Conditions for the Success of Trans-Siberian Railway Landbridge

Hisako Tsuji
Economic Research Institute for Northeast Asia (ERINA)
Presented at the Global Rail Freight Conference
Saint Petersburg, 6-7 July, 2010
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  - Alternative routes

- Seamless transportation service
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Japan-Russia container shipment by port region
(November 2008, MLIT-Japan)
Japan-Russia container shipment by port region
(November 2008, MLIT-Japan)
Baltic Sea (45%), Far East (23%)
Impact of the global financial crisis

Container handling volume at Port Vostochny
- 60% decline in 2009
- Severe decrease of Korean ‘Project Cargo’ for local car manufacturing
Price comparison versus Deep Sea

- TSR rate is higher than Deep Sea rate between East Asia and Moscow most of the time
- Consignors tend to choose lower cost than faster delivery
Impact of the global financial crisis

Sharp Decline of Deep Sea rate during the recession period
Fluctuating Deep Sea rate vs. stable TSR rate
- Loss of price competitiveness vs. Deep Sea under an economic recession
The Trans-Siberian Land Bridge Network

‘Watershed’

Economic Research Institute for Northeast Asia, Niigata, Japan, 2007
Strengthen competitiveness of the TSR Route

- Keep the TSR rate low by a cooperation of multiple modes
  - Eliminate ‘Convoy fee’
- Flexible tariff policy
  - Competitive tariffs versus fluctuating Deep Sea rate
  - Keep the ‘Watershed’ around Moscow area
- Promote competitive environment - avoid monopolistic abuse
  - Encourage entry of multiple shipping lines (Japan – RFE)
  - Develop alternative modern ports and stevedores in RFE, by government’s initiative
- Develop alternative competitive routes
  - Zabaikalsk route
- Customs clearance
  - Introduce electronic customs clearance system
Zabaikalsk Transshipment Station
- Creating competition versus traditional TSR route