project

Belorussian Danube Shipping Company

New possibilities for cargo logistic between Russia and Serbia

Intellectual Property & Investments management agency “Mercury” (IP&IM agency “Mercury”)

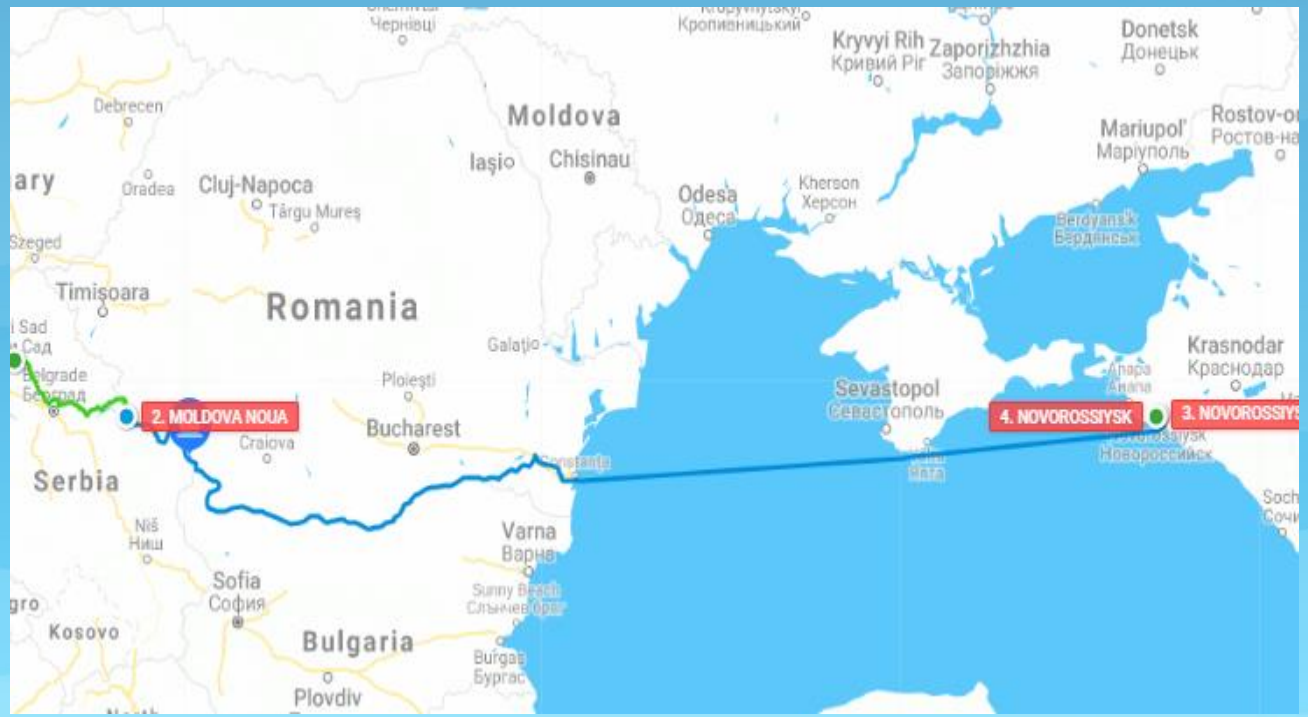
POLICY-ECONOMIC SUBSTAINTIATION

DANUBE COMMISSION

www.danubecommission.org

Danube shipping regulation is determined by the Belgrade Convention 1948.
Belgrade Convention 1948 is considered as one of World War Two outcome.
The Convention is signed and ratified by the countries of Danube basin, Soviet Union, USA, UK and France.
From the side of USSR the Convention additionally is signed by the Ukrainian soviet republic.
Free shipping regime for the civilian vessels of all countries is declared by the Convention in the distance from the Ulm city till the Black sea access without prejudice of sovereignty of Danube basin countries. “Danube regime” is similar as shipping regime of Bosphorus and Dardanelles.
Danube commission is the international body of Danube regime control, which is situated in the city of Budapest.
Warships are forbidden to enter to Danube.
Also, ten shipping companies from nine countries of Danube countries have signed the cooperation contract of cargo shipping on Danube

DANUBE SHIPPING REGULATION



Cargo logistic between Russia and Serbia has some difficulties.
The main export goods for Serbia are agricultural products
The truck shipping of Serbian products is impossible on the territory of EU as Serbian goods are not certificated in EU.
Serbia does not have maritime register. Russian river-sea type fleet is limited and used mainly for Volga-Caspian basin.
Bareboat and leasing are also limited because of sanction policy against Russia.
Common cargo logistic from Serbia is like this: truck shipping till ports of Montenegro and loading to centralized line. It takes not less than 6 days for cargo shipping from Serbia to Russian ports in the Black sea and 15 days to the Baltic sea ports.

Danube shipping from the port of Novi Sad (Serbia) to the port of Novorossiysk (Russia) takes 3 days maximum.

DETAILS OF CARGO LOGISTIC

Novi Sad
120.75 mi (223.62 km)
Transit Time: 6 hours
Average Speed: 22 mp/h (35 km/h)

Moldova Noua
839.28 mi (1554.35 km)
Transit Time (Direct): 2 days 17 hours
Average Speed: 13 knots

Novorossiysk
2.81 mi (5.21 km)
Transit Time: 13 minutes
Average Speed: 22 mp/h (35 km/h)

Novorossiysk

Republic of Belorussia

THE MARITIME REGISTER OF REPUBLIC OF BELORUSSIA

Is formed in accordance with Decree of Transport and Communication Ministry of Republic of Belorussia of August 24, 2001 No 18

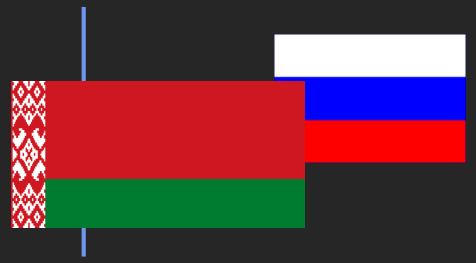
The Belorussian Maritime Register provides possibility to obtain property certificates for the vessels and certificates of the right of Belorussian flag flying.
The Republic of Belorussia has its Merchant Shipping Code.

The sanction policy against Russia does not have anything to do with Republic of Belorussia as Belorussia is souverain country forming self-reliant foreign policy in accordance with Constitution.

Banking system reform and open investment policy makes easy international trading activity for the Belorussian companies

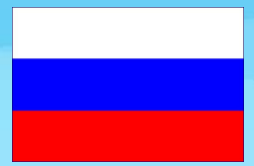
At the same time, integration to the United state of Russia and Belorussia make possible for Belorussian companies for cabotage shipping in Russia.

ALTERNATIVE SOLUTION



Republic of Belorussia – The project is possibility to declare the country as Sea Power, to take place in the cargo logistic system on the main River of Europe - Danube, to form professional maritime institute, to create new jobs and big taxpayer

Republic of Serbia – the project is possibility to create the way of cargo turnover with Russia to be independent on EU Rules, increase goods turnover with Russia and increase part of export in economy.



Russian Federation – the project is possibility to satisfy requirements of Russian business to make the cargo logistic easy, to support trading relationship between United state of Russia and Belorussia and Republic of Serbia.

PROJECT BENEFIT

Project moderator: Igor Radostev
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