

Kouvola is an important hub of both national goods transportation and international rail traffic. Kouvola is the only rail and road terminal of the European core traffic network TEN-T (Trans European Network – Transport).



RAUTATIE- JA MAANTIETERMINAALI
**KOUVOLA
RRT**
Rail Road Terminal

International rail traffic hub

Thanks to its favourable location, Kouvola forms a link between the Nordic Countries and Asia. The train connection between Kouvola and Asia via Russia is the shortest route between the EU and Asia, both in terms of distance and the travel time of only two weeks.

The development of the Kouvola RRT is one of the strategic priorities of the City of Kouvola.

The Kouvola RRT rail and road terminal project is included in the development and marketing of Railgate Finland, the train connection between Kouvola and Asia.

For more information on the project, please visit: kouvola.fi/rrt

Improved competitiveness in international logistics

Kouvola RRT offers a new and intelligent solution to railroad logistics between Northern Europe and Asia.

Kouvola RRT is the only Finnish rail and road terminal of the European core traffic network.



Leverage from
the EU
2014–2020



REGIONAL COUNCIL
KYMEN
LAAKSO

Kouvola®



Efficient and competitive Kouvola RRT

When completed, the Kouvola RRT rail and road terminal will be an efficient and competitive terminal area for intermodal transportation that responds to the growing requirements of national and international container traffic.

In terms of logistical significance, Kouvola RRT is comparable to the most important cargo ports and airports in Finland.

Robotics and time-saving

Kouvola RRT is located in the Tehola and Kullasvaara areas in Kouvola. The new intermodal terminal built in the first phase will make it possible to load trains that are more than a kilometre long. In addition, it will enable the use of new cargo-handling methods using robotics and digitalisation that result in time and cost savings in rail freight transportation.

The current logistics centre in Kouvola is located in the Tehola area that will form part of the Kouvola RRT area.

An important route for rail transportation in Northern Europe

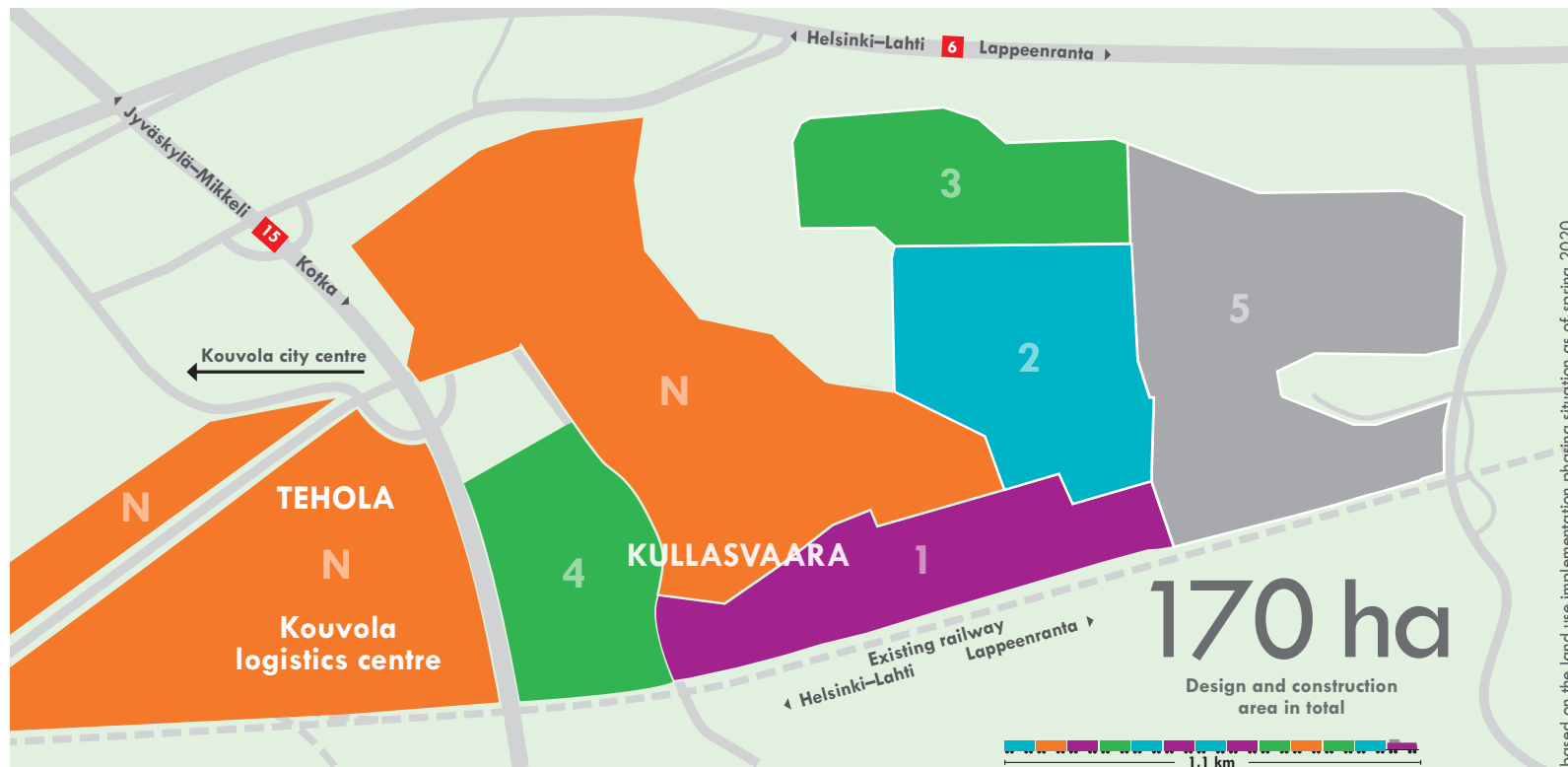
The number of containers transported by rail between Asia and Europe is estimated to increase from the current 350,000 containers (TEU*) to as many as a million (TEU). The new train connection will improve the cost-effectiveness and competitive edge of the overloaded rail traffic between Asia and Europe.

The Kouvola rail connection shortens the freight transport connection between Asia and Northern Europe by about 2,000 km. Thanks to the same track gauge in use in Finland and Russia, the route only involves one time-consuming reloading of cargo.

The new Eastern transport corridor will generate new business opportunities for production sectors for which air freight is too expensive and marine transport too slow. It enables fast freight connections between Europe, the Nordic Countries and Asia.

The shift to rail transportation plays a key role in reducing the carbon footprint of container and goods transport.

*TEU (Twenty foot equivalent unit, a regular container) is a basic unit used in container transport that equals a 20-foot or six-metre container.



THE DESIGN AND CONSTRUCTION OF THE KOUVOLA RAIL ROAD TERMINAL (RRT) WILL HAPPEN IN PHASES:

Intermodal terminal for long trains

- Estimated start of operations: 2022-2023
- Estimated start of construction: 2019

Logistics area

- Estimated start of operations: 2023
- Estimated start of construction will be announced later.

Business area

- Estimated start of design and construction will be announced later.

Additional reserved areas

- Estimated start of design and construction will be announced later.

Logistics and business area

- Partially built area. Will be fully built up later.



The train connection between Kouvola, Finland and Xi'an, China was opened on 10 November 2017, and the first train from China arrived in Kouvola on 12 December 2017.

The information on the map is based on the land use implementation phasing situation as of spring 2020.