

# **ABOUT DEVELOPMENT STRATEGY OF THE RAILWAY TRANSPORT IN THE RUSSIAN FEDERATION TILL 2030**

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**On June, 17<sup>th</sup> 2008 the Government of the Russian Federation has approved Development Strategy of the Railway Transport till 2030** *(the order of the Government of the Russian Federation from June, 17<sup>th</sup> 2008 № 877-p).*

It is the first program document in the country on so long-term perspective.

**Strategy realisation will ensure complex development of a railway transport.**

**For the state: infrastructural conditions of long-term innovative economic development will be created, the transport unity of the country is ensured.**

**For regions: acceleration of social and economic development, increase of employment, standard of living and mobility of the population will become the main result.**

*By 2030 the railway system density will be increased by 24 % (first of all in regions of the Ural, Siberian and Far East federal districts). And four subjects of Federation (Republic Altai and Republic Tyva, the Magadan region, Nenets autonomous region) will obtain access to a railway transport for the first time.*

**For shippers: the geography of a transport service and possibility of choice between various classes of services will be expanded.**

**For passengers: Strategy realisation will allow to increase cardinally service level, to expand considerably service geography, sphere of application of intermodal carriages and to increase level of trip safety by rail.**

*Average route speed of long-distance passenger trains will increase almost by 20% to 72 km/hour on the basic directions. Time along the line will be considerably reduced, for example, between Moscow and St.-Petersburg till 2,5 o'clock, Moscow and Nizhni Novgorod till 2 o'clock, Moscow and Sochi till 15,5 o'clock.*

**For investors: there will be a wide field of perspective investment projects, will be raised reliability of investment means in industry within the limits of Strategy realisation.**

**For producers and suppliers of railway technics: Strategy realisation means expansion of business activity and forming long-term mutually beneficial relations.**

**For the international partners: integration of a railway transport of the Russian Federation into world transport system will allow:**

**First**, to use an unique geographical position and developing transit potential of Russia as transcontinental transport «bridge» (*by 2030 the volume of international carriages of goods in transit on the Russian railroads should increase 2,8 times and will constitute 76 million tons*);

**Secondly**, to receive complex transport services corresponding to high quality standards (*by 2030 rate of container delivery in the international transit communication will increase twice and will run up to 1200 km/days*);

**Thirdly**, to realise new joint business projects and to expand

marketing outlets (seller's markets).

**For the population of Russia: as a result of expansion of transport and forwarders-logistical business, building of railroad lines and industry development new workplaces will be created and convenience of residing will be raised in the distant regions.**

One more important result – **increase of ecological compatibility of a railway transport.** Volumes of harmful emissions will decrease more than **3 times** that will promote guaranteeing of the citizen rights of of the Russian Federation on favorable environment.

Effectiveness increase of the modernized railway transportation work will allow to reduce **1,9 times** transport-capacity of gross domestic product (regarding railway transportation).

By 2030 the turnover of goods and passenger turnover of railway transport will increase by **58%** and **33%** accordingly to the level of 2007 (*3300 milliard tkm, 231,3 milliard passenger-km*).

By 2030 rate of delivery of cargo dispatches will increase on the average more than by **23%**, and reliability of delivery will run up to **97%** that corresponds to the highest world standards.

**The total volume of investments** (*under the maximum variant*) **on Strategy realisation constitutes 13,8 trillion roubles** (*without the VAT (value-added tax), in the prices of 2007*).

**Realisation of so large-scale project conditions on necessity of synchronisation of all key industries development.** The Development Strategy of the railway transport in the Russian Federation is adjusted with the Concept of social and economic development of the country developed by the Ministry of economic development, with programs of electroenergetics industry development, the coal industry and other industries.

**Useful increase of average annual level of material production and technical means for railway transport is required for realisation «Strategy–2030» at cardinal increase of their qualitative parametres.**

**So, average annual production of locomotives should be increased more than twice and to exceed 1000 units. At that operating characteristic of locomotives should be improved.**

*Reference:*

*It is provided for the following basic directions of improvement of technical parametres and characteristics of a traction rolling stock:*

*reduction of the fuel rate and the electric energy rate on propulsion of trains by 10 – 15%;*

*increase in mean time between failures of the locomotive by 30 – 40% and increase of service life till 40 years;*

*improvement of traction characteristics by 20-30%, rise of electric locomotives efficiency to 90% and diesel locomotives to 37%;*

*possibility of using several energy sources on the locomotive.*

**Thus, demand on the part of railway industry represents itself as the catalyst of growth for the whole complex of hi-tech productions that will promote in the end to development of Russia and transition to an innovative way of development.**