

OPERATIONS IN THE TRANSPORT MARKET

PROJECTS IMPLEMENTED IN 2019

Daytime trains

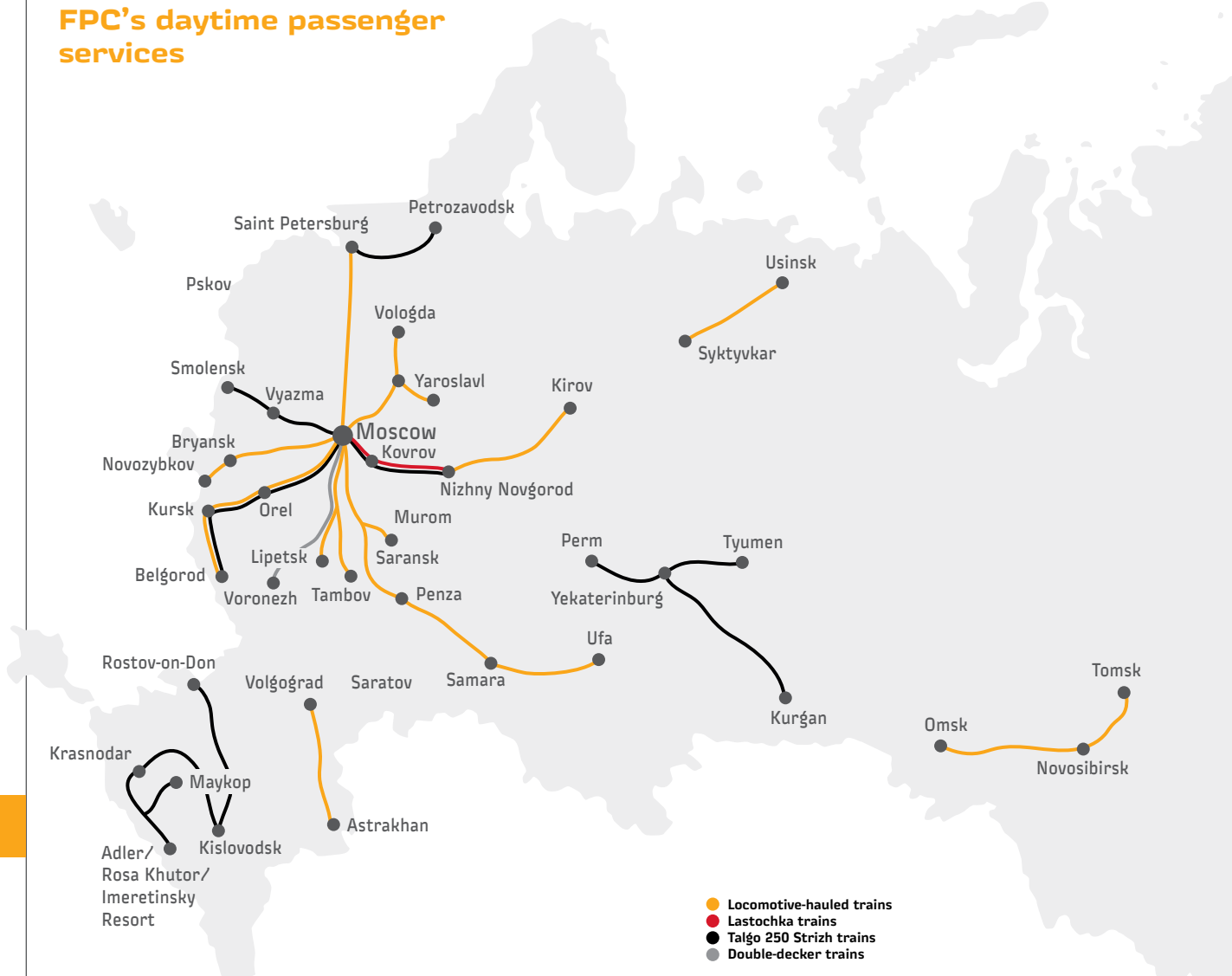
In 2019, the number of passengers carried in daytime trains increased by 18% to approximately 17.7 million. Daytime traffic accounted for 17.4% of FPC's total passenger traffic.

In the 2018/2019 train schedule, 59 daytime train pairs ran on 34 domestic routes, including Moscow–Tambov, Moscow–Lipetsk, Moscow–Yaroslavl, Moscow–Belgorod, Moscow–Smolensk, Moscow–Kursk, Moscow–Bryansk, Moscow–Saransk, Krasnodar–Adler, and Krasnodar–Imeretinsky Resort.

As per the recently introduced 2019/2020 schedule:

- Train No. 48/47 Moscow–Nizhny Novgorod calling at Murom and Arzamas operates once a day
- Lastochka train No. 735/736 Moscow–Nizhny Novgorod operates once a day
- Lastochka train No. 802/803 Perm–Yekaterinburg operates once a day
- Lastochka train No. 811/814 Tyumen–Yekaterinburg operates once a day
- Lastochka Standard splitting train No. 825/826 operates the Armavir/ Maykop–Imeretinsky Resort route.

FPC's daytime passenger services



Company Profile

Development Strategy

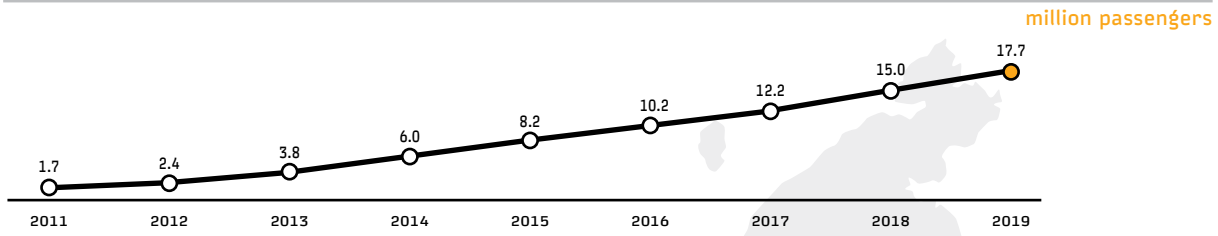
Performance Overview

Corporate Governance

Sustainable Development

Appendices

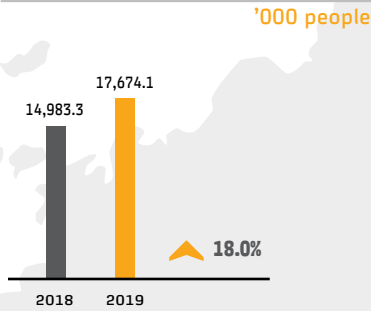
Passenger traffic on daytime trains since the start of operation,



Summary of train services

59
train pairs
34
routes

Number of passengers carried in 2019,



IN 2019 CARRIED

17.7

MILLION PASSENGERS



Double-decker trains

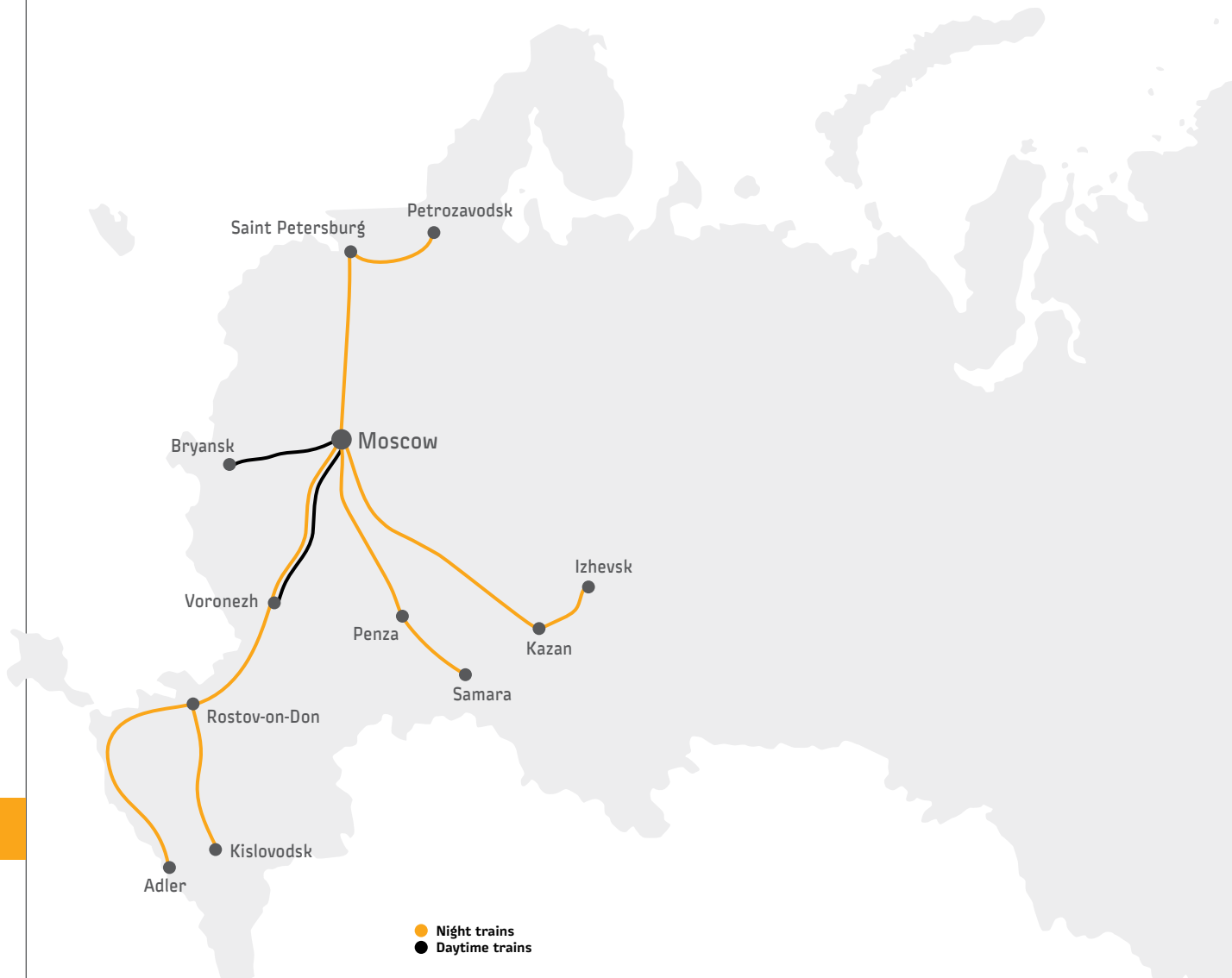
In 2019, the number of passengers carried in double-decker trains increased by 30.7% to approximately 6 million. Double-decker traffic accounted for 5.9% of FPC's total passenger traffic.

In 2019, new double-decker trains were introduced:

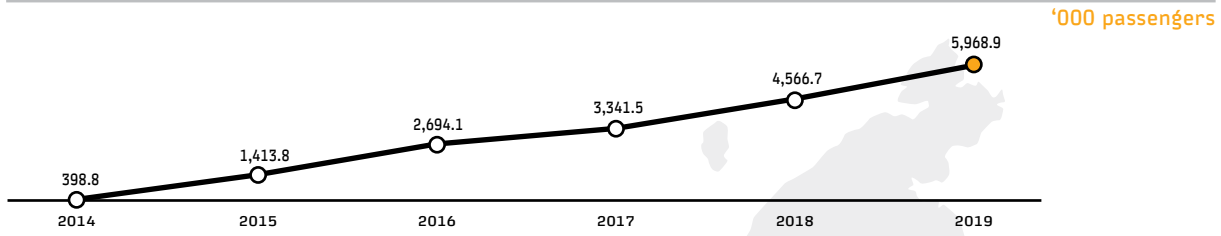
- From 7 July, train No. 28/27 Moscow–Anapa (operated during the 2019 summer season)
- From 3 December, train No. 17/18 Petrozavodsk–Moscow
- From 8 December, train No. 51/52 Penza–Moscow
- From 25 December, trains Nos. 737/738, 739/740 and 741/742 Moscow–Bryansk.

Double-decker carriages are used on 12 routes (between Moscow and Saint Petersburg, Adler, Voronezh, Kazan, Samara, Kislovodsk, Izhevsk, Penza, Petrozavodsk, and Bryansk; between Saint Petersburg and Adler; between Rostov-on-Don and Adler).

FPC's passenger services operating double-decker carriages



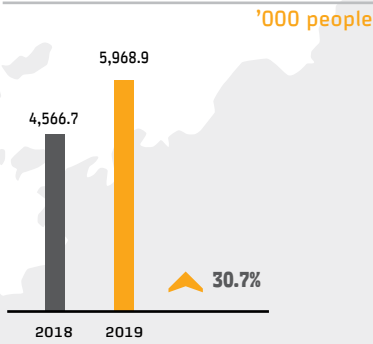
Passenger traffic on double-decker trains since the start of operation,



Summary of train services

16
train pairs
12
routes

Number of passengers carried in 2019,



IN 2019 CARRIED

~6

MILLION PASSENGERS

Higher-speed trains

In 2019, the number of passengers carried in FPC's higher-speed trains increased by 8.8% year-on-year to 10.2 million. Higher-speed traffic accounted for 10.1% of FPC's total passenger traffic.

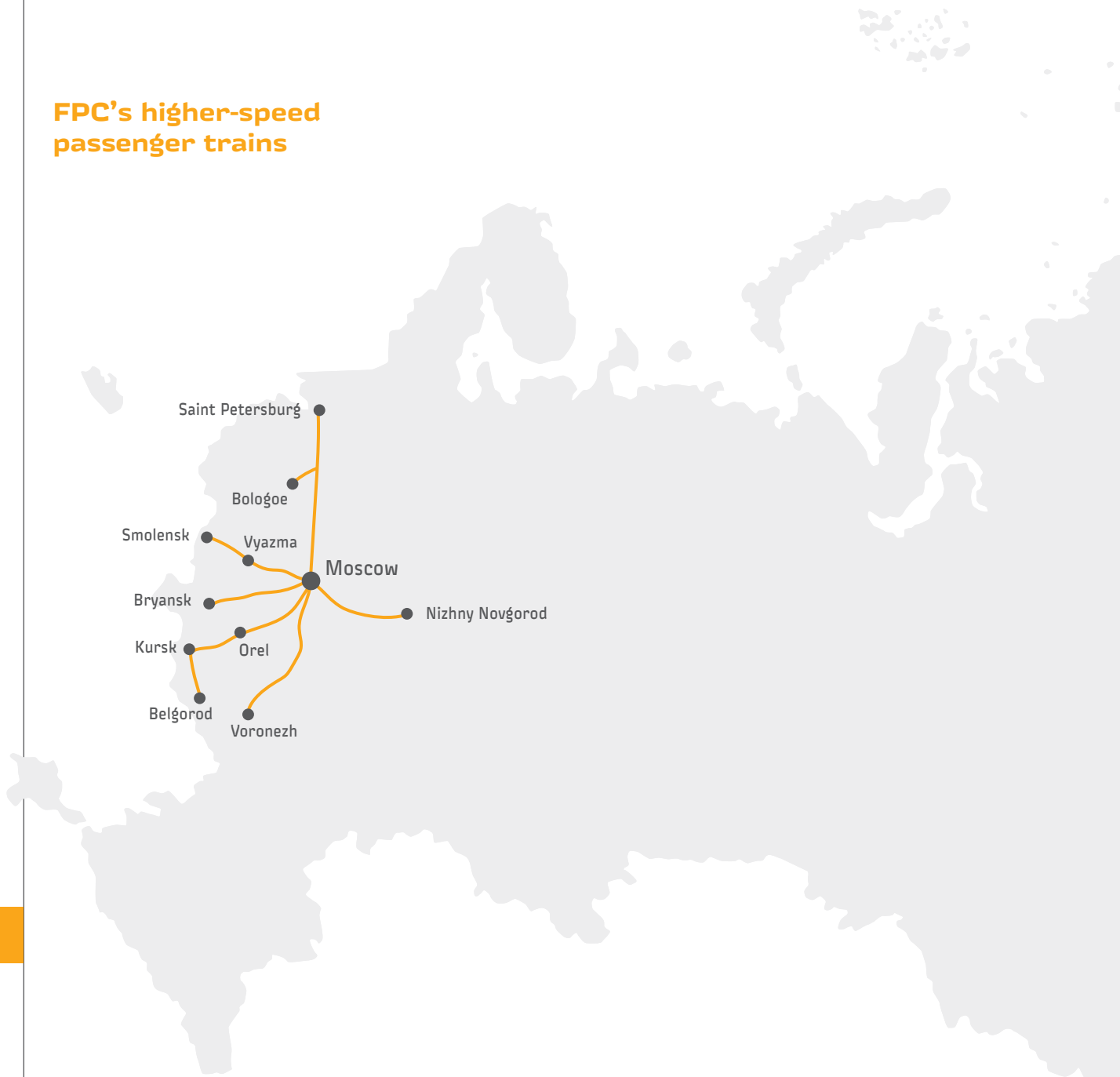
In order to improve the service quality for Lastochka train passengers, Standard carriages were replaced with Premium carriages:

- From 1 November, in trains No. 729/734 Moscow–Smolensk and No. 745/745 Moscow–Belgorod
- From 8 December, in train No. 743/744 Moscow–Belgorod.

In 2019, FPC had 26 higher-speed train pairs operating across eight routes (between Moscow and Nizhny Novgorod, Smolensk, Voronezh, Orel, Kursk, Bryansk, Belgorod, and Saint Petersburg).

FPC's higher-speed trains, including Lastochka trains, carried 7.8 million passengers in 2019, up 14.5% year-on-year. Lastochka trains accounted for 7.7% of FPC's total passenger traffic.

FPC's higher-speed passenger trains



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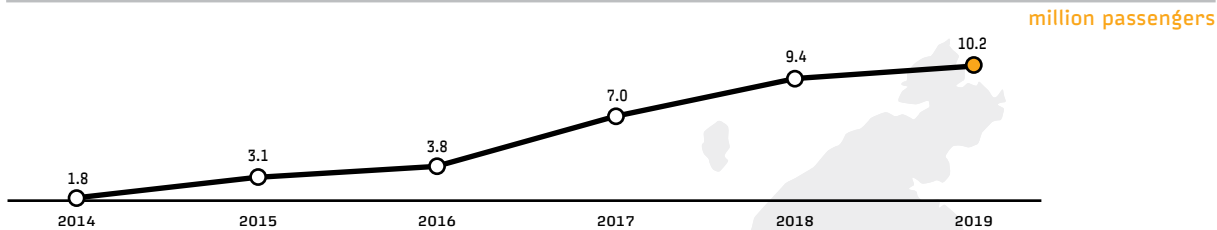
Performance Overview

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Passenger traffic on higher-speed trains since the start of operation,

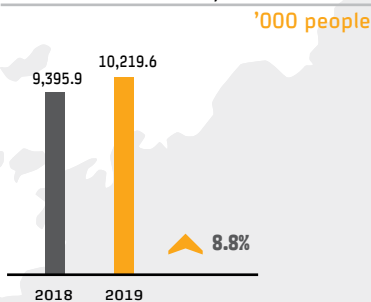


Summary of train services

26
train pairs

8
routes

Number of passengers carried in 2019,



IN 2019 CARRIED

10.2

MILLION PASSENGERS

Car transporters in FPC's trains carried 5,500 vehicles in 2019, up 0.2% year-on-year.

Moscow–Berlin Talgo train carried 50,000 passengers in 2019, a 1.6x increase year-on-year. Since its launch (on 17 December 2016), the train has carried a total of 109,100 passengers.

Multimodal transport services (fourteen routes) were used by a total of 70,900 passengers in 2019.

In 2019, booking windows for certain domestic long-distance trains were extended to 120 days.