



USDA Foreign Agricultural Service

GAIN Report

Global Agriculture Information Network

Template Version 2.07

Voluntary Report - Public distribution

Date: 5/2/2007

GAIN Report Number: RS7311

Russian Federation

Exporter Guide

Logistics and Transportation: St. Petersburg Port Congestion

2007

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Report Highlights:

In 2006, the import container volume for Russia reached 3.1 billion TEU. The container flow has been increasing significantly over the past years, caused by a consumer spending boom. According to experts, the growth rate in the future will be close to 25 percent annually, resulting in 7.5 million TEU by 2010. About 65 percent of the overall Russian container turnover comes through NW Russia. The Greater Port of St. Petersburg infrastructure is not ready for such speedy growth of imports of containerized goods. This report updates GAIN # RS 7302 and discusses possible developments that will resolve major container jams in the region. To alleviate the difficulties, Russia should consider allowing greater off-dock customs clearance of refrigerated containers and should work to speed up infrastructure development for such containers. Such action would reduce prices to consumers and improve customs' revenue collections at ports. This report is based on materials provided graciously by the organizers of the TransRussia Expo & Conference held annually each March in Moscow.

Includes PSD Changes: No
Includes Trade Matrix: No
Quarterly Report
Moscow [RS1]
[RS]

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Executive Summary

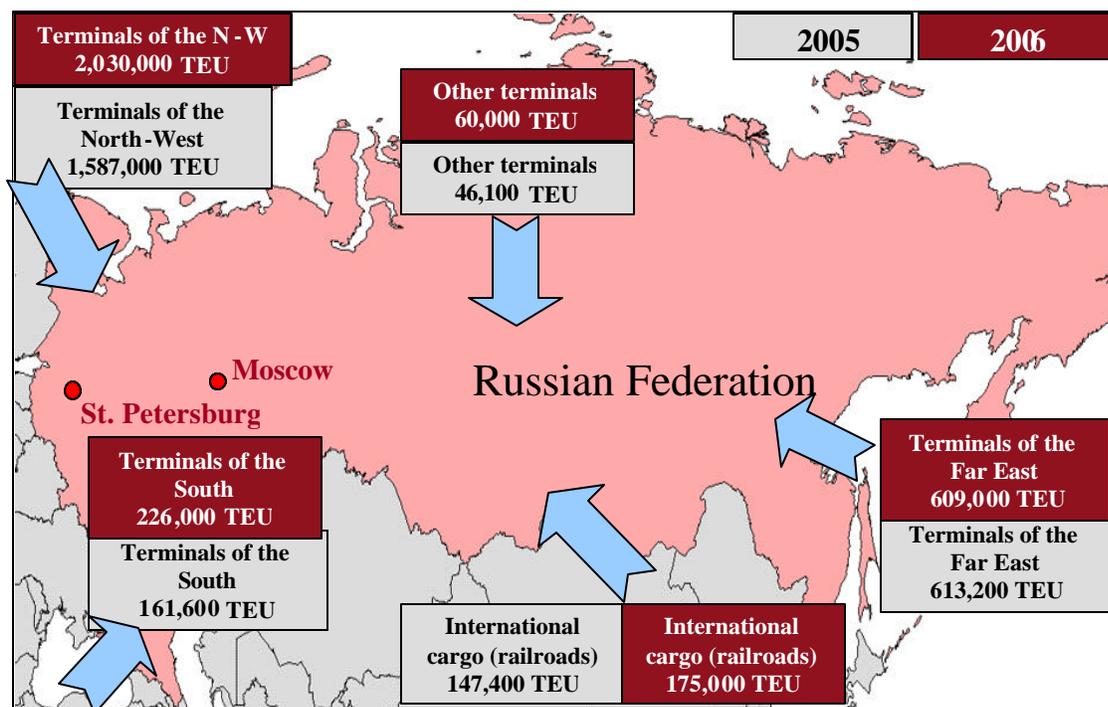
The volume of containers coming into Russia reached 3.1 billion TEU in 2006 which far surpasses the volume of 2002 (1.3 billion TEU) by 2.5 times. The container flow will keep increasing significantly and according to experts the annual growth rate will be close to 25%, which will result in 7.5 million TEU by 2010. High world prices for oil & natural gas, increase in sovereign credit ratings, stability in the political situation have caused rapid economic development and a consumer spending boom. However, the infrastructure of the country is not ready for such speedy growth for containerized goods. Container trade's share of overall retail turnover in Russia is only 30% leaving a big margin to grow to Europe's 70% containerization levels.

Container turnover in Russia

For ports, about 65% of the overall Russian container turnover comes through NW Russia, 16% through the Far East ports, 7% through Novorossiysk, 7.5% are handled by other ports and only 5% are with train transit.

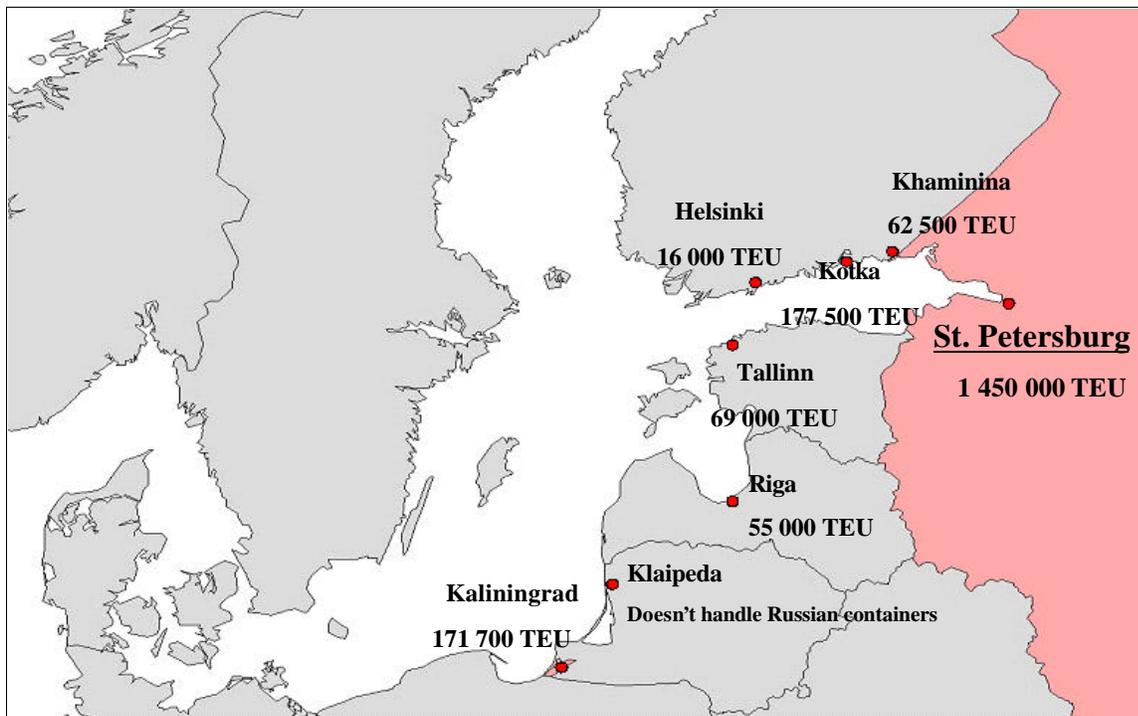
At the same time, growth tempo in the terminals of the NW Russia (including Finland and Baltic states) supersedes the growth in other Russian ports. In 2005, growth in NW Russia was 31.57%. St. Petersburg was the leading port with 44.6% growth.

Picture 1. Entry points for containers in the Russian Federation.



Source: National Container Company at TransRussia2007 trade show
 Comment: The turnover of the N-W terminals includes the turnover of Russian NW ports and transit containers handled in Finland and Baltic states ports and transshipped to Russia.

Picture 2. Existing container terminals on the Baltic Sea



Source: The National Container Company from the TransRussia2007 trade show.

Existing terminals of the NW Russia:

Three major container terminals exist in the Greater Port of St. Petersburg. All of the terminals face the same problems – lack of plugs for climate controlled containers, the transport infrastructure grows more slowly than is needed to keep pace, slow clearance for customs and sanitary/phytosanitary services, and lack of storage space. There are not too many pre-clearance or electronic clearance procedures being implemented. Dwell times for reefer container in the port are about 8 days in summer and reaches 12 days in December. The end of year is a logjam of meat deliveries under quota purchases and holiday sales increases. About 75% of the refrigerated containers transport meat, while only 25% with other goods. It can sometimes take twenty-five days for a meat container to leave the terminal, while fruit normally takes 2-3 days. Meat companies can afford having the container in the terminal for such a period of time every so often, but it causes shortages of plugs for other shipments. Shipping lines have announced their interest in having more diversified cargo clients, however, the fruit industry believes that meat is rather more profitable for the terminal than their products and that they are a lower priority. The peak season for meat exports is mid-October to December, while its low season is May to October.

Existing terminals <http://www.seaport.spb.ru/article/21/> can be viewed at this hyperlink. Berths 84, 85, and 86 are the First Container Terminal. Berths 43-41 are the Petrolesport. Berth 1-1 belongs to the JSC Sea Port of St. Petersburg and might soon be modified for containers. Mmap provided by Sea Port of St. Petersburg.

First Container Terminal

www.container.ru. Operator: National Container Company. CJSC "First Container Terminal" (FCT) was founded in the 3rd cargo district of the Sea Port of St. Petersburg in October 1998 as a stevedoring company specialized in container handling.

FCT today is the largest container terminal at the Greater Port of St. Petersburg and the leader in container handling within the Russian Federation and the Baltics. FCT has a reefer storage area, which is one of the largest in Europe. Terminal's reefer storage capacity is 1850 plugs. Turnover of TEU in 2006 was 700,000. In 2007, the expected throughput capacity will surpass 1,000,000 TEU. From the FCT to the major roadways is a distance of 10 kilometers that must be traveled on two lane roads through urban neighborhoods. According to FCT management, the terminal is completely computerized (except for railroads and customs).

Terminal rates

The world's leading shipping lines call at FCT on a regular weekly basis: Maersk line, MSC, CMA CGM, OOCL, Unifeeder, Team Lines, ESF Euroservice, and SWAN Container Line. There are 1850 plugs total at the terminal: Maersk – 900 plugs; MSC – 440 plugs; OOCL – 180 plugs; CMA – 180 plugs; and APL – 100 plugs. The availability of highly-developed feeder service with transshipment ports in Western Europe provides the cargo owners with the service of the deep-sea carriers, who do not have direct calls at FCT: APL, China Shipping, CSAV, Hapag Lloyd, Hamburg Sud, Hanjin, Evergreen, Cosco, HMM, UASC, SCI, PIL, Yang Ming, K Line, NYK Line, MOL, ZIM, MISC. Maersk (St. Petersburg chapter) mentioned the following routes for containers coming from the USA: US port – Rotterdam – Bremerhaven – St. Petersburg.

Petrolesport

www.petrolesport.ru. This port is owned by the Severstal group of companies. Turnover in 2005 was 300,000 TEU. Severstal plans to invest in development of the terminal and increase the capacity to 1.5-2 million TEU. Petrolesport was founded in 1994. Terminal shipping lines and agents that call on regular basis are: BTS, Delta, FinTrans, Formag, Maersk, MetDepo, Modul, OOCL, Rova Maritiem, RusCon, Samskip, and SoyuzKhimTrans.

Kronshtadt – Moby Dick

Operator: Containership Oy (Finland). Turnover in 2006 was 160 thousand TEU. According to importer contacts, this terminal has been experiencing problems with getting cargo out of the terminal. The terminal is located on the island Kronshtadt, out in the Gulf of Finland just offshore from St. Petersburg. In April 2007, the situation got very serious, as the federal agency in charge of road construction announced that the terminal is preventing the agency from constructing the city's Speed Diameter, -- a Federal autoway that is expected to solve many traffic problems of the city and help the Port of St. Petersburg move cargo out of the port quicker. Containership Oy has rights on operations for a long period of time on the land of the terminal, however, as the situation develops it is not clear if the terminal will continue to exist. There are currently discussions to shut the port in May again.

Other

Close to half of the refrigerated containers coming into the Greater Port of St. Petersburg are handled at the berths that belong to former USSR factories/wharves:

LCC "Fish port" – 790,000 tons in 2005

JSC "Baltiyskiy factory" (berth N4, operator- JSC "Eco Fenix Holding", ? berths NN 1, 2, 5, 6, operator - LCC "Terminlong al Service"- 810,000 tons)

Morskoi Port St. Peterburga – 510,000 tons

CJSC "MorGidroStroy" – 350,000 tons

JSC "Baltic Shipbuilding Plant" – 300,000 tons

JSC "Severnaya Verf" ("North wharves") (berth N5, operator - CJSC "North star")

JSC "Kanonersky Ship-Repair yard" – 325,700

LCC "Baltic port" – 175,200

LCC "Inflot port" – 22,400

Most of the above-mentioned berths faced serious problems this year, as covered in FAS Gain Report RS7302. The Border Service suspended work of several St-Petersburg port companies due to poorly equipped entry points in February 2007. This affected fruit imports as parts of the cargo were directed to other Baltic ports.

The FSB RF Federal Border Service sent a letter to the authorities of St. Petersburg on January 26 notifying them that a ban had been introduced on operations of about 20 piers of St-Petersburg stevedore companies because they did not have permanent entry points, and the existing temporary points did not correspond to the qualifying requirements.

After about a week's suspension the berths were reopened. Each berth received a plan of modernization from the Border Service and as long as operators meet their planned improvements, the berths will stay open.

Future container terminals

Ust' Luga www.ust-luga.ru **Baltic Container Terminal** This is a project of the National Container Company and the German Eurogate consortium. The proposed port is 110 km west of St. Petersburg in the Pskov region and near the Estonian border on the coast of the Gulf of Finland. The entrance channel is 4.5 km long and 200 meters wide, with a depth of 16 m. The port will not freeze in winter. Its expected capacities are: 500,000 TEU by 2010; 1,500,000 TEU by 2014; 3,000,000 TEU with 6000 plug sockets by 2019. Investments from 2006 to 2020 are expected to reach \$800 million from the government and JSC Ust' Luga.

Ust' Luga is the transport industry's most ambitious project since the Soviet era. The project is developing with the involvement of the federal government, Leningrad region administration and private partnership including the Absolut holding group (note: not the vodka) and the National Container Company.

Among the ongoing projects are: dredging the sea channel, dredging water unloading area, navigation equipment, hydraulic engineering works, land reclamation, social infrastructure, construction of modern railroad and automobile road systems, engineering support (electricity, heating supply systems, water services). Among private sector projects: berth construction, construction of the adjacent territory, loading equipment, warehouses and admin buildings, modern IT systems for operating the terminal. The container terminal is planned to become part of unified transport system of full cycle supported by logistics centers and transportation channels well connected to the port.

Construction started in April 2007, by the general contractor - Sochimorstroy. At first, two berths will be built with a total length of 440 m. The building of the berths, which will be constructed simultaneously, will be completed in December 2007.

The port is located in the west of the Leningrad region near the Pskov region and the Estonian border. A coal trans-shipment terminal and an automobile terminal, the first of two with the capacity to handle up to 40,000 cars per year, have been recently completed. The port infrastructure, with capacity to handle up to 35 million tons of cargo per year, is still under construction. Work is being conducted on all 11 terminals; the General Cargo Container terminal and the Sulphur Trans-shipment terminal will be finished by the end of 2007. RZhD (Russian Railroad Company) is going to spend about \$150 million for the reconstruction of the lines directed to the Ust-Luga Seaport.

JSC Sea Port of St. Petersburg (Morskoi Port)

www.seaport.spb.ru In March 2007, the director general of the Morskoi Port St. Petersburg announced the group's plans to construct a container terminal on the land of the Forth Stevedore company inside the Port of St. Petersburg. The group plans to invest \$150 million and build a terminal with an annual capacity of 1.5 million TEU

Other

Companies that originally were involved in other sectors of the economy are now considering projects with container terminal as a new prospective business. Sorus (www.sorus.ru) – Russian major fruit importer - is announcing its plans to invest \$150 million in construction of the terminal in Kronshtadt. The terminal annual capacity will be 2.5 million tons. Construction will start in 2008. The terminal would specialize in refrigerated containers, containers, general cargo and other shipments. However, in the light of recent problems of Moby Dick container terminal such plans do not look as possible to fulfill as just a month ago.

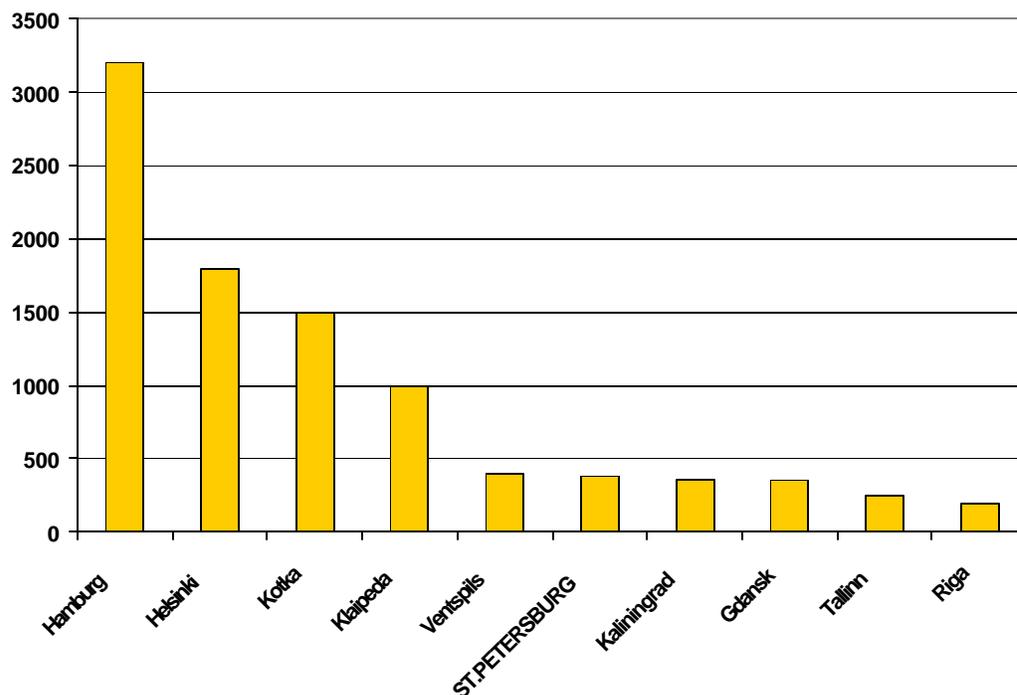
Alternative ports at the Baltics (Estonia, Latvia, Lithuania, Finland)

A significant part of cargo directed into/from Russia is handled at the Baltic ports (Estonia, Latvia, Lithuania, Finland). According to experts, close to 50% of containers arriving in Estonia and 70% arriving in Latvia are forwarded into Russia.

Baltic and Finnish ports are very interested in this cargo flow and provide good conditions for Russian clients by reducing harbor dues and canceling VAT. The stevedore companies at these ports are more flexible than their Russian colleagues and use this to their advantage. According to fruit importers these ports are less competitive due to inland freight cost and lack of experience with perishables. Traffic jams at the Latvian and the Finnish border appear on a regular basis and sometimes trucks spend days at the border check points.

Picture 3. Harbor dues for container ships, Baltic sea region

Port charges for container ships, Baltic sea region



Source: Stockholm Economic Institute

Traffic jams in February 2007 at the borders with Latvia and Estonia were about 300 trucks at each of the Control Points with a waiting time about 40 hours.

Tallinn

Muuga container terminal www.muuga-ct.com www.portoftallinn.com The current capacity of the terminal is 2.8 mil tons per annum, including 280,000 TEU. In 2006, the container turnover was equal to 152,063 TEU and will be a projected 1 million TEU by 2010. The reefer container depot has space for 150 units. The Estonian-Russian border is only 210 km from the Port of Tallinn by railway and the distance to Moscow is 1,100 km. Delivery of a truck from the port to Moscow would cost about 2000 euro. Recent bilateral political problems may shut down container access at the Russian-Estonian border.

Regular container lines:

Shipping line/agent	Route	Frequency
TECO Line - Germany	Muuga - Bremerhaven - Hamburg - Muuga	Tue
TECO Line - Finbest	Muuga - Helsinki - Antwerpen - Rotterdam - Helsinki - Muuga	Wed
TECO Line - Finbest	Muuga - Aarhus - Antwerpen - Felixstowe - Rotterdam - Helsinki - Muuga	Sat
Unifeeder Container Service	Muuga - Bremerhaven - Hamburg - Helsinki - Muuga	Wed, Sat
MSC	Muuga - Antwerpen - Rii - Helsinki - Kotka - Muuga	Thu
Team Lines	Muuga - Bremerhaven - Hamburg - Muuga	Tue, Fri

[Tariffs on services](#)

[Terminal presentation](#)**Riga**

www.bct.lv Baltic Container Terminal at the Free Port of Riga. There are 174 reefer plugs at the terminal. The terminal is 930 km to Moscow and 530 km to St. Petersburg. Transit times estimated by BCT are 17.5 hours and 11.5 hours respectively.

Shipping line/agent	Route	Frequency
Unifeeder/ Ahlers	Riga- Klaipeda- Bremerhaven- Hamburg- Riga	Twice a week
Team Line/ Nurminen	Riga- Klaipeda- Bremerhaven- Hamburg- Riga	Twice a week
Maersk Line/ Maersk Latvia	Riga- Kotka - Rauma - Bremerhaven- Riga	Weekly
MSC/ MSC Latvia	Riga- Kotka - Helsinki- Tallin- Antwerp- Riga	Weekly
CMA- CGM/ Nurminen	Riga- Hamburg- Klaipeda- Riga	Weekly
ESF/ Rinella	Riga- Hamburg- Klaipeda- Riga	Weekly

Container freight forwarding from St. Petersburg to any European city is half as expensive as it is from Europe to St. Petersburg. According to a SeaNews survey conducted recently, the average price ranged from €1134 (Euroshipping & Forwarding, delivery from Rotterdam) to €1400 (OOCL, delivery from Hamburg). The lowest price for container freight forwarding from St. Petersburg to Europe was offered by the same company Euroshipping & Forwarding at €420 (delivery to Rotterdam/ Hamburg); the highest price was offered by OOCL (€700 to Rotterdam).

Logistic experts explain such a price difference by the imbalance in export-import container flows. According to Seanews, almost 50% of the containers in the St. Petersburg Seaport are import cargo, 32-33% are export cargo, and 15% are empty containers. This is why sea freight from St. Petersburg costs about \$200 per TEU. The terminal handling charge is from \$150 to \$200. There is an extra fee of about €50 per TEU for winter transportation, irrespective of the cargo-forwarding operator.

Belarus has increased the cost of the highway use and cargo transport tax. Since August 2006 this has developed problems with the Latvian border with traffic jams of up to 800 trucks.

Finland

The main Finnish container terminals are: Hamina, Hietanen, Kotka container terminal / Mussalo

The Port of Kotka has traditionally been the foremost port in Finland. Today, it has evolved into a full-service logistics hub, specialized in serving global logistics needs of Finnish and Russian foreign trade.

Shipping line/agent	Route	Frequency
Unifeeder / Dahlberg´s Agency	Bremerhaven / Hamburg - Hamina	1-2/week
Finnlines / Dahlberg´s Agency	Lübeck - Hamina	3/week
Unifeeder / Dahlberg´s Agency	Rotterdam - Mussalo	2/week
Team Lines / Finnsteve	Rotterdam - Mussalo	1/week
Team Lines / Finnsteve	Antwerp - Mussalo	1/week

Unifeeder / Dahlberg´s Agency	Antwerp - Mussalo	1/week
Unifeeder / Dahlberg´s Agency	Felixstowe - Mussalo	1/week
Maersk Sealand / Dahlberg´s Agency	Bremerhaven - Mussalo	2/week
Unifeeder / Dahlberg´s Agency	Bremerhaven / Hamburg - Mussalo	5/week
Team Lines / Finnsteve	Bremerhaven / Hamburg - Mussalo	3/week
CMA / Nurminen	Hamburg - Mussalo	1/week
Combisped / Saimaa Lines	Lübeck - Mussalo	2/week

Finland is building parking lots for trucks going into Russia near the cities of Lapeenranta and Virolakhti, V??limaa for 1000 trucks. The government of Finland invested about 23 million euro in this construction and expect the parking lots to be open in summer 2008. So far (especially during such tough periods as New Years) trucks going from Finnish ports are asked to wait in the port area not to create extra pressure on the border points.

Government position

The Greater Port of St. Petersburg is a commercial enterprise that is developing on private money, however, its access ways (railroads and roads) are under government supervision. Private property rights in the port are not regulated, without a final list of harbor dues and land rent estimates. All these questions are expected to be clarified by the Law of the Russian Ports. The law has been sitting on the table of the government for over 6 years and finally, in March 2007 it was passed to the GosDuma (Lower Chamber of Parliament).

The Law consists of 4 chapters.

Chapter one covers the main trade vocabulary: aquatic areas, port territory, rules on port formation, port naming, port opening, registration of the sea ports. Chapter two covers regulations of port activities, government participation in port activities, and identifies organizations that are authorized on administrative actions. Chapter three. Covers issues of services at the commercial ports, responsibility of terminal operators at the ports that provide services of loading and storing goods. Chapter four lists legislation acts of the Russian Federation that need to be edited to correspond to the new Law of the Russian Ports such as Merchant Marine Code, federal Law on Natural monopolies. There is no doubt this law when implemented to life will bring more transparency to the ports operations and will become an important step in future development of port infrastructure.

Among other actions of the Russian government in improving the situation with the Greater Port of St. Petersburg: the local government is working to improve and develop the transportation infrastructure of the region by building new roads and attracting investment in the logistical facilities. The St. Petersburg and Leningrad oblast authorities have repeatedly announced their ambitions to make the city the largest logistical center for Russia.

Major infrastructure development projects under development are:

-- Western High Speed Diameter. A 46 km long road that will link the North and South of the city. <http://www.st-petersburg.ru/en/business/investments/projects/highway/>

-- St. Petersburg-Moscow toll-highway. The existing road from NW Russia to Moscow is not in good condition due to intensive usage (most of the container cargo directed to Moscow and further regions is moved by trucks rather than by railroads) and climactic conditions.

-- Cargo transportation through an "A" corridor, Helsinki—St. Petersburg--Moscow. The project is supported by the Ministries of Transport in both counties.

Federal Customs Service has been announcing its plans to implement pre-clearance and electronic declaration for many years. According to one St. Petersburg freight forwarder, electronic declaration so far works only for big clients. For instance, the Ford plant located in Leningrad region imports car parts under electronic clearance. However, for other importers this service is not possible. "Electronically" they can only submit a floppy disk that accompanies the rest of the paperwork. Floppies save Customs some time typing in data.

List of border points in Russia that are equipped for electronic declaring

According to www.tks.ru (a leading web-site with information on Russian customs), about 123 out of total 300 customs stations in Russia are equipped with hardware and software to handle electronic customs clearance declarations.

What follows is an unofficial translation of a public letter from the Federal Customs Service issued July 18, 2006.

Digest of electronic customs clearance stations:

Central Customs authority - headquarters Moscow - 67 equipped customs stations

South Customs authority - headquarters Rostov-on-Don - 12 equipped customs stations

At ports:

In Novorossiysk, one customs office – office's code 10317060 - .

In Tuapse, one customs office - code 10320010 - Customs office Morskoi Port (Seaport) of Tuapse customs

NW Russia Customs authority - headquarters St. Petersburg - 21 equipped customs stations

Documentary execution post - code 10216080 - Baltic customs

Kronshtadt customs post - code 10216020 - Baltic customs

Siberia Customs authority - headquarters Novosibirsk - 6 equipped stations

Far East Customs authority - headquarters Vladivostok - 6 equipped stations

Morskoi Port Vladivostok (Seaport Vladivostok) - code 10702030 - Vladivostok customs

Morskoi Port Vostochniy (Seaport Vostochniy) - code 10714040 - Nakhodka customs

Morskoi Port Magadan - code 10706020 - Magadan customs

Urals Customs authority - headquarters Yekaterinburg - 8 equipped stations

Others:

Airports: Sheremetyevo and Domodedovo in Moscow

Central energy customs, Moscow

Map of Customs authorities in Russia: <http://www.customs.ru/en/rdepartments/>

Pre-clearing is not practiced. Clearance starts once the container is in the port. However, if the importer has all the paperwork from exporter in advance, he can submit the papers to the customs. This can save time if customs announces that they expect additional documents for the container. By submitting in advance, importer has more time to prepare the required documents. For most food products however, documents must accompany the container.

A law on special economic zones in ports to handle export cargo and in the airports is one of the priority projects was passed by the Duma in March 2007. When finally approved this will

allow these institutions to receive financial support for infrastructure construction from the federal government. Tax relief on land and property tax for the period from 5-10 years is also proposed in the law.

Railroad system. Shipping through the Russian Far East - Tran Siberian railroad

According to experts at the TransRussia trade show, a reefer train from Vladivostok can bring containers with perishables in less than 14 days. A train with reefer containers goes twice a week, starting in Vladivostok and transits Novosibirsk to Moscow. A major client of the train is fish from the Russian Far East. The train is not booked fully during the February-May period. Disadvantages of such this way of transportation are the unpredictable stops along way, high demurrage for containers and need to collect about 7 containers, so that they are sent as a unit. According to a manager of one shipping line, the annual capacity of the Trans Siberian railroad is about 1 million containers.

Due to the jammed Greater Port of St. Petersburg many freight forwarders send containers from major European ports to Russia via railroads. This way hasn't been used for perishable cargo. Several speed trains have been launched to connect European countries and Russia.

In 2007 Russian Railroads (RZhD) plans to invest about \$8 billion into investment projects. The main investment projects that RZhD is focusing on in 2007 are to assist the transportation of Russia's natural resources, from Kuzbass to NW Russia and the Black sea and in the direction of China and Finland.

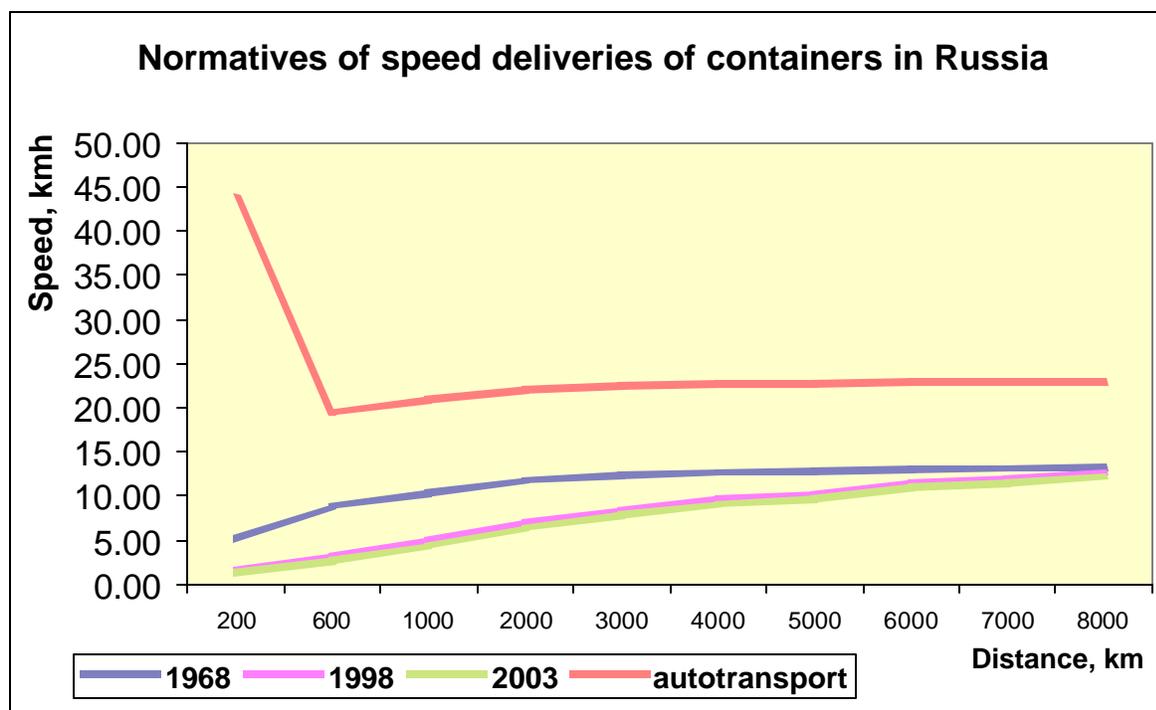
Private stockholders of Novorossiysk Commercial port transferred 16% of their shares in operating to JSC «Russian railways» (RZhD). If the Russian government delegates its 20% of shares to RZhD, it will participate in management of the port. RZhD also possesses 8.5% of JSC Ust' Luga and announced its plans to purchase shares of Vladivostok and Nakhodka ports. According to experts, such investments will result in quicker inter-modal shipments, enhancement of railroads in the ports, and increasing the share of railroad transportation of cargo from ports.

About \$2 billion will be spent on the railroad track between south part of the Korean peninsula and TransSiberian railroad. The project will take from 5 to 7 years once its started, it is projected to begin by the end of 2007. The road will connect South Korean port Nadjin and the Russian border point Khasan through China. An international consortium will be created to accomplish the project (Russia, Korea; participation was offered to Japan, Italy and German partners).

The major players in moving refrigerated cargo by railway are: Refservice MPS State Enterprise, LLC Agency Refperevozki - www.refperevozki.ru with Speed trains Moscow-Vladivostok in 10-11 days and door-to-door service; and CJSC Refrigerator Company Paritet - www.rk.spb.ru.

According to picture 4 below it can be seen that the speed of container deliveries on railroads did not change much in 35 years. Data show deliveries by rail versus auto transport. Truck is almost always a faster choice and thus of more interest to perishable companies.

Picture 4. Normative standards of speed deliveries of containers in Russia



Source: IPEM

Solutions to resolve the jammed port problem

Port congestion is having an impact on shipments from the United States. Cargos of meats and perishables face long dwell times at the ports. For more information about the impacts of those problems, readers should request FAS GAIN report RS7302. U.S. potential exports of perishables are tightly constrained. All perishables shipments are becoming more difficult. Several things should be tried such as communication with shipping lines that have plugs at terminals and trying to design exclusive service for perishables. Though pre-clearance is not implemented in Russia, if an importer can get all their paperwork in advance from the exporter, the importer can make sure with Customs that the paperwork is fine and no delays will happen once the container arrives and actual clearance starts. Exporters must be diligent in making sure their documents are carefully prepared. Its possible lines might be willing to schedule cargoes and bring along diesel generation sets for auxiliary storage and quick clearance off the plugs. Hopefully the new Law on Russian ports will clear up ownership and authority problems that will speed up infrastructure development. As well, Russia should consider moving to an off-dock customs regime for perishables and meat that will protect its interest in detaining counterfeit cargo, but allow greater capacity for clearance of cargo's that are jammed up presently, benefiting no one.

Transport and logistics forums/exhibitions in Russia

Provided for readers are some major exhibitions recommended for further study and networking with Russia's transportation industry.

TransRussia – March – Moscow - www.transrussia.ru (ATO-recommended)

TransTech – September – St. Petersburg - www.setcorp.ru

InfoTrans – October – St. Petersburg - www.pgups.ru

Warehouse. Transport. Logistics – 2-5 October 2007 - Moscow – <http://www.stl-expo.ru/en/>

Freight Russia – October – Moscow – www.ferightrussia.com

Freight conference 07: Supply chain – 7 June – Moscow - www.Freight.ru