



International Conference

Car building & Rolling stock repair in Ukraine

October 24, 2017, Kyiv

Ukrainian Chamber of Commerce and Industry
Velyka Zhytomyrskya Str. 33

PRELIMINARY PROGRAMME*

Double bottomed order portfolio: Why did car fleet renewal campaign fail to spur the rail car building in Ukraine?
Does the country need innovative wagons?

- *home demand, potential of Ukraine's rail car building industry*
- *maximum application of overall dimensions in wagon design*
- *investment in innovation*
- *warranty and post-warranty service of innovative wagons*
- *fair pricing*

Pay less – earn more! Priorities of public procurement: either low prices or life cycle expenses.

- *rules of fair business and a modern approach to procurement*
- *price and quality - which criterion is more important*
- *“unsportsmanlike” behavior of players, how to avoid it*

New wagons VS restored ones: economic feasibility and operational efficiency of the restored car fleet in comparison with the new rolling stock. Wagons from the Customs Union secondary market: renting/buying and extending their service life.

- *analysis of costs of extending the service life – flaw detection, major repairs, certification*
- *opportunities for modernization*
- *comparative analysis of operating costs – run between overhauls, repairs and spare parts*

What will drive the locomotive building in Ukraine – strategic alliances or own searches?

- *prospects for setting up assembly plants in cooperation with world leaders*
- *establishment of a national industry*

SPECIAL TOPIC: Equipment, materials and supplies for railcar building plants and locomotive works

- *automatic coloring*
- *innovative wear and tear, corrosion resistant coatings*
- *composite materials used in production of railcar parts*

Overcoming a monopoly over repair services. What is restraining arrival of private capital in this business?

- *will private repair companies be able to find market niche?*
- *when competition of prices, quality and service delivery speed should be expected*
- *certification rules of rail car repair enterprises - how to stimulate competition*
- *case for creating your own rail car repair company*

Rolling stock health supervision – the way the rules are going to change

- *nondestructive testing: methods of implementation, standards and instructions a train must obey before the first exit on public railways and after depot repairs*
- *systems providing non-uncoupling detection of bogie elements, body geometry control, monitoring of temperature of axle boxes, etc.*

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CUR-2 (current uncoupled repair). Operator's phantom pain: has a wagon been really repaired?

- *obtrusive service of uncoupled repair*
- *responsibilities of parties*
- *how much infrastructure affects technical state of a wagon*
- *implementation of remote monitoring of state of a wagon*
- *service network in Ukraine*
- *cost of CUR-2, namely mileage to/from the depot, repairs and spare parts, wagon downtime and penalties, as an additional component of a rent rate*

Scatter, Leak, Drying, Spillage: how to protect the cargo on the railway and preserve its quality and volume?

- *cargo security: theft - who is to blame and what to do*
- *methods of cargo security on the railway*
- *grain traders' requests for rolling stock redesigning, sealing, etc.*

To hear everyone: How to break the vicious circle and find a compromise among market participants' interests?

- *who and how should represent market participants' interests*
- *professional lobbyist – pros and cons*
- *dialogue on an equal footing to the authorities – is it possible?*

** - Work program still can be supplemented*

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