

Russian Federation

Khorgos Gateway

Kazakhstan

Mongolia

China

Where the East meets the West

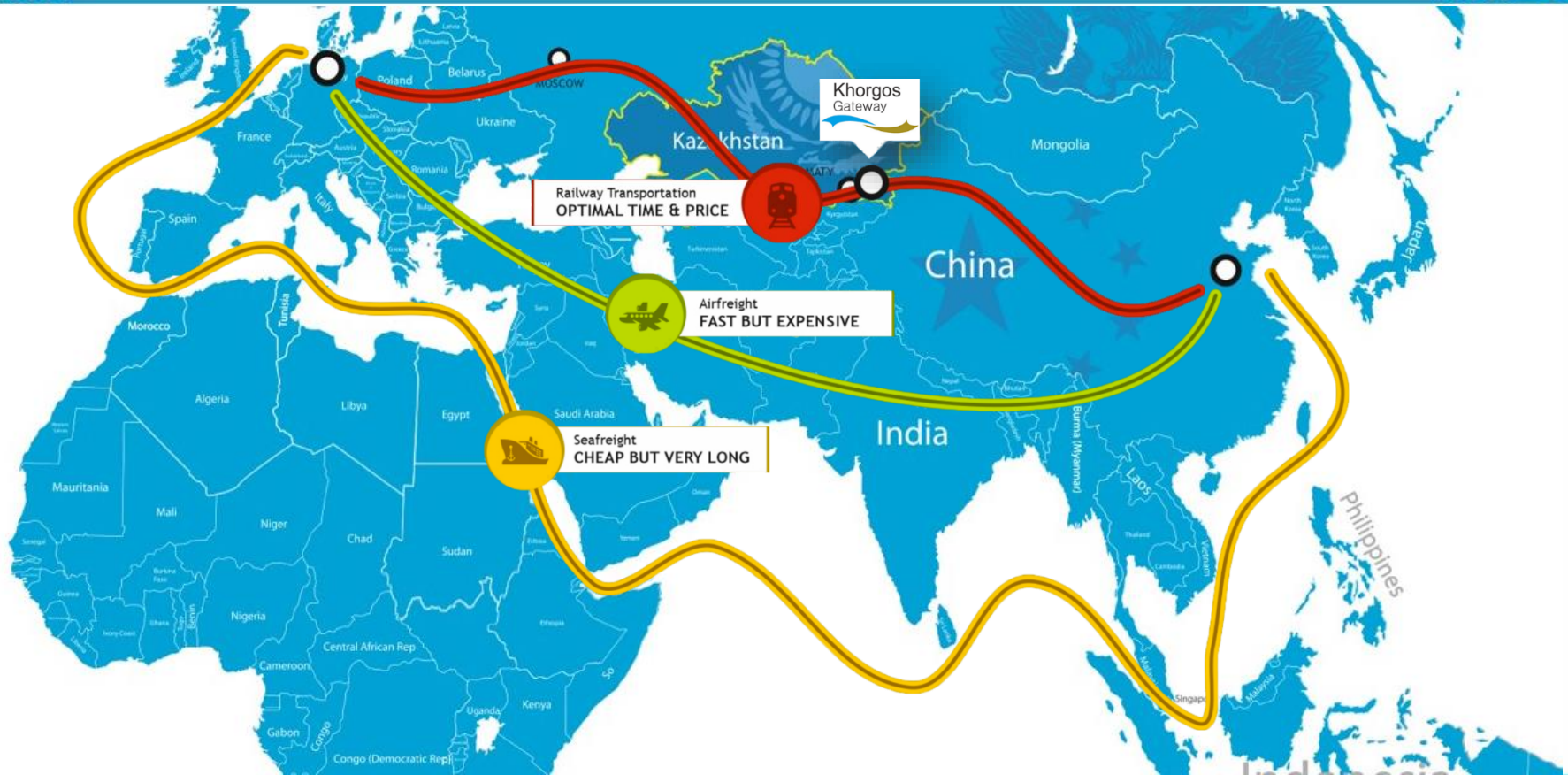
India

Connecting Western China with Western Europe ...



Khorgos Gateway

The New Alternative ...



Khorgos Gateway





Block trains to Central Asia in 2015-'16

- Since start of operations (July 2015), Khorgos Gateway Dry Port handled
 - **24 246** containers representing
 - **Total 41 646 TEU** and
 - **1241** trains

Average transshipment time : **47 minutes** for full train.

9-10 DAYS ON TRAIN from SEZ to Europe

5 DAYS ON TRAIN from the East Coast of China to SEZ

Block trains from China to Europe in 2015-'16

- Chongqing-Duisburg **146** trains
- Zhengzhou-Hamburg **51** trains
- Chengdu – Lodz **67** trains
- Wuhan-Pardubice **19** trains
- Yiwu-Brest-Madrid **3** trains
- Wuhan-Malashevich **64** trains
- He bei-Hamburg **6** trains
- Yiwu-Brest **14** trains

Average delivery time **14-15 days.**

Khorgos Gateway



Refrigerate and climatic containers for electronic devices and fresh food transportation



More than 15 transit routes

More than 1000 block trains

11 thousands km on 14 delivery days

iron silk road

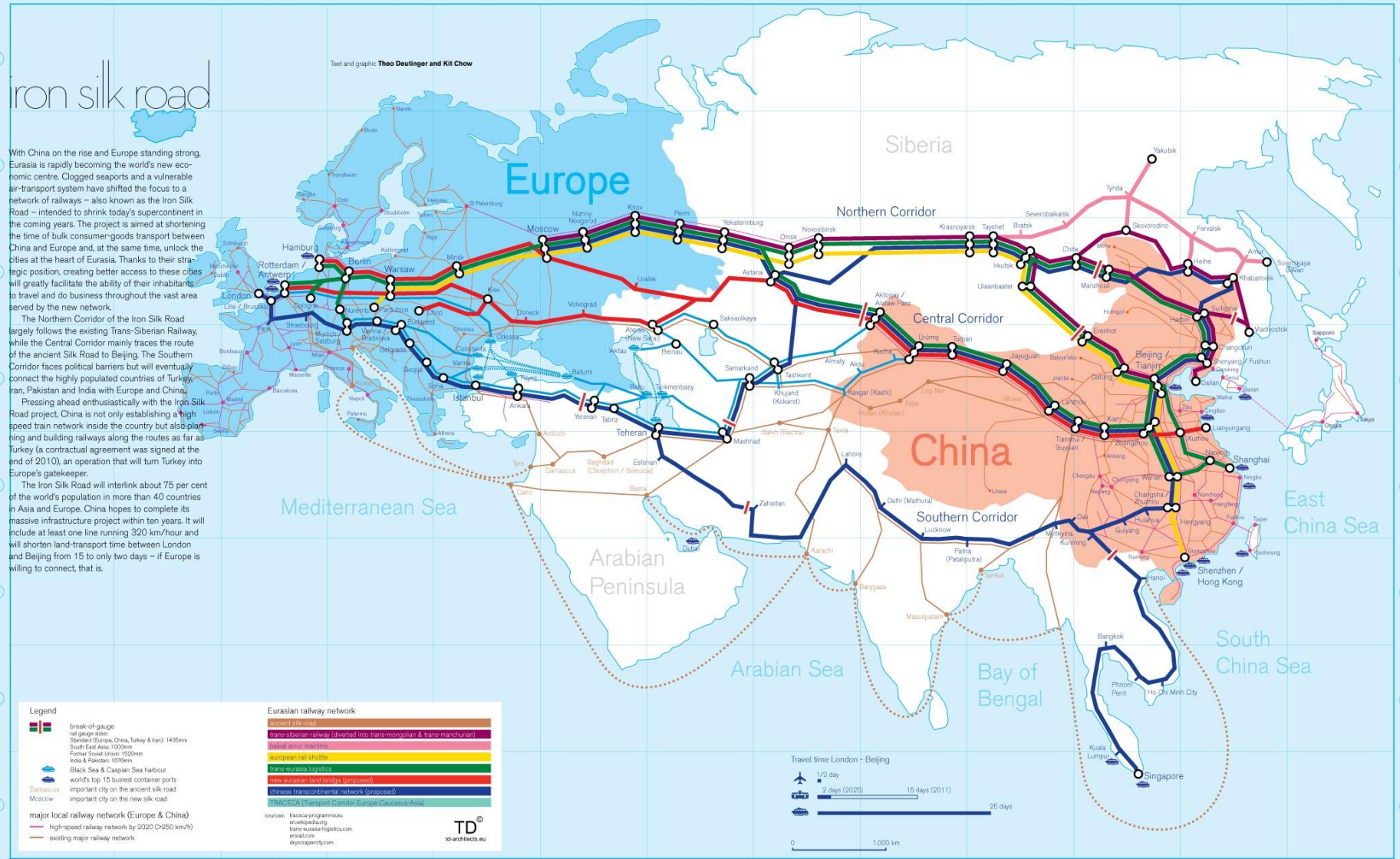
Text and graphic: Theo Deutlinger and Kit Chow

With China on the rise and Europe standing strong, Eurasia is rapidly becoming the world's new economic centre. Clogged seaports and a vulnerable air-transport system have shifted the focus to a network of railways – also known as the Iron Silk Road – intended to shrink today's supercontinent in the coming years. The project is aimed at shortening the time of bulk consumer-goods transport between China and Europe and, at the same time, unlock the cities at the heart of Eurasia. Thanks to their strategic position, creating better access to these cities will greatly facilitate the ability of their inhabitants to travel and do business throughout the vast area served by the new network.

The Northern Corridor of the Iron Silk Road largely follows the existing Trans-Siberian Railway, while the Central Corridor mainly traces the route of the ancient Silk Road to Beijing. The Southern Corridor faces political barriers but will eventually connect the highly populated countries of Turkey, Iran, Pakistan and India with Europe and China.

Pressing ahead enthusiastically with the Iron Silk Road project, China is not only establishing a high speed train network inside the country but also planning and building railways along the routes as far as Turkey (a contractual agreement was signed at the end of 2010), an operation that will turn Turkey into Europe's gatekeeper.

The Iron Silk Road will interlink about 75 per cent of the world's population in more than 40 countries in Asia and Europe. China hopes to complete its massive infrastructure project within ten years. It will include at least one line running 320 km/hour and will shorten land-transport time between London and Beijing from 15 to only two days – if Europe is willing to connect that is.



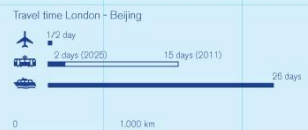
- break-of-gauge rail gauge size: Standard (Europe, China, Turkey & Iran): 1435mm; South East Asia: 1000mm; Former Soviet Union: 1520mm; India & Pakistan: 1675mm
- Black Sea & Caspian Sea harbour
- world's top 15 busiest container ports
- important city on the ancient silk road
- important city on the new silk road
- major local railway network (Europe & China)
- high-speed railway network by 2020 (>250 km/h)
- existing major railway network

Eurasian railway network

- iron silk road
- trans-siberian railway (diverted into trans-mongolian & trans-manchurian)
- trans-mongolian railway
- trans-caspian railway
- trans-eurasia logistics
- new eurasian land bridge (proposed)
- chinese transcontinental network (proposed)
- BRACECA (Transport Corridor Europe-Caucasus-Asia)

sources: trans-eurasia-programme.eu; en.wikipedia.org; trans-eurasia-logistics.com; en.wikipedia.org; wikipedia.org; wikipedia.org

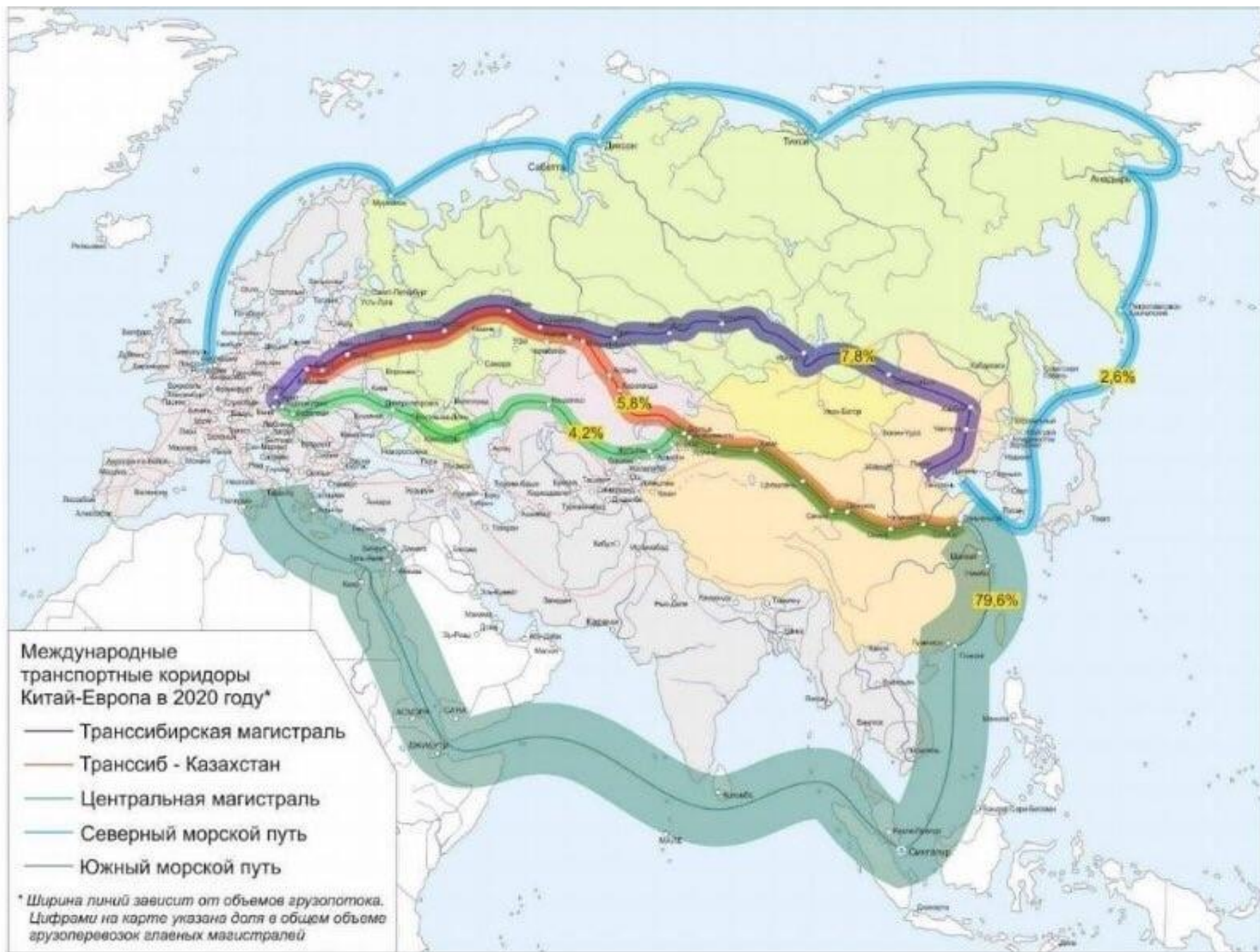
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td-architects.eu

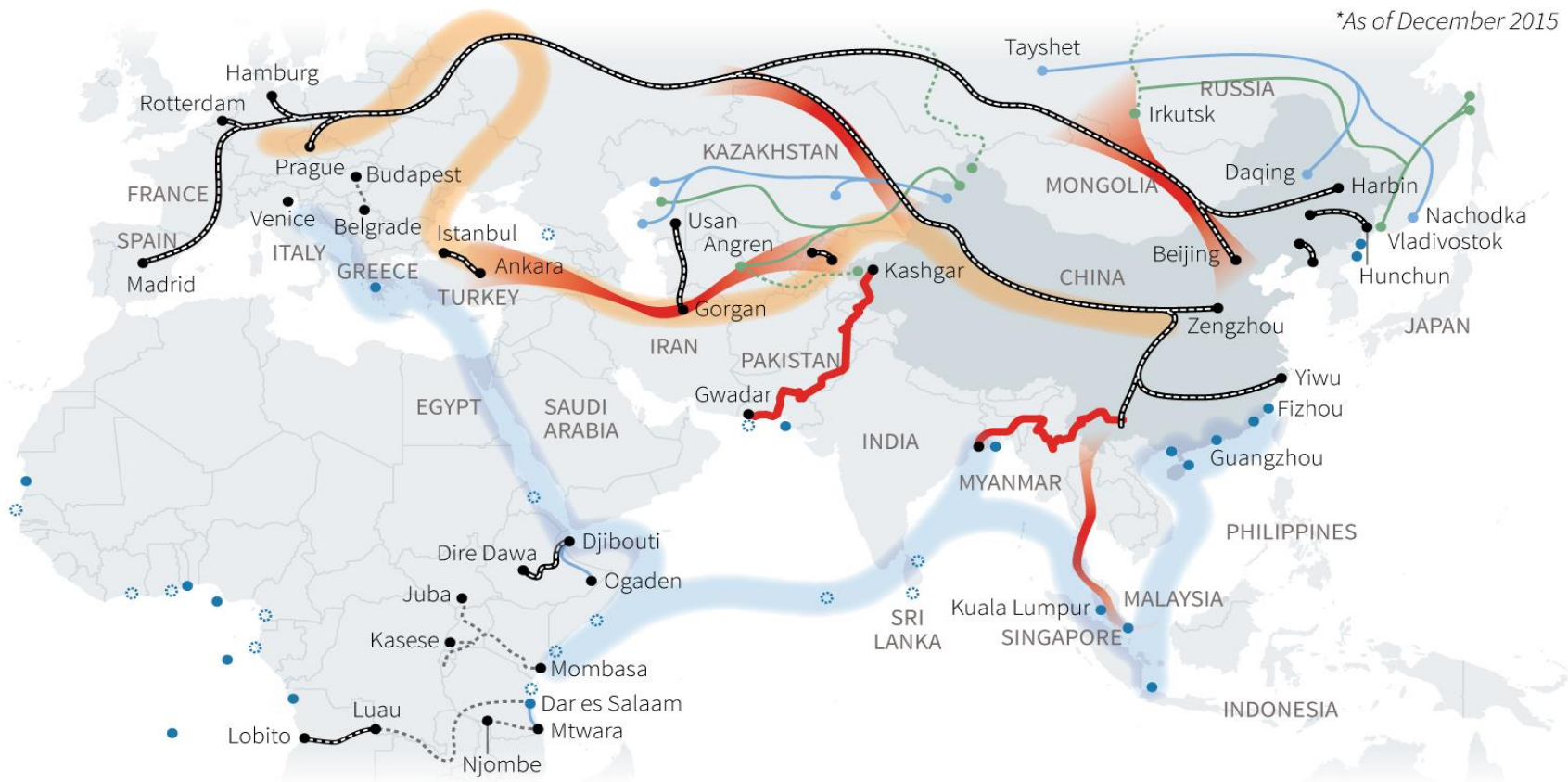




THANK YOU!





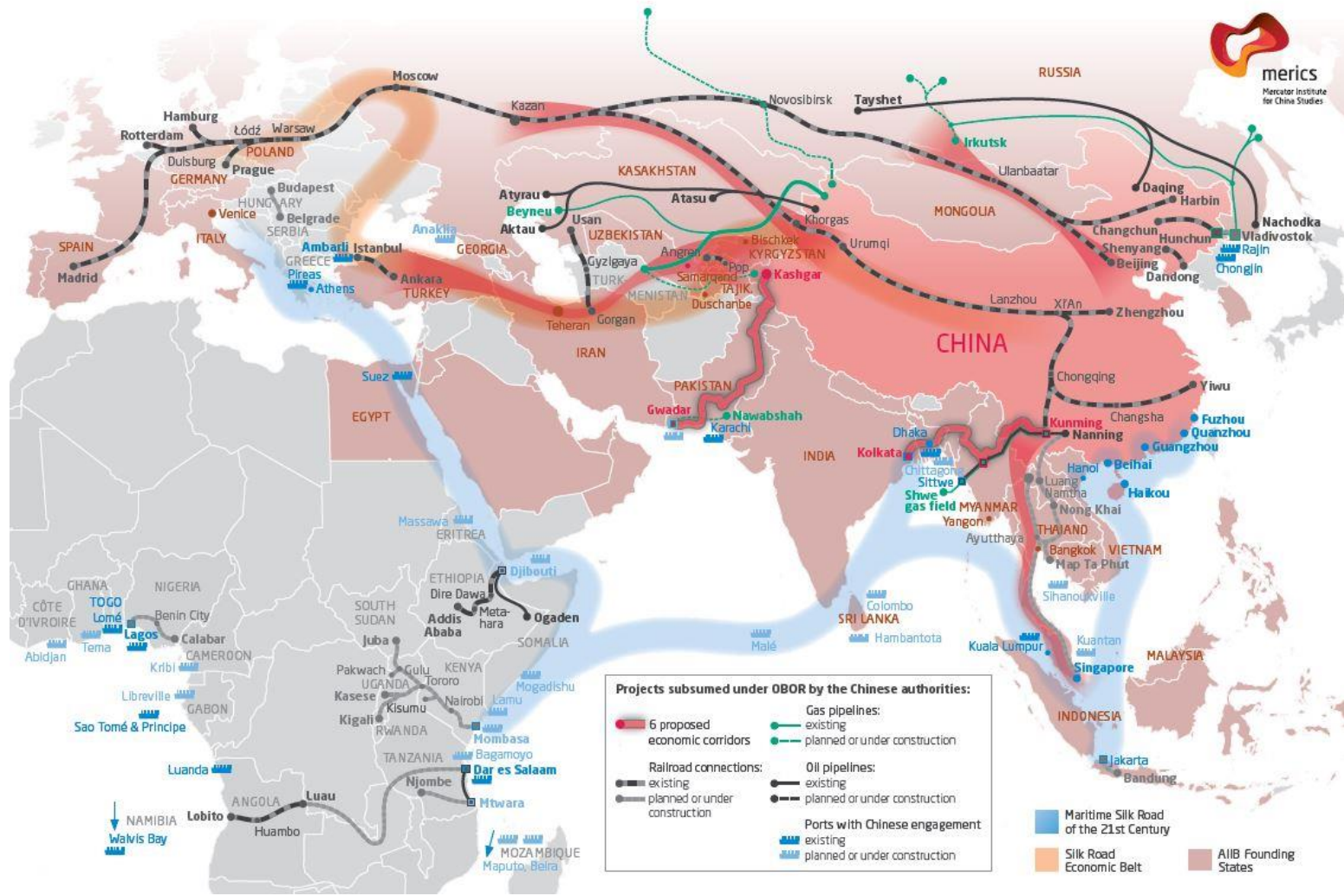


*As of December 2015

Source: Mercator Institute for China Studies.

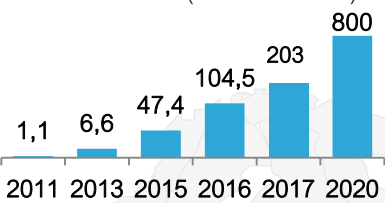
C. Inton, 24/03/2017



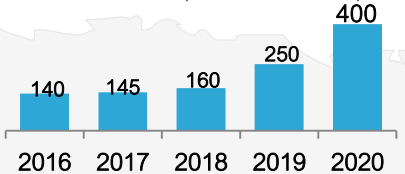


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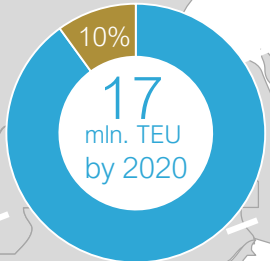
China – Europe – China
container flows (thousand TEUs)



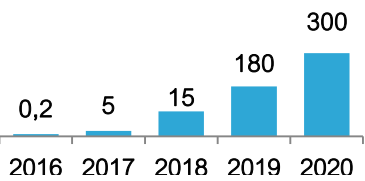
Russia & Baltic countries – China – Central Asia
(thousands TEUs)



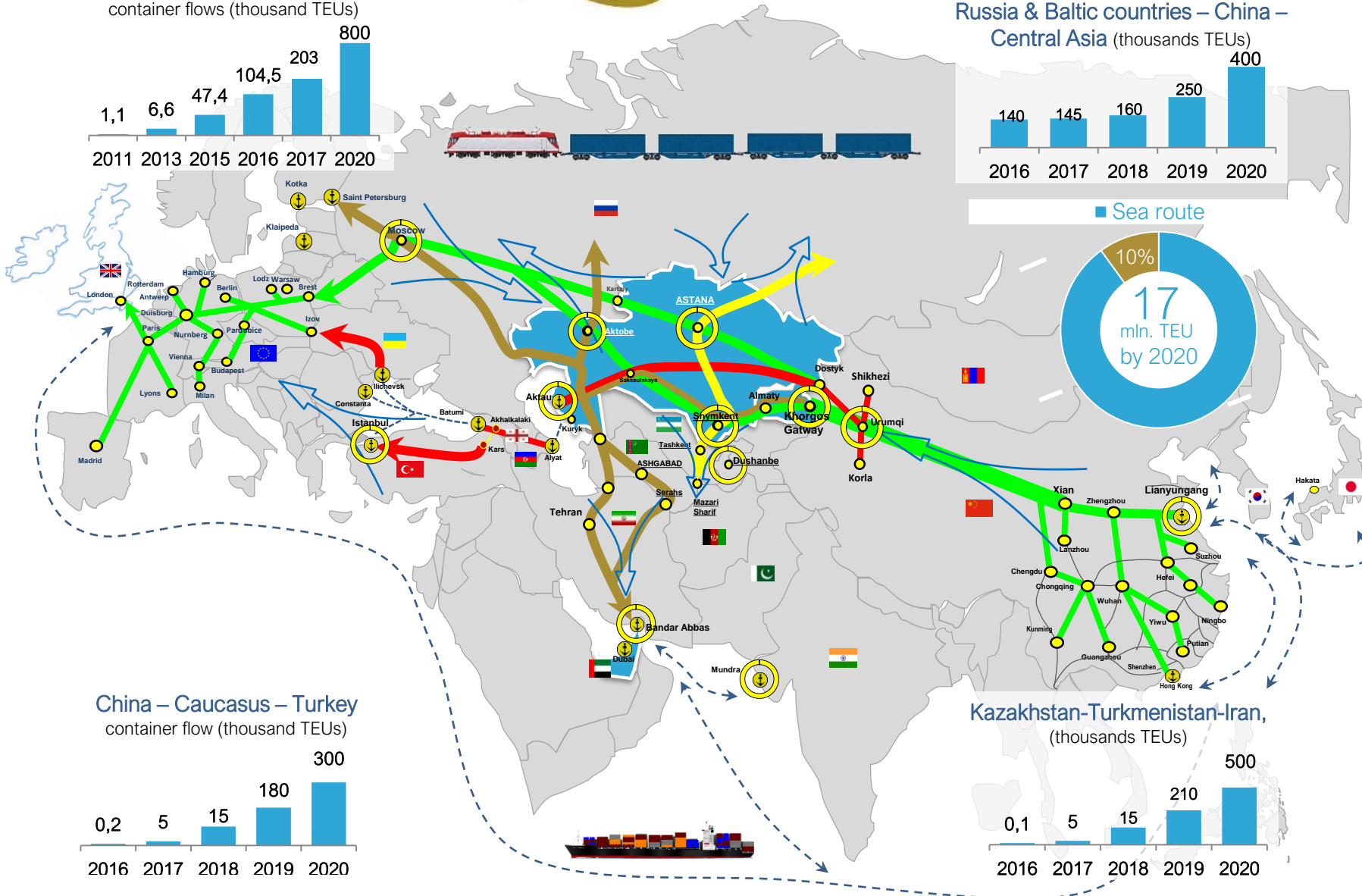
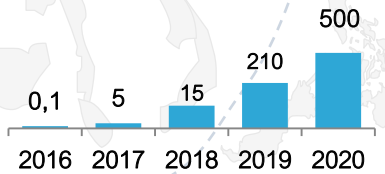
■ Sea route



China – Caucasus – Turkey
container flow (thousand TEUs)



Kazakhstan-Turkmenistan-Iran,
(thousands TEUs)





EURASIAN RAIL CORRIDORS

WHAT OPPORTUNITIES FOR FREIGHT STAKEHOLDERS?

«NC «KAZAKHSTAN RAILWAYS» JSC

KTZ EXPRESS
MULTIMODAL COMPANY



Karl Gheysen

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