

The background is a dark blue gradient filled with a dense pattern of white technical drawings and blueprints. These drawings include various mechanical parts, structural diagrams, and engineering schematics, creating a complex, technical aesthetic.

SW

SKYWAY IN COLOMBIA

A small logo consisting of the letters 'SW' in a stylized, italicized font. The 'S' is light blue and the 'W' is a darker blue, with a white outline. It is positioned at the bottom center of the image.

SW

SKYWAY



SkyWay in Colombia

Representatives of the group of companies SkyWay headed by the Director General of the string transport technology Anatoly Yuritskiy in the period from 23 to 29 November 2014 took part in the work of an international group of specialists in Colombia. The main objectives of the working group is conducting complex research and the development a portfolio of priority infrastructure projects for a number of countries in South America. According to the results of the visit by the group of companies SkyWay formed an offer document in the form of draft scoping decision on string city and freight routes, as well as on the seaport, are presented in figures.

SkyWay is the ideal solution for Colombia, a country with a

vibrant and challenging climatic conditions. SkyWay technology withstand any extreme temperatures, working in conditions of high humidity. Independent suspension for each wheel, high aerodynamic characteristics of the body and anti-derail system provide high resistance to the effects of hurricane side winds up to 300 km/h, floods and high water to a depth of 10 m, a tsunami with a wave height up to 20 m, torrential rain, hail, fog, sand and dust storms, glaciations, earthquakes with magnitude up to 10 points on the Richter scale, landslides and other natural hazards. Rail-string transport overhead road is designed to traverse all types of soils encountered on the planet. String transport can operate in any zone: in the impenetrable forests, jungles,

swamps, deserts, ice, flooding rivers, in the mountains, so heterogeneous landscape of Colombia will not make technology SkyWay problems. The overpass will also be resistant to the effects of acts of terrorism and vandalism. Heavenly road does not impede the movement of ground and surface waters, movement of people, domestic and wild animals, the agricultural, construction and special equipment.

Stations SkyWay are multifunctional. For example, in addition to their main transport infrastructure function they can perform additional tasks: on their territory can be established "green" recreation areas, cafes or offices.

SKYWAY

Panorama linear cities, with multifunctional complexes, performing the role of anchors, stations boarding / alighting passengers, as well as retail and office space.



SkyWay, having small transverse dimensions of their structural elements, not «covers» the sky and gives a solid shade. Due to the elevated location of the string transport the land will remain intact, thus preserving the ecology, flora and fauna of the country, including numerous the endemic plants that grow on the territory of Colombia.

Sea port SkyWay does not violate the terrain, ecosystem and biodiversity of the coastal territory, and also eliminates the bulk of open warehouses and piles of bulk cargoes on the coast and in the coastal zone, which pollutes the environment. Port SkyWay does not affect the existing natural movement of water and natural water currents, does not violate the move and the natural migration of marine fish and animals.

SKY WAY

Panorama linear cities, with multifunctional complexes, performing the role of anchors, stations boarding / alighting passengers, as well as retail and office space.

City suspended UST

High-speed off-street transportation of passengers and cargoes:
Key features

1. Speed — up to 150 km per hour.
2. Capacity of rolling stock:
 - passengers — up to 100 persons;
 - cargo — up to 10 tons.
3. Road gradient — up to 15%, with a special type — up to 30%.
4. Transportation distance — up to 200 km.
5. The volume of high-speed urban transportation:
 - passengers at rush hour — up to 25 thousand people;
 - cargo — up to 1 thousand tons per day.
6. The cost of high-speed city route, excluding the cost of rolling stock, stations and infrastructure, — from USD 1.5 million per km.
7. Net cost of city traffic — 2 times lower than the net cost of underground subway, 3 times — the tram, 5 times — the monorail.

SKY WAY

An example of the arrangement of the city suspended transport on the streets of Bogotá.



City mounted UST

High-speed off-street transportation of passengers and cargoes

Key features

1. Speed — up to 150 km per hour.
2. Capacity of rolling stock:
 - passengers — up to 100 persons;
 - cargo — up to 10 tons.
3. Road gradient — up to 15%, with a special type — up to 30%.
4. Transportation distance — up to 200 km.
5. The volume of high-speed urban transportation:
 - passengers at rush hour — up to 25 thousand people;
 - cargo — up to 1 thousand tons per day.
6. The cost of high-speed city route, excluding the cost of rolling stock, stations and infrastructure, — from USD 1.5 million per km.
7. Net cost of city traffic — 2 times lower than the net cost of underground subway, 3 times — the tram, 5 times — the monorail.

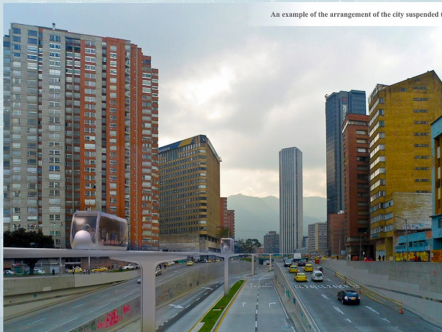
SKY WAY

An example of the arrangement of the city suspended transport on the streets of Bogota.



SKY WAY

An example of the arrangement of the city suspended transport on the streets of Bogota.



SKY WAY

Located above the ground suspended cargo routes, transporting iron ore, coal, mineral fertilizers and other bulk cargoes without harm to beautiful Colombian nature.

Freight suspended UST

Transportation of bulk industrial freight — ore, coal, crushed stone, gravel, sand, overburden, etc.

Key features

1. Speed — up to 50 km per hour.
2. Capacity of rolling stock — up to 10 000 tons.
3. Road gradient — up to 10%, with a special type — up to 30%.
4. Transportation distance — up to 2 000 km.
5. The volume of freight transportations — up to 250 million tons per year.
6. The cost of freight route, excluding the cost of rolling stock, stations and infrastructure, — from USD 1 million per km.
7. Net cost of freight traffic — 2 times lower than net cost of freight transportation by railway.



SKY WAY

Located above the ground suspended cargo routes, transporting iron ore, coal, mineral fertilizers and other bulk cargoes without harm to beautiful Colombian nature.



SW

SKY WAY

String technologies allow to make port facilities deep in the sea without prejudice to the shelf, which in Colombia is more suitable for recreation and tourism.



Competitive advantages

1. The possibility of organizing berths with depth of 20 m or more by using natural depth of the sea.
2. No need for large, free and expensive areas on the shore.
3. Decrease of capital expenditure for construction:
 - not needed dredging works;
 - don't need berth wall, necessary for mooring ships and to protect the shore from erosion by the surf;
 - don't need artificial channels in the port.
4. Reduction of operating costs:
 - by simplifying the entry of vessels with deep draft, compared with entry in the traditional ports;
 - by reducing the downtime of vessels with transshipment of cargo and transfer of passengers;
 - by minimizing the cost of pilotage support;
 - by improving the logistics of bulk cargo while working on the scheme: "ore deposit — UST freight train — bulk carrier" instead of the traditional scheme: "ore deposit — rolling stock — unloading in the warehouse on the shore — loaded from the warehouse at the other rolling stock — transportation to berth — overloading the hold/bulk carrier";
 - by reducing the consumption of energy and fuel for transshipment;
 - by reducing staff costs;
 - by automation of loading/unloading works;
 - by reducing the volume of repair work in port.
5. Improving the quality of cargo, especially bulk (ore, coal, etc.), and increase its selling prices by reducing the number of loading and unloading transshipments.
6. Improving the reliability and safety of all-weather and year-round operation of UST sea port compared to the traditional port on the shore.