

## JSC Russian Railways Logistics

## Starting spare part delivery for Electric Trains from China

Russian Railways Logistics started outsize aluminum part transportation of a total weight of 134.5 tons produced by Jilin Midas Aluminium Industries from the warehouse in Liaoyuan, Jilin Province of China to Ural Locomotives plant in Yekaterinburg, Russia. The forwarding project is carried out through the border crossing point Zabaikalsk-Manchuria.

Aluminum panels will be used to produce the body of high-speed train "Lastochka" of Desiro-Rus series. In the long-term perspective up to 2015 Russian Railways Logistics plans to organize up to 100 shipments for Ural Locomotives.

Ural Locomotives is a joint venture of Sinara Group and Siemens AG, which was founded July 1, 2010 to produce electric freight locomotives utilizing asynchronous traction on the basis of Ural Railway Engineering Plant (Uralmash).

Russian Railways Holding, Sinara Group and Siemens AG signed a contract on transportation of 1200 electric wagons „Lastochka“ of Desiro-

Rus series by Russian Railways in the period of 2015 to 2020. Total value of a contract is more than EUR2.1 bn. High-speed passenger trains of Desiro-Rus series is used for regional rail operations and belong to a new generation of lightweight modular train.

Jilin Midas Aluminium Industries is a subsidiary of Midas Holdings Limited, Chinese investment holding company, which was established on 17 November 2000 to participate in the infrastructure and transport projects in China. In April 2011 Midas Holdings Ltd announced that it incorporated two companies through its subsidiary Jilin Midas. One of them is Luoyang Midas Aluminium Indus-

tries Co., Ltd which main activity is selling aluminium extrusion products with the registered capital of RMB150 mn and percentage of shareholding is 100% through Jilin Midas. The second subsidiary is Jilin Midas Light Alloy Co., Ltd which main activities are manufacturing of high precision, high specification aluminium alloy plates, bars, foils and related downstream processing products with the registered capital of USD30 mn and percentage of shareholding of 100%. Jilin Midas Aluminium Industries mainly produces aluminium alloy extrusion products are used in the body frames of high-speed trains, subway molding, freight vehicle molding, ship molding, ordinary industry molding and in power stations for power-transmission purposes, electrical energy distribution and power transmission cables, tubing and others. ■



The freight: Spare part for Electric Trains.

## India

## Indian Railways building high speed rail corridors

At the time of high speed trains with a speed of 250km to 350 km per hour, India still uses rail transportation, that doesn't go beyond 100 km per hour and passengers have to travel days to reach the destinations with the existing rail networks. With a view to provide them faster transportation, Indian Railways have decided to build seven high speed rail corridors in the country.

Indian Ministry of Railways has identified six such corridors which are under various stage of development, these are (i) Delhi-Chandigarh-Amritsar (450 km approx.) connecting capital city to Punjab & Haryana state, (ii) Pune-Mumbai-Ahmedabad (650 km approx.) connecting financial capital Mumbai with Pune in Maharashtra state and Ahmedabad in Gujarat state, (iii) Hyderabad-Dornakal-Vijaywada-Chennai(664 km approx.) connecting Andhra Pradesh state with Tamil Nadu state, (iv) Chennai-Bangalore-Coimbatore-Ernakulam-Thiruvananthapuram (850 km approx.) connecting Karnataka State, Kerala and Tamil Nadu state, (v) Howrah-Haldia (135 km approx.) in West Bengal state and (vi) Delhi-Agra-Lucknow-Varanasi-Patna (991 km approx.) connecting capital with India largest populated states, Uttar Pradesh and Bihar.

Speaking in the development of the high speed rail corridors, Kotla Jaya Surya Prakash Reddy, Indian Minister of State for Railways said, prefeasibility studies of three corridors have been completed, which includes Pune-Mumbai-Ahmedabad, Delhi-Agra-Lucknow-Varanasi-Patna and Howrah-Haldia.

India through the Ministry of Railways has signed a memorandum of undertaking (MoU) with Kingdom of Spain, People's Republic of China

and the Federal Ministry of Transport, Innovation and Technology of the Republic of Austria, for cooperation in various areas of rail technology to make high speed rail possible in India, the minister added.

Indian government is banking on foreign participation for building these corridors, as many multinational firms are already working on some project that includes Systra, Italferr and RITES Limited which is working on Pune-Mumbai-Ahmedabad corridor, British firm Mott MacDonald working on Delhi-Agra-Lucknow-Varanasi-Patna route, INECO, PRO-INTEC, Ayesa for Howrah-Haldia route and Japan External Trade Organization (JETRO) and Oriental Consultancy along with Parsons Brinckerhoff India is working on Hyderabad-Dornakal-Vijaywada-Chennai high speed corridor.

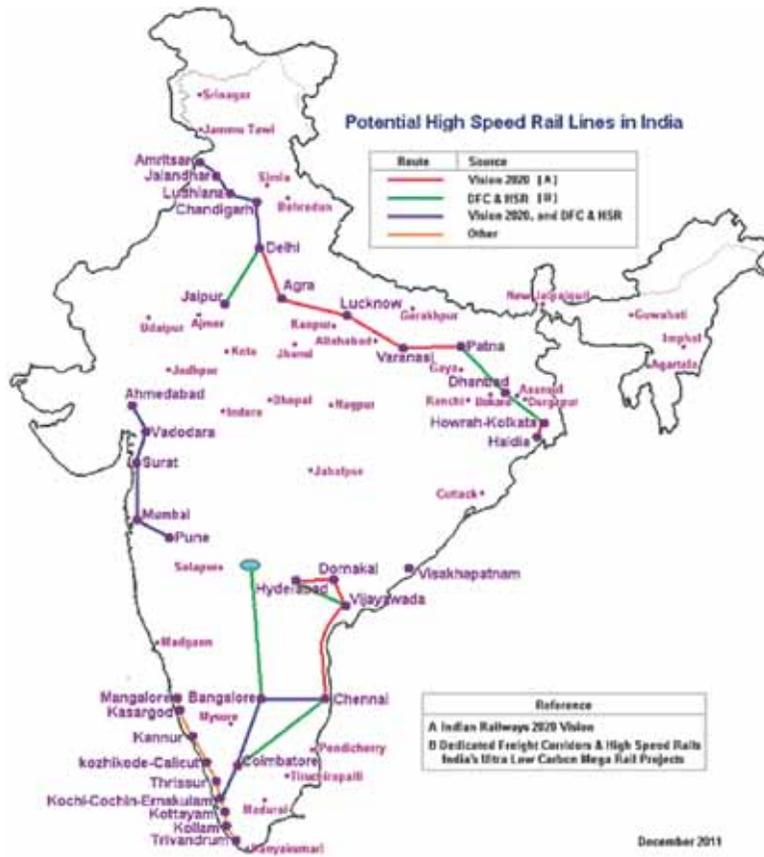
"It is high time to think of high-speed rail projects in India. The rapid urbanization, growing economy, rising level of educated work force and higher levels of income margins has caused greater growth in intercity travel both for business and personal reasons. Hence, high speed train services may be required to fulfill the demand gap for faster intercity and inter-regional movement of passenger traffic," Indian Railways Minister, Pawan Kumar Bansal said at the International Seminar on High Speed Trains in India in Delhi recently.

The economic and social impacts of high speed rail have been well documented world over. High speed trains have improved accessibility, resulted in substantial savings of time and thereby enhancing productivity, attracted new economic activities, resulted in better land use, reduction in accident rate and generating additional capacity for railway systems. There is now a need to develop an appropriate financial model which enhances the expansion of such trains in developing countries, Railway Board Chairman, Vinay Mittal said at the seminar.

For setting up these corridors, Indian Railway set up a corporation called High Speed Rail Corporation of India Ltd (HSRC) on July 25, 2012, that will exclusively deal with the proposed ambitious high speed rail corridor projects. The corporation is a subsidiary of Rail Vikas Nigam Ltd. (RVNL).

HSRC will handle tendering, pre-feasibility studies, awarding contracts and execution of the projects. The new corporation will comprise of four members, all of whom will be railway officials. All high-speed rail lines will be implemented through public private partnership (PPP) mode on a Design, Build, Finance, Operate and Transfer (DBFOT) basis.

Delivering key note address, Member Electrical, Railway Board and Patron, Institution of Railway Electrical Engineers, Kul Bhushan said, "The need for the introduction of high speed railways in India, not only stems from the rapid demand growth in inter-city passenger segment travel; but also out of the need to curtail



Potential High Speed Rail Lines in India.

over dependence of this nation on imported fossil fuel and the resultant environmental effect.” The corridors will be built during the 12<sup>th</sup> plan period (2012–2017) with an investment of billions of dollars, which half of the investment is estimated to come from private partners. “While these high speed services are premium services but in the Indian context a model needs to be worked out which makes it more affordable to bulk of the customers so that the introduction of high speed rail system in India becomes truly inclusive,” Bansal stressed. Currently, the fastest train in India is the Bhopal Shatabdi train that has a top speed of 150 km/h (93 mph). „There is a genuine interest and desire for high speed rail in India with financing being the main issue in the

way of its implementation. A political will and direction can speed up the process, Jojo Alexander, Managing Director, Alstom Transport India said. However, the implementation of the project will depend on the establishment of a viable model, Alexander said, adding that land acquisition and elevated sections in a highly populated country like India could be a particular challenge. According to an estimate, the costs for constructing such high speed rail lines in India are estimated to be \$ 15–22 million per km. Mumbai-Ahmedabad high speed corridor, which has been taken as pilot project in the country will require an estimated \$14 billion, which will be challenge for the railways to gather. Vinay Mittal added that from the be-

ginning made by the Japanese with the Tokaido-Shinkansen High Speed Line, we have come a long way with now 15 countries where High Speed trains of 300 kmph and more are running. Seven more countries are under advance stage of planning to introduce High Speed trains. Indian Railways is one of the world’s largest railway networks comprising 115,000 km and 7,500 stations. Annually, over 9 billion passengers use the service. In 2011–2012 Indian Railways earned \$20.38 billion in revenues, which include \$12.68 billion from freight and \$5.21 billion from passengers’ tickets. It employs 1.4 million people and holds over 229,381 freight wagons, 59,713 passenger coaches and 9,213 locomotives. ■

GRAPHIC: MINISTRY OF INDIAN RAILWAYS

GRAPHIC: GUIDEMENA.COM

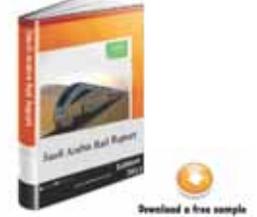
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