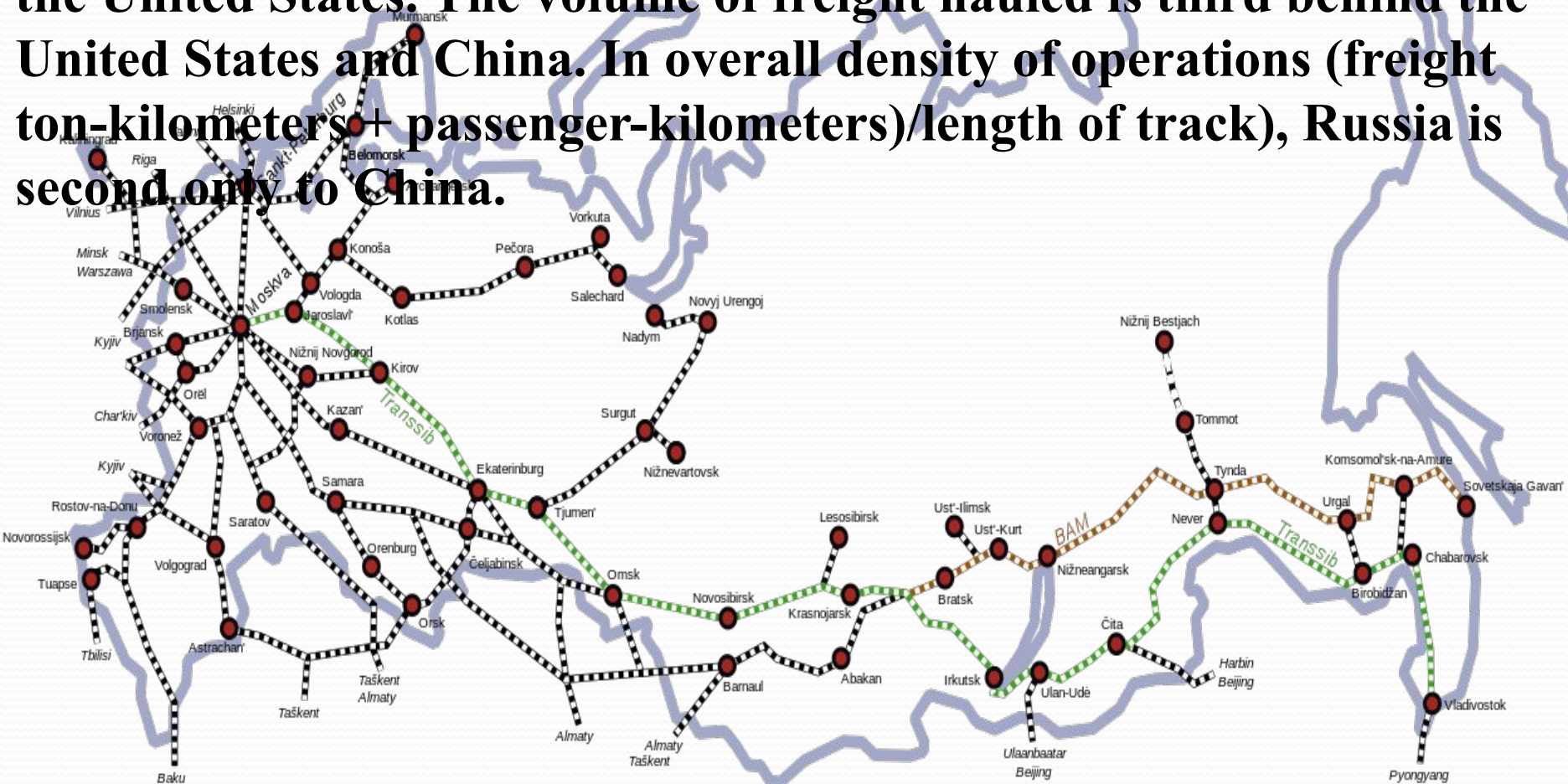


# Railway transport in Russia



**Railway transport in Russia has been described as one of the economic wonders of the 19th, 20th, and 21st century. The Russian railways are ranked second longest globally, behind the railways of the United States. The volume of freight hauled is third behind the United States and China. In overall density of operations (freight ton-kilometers + passenger-kilometers)/length of track, Russia is second only to China.**



**Russians railways are divided into seventeen regional railways, from the October Railway serving the St. Petersburg region to the Far Eastern Railway serving Vladivostok, with the free-standing Kaliningrad and Sakhalin Railways on either end.**

**They are:**

- Kaliningrad Railway
- October Railway
- Moscow Railway
- Gorky Railway
- South Eastern Railway
- North Caucasus Railway
- Crimea Railway
- Volga Railway
- Kuybyshev Railway
- South Urals Railway
- Northern Railway
- Sverdlovsk Railway
- West Siberian Railway
- Krasnoyarsk Railway
- East Siberian Railway
- Trans-Baikal Railway
- Far Eastern Railway

**Russian locomotive class U-  
U-127 Lenin's 4-6-0oil  
burning compound locomotive,  
currently preserved at the Museum of  
the Moscow Railway at Paveletsky Rail  
Terminal**



# Brief history

The Russian railways were a collection of mostly privately owned and operated companies during most of the 19th century, though many had been constructed with heavy government involvement and financing. The tsarist government began mobilizing and nationalizing the rail system as World War I approached, and the new communist government finished the nationalization process. With the dissolution of the USSR in 1991, the Russian Federation was left with three-fifths of the railway track of the Union as well as nine-tenths of the highway mileage – though only two-fifths of the port capacity.

In this century, substantial changes in the Russian railways have been discussed and implemented in the context of two government reform documents: Decree No. 384 of 18 May 2001 of the Government of the Russian Federation, "A Program for Structural Reform of Railway Transport", and Order No. 877 of 17 June 2008 of the Government of the Russian Federation, "The Strategy for Railway Development in the Russian Federation to 2030". The former focused on restructuring the railways from government-owned monopoly to private competitive sector; the latter focused on ambitious plans for equipment modernization and network expansion.

The regional railways were closely coordinated by the Ministry of the Means of Communication until 2003, and the Joint Stock Company Russian Railways, Rossiiskie Zheleznyie Dorogi or RZD, since then – including the pooling and redistribution of revenues. This has been crucial to two long-standing policies of cross-subsidization: to passenger operations from freight revenues, and to coal shipments from other freight.

Was



Became



Rossiiskie Zheleznyie Dorogi



Electric locomotive VL80



The car designed in the new corporate identity style of Russian Railways

# Statistics

Russian Railways accounts for 2.5% of Russia's GDP and employs 800,000 people. The percentage of passenger traffic that goes by rail is unknown, since no statistics are available for private transportation such as private automobiles. In 2007, about 1.3 billion passengers and 1.3 billion tons of freight went via Russian Railways. In 2007 the company owned 19,700 goods and passenger locomotives, 24,200 passenger cars (2007) and 526,900 freight cars (goods wagons) (2007). A further 270,000 freight cars in Russia

are privately owned (needs source).

In 2009 Russia had 128,000 kilometers of common-carrier railway line, of which about half is electrified and carries most of the traffic, over 40% was double track or better.

In 2013 railways carried nearly 90% of Russia's freight, excluding pipelines.







## Command and control system

Since 2010 the company had started an overhaul of its computer systems. The overhaul will centralize the management of data into new computing hubs, restructure the collection of information on the railway's field operations, and integrate new automation software to help the railway strategise how to deploy its assets.

The geriatric machines that the new mainframes will replace include Soviet-built clones of IBM's Cold War-era computers, called ES EVM (the transliterated Russian acronym for "unified system of electronic computing machines").



# Performance indicators

Annually JSC Russian Railways carries over 1 billion passengers and 1 billion tons of freight

Kind of activity	Indicator	2005	2007	2008	2009
Freight traffic	Freight (trln tn. km).	1,85	2,31	2,4	2,27
	To last year	+3,1 %		+5%	
	Freight (bln tn.).	1,40	1,34	1,30	1,11
	To last year	+4%			
Passenger's traffic	Passenger turnover (trl pass. km)	118,9	174,1	176	153,6
	To last year	+3,8 %		+1%	
	Passengers (mln pass.)		1352,8	1296	-1100
	To last year		+2,5 %		
	Attendants (ths people)	1127	1099		1075

## Future Projects

According to the 2011 JSC RZD Annual Report: the company plans to invest over 2.2 trillion rubles (about 70 billion dollars) until 2020 to upgrade and expand the network infrastructure (without high-speed and high-speed projects). Seven priority infrastructure development projects were allocated. These are approaches to the ports of the South of Russia, an approach to the ports of the North-West Russia, infrastructure in Western Siberia, and north of the Urals Federal District, Trans-Siberian Railway, Baikal-Amur Mainline, Mezhdurechensk, Abakan – Taishet station, the Moscow railway hub. The company recognizes that it has not sufficient funding for the major projects planned, and the cost of borrowing in the bond market does not allow to implement infrastructure projects with positive financial results and return on investment



**Trans-Siberian Railway**



**Urals Federal District**



**Baikal-Amur Mainline**



**Mezhdurechensk**

Железнодорожный транспорт в России был описан как одно из экономических чудес 19-го, 20-го и 21-го века. Российские железные дороги занимают второе место по протяженности в мире, уступая железным дорогам США. По общей протяженности железнодорожных путей, занимая 3-е место в мире, уступая только США и Китаю. В целом по (приведенные тонно километры+пассажиры-километры/длину пути), Россия занимает второе место после Китая.

Русские железные дороги разделены на семнадцать региональных железных дорог, от Октябрьской Железной дороги, обслуживающей Санкт-Петербургскую область до Дальневосточной железной дороги, обслуживающей Владивосток, с автономными Калининградскими и Сахалинскими Железными дорогами на любом конце. Это:

Калининградская Железная Дорога  
Октябрьская Железная Дорога  
Московская Железная Дорога  
Горьковская Железная Дорога  
Юго-Восточная Железная Дорога  
Северо-Кавказская Железная Дорога  
Крымская Железная Дорога  
Волжская Железная Дорога  
Куйбышевская Железная Дорога

Южно-Уральская Железная Дорога  
Северная Железная Дорога  
Свердловской Железная Дорога  
Западно-Сибирская Железная Дорога  
Красноярская Железная Дорога  
Восточно-Сибирская Железная Дорога  
Забайкальская Железная Дорога  
Дальневосточная Железная Дорога

# Краткая история

Российские железные дороги были в коллекции в основном частных компаний в течение большей части 19-го века, хотя многие были построены с тяжелым государственным участием и финансированием. Царское правительство начало мобилизацию и национализации железнодорожной системы, как мировая война approached, и новой коммунистической власти завершили процесс национализации. С распадом СССР в 1991 году, в Российской Федерации осталось три пятых железнодорожного пути Союза, а также ninetenths трассы пробега – хотя только две пятых грузооборота порта. В этом веке, существенных изменений в ОАО " РЖД " были обсуждены и реализованы в рамках двух правительственных документах о реформе: Постановление № 384 от 18 мая 2001 года Правительством Российской Федерации, "программой структурной реформы железнодорожного транспорта", и приказом № 877 от 17 июня 2008 года Правительством Российской Федерации "стратегии развития железнодорожного транспорта в Российской Федерации до 2030 года". Первая часть посвящена реструктуризации железных дорог с государством монополиста частного конкурентного сектора; последний ориентирован на амбициозных планов по модернизации оборудования и расширения сети.

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