SYNOPSIS ON THE TOPIC

Transport and logistics

Policies, practices, human capital, technologies and strategies that are reshaping the sector, with particular attention on how innovations with digitalization and infrastructure development fuel efficiencies and economic growth.

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**EXPERT OPINION**

06.09.2019

Alexander Ivlev: Concerning China’s plans to build the logistic and economic system of the Belt and Road Initiative and Russia’s role in this project

*Alexander Ivlev*
The Northern Sea Route – The Key to the Development of the Russian Arctic. Key Quotes

Maxim Akimov, Konstantin Kosachev, Alexey Likhachev, Park Heung Kyeong, Alexander Tsybulskiy, Igor Orlov, Alexander Drozdenko, Nikolay Kharitonov, Andrey Chibis, Sergey Frank

Belt and Road Transport Corridors: Barriers and Investments. Report No. 50, 2018

The report by the EDB Centre for Integration Studies presents an analysis of the impact that international freight traffic barriers have on logistics, transit potential, and development of transport corridors traversing EAEU member states.
**KEY CONCLUSIONS**

**Far Eastern infrastructure may play key role in increasing cargo flow between Russia and Asia-Pacific countries**

Far East is currently a key link of transport and logistic chains between Asia-Pacific countries and Russia. It has incredible potential for increasing both transit and export/import capacity. At the moment, we see great potential for attracting additional cargo flow both from China to Europe and from other countries such as Japan and South Korea – up to 10% of their cargo flow to Europe. Digitalization can provide solutions to the problems that the infrastructure cannot solve — Pavel Chistyakov, Vice President, Infrastructure Economics Centre.

Transport corridors that involve the Trans-Siberian Railway are very demanded by Japan — Isao Takahashi, President, Toyo Trans Inc..

**Digitalization significantly improving shipment efficiency**

With digitalization, we are planning to make the most efficient decisions online to optimize internal workflows. Our goal is to enable cargo shippers and other stakeholders to see online what is going on in the Russian Railways, where the cargo will be, how much is the shipment, how can one optimise the workflow — Oleg Belozerov, President, Chairman of the Board, Russian Railways.

The digital future of transport corridors is a joint digital effort of the customs service and our counterparts from abroad, our carriers and business in general — Vladimir Bulavin, Head, Federal Customs Service of the Russian Federation.

Reduction of supply chain barriers provide a 5–6% increase in
the GDP, that’s USD 80 billion — Alexandrs Isurins, Chairman of the Executive Board, President, Far Eastern Shipping Company (FESCO).

### EASTERN ECONOMIC FORUM 2019

**Coal Transshipment: Environmental Issues in the Far East**

| 4 September 2019 | 15:00–16:30 |

**Moderator**

**Victor Ryadinsky**


### KEY CONCLUSIONS

| Coal industry plays an important role in Russia’s economy | Coal shipment, coal mining and coal industry in general in Russia is growing at an incredible pace: every year is record breaking in this industry — Victor Ryadinsky, Expert, Federal Supervisory Natural Resources Management Service, Ministry of Natural Resources and the Environment of the Russian Federation; Winner of the Ecology Prize of the Government of the Russian Federation.

Coal is the fourth biggest element adding money to the budget, after oil, gas and metals. That is why Russia mines and exports large volumes of coal. Starting from 2000, coal mining has been on the rise. In 2018, 493 million tonnes of coal were extracted in mines and deposits and shipped to both domestic and foreign markets. (...) Russia is the world’s 6th biggest coal miner and 4th biggest coal exporter — Alexander Agoshkov, President, Pacific Academy of Environmental and Health Sciences; Head of the Department of Life Safety in Technosphere, Far Eastern Federal University.

| Coal mining and shipment has a negative environmental impact | Large volumes of coal, bulk freights and dusty freights resulted in environmental problems. You know that they concern Nakhodka, Vanino and Posyet. (...) Coal dust is still a factor that impacts both environment and people — Alexander Agoshkov, President, Pacific Academy of Environmental and Health Sciences; Head of the Department of Life Safety in Technosphere, Far Eastern Federal University.

| Russian government and business put special | Coal dust caused a major outcry. In 2017, this situation was taken under the President’s control. We have reached the point... |
emphasis on resolving coal dust problems

when environmental problems could not be ignored any longer, it is no longer possible — Yana Blinovskaya, Doctor of Technical Sciences, Professor, Department of Life Safety in Emergencies and Environmental Protection, Far Eastern Federal University (FEFU).

Stevedores have signed high-level agreements with the Administration of Primorye Territory, corresponding ministries, Rospotrebnadzor, the Ministry of Transport and Rosmorport that provided for a number of measures to improve the environmental situation. The budget for all stevedores’ environmental measures in Nakhodka is about 10 billion roubles – it is a significant amount. <…> All stevedores actually implement these measures – it is not a formality. <…> Key measures include irrigation, installing wind screens that reduce kinetic energy in the wind, using substances that facilitate dust consolidation, as well as improving culture of port workers – they all help us minimize coal dust related risks — Vladimir Grigoryev, Member of the Board of Directors, Association of Commercial Sea Ports; General Director, AO Nakhodka Trade Seaport.

Existing measures show results

Rospotrebnadzor’s statistics show that the number of violations detected in air samples went down 3.5 times over the last year. If we take average morbidity level in the region, especially respiratory diseases, Nakhodka has always shown a lower one. We are getting fewer complaints from locals. <…> This means that the President’s instruction on improving the environmental situation in Nakhodka is being purposefully and gradually executed. That is why we must keep on to reach the results, to fulfil the task of the President’s instruction: to create good conditions for the population — Vladimir Grigoryev, Member of the Board of Directors, Association of Commercial Sea Ports; General Director, AO Nakhodka Trade Seaport.
### KEY CONCLUSIONS

**Digitalization is an important tool for development of economic relations**

Today we can connect countries through the use of digital technologies. Infrastructure is not the only condition for the fast-progressive development anymore. The main development driver is digital services that complement this infrastructure — Evgeniy Ditrikh, Minister of Transport of the Russian Federation.

Despite all the differences, Russia and India are united by common tasks: creation of a safe, comfortable and efficient transport network; and strengthening the attractiveness of transit that connects Asia and Europe. Digitalization and intellectual services are the main tool for doing this — Igor Poletaev, Anchor, NTV Channel.

Digitalization of all transport processes is a huge step towards optimization of cargo delivery from consignor to the end recipient. That is why, as part of this discussion, we will sign an agreement [with the Digital Transport and Logistics Association, – Ed.] on digitalization of the transportation logistics — Vadim Baibak, General Director, Vostochny Port.

**Cooperation between Russia and India has a great future**

Over the last few years the cargo turnover between Russia and India has been growing by 20% [per year, – Ed.]. Indian companies are showing interest in development to the Far East. <…> There is a regular container communication from India to the port of Vladivostok, and then Krasnoyarsk, Novosibirsk, Yekaterinburg — Alexandrs Isurins, Chairman of the Executive Board, President, Far Eastern Shipping Company (FESCO).

The history of bilateral relations between Russia and India is now taking new shapes. Their partnership will grow and will involve many other countries — Shri Deepak Bagla, Managing Director, Chief Executive Officer, Invest India.

We have a science and engineering council and port infrastructure representatives from Germany. We will be happy to involve our Indian partners — Anton Zamkov, General Director, RT-Invest Transport Systems; Director, Digital Transport and Logistics Association.

**Fast growing Indian market is attractive for Russian business**

Our GDP is USD 3.7 trillion; this is one of the fastest growing economies in the world. By 2025–2026, our GDP will reach USD 5 trillion. The logistics sector is very important for us and is one of the fastest growing — Shri Deepak Bagla, Managing Director, Chief Executive Officer, Invest India.

India takes second place [in the world, – Ed.] in passenger transportation, with over 7 billion passengers per year. So, there are two areas [of cooperation, – Ed.]: digital passenger logistics and cargo logistics — Alexander Misharin, First Vice President, Russian Railways.

Today Sberbank is represented in India, we have a full-scale license there. We can work simultaneously in two countries and therefore [offer, – Ed.] a unique range of services — Kirill Tsarev, Vice President, Director of Engineering Customers Department, Sberbank.
## Speakers and experts

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### Alexei Pushkov
Chairman, Interim Commission on Information Policy and Cooperation with the Media, Federation Council of the Federal Assembly of the Russian Federation

### Jean-Pierre Thomas
President, Thomas Vendome Investment

### Vladimir Bulavin
Head, Federal Customs Service of the Russian Federation

### Luc Nadal
Chairman of the Management Board, GEFCO Group

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