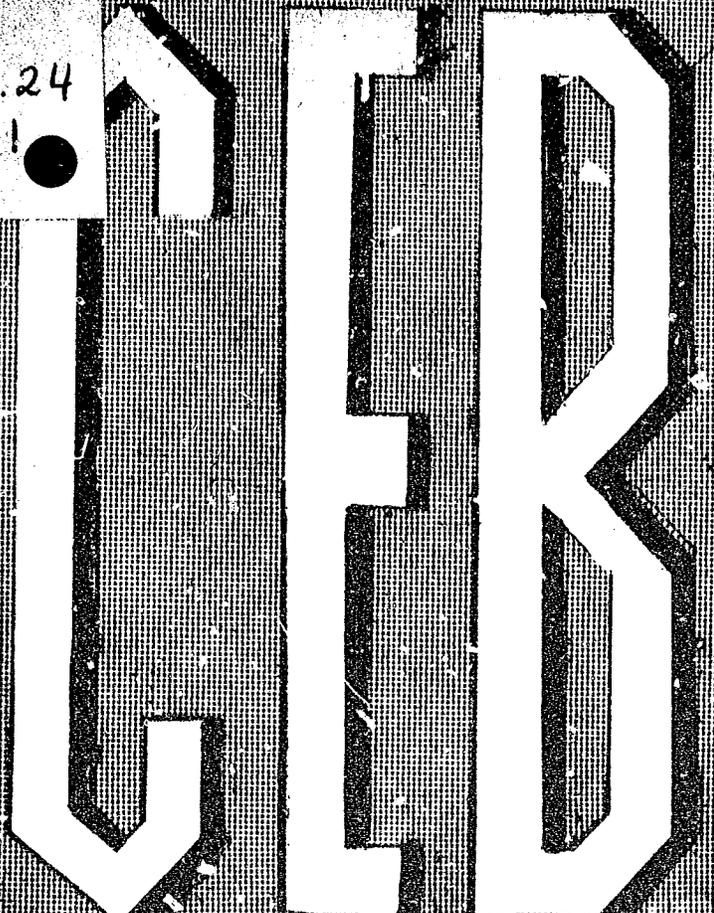


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SPECIAL REPORT SERIES
AUGUST 1958 — No. 2

Joint Report
ROK Ministry of Transportation
and
UNC/OEC Transportation Division

KOREAN NATIONAL RAILROAD
CARLOADINGS AND REVENUE
1954 to June 1958

A.I.D.
Reference Center
Room 1666 NS

Issued by
COMBINED ECONOMIC BOARD

United Nations Command
Seoul, Korea

Republic of Korea

CURRENT KOREAN BUSINESS VOLUME

AS INDICATED BY

KOREAN NATIONAL RAILROAD

FREIGHT CAR LOADINGS

AND REVENUE

KS

385.24 Combined Economic Board, Seoul, Korea.

C731 Current Korean business volume as indicated
by Korean national railroad freight car load-
ings and revenue. Aug. 1958.

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Combined Economic Board composed of U.N.
Office of the Economic Coordinator and Korean
Ministry of Transportation.

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ted Nations. II. Korea. Ministry of Transportation.
III. Title. IV. Korean national railroad freight car
loadings and revenue.

JOINT REPORT

OFFICE OF THE ECONOMIC COORDINATOR-MINISTRY OF TRANSPORTATION

to the

COMBINED ECONOMIC BOARD

JOINT REPORT

OFFICE OF THE ECONOMIC COORDINATOR -
MINISTRY OF TRANSPORTATION

to the

COMBINED ECONOMIC BOARD

SUBJECT: Current Korean Business Volume as indicated by Korean National Railroad Freight Car Loadings and Revenue.

The accompanying charts illustrating monthly average freight car loadings and revenues for 1957 and the first five months of 1958, (with comparative yearly figures for 1954-56), and daily average of cars loaded with freight for 1957 and 1958, clearly indicate a generally improving situation in more efficient operations and increasing revenue.

CHART I - Total Cars Loaded with Freight: Seasonal decline plus difficulties caused by pilferage and the tying-up of freight equipment were responsible for the extreme dip in the car loadings for January, 1957. Otherwise, the decline would have been about 28,500 cars for the month. During the Spring and Summer months, the KNR reached a peak period in car loadings in June due to shipments of grain and fertilizer, then slipped into a gradual reduction hitting a low of 34,408 cars in November followed by an increase, with coal movements, in December of approximately 1,000 cars. The seasonal decline hit in January, 1958, but showed an increase over comparable months. February held steady with a small increase over the same month of the previous year, as did March, leading into the heavy summer loading trend. In May the figure was 40,633, an all-time high.

CHART II - Cars Loaded with Commercial Freight: The sustaining factor and one which increased substantially during 1957 is cars loaded with commercial freight. A comparison of the first five months of 1957 with the same period of 1958 offers further confirmation of a promising trend. In May 1957, 16,890 cars were loaded with commercial freight while the same month in 1958 showed 18,971 an increase of 2,081.

Commercial freight movements fluctuate according to seasonal demands but sustain their highest loading during the late Fall and Winter because of the increase in anthracite coal movement. The first five months of 1958 commercial car loadings indicate what is believed to be an increasingly healthy economy.

CHARTS III, IV, V, VI - Cars Loaded with Aid, UN Forces, ROK Army and KNR Freight: Aid Cargoes for the first five months in 1958 total 330 cars fewer than those loaded during the same period of 1957 while the average monthly carloadings in 1957 were considerable higher than previous

years, as follows: 1957 monthly average car loadings were 3,944; 1956, 3,026; 1955, 2,907 and 1954, 3,079. Similarly, the first five months of 1958 were substantially lower, showing 21,251 compared with 24,257, for UN Forces car loadings. The 1957 monthly average UN Force carloadings showed a continual decline. In 1957 the monthly average was 4,797; in 1956, 5,206; 1955, 5,656 and in 1954, 10,497. ROK Army carloadings have, except for 1954, maintained a reasonably consistent flow, as follows: 1954, 3,915; 1955, 5,737; 1956, 6,024 and 1957, 5,538. During the first five months of 1958 a slight increase in monthly carloadings is noted from the 1957 figure, for the same period, of 1,090. KNR freight, beginning in August 1957, continued to show an important decrease in carloadings due to the reduction in distribution of bituminous coal caused by dieselization and oilfired locomotives in service and a similar decline in hauling supplies for maintenance of way. The first five months of 1958 shows a total of 20,324 cars loaded, a monthly average of 4,065 compared with a total of 24,127, or an average of 4,825 for the same period in 1957. The average KNR freight loading for 1957 was 4,243, compared with, 4,646 in 1956; 4,632 in 1955 and 3,439 in 1954.

CHART VII - Daily Average of Cars Loaded with Freight: The chart for 1957 shows a rapid increase from the seasonal January low to a point where it hits the year's high in June, then recedes to the summer level which is held fairly well until December. The chart for 1958 indicates much the same trend although reaching what will probably be the year's high a month earlier due principally to the fact that aid fertilizer and grain were shipped from the ports earlier than in previous years.

During the first five months of 1958, after the rate increase had gone into effect, total earnings of the KNR were 14,267 million hwan compared with 10,219 million hwan for the comparable period of 1957, an increase in 4,048 million hwan. The greatest increase for that same period came from the hauling of freight with 4,930 hwan in 1958 compared with 2,463 hwan in the first five months of 1957, an increase of 2,467 million hwan. Increase in passenger revenue for the first five months in 1958 compared with the same period of 1957 was 1,583 million hwan.

During the peak months of March and May, 1958, with the 98% increase in freight rates in effect, the freight revenue slightly exceeded the requirement of 3.1 billion hwan, the proportion of the budget ascribed to this segment of operations. Financially, the revenue anticipated for the year 1958 should allow the KNR to be virtually self-supporting as to operational costs. Efficiencies, economies and increases in freight rates, which are now noncompensatory, are mandatory if the railroad is to take care of increased salaries, MRO maintenance, repairs and operations, and capital investments.

40,000

KOREAN NATIONAL RAILROAD

TOTAL CARS LOADED WITH FREIGHT (Monthly Average)

38,000

36,000

34,000

32,000

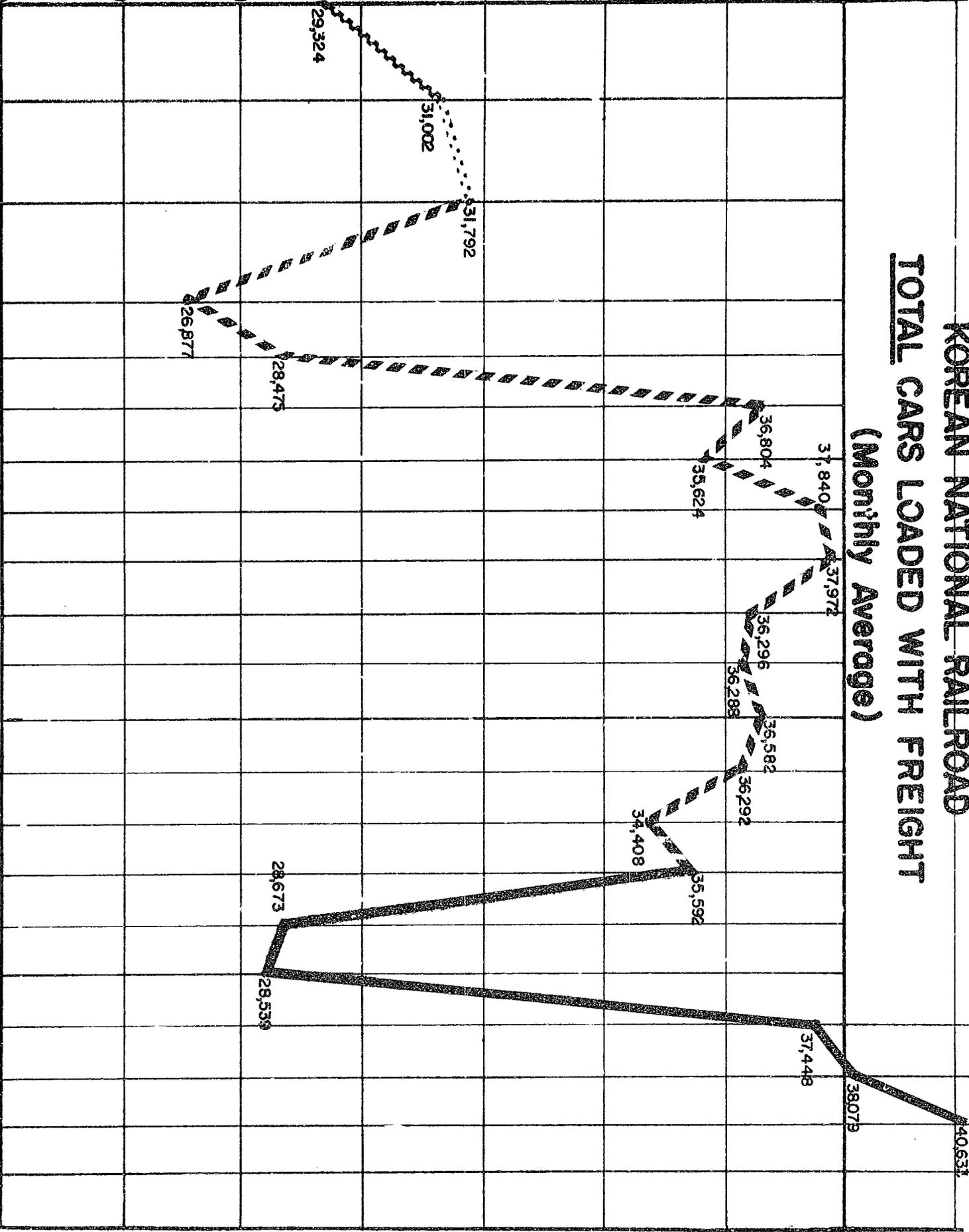
30,000

28,000

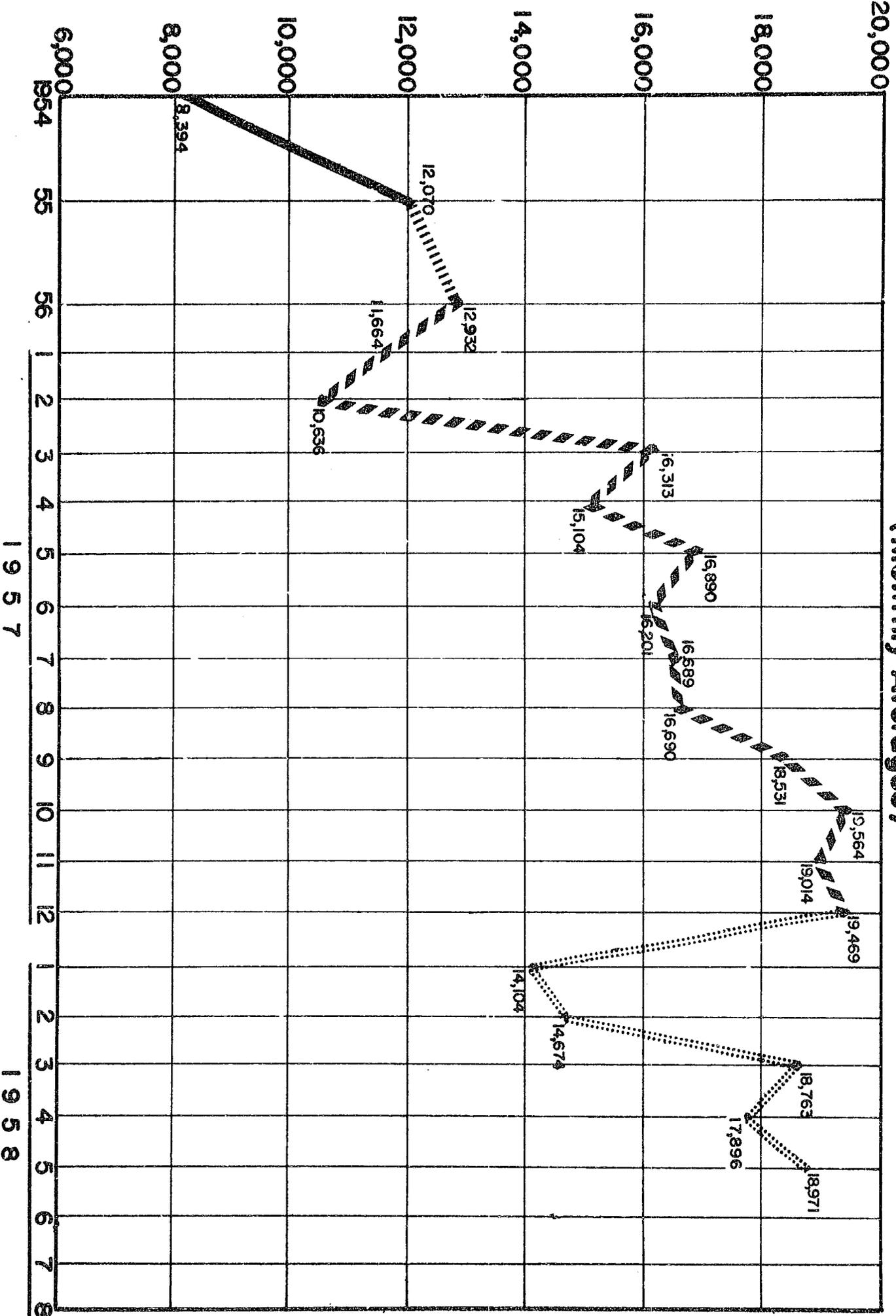
26,000

24,000

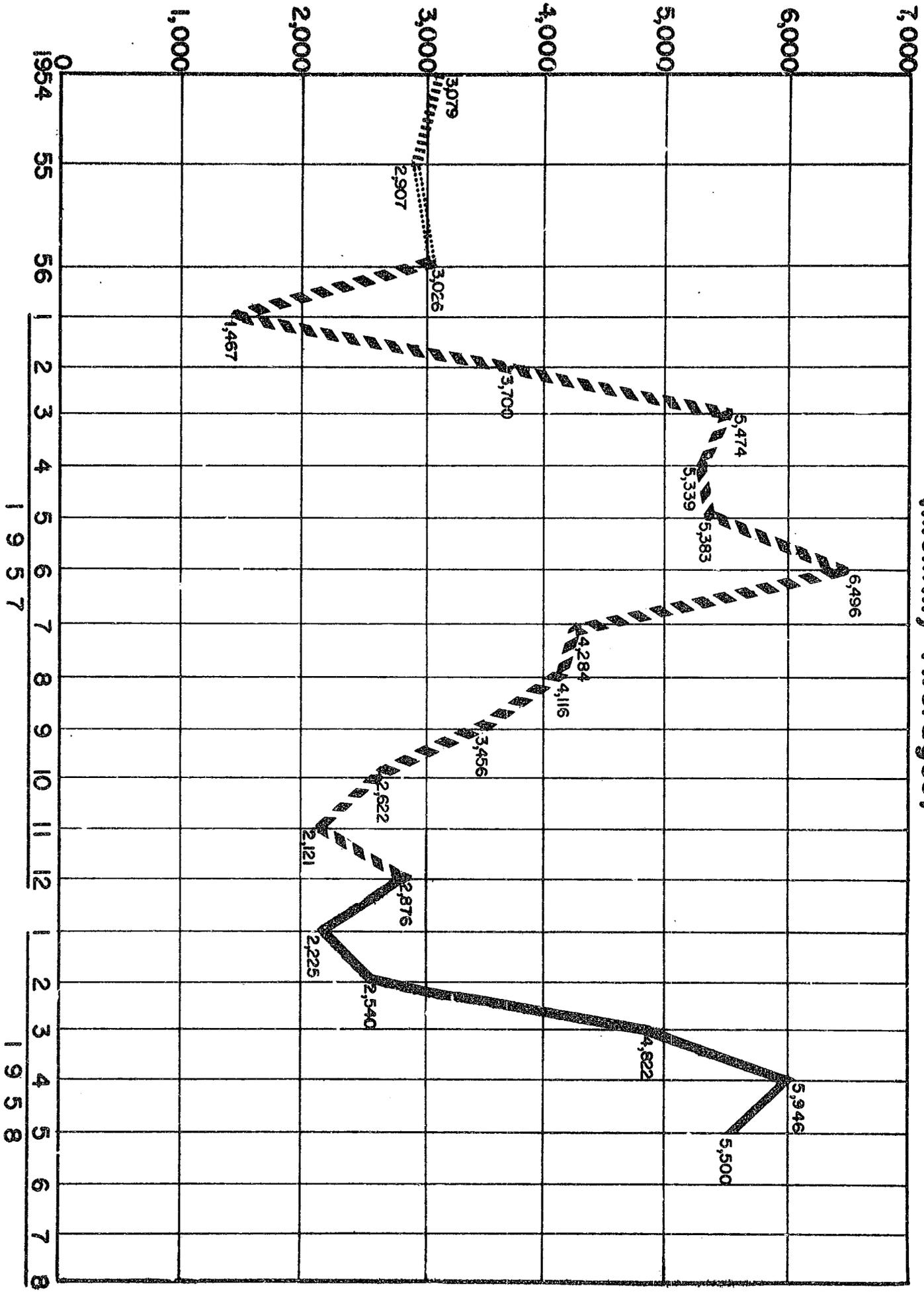
1954 55 56 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7



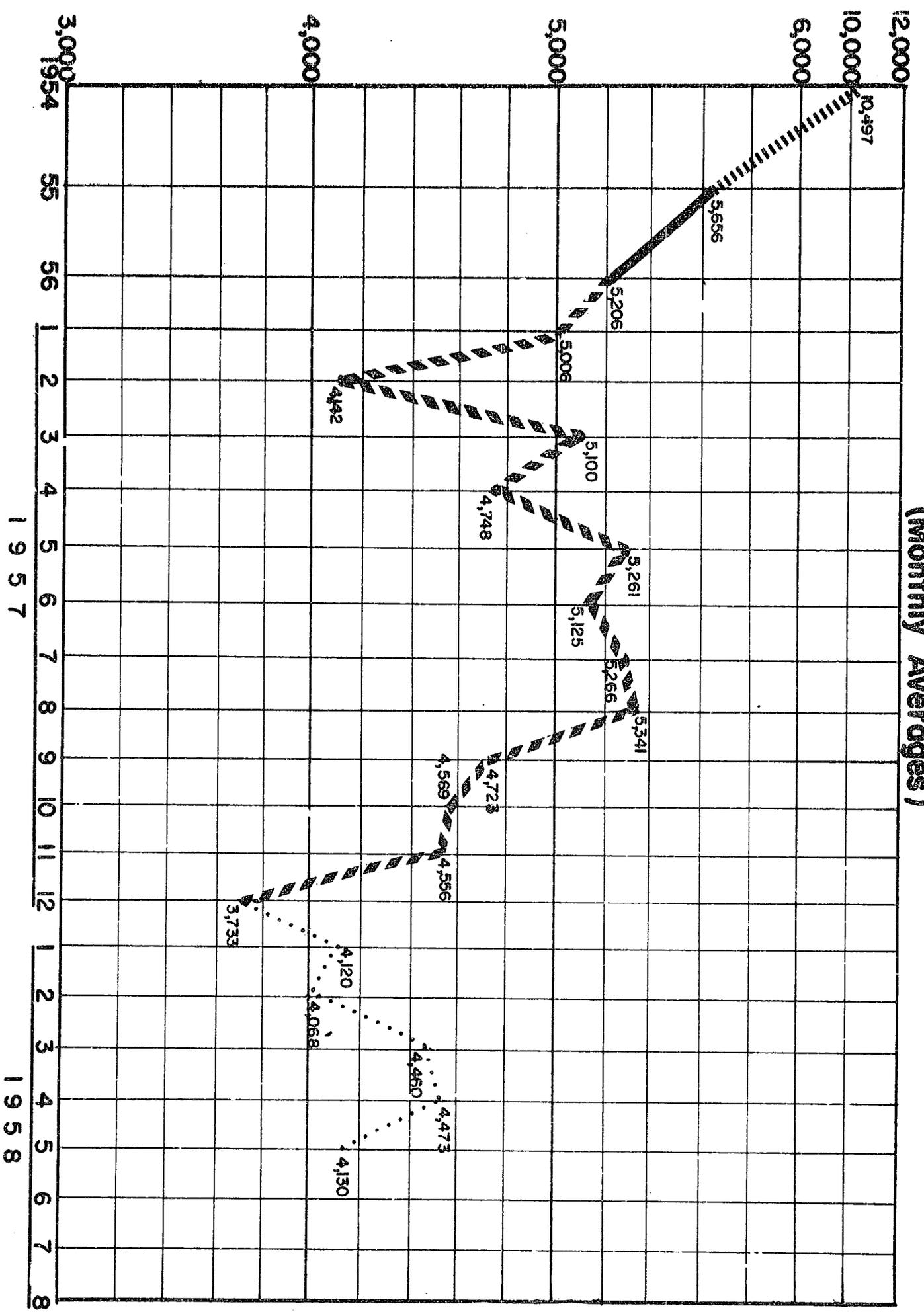
KOREAN NATIONAL RAILROAD CARS LOADED WITH COMMERCIAL FREIGHT (Monthly Averages)



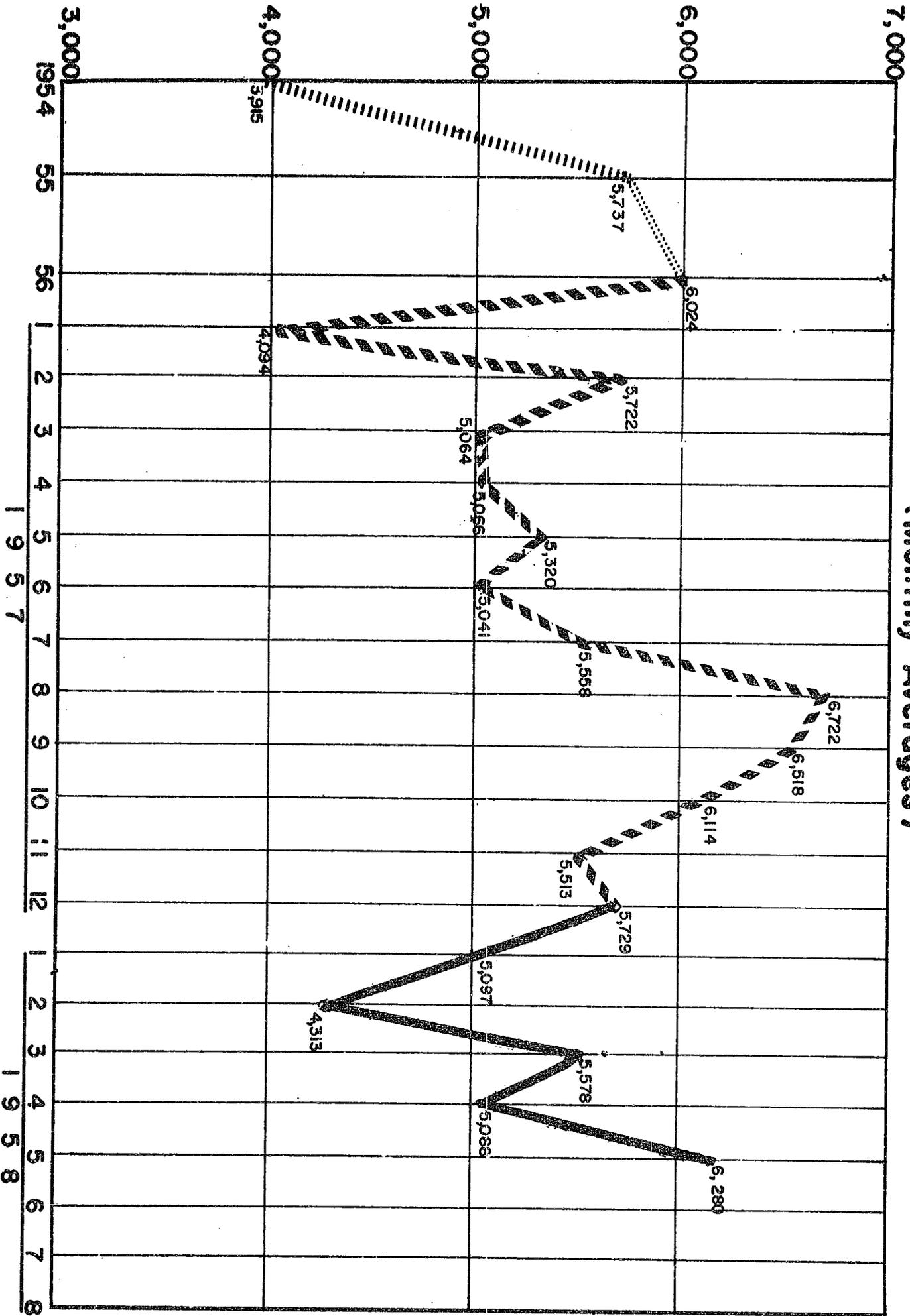
KOREAN NATIONAL RAILROAD FREIGHT CARS LOADED WITH AID CARGO (Monthly Averages)



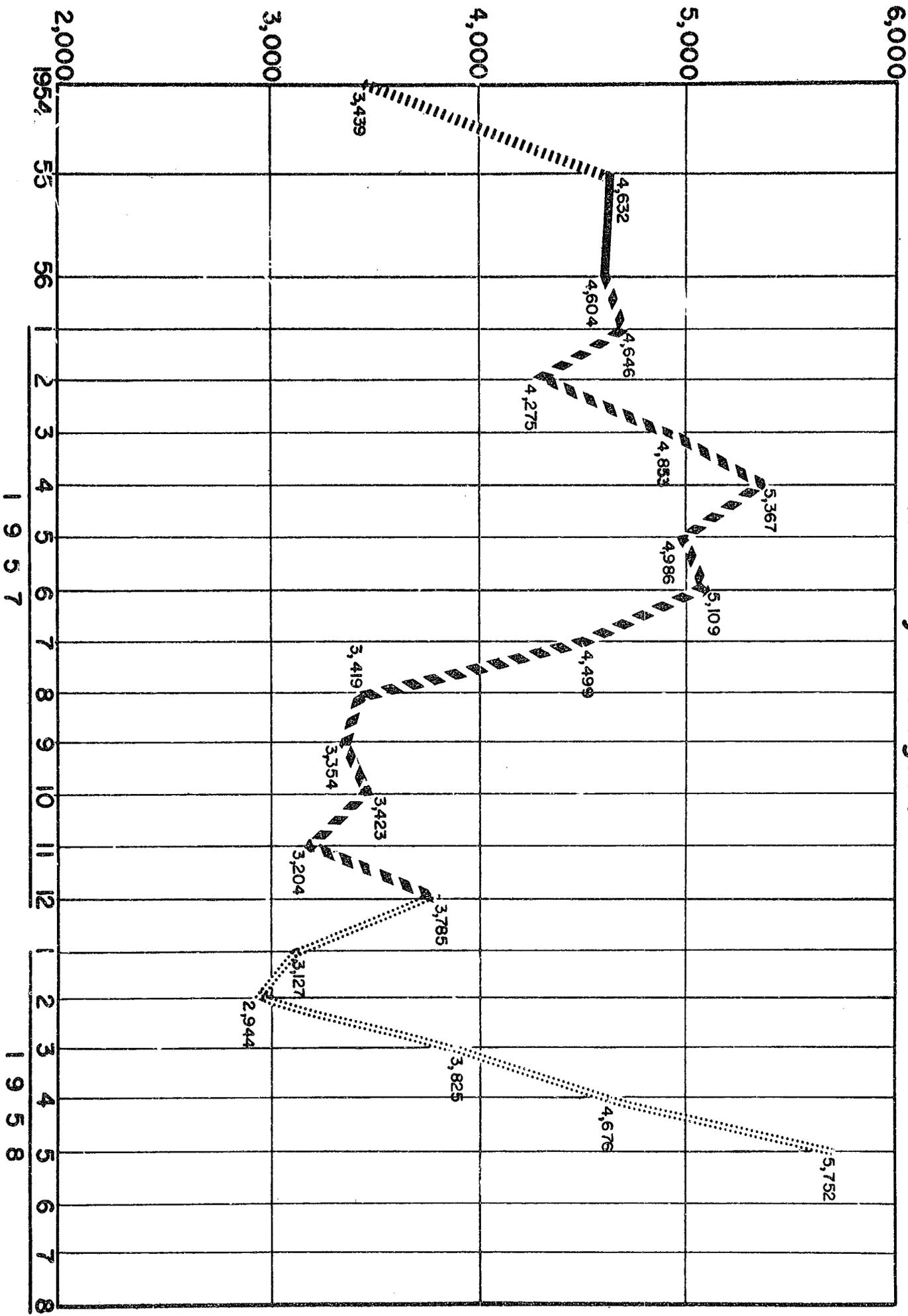
KOFEAN NATIONAL RAILROAD CARS LOADED WITH UN FORCES FREIGHT (Monthly Averages)



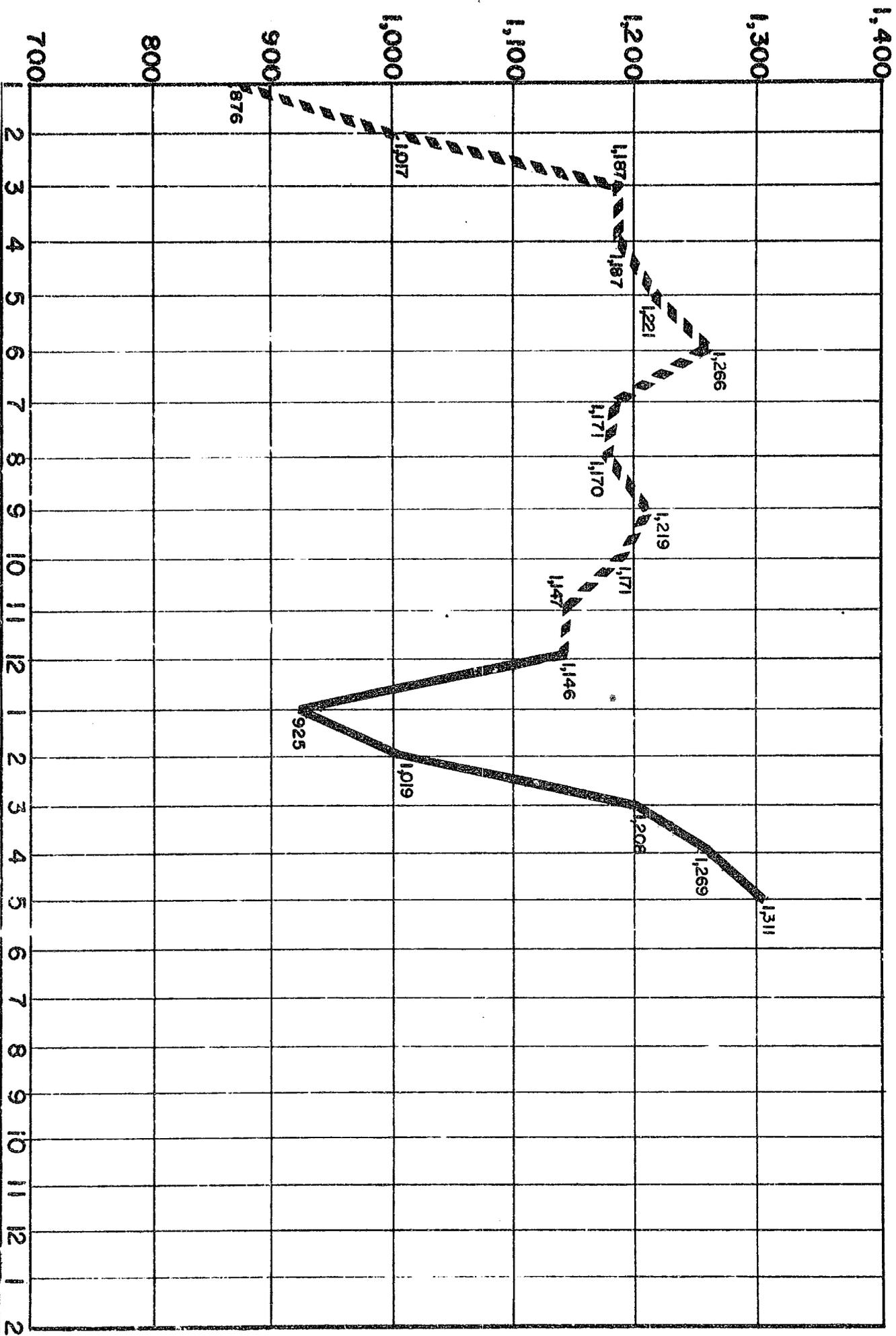
KOREAN NATIONAL RAILROAD CARS LOADED WITH ROKA FREIGHT (Monthly Averages)



KOREAN NATIONAL RAILROAD CARS LOADED WITH KNR FREIGHT (Monthly Averages)



KOREAN NATIONAL RAILROAD DAILY AVERAGE OF CARS LOADED WITH FREIGHT



KNR PASSENGER & FREIGHT REVENUE (IN MILLIONS OF HWAN)

FY'S 1954 - 1955 - 1956 - 1957 & 1958

