

**Speech of Mr. Igor Levitin, Minister
of Transport of the Russian Federation
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Mr. Chair, Colleagues!

Due to geographical peculiarities of the Russian Federation and those of the territorial location of its production forces transport has always been considered in Russia as a key economic sector providing for the country's economic and political integrity. That is why effective and safe operation of transport has always been taken much into consideration at all the levels of public authority.

Today in Russia like in the majority of developed countries transport sector is responsible for big amount of emissions (42 per cent of all polluting emissions and about 10 per cent of greenhouse gas emissions). 96 per cent of transport emissions are produced by road transport.

The Russian Federation shares the concerns of the world community by the impact of human economic and production activity on climate and depletion of non-renewable energy sources and takes consistent measures to address there problems.

In 2004 Russia ratified the Kyoto Protocol of the UN Framework Convention on Climate Change (UNFCCC). In Russia we have elaborated the Order of functioning of the national system of assessment of human-caused emissions, which identifies responsibility to provide measures aimed at GHG emissions limitation and reduction. We have adopted the Complex Action Plan on the implementation of the Kyoto Protocol in the Russian Federation.

In June of 2008 the President of the Russian Federation signed the Decree "On Certain Measures to Increase Energy and Ecological Efficiency of the Russian Economy". Under this Decree the Government of the Russian Federation is responsible for the implementation of measures to increase energy efficiency of certain sectors of

economy, including transport, with the aim to reduce energy consumption of the Russian gross domestic product for at least 40 per cent by 2020 as compared to 2007.

The major strategic documents of the Russian transport sector, in particular, the Transport Strategy of the Russian Federation till the year 2030, approved by the Government in November of 2008, address energy efficiency of transport. In particular, this document for the first time introduces the indicator of replacement of oil fuel with alternative fuels in road transport – 35 per cent of replacement by 2030, 15 per cent reduction in energy consumption in railway transport by 2030, two times' reduction of the average fuel consumption per operation in air transport.

In the sphere of road transport a special technical regulation was introduced concerning requirements to pollutant emissions by vehicles produced on the territory of Russia. In accordance with this regulation since April of 2006 the park of vehicles of Russia has been refilled only with vehicles in accordance with Euro-2 requirement and since January 2008 - Euro 3 and higher.

Early in 2008 a new technical regulation was introduced concerning requirements to automobile and aviation petrol, diesel and marine fuels, fuel for jet engines and heating oil, which envisages gradual increase in the quality of the imported oil motor fuel. The shift to new types of fuel provides for secure and economical operation of modern transport equipment with less fuel operation consumption and pollutant emissions.

The park of locomotives in railway transport is being upgraded insensively by means of the introduction of the rolling stock with advanced energy consumption characteristics. A new locomotive is undergoing tests now working on liquefied gas with fuel distance of 750 km. New plans are approved already on the comprehensive introduction of such locomotives. The length of electrified railway lines is being increased.

In aviation, maritime and river fleet we have bigger challenges in upgrading means of transport. Replacement of outdated transportation means with new ones is a slow process so far.

The important part of work to reduce energy consumption and pollutant emissions in the transport sector is to increase the efficiency of transport operations on the whole, in particular, to improve the interaction of different modes of transport, develop the road network, develop and improve the route network of mass transit, improve cargo logistics,

etc. Within this work a number of measures are planned or already under way of implementation, they are the following:

- We have started intense road construction and reconstruction of federal and major regional motorways what will improve connectivity of different regions and their accessibility, reduce unproductive transport runs, will permit to use modern cargo transport in effective speed mode and highly increase its productivity at the same time. Till the year 2015 the length of congested federal motorways will be reduced from 29 to 20 per cent and to 13 per cent by 2030. The improved quality of road surface will foster economical fuel consumption by road vehicles;

- Construction of large transportation hubs, a network of airport hubs, new railway lines and maritime ports connected with motorways of the necessary traffic capacity as well as the creation of modern multimodal terminal logistics complexes should contribute to interaction of different modes of transport, speed up cargo transportation in the country, and, consequently, reduce unit transport and energy costs per transport operation;

- In some major cities such as Moscow, Saint Petersburg, Nizhny Novgorod which are in a critical situation with regard to road congestion a range of measures is under way aimed to increase capacity of the cities' road network, limit the use of personal vehicles and motivate the population to use public passenger transport. The understanding is growing gradually that the limited access of personal and cargo vehicles to central parts of the cities and more tough parking policy are inevitable. Modern intellectual traffic management systems are being introduced as well as systems of cargo traffic management, systems of informing drivers on traffic situation, all of them operating on the basis of GLONASS navigation system;

- The Ministry of Transport has studied the possibility to introduce the system of road charges for the use of federal motorways from trucks of more than 3.5 tons of total weight. This measure will raise the interest in a more efficient operation of the rolling stock and could contribute to the reduction of traffic with the volumes of transported cargo remaining the same. Additional funding sources will appear to develop road infrastructure.

In conclusion I would like to underline that when forming our transport policy we study closely the advanced international expertise and try to adopt it in our work. I am convinced that the outcome of our Conference will contribute to the sustained development of the transportation systems of our countries.

Thank you for your attention.