

Conference report

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Transport support and prospects for the development of the freight frame on the Moscow Railway

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ABSTRACT Talking points for the speech by the Head of Moscow Railway V. F. Tanaev at the III Conference of the Association of Rectors of Transport Universities BRICS as part of the events of the BRICS Business Council Subgroup on Transport and Logistics. June 10, 2024¹.

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Доклад

Транспортное обеспечение и перспективы развития грузового каркаса на Московской железной дороге

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АННОТАЦИЯ Тезисы выступления начальника Московской железной дороги В. Ф. Танаева на III Конференции Ассоциации ректоров транспортных вузов БРИКС в рамках мероприятий подгруппы Делового совета БРИКС по транспорту и логистике. 10 июня 2024 г.

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Good afternoon, Conference Participants,

In a world of constantly evolving technologies, the logistics industry is experiencing external challenges and requires continual improvement. Accelerating the pace at which processes are being digitalized, adapting to changing trade routes and economic conditions / are

forming a new logistics landscape for the country. Against this background, Moscow Railway is carrying out the large-scale technological transformation of the transportation process.

First off, I would like to note the uniqueness of our railway. We ensure the functional unity of our lines

¹ The text is published in the author's edition, translated into English by specialists of the Moscow Railway, a branch of JSC Russian Railways.

² Публикуется в редакции автора, перевод на английский язык выполнен специалистами Московской железной дороги – филиала ОАО «РЖД».



Slide 1. Moscow Railway

and the sustainable interconnection and development of strategically important territories, economic centres and production zones / the Central Federal District. We guarantee transport accessibility in 15 constituent entities of the Russian Federation (*full accessibility in nine regions, partial accessibility in six*), home to one fifth of the country's population. The network includes ten radial lines (11 if you count the main section of the *Oktyabrskaya* route between Moscow and St. Petersburg), connected by two circle lines (the 54-km Moscow Central Circle, and the 558-km Greater Ring of the Moscow Railway), as well as east-west routes. Ours is the most complex route network in the whole of Russia.

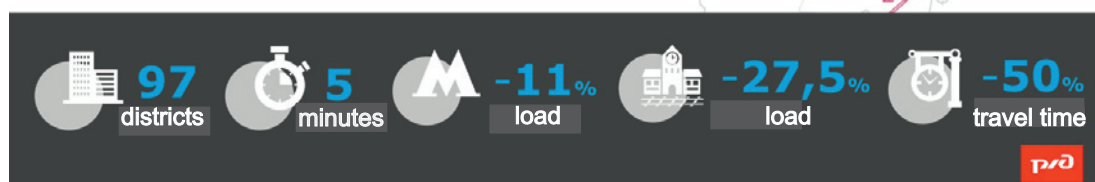
Every day, approximately **5000 commuter trains** (4952 regularly scheduled), **300 passenger trains** (314 regularly scheduled) and more than **1000 freight trains** (6250 regularly scheduled) depart from the stations on the network.

Moscow Railway currently carries over / **two MILLION passengers** (2.1 million) **per day**. More than **316 million people** (316.16 million) used our services in the first five months of this year. This makes up **65 %** of all rail passengers in the country (on the Russian Railways network). Just think, **every 15 seconds** a commuter train leaves from one of our stations! These are truly unprecedented numbers!

Suburban and urban lines of the Moscow Railway

1,97

bln people transported since the opening date



Slide 2. Moscow Railway's urban and suburban routes

The rapid economic, industrial and **territorial** development of the Moscow metropolitan area has forced us to completely overhaul the entire logistics model. A system of high-intensity urban and suburban routes was set up — starting with the Moscow Central Circle, and later the four Moscow Central Diameters — connecting densely populated areas of Moscow and Moscow Region. (*Lyublino, Dolgoprudny, Odintsovo, Krasnogorsk, Podolsk, Zelenograd, Khimki, Lyubertsy, Ramenskoye, and Balashikha*). **Almost two billion** people have travelled on the routes since their opening (*1.97 billion people as of June 1, 2023*).

Today, multi-track sections allow us to route trains depending on speed and category, and traffic intensity **does not exceed five minutes** during peak hours. The load on the underground system and at train stations has been **reduced** significantly (*by 11 % on average; 27.5 % of Moscow residents have started to change trains before they reach their final station*), and the road network is far less jammed. This has, in turn, reduced emissions of pollutants into the atmosphere. A **synergistic** effect was achieved, with significant improvements observed in social, economic, manufacturing and environmental indicators.

Dear conference participants, the formation of a high-intensity network / passenger service / took place in conjunction with the transformation of freight traffic at the Central Transport Hub.

A network of terminal and logistics centres has been set up with a view to creating a unified technological and information space, and it continues to be **improved**.

Built on the principles of “sectoral service” / the development of industrial and economic clusters / that

allow for the vector distribution of freight flows, transport and logistics centres serve as **modern complexes** for processing, warehousing, customs clearance, and freight transshipment.

The main transport and logistics centres process up to **10,000 (9620 TEU) 20-foot** containers per day. Freight flow processing has been stably trending upwards for a long time now (*7 years*).

The creation of a robust transport and logistics centres for freight transport, along with the introduction of a full range of services for operators and freight owners / expanded multimodal capabilities, has allowed us to ensure the stable growth of work with freight in international transport.

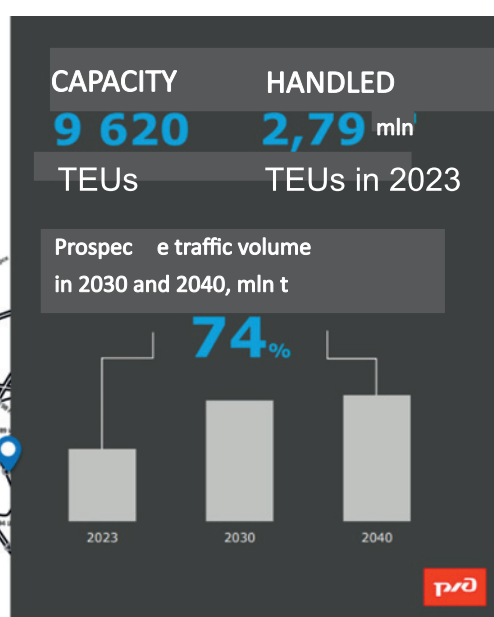
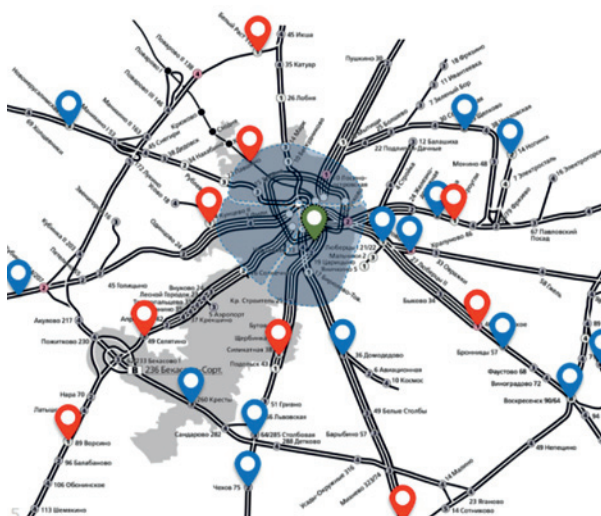
Moscow Railway is located at the intersection of the East–West and North–South international transport corridors (ITC) that connect Asia-Pacific countries with Europe, the Persian Gulf and the Baltic states / through the Russian sea ports and border crossings in the far eastern and north-western parts of the country.

Every day, **5000** carriages travel through the territory operated by Moscow Railway in transit to other countries. The **share of international** trains / in the **total volume** of freight transit traffic on the route / is **32 %**.

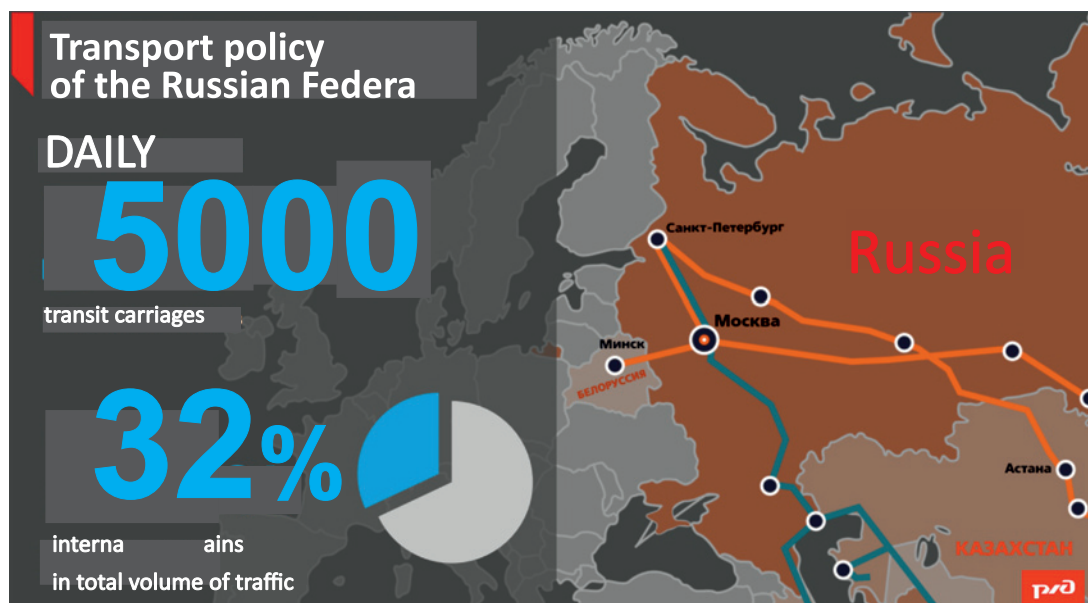
Work is under way to turn logistics flows around and ensure transport mobility, and will continue to develop in the format declared by the President of the Russian Federation / Vladimir Putin.

We **maintain** and **strengthen** friendly relations with all BRICS countries. We are expanding freight transport and logistics projects. (Currently, Agroexpress, container flexitanks, and Myasnoy Shuttle).

Freight frame of the Moscow Railway



Slide 3. The Moscow Railway freight network



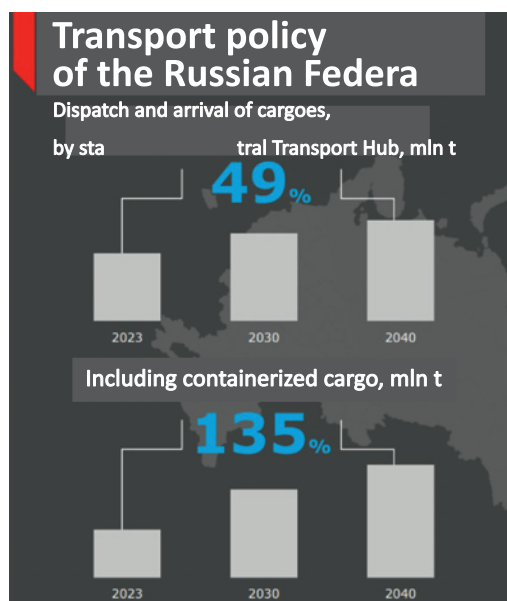
Slide 4. The transport policy of the Russian Federation



Slide 5. The transport policy of the Russian Federation

More than **1 million** TEU (1,086,494 TEU in total), or **10 million** tonnes of containerized freight were processed **last year** (as part of international freight transportation with BRICS member countries). We **handled almost 4,086,000 tonnes** of various types of freight, (4,085,800 tonnes. **Most of this** is made up of deliveries of chemical and mineral fertilizers (51 %), container freight (25 %), and iron ore (12 %). Key consumer countries were the People's Republic of China (42 %), and the Federative Republic of Brazil (48 %)), which is **double the amount handled during the same period last year**. (for the first five months of 2024)

(3,125,500 tonnes were handled during the first five months of 2024, compared to 1,590,500 tonnes for the first five months of 2023, an increase of 96.5 %. This growth was achieved thanks to the export of petroleum products to the United Arab Emirates (accounting for a bump of 819,000 tonnes), as well as to grain loading to the Arab Republic of Egypt and the Kingdom of Saudi Arabia (+712,300 tonnes), a positive effect of the expansion of the BRICS organization). The petroleum products are mostly produced by enterprises owned by Ryazan Oil Refining Company (Stenkino 2 Station, RN-Trans shipper) and JSC Moscow Oil Refinery (Stant-



Slide 6. The transport policy of the Russian Federation

siya Yanichkino, GPN Logistics shipper). The following enterprises constitute the main exporters of grain: JSC Russian House (Udobritelnaya Station), JSC Izmalkovsky Elevator (Izmalkovo Station); Grainrus JSC (Otreshkovo Station); and LLC Orlovsky Leader (Glazunkova Station)).

In the interests of the national economy, business, and citizens / Moscow Railway continues to build new and develop existing / railway and logistics infrastructure. We are purchasing rolling stock, developing and implementing innovative services, and creating trans/national, multi/modal transport chains.

We are working on a unique project with the Moscow Government to set up the “Southern Port”, a new transport and logistics centre (the Southern Port TLC), at Yuzhny Port station **in the heart of the Moscow metropolitan area**, which will act as a hub for permanent container rail transportation from the People’s Republic of China to the Moskvitch Plant and serve the needs of the city.

For reference: The **first stage** of the construction of the Southern Port TLC will include:

— a container yard for working primarily with exports and empty containers (mainly with the Moskvitch Plant, with a capacity of 2560 TEU for temporary storage, two 520-metre tracks, a freight handling terminal complex (500m×20m), and a customs control zone);

— a container yard for working with containers intended primarily for Moscow residents and consumers, as well as with sheltered warehouses (with a capacity of 1216 TEU for temporary storage).

Second stage:

— a Class A sheltered warehouse (with an area of approximately 52,500 square metres and a 250-m entrance track);

— parking areas for trucks and passenger vehicles, administrative buildings, a petrol station for vehicles (including electric vehicles), a customer service office, a garage, and other technological and domestic facilities.

To illustrate, in April of this year, a project was launched on the joint Russian–Chinese–Kazakhstani construction of a new warehouse complex at Moscow Railway’s Selyatino Station (*CRK Terminal*) as part of the signing (in 2022) of the “One Train – One Route” international agreement. The project will increase overland exports of products transported in containers to China and boost transit freight flows through Kazakhstan.

Organizing logistics and transport support today requires constant adjustment, including introducing new products and technologies. Moscow Railway has set itself the goal of becoming the driver of a comprehensive reboot of the system.

Our employees, experts, and unique team carries out a huge amount of work. We currently employ **over 66,500 people** (66,452 people as of June 3, 2024).

We continue to develop our competencies and work with leading research and educational institutions. We pay great attention to the professional development of our employees through specialized universities, professional training centres, and on-the-job learning.

Freight processing volumes in transit transportation will continue to grow. And this means that the “Development of High-Speed Railways” federal project will become even more important, and the need for employees who have undergone training in the latest programmes, including in international and multimodal logistics, will increase steadily.



Slide 7. Workforce policy of Moscow Railway

Personnel Policy of the Moscow Railway

- ✓ To provide platforms for the acquisition of theoretical knowledge and the development of practical skills by students, including from other countries
- ✓ To send specialists and managers to educational institutions to give lectures and seminars to students, to improve their skills
- ✓ To organize the exchange of teaching methods and new technologies with specialized educational institutions of the BRICS countries
- ✓ To organize an internship and exchange of experience
- ✓ We are ready to employ graduates

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Slide 8. Workforce policy of Moscow Railway

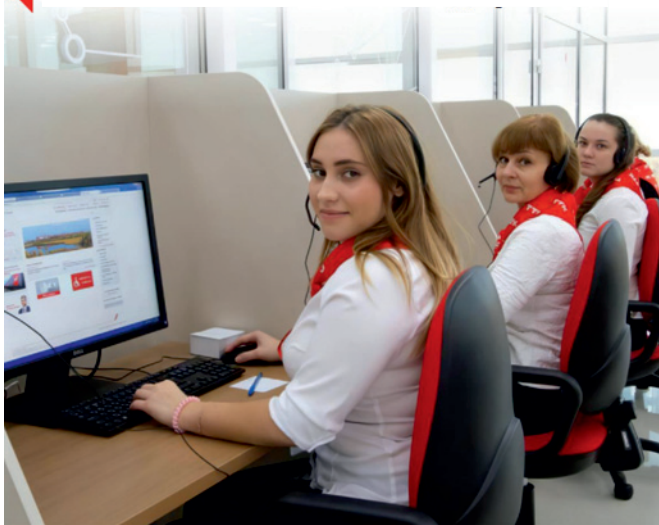
I would like to make it clear to everyone here today that Moscow Railway is open to cooperation. We are ready:

- to provide platforms for students, including foreign students, to acquire the necessary theoretical knowledge and practical skills;
- to send company experts and managers to educational institutions to hold lectures and seminars and advanced training for students;
- to share new teaching methods and technologies with specialized educational institutions in the BRICS countries.

I propose setting up an internship programme, as well as a system of secondments for specialists (*workers*). And actively recruit university graduates (*for industrial jobs*).

Moscow Railway pays close attention to its young employees. We are implementing numerous projects aimed at adapting and improving the professional skills and competencies of newly hired employees: the “Youth Gathering”; the “Youth Workers Forum”; the “My Company” event for young professionals aimed at their adaptation and development; the “Golden Reserve 2.0” project management community, among

Personnel Policy of the Moscow Railway



WE ARE WAITING FOR YOU TO JOIN OUR TEAM



Initiative young people
who want to develop
and not be afraid
of responsible
and interesting tasks



graduates of universities
and colleges specializing
in logistics
and international logistics



Slide 9. Workforce policy of Moscow Railway

others. We are ready to share our experience, take on young specialists from other countries, and send our own for similar exchange programmes

In conclusion, I would like to stress once again that the multifaceted partnership and interaction within BRICS opens up new opportunities for trade, contributes to the improvement of the global economy, and

gives a powerful impetus to the development of our countries.

I am confident that the **Association of Transport Universities BRICS** will continue its constructive work to deepen contacts between educational and research institutions, railways, and transport companies.

Thank you for listening!

Bionotes

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