

EDITORIAL

DOI: <https://doi.org/10/30932/1992-3252-2022-20-6-5>World of Transport and Transportation, 2022,
Vol. 19, Iss. 6 (103), pp. 156–173

Transport Week 2022

ABSTRACT

The journal publishes a selection of materials based on the news reports of the press centre of the Ministry of Transport of the Russian Federation and dedicated to the events held during 16th Transport of Russia International Forum and Exhibition.

The Forum, which opened on November 15, 2022, during its first day hosted the Session of the Committee of the State Council of the Russian Federation, the panel discussion «Container Flow during the Era of Global Shocks. Current Trajectories for Market Development», the roundtable discussion «Life-Cycle-Long Maintenance of Motor Transport» and the industrial conference «Efficiency of State Support for Air Transport During Unprecedented Sanctions Pressure».

On the second day of the Forum, the participants discussed the role of science in providing technological stability of transport, water transport and assessment of compliance in the new conditions, the formula for cooperation in transport engineering, new digital tools, information services and technologies, transport safety and security and digital management ecosystems. Besides, were held the Session of the Council of Heads of Transport Authorities of the Eurasian Economic Union Member Countries and the presentation of the RZD Transport Accelerator.

The final day was devoted to international cooperation. It was opened by the plenary discussion «International Transport

Cooperation in 2022. New Directions, Trends, Results», which focused on the actions of countries on the issues of building transport communications under sanctions, the law enforcement, and the coordination of work aimed at creating more competitive transport products within the EAEU. Then, the session «Sunrise on the East: Significance of Trade with Asian Countries for the Russian Economics and the Ability of Transport to Support the Trade» demonstrated the achieved results in rerouting of external trade communications to the East.

The business program was concluded with the plenary discussion. In the opinion of a Deputy Minister of Transport of the Russian Federation, Valentin Ivanov, «activity of the Forum was organised in a very productive manner. Many issues were discussed and many meeting points and solutions were found».

Winners of the «Formula of Movement» premium were awarded. The premium is designed to promote development of transport infrastructure, improve the quality of transport services, as well as stimulate government and commercial structures to solve significant problems in the transport sector. Only implemented projects or services that have received practical application in the field of transport were eligible to participate.

The topic of «Transport Week» is also highlighted on the second cover and on the pages of the central insert of the issue.

Keywords: transport, water transport, railway transport, air transport, urban public transport, international transport corridor, intelligent transport systems, road construction.

Transport of Russia. Strategy of Growth

The first day of the Forum included the plenary discussion «Transport of Russia. Growth Strategy in the New Conditions». It was attended by Prime Minister Mikhail Mishustin, Aide to the President of Russia Igor Levitin, First Deputy Prime Minister Andrey Belousov, Deputy Prime Ministers of the Russian Federation Marat Khusnullin and Dmitry Chernyshenko, Minister of Transport Vitaly Savelyev, Chairman of the Board of the State Company Avtodor Vyacheslav Petushenko, General Director – Chairman of the Board of JSC Russian Railways Oleg Belozеров

and General Director of PJSC Aeroflot Sergey Alexandrovsky.

Opening the event, Mikhail Mishustin stressed that the President of the Russian Federation had identified transport infrastructure as one of the main drivers for development of the country's economy. It provides logistics for business, jobs and comfortable living conditions for citizens. In the new sanctions realities, it is extremely important to maintain stability of this industry, respond flexibly to changes in the external environment and, of course, act as quickly as possible, taking into account the

For citation: Transport Week 2022. World of Transport and Transportation, 2022, Vol. 20, Iss. 6 (103), pp. 156–173. DOI: <https://doi.org/10.30932/1992-3252-2022-20-6-5>.

The full text of the editorial in Russian is published in the first part of the issue.

Полный текст редакционной публикации на русском языке публикуется в первой части данного выпуска.

radically restructured patterns of goods movement».

In addition, the discussion was held on development and implementation of new educational standards in the process of training specialists, particularly, in the field of construction and operation of roads, tunnels and other structures.

In turn, Vitaly Savelyev noted that a lot of work is underway to develop inland waterways. There are 102 thousand kilometres of inland waterways in Russia. It is an alternative to road and railway transport. According to the results of this year, the cargo turnover of Russian seaports will decrease by only 2 % compared to last year.

The Minister of Transport said also that modernisation of the Eastern segment of the rail network to increase the flow of goods is proceeding as planned. «According to the results of this year, 158 million tons of coal and other cargo will be transported by rail in the east direction. Next year, it is planned to export 173 million tons, and by 2024 to reach a carrying capacity of 180 million tons. We cope with this now», he added.

Andrey Belousov recalled that this year the country faced a blockade of transport exits to Europe. In physical terms, for two quarters, from April to September, compared with 2021, foreign trade turnover with the EU countries fell by approximately 25 %. At the same time, turnover with China and Southeast Asia increased by almost 10 %, and in the southward direction by 56 %.

The issue of developing key transport and logistics corridors was also raised. «The most historically powerful is the Eastern Corridor. Its length is about 11–12 thousand km, the transit capacity is 280 million tons. But this is not enough to ensure development of the country now and in the near future. It is planned to increase the transit capacity to 350 million tons of cargo per year until 2030. The length of the corridor in the direction of the Azov-Black Sea basin with access to Turkey and the countries of North Africa is about 3,5 thousand km. The current transit capacity is almost 180 million tons. There are great opportunities for growth here. We expect an increase of about 300 million tons. It will become commensurate in capacity with the eastern direction, – said the First Deputy Chairman of the Government of the Russian Federation. – The North-South corridor is of the

utmost importance. It runs from the port of Ust-Luga to the Iranian ports of Bandar Abbas and Chabahar with access to the Indian Ocean and has a length of 5 thousand km. The current transit capacity is 14 million tons. We want to bring it up to 32 million tons. It crosses from north to south a number of existing global transit corridors and in the future can change the world logistics of global transport flows».

He added that building a transport and logistics corridor is a big and systematic work. Each corridor must be seamless, and this requires a number of regulatory changes that must be addressed through agreements with neighbouring countries.

Speaking to those present, Marat Khusnullin touched upon the topic of road development. «By November 30, it is planned to sign a five-year plan-memorandum for development of roads with each territorial entity. That is, people will know exactly where which road will be built within five years. 13 trillion rubles will actually be allocated for this program», he noted.

Dmitry Chernyshenko said that a single mobile application for transport passengers may appear in St. Petersburg, Leningrad region and Tver. The pilot project of the Ministry of Transport makes multimodal travel very convenient. Based on geolocation technology, a passenger can place the points of his route and the system, using artificial intelligence, will select the correct route and make connections.

«The transport industry is one of the most advanced in terms of the use of artificial intelligence. 18 % of large and medium-sized transport companies use it in their work, and about 38 % plan to do so soon», he concluded.

Latest Transport Technologies

On November 15, 2022, at the exhibition site of the Russian Znanie [«Knowledge»] Society, Minister of Transport Vitaly Savelyev gave a lecture on modern transport, as well as on the prospects for its development in the future. In his speech, the Minister paid special attention to adoption of the latest technologies in the transport sector. «Digitalisation is present in any company. If you walk around the exhibition, you will see that there is not a single company where digitalisation would not be presented. The entire transport industry has changed its landscape because it is completely digitised», said the head of the Ministry of Transport.





Vitaly Savelyev spoke about the unique domestic developments in the field of civil aviation. Today, a large-scale process of import substitution is underway, the main priority of which is ensuring safety of passengers. «The refusal of Western partners to cooperate in the aircraft industry led to an important goal of reviving domestic aviation with renewed vigour. According to the program approved by the Government, it is planned to produce over a thousand aircraft by 2030, including about 270 MS-21», he said.

The work done to modernise the Single Air Traffic Management System in Russia was noted. Currently, traffic control in the airspace of 26 million km² is carried out from 14 state-of-the-art high-tech regional centres that collect all aeronautical information. «It is worth noting that domestic equipment was used to create this unique system», the head of the Ministry of Transport emphasised.

The railway industry is also actively using unmanned technologies. In particular, the unmanned Lastochka was tested on Moscow Central Circle without passengers. Automation does not fail; the train runs exactly on schedule. The MCC is one of the busiest passenger traffic areas in Europe. Similar technologies are now being introduced in the metro on the Big Circle Line.

During the lecture, the Minister of Transport spoke about current projects based on introduction of modern technologies. For example, by 2024, an unmanned corridor is being prepared to open on the M-11 Neva highway. In the near future, the Neva highway will become the first road in the world to be fully equipped with digital infrastructure for unmanned trucks. This is a special type of unmanned vehicles. «The results of this experiment will be used on other highways, for example, on the Central Ring Road and M-12 Moscow–Kazan. By 2030, it is planned to make

19,5 thousand km of Russian public roads suitable for unmanned vehicles», the Minister specified.

Unmanned technologies will also be actively used in the field of river and sea transport. Autonomous navigation is one of the new technological trends. Last year, 28 journeys were carried out in Russia, in which unmanned technologies were tested, which proved the possibility of their application today.

In addition, the Minister mentioned several significant domestic developments, for example, KMekranoplan developed in 1966 – a hovercraft, which was nicknamed the «Caspian Monster» abroad for its size and impressive capabilities. Modern models of ekranoplanes are currently being developed by the design bureau named after R. E. Alekseev.

Vitaly Savelyev also emphasized the achievements in the field of building nuclear-powered icebreakers, which have no analogues in any other country in the world. «Our task today is to fully unlock the potential of the Northern Sea Route. This is a rather serious transport and logistics corridor, which shortens the route from the countries of Southeast Asia to Europe by two weeks, as compared to the Suez Canal. Our icebreakers and ice-class gas carriers allow us to perform this task», he explained.

Southern Cluster

On November 15, 2022, the conference «Southern cluster – a modern transport artery» was held. Public company «AvtoDor» presented the project, having completed the feasibility study (FS). It was held by order of the President of the Russian Federation Vladimir Putin.

Construction of an alternative route along the Black Sea which is Goryachiy Klyuch–Sochi highway, including a bypass of the microdistrict Adler, outside the coastline and bypassing the street-and-road network, will give an impetus to the growth of the economy of Krasnodar region and the tourism sector of Russia as a whole, will unlock the logistics potential of the region, which will create prerequisites for consistent development of the port infrastructure of Sochi and Tuapse. The implementation of the Southern Cluster project will eliminate seasonal traffic congestion caused by a multiple increase in tourist flow and will also reduce travel time by 67 % – from 6 to 2 hours on Dzhubga–Sochi section. The new road

will provide an increase in the level of safety for all road users, which will significantly reduce accidents and deaths on the roads – by 4 or more times.

The project is completely unprecedented due to the sophisticated engineering solutions and the unique natural landscape of the area. It is difficult to overestimate the importance of construction of the highway for Krasnodar region and for the whole country as a whole, said Igor Koval, First Deputy Chairman of the Board for Investment Policy of the Avtodor State Company.

Andrey Shilov, Director of the Department of State Policy in the Field of Roads of the Ministry of Transport of Russia, recalled the ongoing federal projects. «By the end of 2023, such facilities as the Far Western Bypass of Krasnodar, the reconstruction of the A-289 highway from Krasnodar to Temryuk in the direction of Krymsky Bridge will be completed, and the road from Anapa to Krymsky Bridge will be expanded. The subsequent systematic work is to build a new direction from Dzhubga to Sochi», he said.

The construction project of the Southern Cluster had been repeatedly discussed, but because of its complexity and high cost due to passage in mountainous conditions, it was constantly postponed. As part of the feasibility study, it was possible to reduce the cost of construction of individual sections by up to 30 %

The A-147 highway is the only and non-alternative road access from Dzhubga to Sochi. For a considerable distance, the road is winding, due to the passage in difficult mountain and coastal conditions. The geometrical parameters on some sections of the road do not meet the regulatory requirements, for example, on serpentine there are curves with radii from 10 to 14 meters. This increases the risk of accidents with long cargo and passenger vehicles.

«Krasnodar region is ready to support this project administratively and financially, including in terms of tax benefits. We are ready to structure the most interesting product in a lively dialogue with the State Company. The implementation of the investment project will increase our added value and gross regional product by more than 600 billion rubles. The construction of this road will increase the tourist flow from 17–18 to 25 million tourists a year», said the Minister of Economy of Krasnodar region Alexey Yurtaev.



The design and construction of the priority section of the new road along the Black Sea coast – Adler bypass is planned to begin as early as in 2023, to be completed in 2026.

ESCAP-GTI Workshop on Digitalization of Transport

On November 15, within the framework of XVI International Forum and Exhibition «Transport of Russia», the 3rd ESCAP-GTI workshop «Digitalisation of transport: towards resilient, seamless and sustainable connectivity» was held. The event was timed to coincide with the 11th meeting of the Transport Council of the Greater Tumen Initiative on November 16, 2022.

The purpose of the workshop is to extend the capacity of the countries of the Asia-Pacific region to introduce and apply digital technologies



in transport. During the event, experts from Russia, China and Mongolia, the ESCAP Secretariat, the Business Council of the Eurasian Economic Union and the Asian Infrastructure Investment Bank spoke.

The Russian delegation recalled that one of the goals of the Transport Strategy of the Russian Federation until 2030 with a forecast for the period up to 2035 is digital transformation of transport and accelerated introduction of new technologies. As examples of national projects for introduction of digital services in transport activities, electronic waybills and a project for the use of unmanned vehicles on the M-11 Neva high-speed highway were announced.

The digitalisation of transport is one of the priorities of cooperation between the member countries of the EAEU, which is confirmed by the Agreement signed in April 2022 on the use of navigation seals in the EAEU to track transportation.

The Russian side called for further dialogue on all aspects of digitalisation of transport and emphasised its readiness to share its advanced developments in this area with all the countries of the Asia-Pacific region.



Presentations on innovative solutions in the use of digital technologies in transport were made by representatives of Russian organisations of the transport complex: RUT University, JSC Russian Railways, Direction for International Transport Corridors Autonomous non-commercial organisation.

Digital Tools for New Logistics

On November 16, 2022, the panel session «Digital Tools for New Logistics» took place on the margins of Transport Week. Representatives of government and business structures discussed digital tools already used in various types of transportation, as well as those only planned for launch. The session was attended by Deputy Minister of Transport Dmitry Bakanov, Deputy General Director of JSC Russian Railways

Evgeny Charkin, member of the Federation Council Artem Sheikin, director for corporate relations and relations with government authorities of LLC Yandex.Taxi Anton Petrakov, and others.

Dmitry Bakanov spoke about the main project planned for regulation of road transport which is the digital profile. It is planned to upload information about various road carriers into the system being developed by the Ministry of Transport: goods transported by them, commercial data, road accidents, and taxes paid. Based on these data, a rating of carriers will be formed, the leaders of which will be able to receive various benefits, such as a reduction in the number of inspections, a reduced leasing rate, and others. The introduction of the digital profile system is planned within two years.

Senator Artem Sheikin spoke about the work on ratification of the Agreement on the use of navigation seals on the territory of the Eurasian Economic Union and on the legislative regulation of electronic document management in transport. In turn, Dmitry Bakanov explained that thanks to the system of electronic transportation documents, it is possible to solve such urgent problems as traffic jams at checkpoints across the state border.

Evgeny Charkin, Deputy General Director of JSC Russian Railways, presented various digital services already used by the company's clients. Among them is Cargo Transportation electronic trading platform, through which the millionth shipment was processed in 2022.



Elena Ignatenkova, Director General of LLC CRCP, spoke in more detail about the system of navigation seals and the prospects for its further distribution. Anton Petrakov, Director for Corporate Relations and Relations with Government Authorities of LLC Yandex.Taxi, Dmitry Surovets, Vice President of FESCO Transport Group, and Denis Smirnov, General Director of LLC MTS Auto, spoke about digital technologies used in business development.



Integration of Unmanned Aerial Vehicles into a Single Airspace

On November 16, on the sidelines of Transport Week, the round table was held on «Megacities Air Space Monitoring as a Tool to Implement the Concept of UAV Integration into Common Air Space and to Facilitate Urban Air Mobility». The participants discussed the background to create a monitoring system for general aviation flights and unmanned aerial vehicles over St. Petersburg, technologies, functionality of the system, the current state of the regulatory framework in the field of regulation of unmanned flights over agglomerations.

In 2011, the Ministry of Transport, at the initiative of the Governor of St. Petersburg, introduced zones of prohibition and restriction of flights over the city. When establishing such zones, it is necessary to know who is moving along which route. In this regard, mechanisms and algorithms have been defined to ensure monitoring and recording of aircraft flights – this is a multi-position system and primary locations that must work together. The developed project of such a system made it possible this year to implement the first stage of the system in the central part of the city.

The Federal Aviation Rules contain the right to form restricted and no-fly zones in the interests

of individuals, but it is not established who forms the procedure for using airspace in these zones – this right is not assigned to either the federal authorities or the person in whose interests this zone was formed. Thus, it is necessary to establish who can and should develop the procedure for the use of airspace, which will be a mandatory document for all operators, if a zone of prohibition and restriction is established.

Today, when everyone can become the owner of an unmanned aerial vehicle, a comfortable infrastructure is needed for the safe use of airspace in an urban environment.

NPO Almaz, together with LLC Flight Dron, developed a comprehensive solution that regulates drone flights in the space of urban agglomerations. The system allows coordinating a flight in a few hours, and it takes up to two minutes to work with documents. The service takes into account more than 10 thousand aeronautical information objects that are updated daily. The system integrates with the city services «Smart City» and «Safe City» and makes it possible to track flights, as well as use drones to monitor city infrastructure. On the platform, personal accounts of city administrations have been created, in which employees coordinate flights, receive a full-fledged drone owner authentication system, and monitor the city's airspace. The automated monitoring system provides continuous monitoring of aircraft and captures violations of operators. All received information is automatically sent and processed in the territorial monitoring centre, from where it is then transmitted to operators.

An agreement has been concluded between St. Petersburg, NPO Almaz and LLC Flight Dron, under which a platform is being tested today that allows for the orderly issuance of take-off permits, providing additional information about the applicant. Traffic density in the city is increasing, with a large number of shipments falling on courier delivery. In order to guarantee the delivery time of such shipments, additional logistics are needed. In this sense, St. Petersburg has good conditions: the river and canals make it possible to move fairly safely over a large area of the city, it is not necessary to make appropriate platforms inside the historical part of the city. Definitely, safety of unmanned aerial vehicles in residential areas in such a dense metropolis as St. Petersburg is a fundamental issue. Any further development is possible only after all risks have been eliminated.





«It is absolutely clear and precise that there can be no segmented airspace, it is single and controlled by single rules from a single centre. Colleagues are now looking for options within the framework of the experimental legal regime, but there is no doubt that the federal centre should develop new rules for the use of airspace over large settlements with acceptable risks and control over them. These rules should be developed, including for restricted zones, and for closed zones in some cases», said Alexander Yurchik, Deputy Head of the Office of the President of the Russian Federation for Ensuring the Activities of the State Council of the Russian Federation, in his speech.

Cooperation between Russia and Pakistan in the Field of Road Cargo Transportation

On November 16, 2022, at the site of XVI International Transport of Russia Forum and Exhibition, the signing of the Intergovernmental Agreement between Russia and Pakistan on international road transport took place. The document was signed by the Minister of Transport of the Russian Federation Vitaly Savelyev and the Minister of Communications of the Islamic Republic of Pakistan Asad Mehmood.



The conclusion of the agreement creates a contractual and legal basis for implementation of road transportation between two countries.

The signing of the document will expand the geography of cargo transportation by road along the routes of the North-South international transport corridor, including in terms of access to the territory of Pakistan through the territory of Iran. This will create additional potential opportunities in the field of road transport for Russian and Pakistani carriers.

Transport Engineering

The plenary discussion held on November 16, 2022 «Transport engineering. Cooperation Formula» was attended by Deputy Minister of Transport Igor Chalikh, General Director of JSC STLC Evgeny Ditrikh, President of JSC AVTOVAZ Maxim Sokolov, General Director of PJSC Irkut Corporation Andrey Boginsky, Chairman of the Board of Directors of JSC Sinara – Transport Machines, RAT President Alexander Misharin and Chairman of the Board, General Director of JSC USC Alexey Rakhmanov.



Water Transport

On November 16, 2022, the industry-specific conference «New Reality for Water Transport – a Look Beyond the Horizon» was held. Invited experts from government agencies and businesses discussed development of international transport corridors, renewal of the fleet and prospects for inland water transport. The conference was attended by Deputy Minister of Transport Alexander Poshivay, Head of Rosmorrechflot Zakhary Dzhioev, Special Representative of Rosatom State Corporation for Development of the Arctic Vladimir Panov, and other experts.

Alexander Poshivay noted the importance and relevance of the Transport Strategy until 2035, adopted last year. It made it possible to promptly respond to the challenges associated with introduction of international sanctions. The main goal of transport policy is reorientation of cargo flows. In this regard, the Deputy Minister

noted the special importance of the North-South transport corridor, the infrastructure of which is being modernised by the Ministry of Transport together with Rosmorrechflot. «The growth potential is almost double by 2030», the Deputy Minister said. Alexander Poshivay stressed that, despite all the difficulties, in 2022, an increase in cargo and passenger traffic is noticeable.

The theme of importance of the North-South corridor was also continued by Denis Afanasiev, Deputy Chairman of the Government of Astrakhan region. In particular, he noted that the corridor itself is half as long as its counterparts. Today, there is a keen interest in development of the corridor on the part of friendly states, expressed in investments in development of port infrastructure. Thanks to these and other steps, it will be possible to guarantee the political independence of our country in terms of cargo delivery.

Vladimir Panov, Special Representative of Rosatom State Corporation for Development of the Arctic, spoke about development of the Northern Sea Route. He said that over the past five years, Russia has moved to a new qualitative level of understanding of maritime logistics and has acquired such competencies and knowledge that no foreign state or company has. Now the task has been set to switch to year-round navigation of the NSR in an easterly direction by 2024.



At the end of the conference, Zakhary Dzhioev spoke. The head of Rosmorrechflot paid special attention to the importance of inland waterways for business and development of deep-sea terminals. Speaking about transport corridors, Zakhary Dzhioev emphasised the importance of the North-South corridor, proceeding not even from the volume of traffic at the moment, but from its geopolitical potential. «Logistics will be decisive for the economy. Where new routes will be formed, there will be points of growth», he concluded.

Container Transportation

On November 16, 2022, during the panel discussion «Container Flow during the Era of Global Shocks. Current Market Trends», the participants in the meeting discussed changes in the geography of foreign economic activity in recent months, proposals of logistics operators to businesses in the new conditions, development of container logistics, ensuring a balance of interests of participants in foreign economic activity based on the needs of the sectors of the Russian economy, the processes of restructuring domestic enterprises to modern logistics standards.

Sheremetyevo International Airport

At the conference of Sheremetyevo International Airport on November 17, 2022, issues of developing and implementing a digital airport management ecosystem were discussed. The event was attended by Deputy Minister of Transport Dmitry Bakanov, General Director of JSC SIA Mikhail Vasilenko and representatives of the airport.

The conference presented a set of unique developments as a basis for creating a national digital airport ecosystem.

«Sheremetyevo International Airport has become the leader of the Airports Industrial Competence Centre, as we have unique developments, competencies and experience. We offer a universal solution that can be applied in general or in its component parts – modules at all airports in the country», he said.

Sheremetyevo Airport is ahead of many airports in the world in terms of automation and digitalisation of aircraft, cargo and passenger servicing processes. It has developed and implements software using artificial intelligence methods that are significantly superior to foreign counterparts.



The SIA digital ecosystem makes it possible to automatically manage airport production by processing large amounts of data. The combination of these processes allows significantly optimising costs and increasing work efficiency.

The SIA digital ecosystem for managing production processes includes:

- AODB – Central Airport Database (CADB) «Synchron» – the main tool for managing the operational activities of the airport.

- Joint decision-making system with airlines (A-CDM).

- RMS – automated resource management system using a graphical interface.

- A unique digital twin – a system of long-term and short-term modelling, analysis and optimisation of airport activities using artificial intelligence methods, including neural networks.

- Other promising systems, including management reporting and commercial tools for making timely and adequate decisions.

Sheremetyevo became the first airport in Russia to develop and implement a joint decision-making system with airlines (A-CDM) using its own innovative Synchron production database.

An accurate forecasting system made it possible to develop a digital twin of Sheremetyevo Airport, simulating operation of runways, passenger and cargo terminals, baggage handling systems and screening equipment, personnel and technicians. The advantage of the system lies in constant automatic retraining and instant response to changes.

Rapid response to changes allows Sheremetyevo to minimise the negative impact on the airport's economy and maintain production capabilities for stable operation in a constantly changing environment. The digital ecosystem of Sheremetyevo, due to optimization of planning, allows saving over 1 billion rubles annually.

The digital ecosystem of Sheremetyevo gives flexibility in responding to the requests and needs of airlines by understanding the impact of their initiatives on the economy of the airport and the ability to provide additional discounts on service. This benefits all parties: the airport, the airlines and ultimately the passengers.

In turn, Dmitry Bakanov emphasised that today the state and industry business are faced with challenges and threats, which in some cases have accelerated adoption and implementation of decisions on digitalisation in the transport

industry, import substitution of solutions from foreign developers, and further ensuring technological sovereignty.



«An excellent example is the transition of all domestic airlines to Russian booking systems. I am sure that this large-scale project can become an example of how the state, together with business, can quickly solve the problems facing the industry», concluded the Deputy Minister.

Transportation of Goods and Passengers by Road

On November 17, 2022, the industry-specific conference «Organising the Transport of People and Cargo by Road. Convenience and Reliability of Service as Growth Vector». The discussion was attended by Andrey Zemtsev, First Deputy

Director General of FBE Rosavtotrans, Andrey Lebedev, Head of the Legal Department of the State Unitary Enterprise Moscow Metro, Alexander Khomchik, acting Director of the Non-Commercial Leasing and Infrastructure Development Directorate of JSC STLC Alexander Khomchik, Director for Development of Regional Projects of LLC SberTroika Elena Kolesnikova, Deputy Chairman of the Board for Operator Activities and Development of User Services of Avtodor State Company Konstantin Makiyev, Strategy Director of Transport and Development Department road transport infrastructure of Moscow Olga Morozova, Deputy General Director of FBE «Rosavtotrans» Oleg Tolstukhin. The participants in the meeting discussed issues of ensuring road transport in new logistical conditions and equal accessibility of public transport, updating the rolling stock in urban agglomerations, new fare payment options, transforming tachographs, and others.

The State Unitary Enterprise «Moscow Metro» has developed the concept of small bus stations (with passenger traffic from 101 to 250 people per day) and especially small type (with passenger traffic up to 100 people per day inclusive), which will allow setting rational requirements for transport infrastructure facilities located in small towns. The implementation of the concept will require amendments to a number of normative acts, and for implementation of the project it is necessary to stimulate the initiative of the regions.

In addition, legal initiatives are being developed to legalise regular transportation on demand («In the Same Direction»), expand the range of grounds for terminating a certificate of transportation on a regular transportation route, and change the «coronavirus amendment».

Alexander Khomchik made a presentation on preferential leasing, which is a tool for creating new mobility in the regions. One of such programs is the renewal of passenger urban vehicles within the framework of the national project «Safe and High-Quality Roads».

Taking into account the need to modernise the regional fleets of urban passenger vehicles, STLC has developed an investment project with involvement of funds from the National Welfare Fund. It is designed for 2023–2024 and provides for an order at domestic factories for more than 4,4 thousand buses for a total of 73 billion rubles.

Elena Kolesnikova spoke about the SberTroika system. The SberTroika single

ticketing system based on Moscow technologies and the Troika card has been implemented and operates in 24 regions of Russia: from the Republic of Karelia to Khabarovsk region. This allows residents to pay for travel with one card – the Troika transport card – in their city, as well as in other regions where the single SberTroika ticket system has been introduced.

Konstantin Makiyev spoke about multifunctional road service zones (MRSZ) as a new format for locating various road service facilities in one interconnected area that meets a wide range of needs and high safety standards on high-speed roads. The requirements of the State Company for the general infrastructure of the MRSZ create a powerful impetus both for creation of a mainline passenger transportation operator and for development of local carriers.

Olga Morozova informed about the pilot project of a new transport service as an addition to urban transport. This is a service that is located between the classic regular land transport and taxis. It contains not only stationary stop objects, but also virtual stops. The Moscow Transport application allows «ordering» a bus and getting to the destination with other fellow travellers. The average travel time to the stop is 5–6 minutes, buses run on a circular route. The decision to submit a vehicle is made in real time, based on several algorithms: waiting time (should not exceed 13 minutes), accounting for time from home to stop and seating. At the moment, the project is being tested on the territory of New Moscow.

In order to reduce the number of accidents, a tachograph control system is being introduced and developed, which is a set of organisational and technical measures aimed at ensuring control over compliance by vehicle drivers with work and rest regimes and the route. The main goal of the tachograph control system is to improve road safety and reduce accidents by ensuring that drivers comply with the established work and rest regimes, speed limits through the means of objective control which are tachographs.

Andrey Zemtsev, in turn, spoke about the plans of FBE Rosavtotrans. The agency is considering the issue of creating an information system aimed at solving most of the tasks not only of the agency, but of the entire Russian transport complex. The purpose of creating an information system is creation of global information systems that allow raising the work of the motor transport complex to a new level.



Based on the challenges posed by the current situation, the main indicators for creating a single centre of competence for road transport are collection and analysis of information, assessment of the provision of the population with transportation services on regular interregional routes, ensuring transparency of passenger traffic, taking into account actual execution of regular interregional journeys, and creation of effective monitoring of the activities of foreign carriers in Russia in order to ensure the competitiveness of Russian carriers, creation of a network of regular route transportation of dangerous goods that do not require approval, and a reduction in business costs.

Modernization of Public and Urban Electric Transport

On November 17, 2022, the round table «Russian Urban Transport Reforms – What Could be Considered a Reform and What Place Electric Transport Deserves within Urban Transportation System» was held. The participants in the event discussed modernisation programs and ways of developing urban electric transport enterprises in the cities of the Russian Federation, as well as the reform of public transport.

The conference was attended by Roman Kildyushkin, Deputy Director of the Department of State Policy in the Field of Automobile and Urban Passenger Transport of the Ministry of Transport of Russia, Alexander Kondrashov, Head of the VEB.RF Project Office for Urban Transport, representatives of the academic community and industry experts.

Roman Kildyushkin emphasised in his report that the task of developing public transport is of particular social importance. He said that at least half of the inhabitants use public transport in cities. «Our work as the Ministry of Transport is aimed at ensuring that the share of public transport does not fall but grows. This postulate is enshrined in the Transport Strategy. It is planned to increase the share of trips by public transport in cities from 54 to 69 %, both by improving quality of passenger transportation services and by making them more attractive», said the Deputy Director.

The Ministry of Transport, together with interested federal executive bodies, has formed a single comprehensive program for modernisation of public transport, which includes seven measures.

About 10 billion rubles are provided for the preferential leasing program of JSC STLC until 2024, due to which it is planned to supply 1161 vehicles, including urban electric transport. The investment project of JSC STLC, which scales this program, provides for attraction of funds from the NWF and extrabudgetary sources. According to the project, it is planned to deliver more than 2,5 thousand vehicles to the regions by 2024. For development of infrastructure for urban electric trains in seven agglomerations of the Russian Federation, JSC Russian Railways plans to allocate 155,4 billion rubles as part of its investment program. Both purchase of rolling stock and construction and reconstruction of railway infrastructure are envisaged. This will improve transport accessibility in the regions. In addition, the federal project analytically takes into account the activities of other authorities: the Ministry of Construction («Infrastructural Menu»), the Ministry of Natural Resources («Clean Air»), the Ministry for Development of the Far East («SE «Social and Economic Development of the Far Eastern Federal District»). In total, more than 1,2 thousand vehicles are planned to be delivered under these projects.

The importance of the integrated development of urban electric transport is noted. «These projects are complex and include both renewal of rolling stock and modernisation of infrastructure, as well as the adjacent territory. In 2022, the Russian Government supported implementation of such projects under the concession model with subsidies from the federal budget. The main share is made up of extrabudgetary sources. The total investment, including federal funds, is more than 260 billion rubles. The territorial entities, together with the Ministry of Transport and VEB.RF, have prepared 11 comprehensive projects, which provide for supply of more than 900 vehicles, modernisation of more than 620 km of routes. More than 77,5 billion rubles have already been allocated for 2023–2025 from the federal budget for these purposes», said a representative of the Ministry of Transport. In order to fulfil the main task, namely to improve the comfort of transport services for citizens, it is planned to equip more than 1 thousand covered stopping pavilions with navigation displays, equip tram tracks with pedestrian fences and lighting. It is also planned to create digital public transport management platforms, which will include monitoring of the

work of carriers and passenger accounting, informing passengers and a mobile application.

One of the main principles is the need to ensure high-quality transport planning in the constituent entities of the Russian Federation. All 11 projects were mandatory reviewed at the expert council at the site of the Ministry of Transport, within the framework of an interdepartmental working group with the participation of the Government of the Russian Federation, the Ministry of Finance, the Ministry of Economic Development and the Ministry of Transport, and at the Supervisory Board of VEB.RF. An example of implementation of such projects was Taganrog tram – in 2 years the infrastructure and rolling stock were completely modernised, 50 trams were delivered, 45 km of tracks and 102 stops were built. Traffic is already open on 6 routes.

The day before, the Federation Council approved at its meeting a bill that provides for responsibility of the constituent entities of the Russian Federation for development of regional transport plans and standards for transport services to the population. «The appearance of such documents is an important step towards high-quality transport planning. When developing requirements for regional standards, which will be approved by the Government, we will take into account the existing experience in implementing projects», the representative of the Ministry of Transport concluded. Currently, extensive work is underway to update scientific and technical documentation, new national standards for the UET are being developed. This will not only increase the economic efficiency of transport, but also remove obsolete requirements that hinder rapid introduction of new technologies.

The Ministry of Transport of Russia, together with interested authorities, is ready in 2023 to ensure development of a new program for modernization of urban electric transport.

Alexander Kondrashov singled out the main criterion for a successful integrated project – this is the transition to mobility management, in which transport planning is combined with traffic management, with the obligatory consideration of individual mobility means as road users. According to the speaker, it is necessary to create a single federal program to support transport reforms with mandatory control over spending, amend Federal Law No. 220 «On organisation of regular transportation» and, with the support of the Ministry of Labour and the Federal Tax

Service, introduce measures to «whitewash» the industry. Without real fair competition in the transportation market, it is impossible to build a proper transport system, the head of the VEB.RF project office noted.

The speaker also added that VEB.RF is working on 5 trolleybus projects that will be implemented using the infrastructure bond instrument.

Ekaterina Bryazgina, director of ITS Academy of Russian University of Transport, said that the Academy deals with a number of scientific, methodological, and educational tasks related to transport planning. A centre for development of urban transport systems has been created within the structure of the Academy. To solve emerging problems, the Academy organises new educational programs, including those intended to fill the lack of qualified personnel in the regions necessary for planning and implementing transport reform. Today, further vocational education programs are being implemented, and HE programs will be opened in the near future.

The participants in discussion noted the importance of eliminating unnecessary duplication of routes, proper organisation of traffic, administration of priority conditions, including dedicated lanes, control of traffic speed in the course of transport reform. It is necessary to build a system of relationships between authorities, carriers and citizens and apply a passenger-centric approach. Proposals were made to create a single consolidated reform management body, to reformat support measures depending on the goals of the region, and to expand the scope of activities, enabling cities with a population of over a million to enter a single comprehensive program.

International Transport Cooperation

On November 17, 2022, the plenary discussion «International Transport Cooperation 2022. New Directions, Trends, Results» was held. The event was attended by Deputy Minister of Transport of the Russian Federation Dmitry Bakanov, Minister of Transport and Communications of the Republic of the Union of Myanmar Admiral Tin Aung San, First Deputy Head of the Federal Customs Service Ruslan Davydov, Member of the Board (Minister) for Energy and Infrastructure of the Eurasian Economic Commission Arzybek Kozhoshev, Assistant to the Chairman of the EEC Maxim



Gall, First Deputy General Director of JSC Russian Railways Sergey Pavlov, President of the Centre for Strategic Research Foundation Vladislav Onishchenko and Chairman of the Board of Directors of FESCO transport group Andrey Severilov. Besides, State Secretary – Deputy Minister of Transport of the Russian Federation Dmitry Zverev and Deputy Minister of Digital Development and Transport of the Republic of Azerbaijan Rahman Gummatov joined the discussion via teleconference. The discussion was moderated by Gennady Bessonov, Secretary General of the Coordinating Council for Trans-Eurasian Transportation (CCTT).

Dmitry Zverev emphasised that any obstacles mean new opportunities. Now it is important to develop end-to-end logistics services on the main international corridors. According to him, friendly countries need to modernise transport infrastructure, introduce regimes that simplify implementation of transit transportation, and jointly administer the routes of transport corridors.

In turn, Rahman Gummatov noted that it is planned to sign an agreement on synchronised development of checkpoints on the border between Russia and Azerbaijan. «This will give us the opportunity in the future to develop our border crossings synchronously and in a coordinated manner. After all, we have big plans until 2030 not only for bilateral transportation, but also for transit, which we expect to increase to 15 million tons. This, of course, requires a serious approach, including in the field of technological solutions», he said.

Vladislav Onishchenko informed that the trend towards digitalisation is currently continuing. Great emphasis will be placed on both automated data transmission systems and acceleration of information exchange. In trade relations, in addition to the exchange of electronic data, cargo tracking is also important. Therefore, electronic navigation seals are now being used to track shipments. It is also necessary to use new transport channels, develop supporting international financial and insurance services, and switch to settlements in national currencies.

Dmitry Bakanov spoke in more detail about the use of electronic navigation seals when crossing state borders. «If there is a trusted party that assembles for the shipper and there is confidence in safety of goods during transportation, then fewer verification control procedures should be applied to it. This technology was launched 3

years ago when we carried out transit from the West to third countries. Now we are reorienting these technologies to parallel imports from the south», he said. – We are also engaged in transfer of shipping documents into electronic form. The amount of paper that is issued for shipments slows down the process of all interactions. In Russia, in September of this year, the Federal Law came into force, which allows issuing a waybill in electronic form. In 2023, we will allow market participants to work on the terms of the voluntary use of this system, and from 2024 we will begin to introduce an industry imperative».

The Deputy Minister notified about creation of an intelligent checkpoint across the state border. This system will allow the state bodies involved in the work of border checkpoints to exchange information on all processes as quickly and seamlessly as possible. By the end of this year, one of the elements of the smart checkpoint will be implemented. This is an electronic queue when crossing the state border, which will optimise the main transport flows.

Maxim Gall informed about the project being implemented by the EEC – formation of «showcases» of national services of ecosystems of digital transport corridors. It combines synchronisation of formats, introduction of digital services, provision of the possibility of publishing these services for access and formation of a single digital logistics environment for all participants in the transportation process.

Arzybek Kozhoshev spoke in detail about the Eurasian Agroexpress project. The project is aimed at developing the export of agricultural products from producers of the EAEU member states to China, Uzbekistan, Iran and other countries of Southeast and Central Asia using the integration component on the routes.

According to Ruslan Davydov, digitalisation is important for speeding up and simplifying customs procedures. «More than a third of all declarations for goods in our country are issued completely automatically, without the participation of customs officials. This not only allows us to manoeuvre resources, but also greatly speeds up the process», he added.

Sergey Pavlov said that a global transformation of the entire transportation process is now taking place. And JSC Russian Railways takes an active part in formation of new routes and corridors.

Admiral Tin Aung San called on Russian partners to develop the North-South transport

corridor, which links the ASEAN member countries and Russia. Efficient supply chains will contribute to economic development of countries.

Council of Heads of Transport Authorities of the Eurasian Economic Union Member Countries

On November 16, the sixth session of the Council of Heads of Transport Authorities of the Eurasian Economic Union Member Countries was held. The event was attended by State Secretary – Deputy Minister of Transport of the Russian Federation Dmitry Zverev.

Within the framework of the Council, the session participants discussed implementation of activities of the road map for implementation of the transport policy of the Union for 2021–2023.

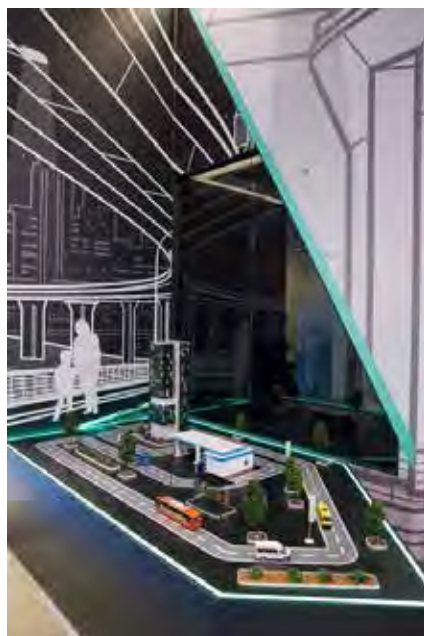
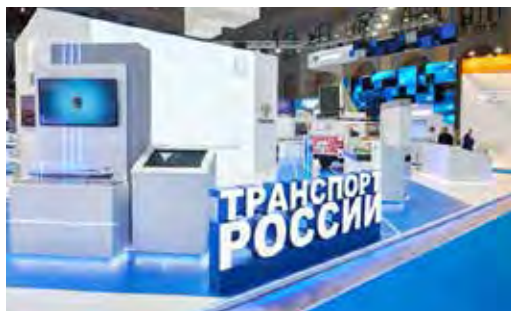
An exchange of views took place on the results of the work of the transport complexes of the EAEU Member States, improvement of the regulatory legal framework, as well as the use of navigation seals in the Union to track transportation.

The parties informed about the degree of readiness for implementation of the general process No. 46 «Information support for transport (automobile) control at the external border of the Eurasian Economic Union».



It was noted that in accordance with the schedule in 2023, the chairmanship of the Board of Directors will pass to the Russian side.





Significance for the Russian Economy of Trade with Asian countries and the Ability of Transport to Support It

On November 17, 2022, at the suggestion of the Public Council under the Ministry of Transport of Russia, the session «Sunrise at the East: Importance of Trading with Asia for Russian Economics and How the Transport System Can Facilitate It» was held. The participants discussed the results achieved in reorientation of foreign trade relations to the east, the identified problems of further expansion of transportation volumes and the sufficiency of currently implemented measures to overcome them, approaches to taking into account macroeconomic effects from development of throughput capacities and ways to achieve a balance of interests of exporters and importers in the context of restrictions on transport infrastructure. The session was moderated by Tatyana Gorovaya, First Vice-President of the CSR Foundation, Chairman of the Public Council under the Ministry of Transport.

The conference was attended by Artur Karlov, Director of the Strategic Development Department of the Ministry of Transport, Igor Koval, First Deputy Chairman of the Board of Avtodor State Company, Alexey Shilo, Deputy General Director of JSC Russian Railways, and other representatives of the industry.

«The Ministry of Transport is working to prioritise those projects that are aimed at

expanding the infrastructure in the eastern, southern and Caspian directions. Our task in the face of great uncertainty is to ensure that the transport infrastructure does not become a bottleneck for the economy – for this it is necessary to develop a package of strategic transport planning documents», Artur Karlov noted in his speech. He said that in the new reality, one has to rely on monthly statistics. According to the data that are voiced in the open space, the trade turnover with Western countries now does not exceed 30 %. The growth of trade with China for 8 months has reached 33 %, with respect to the Caspian states – about 20 %, with Turkey, according to preliminary estimates, has almost doubled.

In the Eastern direction, planning issues are related to development of the railway infrastructure and the transit capacity of the Eastern segment of the network, as well as the further construction of marine terminals, the representative of the Ministry of Transport explained. In the Caspian direction, work on development of checkpoints is a priority, a lot of work is being done on the Russian-Azerbaijani border, this year 12 traffic lanes were opened on the border with Georgia at the Upper Lars checkpoint. In the direction of the Azov-Black Sea basin, within the framework of the Comprehensive Plan for Modernisation and Expansion of the Main Infrastructure, it is planned to develop approaches to the ports of the

region. While new ships of the merchant fleet arrive, the role of the Azov-Black Sea basin in pulling cargo from the Far East will only increase, the speaker emphasised. In the North-West region, there is now some recovery in the dynamics of loading, which is associated with arrival of general cargo.

To comply with the tasks, including transportation of non-resource and energy exports with access to new markets, all these theses should be reflected in the planning documents that the Ministry of Transport and the industry will prepare, the director of the department concluded.

Igor Koval informed about the progress in construction of the federal highway M-12 Moscow-Kazan. Large-scale work is being carried out on all sections of the road; traffic is scheduled to be opened in 2023. Currently, about 25 thousand people and about 7 thousand pieces of equipment are working at the construction site at all eight stages. Avtodor State Company plans to reach Yekaterinburg as early as in 2024. Currently, the state-owned company is conducting a feasibility study for construction of the South-Western Expressway and the Meridian highway. To meet the needs of the company in road construction equipment, the leasing company Avtodor-Leasing was created, by 2024 the required volume of equipment is estimated at 30 thousand units. «We plan to work on organising supply of road construction equipment from friendly countries and China. We see the strong support of the Ministry of Transport of Russia and the supervising Deputy Prime Minister», Igor Koval emphasised.

According to Alexey Shilo, there is no longer an active search for new routes, efforts are aimed at increasing traffic volumes on existing routes. «We have increased the volume of traffic with friendly countries quite well (+17 %), including not only exports, but also imports and transit. In the eastern direction, the volume of transportation by rail increased by 2 %», he said. There is a demand for the eastern direction for domestic communication, transportation of such goods increased by 9 %. Since the beginning of the year, export container traffic to the east has increased by more than 30 %, including paper products, pulp, chemicals, metal structures, vegetable oil and food products – mainly cargo for which western markets have closed. There is a large increase in requests for transportation. Since the beginning of the year, there has been an increase

in light container trains in the east direction from 7 to 10 %. The number of connected container trains increased by 40 %, traction services are actively purchased, from June 2022, transportation of trains of 8 thousand tons began, from August 1 of those weighing 14.2 thousand tons.

The Deputy General Director of JSC Russian Railways emphasised that it is correct to talk about the existing reserves. Among them there are the competent use of the existing infrastructure, empty runs of containers in the east direction and provision of new tariff solutions. In 2022, technological schemes for loading containers into gondola cars at port stations were optimised, which significantly reduced the loading time by three times – to 20 minutes. «We see the potential of the Eastern segment of the railway network in the ability to develop additional routes and organise the transfer of goods through railway crossings to neighbouring states. The Ministry of Transport of Russia is doing a lot of work, roadmaps have been created for implementation of infrastructure and technical projects for development of ITC», Alexey Shilo concluded his speech.

Vladimir Kosoy, President of LLC Centre for Infrastructure Economics, focused on the task of finding a balance between transportation of general cargo and high value-added cargo, i.e., containers.

Transport Cooperation between Russia and Mongolia

State Secretary – Deputy Minister of Transport Dmitry Zverev and Deputy Minister of Transport Igor Chalikh held talks on November 17, 2022, with the Minister of Road and Transport Development of Mongolia Sandag Byambatsogt.

To increase the efficiency and ensure the break-even activity of JSC UBZhD, the parties discussed and confirmed the need for timely indexation of tariffs of JSC UBZhD within the framework of the Medium-term tariff policy of JSC UBZhD until 2025 approved by the Board of the Company.

An agreement was reached on development of a Comprehensive Development Strategy for JSC UBZhD for the period up to 2050 in conjunction with the plans for development of the transport system of Mongolia. The strategy will take into account implementation of new railway projects in Mongolia and the connection of new lines to JSC UBZD network, as well as



optimisation of the format for managing social infrastructure facilities and non-core assets. The parity of activities of the parties and the direction of infrastructural development in the interests of JSC UBZhD are envisaged. It is also proposed to fix the mechanisms for the parity transfer of goods of Russian and Mongolian exporters at the Mongolian-Chinese railway border crossing Zamyn-Uud-Erlian.

In addition, new railway routes from Russia to China in transit through the territory of Mongolia, infrastructure projects in Mongolia were discussed at the meeting.

Mongolia and Russia are reliable transport partners. The growth of traffic and new areas of cooperation are indicators not only for bilateral relations, but also for joint work in the international transport market.

Transport Council of the Greater Tumen Initiative

On November 17, 2022, under the chairmanship of the Russian Federation, the 11th meeting of the Transport Council of the Greater Tumen Initiative (GTI) was held. GTI member countries (*China, Mongolia, Russia, Republic of Korea*) presented national reports on the implementation of GTI Regional Transport Strategy.

In its speech, the Russian delegation noted that the Transport Strategy of the Russian Federation until 2030 with a forecast for the period up to 2035 provides for accelerated development of sections of international transport corridors passing through the territory of Russia. Measures were presented to improve the infrastructure of the international transport corridors «Primorye – 1» and «Primorye – 2».

The Russian side drew the attention of foreign partners to projects for modernisation of the Trans-Siberian and Baikal-Amur railways, as well as development of seaports in the Far East basin. The Russian transport complex is faced with the task of increasing the transit capacity of main railroads to 180 million tons by 2024 and increasing the capacity of the ports of the Far East. Currently, the capacity of the ports is estimated at 290 million tons of cargo per year, by 2025 they are expected to increase by 60 million tons, by 2030 – by more than 100 million tons.

The Russian delegation presented domestic experience in the use of electronic navigation seals and the use of unmanned vehicles.

Particular attention is focused on the benefits of using advanced technologies in the transportation process – improving the quality of transport and logistics services, ensuring seamless domestic and international transportation, as well as their reliability and safety.





The Russian side informed the GTI member countries about signing, within the framework of the Eurasian Economic Union, of the Agreement on the use of navigation seals to track shipments.

In the context of discussing promising areas of cooperation within the framework of GTI, the Russian delegation put forward initiatives to establish cooperation in introduction of autonomous navigation, as well as the use of GLONASS technologies to ensure safety of goods during multimodal transportation. Presentations on these initiatives were made by experts from autonomous non-commercial organisations «Industry Centre MARINET» and JSC «GLONASS».

The chairmanship of the GTI Transport Council for further period passed to China.

Final Discussion of Transport Week 2022

The Transport Week 2022 was finalised by the final plenary discussion, which was attended by Deputy Ministers of Transport Igor Chalik, Vasily Desyatkov, Valentin Ivanov, Alexander Poshivay and Director of the International Cooperation Department Alexey Sapetko. The results of the discussions held on the sidelines of the forum were summarised.

Opening the event, Igor Chalik emphasised that the projects that were presented on the sidelines of Transport Week, as well as the decisions made, will have a direct impact on the future of the transport industry and on the life of every citizen.

Alexander Poshivay spoke in detail about the main results of the discussions regarding water transport. «Since March this year, the working

group of the Ministry of Transport of Russia has been operating, which is engaged in reorientation of cargo to new directions. The work that we have carried out has allowed us to practically maintain the cargo turnover of the ports. In the Azov-Black Sea basin, we managed to raise it by 3 %. And those container lines that were temporarily lost due to the departure of the world leaders in container transportation are now being restored», he said. – We managed to maintain transport accessibility of Kaliningrad region. In March of this year, three ships sailed there, today their number is 15, at the end of November it is planned to increase it to 18 ships».

Valentin Ivanov noted that much attention is paid to development of urban railway transport. Currently, 9 projects are being implemented in 9 agglomerations. A striking example is implementation of Moscow Central Diameters. Development of the Eastern segment of the railway network was also discussed. «In 2013, we transported 97 million tons per year, now our plans and development prospects concern 255 million tons per year. This is a huge increase», he said.

Vasily Desyatkov informed about the facilities being built as part of implementation of the North-South International Transport Corridor project. In particular, they comprise railway approaches to Novorossiysk seaport and near approaches to the seaport of Lavna.

Based on the news released by the press centre of the Ministry of Transport of the Russian Federation:

<https://mintrans.gov.ru/press-center/news/10491>;
<https://mintrans.gov.ru/press-center/news/10492>;
<https://mintrans.gov.ru/press-center/news/10505>;
<https://mintrans.gov.ru/press-center/news/10493>;
<https://mintrans.gov.ru/press-center/news/10503>;
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