Assets of the Company

Structure and change of assets

Passenger rolling stock is JSC FPC's key asset, making up 92% of total assets. As at the end of 2024, the Company's inventory rolling stock totalled 16,600 carriages.

Structure of the Company's assets as at 31 December 2024, RUB billion

Assets	Book value
Passenger carriages	349.43
Fixed property	19.69
Other movable property	9.50
Intangible assets	0.73
Land parcels	0.13
Total	**379.48**

Changes in the carriage fleet structure, carriages

Carriage type	Description	Fleet as at 31 December 2023	Acquired	Retired	Fleet as at 31 December 2024
Deluxe	Second-class sleeping carriage (each featuring a shower room, a washbasin and a toilet)	114	–	–	114
First-class sleeping carriages	Carriages with double berth compartments	474	19	4	489
РИЦ (RIC)	Second-class sleeping carriage, Euro standard size	265	–	6	259
МИКСТ (MIXED)	Carriages with deluxe and first-class sleeping compartments	13	–	–	13
К	Second-class sleeping carriages (with four-berth compartments)	7,424	261	137	7,548
О	Third-class open-plan sleeping carriage	6,795	250	175	6,870
МО	Interregional carriages	513	33	26	520
Б	Baggage carriages	84	–	14	70
Р	Dining carriages	621	22	30	613
Others	Power stations and ancillary carriages	46	9	2	53
Total		**16,349**	**594**[1]	**394**	16,549

[1] Taking into account the commissioning of carriages built in 2023.

North-Western branch –
3,200 carriages

Moscow Branch –
1,900 carriages

Gorkovsky Branch –
1,300 carriages

North Caucasus Branch –
1,900 carriages

Volga Branch –
1,400 carriages

Kuibyshev Branch –
1,300 carriages

Ural Branch –
1,900 carriages

West Siberian Branch –
1,100 carriages

East Siberian Branch –
1,400 carriages

Far-Eastern Branch –
1,000 carriages

Current condition of the passenger carriage fleet

16,549
carriages
JSC FPC's passenger carriage fleet as of 31 December 2024

JSC FPC operates a diverse rolling stock:
- by type and age (average age is about 17.5 years)
- wear and tear – 53.6%
- furnished with air conditioners – 92.4%
- furnished with environmentally friendly toilets – 86%

One of the key indicators reflecting the technical condition of the passenger carriage fleet is their average age, which as of 31 December 2024 was 17.5 years, including overhaul reconditioning – 12.8 years.

Higher-performance rolling stock

In order to satisfy the growing demand for passenger transportation, reduce travel time and lower the cost of travel, JSC FPC acquires carriages with new specifications and improved interior design. All new rolling stock is equipped with environmentally friendly toilet facilities (bio toilets) and air conditioning units.

Double-decker carriages

1,058
double-decker carriages
in the Company's inventory rolling stock

The fundamental advantage of double-decker carriages is its increased passenger carrying capacity, allowing to carry more passengers on busy routes, especially to southern resorts. Double-decker carriages are on a par with modern conventional carriages in terms of comfort and amenities, and even surpass them in many other respects.

Depending on the class, double-decker carriages have double-berth and four-berth compartments. The carriages are equipped with two air conditioning and heating units to maintain a comfortable microclimate. Environmentally friendly toilet facilities with three cabins allow passengers to use toilets at stops and within resort areas. Slackless couplings and pressure-proof gangways helped reduce noise and vibration in carriages and increase the safety of passengers when moving from carriage to carriage. One of the carriages in each train (administrative carriage) is equipped with special lifts for boarding wheelchair passengers from low platforms, and has a special compartment and a toilet.

In addition to two-berth and four-berth second-class sleeping compartments, the train running on the Moscow – Voronezh route now has double-decker seating carriages in standard and improved interiors. A double-decker seating carriage was designed in the Russian Federation and features curved glass windows on the second deck – used for the first time in the history of Russian carriage building.

The seating carriages of 61-4492 model received numerous awards and prizes:
- Gold quality mark of the international All-Russian Brand (III millennium). Quality Mark of the 21st Century competition (2015);
- Silver diploma of the International Display of Railway Equipment and Technologies Expo 1520;
- Diploma of the All-Russian competition of the 100 Best Goods of Russia programme.

In December 2024, a new double-decker Moscow – St. Petersburg Aurora train was commissioned.

Each train includes one first-class sleeping carriage, one administrative carriage, one dining carriage and first- and second-class seating carriages. The maximum train makeup include 15 carriages. The seating carriages offer travellers comfortable armchairs with folding tables and footrests. Each seat features individual power outlet and USB sockets for charging mobile devices.

In seating carriages (with both regular and upgraded layouts), passengers can easily change the seat back angle (up to 128 degrees).

First-class seating carriages include a separate compartment with a berth and seats that can be rotated 180 degrees.

All carriages of the train are equipped with air conditioning and air disinfection systems, environmentally friendly toilets. Seating carriages have spaces for baggage and hand luggage.

The train's distinctive marking, historically designed in grey and blue colours on a white background, with red Aurora lettering. The armchairs are finished with materials in calm blue, grey and beige tones.

Particular focus was placed on elements intended to establish connections with the two major cities. For instance, the Imperial Porcelain Factory created a tea set just for the Aurora at JSC FPC's request. Passengers in the first-class sleeping carriages have access to this set while en route.

Glass cups (in first-class sleeping carriages) and disposable paper cups have their own thematic design.

The carriage is equipped with new modern rigid slackless couplings and pressure-proof gangways. All carriage signage is translated into Braille for passengers who are blind or visually handicapped.

RIC carriages

200
RIC carriages
in the Company's inventory rolling stock

RIC type sleeping carriage of 61-4476 model (WLABmz) is intended for international traffic within the International Union of Railways (Union Internationale des Chemins de fer, UIC) (track gauge – 1,435 mm) and in European part of the Russian Federation, CIS countries and Baltic states (track gauge – 1,520 mm).

The carriage complies with mandatory standards of the Russian Federation (GOST, NB ZhT – Railway Transport Safety Regulations) and the European Community (Technical Specifications for Interoperability, TSI; European Norm, EN, and UIC) in terms of design and build, as well as exterior and interior design.

In order to transition between railway networks with various track gauges, bogies at gauge-changers are replaced suing the equipment that already exists (the Brest gauge changing station).

The maximum operating speed is 200 km/h on 1,435-mm gauge tracks and 160 km/h on 1,520-mm gauge tracks.

Carriage-2019

1,779 carriages
in the Carriage-2019 model range in the Company's inventory rolling stock

The carriages are used by all branches of the Company.

The Carriage-2019 model range was designed by the supplier. The model range includes model 61-4516 (third-class open sleeping carriages), model 61-4517 (second-class sleeping carriages), and model 61-4529 (administrative carriages). The carriage designs have incorporated the most advanced features popular with passengers.

Specific features of the new model range carriages:

- Use of semi-automated customer service technologies with a single service compartment for two carriages
- No redundant vestibules, which allows creating additional areas for extra passenger comfort during travel (shower, multifunctional service area with vending machines, hot and cold drinking water purifiers, and other equipment)

This design means that new carriages are included in a train set as twin units: one carriage with a service compartment plus one carriage without a service compartment.

The design features of the new model range carriages also include:

- sealed intercar walkways
- full-LED lighting
- power sockets (220 V) and USB ports at each berth
- sensor taps, hand driers and baby-changing tables in toilets
- convertible tables and personal safes for each passenger in compartment carriages
- automated sliding interior doors
- renovated interior design

The administrative carriage features a compartment to accommodate two wheelchair users along with their caregivers, a specially designed toilet with shower and boarding lifts in the redundant vestibule. The compartment for a disabled person is equipped with a voice-activated information board (audio is played when a button is pressed).

Twin units: transition to semi-automated customer service technologies with a single attendant team per two carriages; pragmatic use of the carriage space (including service areas and shower cubicles).

Single-vestibule body: reduced labour intensity of carriage equipment maintenance.

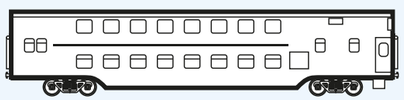
LED lighting: reduced energy consumption and operating expenses.

Autonomous operation of bio toilets: continued operability of toilet modules, translating into improved equipment reliability.

Modern carriage types

Average carriage life –
40 years
minimum

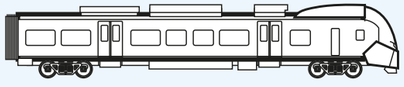
Double-decker compartment carriage with berths. Model 61-4465



64 passengers **160 km/h**

- Environmentally friendly toilet facility
- Air conditioner
- Water cooler
- Audio and video broadcasting system
- Fire-extinguishing unit connected to the on-board water supply system

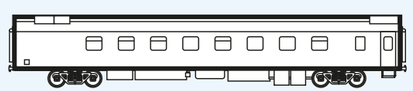
Lastochka higher-speed electric train (Desiro RUS)



443 passengers **160 km/h**

- Environmentally friendly toilet facility
- Air conditioner (an individual unit in each driving cabin and each passenger compartment)
- Retractable steps for easy boarding/disembarking at low (220 mm) platforms
- Passive safety system for passengers
- Floor-mounted racks for large hand luggage

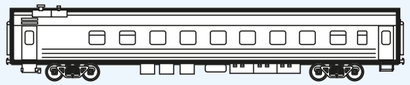
RIC-type sleeping carriage for international service. Model 61-4476



32 passengers **160–200 km/h**

- Environmentally friendly toilet facility, including a shower
- Climate control (heating, ventilation, cooling)
- Water supply system
- Reading lights
- Power sockets to charge mobile phones or laptops
- Public address system with a volume control
- Fire-extinguishing unit connected to the on-board water supply system

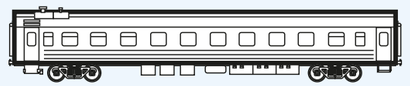
Passenger seating carriage. Model 61-4458



60 passengers **160 km/h**

- Environmentally friendly toilet facility
- Air conditioner
- Water cooler
- Audio and video broadcasting system
- Attendant call buttons
- Fire-extinguishing unit connected to the on-board water supply system

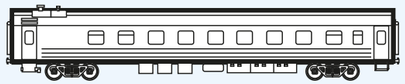
Compartment sleeping carriage for permanent makeup train. Model 61-4462



36 (18) passengers **160 km/h**

- Environmentally friendly toilet facility
- Air conditioner
- Water cooler
- Audio and video broadcasting system

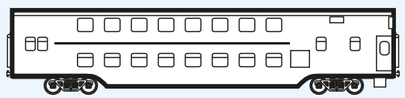
Double-decker carriage with seats. Model 61-4492



60 seats in first-class carriage
104 seats in second-class carriage
160 km/h

- Environmentally friendly toilet facility
- Air conditioning and purification system
- Passenger information displays
- Audio and video broadcasting system
- Fire alarm system
- Train security and communication control system
- Fire-extinguishing unit connected to the on-board water supply system

Open sleeping carriage. Model 61-4447



54 passengers **160 km/h**

- Environmentally friendly toilet facility
- Air conditioner
- Fire-extinguishing unit connected to the on-board water supply system

Carriage-2020, model 61-4523

115
of 902 double-decker carriages of Carriage-2020 range

Carriage-2020 is a double-deck carriage of new design. The project features:

- Use of twin units
- Increased double-decker height in size Tpr under GOST 9238-2013 (upper outline along the a-b-b1-a2 line), improving passenger comfort on upper berths of the second deck by increasing the distance between the berth and the ceiling
- Refreshed interior and contemporary design
- Bogies with air suspension system (improved smoothness and passenger comfort)
- Next-generation system for detecting potential failures (mechanical parameters monitoring, real-time data transmission to the situation centre, mileage intervals before first maintenance (or TO-1) increased to 10,000 km)
- Semi-automated customer service technologies with a single service compartment for two carriages (improving productivity of train crews)

The following will contribute to the passengers' increased comfort in the carriage:

- Contemporary design developed using international best practices and high-quality finishing materials
- Improved soundproofing and vibration insulation
- Wi-Fi hotspot
- Intercoms for communication with an attendant
- Full-fledged self-service area with vending machines and a purifier
- Convertible tables and personal safes in compartments
- Automated sliding interior doors
- Air temperature regulation in each individual compartment
- Shower cubicle in each carriage

Dining Carriage-2020, model 61-4525

The design of the 61-4525 carriage is based on a comprehensive analysis of the operating experience of the previous carriage model 61-4473.

The ground floor houses the kitchen, washing room, and bar, while the first floor houses the dining room. Some of the equipment, such as induction hobs and dishwashers, has been installed for the first time. There is a lift to move hot food and used dishes between the first and second floors. The sanitary part of the carriage accommodates two environmentally friendly toilet facilities, a shower, and a separate waste collection area.

The dining carriage is designed to operate as a part of double-decker trains, made up of carriages from the new 2020 model range: the 61-4523 and 61-4524 models. For the first time, the double-decker dining car is equipped with air-cushioned suspension that provides smoother riding when the train is in motion. The new dining carriage has a first-ever ticket option for passengers – all seats in the dining room on the first floor are designed as separate seats, are numbered, and the seats are equipped with armrests and the longitudinally arranged seats have a swivel mechanism. The dining room is also fitted with individual lights with adjustable colour and brightness, 220 V and USB sockets, wireless charging points for gadgets and a waiter call button. The dining carriage has baggage racks and a shelf for bulky baggage. The process flow of the installed equipment is selected so to implement the Catering Concept.

Rolling stock improvement in 2020–2025

JSC FPC is continuously working to improve passenger carriage design with a particular focus on the comfort and functionality of a passenger seat.

The Company, together with JSC Transmashholding and JSC Tver Carriage Works, is working on the development of new types of T-gauge carriages. The use of carriages of this gauge enables an increase in the size of passenger spaces and berths, as well as the creation of separate amenity spaces.

Enhancing the comfort of each passenger is the primary goal of these modifications.

The new carriage is larger than the standard 1-BM carriage by 28 cm in width and 73 cm in length. Increasing the overall size of the carriage allowed to enlarge the size of the passenger compartment. It became longer by almost 3 m (16 to 18.9 m).

The VDNKh Exhibition in Moscow displayed the model of the capsule carriage interior to the general public. This carriage accommodates 56 individual capsule seats, with 28 at the top and 28 at the bottom. . The capsules are located along the central aisle of the cabin. For the passenger's comfort, the berth is surrounded by an ergonomically shaped backrest in the form of a chair. A passenger can sit cosily and use the stationary table located next to it, which has recesses for glasses.

USB sockets and light switches are located on the side surface, between the backrest and the table cover. The lighting concept was created especially for the capsule-type carriage. The cornices feature built-in contour lighting that creates atmospheric lighting, as well as a series of brighter diodes that serve as individual light sources.

Between the table and the wall at the passenger's feet, there is a wide space where personal belongings or small luggage can be placed. Another feature of the concept is an adjustable baggage storage system. The traditional option is under the lower capsule. Also, the carriages features a separate baggage compartment. Inside, there are shelves for suitcases and spaces for oversized baggage with special fasteners. This solution accounts for the requests of passengers about accommodating oversized luggage, such as kayaks, skis, and bicycles. This zone can also accommodate a rest compartment for an attendant or a lounge area for passengers.

Special attention is paid to hygiene issues. The carriages will be equipped with a water and air disinfection system (which inactivates 95% of bacteria and viruses), ultraviolet treatment of toilets and showers, touchless taps, soap dispensers, and hand dryers. Antibacterial materials will be used in the interior finishes.

Potential passengers and specialists highly appreciated this concept of prospective open carriage. So, it was accepted for further implementation on the new rolling stock.

The analysis of consumer demands revealed that the conventional third-class open-plan sleeping carriage is still in demand and looks promising for production, subject to the introduction of new materials and technological advancements in terms of space optimisation and increased passenger comfort (curtains, design of tables and stairs, individual light and ventilation, and space for baggage accommodation).

Capsule carriages are of interest to passengers as an addition to current carriage types rather than as a replacement for the traditional open-type carriage, particularly in regional trains on a select few routes with night travel modes. Also, they are attractive to those travelling with small kids who do not occupy a separate seat.

Launching a new type of carriage on a network-wide scale is associated with high financial risks. That is why we consider the option of fine-tuning the carriage layout to accommodate the results of the evaluation with subsequent re-testing of the resultant prototype carriages. Based on the findings obtained, it is planned to take the final decision on their possible purchase and trial operation.

The launch of the rolling stock in the new gauge requires upgrading the infrastructure and the elimination of a number of barrier places, which predetermines the phasing of its introduction. The infrastructure's level of readiness will dictate the commissioning date.

In addition, the change in body dimensions requires large-scale investments in the upgrade of the factory process equipment for the assembly of such carriages. OJSC Tver Carriage Works started refurbishment of production lines without reducing the established production volumes. In the first half of 2025, the second-class sleeping carriage prototype that was developed at the end of 2024 will finish testing. Following that, a train of these carriages will be manufactured and put through functional testing.

An administrative sleeping carriage is being created as part of the T-size carriage development process. The layout of the administrative carriage includes two compartments to accommodate wheelchair users, a baggage compartment and a kitchen to provide meals on the train, in accordance with the concept of cooked food from frozen semi-finished products of a high degree of preparedness.

Upgrading the carriages

In addition to new rolling stock purchases, JSC FPC focuses on upgrading and improving the equipment of carriages built earlier.

In 2019, a new concept for a third-class open-plan sleeping carriage was introduced. The concept was applied in a pilot batch of carriages converted from traditional mass-produced carriages while overhaul reconditioning (with service life extended).

The concept's primary feature is the option for each passenger to have their own personal space, which is provided by the aisle's dividers and individual curtains. The refreshed third-class open-plan sleeping carriage provides for a modular replacement of interior elements, which will help reduce repair time and costs and also enable changes to the interior over the service life of the carriage.

In 2020–2021, JSC FPC continued to refresh its fleet of third-class open-plan sleeping carriages. A total of 67 carriages of this type underwent overhaul reconditioning.

Based on the successful projects for overhauls (with service life extension) of third-class open-plan sleeping carriages with interior renewal, a refreshed interior design was developed for second-class sleeping carriages 47K, which are subjected to overhaul reconditioning. All innovations successfully used in the overhauled third-class open-plan sleeping carriages were also utilised for second-class carriages.

In 2021–2024, the programme of overhaul reconditioning refreshed the interiors of 363 second-class sleeping carriages.

To cater for the tourist destination service in 2020–2024, stylised carriages were prepared for the Ruskeala Express, Ural Express, Sochi, Pearl of the Caucasus, Baikal, 20 Years of Russian Railways, and Ded Moroz's Train. The Ruskeala Express interiors were inspired by the famous Nikolayevsky Express carriages, and the Urals Express and Sochi carriages were retro-styled after the 1970s–1980s Soviet Union period. All carriages are built using latest technology and fitted with advanced equipment. Special mention should be made of such projects as a spa carriage for providing recreational services, a children's carriage with a loco-slide, a four-compartment paratransit carriage, animated carriages named Puppet Theatre, Snow Queen, Fairy Tale Village, a stage carriage, as well as observation carriages with forged elements.

According to the new 2022–2024 catering concept, 31 single-deck dining carriages with kitchen equipment were subject to outfitting: microwave ovens, professional baking ovens, dishwashers, additional information lines, coffee machines, heat shelves and the kitchen space for serving and serving dishes was upgraded. Under the same concept, 15 administrative carriages were overhauled: now they have refrigerators and juicers, a new set of electrical equipment, liquid heating, compartments for special needs people with a set of special furniture, a buffet with a set of furniture, microwave ovens and other equipment.

Environmentally friendly toilets are being installed. In 2024, the share of carriages equipped with air conditioning units increased by 1.7%, and the share of carriages with environmentally friendly toilet facilities grew by 2.2% of the assigned fleet.

Group paratransit carriage

A special compartment carriage was created for passengers with reduced mobility and their caregivers. It is based on the second-class sleeping carriage of 47K type in the course of overhaul reconditioning. The work was performed at the Voronezh Carriage Repair Plant.

Its layout is what makes the carriage of (61-949) model stand out. The interior space of the carriage is adapted for passengers with reduced mobility who use wheelchairs.

The renovated car is equipped with four specialised compartments (for four passengers and four caregivers).

The upper berth in the compartment is for the caregiver, and the lower one is for a traveller with reduced mobility. The berths became 60 mm wider than the berths of conventional carriages. Space is also provided to accommodate the passenger's wheelchair and crutches.

Because the berths are positioned parallel to the windows, the compartment and hallway space may be expanded to accommodate wheelchair users.

The compartment also has a table and a place to sit (for the attendant), there are handrails near the berth, in the toilet and in the hallway.

Two specialised compartments out of four are equipped with inflatable descents for emergency exit of passengers.

The area of the lavatory compartment was also increased. For the comfort of passengers with disabilities, the washbasin and mirror are located lower. Additionally, there is a shower head, a spot for attaching the passenger's crutches, and handrails.

The carriage is equipped with automated lifting devices for boarding and disembarking. Information signs and accessibility signs are translated into Braille.

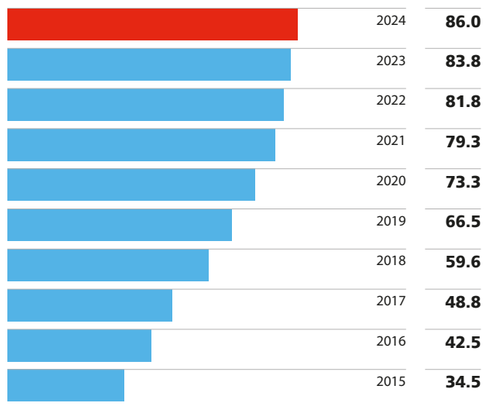
A KEB-4,5/1,5 climatic power unit, produced by LLC Baltic Air Conditioners, is installed in the carriage to maintain hygienic standards even in hot weather.

The carriage has the certificate of conformity No. RU. T2.B.02099/24, passed the paratransit check, and was assessed by a representative of the All-Russian Society of the Disabled for conveniences and improvements.

Availability of carriages equipped with air conditioning units and environmentally friendly toilet facilities

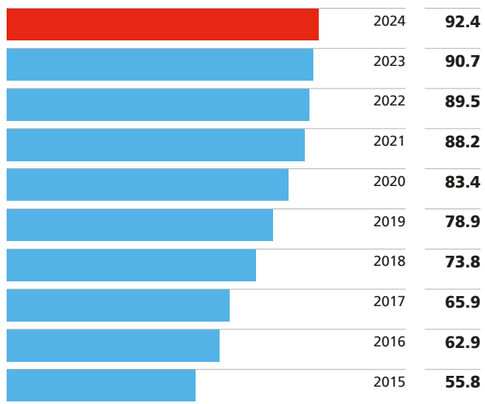
Share of the assigned fleet equipped with bio toilets, %

86.0%



Share of the assigned fleet equipped with air conditioning units, %

92.4%



A total of 14,559 carriages are equipped with sockets for charging gadgets, accounting for 92.1% of the fleet.

JSC FPC completed the project aimed to equip its branded trains with higher-speed data lines, covering a total of 8,233 carriages. The data line is used to provide passengers with access to the Poputchik multimedia portal, as well as for technical purposes – to support the operation of the carriage equipment monitoring and diagnostics system, the CCTV system, and the passenger boarding control system.

The Company also plans to use the data line to provide a voice communication service for the train crew and to deploy the software to replace legacy equipment used in the passenger train security and communication monitoring and control system.

Water and air sanitisers are also being installed, with the share of carriages already equipped with these solutions standing at 47.9% and 57.4%, respectively.

List of single-option routes

JSC FPC provides railway passenger services in **77 out of 89 regions of the Russian Federation,** ensuring transport accessibility and geographical connectivity of the territories. The Company's route network includes several domestic routes, which have no other alternative modes of transport. These routes are marked on the map. A complete list is provided below.

List of trains that have single-option sections on their route

Train	Service
Far-Eastern Branch	
No. 325/326	Khabarovsk – Neryungri
No. 351/352	Vladivostok – Sovetskaya Gavan
No. 364/363	Tynda – Komsomolsk-on-Amur
No. 403/404	Khabarovsk – Chegdomyn
East Siberian Branch	
No. 67/68	Abakan – Moscow
No. 77/78	Abakan – Moscow
No. 124/124	Abakan – Krasnoyarsk
No. 362/361	Irkutsk – Naushki (with trailed Irkutsk – Ulan-Ude carriages)
No. 381/382	Severobaikalsk – Ulan-Ude
No. 401/402	Priargunsk – Chita
No. 406/405	Krasnoyarsk – Karabula
West Siberian Branch	
No. 109/110	Omsk – Rubtsovsk
No. 347/348	Barnaul – Severobaikalsk
No. 402/401	Biysk – Tomsk
No. 409/410	Tomsk – Novokuznetsk
No. 635/636	Tomsk – Bely Yar
Ural Branch	
No. 127/128, No. 351/352	Ekaterinburg – Priobye
No. 403/404	Yekaterinburg – Solikamsk
No. 409/410	Ust'e-Akha – Yekaterinburg

Train	Service
Gorkovsky Branch	
No. 380/379	Moscow – Pervomaisk/Bereshchino
No. 368/367	Kirov – Kislovodsk
Volga Branch	
No. 379/380	Kamyshin – Moscow
Kuibyshev Branch	
No. 613/614	Ufa – Sibai
North Caucasus Branch	
No. 301/302	Grozny – Volgograd
No. 381/382	Grozny – Moscow
No. 697/697	Kavkazskaya – Elista
Moscow Branch	
No. 85/86	Moscow – Klimov
No. 141/142	Moscow – Kursk
No. 143/144	Smolensk – Murmansk
No. 602/601	Moscow – Rybinsk
No. 687/688	Stavropol – Kavkazskaya (a group of Stavropol – Moscow non-stop carriages to train No. 145/146 Nazran – Moscow)
No. 328/329	Vologda – Severodvinsk (group of Moscow – Severodvinsk non-stop carriages to train No. 126/125 Moscow – Cherepovets)
North-Western Branch	
No. 9/10	Pskov – Moscow
No. 53/54	Usinsk – Syktyvkar
No. 77/78	Vorkuta – St. Petersburg
No. 117/118	Sonkovo – St. Petersburg
No. 87/88	St. Petersburg – Smolensk
No. 305/306	Usinsk – Syktyvkar
No. 350/682 – No. 681/349	St. Petersburg – Kostomuksha
No. 375/376	Vorkuta – Moscow
No. 371/371	Kotlas – Arkhangelsk
No. 609/610	Sonkovo – St. Petersburg
No. 643/643	Labytnangi – Vorkuta
No. 412/411	Kineshma – Moscow
No. 637/638	Karpogory – Arkhangelsk
No. 627/628	Koslan – Syktyvkar
No. 680/679	Petrozavodsk – Kostomuksha
No. 681/682	Usinsk – Pechora (for non-stop carriages Adler / Novorossiysk / Moscow / Nizhny Novgorod – Usinsk)
No. 98/376/309/305	Non-stop carriage Syktyvkar – Vorkuta – Syktyvkar

Organisational Structure

The organisational structure of JSC FPC comprises the management apparatus, five centres, ten regional branches, and seven subsidiaries and other companies with JSC FPC's participation. The branches comprise 23 passenger carriage depots, 37 carriage stations, 10 railway agencies, vehicle transport centre, and three passenger catering directorates.