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**Cross Border Logistical Chains and Joint
Infrastructure as Preconditions for Effective
Resource Development in the Arctic.**

**Bridging TEN-T and the Great North,
Northern Dimension Partnership on Transport and Logistics
Tallinn, 16.10.2013**

TSCHUDI 

TSCHUDI SHIPPING COMPANY

The Tschudi Group (TSC) with roots back to 1883 (www.tschudishipping.com) is a shipping, offshore and logistics group with particular focus on the east west trades of cargoes and projects involving the Baltic, Russia and the CIS countries including the Northern Regions of Russia and Norway.

Tschudi Shipping's main operational base is Tallinn with about 130 employees within ship owning, container line and logistics operations, ship management and administrative services.



TSCHUDI LOGISTICS



**East – West
logistics between
western Europe,
Russia and the
Central Asian
Republic**

- Container lines
- Door – door transportation
- Project cargoes
- Rail and road forwarding

Including **Tschudi Northern Logistics**, specialising in cross border transportation and custom clearance in the High North

Sydvaranger Gruve – Northern Iron

In 2006 TSC acquired the closed down Sydvaranger iron ore mine in Kirkenes, Northern Norway with the aim to develop arctic port facilities. In 2009 the mine reopened owned by Northern Iron, Australia.

In 2010 all shipments went to China and in September 2010 the first shipment went via the NSR. The first truly international passage of the NSR not involving Russian vessels, ports or cargoes.





2010 - 4 passages – 111 000 mt
 2011 - 34 passages – 821 000 mt
 2012 - 46 passages – 1 260 000 mt
 2013 - 50 + passages ?

Serving a wide variety of vessels and cargoes generating savings in time, cost and emissions; large tankers, bulkcarriers, LNG reefer and offshore vessels.

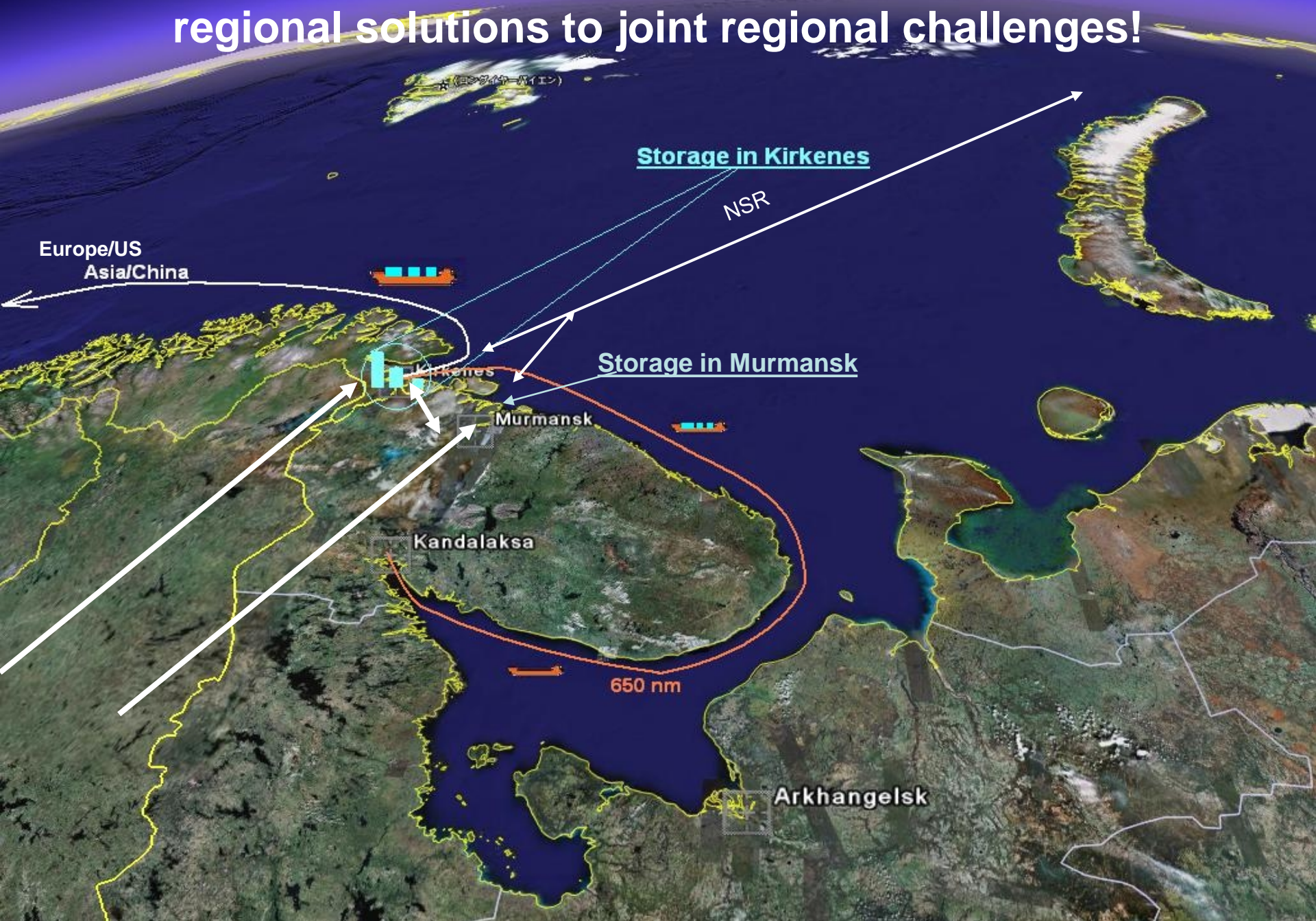
**WHY HIGH NORTH LOGISTICS?
 BECAUSE THIS IS A REGION WHERE
 TRANSPORT SOLUTIONS ARE THE
 KEY TO DEVELOPMENT!**

CARGO FROM KIRKENES AND MURMANSK

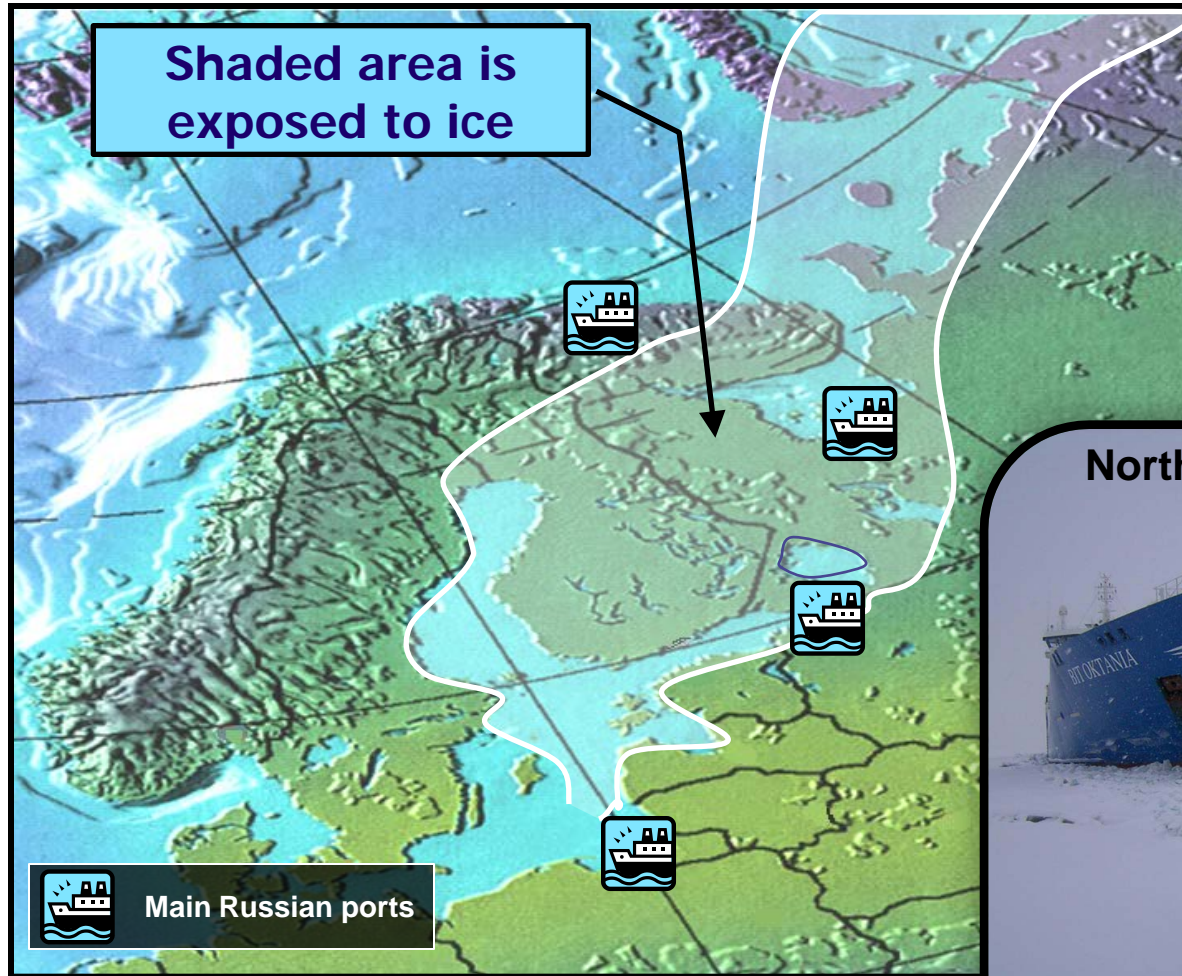
Destination	Via Suez Canal			Through Northern Sea Route			Days saved
	Distance Nm.	Speed Knts	Days	Distance Nm.	Speed Knts	Days	
Shanghai, China*	12050	14,0	37	6500	12,9*	21*	- 16
Busan, Korea	12400	14,0	38	6050	12,9	19,5	- 18,5
Yokohama, Japan	12730	14,0	39	5750	12,9	18,5	- 20,5

* Based on an actual voyage performed by M/V Nordic Barents from Kirkenes to Lianyungang (China), September 2010

High North logistics is a chain which requires cross border regional solutions to joint regional challenges!



MARITIME REGIONS IN NORTHERN EUROPE USUALLY EXPOSED TO ICE CHALLENGES



and SECA regulations!



The Barents Sea:

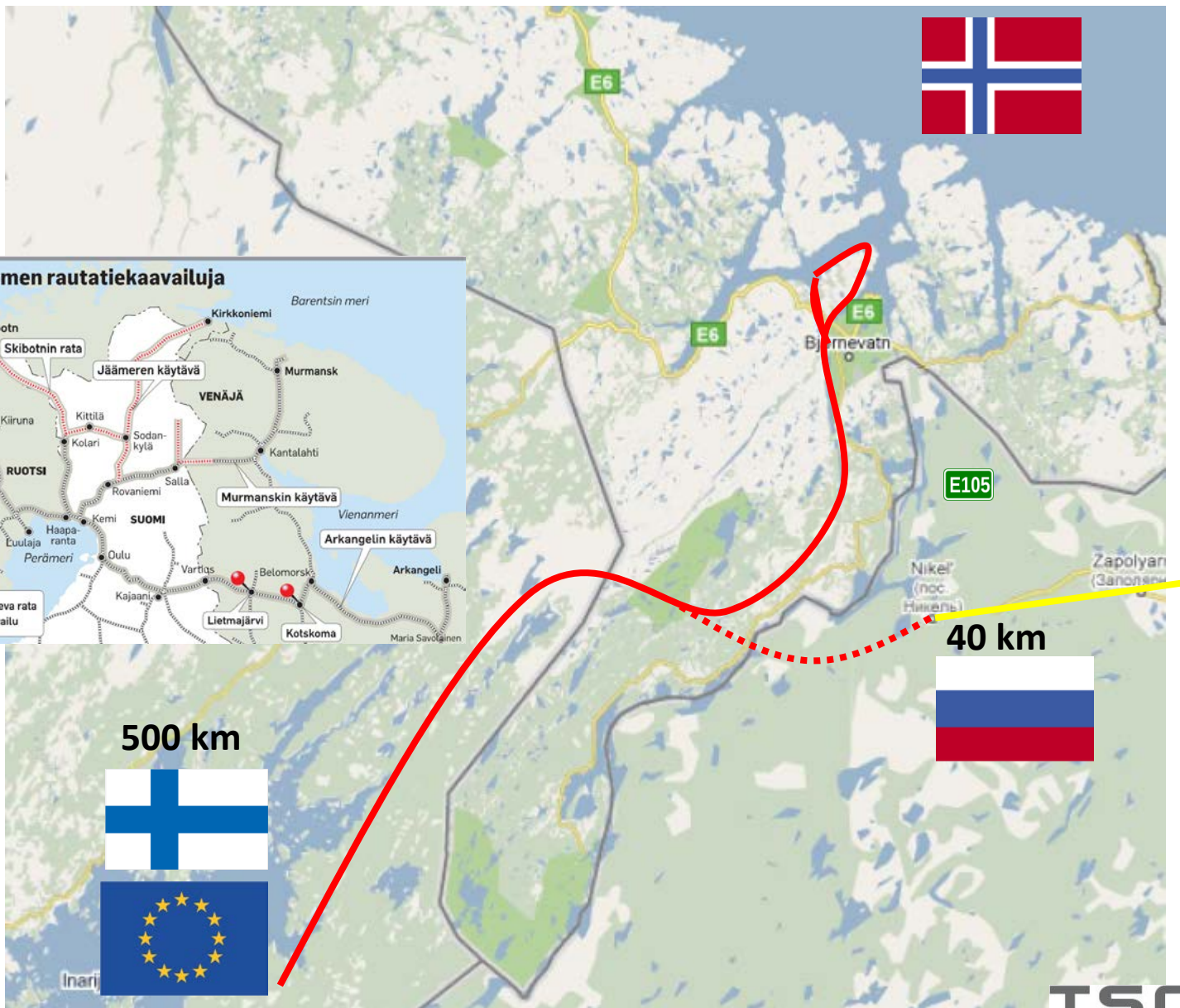
An area of international energy cooperation

Free economic zone?



Vision :

Kirkenes – to be linked to the Russian and Finnish rail systems



A «rolling or floating» LNG pipeline into Russia, Finland and the Baltics?

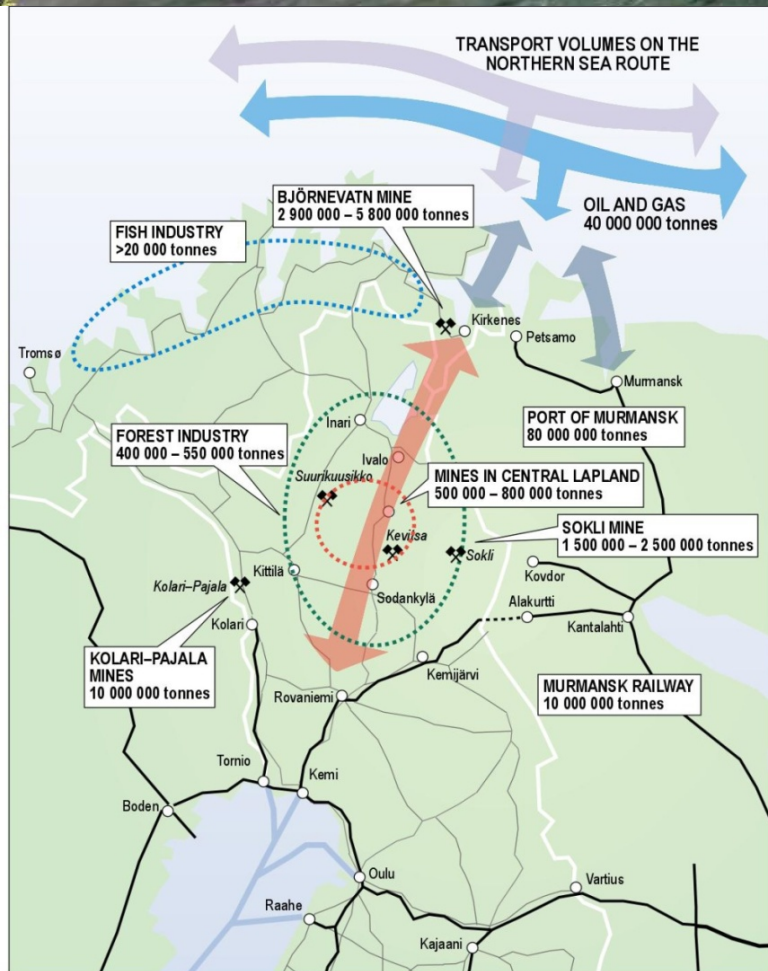


An LNG, rail or river, supply chain could serve remote extractive industries with cheap environmentally friendly energy in a flexible way thereby creating the conditions for value adding local industrial processing.

An illustration: One container would be sufficient to cover the daily energy demand of the Sydvaranger iron ore mining and processing operation

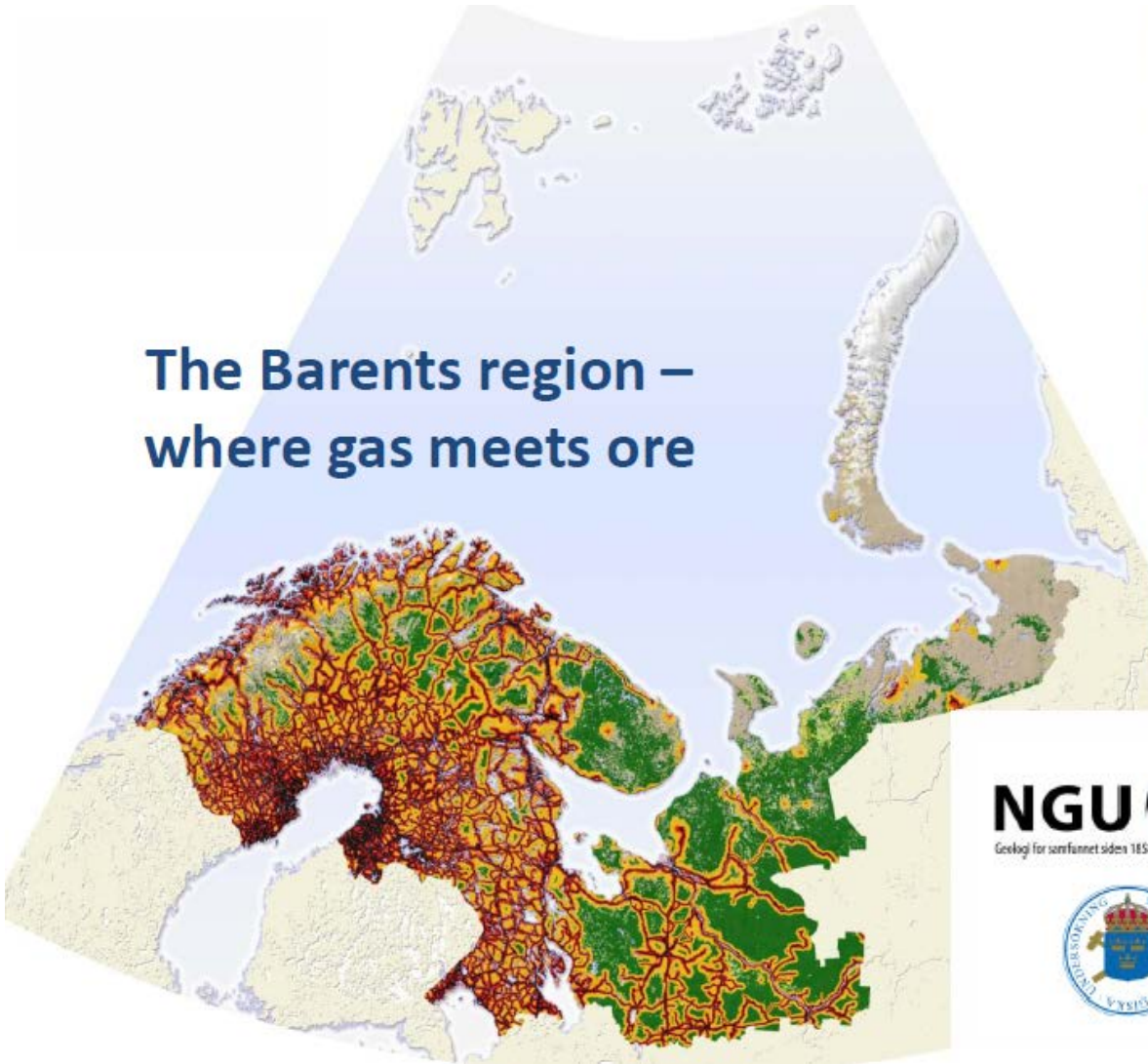


The future? With increasing mining activity on the Kola peninsula and in northern Finland and Sweden the establishment of railway connections possibly powered by LNG for transporting rawmaterials in bulk for direct export or processing could become a reality.



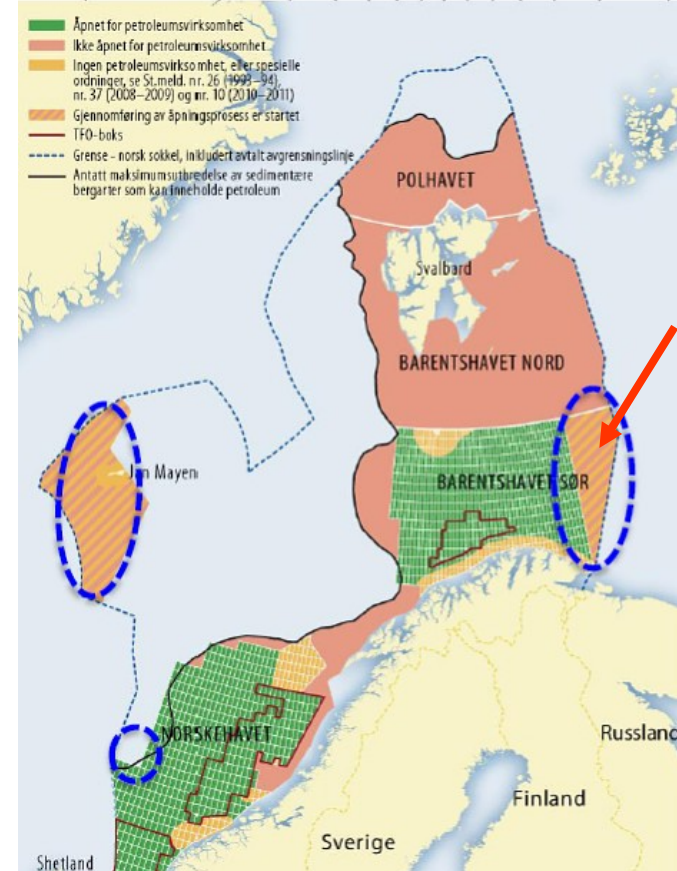
An area of opportunities

The Barents region –
where gas meets ore

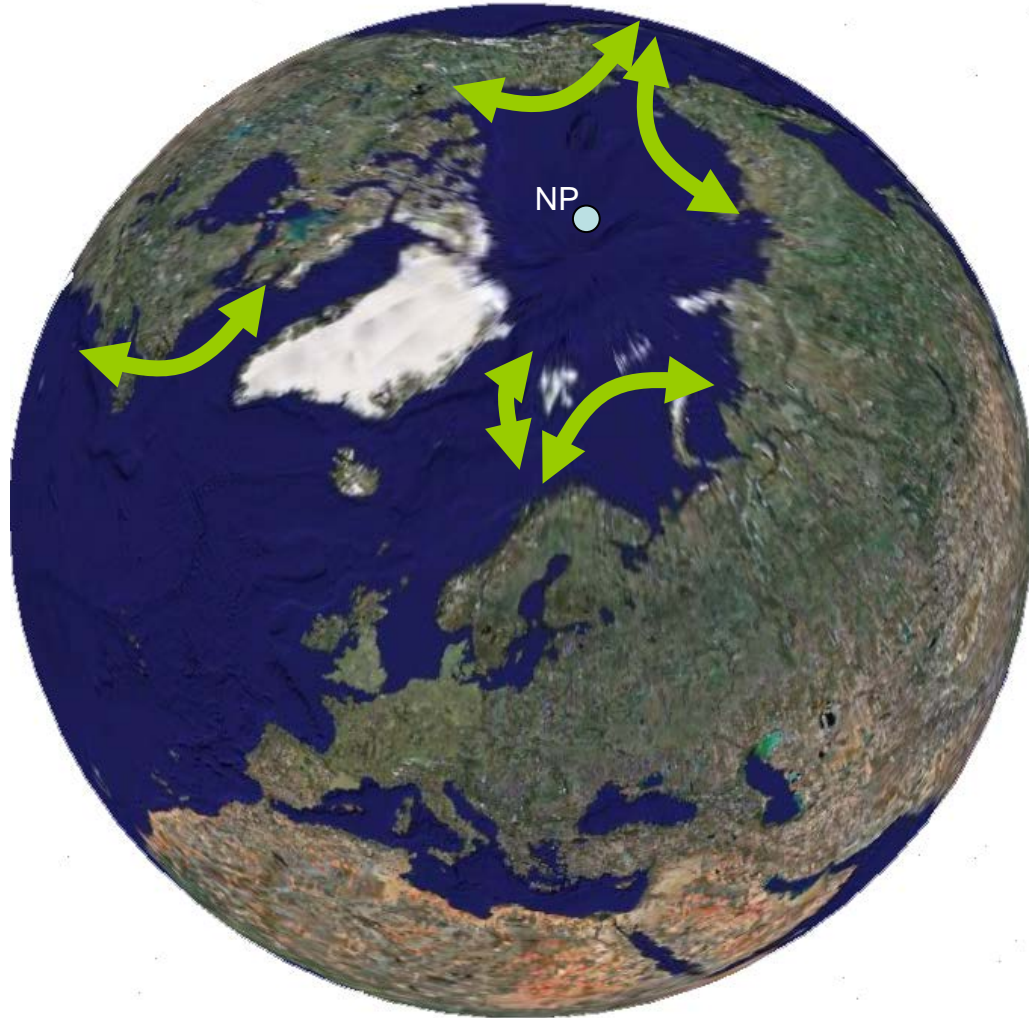


The Barents Sea – predominantly a natural gas region

Associated or “stranded” gas could be used for long term industrial value creation eg. DRI production, both in Finland, Russia and Norway and possibly exported as LNG via railway to Finland and the Baltic Region. Resource industries, offshore and on land, joining forces?



In the medium term – we believe regional destinational shipping serving the developments in Russia will be the most relevant activity in the NSR

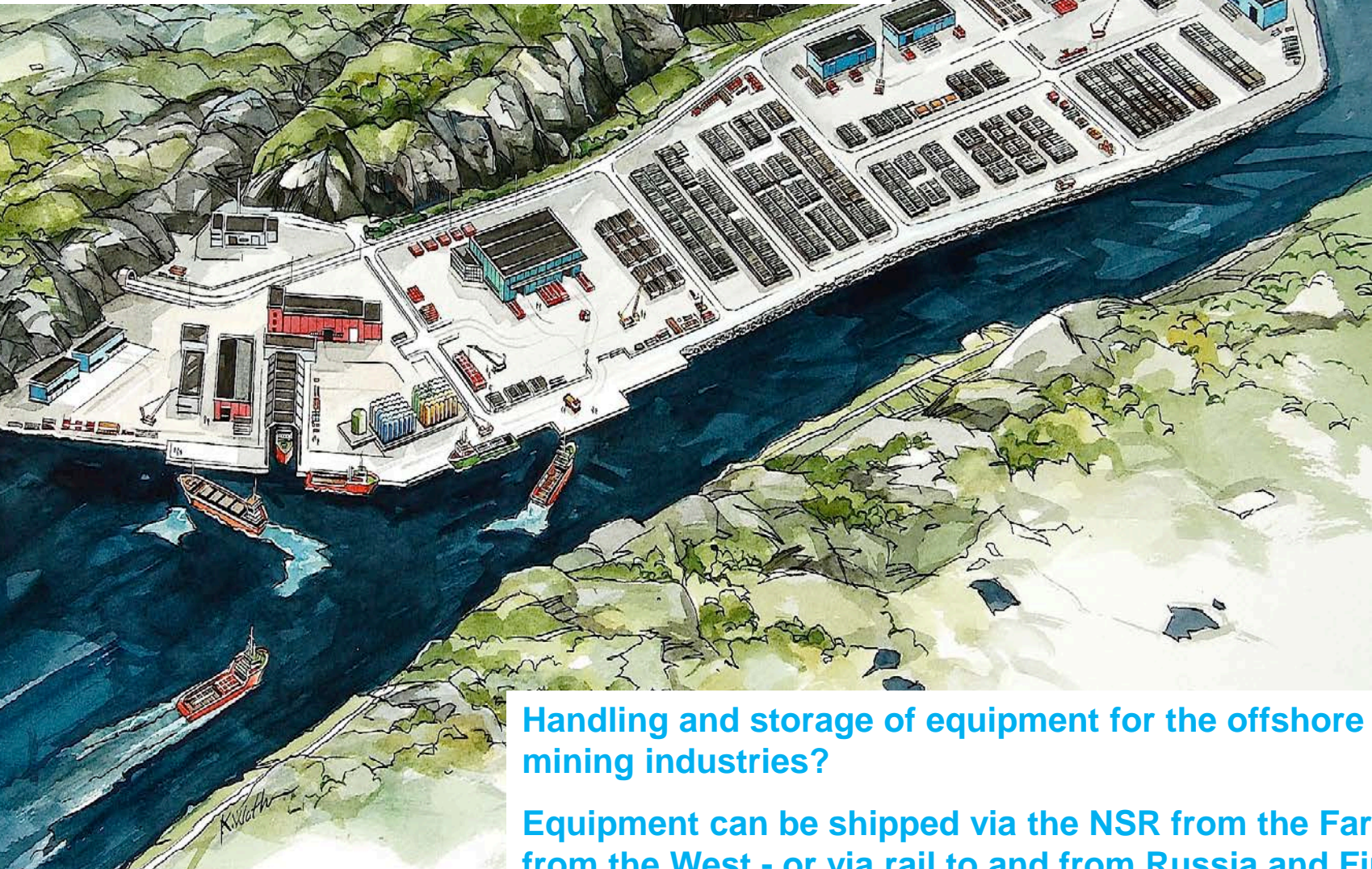


Transport of oil, gas, minerals and equipment by:

- Specialised shuttle multipurpose vessels
- Shuttle tankers
- Shuttle LNG carriers
- Shuttle bulkers
- Purpose built offshore vessels
- Seasonal liner services

transshipment hubs for the NSR –
K/Arkhangelsk/Pechenga/Kirkenes?

and storage of goods for import or export to
the Norwegian, Finnish, Swedish and Russian
and equipment manufacturers



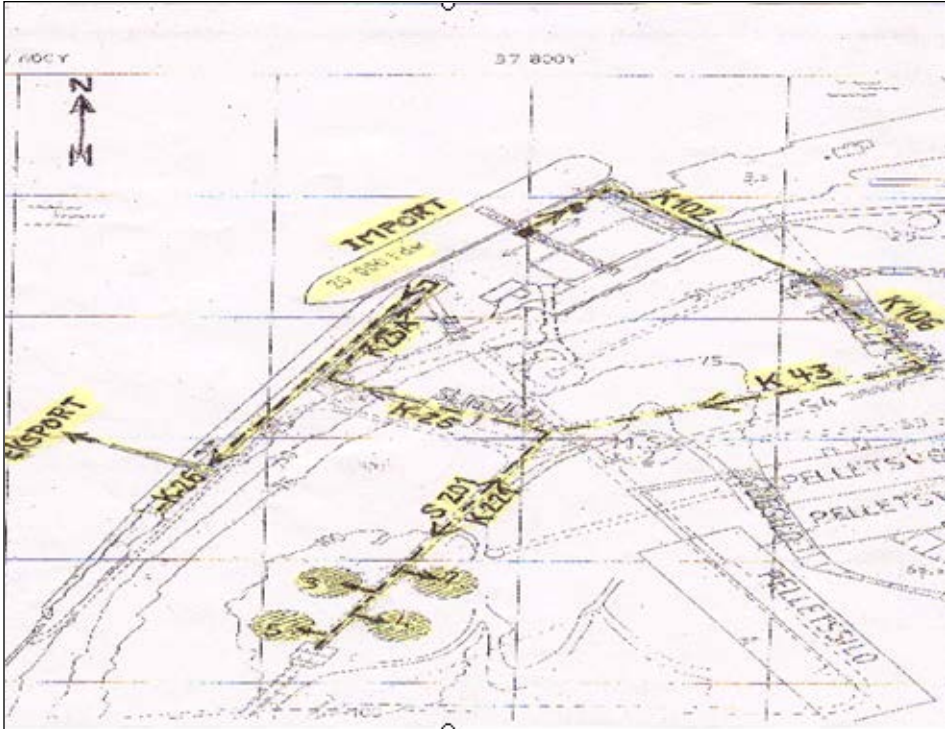
Handling and storage of equipment for the offshore and
mining industries?

Equipment can be shipped via the NSR from the Far East or
from the West - or via rail to and from Russia and Finland?

BULK LOGISTICS IN KIRKENES

The Tschudi Bulk Terminal in the ice free port Kirkenes facilitates vessels up to 100 000 dwt with a plan to increase this to 170 000 dwt.

Silo storage capacity of 370 000 m3 offers the possibility of storage and transshipment of bulk minerals from Russia and northern Scandinavia both in direction the Atlantic and the NSR





THE INTERNATIONAL GATEWAY TO RELEVANT KNOWLEDGE ABOUT LOGISTICS IN THE HIGH NORTH

Would you like to develop your knowledge, expand your international network and take part in the business opportunities in the High North?

Would you like to meet and discuss with companies, research institutes and politicians and to participate in workshops where you can develop practical knowledge and expand your network?

Then you should join CHNL "The international gateway to relevant knowledge about logistics in the High North".

IN THE FOCUS



CHNL's Projects

CHNL was involved in a demonstration project to ship iron ore from Norway to China via the NSR in September 2010. This was the outcome of a workshop i...

[Read more](#)



The ARCTIS Database

The Centre for High North Logistics is currently working on establishing an online database - a knowledge hub that will provide the best available inf...

[Read more](#)



NSR IO

The NSR Information Office is owned and operated by the Centre for High North Logistics (CHNL). The office was established as a joint initiative i...

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Arctic Logistics & Transport

The resources are in the Arctic but the growing market is in the Far East. In order to access the offshore oil, gas and mineral deposits, the harsh cl...

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Conferences & Workshops

CHNL's International Conference in Murmansk on the 14 February 2012 on Transit Navigation on the Northern Sea Route (NSR) attended by about 100 partic...

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