

BUILDING  
RAILWAYS TO  
**A SUSTAINABLE  
FUTURE**



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RAILWAYS TO  
**A SUSTAINABLE  
FUTURE**





# PICTURE THE RAIL CREATING TOMORROW

People say there is a better tomorrow.

It is this hope and expectation that motivates Korea National Railway.

We will open the way to a sustainable tomorrow with our innovation and enthusiasm guiding to people's safety and happiness through railways.

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# RAIL

# TOMORROW

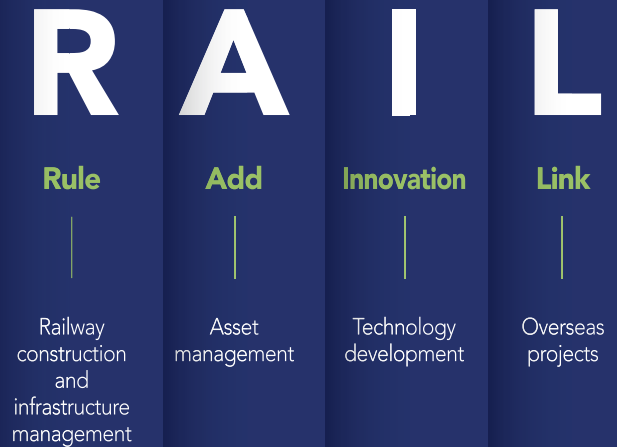
[ Odaechon Bridge on Gyeonggang Line ]



# A better tomorrow than today \_\_\_\_\_ Make it with

## Making tomorrow better with railways

**Korea National Railway (KNR)** is a quasi-governmental organization under the Ministry of Land, Infrastructure and Transport established in 2004 by merging the Construction Bureau of National Railroad Administration with Korea High-Speed Rail Construction Authority. KNR is responsible for construction and management of national railways, including high-speed railways. KNR also contributes to enhanced transport convenience and development of the national economy through railway asset management such as station area development, railway technology advancement and overseas projects. In addition, KNR is committed to attaining carbon neutrality by increasing railway's role as eco-friendly transport mode and to promoting rail-based sustainable transport system by stepping up as Korea's railway think tank to lay foundation and steer the railway industry's future growth.



[ Odaechon Bridge on Gyeonggang Line ]



# A better tomorrow Rule than today

## Making tomorrow better with railways

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# Rule

KNR stands by principles

## Railway construction and infrastructure management

KNR is the rail infrastructure manager in charge of construction and management of the national rail network of Korea. Overseeing the entire processes of national rail infrastructure from construction to maintenance, we deliver fast, safe and pleasant railways.



[ Asan Bridge on Seohae Line ] Development

# RAIL

Rule	Add	Innovation	Link
Railway construction and infrastructure management	Asset management	Technology development	Overseas projects



# A better Making to better wit

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speed railways. KNR also co  
the national economy throu  
railway technology advance  
attaining carbon neutrality  
promoting rail-based sustai  
to lay foundation and steer

# Add

KNR adds value

## Asset management

KNR manages state-owned railway assets including idle railway lands and disused railways and stations.  
KNR contributes to revitalizing the national economy and adds value to railway assets by developing station areas and multi-modal transit centers.



[ Suseo Station Area Development ]

A

Add

Asset management

I

Innovation

Technology development

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Link

Overseas projects





A better  
Making  
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# Innovation

KNR innovates using technology

## Technology development

Smart, safe and eco-clean railways with reduced carbon emissions and increased energy efficiency must be backed by innovative technology. KNR promises continuous innovation and technology development for a sustainable tomorrow.



I	L
Innovation	Link
Technology development	Overseas projects



# Linknovation

KNR links the world sites using technology

## Overseas projects / development

KNR has entered the global railway market to secure future growth engine and engine of Korea's railway industry. It must be backed by innovative technology.

KNR will continue to utilize domestic and overseas experiences to development and engage in projects in other countries around the world.



L

Link

Overseas projects



KNR INNOVATION HISTORY

History of railway innovation toward a better future and a better world

As Korea’s main transport mode for over 120 years since the opening of railway bureau organized in 1894 under Uijeongbu, the highest legislative body during Joseon Dynasty, railways of Korea have unfolded new eras while driving the country’s economic development Today, as the main railway organization in Korea’s railway industry, KNR has taken the lead again in yet another new era amidst the 4th Industrial Revolution and growing need for environmental sustainability and shift to low-carbon era.

1894~  
1962 Laying cornerstones for Korean railways

- 1894. 06 Railway Bureau organized under Uijeongbu, the highest legislative body during Joseon Dynasty
- 1897. 03 Gyeongin Line (Incheon-Noryangjin), construction begun
- 1899. 09 Gyeongin Line opened
- 1905. 01 Gyeongbu Line (Seoul-Busan) opened
- 1906. 04 Gyeongui Line (Yongsan-Sinuiju) opened
- 1914. 01 Honam Line (Daejeon-Mokpo) opened
- 1930. 11 Janghang Line (Cheonan-Janghang) opened
- 1936. 12 Opened rail service of the Jeolla Line (Gokseong-Suncheon)
- 1939. 07 Gyeongchun Line (Cheongnyangni-Chuncheon) opened
- 1942. 04 Jungang Line (Cheongnyangni-Gyeongju) opened
- 1946. 01 Transportation Bureau set up under the U.S. Army Military Government in Korea (USAMGIK)
  - 05 Legislation unifying railways in Joseon enacted (nationalized privately-owned railways totaling 721 km)
- 1948. 07 Ministry of Transportation (MOT) established
  - 09 Administrative authority of USAMGIK’s Transportation Bureau handed over to MOT
- 1950. Regional railway bureaus set up in Seoul, Daejeon, Busan, Suncheon, Andong, and Samcheok
- 1951. 07 Diesel-electric locomotives introduced by UN Forces (35 locomotives for military transports during the Korean War)
- 1953. 03 Railway Construction Bureau organized within MOT, full-scale reconstruction of war-damaged railways commenced
- 1957. 03 Construction of major industrial railways (Yeongam Line in 1955, Mungyeong Line in 1955, and Hambaek Line in 1957) completed

1963~  
2002 Expand urban rail and prepare for high speed rail

- 1963. 09 National Railroad Administration split from MOT and set up as an independent government agency
- 1971. 04 Seoul Metro Line 1 (Seoul-Cheongnyangni) construction begun
- 1973. 06 Jungang Line (Cheongnyangni-Jecheon) opened
- 1974. 08 Seoul Metro Line 1 opened
- 1985. 07 Busan Metro Line 1 opened
- 1987. 09 Spur line to Gwangyang Steelworks opened
- 1989. 05 Government policy on construction of Gyeongbu High Speed Rail adopted
- 1990. 06 Gyeongbu HSR Master Plan made public
- 1992. 03 Korea High Speed Rail Construction Authority established
- 1992. 06 Gyeongbu HSR, construction begun
- 1994. 01 Ministry of Construction and Transportation formed by merging construction and transportation ministries, railway divisions such as Railway Policy Division and High Speed Rail Division created
- 1997. 11 Daegu Metro Line 1 opened
- 1999. 02 Transport System Efficiency Act (current National Transport System Efficiency Act) enacted
  - 04 Preliminary feasibility study system adopted
  - 12 1st National Intermodal Transport Plan (2000-2019) formulated

2003~  
2013 Railway reform revolutionizing transport paradigm

- 2003. 07 Framework Act on Railroad Industry Development and Korea Rail Network Authority Act enacted (laying foundation for the railway reform)
  - 12 Korea Railroad Corporation Act enacted
- 2004. 01 Vertical separation of railways begun, Korea Rail Network Authority launched
  - 03 Railway Bureau created in Ministry of Construction and Transportation
  - 04 Gyeongbu HSR Phase 1 (Seoul-Dongdaegu) opened
    - Double-track, electrified Honam Line opened
    - Gwangju Metro Line 1 opened
- 2005. 01 Korea Railroad Corporation (KORAIL) launched
  - Second Gyeongin Line (double-track, electrified) opened
- 2006. 03 1st Master Plan on Railroad Industry Development (2006-2010) formulated
  - 1st National Rail Network Plan (2006-2015) formulated
  - Daegu Metro Line 1 opened
  - 12 Gyeongbu Line (all sections electrified) opened
- 2007. 05 Inter-Korean railways, test runs conducted on cross-border sections of Gyeongui Line and Donghae Line
- 2008. 12 Seoul Metro Line 1’s Cheonan-Onyangoncheon-Sinchang extension and Janghang Line opened
- 2009. 04 Honam HSR, construction begun
  - 05 Korea Railway Association established
- 2010. 11 Gyeongbu HSR Phase 2 (Daegu-Busan) opened
  - 12 Airport Express (AREX, Seoul Station-Incheon Int’l Airport) opened
- 2011. 05 Suseo HSR, construction begun
  - 10 Double-track, electrified Iksan–Yeosu section of Jeolla Line opened
- 2012. 02 Speed upgraded Gyeongchun Line (Yongsan-Chuncheon) opened
  - 11 Restored Gyeongwon Line (Sintanri-Cheorwon) opened
- 2013. 11 Double-track, electrified Jecheon-Ipseokri section of Taebaek Line opened
  - 12 Competition in railway operation introduced with launching of SR

2014~ Traveling the future on eco-friendly railway

- 2014. 12 Double-track, electrified Gyeongui Line opened
- 2015. 03 Singyeongju-Pohang section of Donghae Line opened
  - 04 Honam HSR Phase 1 (Osong-Gwangju Songjeong) opened
  - 08 Gyeongbu HSR section linking city centers of Daejeon and Daegu opened
- 2016. 07 Jinju-Gwangyang section of Gyeongjeon Line opened
  - 09 Double-track, electrified Seongnam–Yeoju section of Gyeonggang Line opened
  - 12 Suseo HSR opened
- 2017. 12 Gyeonggang Line (Wonju-Gangneung section) opened
- 2018. 01 Donghae Line (Pohang-Yeongdeok section) opened
  - 06 Railway Day (18 September, date of Gyeongin Line opening in 1899 28 June, date Railway Bureau was established in 1894) Double-track, electrified Sosa-Wonsi section of Seohae Line opened
- 2019. 03 Comprehensive Railway Test Track opened
  - 09 Gimpo Goldline opened
- 2020. 09 KRNA changes name to Korea National Railway (KNR)
  - Suin (Suwon-Incheon) Metro opened
  - 12 2050 Carbon Neutral Strategy made public and 2050 Carbon Neutrality Vision declared
- 2021. 01 Double-track electrified Wonju-Jecheon section of Jungang Line opened and KTX-Eum, high speed EMU, begins commercial service
  - 12 4 sections of Jungang Line in the southeastern region opened
  - Jungbu Naeryuk Line Phase 1 (Icheon-Chungju section) opened
- 2022. 01 Construction of Gangneung-Jejin section of Donghae Line begun
  - 03 Seoul Metro Line 4 Dangnogae-Jinjeop Extension opened
  - 05 Sinsa-Gangnam section of Shinbundang Line opened
  - 10 Construction of railway linking Chuncheon and Sokcho begun
- 2023. 06 Construction of 2nd double track on Pyeongtaek-Osong section begun
  - 07 Daegok-Sosa section of Seohae Line opened
  - 12 Dongducheon-Yeoncheon extension of Seoul Metro Line 1 opened
- 2024. 02 GTX-C, construction of Suwon-Deokjeong section begun
  - 03 GTX-A, Suseo-Dongtan section opened
  - GTX-B, construction of Yongsan-Sangbong section begun





## CEO Message

Welcome to our website!

Korea National Railway is a state-owned rail infrastructure manager founded in January 2004 to build an efficient national rail network and to see to efficient management of the rail infrastructures and assets.

Starting with the opening of Gyeongbu HSR in 2004 followed by Honam HSR and Suseo HSR in later years and establishment of metropolitan rail network in the capital region, Korea National Railway has been driving the renaissance of railways. And, today 20 years on since its launching, Korea National Railway is leading the new era of railways. In the future, Korea National Railway will carry on with boosting our role as a vital player in further growth of railways and, through continuous innovation, do our utmost for Korea to become an advanced railway country with competitive edge in the global railway market.

To this end, there are a number of tasks that need to be performed including innovating our processes to ensure that our projects are completed on time as promised to the public people, streamlining rail infrastructure costs, integration of some railway industry sectors, and more active R&D. In particular, Korea National Railway will seek to innovate from within and enhance efficiency and effectiveness of the organization so that we may become a vigorous frontier towards the future.

Today when the expectations of the people who are not only our customers but the real owners of the railways are increasing, customer satisfaction must be our first and foremost value if we are to achieve further development of the railway industry. At Korea National Railway, keeping in mind that the backbone of railways is the people, we will do our very best for our railways to produce new customer values.

Thank you for visiting our website!

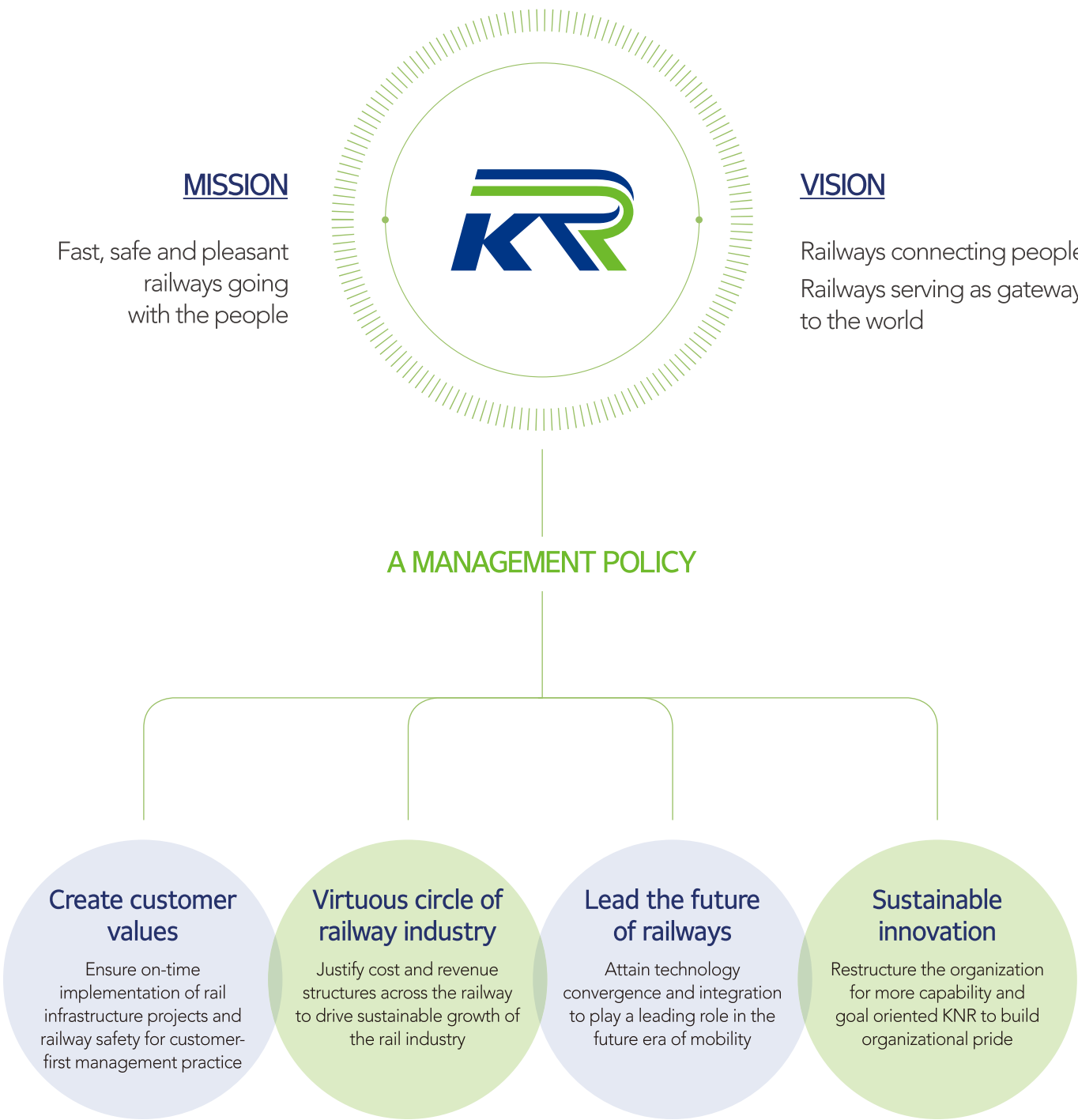
Lee Seonghai Chairman and CEO

*Lee Seonghai*





MISSION & VISION





# GREEN & TOMORROW

[ Andong Bridge on Jungang Line ]

## Railways for Tomorrow

KNR's railways are always headed for the future. From eco-friendly and low-carbon plans aimed at carbon neutral railways to the 4th National Rail Network Plan, inter-Korean railways, and overseas projects, we are building ways to a sustainable future of our hopes and dreams.

- 22 Future Railways
- 26 Green Railways
- 30 Inter-Korean Railways
- 32 Overseas Projects



# KNR’s railways create a better and brighter future that everyone dreams of

## Future Railways

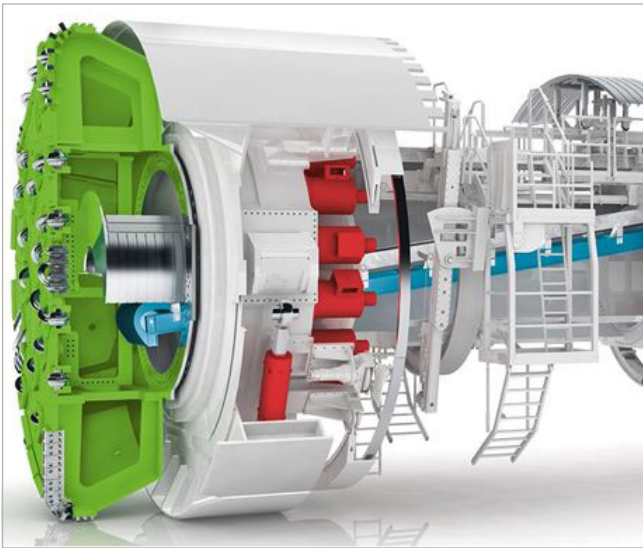
### Railways of Korea for brighter future

Korea National Railway is preparing for railways to play a vital role in the future mobility era by engaging in bold forward-looking R&D activities. We are developing and commercializing new technologies for future railways through convergence of technologies and cooperation across different fields. These include promoting greater use of TBMs for projects such as GTX and other underground railway projects and digital twinning of rail infrastructures for maximized efficiency in railway construction and operation.

GTX(Great Train Express)



Open TBM



### Future role of railways

#### Future mobility orientedness



- Build rail and transit oriented public transportation system
- Build IoT-based rail mobility platform
- Carbon neutral society

#### Foundation of balanced national development



- Easily accessible regional hubs
- Expansion of HSR-served areas
- GTX and underground railway projects

#### Public convenience and safety



- Strengthen railway safety
- Increase modal share of rail transport
- Develop compact cities centered around railway stations

#### Future growth engine



- Boost export of Korean railways
- Increase investment in rail infrastructures
- Prepare for trans-Korean railway

### High speed rail, the heart of future railways

KNR is laying foundation for high speed rail running at 400 km/h and developing advanced HSR technologies in order to create future business opportunities for the railway industry and to foster new industries. At the same time, KNR has been constructing HSRs and semi-HSRs in every corner of the country to expand rail-served areas to ensure that everyone has convenient access to rail transport.

### Jeongji Overpass

Jeongji-ri, Seongdong-myeon, Nonsan-si, Chungcheongnam-do



Route	Honam HSR	Length	9.3 km
Merits	• Largest and longest bridge in Korea • Civil Structure Award		

### Yulhyeon Tunnel

Yulhyeon-dong (Gangnam-gu, Seoul) – Jije-dong (Pyeongtaek)



Route	Seoul Metropolitan HSR	Length	52.3 km
Merits	• Longest tunnel in Korea, 4th longest tunnel in the world • Installed with advanced safety and disaster prevention facilities		

### Daegwallyeong Tunnel

Pyeongchang – Gangneung (Gangwon-do)



Route	Wonju–Gangneung railway	Length	21.7 km
Merits	• Longest mountain tunnel in Korea, constructed with advanced, eco-friendly construction method		

### Osong Overpass

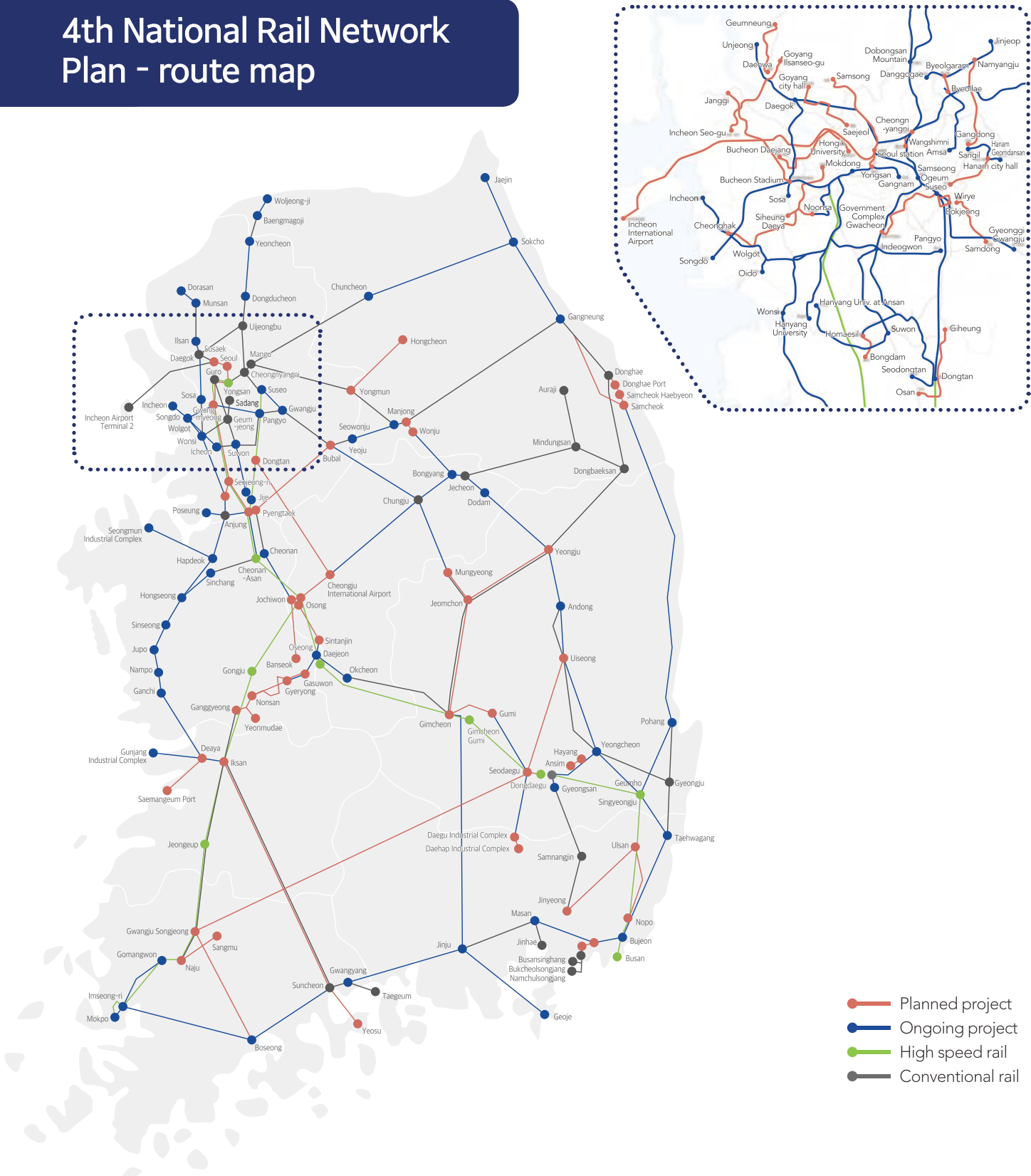
Osong-eup – Gangnae-myeon (Cheongju, Chungcheongbuk-do)



Route	Honam HSR (upper deck), Gyeongbu HSR (lower deck)	Length	1.8 km
Features	• World's first HSR overpass built over an existing HSR overpass		



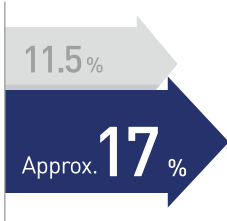
4th National Rail Network Plan - route map



Total length [by 2030]



Modal share [by 2030]



Mid to long term national rail network plans

Government's National Rail Network Plan is the blueprint of Korea's future rail network. Formulated every 5 to 10 years, the 4th plan was announced in 2021. Korea National Railway delivers a seamless rail network according to this plan with aim to increasing modal share of railways and attaining rail-oriented transport system.

Effects of the 4th National Rail Network Plan





# Transition to a sustainable society starts with railways

## Green Railways

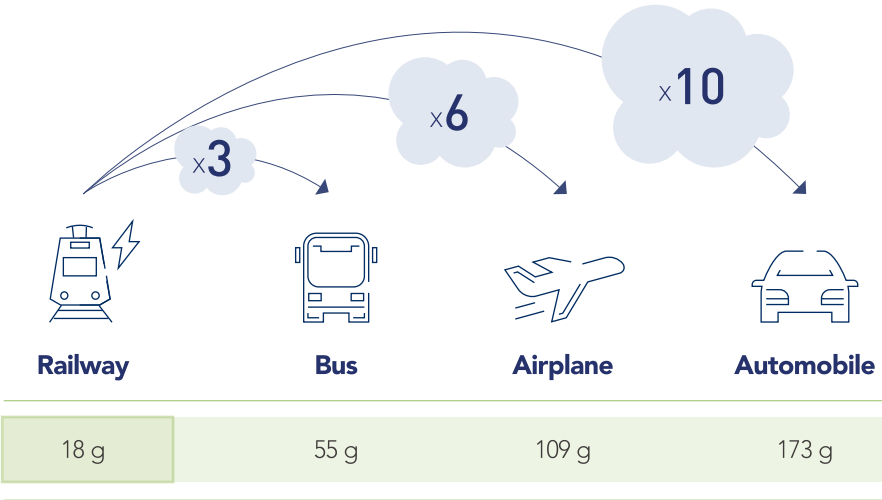
### Railways, eco-friendly low-carbon transport mode

Railway consumes 83% less energy with only 10% carbon emissions compared to automobile. Increasing the modal share of railway by just 1% translates to KRW 600 billion in terms of energy-savings and reduction of greenhouse gases. KNR promises a greener future with railways at the center of a sustainable public transport system.

### Green railways for carbon neutrality

KNR is working to minimize air pollution by carrying out railway electrification projects that upgrade existing non-electrified railways (diesel locomotives emitting GHG) to electrified railways (eco-friendly low-carbon trains). Dedicated to eco-friendly rail infrastructures, our aim is to reach electrification rate of 86.3% by 2025.

### Carbon dioxide emissions (per passenger kilometer)



[ Mangyeonggang Bridge on Honam HSR ]



## Green New Deal, changing the paradigm of railway stations

'Zero-energy railway station' is an energy-efficient building designed to minimize energy consumption with eco-friendly features such as enhanced insulation and solar cell energy. Zero-energy design has been applied to all railway stations with floor area of 1,000 m<sup>2</sup> since 2020. KNR will continue with such energy-efficient green construction on our way to low-carbon economy.

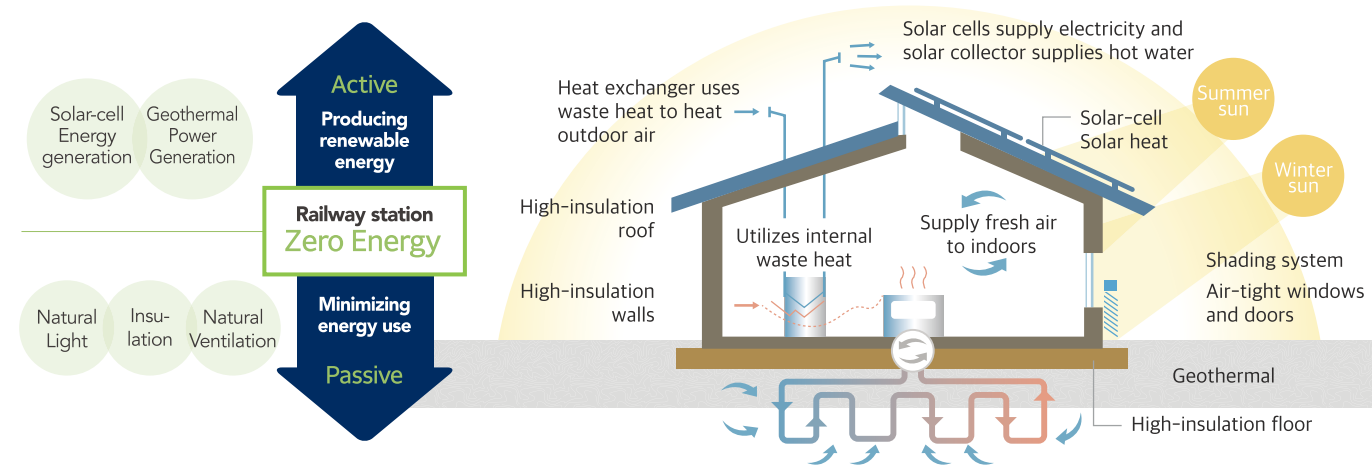
### Preliminary certification of zero-energy building

Yeongju Station,  
Jungang Line

Station, Seohae Line 106  
(Name undecided)

\* Preliminary certification (design stage),  
main certification (after completion)

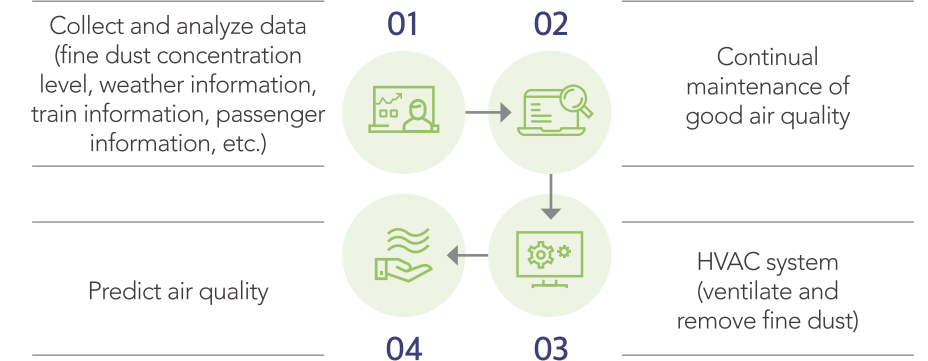
### Concept diagram of zero-energy building



## Clean railway environment

KNR is creating clean railway environment so that people can breathe clean air with no worries. In particular, all underground stations have been equipped with smart HVAC system since 2020 for preemptive fine dust management and pleasant railway environment.

### Smart HVAC system



## Idle railway sites used for new & renewable energies

KNR makes use of railway sites to generate new & renewable energies: solar panels are installed on roofs of railway stations and platforms and idle railway sites are turned into hydrogen fuel cell parks to generate electricity. We continue to construct new & renewable energy infrastructures, including eco-friendly charging stations (for electric vehicles and hydrogen vehicles), all across railways.

Solar park at Deokha Depot, Donghae Line





# Iron Silk Road connecting Korea to Europe

## Inter-Korean Railways

### Peace and co-existence on Korean Peninsula made possible by railways

Inter-Korean railway project is a vital infrastructure project that will link the two Koreas that have been separated for more than half a century, and promote peace and prosperity on Korean Peninsula as well as in Northeast Asia. KNR will do it utmost to facilitate reconnection of the long-severed railways and modernization of railways in North Korea.

### From Korea to Europe on the Iron Silk Road

If inter-Korean railways are connected and linked to trans-Eurasian railways, the Korean Peninsula will no longer be the 'Far East' of Asia but an 'origin/destination of Eurasia'. The railways of Korea will be continent-sea linking corridor and our economic and cultural horizons will travel on the trans-continental railway expanding across Asia into Europe. KNR will help to unfold the path to fulfilling that aspiration.

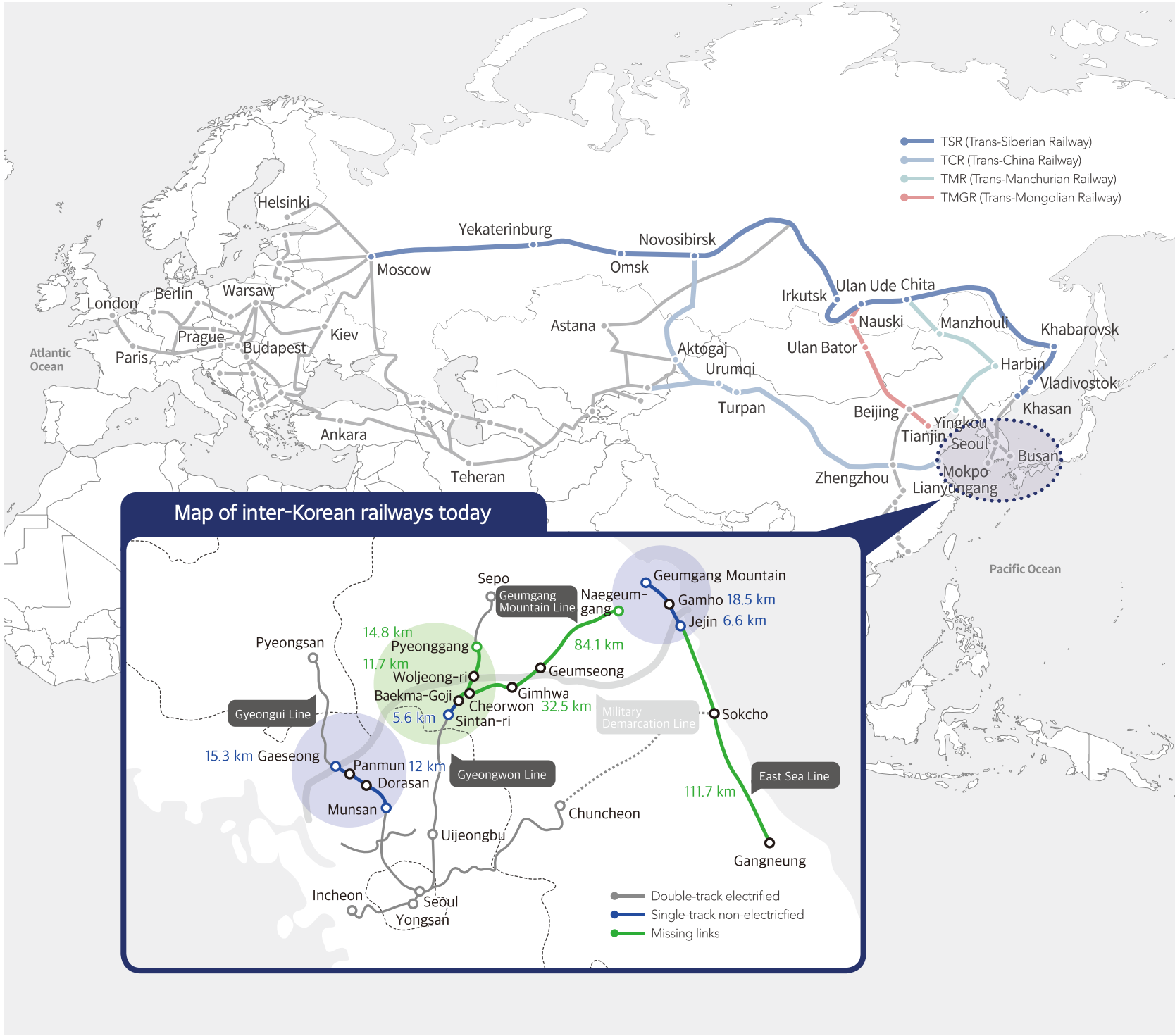
Handshake with a North Korean train driver



Dorasan station on Gyeongui Line



## Trans-continental Railways





# Advancing to the global railway market with world-class technology and expertise

## Overseas Projects

### Securing future growth by advancing to overseas markets

KNR, in win-win cooperation with private sector companies, participates in railway projects in other countries. Since the first overseas project in China in 2005, KNR has carried numerous projects in 22 countries performing project management, design services, construction supervision, and technical consulting.

#### How it works



Enhance brand value of Korean railways through participation PMC services (project management, design and construction supervision) overseas



Form Team Korea for public-private partnership projects  
Carry out PPP projects in other countries



Support global market expansion of private sector companies  
Serve as platform

#### Situation of contract orders from overseas projects

[As of 0 March, 2024]



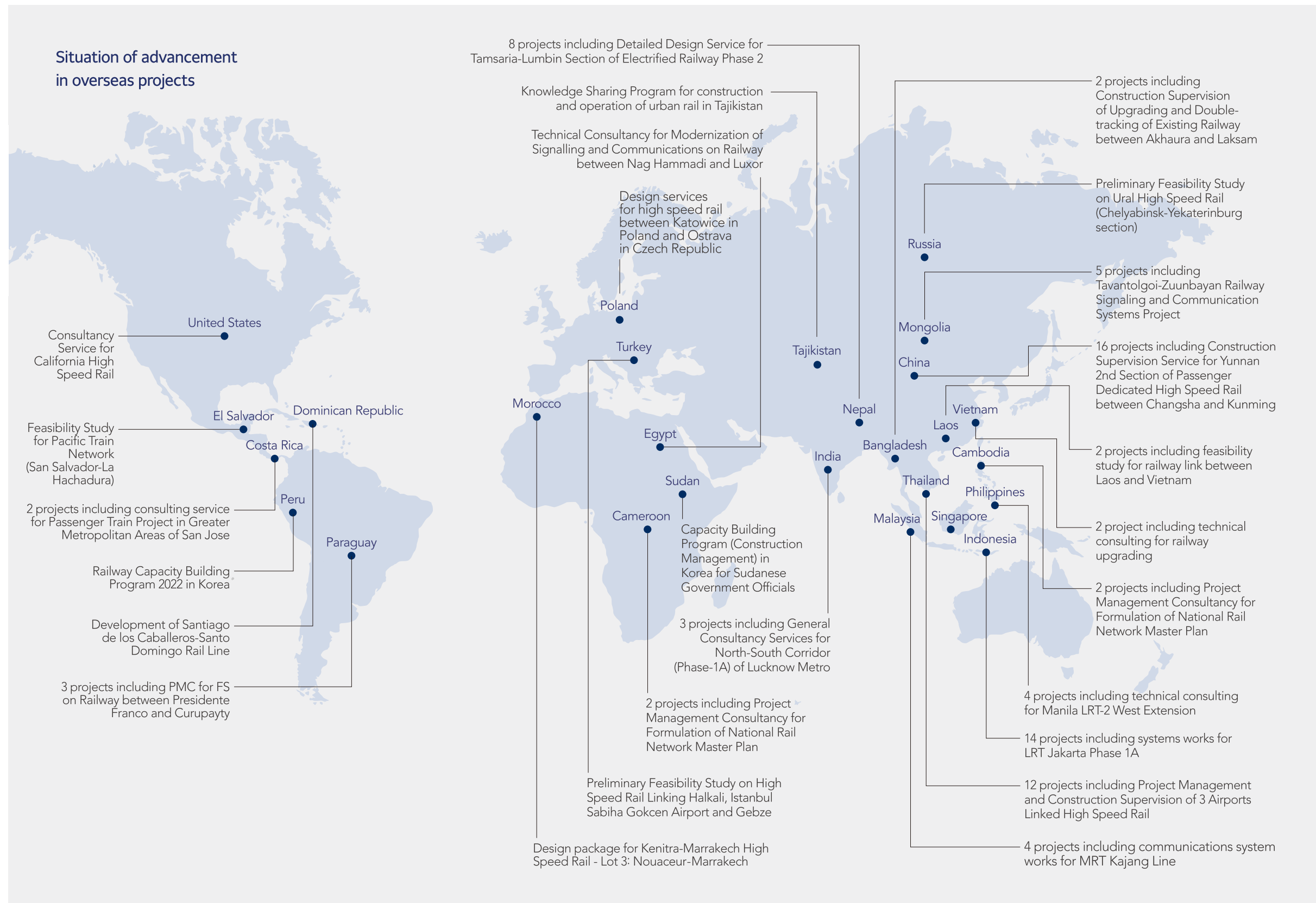
**27** countries



**88** projects



KRW **603.3** billion





# SAFE & SMART

## Innovating Railways for Safety

Nothing is more important than safety of the people. KNR is making railways safer and more convenient to keep the people safe by not only upgrading/renewing aging rail infrastructures but also applying smart technologies to railway construction and maintenance. KNR makes unceasing efforts to innovate technology so that the innovation can lead to safety.

- 36 Railway Technology Innovation
- 38 Digital Smart Railways
- 40 Infrastructure Safety





# Creating growth engine of tomorrow with world-class technologies

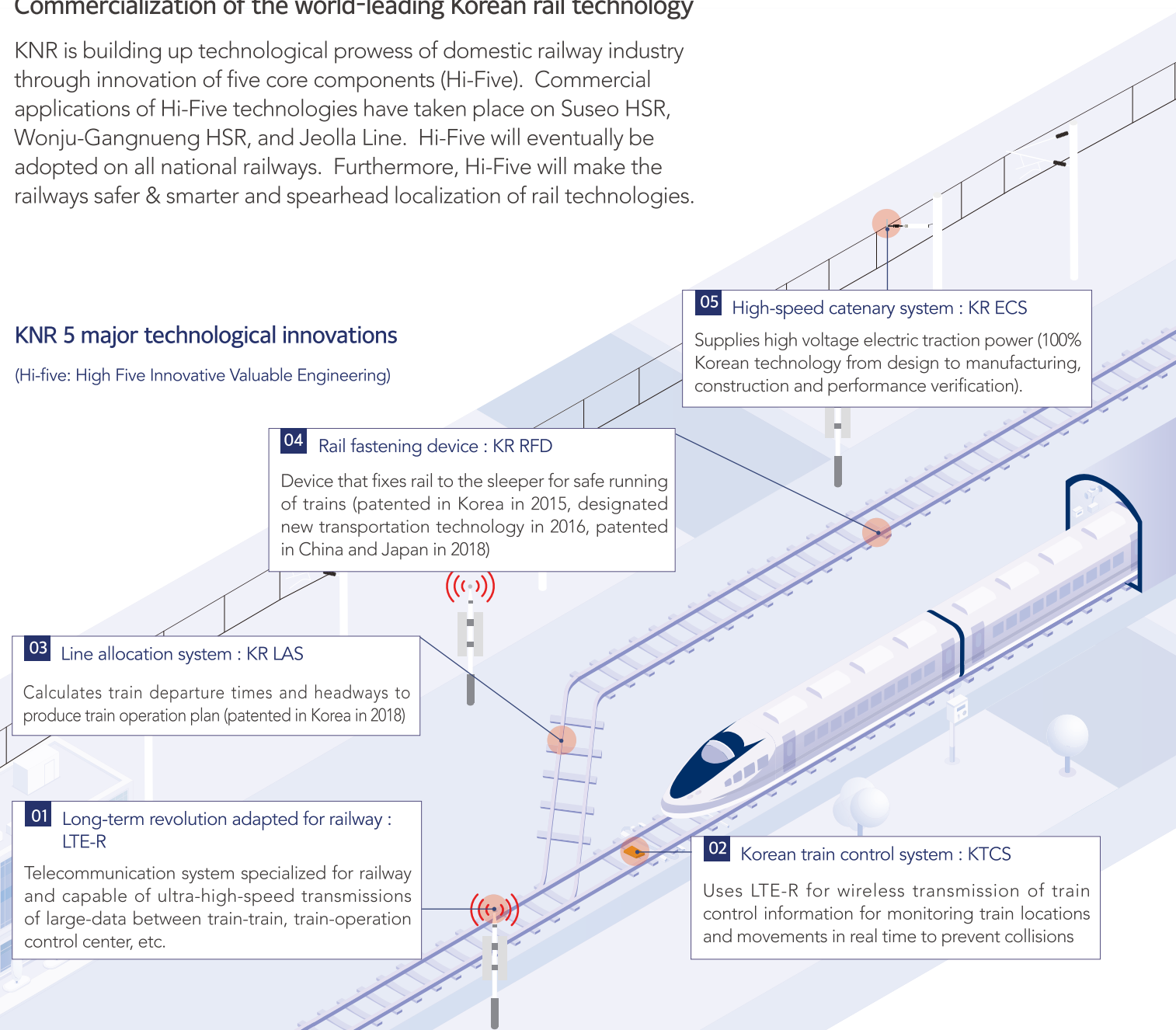
## Railway Technology Innovation

### Commercialization of the world-leading Korean rail technology

KNR is building up technological prowess of domestic railway industry through innovation of five core components (Hi-Five). Commercial applications of Hi-Five technologies have taken place on Suseo HSR, Wonju-Gangneung HSR, and Jeolla Line. Hi-Five will eventually be adopted on all national railways. Furthermore, Hi-Five will make the railways safer & smarter and spearhead localization of rail technologies.

### KNR 5 major technological innovations

(Hi-five: High Five Innovative Valuable Engineering)



### Futuristic smart railway station

KNR is digitalizing railway stations based on the 4th Industrial Revolution technologies to provide a more convenient and enjoyable service to the people. In addition, with the safety management system based on the Digital Twin\*, railways are monitored in real-time to detect danger or threats so that the people can be reassured of safety.

\* Digital Twin

Real-time digital representation of a railway station that creates simulations to identify and solve problems before they occur.

### Non-stop pass technology for rail passengers





# Application of VR to give competitive edge to railway construction

## Digital Smart Railways

### BIM increases safety and reliability of railways

BIM (Building Information Modeling) is a digital transformation technology that converts 2D building data into 3D model. KNR uses BIM for integrated 3D digital management of railway design, construction and maintenance data that is difficult to achieve in 2D drawings, thereby strengthening the competitiveness of railway construction.

#### Railway BIM roadmap



### Strengthening the safety of rail facilities by using IoT technology

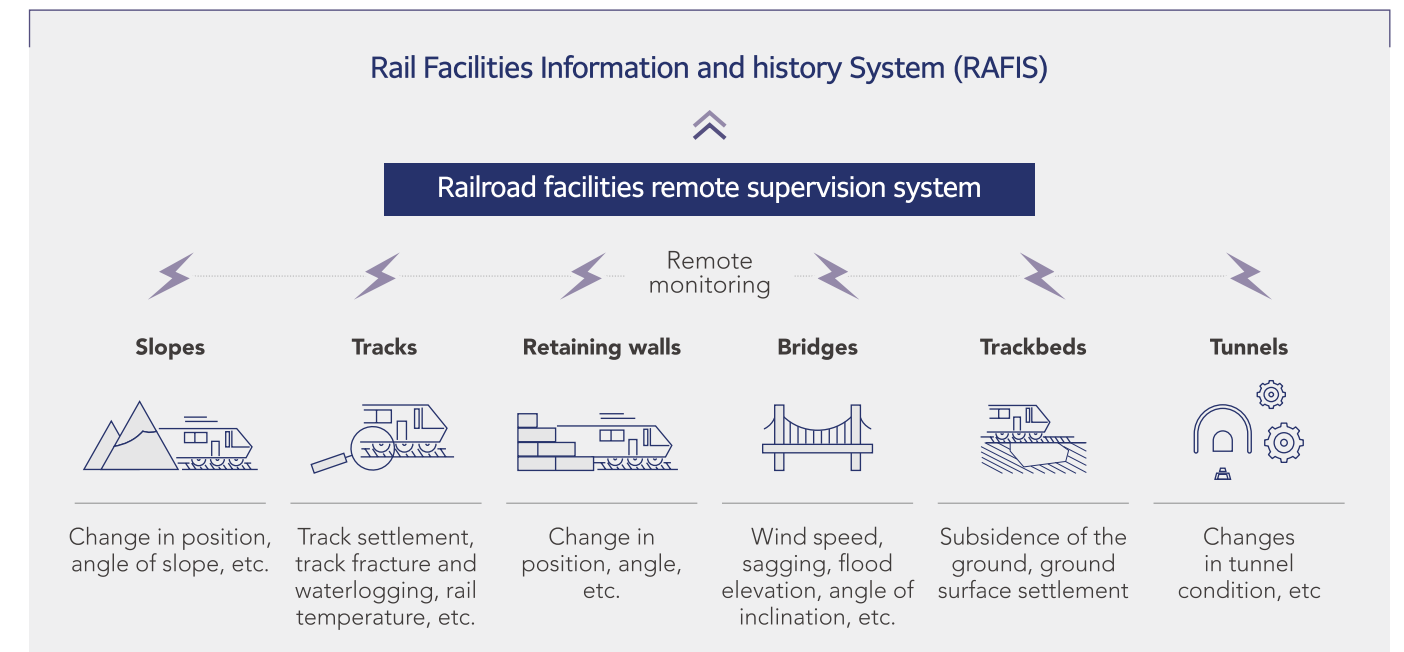
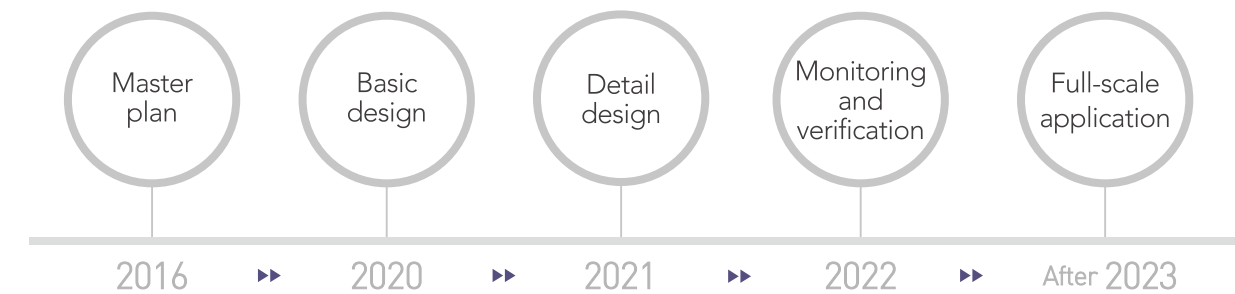
KNR is implementing 'Structural IoT\*' project that attaches sensors to key infrastructures such as bridges and tunnels for structural health (deformity, temperature, etc.) monitoring. IoT-based automatic inspection system will be adopted for electric equipment/facilities to make the railways even safer.

\*IoT(Internet of Things)

Network made up of connected devices, such as sensors attached to an object, that collect and share data



#### IoT application timeline





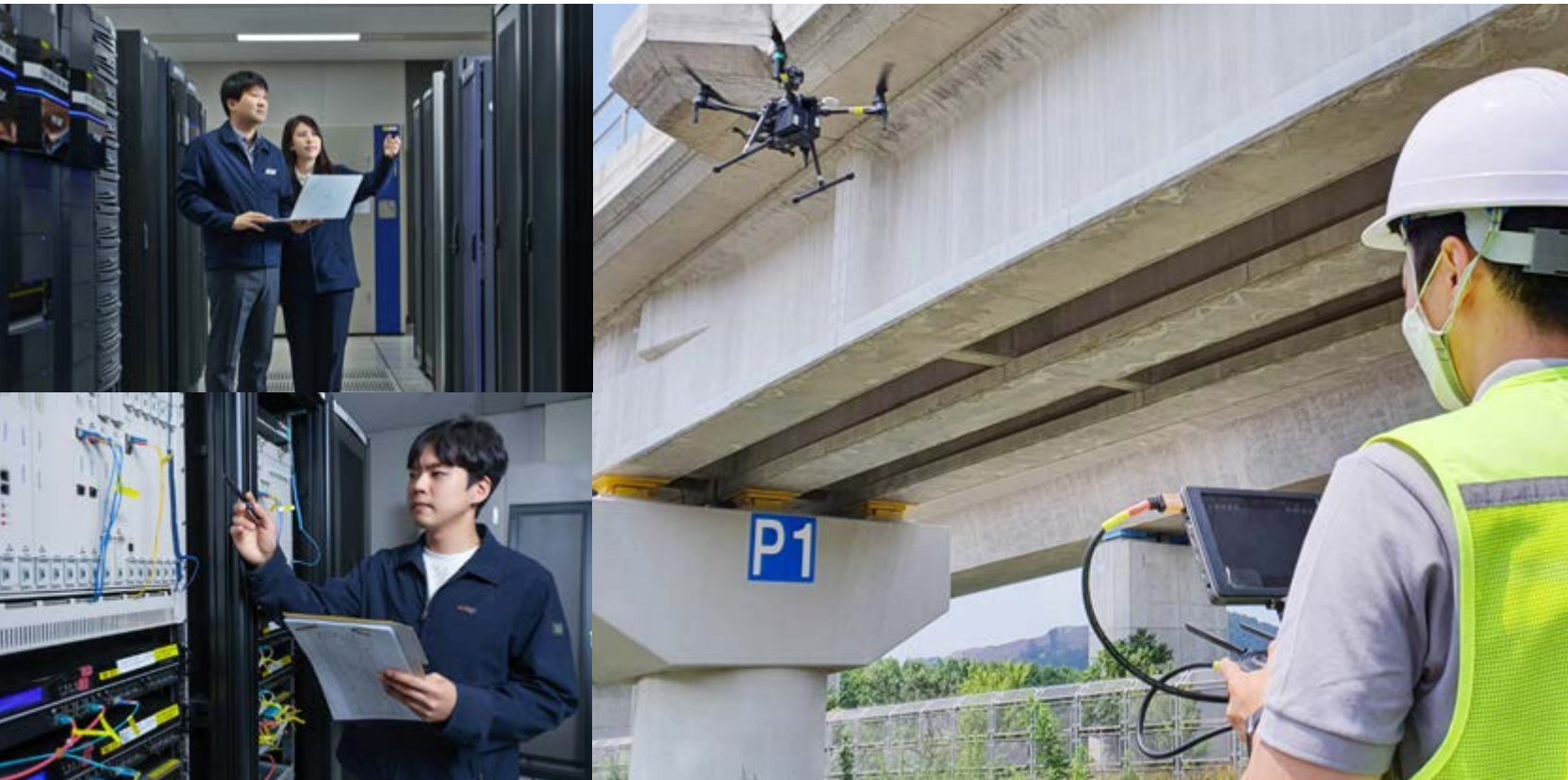
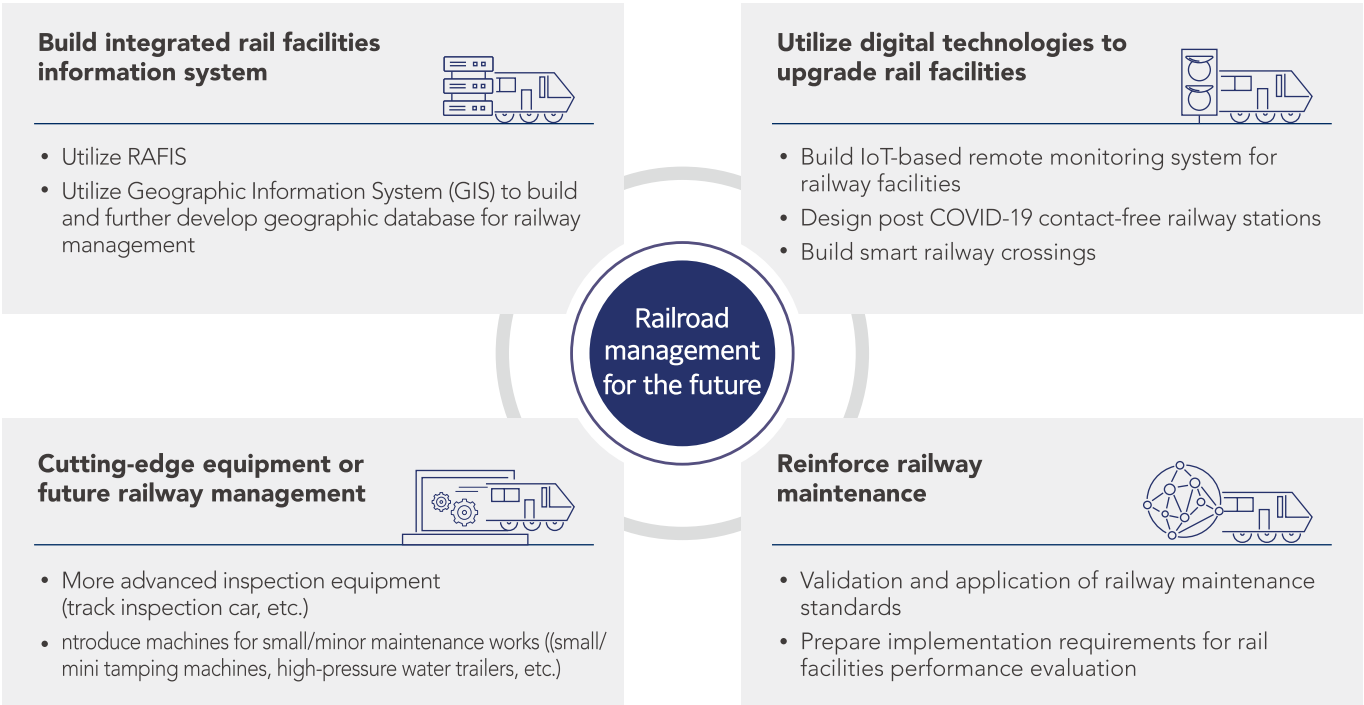
# Keeping rail facilities safe with smart data analysis

## Infrastructure Safety

### RAFIS performs efficient management of rail facilities

KNR has built RAFIS (Rail Facilities Information and history System) for efficient management of rail facilities. RAFIS carries out big data analysis of rail facilities and supports decision-making. It collects and uses large data sets to detect changes in rail facilities and to predict failures in advance for preemptive maintenance.

### Future railway management system



### Rigorous safety management using high-tech equipment

KNR installs high-tech safety equipment throughout the entire national rail network to prevent accidents and uses drones for strengthened safety management of railway protection zones.

### Railway safety equipment

Obstacle detection system	Track warning system	Hot box detector
Detect obstacles such as fallen rocks on the tracks	Alert track workers of approaching trains	Prevent derailments caused by overheating
		



# SHARE & GROWTH

## Cooperating for Mutual Growth

People are the origin and destination of our railways.  
At KNR, we do our best to create social values for the people and to build culture of co-existence and fairness.  
KNR promises to build not just a fast way but the right way for coexistence.

- 44 Win-Win Cooperation
- 46 Social Contributions
- 48 Ethical Management
- 49 Organizational Culture

[ Haeundae Blueline Park built on disused sections of Donghae Nambu Line ]



# Promote social coexistence for better lives together

## Win-Win Cooperation

### Utilize railway assets to create good quality jobs

KNR set up 'Startup Lounge' for startup companies and job creation platform 'Seomseom Oksu (Helping Hands)' for individuals with disabilities. Further, we work together with local governments to develop idle railway lands (e.g. Haeundae Blueline Park) to help boost local economies.

### Create social values of practical benefits

The first ever public corporation to be chosen as 'Caring Company', KNR has set up daycare centers (Kids Rail) at railway stations with high commuter traffic to help local communities and commuting parents with young children in dealing with shortage of daycare centers. We will continue to make efforts for rail facilities to not only simply serve its intended transport functions but to create social values for the benefit of the people.

Startup Lounge at a railway station



Kids Rail, daycare center at a railway Station



### Growing together with small and mid-sized enterprises

KNR has set up 'KNR Mutual Growth Fund' to provide low-interest loans to business partners and outstanding job-creating companies and 'R&D Cooperation Fund' jointly with the government to assist SMEs with product/technology development. KNR also takes part in vendor/buyer meetings to help SMEs find markets for their products.



Stop private sector business  
partners' late payment of  
wages to employees

achieve  
**ZERO** overdue wages

### Creating culture of co-existence and fairness

Efforts are exerted by KNR to stop unfair business practices for transparent and fair railway industry. We constantly modify our contracting system with aim to creating fair economy, adopted 'Zero Overdue Payment System' to ensure that workers are paid their wages on time, and improve transparency in construction payment management.



# Culture of giving and sharing happiness for a better world

## Social Contributions

### Sharing and caring for companionship

KNR employees take part in volunteer works organized by KNR every month as part of our efforts to create culture of giving. Our volunteer works include helping shorthanded farming villages, making and sharing kimchee, briquette delivery, and charity bazaars.

### KNR HOPE Project - giving hope to youths

KNR runs programs, such as scholarships, cultural experiences giving opportunities to learn about different cultures, and career exploration opportunities, for underprivileged youths living in communities nearby railways to help them in their paths towards a promising future.

### Create pleasant and safe railway environment for everyone

KNR improves quality of life for people and protect environment through environmental cleanups and maintenance of areas nearby railways. Further, we carry out safety campaigns and safety inspections of construction sites to make railways carefree of safety concerns.





# Creating a more transparent world where integrity counts

## Ethical Management

### Promote action-based culture of integrity

KNR has many different and creative programs, including Integrity Club, Integrity TV and Consistent Action, to promote transparency and integrity in the workplace for all employees regardless of their duties and job positions. In addition, we provide customized integrity training at all levels to instill integrity and encourage ethical behavior in workplace.



# We communicate and build capacity to create a better tomorrow for everyone

## Organizational Culture

### Making KNR a great place to work

Youth Board of Directors composed of junior staff members working to achieve effective vertical communication, fun and enjoyable organizational culture programs to be shared by everyone, one-stop child-care leave package, and workplace daycare center/preschool are some of the things that help to make KNR a good place to work.

### Cultivating future innovation leaders

KNR offers many different education and training programs to produce highly skilled railway experts. We have programs for employees to study at universities in Korea or overseas to earn academic degrees and customized job training programs to increase capacities to adopt new methods and technologies as well as quality online training programs.



Named Family-friendly Workplace by Ministry of Gender Equality and Family

**10** consecutive years



# Brighter future of Korea

## Korea National Railways will lead the way!

Leading the way to a better and happier Korea is KNR, railway industry leader ensuring safety, achieving innovation, and fulfilling responsibilities and obligations.

Standing by and growing together with the people, KNR takes the long view to prepare for the future of rail transport and to gain greater confidence of the people.

[ Nakdong-gang Bridge on Gyeongjeon Line ]

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