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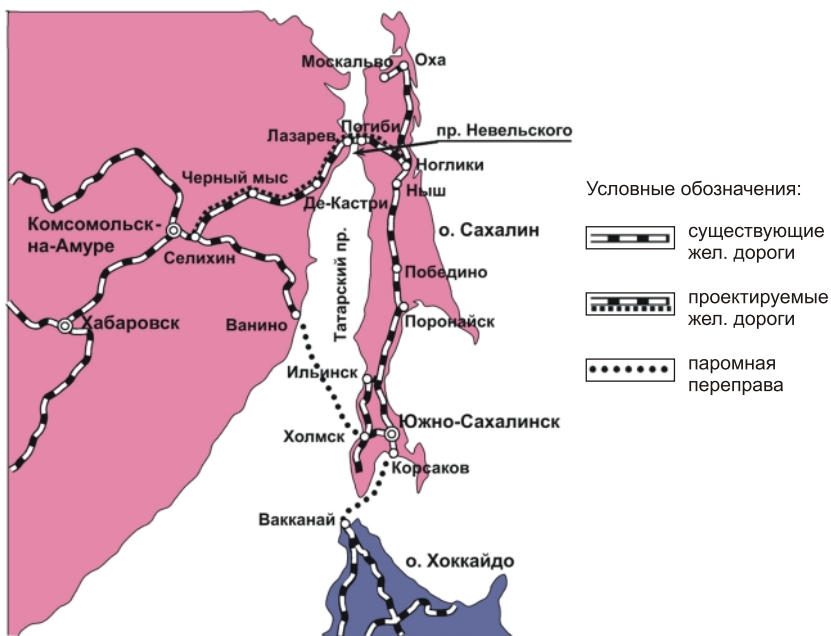
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(630090, , 17, e-mail: kibalovE@mail.ru).

(630090, , 17, e-mail: kin_a@ieie.nsc.ru).

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E.B. Kibalov, A.A. Kin

**ON THE PERFORMANCE
OF THE «SAKHALIN – MAINLAND»
RAILWAY PROJECT**

The article views a problem of establishing ground transportation that connects Sakhalin Island to mainland Russia through the prism of history: from the imperial era to the present day where the Sakhalin–Mainland railway project is interpreted as a breakthrough component in the strategy of streng-

thening Russia's trade and economic ties with Asia-Pacific and, above all, Japan. We emphasize that the project cannot be cost-effective if it is confined to building a bridge or a tunnel across the Nevelskoy Strait and focuses only on the Sakhalin Railway. It is also necessary to incorporate a bridge across the La Perouse Strait in the project, which will provide access to the Japanese railway network and allow container traffic from Japan to Europe via Russia. With this approach, the Sakhalin–Mainland federal project becomes international, and its successful implementation will not only meet the project's economic objectives but also solve Russia's political and military strategic problems in the Pacific.

Keywords: railway project; the Nevelskoy Strait; the La Pérouse Strait; transport corridor; economic goals; non-economic goals; complicated decisions; project expenses; the Japan–Korea Undersea Tunnel

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Information about the authors

Kibalov, Evgeniy Borisovich (Novosibirsk, Russia) – Doctor of Sciences (Economics), Professor, Chief Researcher at the Institute of Economics and Industrial Engineering, Siberian Branch of the Russian Academy of Sciences (17, Ac. Lavrentiev av., Novosibirsk, 630090, Russia, e-mail: kibalovE@mail.ru).

Kin, Anatoliy Aleksandrovich (Novosibirsk, Russia) – Candidate of Sciences (Economics), Leading Researcher at the Institute of Economics and Industrial Engineering, Siberian Branch of the Russian Academy of Sciences (17, Ac. Lavrentiev av., Novosibirsk, 630090, Russia, e-mail: kin_a@ieie.nsc.ru).

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