and its integration in the transport system of the Baltic Sea Region

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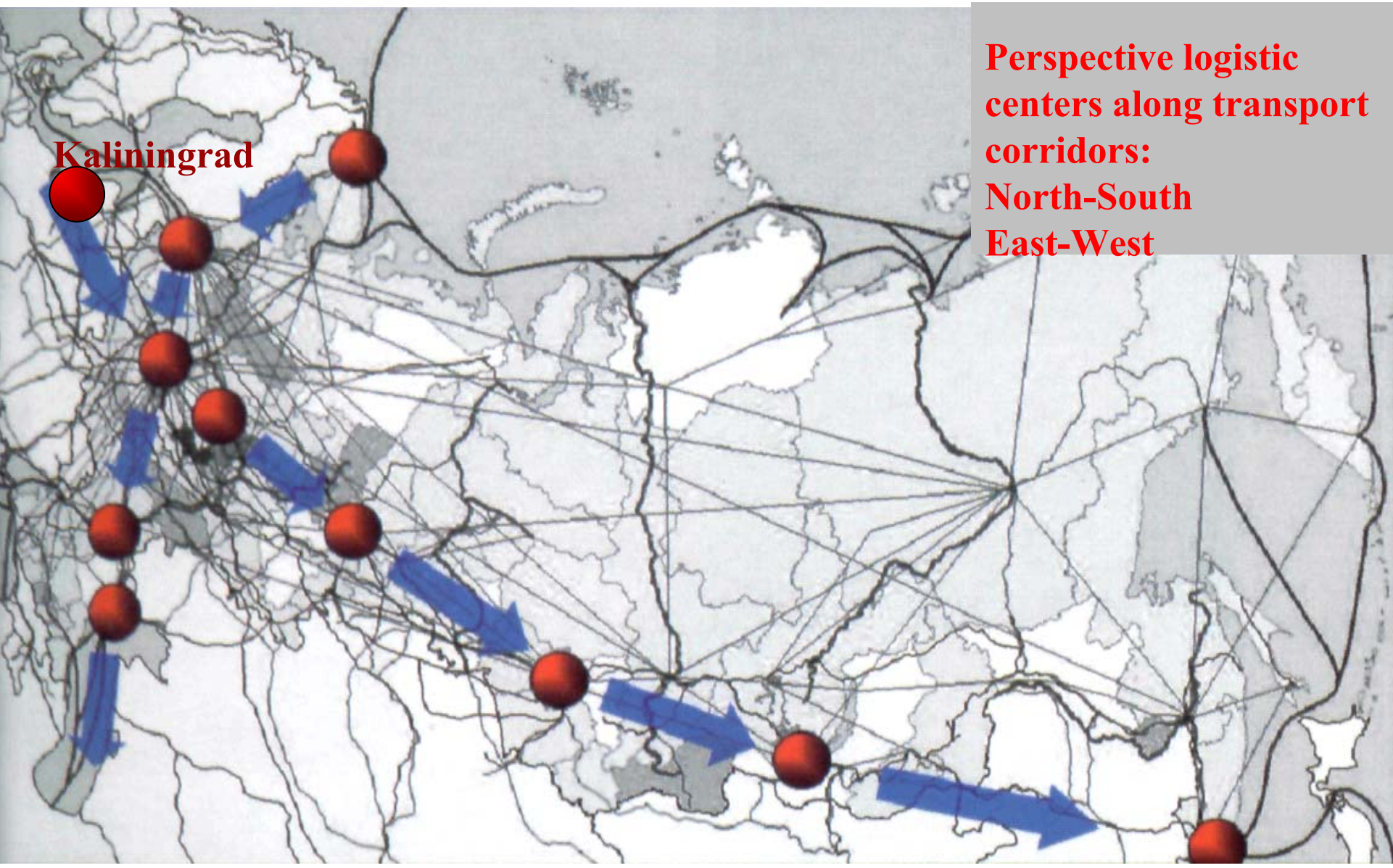
Logistic centers located along transport corridors



SWOT analysis of Kaliningrad Region transit potential

Strengths:

- advantageous geographical location;
- availability of the non-freezing sea port;
- all types of state border passage points are available;
- availability of two railway track standards: Eastern and West-European;
- competitive prime cost of organization of imported cargos transit to the Russian Federation within intermodal traffic of “sea + vehicle type”.

SWOT analysis of Kaliningrad Region transit potential

WEAKNESS:

- **Transit cargos attraction is considerably dependent on the level of Lithuanian and Belarusian railway tariffs in Kaliningrad direction.**
- **Lack of unified logistic service of multi-modal transportation junction. Common information space for cargo tracking.**
- **Imperfection of control procedures at the border. The rules for international trade of the Russian Federation are insufficiently harmonized with the EC procedures and regulations.**
- **Motor roads structure and quality. Shortcomings of the existing road network of the Kaliningrad region.**
- **The traffic capacity of railway approaches to ports, which are one of the key elements of multi-modal corridors, is four-five times lower than the required capacity for 2020.**
- **Relatively shallow depth of the port berths (up to 10.5 m in Baltiysk port) does not enable allowing in container ships with the capacity more than 3-4 ths TEUs**

SWOT analysis of Kaliningrad Region transit potential

OPPORTUNITIES:

- **Construction of the new deep-water port in Baltic urban district**
- **Implementation of the policy of the Federal Customs Service of the Russian Federation on relocation of points of goods basic custom processing to 30 km frontier zone of the Customs Union.**
- **Adoption of the long-term strategy for transportation development of the region till 2020, and of the Russian Federation in whole till 2030. Transport is recognized to be one of the major specializations of the region.**
- **Increase of cargo export from the Baltic Region countries by 68% from 2003 to 2020 and growth of imports by 35% (according to the East West Transport Corridor project data). Increase of the volumes of trade with BRIC (Brazil, Russia, India and China) countries. Overload of St. Petersburg port.**
- **Implementation of the major investment projects. Assignment of "base region" status to Kaliningrad for integration of the Russian economy into the European and world production chains ("the region of cooperation")**

SWOT analysis of Kaliningrad Region transit potential

THREATS :

- **Incomplete involvement of Kaliningrad in international transportation and logistic projects like TransBaltic and East West Transport Corridor; Lack of attention to the interests of the territory in agreements, being concluded within the framework of the Eurasian Economic Community (EurAsEC) and the Shanghai Cooperation Organization (SCO).**
- **Lack of agreement about the equal ton-kilometer tariff in the territories of Russia, Lithuania and Belarus.**
- **Toughening of the EU technical regulations and environmental standards. Insufficient attention in the Russian Federation to the environmental issues relating to transportation.**
- **Lack of the required quantity of the qualified personnel in the field of transport and logistics, taking into account the prospects of industry growth.**
- **Insufficient financing of infrastructural facilities development. Lagging behind ports of Klaipeda and Gdansk in the pace of port and railway facilities improvement. Lack of broad of PPP practice.**
- **Lack of clear regulations and procedures for interaction between different kinds of transport, low degree of compatibility of the used loading and unloading technologies and equipment.**

Branches of international transport corridors passing through the Kaliningrad region

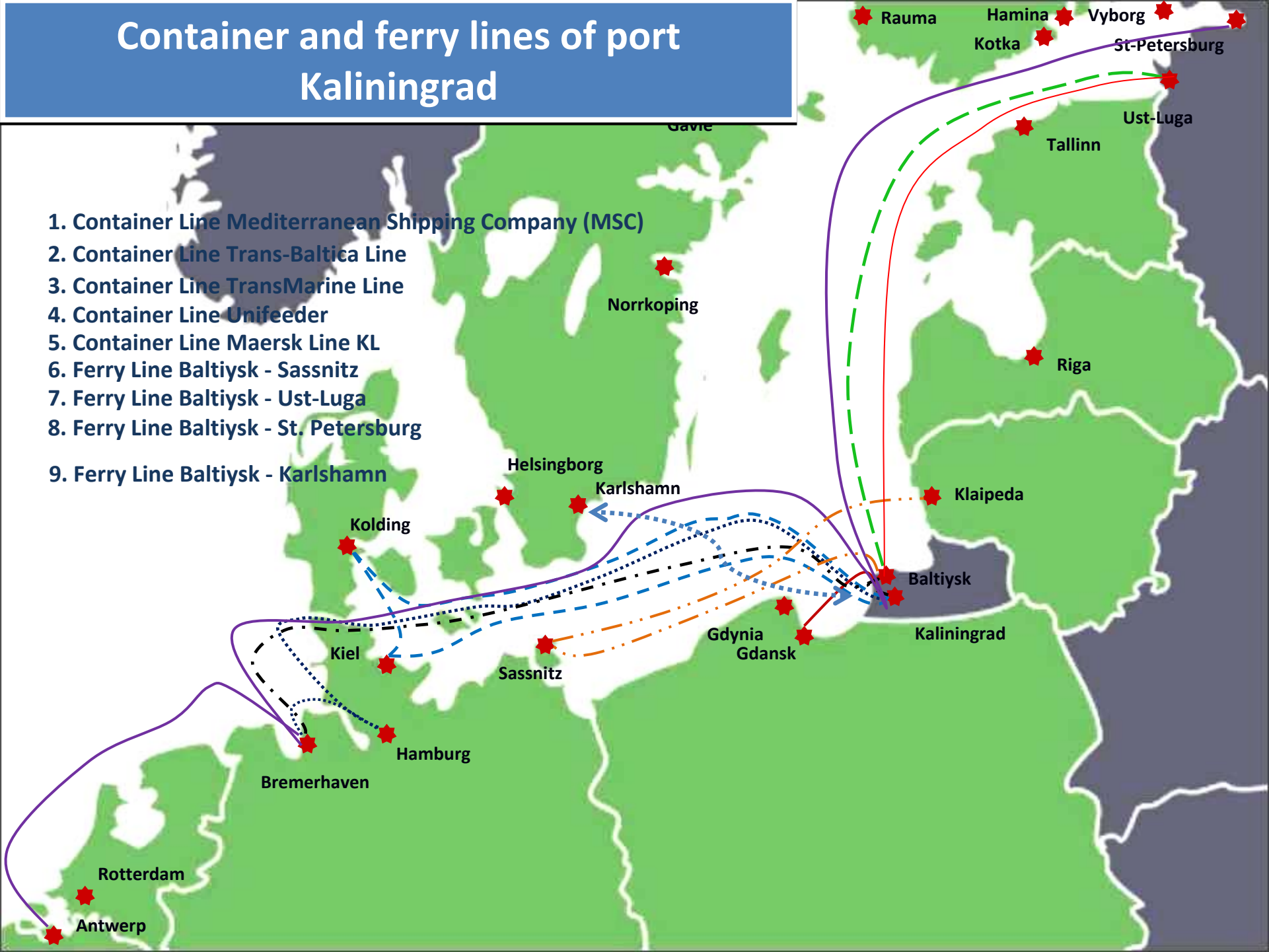

Main railways network
The Baltic sea
Lithuania
Sovetsk
Slavsk
Neman
Pionersk
Zelenogradsk
Svetlogorsk
Polessk
Krasnoznamensk
Railway boader station
Chernyshevskoje
Primorsk
Kaliningrad
Svetliy
Gvardeisk
Chernjakhovsk
Nesterov
Kybartai
Baltiysk
Gusev
Ladushkin
Mamonovo
Pravdinsk
Bagrationovsk
Ozersk
Branevo
Zheleznodorozhniy
Bartoshitse
Skandava
railway gauge 1520 mm wide
railway gauge 1435 mm wide
Poland

Network of main motor roads of the Kaliningrad region till 2020

Dual roads in each way

Single roads in each way

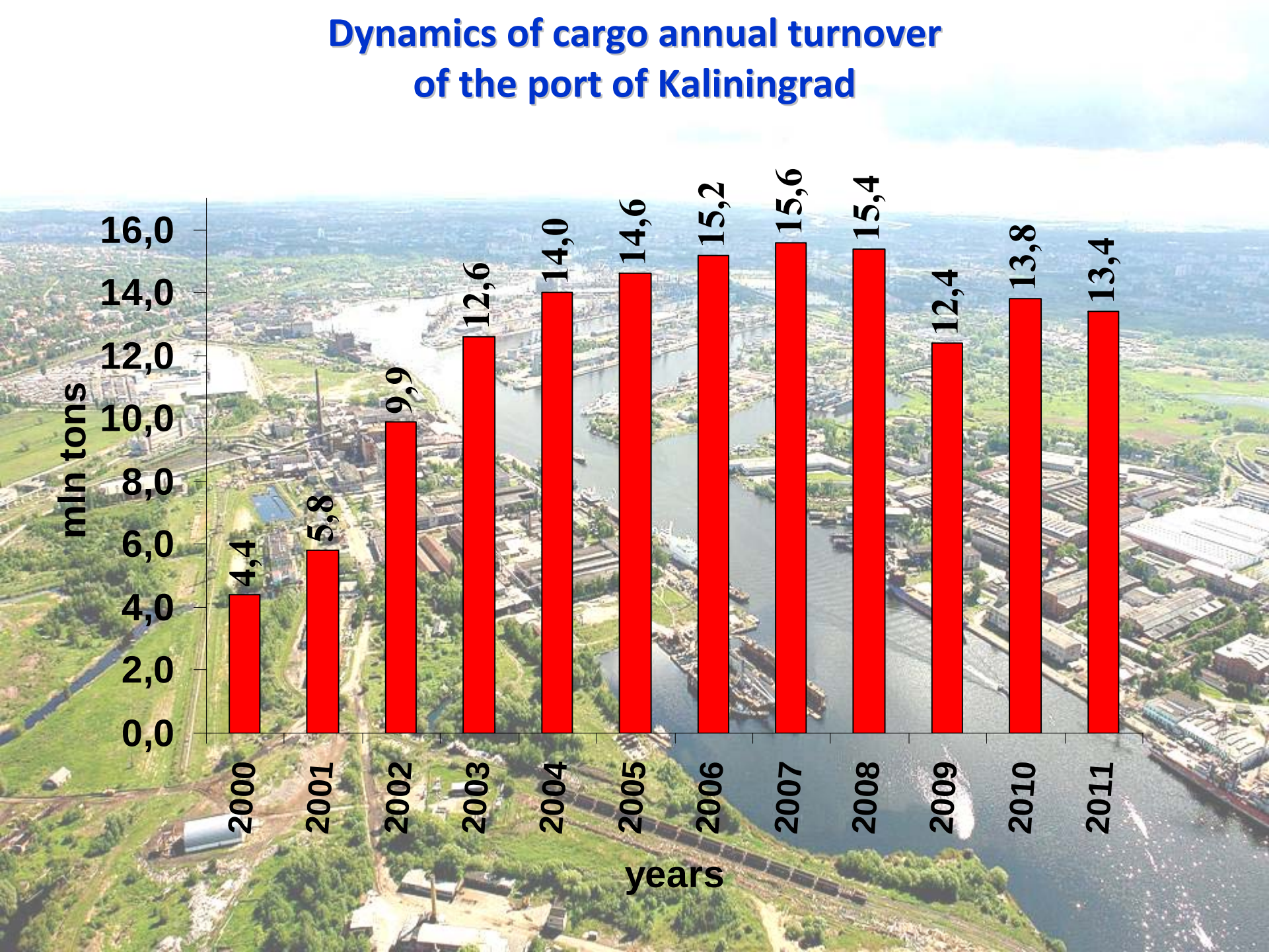
Container and ferry lines of port Kaliningrad



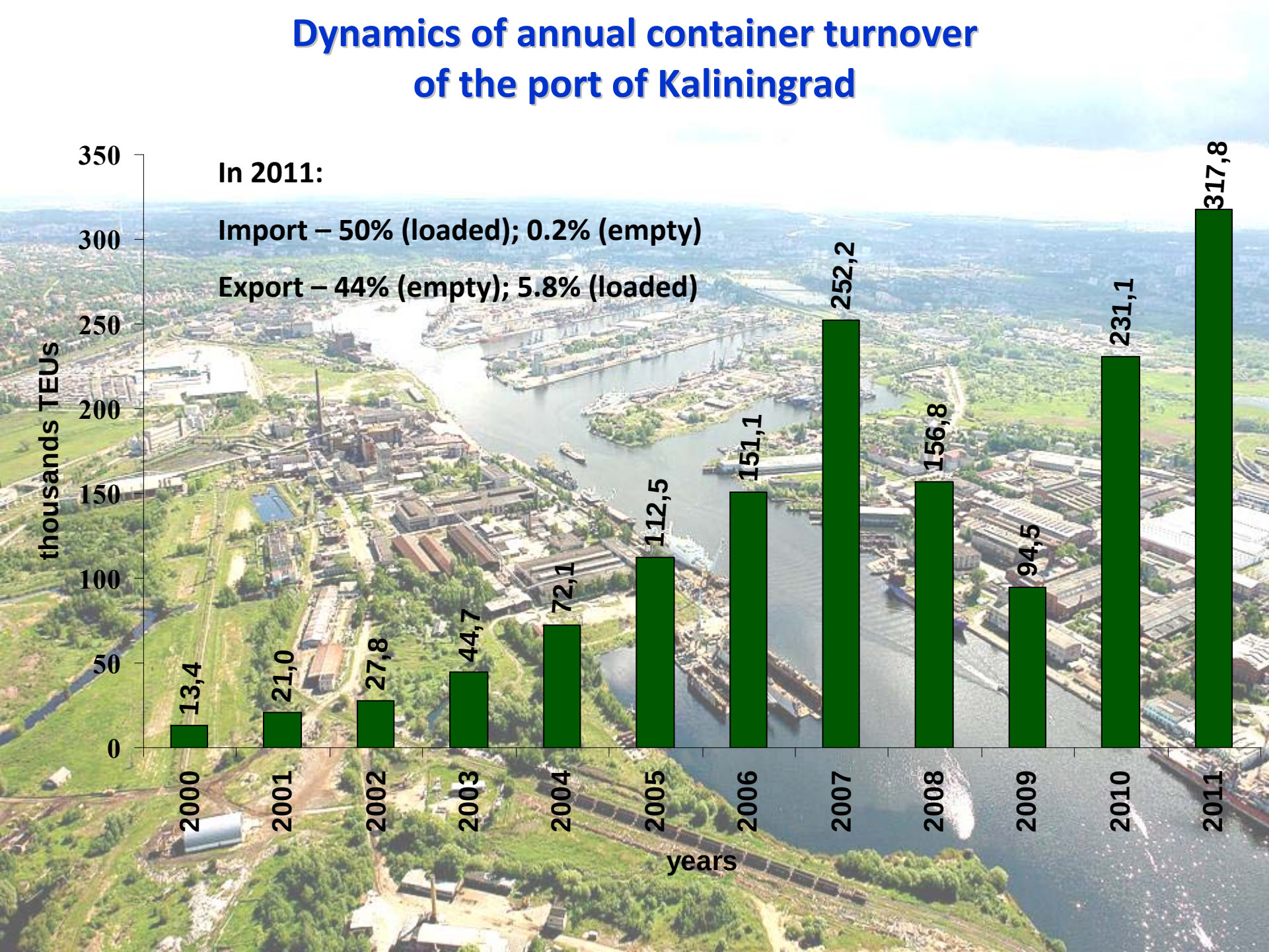
The Present of the port of Kaliningrad

- ***Composition***
  - Avantport Baltiysk;
  - Inner harbours at Kaliningrad;
  - Terminals along 43-km long Canal;
- ***Berthing***
  - About 20 000 m total length;
- ***Canal dimensions***
  - Halfway from the entrance: depth - 10,5 m; width - 80 – 180 m
  - The rest part: depth - 9,0 m; width - 50 m;
- ***Throughput***
  - Capacity – 33 M tons;
  - Cargo turnover (M tons):
  - 2008 – 15.6, 2009 – 12.4, 2010 – 13.9, 2011 - 13.4;
  - 15 stevedoring companies handle all kind of cargoes in the port;

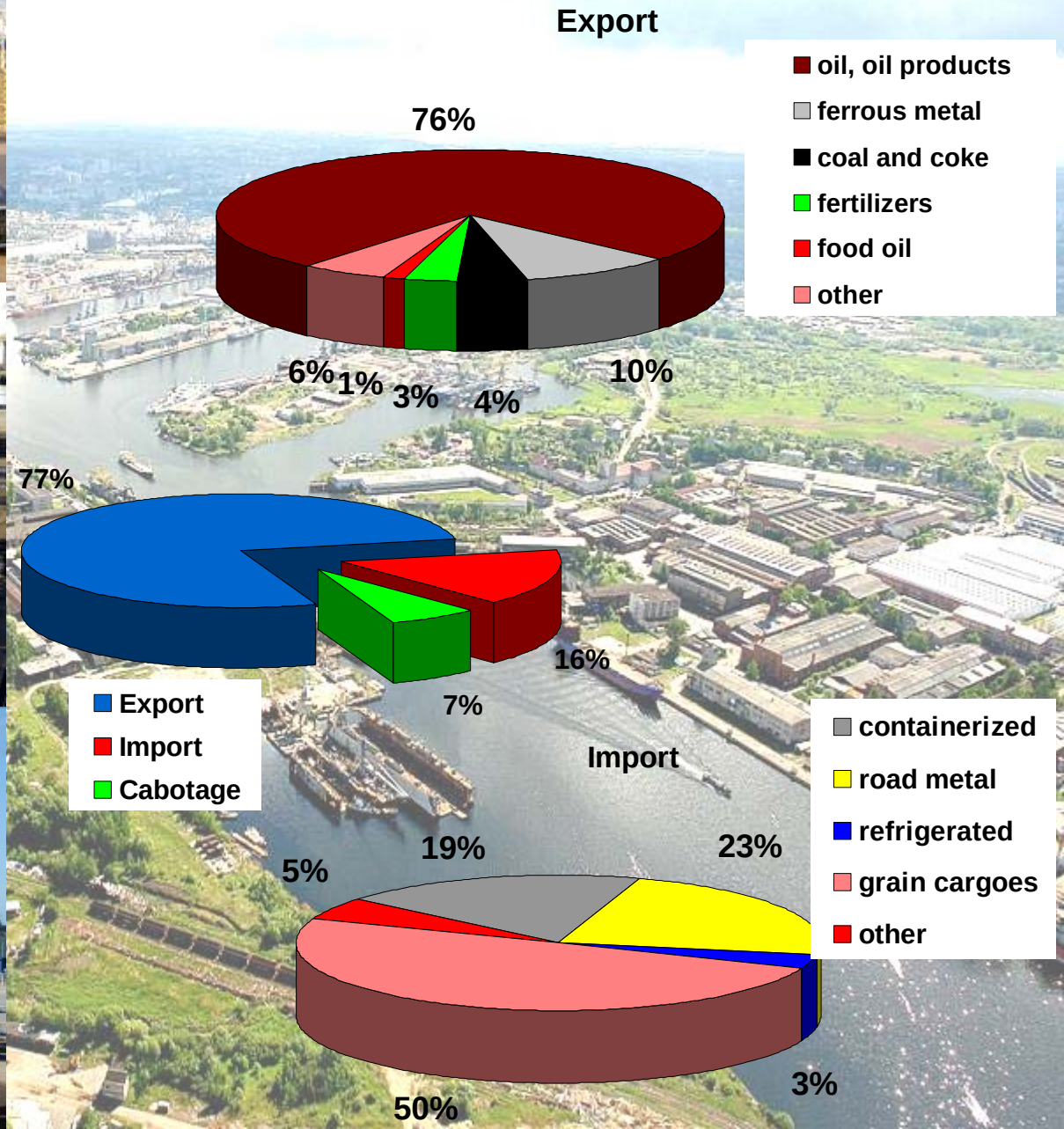
Dynamics of cargo annual turnover of the port of Kaliningrad



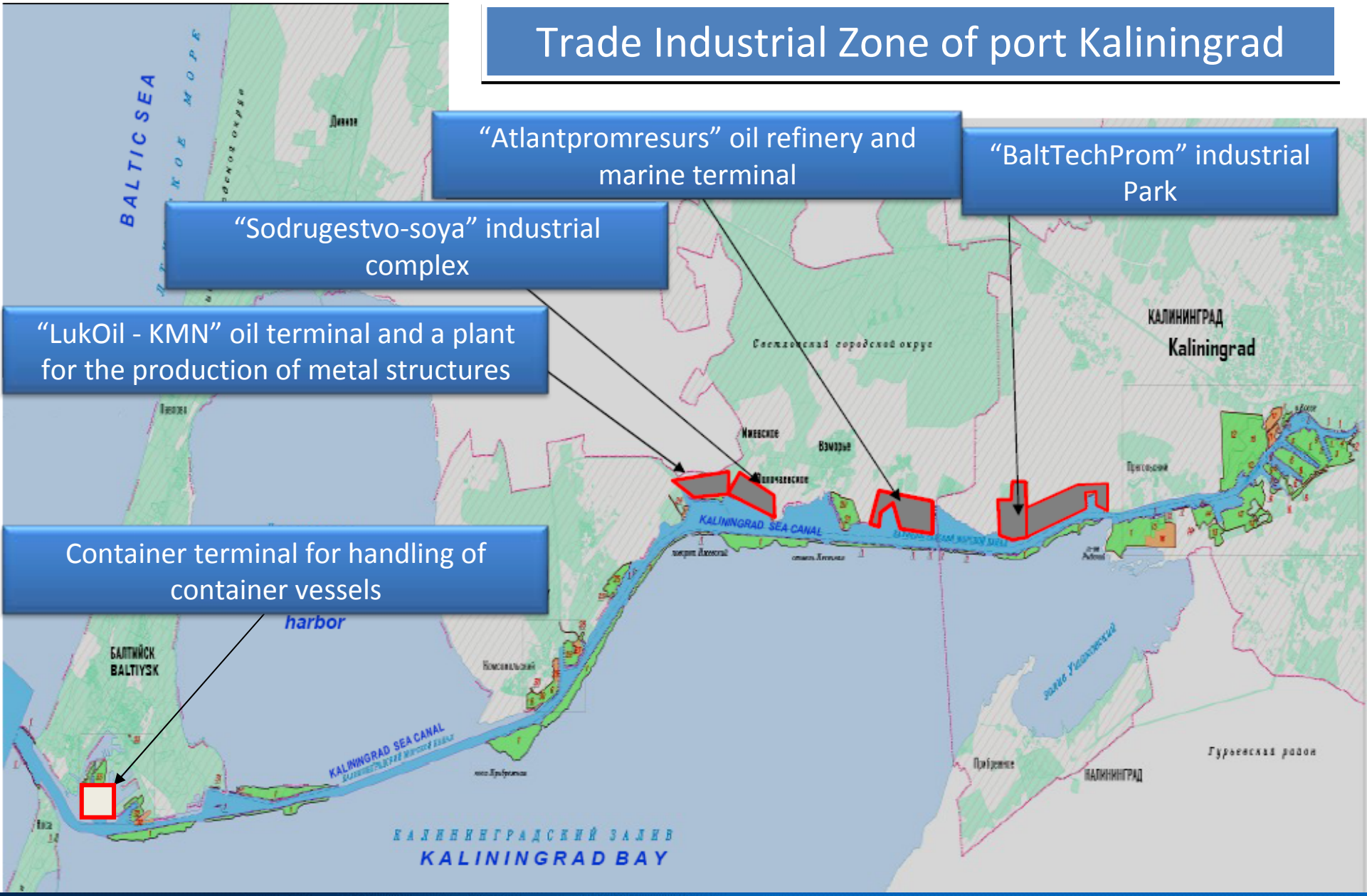
Dynamics of annual container turnover of the port of Kaliningrad



Correlation of export and import in cargo turnover of the port in 2011



Trade Industrial Zone of port Kaliningrad



The Future of the port of Kaliningrad.

Directions of port development:

- **Construction of new and modernization of acting port producing complexes.**
- **Cruise and ferry transshipment.**
- **Development of port as deep sea container hub.**

Variants of transport hub in the Kaliningrad region

Main characteristics of the new hub

Characteristic	Total	Turnover of terminals			
		containers	logistical centre	General cargo	Oil
Turnover, mln. tons/year	127	119	1	3	4
Length of berths, km	11,51	4,03+5,08	-	1,8	0,6
Area, hectares	630	520	30	20	60
Canal-bed level, m	up to -17,0	-17,7/-14,0	-	-12,0	-15,0
Breadth of canal, m	280	280	-	-	-

The deep-water port of Kaliningrad

Possible activities

container hub

Transshipment
12,0 million TEU/YEAR
6,0+6,0

Exports liquid bulk cargoes

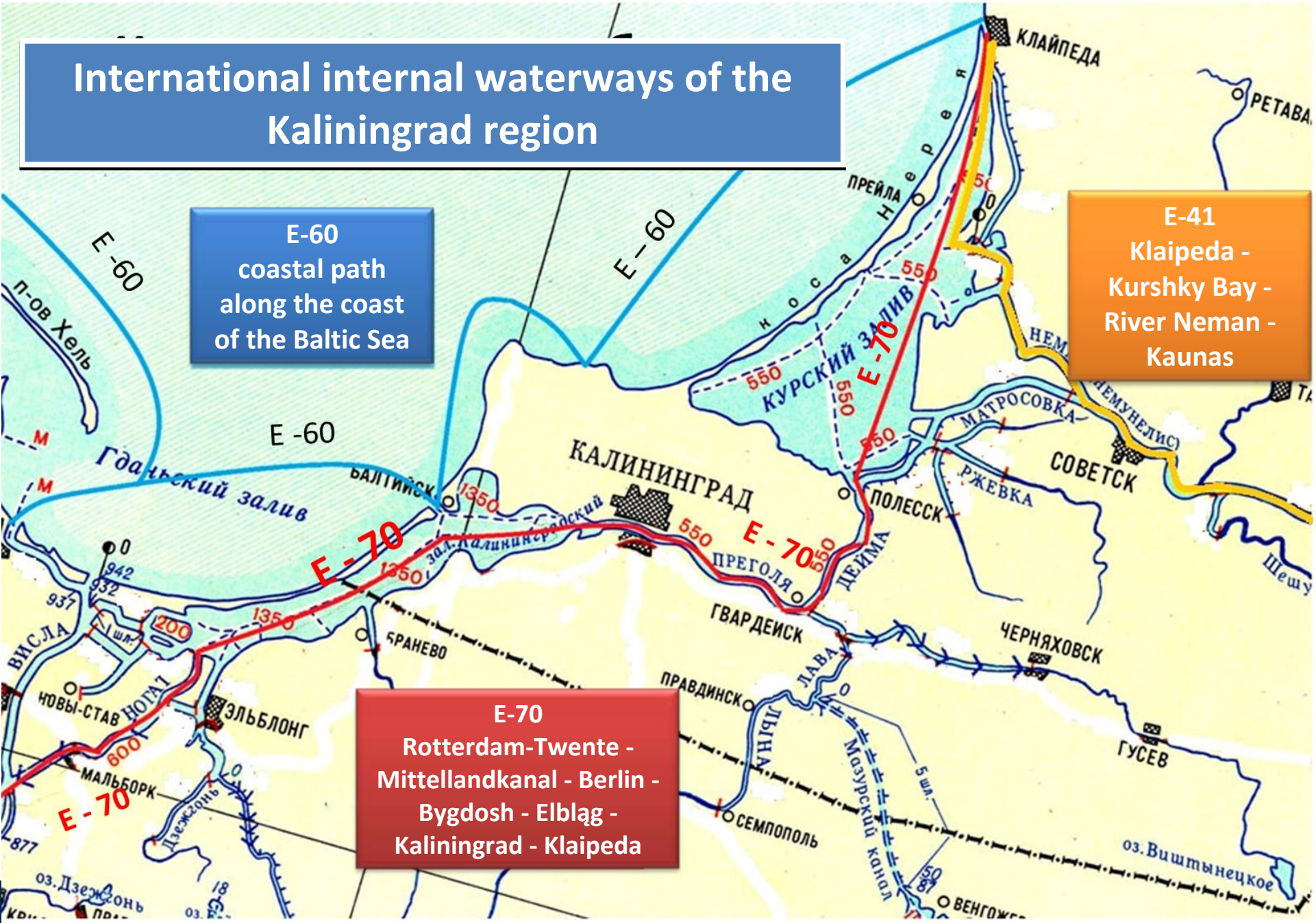
Oil – from 30,0 mln. tons/year
(delivery pipeline)
Fuel-oil – from 20,0 mln. tons/year
(railway delivery)

Exports of bulk cargoes

Coal – from 12,0 mln.tons/year
Fertilizers – from 12,0 mln.tons/year
Ore, grain –from 20,0 mln. tons/year
(railway delivery)

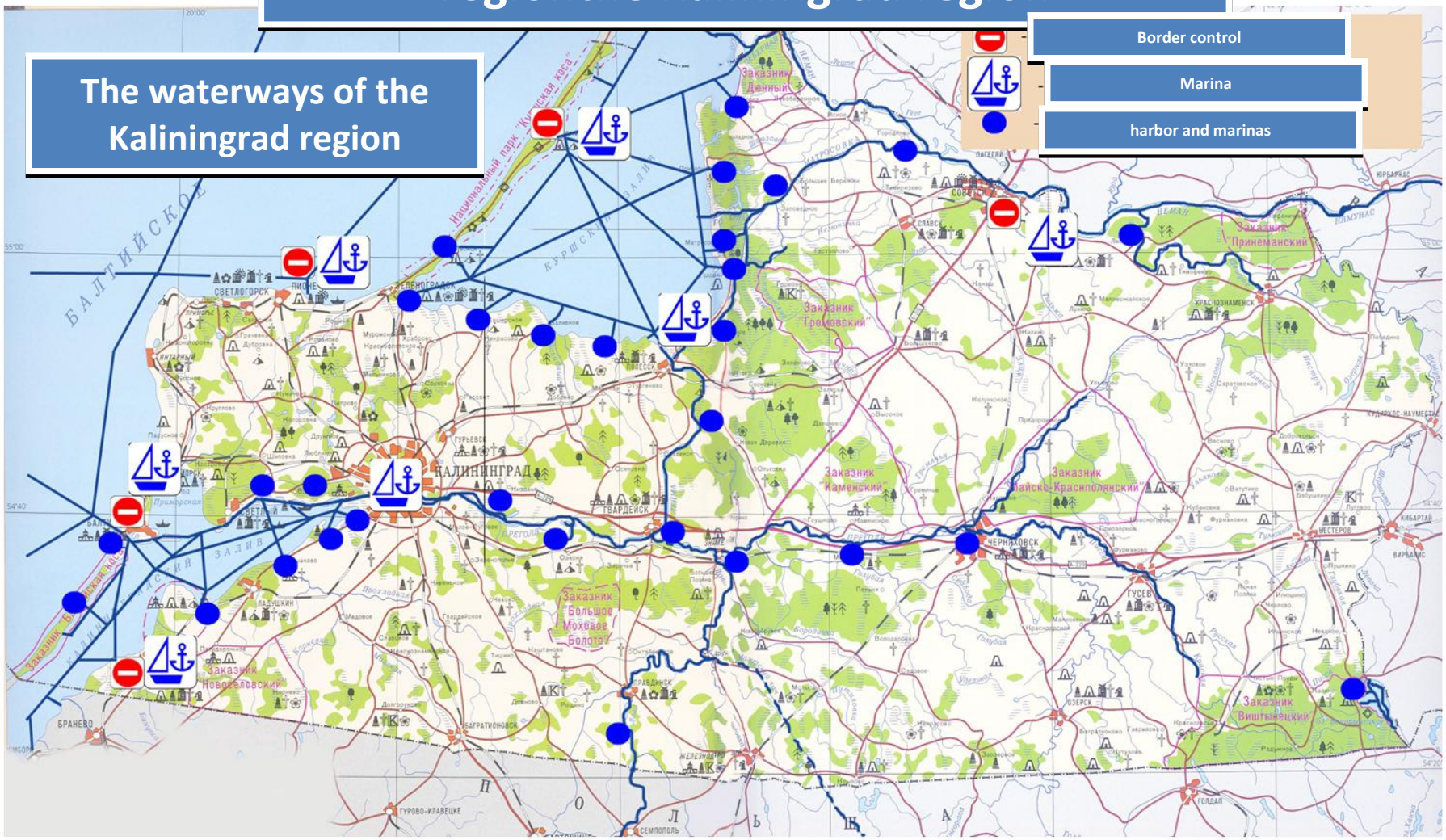
Advantages
- transit-transport independence of traffic flows
- the use of investment mechanisms of state-private partnership

International internal waterways of the Kaliningrad region



The layout of marinas, harbors and piers of The waterways of the Kaliningrad regionthe Kaliningrad region

The waterways of the Kaliningrad region



Marina

Пионерский, Балтийск, Калининград, Краснофлотское, Полесск, Рыбачий.

harbor and marinas

Ушаково, Областного яхт-клуба, Взморье, Гвардейск, Заливино, Ушакова, Заливное, Зеленоградск, Морское, Советск

Russia is a member of WTO now!

Kaliningrad has a new prospects for the development of the transport complex

Thanks for your attention!