The Trans-Siberian Railway in the International Transit System: Economics and Business

CCTT Secretary General
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Faster growth of global trade is a driver for development of a transport system

Growth rate of the world GDP and global trade, %

- World GDP
- Global trade
Faster growth of global trade is a driver for development of a transport system

Volume of transit container cargo transportation on the route China – Europe – China, 2014-2015

Volume of transit cargo transportation by railway

1.6 TIMES GROWTH

2015 2020

Opportunities for railway transport:
Efficient usage of the territory of the country and application of preferential advantages of integration processes on the Eurasian domain
Dynamics of International Transportation on the Trans-Siberian Railway in 2010-2015

<table>
<thead>
<tr>
<th>Year</th>
<th>MIO.MT</th>
<th>THOU.TEU</th>
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<tbody>
<tr>
<td>2010</td>
<td>95.7</td>
<td>320.8</td>
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<td>2014</td>
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<td>604.6</td>
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<td>2015</td>
<td>106.5</td>
<td>503.9</td>
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**Export**

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**Import**

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**Transit**

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<tr>
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<td>102.6</td>
<td>111.3</td>
<td>104.6</td>
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<td>113.1</td>
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</tbody>
</table>

**Change from 2010**

- MIO.MT: +11.1%
- THOU.TEU: +57.1%

**2010-2015**

- **Export**
  - 2010: 95.7 MIO.MT
  - 2015: 106.5 MIO.MT
  - +11.1% to 2010

- **THOU.TEU**
  - 2010: 320.8 THOU.TEU
  - 2015: 503.9 THOU.TEU
  - +57.1% to 2010
Dynamics of International Transportation on the Trans-Siberian Railway in 2010-2015

- **2010**
  - **Stone Coal**: 31,9 million tonnes (31%)
  - **Timber**: 13,7 million tonnes (14%)
  - **Oil Freight**: 6,8 million tonnes (7%)
  - **Various Ores**: 5,3 million tonnes (5%)
  - **Iron**: 2,7 million tonnes (3%)
  - **Paper, incl. cellulose**: 5,1 million tonnes (5%)
  - **Chemical and mineral fertilizers**: 1,2 million tonnes (1%)
  - **Chemicals, soda in cars**: 1,0 million tonnes (1%)
  - **Other goods**: 1,5 million tonnes (1%)
  - **Total**: 101.8 million tonnes

- **2015**
  - **Stone Coal**: 69,0 million tonnes (61%)
  - **Timber**: 14,1 million tonnes (13%)
  - **Oil Freight**: 9,4 million tonnes (8%)
  - **Various Ores**: 6,7 million tonnes (6%)
  - **Iron**: 4,9 million tonnes (4%)
  - **Paper, incl. cellulose**: 1,6 million tonnes (2%)
  - **Chemical and mineral fertilizers**: 1,0 million tonnes (1%)
  - **Chemicals, soda in cars**: 1,5 million tonnes (1%)
  - **Other goods**: 1,0 million tonnes (1%)
  - **Total**: 113.1 million tonnes
Development of the Trans-Siberian Railway and the Baikal-Amur Mainline

Marlinsk – Tayshet
- reconstruction of 7 stations
- construction of a second bridge across the Yenisei River

Tayshet – Tynda – Bamovskaya
- construction of 684.4 km of second tracks and 8 crossing loops
- reconstruction of 8 stations

Eastern section of the Baikal-Amur Mainline
- construction of 497.6 km of second tracks
- construction of 17 crossing loops

West Siberian Railway
- construction of 26 km of second tracks
- reconstruction of 5 stations
- restoration of a crossing loop

Trans-Siberian Railway (Tayshet – Bamovskaya)
- construction of 3.4km of tertiary lines, 13 track posts
- reconstruction of 54 stations

Mezhdurechensk – Tayshet
- construction of 199.5 km of second tracks, 3 crossing loops and a marshalling yard
- reconstruction of 10 stations

Mezhdurechensk – Tayshet
- construction of 199.5 km of second tracks, 3 crossing loops and a marshalling yard
- reconstruction of 10 stations
Terminal and Warehouse Infrastructure on the Trans-Siberian Railway

- Construction of the Baltiysky railway port at Shushary Station
- Construction of the Doskino Transport and Logistics Centre
- Construction of a warehouse complex at Novosibirsk-Glavny Station
- Construction of a container terminal and temporary storage warehouse at Talzy Station, as well as a container terminal, temporary storage warehouse and warehouse complex at Irkutsk-Passazhirsky Station
- Construction of the Bely Rast Transport and Logistics Centre, Kuntsevo II warehouse complex, Severyanin Transport and Logistics Centre
- Reconstruction of the container terminal at Nakhodka Station
- Reconstruction of the container terminal at Artem-Primorsky 1 Station
- Construction of the Primorsky railway port at Ussuriysk 2 Station
Mechanisms for increasing efficiency of the railway transport

Key principles of railway operation:

- Efficient operation
- Commercial attractiveness for customers
- Beneficial conditions for cargo transit across the Russian territory

- Improving technology of cargo transportation
- Classification and specialization of railway lines
- Development of heavy haul transportation
- Improving parameters of infrastructure operation (increasing speed and safety of delivery)
- Favorable transit routes
- Improving tariffs for transportation of foreign trade and transit cargo
- Harmonizing international railway law, reducing customs barriers, increasing quality of provided services
The Baikal Shuttle Transport Product

Positioning of the container line
Delivery of the container from the stock to consignor
Customs clearance
Transhipment of containers from road vehicles to the port and onto the ship

1-2 days
Point of shipment

Sea transport

Sea freight

Customs clearance
Transhipment of freight on to railway cars

25-27 days
FOB

Delivery by rail on the Trans-Siberian Railway

Customs clearance
Transhipment of freight from railway cars to road vehicles
Shipments within city limits
Hand-over of empty containers

Moscow

Consingee

Japanese port, Russia, Vostochny Port/Vladivostok

The product provides “door-to-door” freight transportation services, focusing on a clear frequency and accuracy of delivery time.
Annual TSR Digest
Creation of efficient infrastructure facilitates increase transit potential
Cooperation with International organizations