

**RE: >>> Re: Estonia Graine Lane - by Muuga Harbour Grain Terminal
- Grain-Trains-Ukarine**

An mgt@mgt.ee • eu-ukraine-solidarity-lanes@ec.europa.eu <eu-ukraine-solidarity-lanes@ec.europa.eu>

Dear Mr. Jan Lipinski,
from Muuga Harbour Grain Terminal Estonia,

Thank you for working out in detail and price
the Grain-Transport pathes to Estonia / Baltic.

**As far as i can see the total Price per Ton
in the area of 43 EUR / Ton is competitive.
Even more competitive then to Germany !**

**- with Bulk/OT Containers via Poland to Estonia
that requires the Grain-Conveyor Equipment
43 EUR / ton to 52 EUR / ton**

OR

**- with Hopper Waggon via Belarus ? to Estonia
very effective because full on 1.520 mm track
33 EUR / ton to 37 EUR ton**

**Estonia Grain Lane Plan is a knowledge that has
to be shared with GrainTraders seeking transport :**

- that is why EU CAB Valean is in CC**
- put it as .pdf into your offer on EU platform
there is .pdf uploads possible - i have attached
.pdf from your "Estonia Lane Letter"**
- i will publish the information on websites**
- i will send your letter to a wider circle that
includes 80 grain companies in Ukraine**

Thank you very much for your good work

We wish you good business and will do
some work to make the Estonia Grain
Lane track known - put in EU plan map.

Best regards from

Volker Goebel / Ing. DE

Vitalii Gorunenko / Ing. UA

Logistic-Planners

Mr. Jan Lipinski wrote

mgt@mgt.ee hat am 27.06.2022 12:45 geschrieben:

Good morning to the Grain-Train-Ukraine Planning Engineers,

There are two options how to deliver grain from Ukraine to Baltics using railways today.

1. Through **Poland**: 2 x 20" containers (25t per container) per railway intermodal platform - 30x rail-platforms in the train, on route Ukraine (1.520mm) – Poland (1.435mm) – Lithuania (1.520mm) – Latvia(1.520mm) – Estonia (1.520mm). Reloading container from one rail-platform to another at Ukraine - Poland and second time at Poland-Lithuania borders. Once in Lithuania, containers are on 1.520mm gauge then train can go anywhere in Lithuania, Latvia and Estonia.

Advantages:

- It can work asap, as it is the same thing as in direction to polish ports but needs second reload at Polish – Lithuanian border.
- Does not require any negotiations or deals neither with Russia nor with Belarus.
- Estonia and Latvia can offer a lot of storage space today that will free the storage space for new Ukrainian crop asap. (MGT alone 100 000 tons of storage asap and 200 000 + from October).
- Almost every big port in Estonia and Latvia can load Panamax cargo ships.
- Does not require hoppers that are in short supply already.
- On the way back containers can be loaded with cargoes to Ukraine or to any other country on the route.
- MGT operates in custom free zone. Meaning no need for taxes, custom clearance and heavy paperwork for transit cargoes at our grain terminal for as long as grain stays at the Silo.

Disadvantages:

- It is more expensive and longer and in normal situation I would not discuss it. But if there is a real danger of starvation for millions of people, civil unrests and hunger strikes in many countries and the real aim of EU and rest of the world is to save lives

and stability, then in my opinion everyone should use all the options available, especially that Baltics can take a big part of the problem and help to solve it.

- Distance. But Baltic railways are not heavily loaded today. So once in Lithuania, trains will go fast.
- Congestion at Ukr/Pol border.
- Extra time and cost for container reload (1.520 to 1.435 to 1520 and then back).
- Container train delivers less than hopper train using 1520 gauge.

Estimated cost: please note that numbers for Lithuania and Latvia are estimated but should give an idea Estonia is more or less accurate but not 100%.

Transit: Lithuania (Motskava) – Latvia (Renge) around 700 eur/platform (**reload of container from 1435mm onto 1520mm gauge at pol/lit border is NOT included**); estimated transit time 2-3 days.

Transit: Latvia (Renge) – Estonia (Valga) around 600 eur/platform; estimated transit time 1 day.

Estonia: DAP Valga exp – CPT Muuga station exp. 850 eur/platform (should be more or less accurate); estimated transit time 1 day.

Altogether railways transit of grain in containers through Baltics to Muuga estimated 2150 eur/platform; estimated transit time one way 4-5 days. (if per container 25 tons then platform = 50 t = 43 EUR/ton)

N.B! Ukrainian and Polish parts are not calculated here. FOB is not included

2. Trough **Belarus**: 52 wagons per train (max load of hopper 70 -74 tons depends on type; average load 68 t/hopper) = 3500 tons/trains, on route Ukraine – Belarus – Latvia – Estonia (all use 1520mm gauge) Ukraine – Belarus – Lithuania (all use 1520 mm gauge).

Advantages:

- The whole infrastructure is there and ready to be used.
- Does not require additional reloading or any of such operations.
- Faster and cheaper than through Poland.
- 3.500 tons per train.
- MGT operates in custom free zone. Meaning no need for taxes, custom clearance and heavy paperwork for transit cargos at our grain terminal for as long as grain stays at the Silo.

Disadvantages:

- Requires difficult political decision. Cannot be done without approval of Ukraine. (Russia used Belarusian territory to bombard Ukraine from day one of the war. No news here. As far as I know, at least for now, Ukrainian policy is not to escalate with Belarus in a hope that Belarus will not get directly involved and hopefully distance itself from Russia. But things can change fast either way).
- Hard to say how stable this route will be?!
- It will be hard to find cargo for return trip for hoppers. But it is possible.

Estimated cost: please note that numbers for Latvia are estimated but should give an idea.

Transit: Belarus (Bigosovo) – Latvia/Estonia (Lugazi/Valga) around 1373 eur/hopper ; estimated transit time 2 days.

Estonia: DAP Valga exp – CPT Muuga station exp. ab. 850 eur/hopper (should be more or less accurate); estimated transit time 1 day.

Altogether transit of grain in hoppers through Latvia to Muuga 2223 eur/platform; estimated transit time one way 3 days. (if per hopper 68 tons = 33 eur/t)

N.B! Ukrainian and Belarusian parts are not calculated here. FOB is not included

Both options can be a significant addition and help to the ongoing rescue-export of Ukrainian grain through Poland, Romania, Bulgaria. Especially that we offer big storage space ASAP, high throughput and high speed loading of vessels.

N.B! Please note that all the numbers are estimated and not 100% accurate. Please use it for your own use and caccls but do not publish it as 100% confirmed or our mails. If this goes any further all the rates should be rechecked and fixed with railways of all countries involved.

Best regards,

Jan Lipinski.

Muuga Harbour Grain Terminal - Estonia

www.mgt.ee



-
- Estonia Grain Train Lane __ - Muuga Grain Terminal - Grain-Trains-Ukraine.pdf (199 KB)
 - Muuga Grain Terminal Estonia - Logo - Jan Lipinsky.jpg (11 KB)

