



**SPEECH BY VADIM MOROZOV,
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**PLENARY SESSION OF THE INTERNATIONAL UNION OF
RAILWAYS GLOBAL RAIL FREIGHT CONFERENCE**



*THE INTERNATIONAL UNION OF RAILWAYS: A
STRATEGIC INSTRUMENT FOR THE
DEVELOPMENT OF RAIL TRANSPORT AT THE
GLOBAL LEVEL*



UIC

Is a unique venue for making business contacts and exchanging cutting-edge experience

UIC

Is laying the foundations for the systematic integration of rail networks operating on different gauges

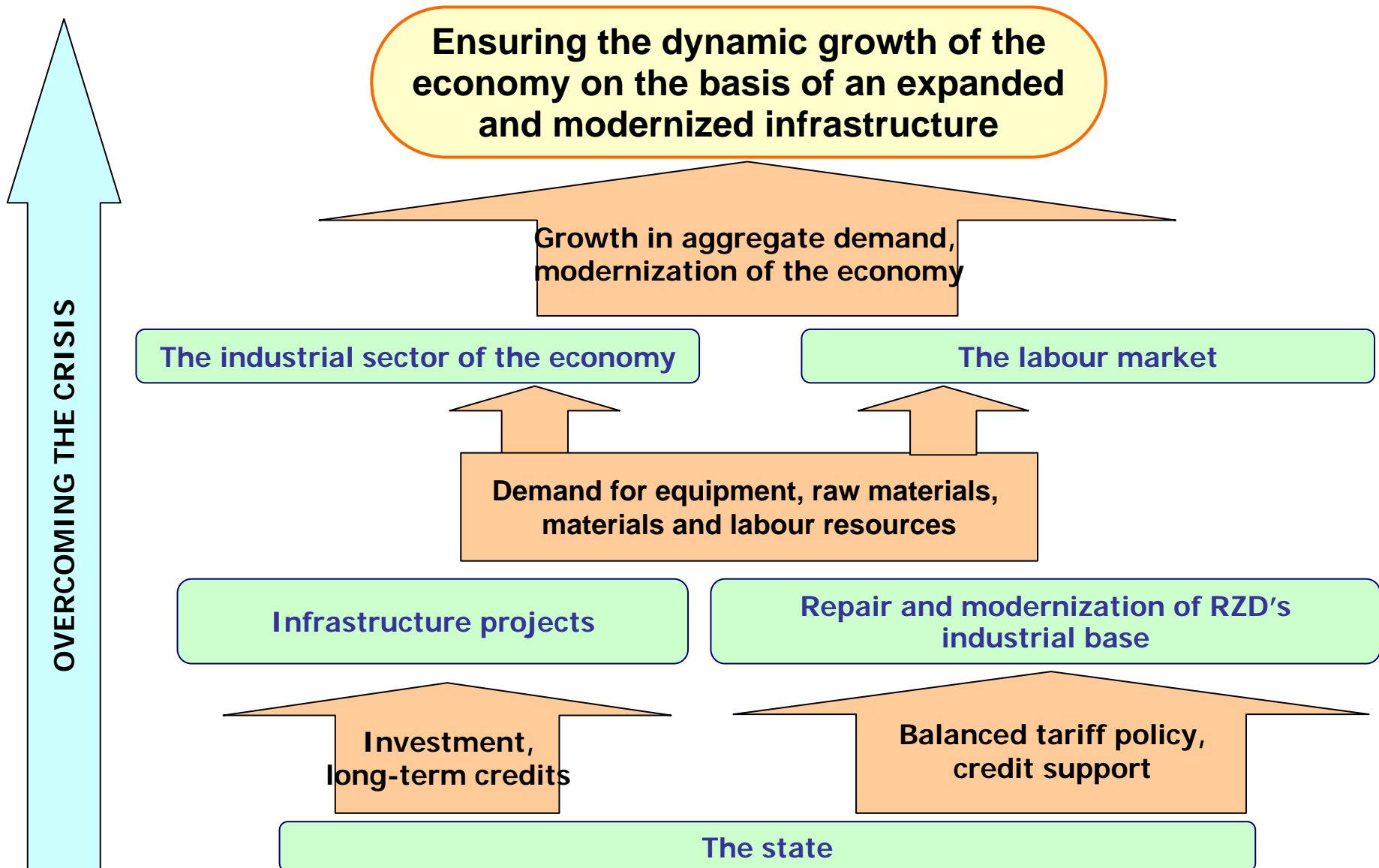
UIC

Facilitates the implementation of effective foreign economic policy by member countries

UIC

Plays an important role in international economic integration

*STATE INVESTMENT IN RAIL TRANSPORT
INFRASTRUCTURE PROJECTS: AN INSTRUMENT
FOR OVERCOMING THE ECONOMIC CRISIS*



**THE STATE'S OBJECTIVE: TO CREATE
FAVOURABLE CONDITIONS FOR
ATTRACTING PRIVATE INVESTMENT IN THE
DEVELOPMENT OF RAIL TRANSPORT**

1

Strengthening the role of the state in the development of rail transport

2

Developing mechanisms for public-private partnership

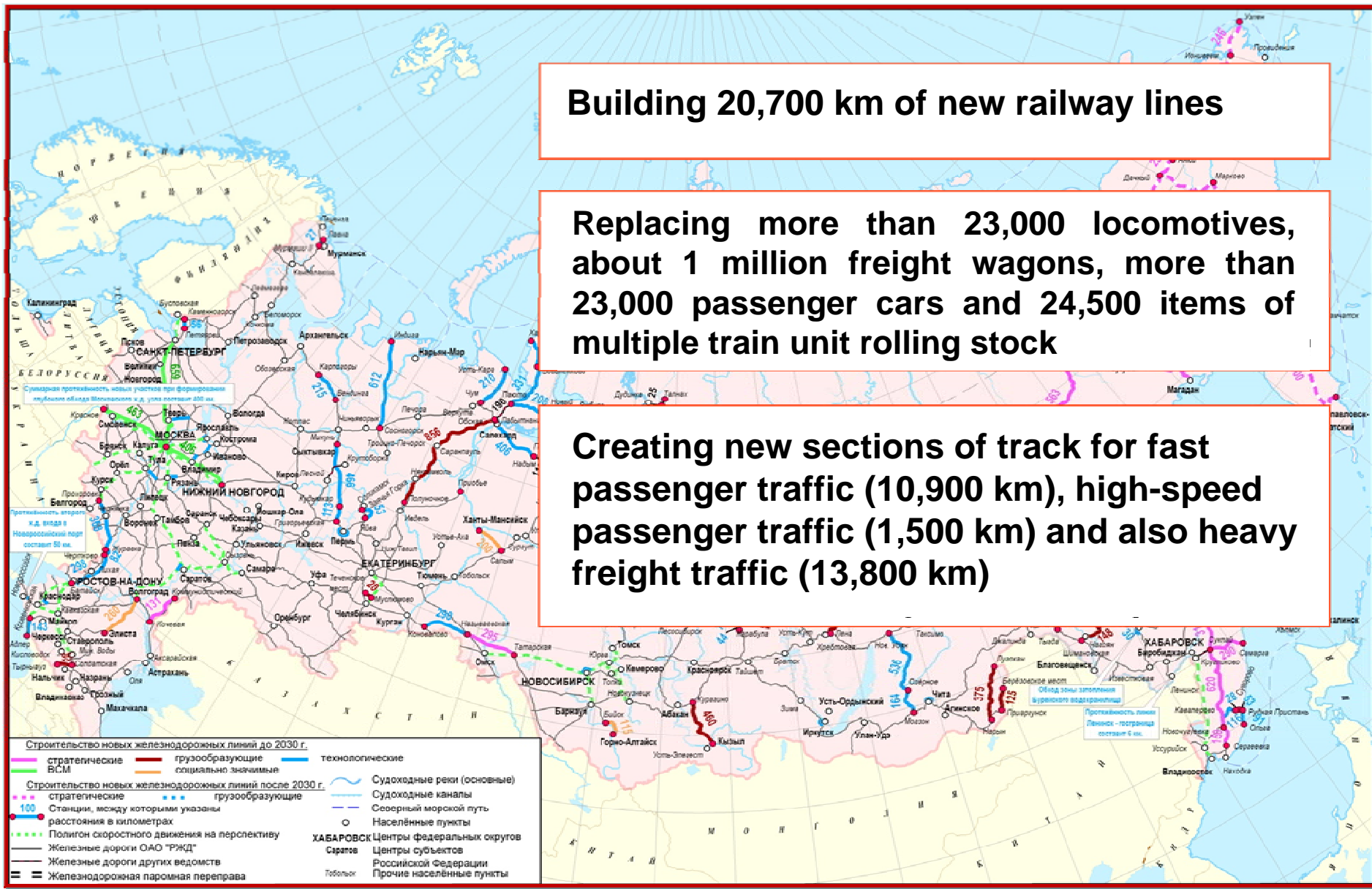
3

Attracting investment as part of the process of reforming rail transport

**Opportunities opening up for private
investors to be involved in the
development of rail transport**

- *Renovation and modernization of main station complexes and creating multi-functional complexes on their sites*
- *Developing co-operation in the field of the terminal and logistics business*

THE STRATEGY FOR DEVELOPING RAIL TRANSPORT IN THE RUSSIAN FEDERATION UNTIL 2030



Building 20,700 km of new railway lines

Replacing more than 23,000 locomotives, about 1 million freight wagons, more than 23,000 passenger cars and 24,500 items of multiple train unit rolling stock

Creating new sections of track for fast passenger traffic (10,900 km), high-speed passenger traffic (1,500 km) and also heavy freight traffic (13,800 km)

Строительство новых железнодорожных линий до 2030 г.

- стратегические
- грузообразующие
- технологические
- ВСМ
- особенно значимые

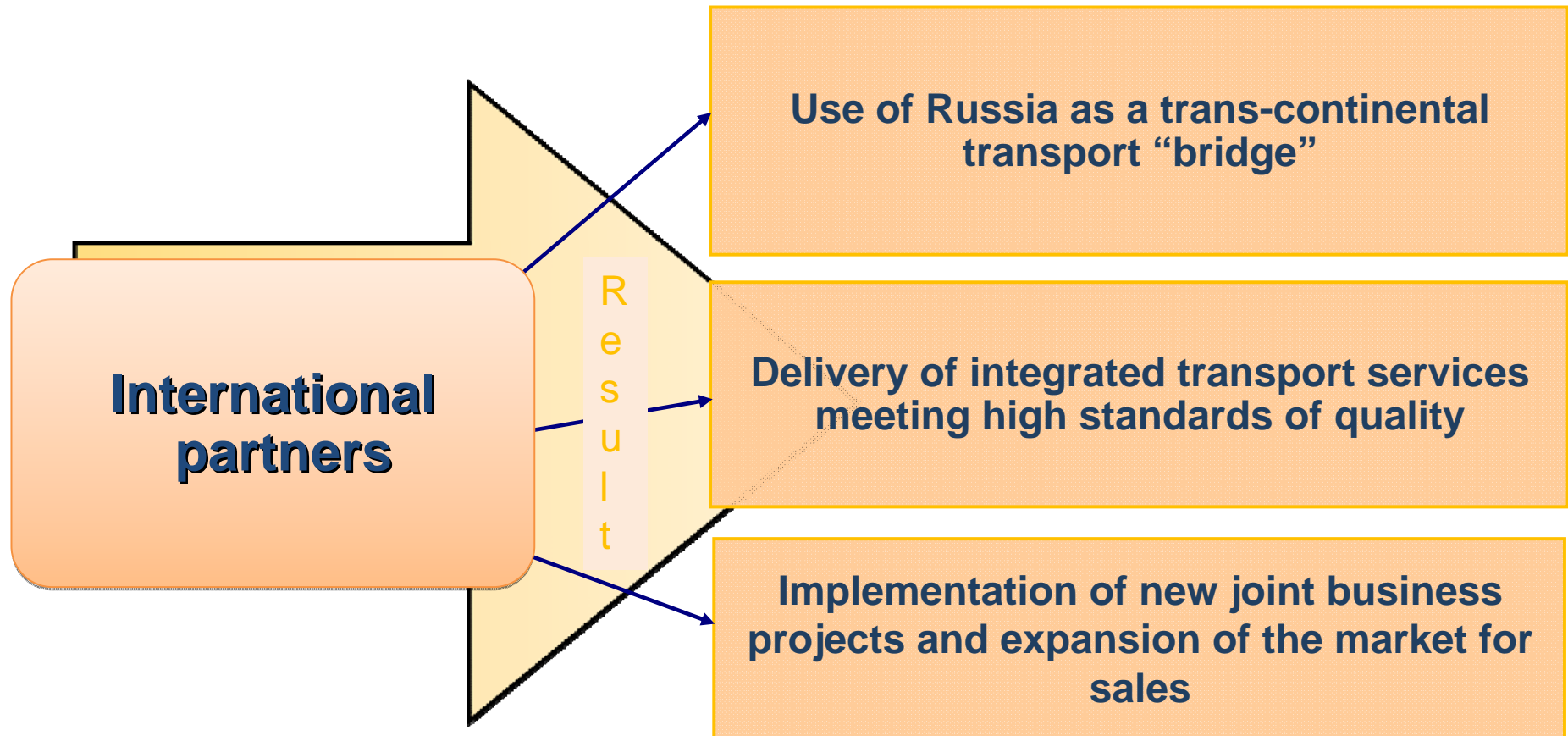
Строительство новых железнодорожных линий после 2030 г.

- стратегические
- грузообразующие
- Станции, между которыми указаны расстояния в километрах
- Полигон скоростного движения на перспективу
- Железные дороги ОАО "РЖД"
- Железные дороги других ведомств
- Железнодорожная паромная переправа

Судоходные реки (основные)

- Судоходные каналы
- Северный морской путь
- Населенные пункты
- ХАБАРОВСК Центры федеральных округов
- Саратов Центры субъектов Российской Федерации
- Тобольск Прочие населенные пункты

THE RESULTS OF IMPLEMENTATION OF THE STRATEGY FOR DEVELOPING RAIL TRANSPORT IN THE RUSSIAN FEDERATION UNTIL 2030 FOR FOREIGN PARTNERS



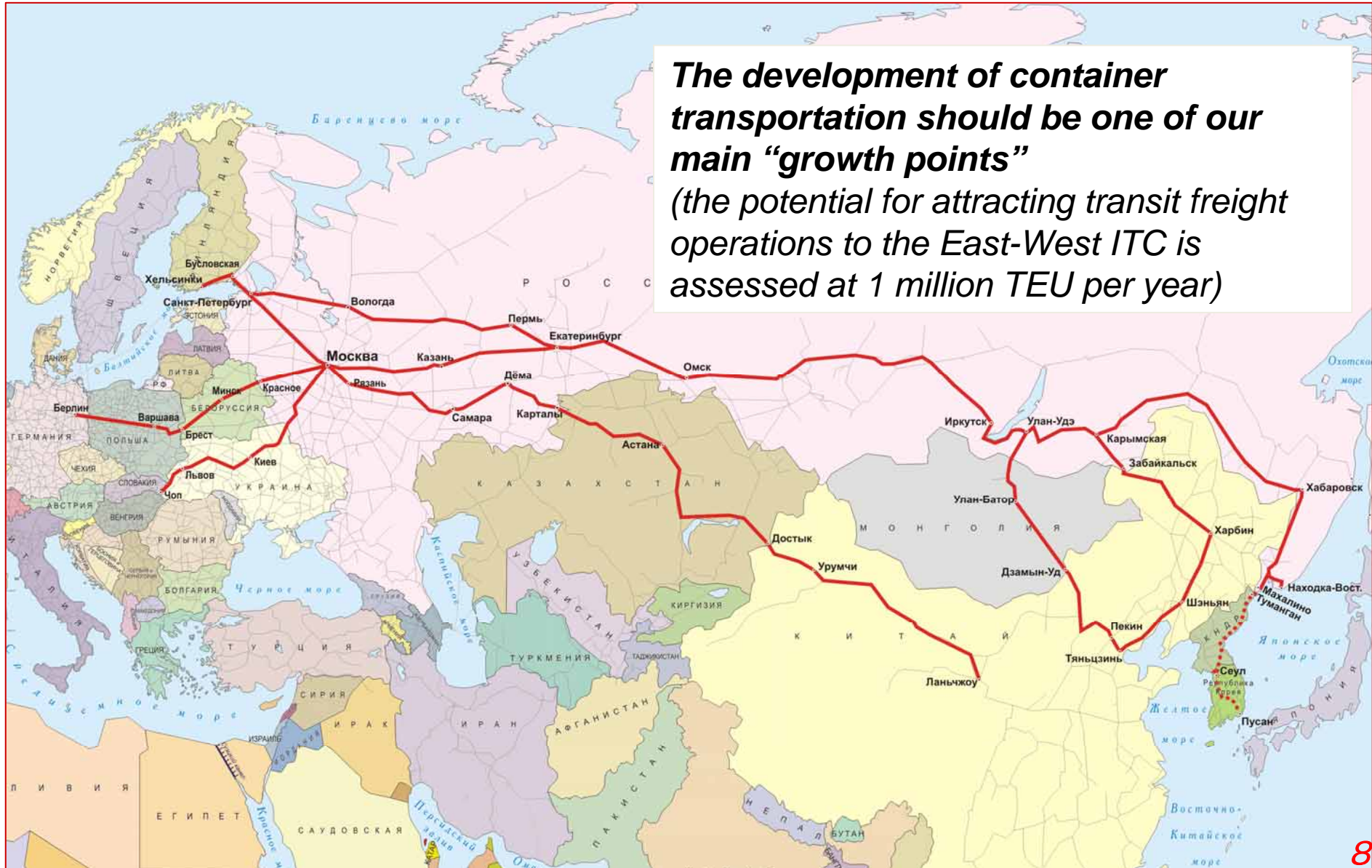
THE NORTH-SOUTH INTERNATIONAL TRANSPORT CORRIDOR



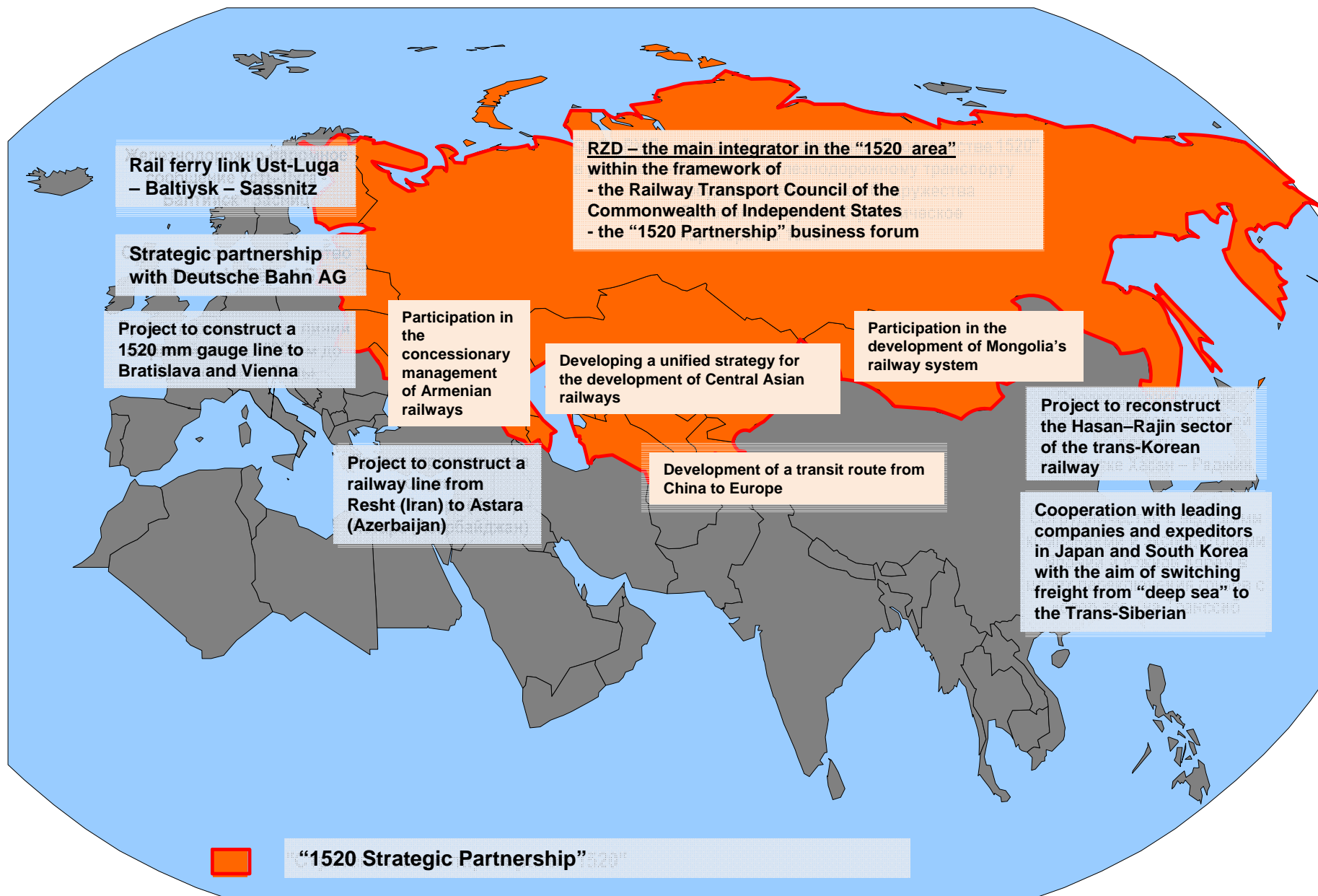
By creating a direct rail link with Iran and eliminating trans-shipment operations in ports the time for delivering goods will be reduced by 5-7 days in comparison with the trans-Caspian route

THE EAST-WEST INTERNATIONAL TRANSPORT CORRIDOR

The development of container transportation should be one of our main “growth points”
(the potential for attracting transit freight operations to the East-West ITC is assessed at 1 million TEU per year)



RZD'S INTERNATIONAL PROJECTS



STRATEGIC DEVELOPMENT OF RAIL TRANSPORT IN A TIME OF CRISIS

New opportunities

- *Reduction in prices for resources used*
- *Growth in supply on labour market*
- *Opportunities to modernize infrastructure on sections that limit traffic*

*We must use the crisis
situation to achieve new
quality and efficiency in
our work*

Apart from our work in the market sectors that are traditional for rail transport, in a time of crisis we must diversify our activity, creating and promoting innovative transport products and services, moving into new markets and developing promising areas of business