ANALYSIS OF LAND BRIDGE TRANSPORTATION

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ABSTRACT: Land bridge transportation means transportation from one seaport to another by railway across continents instead of by ocean ship. At present, there are two common routes for using land bridge transportation in the world. One is Asia—America—Europe land bridge, the other is Europe—Asia land bridge.

Eurasia land bridge has obvious advantages over Asia—America—Europe land bridge due to its shorter distance, shorter transportation time and special freight rate. China started Eurasia land bridge transportation business in 1980. It mainly used the mode of railway—railway combined transportation. The comparison between using Eurasia land bridge and using shipping transportation from China to Northern and Western Europe shows that Euraria land bridge transportation can save time and get foreign exchange in time, and commodity turnover will be speeded up. According to the port layout and railway network structure, China’s land bridge transportation projects are proposed. They are Suifenhe project, Dalian project, Tianjin project and Lianyungang project. The comparison of the four projects reveals that regarding to the total distance, Tianjin project is the shortest, but the distance covering China is shorter, and the transportation capacity of Beijing—Tianjin section is low. Lianyungang project has better geographical position and large attactive scope. The distance within China is the longest, but now there is 463 km of railway which have not been completed, and the transportation capacity is limited by Lanzhou—Xinjiang and Lianyungang—Lanzhou railway lines. From a long—term point of view, this project has a bright future.

KEY WORDS: land bridge transportation, Eurasia land bridge, Suifenhe project, Dalian project, Tianjin project, Lianyungang project.
I. THE STATUS OF THE INTERNATIONAL LAND BRIDGE TRANSPORTATION

Land bridge transportation means transportation from one seaport to another by railway across continents instead of by ocean ship.

At present, there are two common routes for using land bridge transportation in the world. One is Asia—America—Europe land bridge; the other is Europe—Asia land bridge.

The Asia—America—Europe land bridge connects two shipping lines of Japan—America and America—Europe. The shipping cargo from Japan to Europe is shipped to the west coast of America, then carried to the east coast by railway across American continent, and then shipped to Western and Northern Europe. For example, shipping of the cargo from Japan to Rotterdam covers 33,000 km, in more than 80 days through Cape of Good Hope and 21,000 km, in 45 days through Suez Canal. If by Asia—America—Europe land bridge, the distance is 18,800 km with transportation time of 45 days. So it’s 14,200 km shorter than through Cape of Good Hope, and saves 35 days; it’s 2,200 km shorter than through Suez canal, but transportation time is same.

The other one is Eurasia land bridge. It was initiated by Japan and USSR. The cargo which is carried from Japan to USSR or Western and Northern Europe, is loaded in one port of Japan, and shipped to the eastern big port of USSR—Nakhodka. After going ashore, the cargo was transferred by Sibirsia Railway. Through Omsk, Novosibirsk and Moscow the cargo arrives at the western border station Brest (bound for Western Europe) and Leningrad (bound for the Northern Europe). Then, the cargo arrives at the destination by railway or ship. The other example is to Rotterdam, Holland, the total distance from Tokyo, Japan, to the port of Rotterdam is 13,700 km, and it’s 7,300 km shorter than through Suez Canal and saving 10 days.

With a shorter distance the Eurasia land bridge takes an advantage of shorter time. In order to collect the transit goods transportation fee USSR make a careful calculation of transportation rate. USSR made varied freight rates for different areas and countries so as to gain source of goods and extend attractive scope. There are the following 4 kinds of freight rate:

1. The lowest freight rate are designed for Hong Kong, Southeast Asia. Malaysia etc. For Hong Kong (for all goods) the freight is 1185 R for each standard container (from Hong Kong to the western border station Brest USSR).

2. The lower freight rate is provided for Japan. The freight rate of cargo which from any Japan port to the western border station of USSR, is 1385 R (for class 1 goods).

3. For China, the medium freight rate is made. From Manzhouli to the western border station of USSR, the freight for each standard container is 1300 R.

4. For European countries, the high freight rate is served. They made higher freight policy. From the western border station of USSR to Rotterdam, the freight of midst class is