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
Ensuring the dynamic growth of the economy on the basis of an expanded and modernized infrastructure

Growth in aggregate demand, modernization of the economy

The industrial sector of the economy
The labour market

Demand for equipment, raw materials, materials and labour resources

Infrastructure projects
Repair and modernization of RZD’s industrial base

Investment, long-term credits
Balanced tariff policy, credit support

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

- Use of Russia as a trans-continental transport “bridge”
- Delivery of integrated transport services meeting high standards of quality
- Implementation of new joint business projects and expansion of the market for sales

International partners
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 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

- Rail ferry link Ust-Luga – Baltiysk – Sassnitz
- Strategic partnership with Deutsche Bahn AG
- Project to construct a 1520 mm gauge line to Bratislava and Vienna
- Participation in the concessionary management of Armenian railways
- Project to construct a railway line from Resht (Iran) to Astara (Azerbaijan)
- Developing a unified strategy for the development of Central Asian railways
- Participation in the development of Mongolia’s railway system
- Project to reconstruct the Hasan–Rajin sector of the trans-Korean railway
- Development of a transit route from China to Europe
- Cooperation with leading companies and expeditors in Japan and South Korea with the aim of switching freight from “deep sea” to the Trans-Siberian

RZD – the main integrator in the “1520 area” within the framework of:
- the Railway Transport Council of the Commonwealth of Independent States
- the “1520 Partnership” business forum

“1520 Strategic Partnership”
**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.