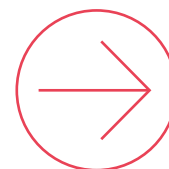


2020 performance highlights

Macroeconomic consequences of the spread of the coronavirus infection in 2020 affected freight traffic volumes. However, their negative impact on long-haul and suburban passenger transportation was even stronger. At the same time, performance enhancement measures helped to maintain positive growth of qualitative rolling stock operation parameters, such as the schedule speed and the average daily performance of a freight train locomotive.



Indicator	Unit of measurement	2019	2020	+/-	%
Freight handling	mt	1,278.1	1,243.6	-34.6	-2.7
Total freight turnover, including ¹	bn tkm	3,305.0	3,221.0	-84.0	-2.5
net of empty runs of third-party railcars ²	bn tkm	2,601.9	2,544.8	-57.1	-2.2
empty third-party railcars ³	bn tkm	703.0	676.2	-26.9	-3.8
Passenger turnover	bn pkm	133.4	78.1	-55.2	-41.4
long-haul	bn pkm	99.1	53.5	-45.6	-46.0
suburban	bn pkm	34.3	24.7	-9.6	-28.1
Passengers transported	m people	1,197.8	872.0	-325.9	-27.2
long-haul	m people	116.5	67.4	-49.1	-42.1
suburban	m people	1,081.3	804.5	-276.8	-25.6
Average schedule speed of freight train	km/h	41.2	41.6	0.4	+1.0
Average daily performance of freight locomotive	thousand gross tkm	1,610.0	1,677.0	+67.0	+4.2
Average gross weight of freight train	t	4,090.0	4,084.0	-6.0	-0.1
Average loaded freight car delivery speed	km/day	394.6	439.4	+44.8	+11.4
Transportation of container freight, net of empty containers	thousand TEU	3,379.9	3,980.0	+600.1	+17.8
Transportation of container freight, including empty containers	thousand TEU	5,001.9	5,799.4	+797.5	+15.9
Transit, net of empty railcars	mt	23.9	23.1	-0.8	-3.3

¹ Hereinafter referred to as "total freight turnover"

² Hereinafter referred to as "loaded freight turnover"

³ Hereinafter referred to as "empty freight turnover"