

Eurasian transport link development by RZD

Remarks by RZD President Vladimir Yakunin

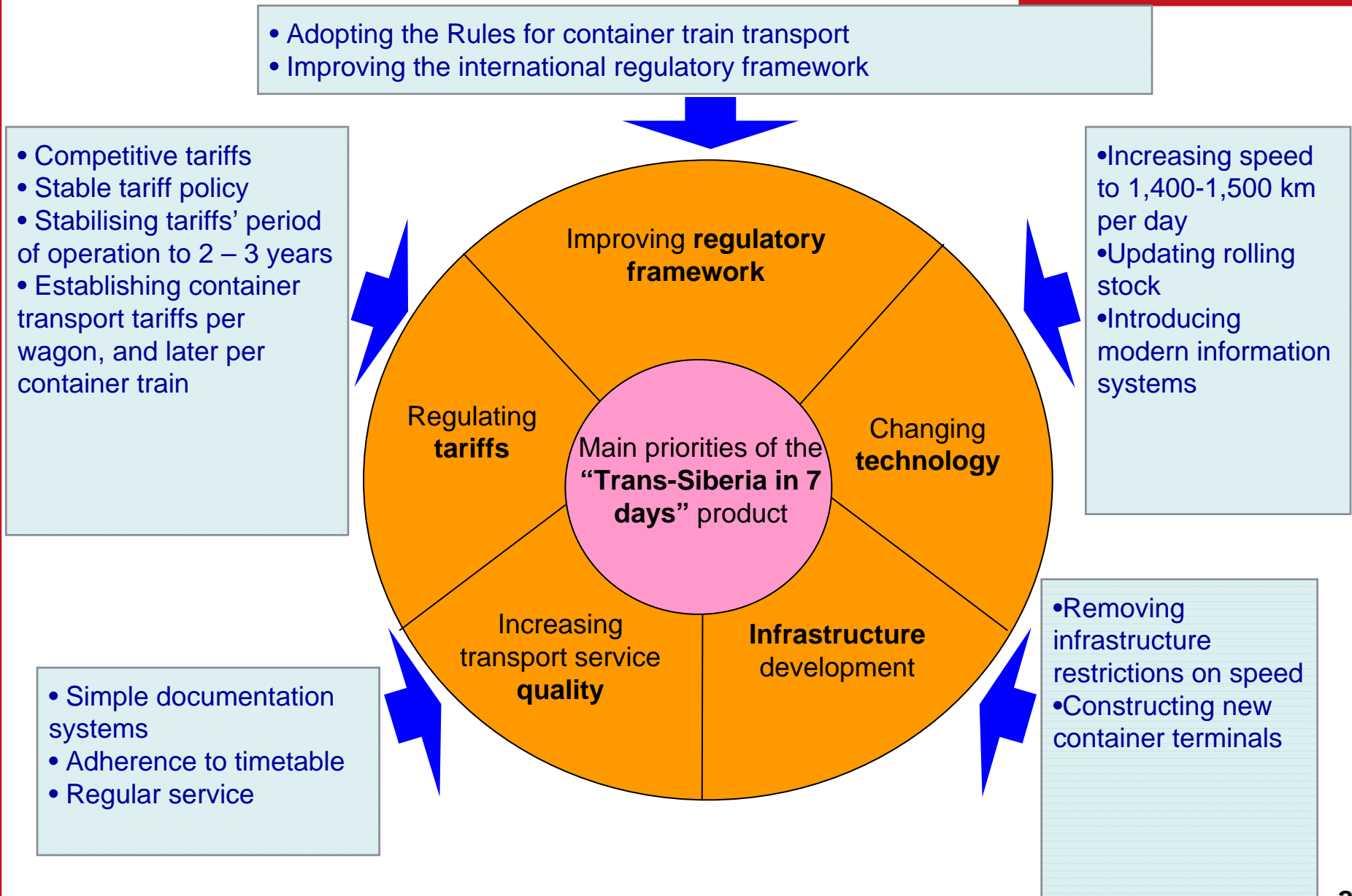
Geneva, Switzerland, 24 February 2010

EAST – WEST INTERNATIONAL TRANSPORT CORRIDOR

Container transit time across Russia: 11 days
Long-term target: 7 days

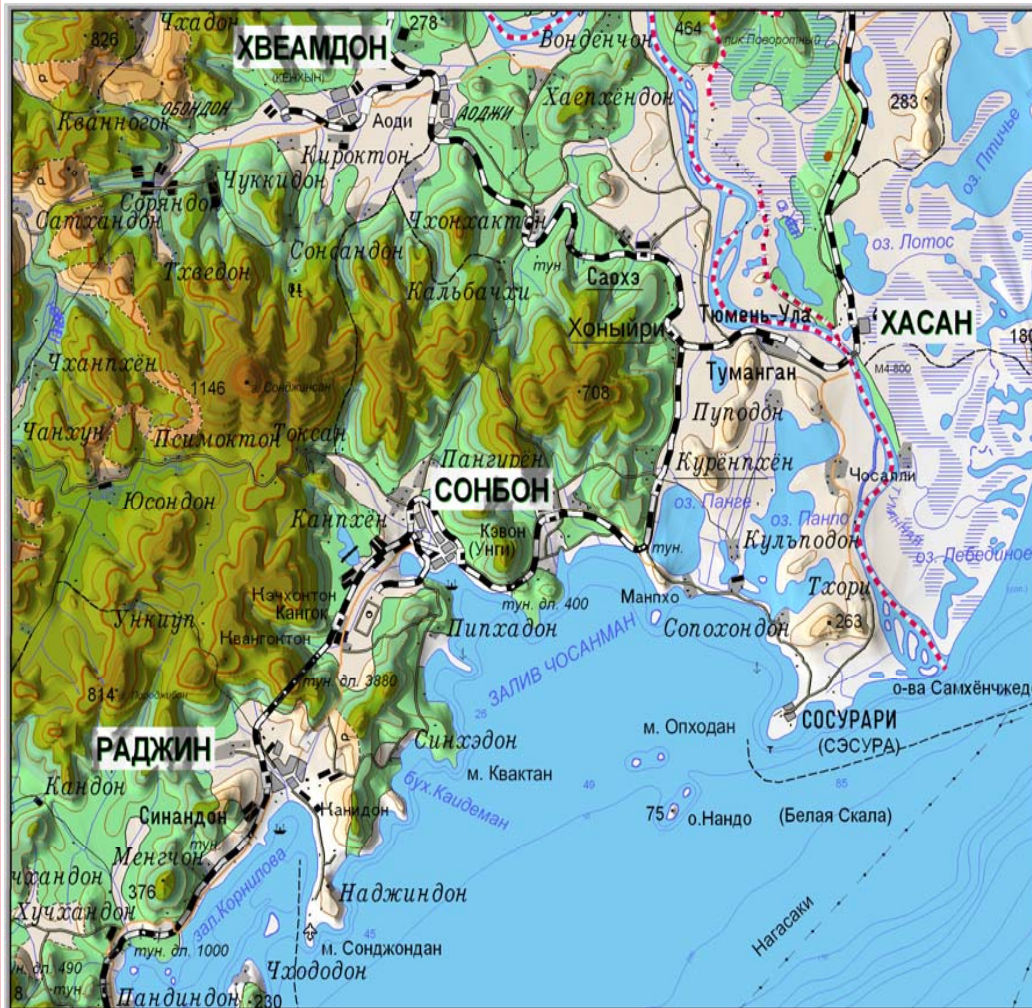


MAIN PRIORITIES OF THE “TRANS-SIBERIA IN 7 DAYS” PRODUCT



KHASAN – RAJIN PROJECT

The RasonKonTrans joint venture was established in April 2008 to reconstruct the railway line from Rajin to Tumangan and build a sea port container terminal



Project goal: creating a new competitive route for container cargo transport linked to the Trans-Siberian mainline

The project provides for:

- Reconstructing a 54km section of the Tumangan – Rajin railway line
- Building a container terminal with a capacity of 100,000 TEUs per year in the Rajin port
- Organising international East – West cargo freight based on the new infrastructure

COOPERATION FOR MONGOLIAN RAILWAYS DEVELOPMENT

The basis for cooperation is **transfer of Russia's share stake (50%) in Ulan-Bator Railways into Russian Railways trust management for 5 years (Decree of the President of the Russian Federation No. 965 dated 22 August 2009)**

Cooperation in boosting the efficiency of Ulan-Bator Railways

within the framework of the **Agreement on Expanding Cooperation between Russian Railways and Ulan-Bator Railways (February 2008):**

- Providing Mongolian Railways with the necessary rolling stock
 - Renovation of the track superstructure
 - Introduction of innovative transport and information technology on Ulan-Bator Railways
 - Integration of the IT systems of Russian and Mongolian Railways
 - Development of transit from China to Europe and back
 - Training and retraining of highly-qualified personnel in professions in urgent demand by Ulan-Bator Railways
- In 2009, 2 Russian Railways representatives joined the Ulan-Bator Railways Management Board

Development and implementation of the concept for Mongolian Railways' development

In May 2009, the government of Mongolia and RZD established an **Infrastructure Development company (with an RZD stake of 50%)** as a site for developing the **Concept for implementation of the joint project with Ulan-Bator Railways and construction of a new railway infrastructure in Mongolia**

on the principles:

- Unified network (on the basis of Ulan-Bator Railways)
- Single gauge track (1520mm)
- Financing of the project by Russian Railways (the funds) and the government of Mongolia (deposit development rights) on a parity basis



CONSTRUCTION OF THE KOSICE – BRATISLAVA – VIENNA 1520MM GAUGE RAILWAY LINE

The length of the planned line will be 565km



NORTH – SOUTH INTERNATIONAL TRANSPORT CORRIDOR

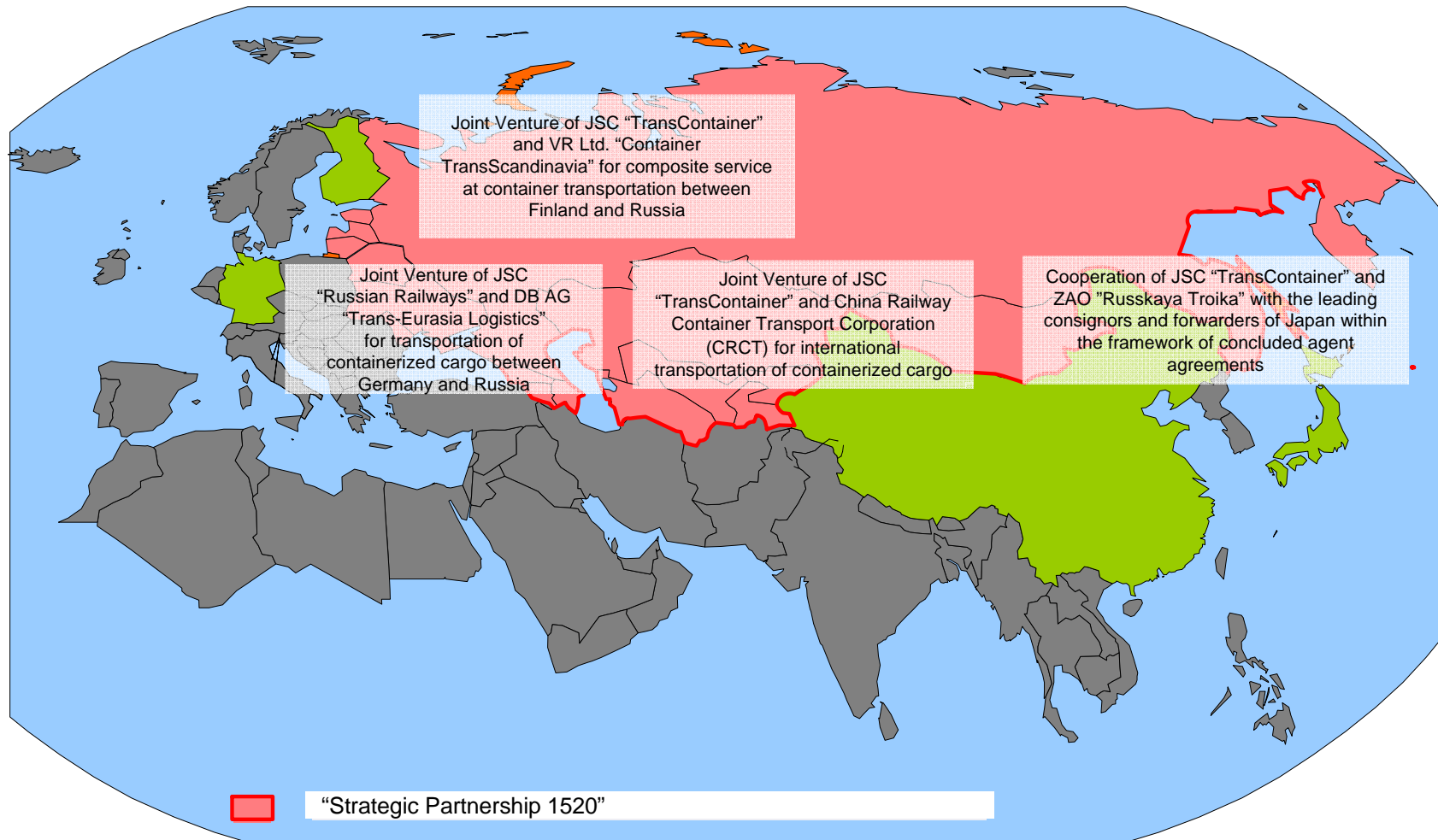
Expected North-South ITC commodity market volume: 25m-26m tonnes



Legend

- -North-South corridor
 - -European cargo flows linked to the corridor
- Freight routes within the North-South corridor
- ⋯ 1. Trans-Caspian
 - ⋯ 2. West (via Azerbaijan)
 - ⋯ 3. East (via Kazakhstan and Turkmenistan)
 - ⋯ 4. Traditional sea route via the Suez Canal
 - ⋯ -Planned Astara – Rasht railway line
 - ⋯ -Qazvin – Rasht and Uzen – Bereket – Gorgan lines under construction
 - ⋯ -Potential North – South corridor lines

COOPERATION OF JSC "RUSSIAN RAILWAYS" WITH FOREIGN TRANSPORTATION COMPANIES TO SET UP JOINT VENTURE FOR FREIGHT SERVICE



Strategic aim: Strengthening of JSC "Russian Railways" position at the Eurasian freight service market

Freight volume and investment in railway infrastructure around Russian ports until 2020

North-West region

	2008	2009	2015	2020
Mln tonnes	83.4	81.8	190.4	247.5
Bln roubles.	between 2010 and 2020 – 362.0			

Total investment (in expected prices): 1,771.7 billion roubles

Southern region

	2008	2009	2015	2020
Mln tonnes	61.2	63.8	122.6	137.3
Bln roubles	between 2010 and 2020: 1,075.9			

Far East region

	2008	2009	2015	2020
Mln tonnes	46.1	52.6	105.1	130.0
Bln roubles	between 2010 and 2020: 333.8			

FERRY SERVICE UST-LUGA – BALTIYSK – GERMAN PORTS

