



High-speed rail development in Russia

High-Speed Rail Lines



Results of implementing Russia's Railway Transport Development Strategy until 2030

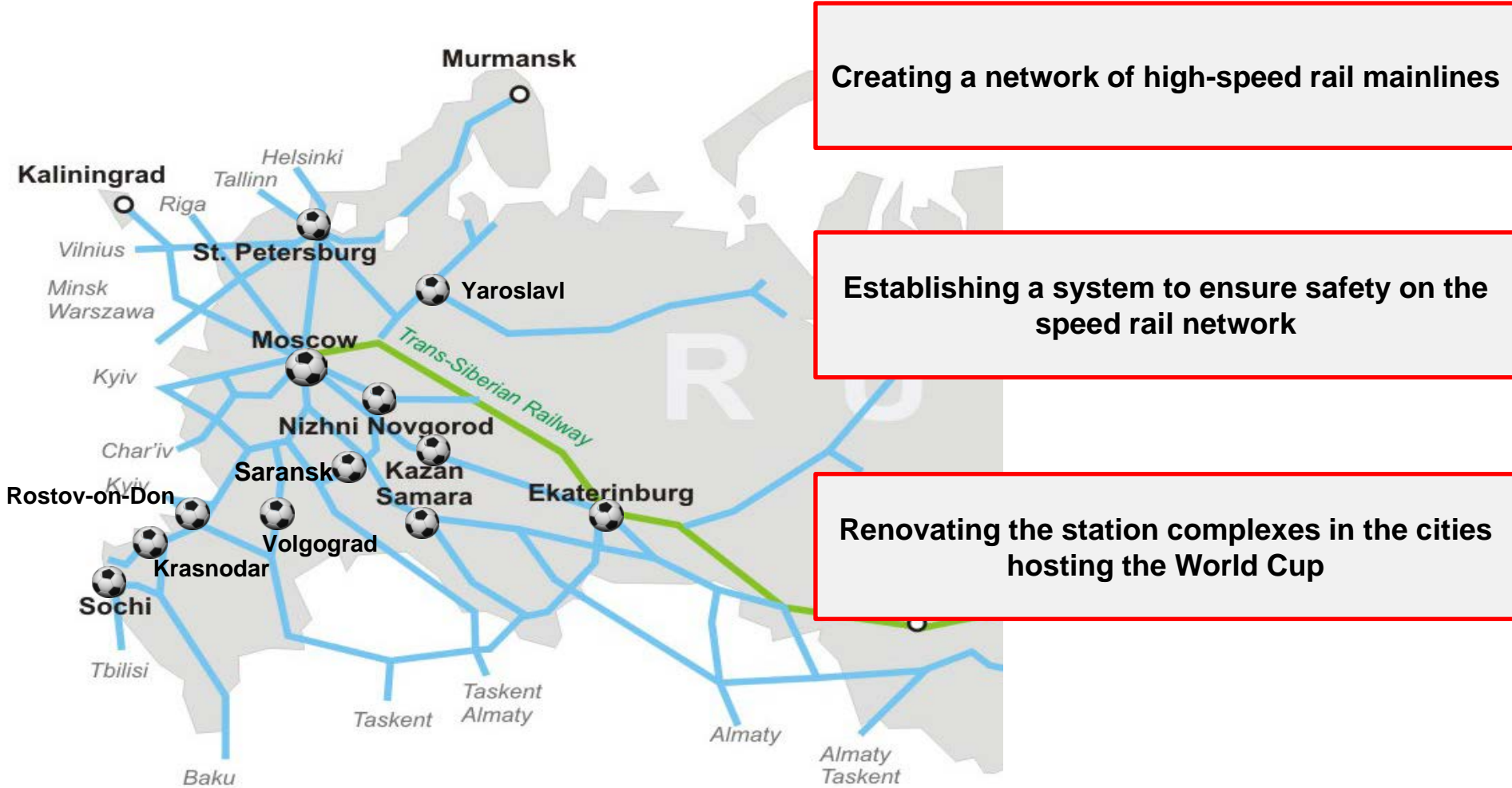
Launching the high-speed Sapsan train service on the **St Petersburg–Moscow** line in late 2009
(8 trains per day, travel time: 3h 45m, maximum speed: 250km/h)

Launching the speed Sapsan train service on the
Moscow–Nizhny Novgorod line in mid-2010
(2 trains per day, travel time: 3h 55m, maximum speed: 160km/h)

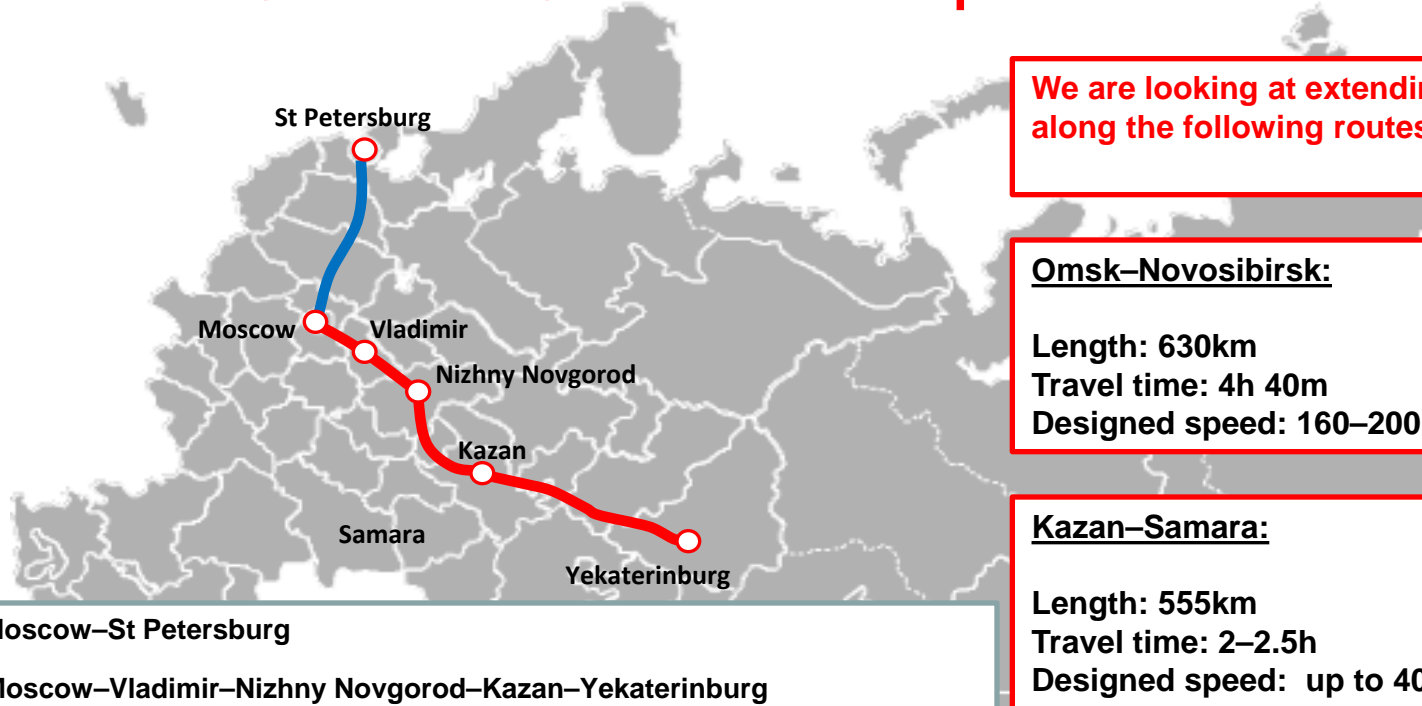
Launching the speed Allegro train service on the
St Petersburg–Helsinki line in late 2010
(2 trains per day, travel time: 3h 36m, maximum speed: 200km/h)

More than 6 million people have travelled by high-speed trains since they began operation less than 3 years ago.

FIFA World Cup in 2018



HSR 1 and HSR-2 routes and parameters



Project	Route	Length	Travel time	Passenger traffic
HSR 1	Moscow–St Petersburg	659km	≈2.5 hours	Up to 10.5 million passengers per year by 2050. Overall, more than 300 million passengers will be carried between 2018 and 2050 .
HSR-2	Moscow–Vladimir–Nizhny Novgorod–Kazan–Yekaterinburg	1,595km	≈8-9 hours	

Total length: 2,254km

HSR 1 implementation plan

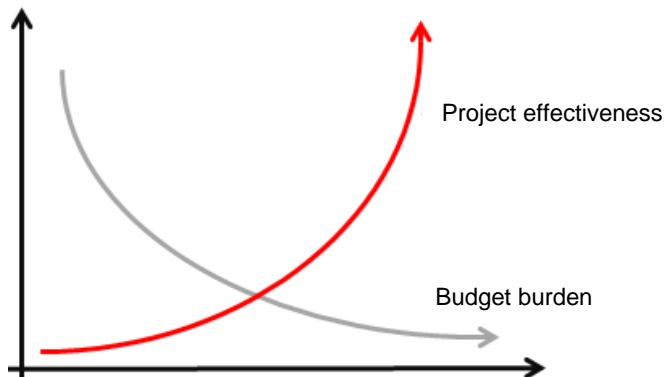
Implementation plan: public-private partnership, Life Cycle Contract (LCC)

Negotiations were held with six international consortiums:

France (led by Bouygues group), **Spain** (led by OHL),
Italy (led by Finmeccanica), **Germany** (led by Siemens),
South Korea (led by Hyundai), **China** (led by CRCC) and financial institutions

Potential tender participants were engaged in the project at an early stage of its development.

The launch of cooperation with Russia's Ministry of Finance and Ministry of Economic Development at the project's early stages helped reduce the budget burden while maintaining advantageous conditions for the private partner, which helped boost the project effectiveness



A **funding scheme** has been developed that envisages a **70/30** cost split between the government and the private partner

HSR 1 and HSR-2 investment effectiveness

Total investment in the HSR 1 project

21.2 billion USD

(in 2010 prices without VAT)

Social and economic effect from the HSR 1 project

68.414 billion USD

Capital spending on the HSR-2 project

40.319 billion USD

(in 2010 prices without VAT)

Social and economic effect

76.983 billion USD

For both Russia and Russian Railways, building an HSR network means:

Transferring existing technologies and creating new ones

Raising population mobility

Creating new financial and investment instruments

An enormous research infrastructure

The aggregate social and economic effect from the HSR network (the HSR 1 and HSR-2 projects) will total

145.397 billion USD.



Thank you!