«Port infrastructure development in Russia»

2011

FSUE «Rosmorport»

Purpose and tasks

Strategies of the Russian sea port infrastructure development up to 2030

The main purpose of the Sea port infrastructure development strategy:

Formation of seaports infrastructure competitive at the international level and provision of a complex of port services meeting fully the requirements of Russian economy in trade and transport in short - mid- and long-term prospect; realization of modern strategic approaches, the best world practice and professional port control system in the Russian Federation.

Tasks:

1. Provision of sufficient capacities for cargo transfer

2. Achievement of economic effectiveness of the port infrastructure development

3. Achievement of international competitiveness of services rendered by the Russian ports

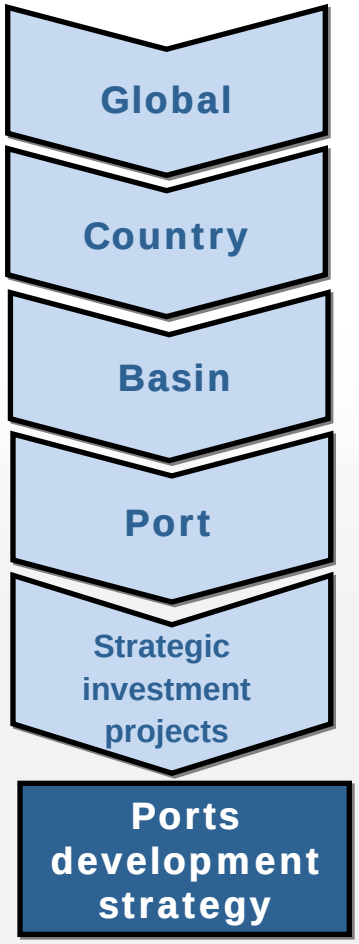
4. Provision of safe operation and development of the sea port infrastructure and marine transport

5. Settlement of the public and social tasks of the sea port infrastructure development, ensuring protection of the natural environment

Methodological aspects (1 of 2)

- **Horizon of Strategy planning for 5, 10, 20 years**
- **The Strategy covers 4 port basins and 6 cargo types (4 main: containers, general cargo, bulk and tank bulk cargoes)**
- **The Strategy determines the strategic directions for a long-term development**
- **The Strategy contents recommendations for improving of port control structure**
- **When formulating the Strategy of infrastructure development in the sea ports of the Russian Federation, the fundamental principals based on the best samples of the world practice have been applied**

High level of demand/offer analysis is structured as follows:



1. *The analysis of trends and changes in the world trade by kinds of cargoes*
2. *The analysis of trends and changes in the Russian trade by kinds of cargoes*
3. *The analysis of trends and changes in transport industry and transport types of Russia by kinds of cargoes*

4. *The analysis of demand for transfer in short - mid- and long-term outlook*
5. *The analysis of the existing capacity and quality of port capacities*
6. *Supply and demand comparison*
7. *Choice of the most preferable locations for port capacities*
8. *Elaboration of strategic directions of development*
9. *Choice of specific projects for realization*

Conformance of strategic documents
In the field of marine transport

The Russian Economy development
-Concept of a long-term social and economic development of the Russian Federation up to 2020
-Strategy of the trade development in the Russian Federation

...

Industries strategies
-Energy strategy
-General diagram of power energy objects location
-Strategy of the Light industry development
-Strategy of the Metallurgy industry development
-Strategy of the Coal industry development
-Strategy of the Chemical and Oil industry development
-Strategy of the forest complex development

Strategy of cargo senders and separate companies
-Stevedores strategies

Complex Strategies
-Programs of infrastructure and logistics development of the agro product market of the Russian Federation

Transport block
-Transport strategy 2020/2030
-Federal Target Program "Development of the transport system of Russia 2010-2015

Marine transport

Marine Infrastructure
-Code of trade shipping
-Strategy of marine activity development
-Concept of shipping policy
-Marine Doctrine

Sea ports Infrastructure
-Strategy of sea ports infrastructure development

Development of the frontier Infrastructure
- Concept of the frontier cooperation
- Concept of the customs cooperation
- Concept of state policy realization in the field of improvement of the state border

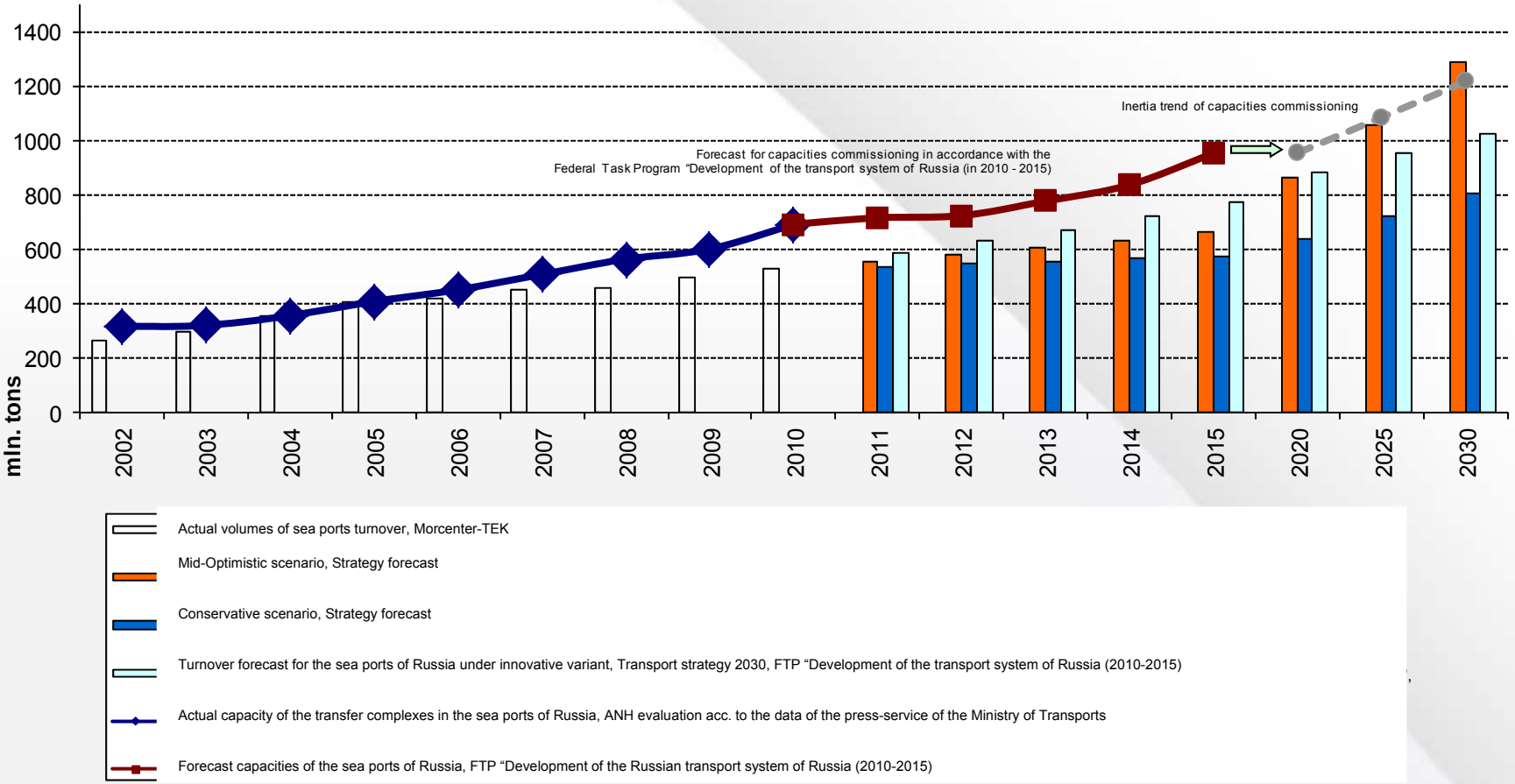
Surface Infrastructure of the ports approaches
-Strategy of development of kinds of transport
- Railroad
- Auto
- Internal water ways

Cargo base forecast

Will the demand for transhipment be satisfied?

The total amount of cargo transshipment in the seaports of the Russian Federation in 2030 under scenarios is estimated in volumes of 0.8 to 1.3 billion tons.

In the conservative development scenario the inertial input of capacities as a whole will cover cargo base, however consideration by separate cargo in section of separate basins is important.



Growth of cargo transshipment for basins

	2030/2010:	2010/2000:
The North West	in 1.3-2.3 times	in 3.7 times
The South	in 1.6-2.6 times	in 2.5 times
The Far East	in 1.7-2.5 times	in 2.4 times
The North	in 1.6-2.4 times	in 2.2 times

Annual average growth rate (total cargo base):

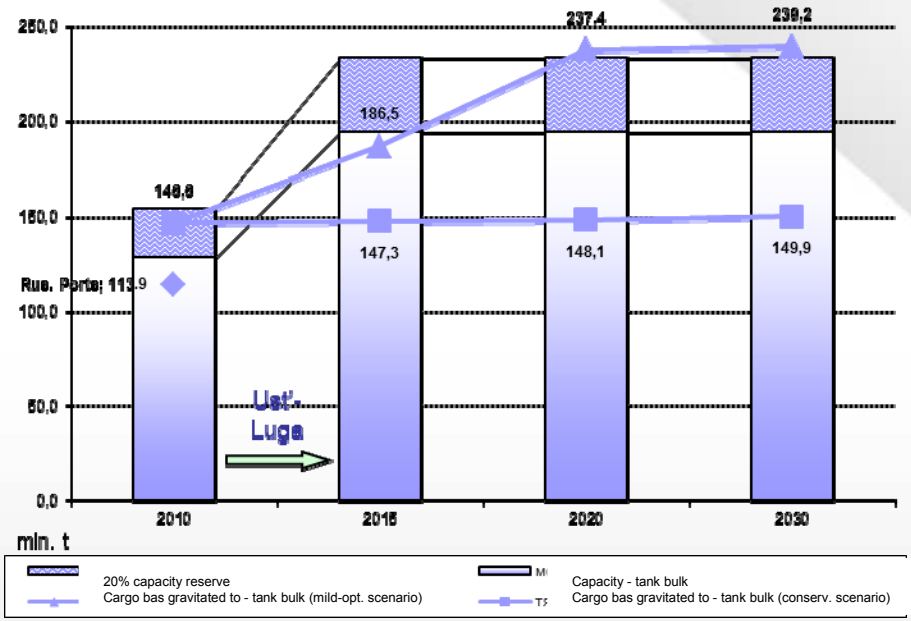
	2015/2010:	2020/2015:	2030/2020:
TOTAL	1.8 - 4.8%	2.1 - 5.3%	2.4 - 4.1%
The North West	1.2 - 5.3%	1.3 - 5.4%	1.6 - 3.0%
The South	2.0 - 4.7%	2.2 - 5.2%	2.8 - 4.9%
The Far East	2.1 - 4.1%	2.5 - 4.4%	2.9 - 5.1%
The North	2.7 - 5.4%	3.3 - 4.6%	1.7 - 2.5%

The greatest growth rates are noticed in the sphere of container transportations (2.6 to 5.5 times) dew to growing of volume of cargo in containers along with growth of transportation volumes (2010/2000 – 3.2 times).

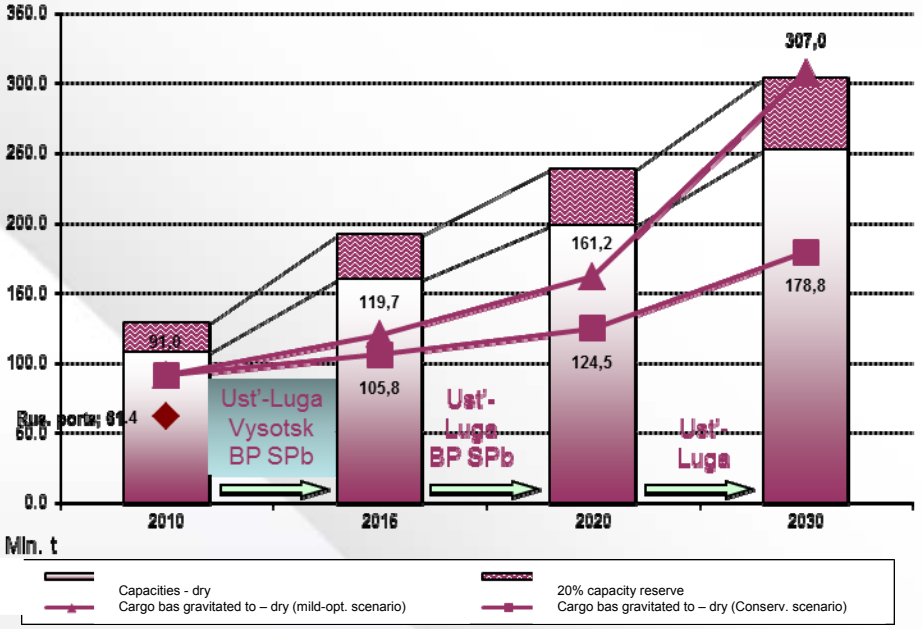
The forecast of IERT (institute of OJSC Russian Railway) for foreign trade cargo transportation by rail in traffic with the Russian ports for 2030/2010 is as follows: the West basin - in 3.3 times, the South basin - in 3.0 times, the Far East basin 3.8

The North-west basin
Cargo basis forecast

Tank bulk cargoes



Dry cargoes

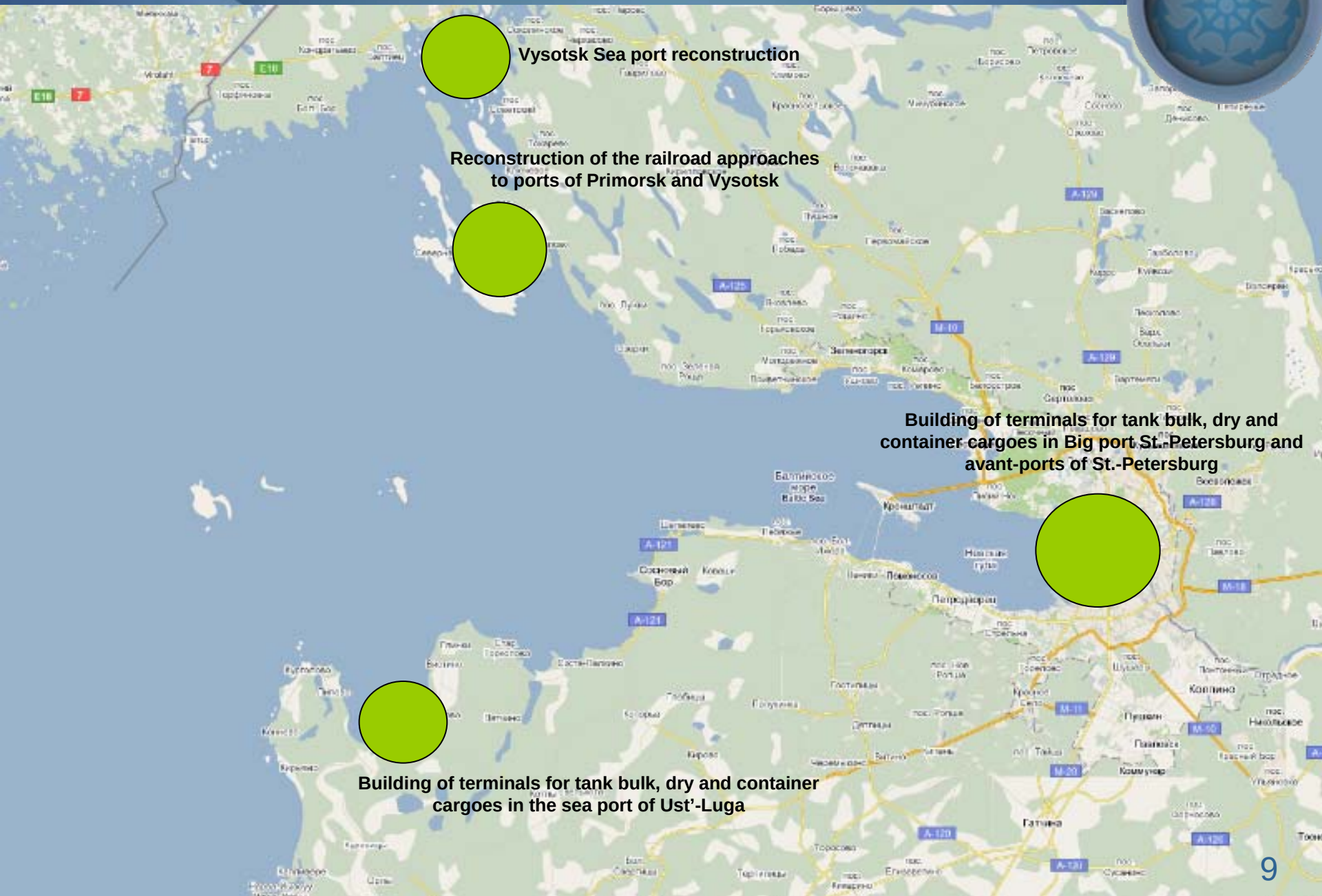


In 2030 the North-west basin will become the main marine gate for the Russian hydrocarbons and mineral fertilizers export as well the biggest Russian marine basin on refrigerated and container cargos turnover.

The main challenge: transfer of cargo, oriented for Russia from the Baltic and Scandinavian ports.

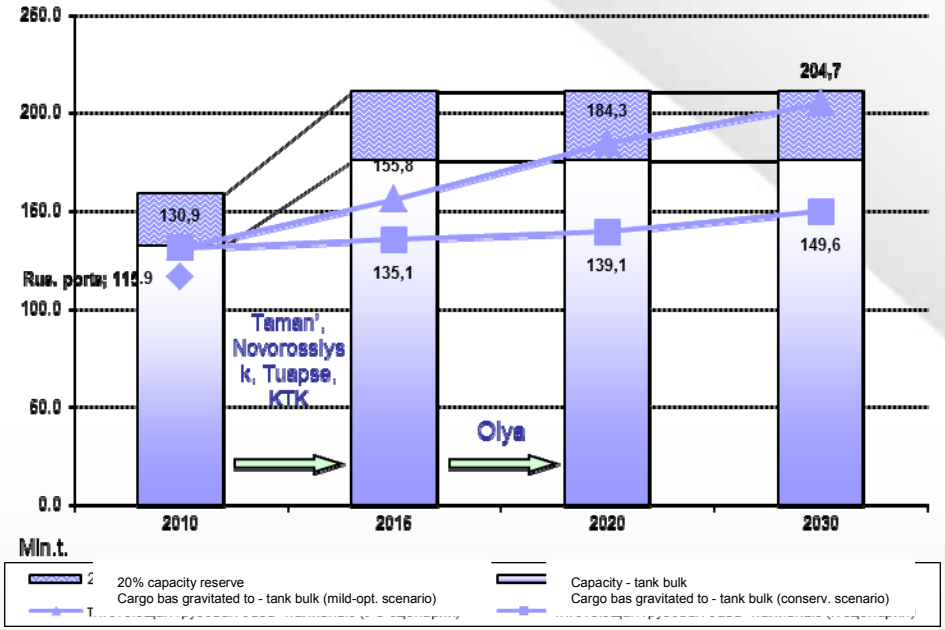
The North-west basin

Perspective projects

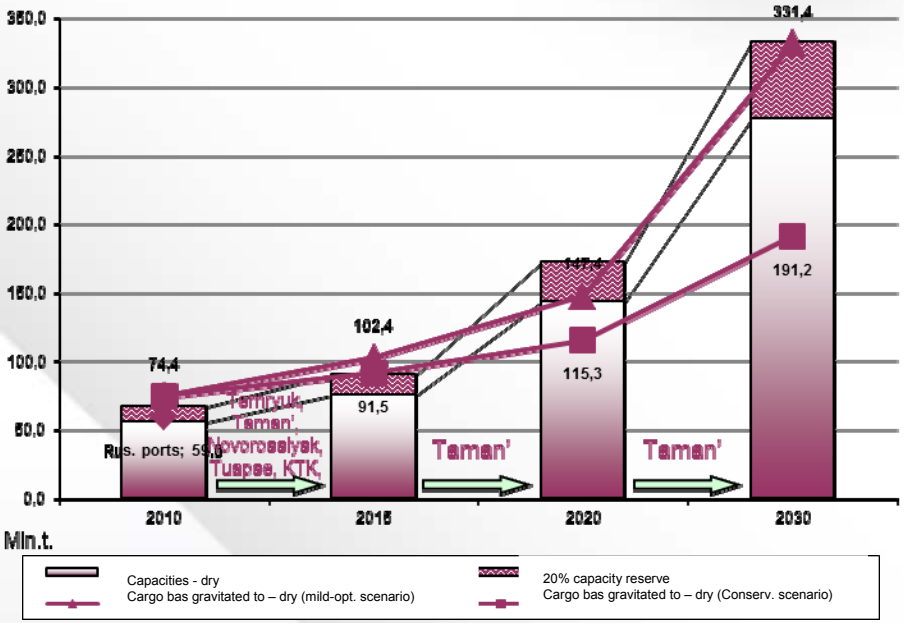


The South basin
Cargo basis forecast

Tank bulk cargoes



Dry cargoes

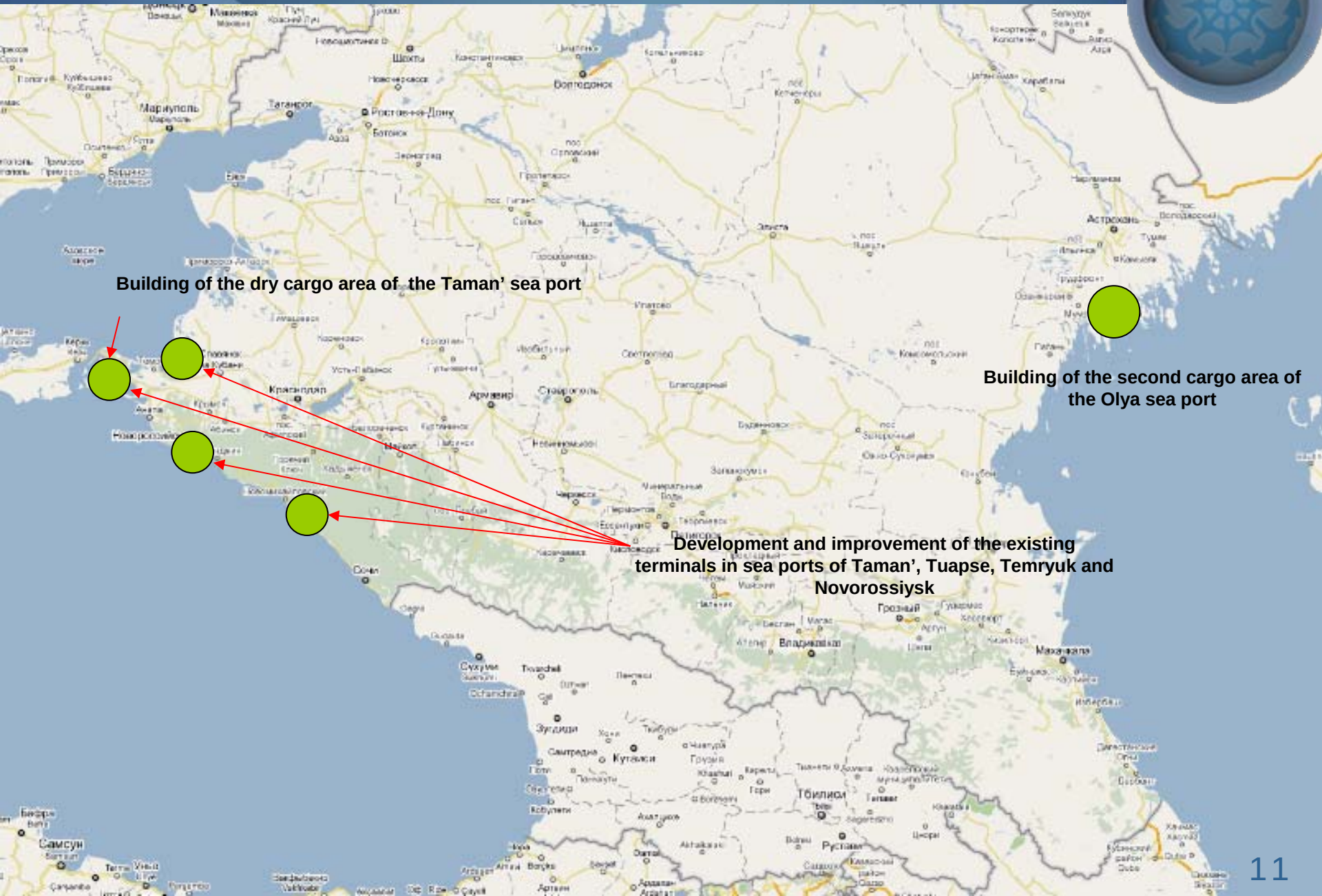


In 2030 the South basin will remain the largest sea basin of Russia for cargo transfer volumes. 95 % of bulk, 66 % of Ro-Ro and 41 % of general cargo of the country are planned to be transferred by 2030 in the ports of the South basin. According to the forecast for containers turnover the South basin will concede to the other basins of the country. As to hydrocarbons export the South basin will be comparable with North-west basin.

The main challenge: transfer of the cargoes intended for Russia, from the Ukrainian ports.

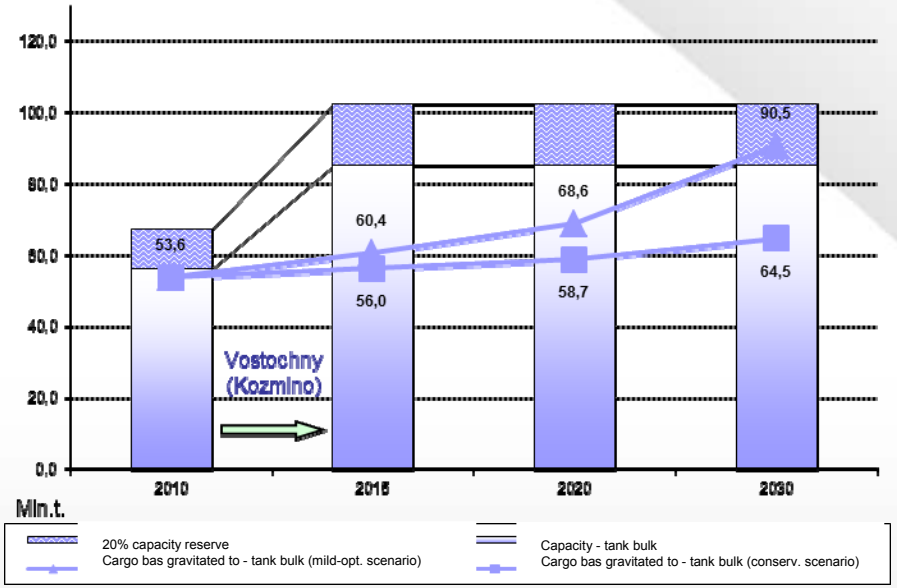
The South Basin

Perspective projects

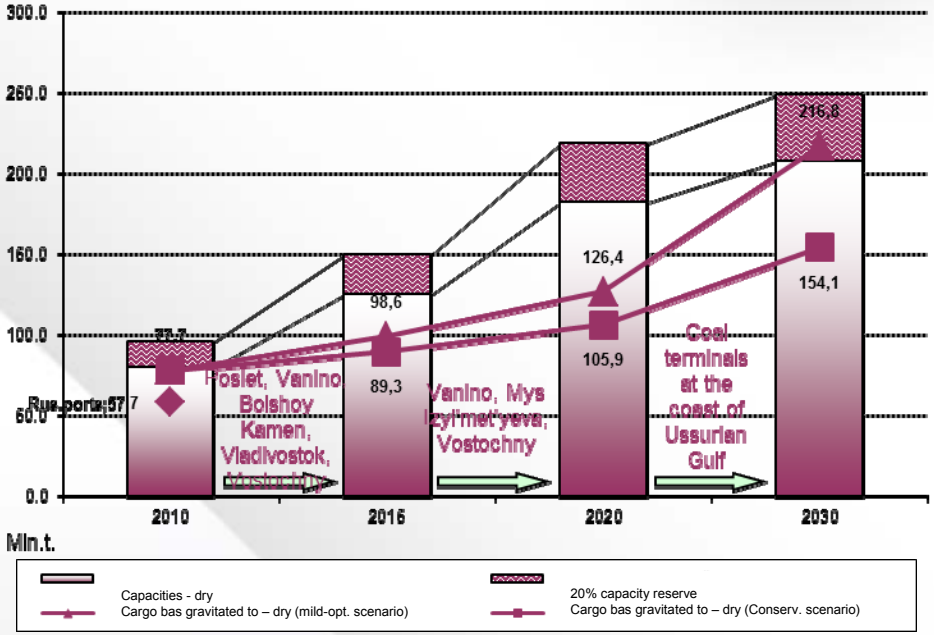


The Far East Basin
Cargo basis forecast

Tank bulk cargoes



Dry cargoes

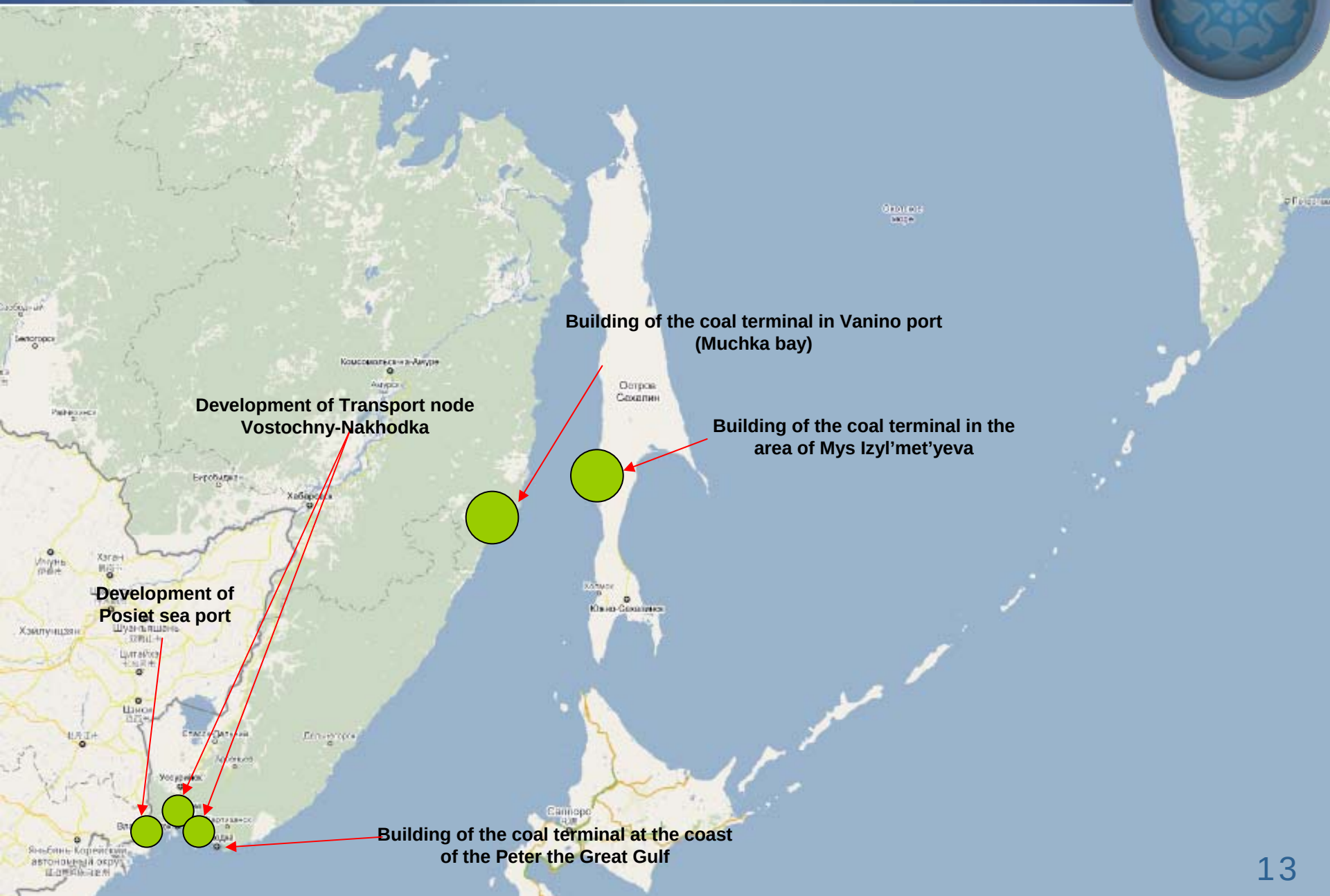


In 2030 the cargo base of the Far East basin ports will be ensured by mineral, raw and wood resources of the Eastern Siberia and the Far East as well as by operation of the East-West transport corridor (containers).

The main challenge: throughput capacity of the railway.

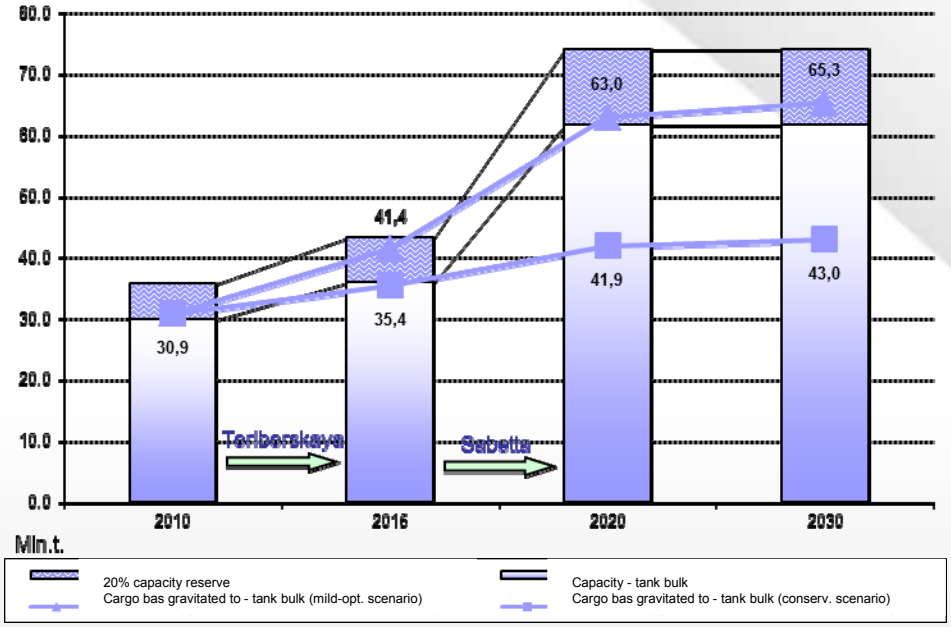
The Far East Basin

Perspective projects

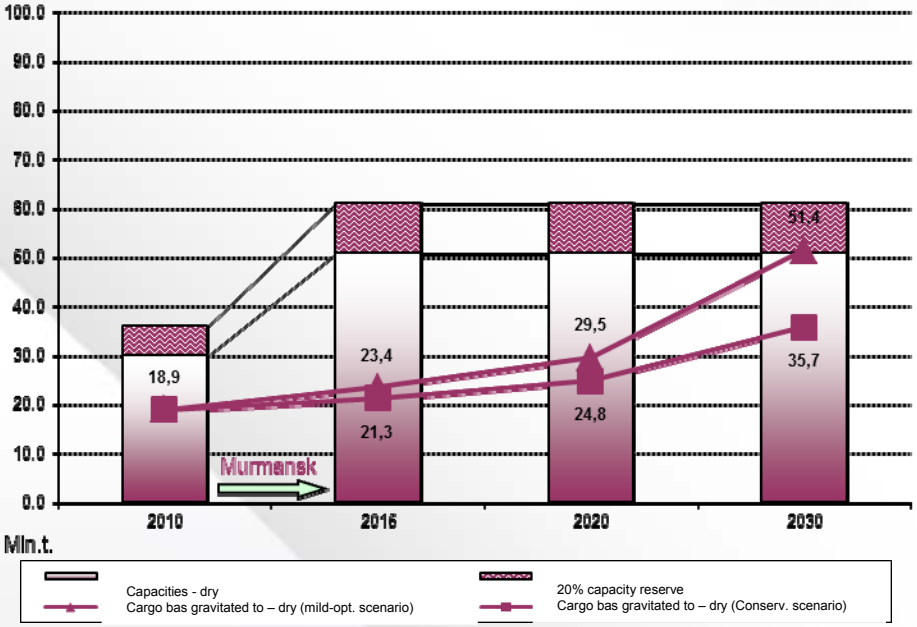


The North Basin
Cargo basis forecast

Tank bulk cargoes



Dry cargoes

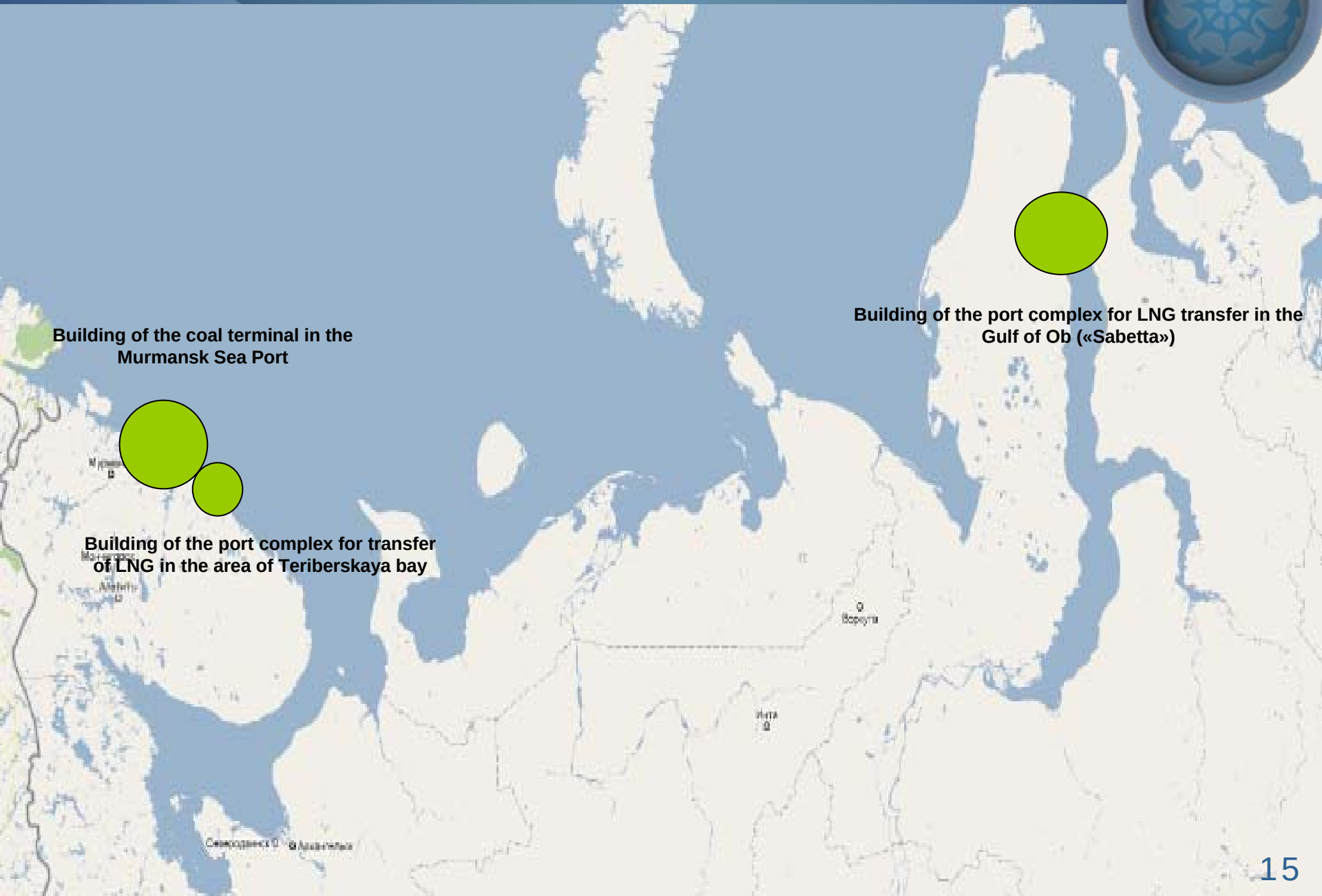


In 2030 the North basin ports will be focused on transfer of the hydrocarbons extracted in the Arctic shelf, as well as wood and mineral and raw resource of the Russian North.

The main challenge: development of the Arctic regions.

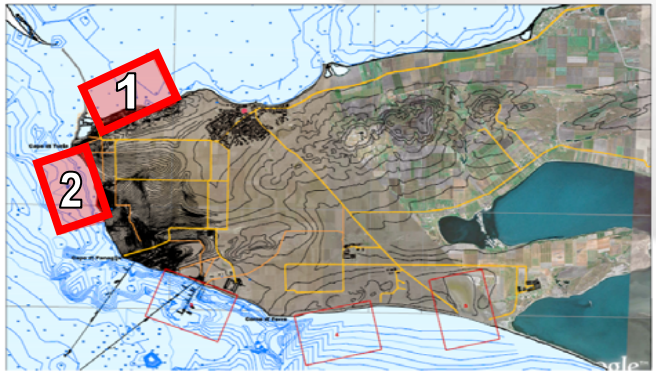
The North Basin

Perspective projects



	2010-2015	2016-2020	2021-2030
The North-west basin	Ust'–Luga, Vysotsk, Big Port Saint-Petersburg	Ust'–Luga, Big Port Saint-Petersburg	Ust'–Luga
The South basin	Taman', Novorossiysk, Tuapse, Temryuk, Taman', Olya	Taman', Olya	Taman'
The Far East basin	Eastern Posiet, Vanino, Bolshoy Kamen, Vladivostok	Vanino, Mys Izyl'met'yevo, Vostochnyi	Terminals for coal transfer at the shore of Ussurian Gulf
The North basin	Teriberskaya, Murmansk	Sabetta	

The largest projects



Building of the dry cargo area in Taman' sea port:

100 mln ton/year after full development

2011-2012: Projecting
2013-2015: Building works
2015: Commissioning of the first stage of the dry cargo area

Building of the port complex for LNG transfer in the Gulf of Ob («Sabetta»):

30 mln ton/year after full development

2011-2012: Projecting
2012-2016: Building works
2020: Full rate of the Project operation

Ust'-Luga sea trade port development:

191 mln ton/year after full development (2025)

In 2010 the turnover of the Ust'-Luga sea trade port made 11.8 mln. tons

The main target benchmarks of the Strategy

	2015	2020	2030
The volume of port capacities, total mln. tons	1 103,6	1 336,4	1 601,4
Dependence of the budget and non-budget sources in the investments to terminals and infrastructure	1/2	1/5	1/10
The share of the Russian foreign trade cargoes handled in the foreign trade ports in the general cargo volume, handled in the ports of Russia and neighboring states, %	15	10	0
The share of international transit cargos in the Russian ports, %	10	15	20
Quantity of accidents (per vessel call)	0,020%	0,015%	0,010%
The share of investment budget for making ecological and nature protection measures, % of all the investments	0,5	1,0	1,5
Reduction of the energy consumption of ports per ton of the handled (basing on level of 2010)	95%	90%	80%