RUSSIAN RAILWAYS – THE BRIDGE BETWEEN REPUBLIC OF KOREA AND EUROPE

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Expert Group Meeting on Strengthening transport connectivity between the Republic of Korea and Europe through the Eurasian Transport Corridors
28 February 2019, Beijing
Brief overview of JSC Russian Railways

- **180** YEARS OF HISTORY AND EXPERIENCE
- **85 500** KM, LENGTH OF THE RAILWAY NETWORK
- **40** COUNTRIES OF GLOBAL PRESENCE
- **10 000** TRAINS, RUNNING DAILY
- **12** REPRESENTATIVE OFFICES ACROSS EUROPE AND ASIA
- **1.1** BILLION, THE ANNUAL PASSENGER TRAFFIC
- **1.2** BILLION TONNES OF ANNUAL FREIGHT
- **16** TERRITORIAL DIVISIONS

**HIGH-QUALITY SERVICE**  **NEW TECHNOLOGIES**  **COMFORT & EFFICIENCY**
Key results of JSC Russian Railways activities for 15 years and in 2018

For 15 years RZD has been transformed into a transport and logistics holding company

A parent company has in possession shares and stakes of 128 subsidiaries, including 64 affiliated companies and is an establisher of more than 400 non-commercial enterprises

Number of employees 985.3 thousand people (incl. RZD – 717.3 thousand people)

Investment program, annually 8.7 billion USD

Russian Federation ranks
3rd place globally on freight turnover
5th place – on passenger turnover
3rd place on speed of cargo transportation

RZD Holding Company is the global leader on traffic safety, energy efficiency and environmental protection

In 2018, International Energy Agency awarded RZD the 1st place among the global transport companies on energy efficiency of freight transportation
Infrastructure development of Russia’s railway network

Main projects, implemented in 2018

On the Eastern Polygon (upgrade of BAM and Transsib):
✓ Construction of second tracks (Lena-Vostochnaya – Kirenga, Severobaikalsk – Taksimo, Khani – Tynda, Ulak – Noviy Urgal, Komsomolsk-Sortirovochny – Vanino, Tynda – Bamovskaya), refurbishment of gauge on the Sakhalin Island to match the standard network width

On the routes approaching Azov sea– Black sea basin:
✓ 65.9 km, engineering studies of bypass routes for the Saratov and Krasnodar railway hubs

On the North-Western destination:
✓ Engineering studies of facilities for Northern Latitudinal Railway

- Implementation underway
- Preparing for implementation
The program for the modernization of the Trans-Siberian Railway and the Baikal–Amur Mainline is the core project of the transport development component of the Eastern Polygon Impact:

- Increase in the annual capacity of the Baikal-Amur Mainline and the Trans-Siberian Railway from 58.1 mln tonnes to 124.9 mln tonnes
- Improved transport efficiency
- Establishment of a framework to attract international freight transit
- Promotion of manufacturing companies,
- creation of an economic environment to facilitate the effective development of Siberia and the Far East

The Far East of Russia is in for integrated renovation of its entire transport infrastructure, along with the development of an integrated transport and logistics system capable of providing freight and passenger traffic services in compliance with best international practices and standards.
Khasan – Rajin / TKR Pilot Project

**Sep, 2013** – completed reconstruction and started operation of railway between Khasan (Russia) and the port of Rajin (NK)

**July, 2014** – multipurpose freight terminal inaugurated at the port of Rajin

**Feb, 2016** - project granted immunity by UN SC as transit route operated by Russian Railways

<table>
<thead>
<tr>
<th>Storage capacity</th>
<th>250 ths. tons</th>
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<tbody>
<tr>
<td>Cargo turn-over per year</td>
<td>5 mil. tons</td>
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<tr>
<td>Total terminal area</td>
<td>14 ha</td>
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The project for reconstruction of the Trans-Korean railway mainline

Legend:
- a reconstructed section Khasan – Rajin (1st stage)
- sections of Trans-Korean railway mainline for reconstruction at later stages
- cargo terminal at the Rajin port
Thank you for your attention!

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