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## DEVELOPMENT OF CONTAINER TERMINALS IN NORTH-WEST REGION OF RUSSIA

### Abstract

Container terminals are developed very fast in North-West region of Russia. Transport strategy of the main city of the region has been developed in 2007. However decisions of the strategy should be developed further. Research in the field of container transportation have to be performed. In the article questions of transport-logistics complex operation and possibilities of it's improvement are shown.

**Keywords:** container transportation, terminals, Russia.

Within five years from now the vast majority of cargos around the world are expected to be containerized. This prediction can carry significant consequences on container handling processes in ports, as the pressure achieving greater flexibility with lower costs for customers is to be managed in an increasingly turbulent global trade environment (Parola et al. 2005). Studies to date have shown that in the near future within transportation networks the attention will be paid into a great extent onto distribution hubs. It has been illustrated that the duration and variation of time spent at the nodes is notably higher than that of the time spent between the nodes. Nevertheless with regard to intermodal rail transport it has to be noted that speed and other interoperability considerations are still of great concern for the seamless utilization of infrastructure. The majority of works completed on internal processes of container terminals employ mathematical models, including heuristics techniques and simulation based approaches to address the best way of optimizing container handling procedures (Gunther, 2006).

Today's situation of Russia is unique according to the position of its territory laying on the crossing of transport corridors. The routes providing shorten period of time of goods and passenger transportation run through the territory of Russia. The unique geopolitical position of north-west Russia being between the two most developed world regions – West Europe and East Asia is of great importance. According to this fact the North-West region of Russia plays the leading role in supporting the European and Asian transportation and trading links.

The transportation net of the region had been formed within the long period of time. It includes railroads, highways, inner water ways and pipelines. Railroad stations, sea and river ports, airports supply the work of the net.

The center of the region is Saint-Petersburg. North-West region is one of the biggest in Russia, according to its area. It's is 1676.4 sq.km, 9.8% of Russian territory. In North-West region of Russia 13.437 mln of people are living.

The strategy of improvement and development of transport complex should be oriented to the forming of modern transportation system, raising of efficiency and reliability of all kinds of transport. Transport strategy of Saint-Petersburg has been developed by Committee of Transport and Transit Policy of city administration.

Still there is a crucial need in Russia for public authorities to stimulate more competitiveness and investments into the infrastructure of port by involving private sector operators (United Nations 2007).

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CASE. INTERTERMINAL – GROUP COMPANY,  
TERMINAL FACILITIES OF ST. PETERSBURG

Interterminal Group has two locations in St. Petersburg, located in north and south of this large city. Northern terminal (in industry area “Parnas”) is specialized in frozen items (terminal space of 3000 m<sup>2</sup>), and general cargo (terminal space of 37 600 m<sup>2</sup>), and same applies on the southern having terminal facilities for general/containerized cargo (terminal space of 66 301 m<sup>2</sup>) and frozen items (8120 m<sup>2</sup>). Both locations have access on ring-road of St. Petersburg and railways. Interterminal uses nowadays mostly road transports for incoming items from harbor to terminal, but also outbound distribution is completed favoring this transportation mode. Reason is mostly due to transportation cost and flexibility – costs of road transports in St. Petersburg is 20–25% lower than railway transport, and service level of single truck is higher in changing business environment. However, interestingly empty containers are currently being transported away from terminal with railways.

With regard to future research pathways, additional case studies could be carried out with large industrial companies and terminal operators to reveal how network oriented productivity measures could be employed to accelerate efficiency and profitability in this region of Europe. It would also be interesting to investigate with qualitative approach how custom clearance procedures could be simplified along the Northern EU – Russian border line.

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