

Characteristics of the Chop/Cierna-nad-Tisou crossing

- ❑ Specialization, removal of the path deep into the territory: Reception and transmission along the path 1520 mm and 1435 mm, incl. cargo in wagons of the CIS countries, moved to the 1435 mm track and transit on the Chop - Dyakovo section. The track is 1435 mm deep into Ukraine to the station. Mukachevo - 46 km for transshipment, for transit on the Chop-Dyakovo section - 112 km. The track is 1520 mm deep into Slovakia to the station. Dobra TKD-9 km.
- ❑ Permissible static axle load: Along a path of 1520 mm (unloading and reloading at ZSSK) - no more than 23.5 tons; with relocation to the UZ - no more than 22.5 tons. Along the path of 1435 mm - no more than 22.5 tons; for cargo traveling in wagons of CIS countries in transit through Slovakia, loading must be agreed upon additionally.

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Possibility of reloading or rearranging :

1. Export transfer:

with loading at ZSSK: in winter no more than 30.5 thousand tons; in summer, within 32.7 thousand tons per day. Eurocars have 1435 mm gauge - subject to separate agreements.

1. Reception of imports:

with rearrangement to ultrasound according to st. Esen 30 cars per day, along the track 1520 mm, subject to separate agreements.

IN PROJECT:

Container train

Border Chop (UZ) → Port of Monfalcone (Italy)

- Route: Chop border – Monfalcone port (Italy), empty carriages back.
- Block trains consisting of 18 x 80 ft wagons loaded with 72 x 20 ft containers, each container carrying a maximum of 24.5 net tons of goods.
- Total amount of net cargo transported: 1,764 tons with 24.5 net tons/each container.
- Price per ton: 49.24 euros/t.

Container train

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Rate includes:

- ❑ transportation of containers 72x20 feet from the Chop border to the port of Monfalcone and back by empty wagons (transshipment at the Karpaty terminal is provided);
- ❑ 18 x 80 ft wagons dedicated to this train traveling in the return direction with a capacity of 72 x 20 ft containers each for 24.5 net tons of cargo;
- ❑ unloading the train at Monfalcone;
- ❑ Estimated round trip transit time loaded/empty with unloading in Monfalcone and loading at the Karpaty terminal – 7 days:
 - 2.5 days Karpaty -COP - Monfalcone,
 - 1 day of maneuvering/unloading,
 - 2.5 days Monfalcone - COP- Karpaty,
 - 1 day of loading Karpaty (in case of longer transit time due to waits at the Karpaty terminal: surcharge +0.37,-euros/t for every 24 hours).

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Not included in rate:

- ❑ provision of containers
- ❑ Chop tariff – Karpaty terminal and back (your choice)
- ❑ loading containers at the Karpaty terminal (at your choice)
- ❑ transit and customs documents are processed at the Karpaty terminal (you decide or we discuss the option at the border)
- ❑ any expenses incurred and not caused by Raillogix
- ❑ We can offer a reboot at BTS Dobrá when you arrive by Ukrainian train at BTS Dobrá. We can list the price and add handling costs + T1 documents.