

Joint project gaining momentum at full steam

Nearly 50m Euros has already been invested in setting up the Stadler Minsk enterprise to create electric transport, noted Director Vladimir Korol during the Belarusian Industrial Forum

By Vasily Kharitonov

“The project to start manufacturing electric transport at the factory in Fanipol is advancing quite successfully. Almost 50m Euros has been invested in it so far,” he said. Mr. Korol also added that two construction phases had already been completed, enabling us to carry out the complete process flow that the manufacturing of electric trains requires. Welding work to construct the first few train bodies are beginning in two shifts at the factory. Since the project also envisages the production of trams and metro trains, several other construction phases have yet to be commissioned.

As part of the Belarusian Industrial Forum representatives of the Swiss company Stadler Rail AG (founders of Stadler Minsk JSC) and the Holding Management Company of Belkommunmash signed an agreement on transferring the entire package of design documents and intellectual property objects to make trolleybuses and trams from the Belarusian enterprise. The package is needed to produce electric urban transport.

“The CIS’ first, and currently the only company to manufacture electric transport for railroads and cities, has been set up,” explained Mr. Korol. “The design documents are those used to make production models. However, they have been adjusted to meet Stadler Rail AG standards in the



Inside the cabin of a Stadler electric train for city lines

conditions of the new enterprise. At present, the Swiss manufacturer is one of the world’s top producers in its field.” The Director of the Fanipol-based enterprise noted that in May, Stadler signed a mega contract for the delivery of rolling stock for the rapid railroad that will connect Germany, Switzerland, Austria, and Italy.

The investment project to start manufacturing electric transport for railroads and cities is being im-

plemented by the Holding Management Company of Belkommunmash and the Swiss company Stadler Rail AG. The company, Electric Transport JSC, was set up to implement the project. It was renamed to Stadler Minsk JSC on November 6th, 2013, with Stadler Rail AG owning 60 percent of the charter fund. A 19-hectre land plot in the Minsk Region’s Dzerzhinsk District has been allocated for building of the factory, and

has been made part of the Minsk Free Economic Zone.

At the first stage, the production capacity of the Belarusian-Swiss factory in Fanipol will total 18 trains of the Flirt and Kiss types annually. Later on, the manufacturing capacity will increase to 30 Flirt and Kiss trains, 100 trams, and 40 sets of welded structures. The factory plans to make three electric trains by the end of this year.



BELTA

Fabrics don’t let down form

Delegation from Kazakhstan visits Mogilev’s Mogotex textile manufacture

The aim of visiting the enterprise was to become familiar with the full technological production cycle of fabric, as well as with new products and developments in special clothing and the service dress segment. “We have co-operated with Mogotex for a long time, but only now we could personally see the scale of production, equipment and the wide range of products of the enterprise. The main thing is that Mogotex continues to develop and is ready to offer innovative technologies, and it is the most important thing for a defence-oriented industry. So we intend to continue and to strengthen our co-operation,” said Zhandos Omarkulov, Head of Delegation, Administrative Commandant of the National Guard of the Republic of Kazakhstan.

Mogotex delivers fabrics to the clothes factories of Kazakhstan for production of service clothes for the security agencies. The annual turnover is more than \$3,500,000. Mogotex Kazakhstan LLP, the official representative of the Belarusian enterprise, has been working in Kazakhstan for ten years.

People of Single Economic Space countries become richer

By Alexander Ivanovsky

Perhaps, nothing concerns us so much as lining our pockets, and comparing them with our neighbour’s wealth. In the Eurasian Economic Commission they told about the standard of wages in the states — the members of the Customs Union and the Single Economic Space. They noted that, in the first quarter of this year, a real growth of income of people was seen in all three countries.

According to statistics, there was an increase of not only nominal wages but also of real wages paid, taking inflation into account. In January-March of 2014, in comparison with the same period of 2013, average wages in Belarus increased by 21.2 percent, in Kazakhstan by 7.5 percent and in Russia by 10.9 percent. In our country, the rate of increase of real wages (taking into account price increases) was 104.9 percent, in Kazakhstan it was 101.9 percent and in Russia, 104.2 percent.

In January-March of 2014, the average monthly salary expressed in dollars was \$566 in our country; Kazakhstan averaged \$639 and Russia, \$859. It should be noted that these indexes were calculated in terms of the currency rates of each State’s national bank, for the first quarter of 2014. In our country this was calculated in terms of the average exchange rate of the Belarusian Rouble to the Dollar, and in Kazakhstan and Russia, in terms of average exchange rates of their respective national currencies to the Dollar.

Passengers pay to leave

By Yevgeny Krichevsky

Passengers of the National Airport Minsk will pay a fee from \$2.5 to \$5 for its development

Passengers, who fly from the National Airport Minsk, will pay a fee for the development of infrastructure of the airport. This was said in a resolution of the Council of Ministers of Belarus.

According to the document, passengers aged 12 years and older will pay \$5, while passengers from 2 till 12 will pay \$2.5.

The payment will not be collected from children travelling under humanitarian programmes or by transit and transfer passengers.

The Council of Ministers explained that this resolution was adopted ‘with a view to the development of civil aviation and the modernisation of transport infrastructure’.

On parity with Chinese partners

By Sergey Gerasimov

The Vitebsk hydroelectric power station is to be built at the Zapadnaya Dvina River by 2019 with the assistance of a Chinese company

This is envisaged by the Decree ‘On the Construction of the Vitebsk hydroelectric power station at the Zapadnaya Dvina River’, signed by President Alexander Lukashenko on May 16th. According to the Decree, the Vitebsk hydroelectric power station will be built by January 1st, 2019, in line with the contract concluded between Vitebskenergo and China National Electric Engineering Co., Ltd.

The power station will comprise four hydroelectric units with a total installed generating capacity of 40MW. The contract envisages designing, supplying, and installing the equipment, start-up and commissioning operations,



Design of new hydroelectric power station

testing, technical maintenance during the warranty period, personnel training, organisational and technical measures, as well as the preparation of permit documents and the overall commissioning of the installation.

The hydroelectric power plant station will cost \$189.55 million without VAT and customs duties. The project will be financed with

loans from the China Development Bank and proprietary resources of Vitebskenergo.

Belarusian design, construction and installation companies will be able to perform services worth at least 30 percent of the total cost of the contract by offering design services, construction, installation, tuning work and by supplying materials.