SOUTH EAST EUROPEAN RAIL LOGISTICS BY FERRY LINKS TO CIS COUNTRIES

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FERRY LINES IN BLACK SEA

Map of Ferry Lines in Black Sea Region

Ukraine

Illyichevsk

Odessa

Sea of Azov

Kerch

Kavkaz

Bulgaria

Varna

Black Sea

Turkey

Istanbul

Derince

Samson

Georgia

Poti

Batumi

Russia
CARGO ROUTES
Export from S.E.E. to CIS

With reloading in Varna:

- From the starting place in Bulgaria, Turkey, Greece, Serbia, Kosovo, Macedonia, etc – to Varna-ferry the transports are done with European standard wagons or trucks.

- Then the cargo is being transloaded into pre-ordered wagons to avoid additional costs, when the European size wagons arrive to Varna.
With direct loading CIS wagons in Bulgaria and Turkey:

- Change of bogies takes place at Varna Ferry

- Russian, Ukrainian, Georgian or other CIS wagons with changeable bogies are allowed to enter in Bulgaria and Turkey (until Istanbul-Halkali) at the moment.

- General cargo prevailing in export list
The same technical/commercial conditions are valid for cargo originating from CIS countries.

- Different type of cargo to be moved from CIS to SEE
- Raw materials prevailing
CARGO ROUTES

Based on different type of commodity exchange problem of empty run of different type of wagons is a main issue.

- From SEE to CIS prevailing number of covered and bigger size wagons, as well as refrigerators are needed.

- From CIS to SEE - open and specialized wagons (gas, oil, chemicals, etc.) are needed.
FERRY COMPLEX MILESTONES

- 1978 – build in Varna and started ferry service Varna-Ilichevsk, Ukraine. (Soviet Union those days)

- 1998 – started ferry service Varna-Poti/Batumi, Georgia

- 2009 – started ferry service Varna-Kavkaz, Russia
FERRY COMPLEX IN VARNA

Currently wagons and trucks are being accepted for processing and sailing. The possibilities to process containers is being also studied and worked on.

- **Port:**
  - two ships sailing on a weekly basis (different services)
  - two berths equipped with lifting transitional bridges with five tracks of 1520 mm
  - processing power of a ferry with 108 wagons for 10 hours and a ferry with 45 wagons for 2 hours.

- **Park in front of the port:** 21 tracks with gauge 1520mm

- **Workshop for change of bogies:** capacity for 280 wagons/24h
FERRY COMPLEX IN VARNA

- **Reloading points:** Capacity for direct reloading – 80 wagons/24h
  - open space ground: 2 tracks- gauge 1435mm and 2 tracks- gauge 1520mm
  - open space ramp: 1 track- gauge 1435mm and 1 track- gauge 1520mm
  - covered space ramp: 1 track- gauge 1435mm and 1 track- gauge 1520mm
  - track for changing bogies of wagons with dangerous goods: 20 wagons/24h
  - customs bonded warehouses

- Biggest processed quantity in 1988 – 3 345 000 tons.

- In 2010 processed tons – 126 000. (Illichovsk-Poti/Batumi)
  - Kavkaz-Varna -1993 wagons equal to 73 325 tons;
  - Varna-Kavkaz – 2009 wagons equal to 6 673 tons (80% private tanks returning empty)
  - the goal is at least 250 000 tons => Ferry complex can financially support itself
FERRY COMPLEX OPERATORS

- **VARNA – ILICHEVSK**
- **VARNA – POTI/BATUMI**
- **ILICHEVSK – POTI/BATUMI**
  - part of European trace corridor (E70 – Spain-Georgia);
  - a weekly service guaranteed;
  - operated by 4 vessels of Bulgarian and Ukrainian Ferry Services;
  - capacity of vessels – 108 wagons; possibility to load trucks also exists; containers are still in discussion.

- **VARNA – KAVKAZ**
  - less than a weekly service is guaranteed;
  - operated by 2 vessels of a Russian Ferry Company;
  - capacity of vessels – 45-48 wagons
FERRY Varna-ILICHEVSK
TO UKRAINE, RUSSIA AND KAZAKHSTAN
FERRY VARNA-KAVKAZ

TO RUSSIA, KAZAKHSTAN, UZBEKISTAN, TURKMENISTAN, TAJIKISTAN, AZERBAIJAN, AND GEORGIA
FERRY VARNA-POTI/BATUMI (via Ilichevsk)

TO GEORGIA, AZERBAIJAN AND OTHER CENTRAL ASIAN COUNTRIES
LOGISTICS REQUIREMENTS

- Reloading from European Habbins wagon (22m long) into CIS covered wagon (13.80m long).
- Usage of capacity of CIS wagons needs loading into 2 rows.
- Special procedure for securing loads - “Eibl-Balken”.
- Disposing of proper equipment
  - wooden material, lashing straps, cord lash, clamps
- Pre-defined wagon loading sequence to prevent damage to the loads.
LOGISTICS REQUIREMENTS
LEGAL SYSTEM

- SMGS is applicable for all transports by ferry links
  - Bulgaria is a member of both Conventions – SMGS&CIM
  - SEE countries CIM only
  - CIS countries SMGS only (Ukraine – exception stretch Halmeu-Djakovo under CIM regime)

- Special regulations based on the specifics also exists (Turkey – Ukraine)

- CIM / SMGS Rail Bill still not applied, but it is to be forced on.
CO-MODALITY

The tendency to optimize and combine the use of different modes of transport in order to propose co-modal solutions, that meet the customer's needs, including door to door deliveries.

Combining the best from the environmental friendly and economically railways with the flexibility and accessibility of the road transport, deliveries to the final consignee are being made.
RAIL SERVICES GEOGRAPHY

TRANS EXPRESS is Your Bulgarian partner in

The Southeast European countries
- Bulgaria, Greece, Romania, Hungary, Slovenia,
  The Czech Republic, Croatia, Bosnia,
  Serbia, Montenegro, Macedonia, Kosovo, etc.

CIS countries
- Ukraine, Russia, Kazakhstan, Uzbekistan, Kyrgyzstan,
  Georgia, Azerbaijan.

Middle East countries
- Turkey, Iran, Iraq, Syria, etc.
RAIL SERVICES AGENDA

- Perform reloading Wagon-Truck operations in own terminal in Sofia or at other convenient rail, river and sea ports.

- Organize direct rail or combined transports (wagon-truck; ship-truck) to Turkey and to the Middle East countries – Syria, Iran, Iraq.

- Organize transports to the CIS countries on the ferry complexes from port VARNA, Bulgaria to:
  
  - port CAUCASUS, Russia
  - port ILICHOVSK, Ukraine
  - port POTI / BATUMI, Georgia.
THANK YOU FOR YOUR ATTENTION!