

What does GETO stand for?

When we spoke about the Eurasian landbridge in the past, we meant first and foremost the Transsiberian Railway corridor. This is why the abbreviation GETO originally stood for „Gemeinschaft der Europäischen Transsibirien Operateure und Spediteure“, i.e. “Group of European Transsiberian Operators and Forwarders”.

But there has been a change since 2013. At this time, the Chinese Government started the initiative „One Belt, One Road (OBOR)“, with the intention to revive the Silk Road. The plan of the Chinese government is to create a vast network of new trade routes to Central Asia, Russia, Middle East and Europe, which includes the modernization of railway lines, roads, ports, etc. Due to these developments, rail freight transport via the Eurasian landbridge has become a well-established service offer between ocean and air freight in the past few years.

In order to show the wide space of activities of the members, it therefore has been decided to rename GETO into Group of European TransEurasia Operators and Forwarders.

Still, it is GETO’s aim to safeguard the interest of its members, to support the increase in transportation on the Eurasian railway route and to promote TransEurasian transports from, to and in transit with the Commonwealth of Independent States (CIS).

GETO, founded in 1978, belongs also to the initiators and founders of the International Coordinating Council on Transsiberian Transportation (CCTT) in Moscow. GETO supports the Council’s activities in a constructive and committed way. The common aim of CCTT and GETO is to promote the international transport on the Transsiberian and TransEurasian railway routes with various initiatives and this has greatly contributed to the development of transportation on these significant railway corridors.



GETO Association –
Group of European TransEurasia
Operators and Forwarders

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What does GETO do?

All GETO companies have proven know-how for transacting international railway freight transportation between Europe, CIS and Asia, and have long-standing experience in this domain. They are all committed to developing new attractive products and to maintaining a high standard of service quality. With their service packages, they conform to the requirements of the customer – a complete logistics package. This includes door-to-door offers, which in turn include the so-called pre- and oncarriage traffic, by sea and by land, to the TransEurasian railway route and right up to the door of the customer.

Active use of the most modern information technology is an important quality feature for all GETO companies when informing and serving customers. The GETO association has done pioneer work in introducing an electronic freight letter as well as tracking and tracing a container with direct customer integration via internet.

On the one hand, GETO serves as a platform for their members, to exchange information about business on the Eurasian railway route. On the other hand, GETO is doing important public relations and lobbying work in Europe, CIS and Asia to promote the railfreight possibilities and to support the increase in transportation on the Eurasian railway route.

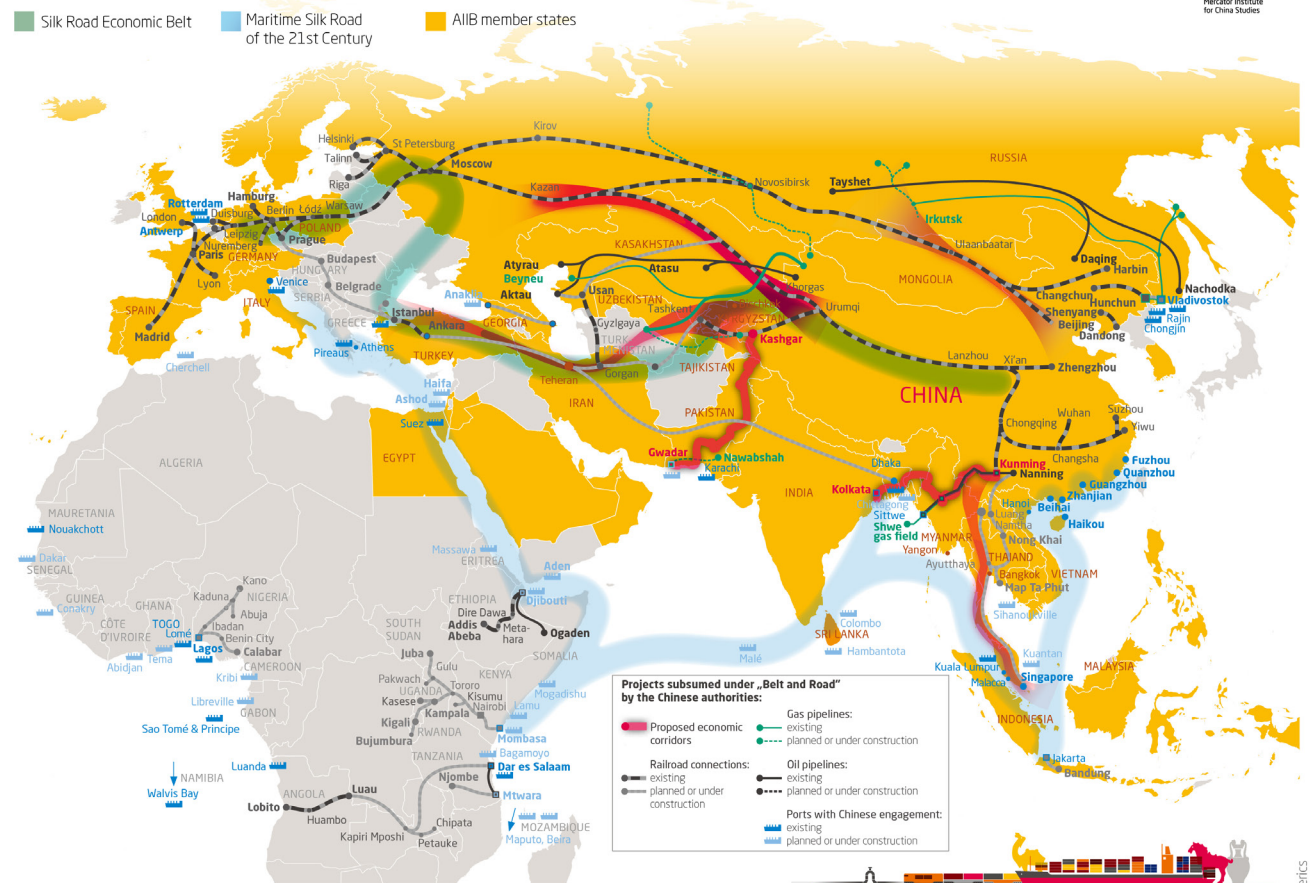
Why become a member?

GETO bundles know-how and competence of leading operators and forwarders in the Eurasian railway transportation. Not only does it enable an active information exchange on current developments in this regard, it also facilitates common innovations and their implementation. Due to the immediate vicinity of the CCTT in Moscow and the close relationship with the major CIS state railway companies such as BCH, KTZ and RZD, GETO is an important partner to contact when it comes to new planning, concepts and offers regarding the Eurasian railway corridors.

The New Silk Road

The project to revive the Silk Road runs under the name Belt and Road Initiative. With this initiative the Silk Road, which goes back 2,100 years ago, is gaining importance again for today's global transports. In ancient times, the route was already used for the goods trade between China and Europe. Nowadays, the plan of the Chinese government is to create a vast network of new trade routes to Central Asia, Russia, Middle East and Europe, which includes the modernization of railway lines, roads, ports, etc.

China aims to build a global infrastructure network
"Belt and Road" infrastructure projects, planned and completed (March 2017)



Source: MERICS (Mercator Institute for China Studies)