Development of the EuroAsian Transport Corridors

September, 7, 2009
INFLUENCE OF THE WORLD ECONOMIC CRISIS ON OPEN JSC "RUSSIAN RAILWAYS" IN 2009 Y

Dynamics of freight’s loading

- JANUARY: -33.1%
- FEBRUARY: -24.2%
- MARCH: -21.8%
- APRIL: -22.7%
- MAY: -20.3%
- JUNE: -13.9%
- JULY: -13.2%
- AUGUST: -12%

MEASURES FOR SITUATION STABILISATION, CREATION OF THE BEST CONDITIONS FOR FREIGHT OWNERS:

- Acceleration of registration procedure of demands for transportations
- Formation of repayment terms of transportations more convenient for consignors
- Diversification of activity in the field of freight transport, formation of innovative transport products
RUSSIAN MARKET OF THE INTERNATIONAL RAILWAY CONTAINER TRANSPORTATION

Dynamics of the international railway container transportations in Russia, thousand TEU

- CARG (Exp-Imp) +29%
- CARG (Exp-Imp) -31%

Dynamics of the international container transportations on the Trans-Siberian line, thousand TEU

- CARG (Exp-Imp) +41%
- CARG (Exp-Imp) -59%
ROUTES OF ACCELERATED CONTAINER BLOCK-TRAINS

The most popular trains

- **“BALTICA-TRANSIT”** on a route Latvia – Lithuania – Estonia – Russia (Sebezh – Moscow – Ozinki) – Kazakhstan
- **“EAST WIND”** on a route Germany – Belarus (Brest) – the Russian Federation (Moscow)
- **“KIA MOTORS”** on a route Nahodka-Vostochnaya (RF) – Vozhoy (Izhevsk, RF)
- **“GM-DAEWOO”** on a route Nahodka-Vostochnaya (RF) – Alma-Ata (Kazakhstan) – Assake (Uzbekistan)
- **“HUNDAY”** on a route Nahodka-Vostochnaya (RF) – Martsevo/Taganrog (RF)
- **“RENO”** on a route Romania – Ukraine (Kiev) – Russian Federation (Suzemka-M-Paveletskaaya)
- **“SSANG-YONG”** on a route Nahodka-Vostochnaya (RF) – Krugloe Pole/Naberezhnie Chelni (RF)
- **“FIAT”** on a route Novorossiysk (RF) – Krugloe Pole/Naberezhnie Chelni (RF)
Crisis complicates realisation of Strategy for rail transport development

- In 2009 volumes of the investment program of JSC "Russian Railways" are reduced in 1.7 times

- Under the threat – realization of necessary volume of the state support of the railway transport development, provided by FTP (Federal Target Program on 2010 – 2015

It is important to find out possibilities to keep the trajectory of the rail transport development provided by the Government

Demand from railway branch’s side will become the catalyst of growth for the target complex of hi-tech manufactures, finally, that will promote crisis’ overcoming and dynamical postcrisis development of our country on an innovative basis
EFFECT FROM INTERACTION JSC «RUSSIAN RAILWAYS» WITH INTERNATIONAL PARTNERS

International partners

Result

Using of Russia as transcontinental transport "bridge"

Recept complex transport services corresponding to the high quality standards

Realisation of new joint business projects and expansion of commodity markets
ONE OF THE PRIORITY PROBLEMS OF STRATEGY-2030 IS ACHIEVEMENT OF THE WORLD DEGREE OF QUALITY OF CONTAINER TRANSPORTATIONS

Strategy of development of a railway transportation in the Russian Federation till 2030

Organizational and technological measures to optimize the duration and number of parking

Achievement of a world degree of quality of container transportations

The project of Correct transportations of cargoes in large-capacity containers as a part of container trains had developed

Application of the unified transport waybill allows to save till 8-12 h

Container train №1419 Nahodka-Krasnoe has run on an accelerated schedule from March of current year

Technologies of the container block trains following under the rigid schedule on distances to 9000 km with speed over 900 km/day introduced accelerated rates
<table>
<thead>
<tr>
<th>Year</th>
<th>Stage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>Arrangements</td>
<td>Reduction of quantity and duration of parking, increase capacity and traffic speed</td>
</tr>
<tr>
<td>2009</td>
<td>Activities to improve tariff politics</td>
<td>Updating of standard - legal base, optimisation of guarantee lines, increase capacity and traffic speed</td>
</tr>
<tr>
<td>2010</td>
<td>Technical activities</td>
<td>Introduction of an automatic control system with &quot;an electronic waybill&quot;</td>
</tr>
<tr>
<td>2011</td>
<td>1400 km/kg</td>
<td>Increase capacity, increase traffic speed</td>
</tr>
<tr>
<td>2012</td>
<td>1500 km/kg</td>
<td>Increase capacity, increase traffic speed, new carriage</td>
</tr>
</tbody>
</table>

**Nahodka-Krasnoe 9847 km**

- **2008**: 910 km/day (37.9 km/hour)
- **2009**: 1100 km/day (45.8 km/hour)
- **2010**: 1200 km/day (50.0 km/hour)
- **2011**: 1300 km/day (54.2 km/hour)
- **2012**: 1400 km/day (58.3 km/hour)

**2015 and further**

- Increase capacity, increase traffic speed, new carriage
The main parameters of the transition to trust status (2008 → 2012)
Total downtime: 26,2 h → 11,7 h of them:
- to change locomotive crews: 11 h → 7 h
- to change locomotives: 3,5 h → 1,7 h
- for inspection: 11,7 h → 3 h
Time in movement: 233,5 h → 156,3 h
Time in travel: 259,7 h → 168 h или 7 days

TRUST STATUS OF TRANSPORT TRANS-SIBERIAN LINE
Выбор европейских стран и их регионов, тяготеющих к проектируемой железнодорожной линии произведен с учетом следующих условий:
- Использование транспортных коридоров, обеспечивающих связи с Россией по кратчайшим направлениям;
- Учет областей влияния других европейских транспортных коридоров;
- Наличие технически освоенных транспортных коммуникаций речного и автомобильного видов транспорта, обеспечивающих связи пунктов на трассе проектируемой линии с отдельными европейскими странами или их регионами на расстояние до 600 км.